

# Town of Harrison

Calumet County, Wisconsin

# Comprehensive Plan

# 2004



**January 26, 2004**  
*Updated January 26, 2010*

## **HARRISON TOWN BOARD**

Joe Sprangers, Chairman  
Larry Sprangers, Town Supervisor  
Robert Streck, Town Supervisor

Steve Bevers, Town Supervisor  
Chester Dietzen, Town Supervisor

## **HARRISON PLANNING COMMISSION**

Joe Sprangers, Chairman  
Meg Brew, Vice Chair  
Dave Dhein  
Chester Dietzen

Jason Wachtendonk  
Lee Fredericks  
Dave La Shay

## **HARRISON CITIZEN'S ADVISORY COMMITTEE**

Dewey Zwicker, Com. Chairman  
Sharon Ziegelbauer, Recording  
Sec.  
Vickie Milde  
Pat Van Zeeland  
Wayne Fischer  
James Ziegelbauer  
Rick Santkuyl

Debbie Zwicker  
Pat Del Ponte  
Eric Rozine  
David Dhein  
Judi Drum  
Laura Sue Eckrose  
Julie Wians

## **HARRISON TOWN STAFF**

Laura Parsons, Town Clerk  
JoAnn Ashauer, Town Treasurer  
Leann Buboltz, Admin.  
Coordinator  
Penny Weir, Admin. Assistant

Robert Kesler, Road Superintend.  
Gary Klinka, Building Inspector  
Larry Grassal, Fire Chief –#1  
Greg Lauer, Fire Chief –#2

Prepared by



Warren F. Utecht, Division Manager  
Curtis H. Solberg, Site Planner

Jonathan P. Bartz, Principal Planner  
Mary Jo Pankratz, Associate Planner

Brigit Duley, CAD Technician

# Town of Harrison Comprehensive Plan 2004

## Table of Contents

### Introduction

### Issues and Opportunities

Goal, Objectives, and Policies .....	3
<b>Population Trends</b> .....	4
<b>Existing Age Distribution</b> .....	6
<b>Race</b> .....	7
<b>Household Size</b> .....	7
<b>Demographic Trends</b> .....	8
Existing Education Levels .....	9
Income.....	10
<b>Poverty Status</b> .....	10
<b>Income Ranges</b> .....	11
Labor Force .....	12
<b>Employment by Industrial Sector</b> .....	12
<b>Location of Workplace</b> .....	13
<b>Travel Time to Work</b> .....	14

### Housing

Goal, Objectives, and Policies .....	15
Housing Stock Age.....	16
Housing Stock Structural Characteristics .....	16
Building Permit Trends .....	17
Occupancy/Vacancy Status .....	18
Housing Value.....	19
Affordable Housing .....	19

### Transportation

Goals, Objectives, and Policies .....	21
Highways .....	22
<b>Street and Highway Classifications</b> .....	22
<b>Traffic Volumes</b> .....	24
<b>Highway Improvements</b> .....	24
<b>Future Road Improvements</b> .....	27
Transit .....	29
Transportation Systems for People With Disabilities .....	29
Non-Automobile Transportation Modes .....	30
<b>Bicycles/Walking</b> .....	30
<b>Railroads</b> .....	30

<b>Air Transportation</b> .....	30
<b>Trucking</b> .....	30
<b>Water Transportation</b> .....	31
<b>Comparison to State and Regional Plans</b> .....	<b>31</b>

## **Utilities and Community Facilities**

<b>Goal, Objectives, and Policies</b> .....	<b>33</b>
<b>Sanitary Sewer Service</b> .....	<b>34</b>
<b>Storm Water Management</b> .....	<b>41</b>
<b>Water Supply</b> .....	<b>45</b>
<b>Refuse and Recycling Services</b> .....	<b>44</b>
<b>On-Site Wastewater Treatment Technologies</b> .....	<b>44</b>
<b>Yard Waste Disposal</b> .....	<b>44</b>
<b>Parks</b> .....	<b>44</b>
<b>Telecommunication Facilities</b> .....	<b>49</b>
<b>Power-Generating Plants and Transmission Lines</b> .....	<b>50</b>
<b>Cemeteries</b> .....	<b>50</b>
<b>Health Care Facilities</b> .....	<b>50</b>
<b>Child Care Facilities</b> .....	<b>51</b>
<b>Emergency Services</b> .....	<b>51</b>
<b>Police</b> .....	51
<b>Fire and Rescue Facilities</b> .....	51
<b>Ambulance Service</b> .....	52
<b>Libraries</b> .....	<b>52</b>
<b>Schools</b> .....	<b>53</b>
<b>Other Governmental Facilities</b> .....	<b>54</b>

## **Agricultural, Natural, and Cultural Resources**

<b>Goal, Objectives, and Policies</b> .....	<b>55</b>
<b>Agriculture</b> .....	<b>55</b>
<b>Future of Farming</b> .....	<b>55</b>
<b>Soils</b> .....	<b>56</b>
<b>Natural Resources</b> .....	<b>65</b>
<b>Metallic and Nonmetallic Mineral Resources</b> .....	<b>65</b>
<b>Surface Water</b> .....	<b>65</b>
<b>Groundwater</b> .....	<b>66</b>
<b>Wetlands</b> .....	<b>71</b>
<b>Stream Corridors</b> .....	<b>72</b>
<b>Floodplains</b> .....	<b>72</b>
<b>Forests and Woodlands</b> .....	<b>77</b>
<b>Environmentally Sensitive Areas</b> .....	<b>77</b>
<b>Threatened and Endangered Species</b> .....	<b>77</b>
<b>Wildlife Habitat</b> .....	<b>78</b>
<b>Open Spaces</b> .....	<b>78</b>
<b>Other Natural Resources</b> .....	<b>78</b>
<b>Historical and Cultural Resources</b> .....	<b>79</b>
<b>Community Design</b> .....	<b>79</b>

## **Economic Development**

<b>Goal, Objectives, and Policies</b> .....	<b>81</b>
<b>Analysis of Labor Force</b> .....	<b>82</b>
<b>Analysis of Economic Base</b> .....	<b>82</b>
<b>Desired New Businesses and Industries</b> .....	<b>83</b>
<b>Local Unit Of Government's Strengths and Weakness to Attract and Retain Businesses and Industries</b> .....	<b>85</b>
<b>Designation of Sites for Such Businesses and Industries</b> .....	85
<b>Market Potential for Environmentally Contaminated Sites</b> .....	85
<b>County, Regional and State Economic Development Program Applicability</b> .....	<b>86</b>

## **Intergovernmental Cooperation Element**

<b>Goal, Objectives, and Policies</b> .....	<b>87</b>
<b>Relationships With School Districts, Adjacent Communities, Region, State, and Other Governmental Units</b> .....	<b>88</b>
<b>Boundary Agreements</b> .....	88
<b>Potential Conflicts with Adjoining Governmental Units</b> .....	89
<b>Conflict Resolution Procedure</b> .....	89

## **Land Use**

<b>Goal, Objectives, and Policies</b> .....	<b>91</b>
<b>Soil Limitations for Building Site Development</b> .....	<b>93</b>
<b>Floodplains, Wetlands and Other Environmentally Sensitive Areas</b> .....	<b>94</b>
<b>Amount, Type, Intensity and Net Density of Existing Land Uses</b> .....	<b>94</b>
<b>Analysis Of Trends in The Supply, Demand and Price Of Land</b> .....	<b>99</b>
<b>Net Density Assumptions for Projection Estimates</b> .....	<b>99</b>
<b>Land Use Projections for Twenty-Year Period</b> .....	<b>101</b>
<b>Analysis of Opportunities for Redevelopment</b> .....	<b>102</b>
<b>Analysis of Existing and Potential Land Use Conflicts</b> .....	<b>102</b>

## **Plan Implementation**

<b>Goal, Objectives, and Policies</b> .....	<b>107</b>
<b>Ordinances, Programs and Specific Actions to Implement the Plan</b> .....	<b>107</b>
<b>Description of How Each Element of the Comprehensive Plan Will Be Integrated and Made Consistent With Other Elements</b> .....	<b>111</b>
<b>Method for Measuring the Community's Progress Toward Achieving All Aspects of the Plan</b> .....	<b>111</b>
<b>Process for Updating the Plan</b> .....	<b>111</b>
<b>Implementation of Goals in the Plan</b> .....	<b>112</b>

# Tables and Maps

Map 1 Town Location

## Issues and Opportunities

Table 1	Population Trends, 1980–2008	4
Table 2	Population Trend Comparisons, 1970-2008	5
Table 3	Population Comparison of Communities in Calumet County, 1950-2008	5
Table 4	Population by Age Cohort, 1990 and 2000	6
Table 5	Ethnicity, 1990 and 2000	7
Table 6	Persons Per Household, 1990 and 2000	8
Table 7	Population and Projections for Calumet County Civil Divisions	8
Table 8	Educational Attainment, 1990 and 2000	9
Table 9	Comparative Income Characteristics, 1989 and 1999	10
Table 10	Adjusted Gross Income Per Tax Return, 2004 to 2007	10
Table 11	Poverty Status, 1989 and 1999	11
Table 12	Income Range, 1989 and 1999	11
Table 13	Employment Status, 1990 and 2000	12
Table 14	Occupation Of Employed Persons 16 Years And Older, 1990 and 2000	13
Table 15	Location Of Workplace of Town of Harrison Residents, 1990 and 2000	13
Table 16	Travel Time to Work of Town of Harrison Residents, 1990 & 2000	14

## Housing

Table 17	Dwelling Units by Age, 1960-2000	16
Table 18	Number of Units by Structural Type, 1990 and 2000	17
Table 19	New Housing Units Constructed, 1990 – 2008	17
Table 20	Occupancy, Value/Rent, and Vacancy Status, 1990 and 2000	18

## Transportation

Map 2	Highway Functional Class and Daily Traffic Volumes	25
Table 21	Highway Traffic Counts 1991-2007	28

## Utilities and Community Facilities

Table 22	Platted Buildable Lots in the Darboy District	36
Map 3	Darboy and Waverly Sanitary Districts	37
Table 23	Platted Buildable Lots in the Waverly District	39
Table 24	Geographic Growth Areas	40
Table 25	Installation of New Private Disposal Systems, 1990 – 2008	41
Table 26	Existing Parks and Recreation Facilities	45
Map 4	Community Facilities, Parks and Recreational Facilities	47

## **Agricultural, Natural, and Cultural Resources**

<b>Table 27</b>	<b>Active Farms in Town of Harrison, 2003</b> .....	56
<b>Map 5</b>	<b>Soil Suitability for Agriculture</b> .....	59
<b>Map 6</b>	<b>Soil Limitations for Below-Grade Septic Tank Absorption Fields</b> .....	63
<b>Table 28</b>	<b>Quarries</b> .....	65
<b>Map 7</b>	<b>Soil Permeability</b> .....	67
<b>Map 8</b>	<b>Areas of High Bedrock and Gravel Pits/Quarries</b> .....	69
<b>Map 9</b>	<b>Floodplain and Wetland Areas</b> .....	73
<b>Map 10</b>	<b>Areas of High Ground Water</b> .....	75

## **Economic Development**

<b>Table 29</b>	<b>Major Employers, Town of Harrison</b> .....	84
<b>Table 30</b>	<b>Potential Environmental Contamination</b> .....	85

## **Land Use**

<b>Map 11</b>	<b>Soil Limitations for Building Site Development</b> .....	95
<b>Map 12</b>	<b>Existing Land Use, 2004</b> .....	97
<b>Table 31</b>	<b>Population and Housing Projections, 2000 to 2025</b> .....	99
<b>Table 32</b>	<b>Land Use Projections</b> .....	100
<b>Map 13</b>	<b>Future Land Use Plan, 2004–2023</b> .....	105
<b>Table 33</b>	<b>Implementation Schedule</b> .....	112

## **Appendix A**

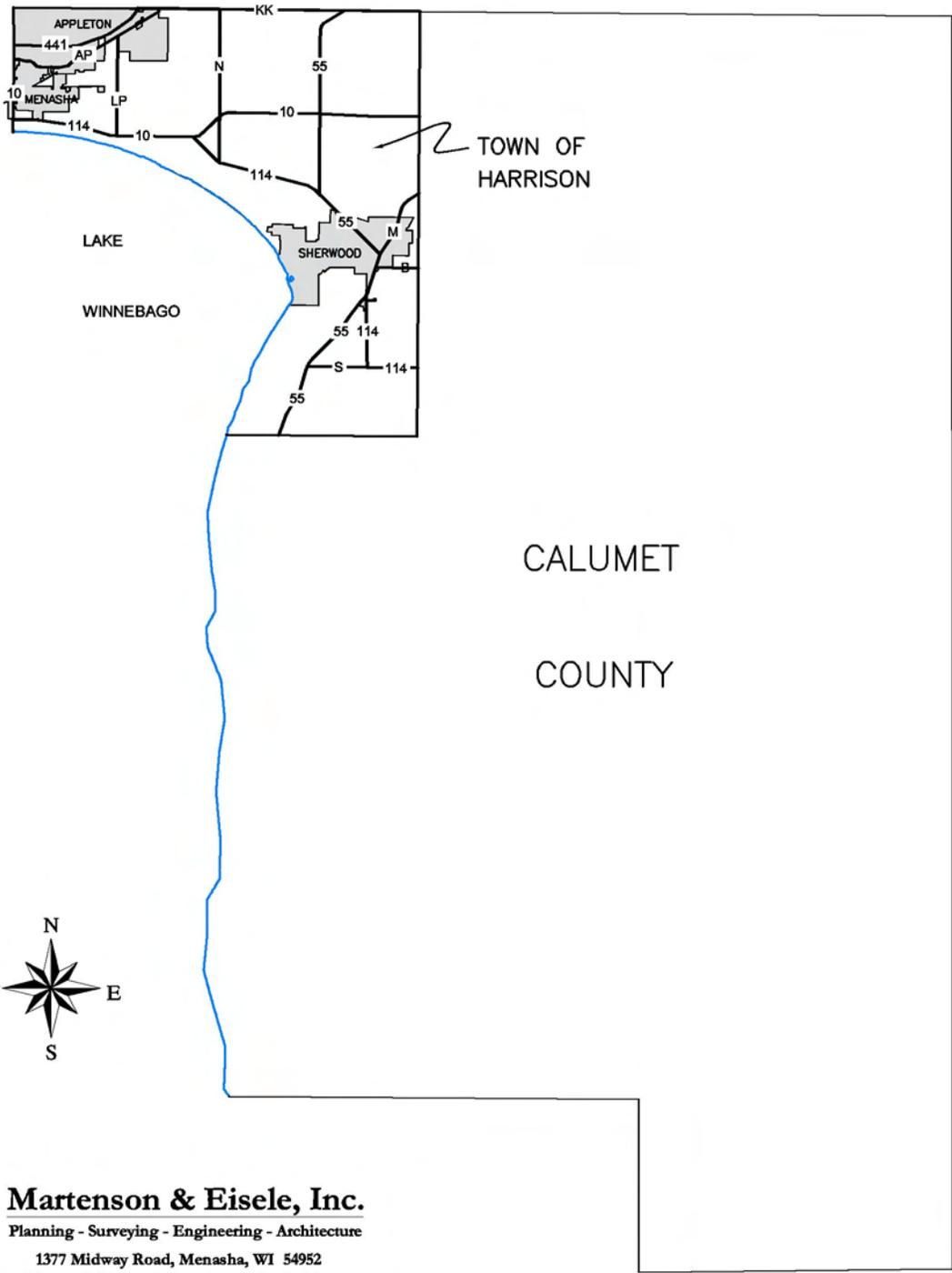
**Ordinance Adopting Comprehensive Plan**

## **Appendix B**

**Comments**

# Map 1

## Town Location



**Martenson & Eisele, Inc.**  
Planning - Surveying - Engineering - Architecture  
1377 Midway Road, Menasha, WI 54952  
Phone (920) 731-0381 Fax (920) 733-8578  
[www.martenson-eisele.com](http://www.martenson-eisele.com)  
[info@martenson-eisele.com](mailto:info@martenson-eisele.com)

# INTRODUCTION

## Location

The Town of Harrison, located in the northwestern portion of Calumet County, is a predominantly rural community that continues to experience considerable urban growth pressures. The Town has a current population of 8,677, and encompasses a land area of nearly thirty square miles, or approximately 19,000 acres. Although Harrison's population has increased substantially since 1990, annexations to adjacent cities and villages have resulted in major losses of potential growth areas, especially commercial and industrial land areas to Appleton, and residential areas to Menasha and Sherwood. The Town of Harrison shares a common boundary with the Cities of Appleton, Kaukauna, and Menasha, and the Towns of Menasha, Buchanan, Woodville, and Stockbridge. The Town is nearly divided by the Village of Sherwood (see Map 1).

## Recent History

Harrison has experienced considerable residential development over the last ten years, due in part to its close proximity to the Fox Cities and the communities of Appleton and Menasha. Much of this development has occurred within the boundaries of the Darboy and Waverly Sanitary Districts, which were created in the 1980s to provide "urban services" to the newly developing areas. The impact resulted in a flurry of residential subdivisions being developed both in Harrison and Buchanan, and a single-family housing boom occurring simultaneously in both communities. Recognizing the dramatic changes that were occurring in their respective towns, officials from Harrison and Buchanan have met and discussed the prospects for long range comprehensive planning that would benefit both towns.

## Planning History

In 1998, the Town of Harrison adopted their first Comprehensive Plan. However, because of Comprehensive Planning legislation in 1999 and rapid growth experienced by Harrison, the town contracted with Martenson & Eisele, Inc., in 2000 to update the 1998 plan. This most recent plan was adopted in the spring of 2003, but because of input from surrounding communities and the East Central Wisconsin Regional Planning Commission (East Central Planning), the plan was amended and adopted in 2004. The plan is being updated in 2009 as part of the plan implementation.

## Revised Comprehensive Plan

This Revised Comprehensive Plan will provide the essential framework and guidelines to:

1. Establish a basis for requesting amendments to the Sewer Service Area boundary for the Darboy and Waverly Sanitary Districts.
2. Establish a basis for petitioning to Calumet County for a Growth Management boundary amendment that will address town growth for the next twenty years.
3. Reflect a cooperative planning effort between the town and surrounding municipalities.

## Planning<sup>1</sup>

### What is Planning?

- Planning is an orderly, open approach to determining local needs, goals and priorities, and developing a guide for action.
- Planning is a concentrated effort by a community to reach a balance between the natural environment and residential, commercial, industrial and agricultural development.
- A plan is a guide for public officials and private citizens to use in making informed decisions that will affect their community.
- Planning is a process that helps a community prepare for change rather than react to it.

### Planning is not...

- An attempt to replace market forces of supply and demand. It helps shape and channel market forces by establishing certain guidelines to manage development.
- Action. A plan is only a guide for action and implementation.
- An instrument for immediate change. Change will occur incrementally as the plan is implemented.
- Static. Good planning requires continual review of implementation successes and failures, citizen desires, and the surrounding environment so that the plan can be adjusted as needed.
- Zoning. A comprehensive plan is a foundation and guide for many tools that may be used to implement the plan. Zoning is one of these tools. Utilities, capital improvements planning, and subdivision regulations are examples of other tools.

### Why Develop a Plan?

This plan is being made with the general purpose of guiding and accomplishing coordinated and harmonious development of the Town of Harrison that will, in accordance with existing and future needs, promote public health, safety, morals, order, convenience, prosperity, and the general welfare, as well as efficiency and economy in the process of development. Developing a plan provides an opportunity for residents, landowners, business owners and other stakeholders to come together and define the desired future of the Town. The Plan is a tool, not just a product.

### Words to Know ....

- Goal: A statement that describes, usually in general terms, a desired future condition.
- Objective: A statement that describes a specific action or condition that is to be attained within a stated period of time. Objectives include ordinances changes, new programs, and other tasks. The objectives serve as a "to do" list to implement the plan. Objectives should be evaluated regularly.
- Policy: A course of action, or rule of conduct, used to achieve the goals and objectives of the plan. Policies relate closely to the goals, but provide more refined, specific actions the Town will abide by when making decisions. Policies typically use "shall" and "should" in describing actions and are often expressed as specific standards.

---

<sup>1</sup> Koles, Mike, Comprehensive Planning Fundamentals (G3746), UW-Extension, 2001

# ISSUES AND OPPORTUNITIES

## Goal, Objectives, and Policies

### Goal

To maintain, preserve, and enhance the Town's rural atmosphere and open spaces while encouraging a balance of high-quality, architecturally pleasing, planned development between residential, commercial, and industrial uses in the urbanized area of the Town to create a sense of community.

### Objectives

1. Encourage a pattern of planned growth and orderly development in the town.
2. Provide an adequate level of police protection, fire protection, community services, and facilities that will attract quality new development and serve the current residents.
3. Address the need for a future wastewater treatment facility expansion to ensure that anticipated areas of the town are adequately served.
4. Coordinate and integrate future town studies and plans to make sure there is consistency with the Town Comprehensive Plan.
5. Cooperate and work closely with neighboring communities to coordinate present and future planning activities to ensure that Town plans are consistent with land use planning and development projects in surrounding communities.
6. Provide a transportation system that includes a network of quality highways, and town roads, and pedestrian/bicycle trails that allow safe movement and accessibility throughout the community.
7. Provide a reasonable level of municipal services that allows for growth while maintaining a low tax rate.
8. Develop or amend Town ordinances to promote well-planned development.
9. Study the feasibility of developing a Town business/industrial park.

### Policies

1. The Town of Harrison Comprehensive Plan shall serve as the official guide to encourage future growth and development in the community.
2. Town ordinances and policies shall be made in conformance with the intent of the Town of Harrison Comprehensive Plan.
3. New housing should be built in areas of the Town with convenient access to commercial and recreational facilities, transportation systems, schools, employment opportunities, and other necessary infrastructure to serve new development.
4. Adopt town zoning that will provide the Town the control to implement the land use plan recommendations contained in the Town of Harrison Comprehensive Plan.
5. The business/industrial park feasibility study should be completed by the next plan update (2014).
6. Limit the number of multi-lot platted subdivisions and single-lot rural residential development (other than farmstead homes) outside of the Sewer Service Area. (NOTE: The intent of this statement is to avoid single-lot development in the middle of farmland but instead encourages single-lot development on the edges of farmland.)

## Population

### Population Trends

The Town of Harrison's past growth pattern has been largely due to its close proximity to the Fox Cities Urbanized Area, particularly the cities of Appleton and Menasha. Along with its location, the town's population, housing, economic conditions, and environmental characteristics have directly affected the community's past growth pattern. The influence of the Fox Cities and the town's resources will also form the basis for future community growth and development.

Table 1 shows that the population of the Town of Harrison decreased by 346 persons between 1980 and 1990, producing a 9.8% *decrease*, as compared to an 11.1% *increase* in population for Calumet County for the same years. The decline in population was due mostly to annexations by the Cities of Appleton and Menasha and the Village of Sherwood. Between 1990 and 2000, however, the population of the Town of Harrison increased by 2,561 persons, or 80.2 percent. The annual increase of 8.0% in Harrison certainly outpaced the county's 1.5% annual increase for the same years.

**TABLE 1**  
**POPULATION TRENDS, 1980 - 2008**

Year	Harrison	Calumet County
1980	3,541	30,867
1990	3,195	34,291
1991	3,204	34,512
1992	3,309	34,779
1993	3,480	35,655
1994	3,583	36,097
1995	3,718	36,824
1996	3,874	37,309
1997	4,025	37,778
1998	4,493	38,760
1999	4,660	39,313
2000	5,756	40,631
2001	6,169	41,475
2002	6,688	42,497
2003	7,389	43,612
2004	7,917	44,361
2005	8,223	45,168
2006	8,469	45,711
2007	8,601	46,031
2008	8,677	46,292

Source: U.S. Census 1980, 1990, 2000, WI DOA 2008

Table 2 compares the growth of the Town of Harrison with two other fast-growing towns in the Fox Cities, Buchanan and Greenville (Outagamie County), as well as Calumet County and all of Wisconsin. From this table, it can be seen that the percentage of growth in the Town of Buchanan from 1990 to 2000 was greater than the Towns of Harrison and Greenville. In the last eight years, however, the percentage of growth in the Town of Harrison is greater than the Towns of the Buchanan and Greenville. This trend is likely to continue because land in Buchanan that is within the Darboy Sanitary District is becoming very limited, and growth in Greenville has slowed in recent years.

**TABLE 2**  
**POPULATION TREND COMPARISONS, 1970 - 2008**

Timeframe	T. Harrison	T. Buchanan	T. Greenville	Calumet Co.	Wisconsin
1970	3,260	1,987	2,675	27,604	4,417,821
1980	3,541	1,742	3,310	30,867	4,705,642
1990	3,195	2,484	3,806	34,291	4,891,769
2000	5,756	5,827	6,844	40,631	5,363,678
2008 (est.)	8,677	6,708	9,401	46,292	5,675,156
% Change					
1970 to 1980	8.6%	-12.3%	23.7%	11.8%	6.5%
1980 to 1990	-9.8%	42.6%	15.0%	11.1%	4.0%
1990 to 2000	80.2%	134.6%	79.8%	18.5%	9.6%
2000 to 2008	50.7%	15.1%	37.4%	13.9%	5.8%

Source: U.S. Census 1990 & 2000, Wi DOA 2008

Table 3 shows further comparisons with other towns, villages and cities in Calumet County. Other than the City of Menasha, which had no population in the county until the 1980s, the Town of Harrison shows overwhelming growth in the last ten years compared to others.

**TABLE 3**  
**POPULATION COMPARISON of COMMUNITIES in CALUMET COUNTY, 1950-2008**

Jurisdiction	Census 1950	Census 1960	Census 1970	Census 1980	Census 1990	Census 2000	DOA* 2008	% Change 2000-2008
Cities								
Appleton(pt.)	0	1,653	3,401	5,484	9,075	10,974	11,195	2.0%
Brillion	1,390	1,783	2,588	2,907	2,840	2,937	2,989	1.8%
Chilton	2,367	2,578	3,030	2,965	3,240	3,708	3,776	1.8%
Kiel (pt.)	261	271	298	429	376	321	313	-2.5%
Menasha(pt.)	0	0	0	0	73	688	1,633	137.4%
New Holstein	1,831	2,401	3,012	3,412	3,342	3,301	3,347	1.4%
Villages								
Hilbert	648	736	896	1,176	1,211	1,089	1,109	1.8%
Potter	0	0	0	0	252	223	291	30.5%
Sherwood	0	0	350	372	837	1,550	2,499	61.2%
Stockbridge	409	476	582	567	579	649	678	4.5%

Towns								
Brillion	1,232	1,278	1,324	1,191	1,300	1,438	1,548	7.6%
Brothertown	1,312	1,360	1,420	1,494	1,409	1,404	1,445	2.9%
Charlestown	1,013	1,022	1,079	1,090	875	789	780	-1.1%
Chilton	1,024	1,114	1,116	1,120	998	1,130	1,188	5.1%
Harrison	2,818	2,873	3,260	3,541	3,195	5,756	8,677	50.7%
New Holstein	1,159	1,229	1,513	1,527	1,406	1,457	1,561	7.1%
Rantoul	1,175	1,165	1,243	1,184	895	841	847	0.7%
Stockbridge	1,145	1,314	1,285	1,248	1,317	1,383	1,475	6.7%
Woodville	1,056	1,015	1,207	1,160	1,071	993	941	-5.2%
Calumet Co.	18,840	22,268	27,604	30,867	34,291	40,631	46,292	13.91%
Region	366,887	413,397	475,090	511,033	542,712	609,338	649,718	6.6%
Wisconsin	3,434,575	3,951,777	4,417,821	4,705,642	4,891,769	5,363,678	5,675,156	5.8%

\* Wisconsin Department of Administration  
 Source: U.S. Census 1950-2000 and DOA estimates for 2008

### Existing Age Distribution

The median age of Harrison’s population in 1990 was 32.4 years, slightly higher than the median age in the county, which was 31.3 years (Table 4). The number of children less than ten years old jumped from 511 to 1,033 from 1990 to 2000, and the percentage of overall population in this same age group also increased, but did not double in size. Percentages of children under ten years old in the town are much higher than the county or state. This indicates that the town is gaining a number of families with young children.

The percentage of elderly population in the town has changed very little over the last ten years. When compared to the county or state, the town has a much lower percentage of elderly people.

**TABLE 4**  
**POPULATION by AGE COHORT, 1990 and 2000**

Age in years	Town of Harrison				Calumet County				Wisconsin			
	1990		2000		1990		2000		1990		2000	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
< 10	511	16.0	1,033	17.9	5,985	17.5	6,100	15.0	737,033	15.1	721,824	13.5
10-19	473	14.8	849	14.7	5,374	15.7	6,519	16.0	700,876	14.3	810,269	15.1
20-29	466	14.6	511	8.9	4,934	14.4	4,291	10.6	764,744	15.6	691,205	12.9
30-39	583	18.2	1,181	20.5	6,050	17.6	6,959	17.1	810,378	16.6	807,510	15.1
40-49	413	12.9	997	17.3	4,044	11.8	6,760	16.6	595,613	12.2	837,960	15.6
50-59	327	10.2	598	10.4	2,797	8.2	4,245	10.4	423,025	8.6	587,355	11.0
60-69	260	8.1	319	5.5	2,476	7.2	2,600	6.4	404,188	8.3	387,118	7.2
70-79	116	3.6	199	3.5	1,736	5.1	1,988	4.9	294,406	6.0	319,863	6.0
80-84	24	0.8	42	0.7	491	1.4	677	1.7	87,213	1.8	104,946	2.0
> 85	22	0.7	27	0.5	404	1.2	492	1.2	74,293	1.5	95,625	1.8
<b>Total</b>	3,195		5,756		34,291		40,631		4,891,769		5,363,678	
<b>Med'n Age</b>	32.4		35		31.3		35		0		36	

Source: U.S. Census 1950-2000 and DOA estimates for 2001 and 2002

## Race

The population of the town, county and state is predominately white, with a very limited number of Asian, Indian, or other nationalities. The Town of Harrison has had a slight increase in the number of minority people, made up mostly of African-American and Asian backgrounds.

**TABLE 5**  
**ETHNICITY, 1990 and 2000**

Ethnic Background	T. Harrison				Calumet County				Wisconsin			
	1990		2000		1990		2000		1990		2000	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
White	3,182	99.6	5,661	98.3	33,910	98.9	39,282	96.7	4,512,523	92.2	4,769,857	88.9
African American	2	0.1	23	0.4	29	0.1	124	0.3	244,539	5.0	304,460	5.7
American Indian/ Native Alaskan	6	0.2	7	0.1	146	0.4	139	0.3	39,387	0.8	47,228	0.9
Asian or Pacific Islander	4	0.1	40	0.7	173	0.5	632	1.6	53,583	1.1	90,393	1.7
Other Race	1	0.0	9	0.2	33	0.1	154	0.4	41,737	0.9	84,842	1.6
Two or More Races	N/A	--	16	--	N/A.	--	300	--	N/A.	--	66,895	--
Total Persons	3,195	100.0	5,756	100.0	34,291	100.0	40,631	100.0	4,891,769	100.0	5,363,678	100.0
Hispanic or Latino	5	--	34	--	112	--	435	--	47,846	--	192,921	--

Source: U.S. Census

## Household Size

Household size is a factor in the future demand for housing. Declining household size generally indicates a need for more housing units, even if there is no general growth in population. In 1990, the average household size in the Town of Harrison was 3.02 persons, compared to 2.91 for Calumet County and 2.61 for Wisconsin (Table 6). By 2000, the town, county and state all saw declines in the average household size. Harrison's average household size dropped to 2.88, and Calumet County's to 2.7. In comparison to the county and state, the Town of Harrison has the highest number of persons per household, which likely reflects younger families living in the town.

In 1990, 45.3% of all households in the Town of Harrison were one- and two-person households, and 37.0% were four or more-person households. The town had fewer one-person households (13.1%) than the county (17.8%), and substantially less than the state (24.4%).

In 2000, the share of one- and two-person households in the Town of Harrison was 48.4 percent. Harrison also experienced a slight decline in the proportion of households with four or more persons, dropping from 37.0% to 34.1 percent. The county experienced similar trends in household size, though it saw a greater decline in four or more-person households.

The overall decline in household size could be attributed to a number of reasons. Couples are now having fewer children and having them later in their life. The trend of failing marriages, where one of the parents leave and establish another household, contributes to housing demand. Children graduating and leaving the home for additional schooling or forming a new household could be another reason.

**TABLE 6  
PERSONS PER HOUSEHOLD, 1990 and 2000**

Household Size	Town of Harrison				Calumet County				State of Wisconsin			
	1990		2000		1990		2000		1990		2000	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
1 Person	139	13.13	273	13.28	2,093	17.78	3,045	20.37	443,673	24.35	557,875	26.76
2 Person	341	32.20	721	35.07	3,645	30.96	5,101	34.12	596,883	32.76	721,452	34.61
3 Person	187	17.66	362	17.61	2,078	17.65	2,481	16.59	302,563	16.61	320,561	15.38
4 Person	224	21.15	436	21.21	2,196	18.65	2,620	17.52	284,151	15.59	290,716	13.95
5 Person	112	10.58	197	9.58	1,179	10.02	1,196	8.00	129,821	7.12	127,921	6.14
6 or More Persons	56	5.29	67	3.26	581	4.94	509	3.40	65,027	3.57	66,019	3.17
Total Households	1,059		2,056		11,772		14,952		1,822,118		2,084,544	
Total Persons	3,195		5,756		34,291		40,631		4,891,769		5,363,678	
Avg. persons per household	3.02		2.88		2.91		2.70		2.61		2.50	

Source: U.S. Census: 1990, 2000

### Demographic Trends

During the 1990s the Town of Harrison experienced a major surge in population growth, based on the estimates of the Wisconsin Department of Administration shown in Table 7. A similar growth rate is anticipated to continue during the next ten years based on the demand for single-family residential lots in Harrison and the Darboy and Waverly Sanitary Districts.

Estimates by East Central Wisconsin Regional Plan Commission show the town’s population growth over the next thirty years, with an additional 12,069 people predicted over a thirty-year period, or an annual growth increase of 402 people per year. This estimate appears to be high, in comparison to the growth rate in the last 2 years. The Town has seen dramatic swings in residential building permits over the past five to six years. In 2002, the Town of Harrison issued more than 300 residential building permits. In 2008, the Town issued only 56 residential building permits.

Table 7 also shows that other than the portion of Appleton that is in Calumet County (10,974 persons), the Town of Harrison, at 5,756, has the second largest population in Calumet County. In future predictions, the Town continues to have the second largest population in the County.

**Table 7  
POPULATION & projections for CALUMET CO. CIVIL DIVISIONS, 1970-2030**

Civil Division	Census				ECWRPC Estimates					
	1970	1980	1990	2000	2005	2010	2015	2020	2025	2030
<b>Cities</b>										
Appleton(pt.)	3,401	5,484	9,075	10,974	11,588	12,323	12,982	13,656	14,258	14,788
Brillion	2,588	2,907	2,840	2,937	3,022	3,008	2,949	2,866	2,741	2,577
Chilton	3,030	2,965	3,240	3,708	3,849	3,944	3,997	4,034	4,031	3,990

Kiel (pt.)	298	429	376	321	324	314	298	278	253	223
Menasha(pt.)	0	20	73	688	1,225	1,661	2,133	2,655	3,208	3,789
New Holstein	3,012	3,412	3,342	3,301	3,364	3,301	3,181	3,028	2,824	2,573
<b>Villages</b>										
Hilbert	896	1,176	1,211	1,089	1,121	1,090	1,038	974	892	793
Potter	270	270	252	223	259	275	290	306	320	332
Sherwood	350	372	837	1,550	2,188	2,677	3,196	3,765	4,358	4,972
Stockbridge	582	567	579	649	699	724	743	759	770	774
<b>Towns</b>										
Brillion	1324	1191	1300	1438	1,571	1,643	1,702	1,759	1,803	1,835
Brothertown	1420	1494	1409	1,404	1,448	1,429	1,387	1,332	1,256	1,159
Charlestown	1079	1090	875	789	787	732	658	572	469	352
Chilton	1116	1120	998	1,130	1,169	1,179	1,172	1,159	1,131	1,090
Harrison	3260	3521	3195	5756	8,375	10,053	11,822	13,753	15,760	17,825
New Holstein	1513	1527	1406	1,457	1,540	1,538	1,514	1,479	1,422	1,347
Rantoul	973	914	895	841	833	785	719	641	546	437
Stockbridge	1285	1248	1317	1,383	1,465	1,494	1,504	1,508	1,496	1,468
Woodville	1207	1160	1071	993	975	917	838	744	631	500
<b>Calumet Co.</b>	<b>27,604</b>	<b>30,867</b>	<b>34,291</b>	<b>40,631</b>	<b>45,812</b>	<b>49,146</b>	<b>52,239</b>	<b>55,445</b>	<b>58,414</b>	<b>61,141</b>

Source: U.S. Census 1970-2000; ECWRPC 2004

## Existing Education Levels

Residents of both the Town of Harrison and Calumet County have a higher level of education than they did a decade ago. In 1990, 63.9% of Harrison's population that was age 25 and over had received a high school education, and 32.1% had received some post-secondary education (Table 8). In 2000, 65.3% of Harrison's population age 25 and over had received a high school education, but 60.5%, or nearly double the percentage in the town, had received some post-secondary education.

**TABLE 8**  
**EDUCATIONAL ATTAINMENT, 1990 and 2000**

Number of Grades Achieved	T. Harrison				Calumet County				Wisconsin			
	1990		2000		1990		2000		1990		2000	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Less than 9th Grade	190	9.3	47	1.3	2,473	11.8	1,464	5.6	294,862	9.5	186,125	5.4
9th - 12th Grade	182	8.9	186	4.9	1,787	8.5	1,840	7.1	367,210	11.9	332,292	9.6
High School Graduate	1,015	49.7	1,253	33.3	9,772	46.7	10,575	40.6	1,147,697	37.1	1,201,813	34.6
1 - 3 Years of College	442	21.6	1,066	28.4	4,208	20.1	6,774	26.0	735,487	23.8	976,375	28.1
4 Years or More	213	10.4	1,207	32.1	2,700	12.9	5,415	20.8	548,970	17.7	779,273	22.4
Total Age 25 or Older	2,042	63.9	3,759	65.3	20,940	61.1	26,068	64.2	3,094,226		3,475,878	

U.S. Census, 1990 & 2000

## Income

The median household income for Town of Harrison residents increased 71.5% between 1989 and 1999. In the same period, Calumet County's median income increased only 54.4%, and the state's even less at 50.8 percent. The higher income level in the town is partly due to the higher incomes of those moving into new housing in the town.

**TABLE 9  
COMPARATIVE INCOME CHARACTERISTICS, 1989 and 1999**

	Town of Harrison		Calumet County		Wisconsin	
	1989	1999	1989	1999	1989	1999
Median Household Income	\$38,528	\$66,094	\$34,050	\$52,569	\$29,442	\$43,791
% Change		71.5%		54.4%		48.7%
Median Family Income	\$40,875	\$69,729	\$37,555	\$58,654	\$35,082	\$52,911
% Change		70.6%		56.2%		50.8%

Source: East Central Wisconsin Regional Plan Commission

More recent statistics from the Wisconsin Department of Revenue regarding adjusted gross income per tax return reveal that Town of Harrison residents' income in 2004 was about 32% higher than the overall county income in 2004 (Table 10). Between 2004 and 2007, the town and county both experienced similar income growth of 10 to 11 percent. An important distinction between income data generated by the U.S. Census Bureau and the Wisconsin Department of Revenue adjusted gross income data is that the latter does not include Social Security and other types of transfer payments.

**TABLE 10  
ADJUSTED GROSS INCOME PER TAX RETURN, 2004 to 2007**

MUNICIPALITY	2004	2005	2006	2007	% CHANGE 2004-2007
Town of Harrison	\$62,785	\$65,578	\$68,499	\$69,195	10.21%
Calumet County	\$47,565	\$49,417	\$52,469	\$53,155	11.75%

Source: WI Dept. of Revenue, 2004-2007

## Poverty Status

Approximately five percent of the Town of Harrison's population was below the poverty level in 1989, which was just slightly above the county's 4.9% (Table 11). The Town of Harrison and Calumet County had many fewer people in poverty compared to the state.

**TABLE 11**  
**POVERTY STATUS, 1989 and 1999**

Category	T. Harrison		Calumet County		Wisconsin	
	1989	1999	1989	1999	1989	1999
Total Persons	3,189	5,957	33,952	40,219	4,754,103	5,211,603
Total Persons Below Poverty	164	85	1,654	1,409	508,545	451,538
Percent Below Poverty	5.1%	1.4%	4.9%	3.5%	10.7%	8.7%
Total Families	904	1,723	9,326	11,268	1,284,297	1,395,037
Total Families Below Poverty	28	24	386	288	97,466	78,188
Percent Change	3.1%	1.4%	4.1%	2.6%	7.6%	5.6%

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

In 1999, the number of *persons* below the poverty level in the town fell significantly, to almost half of the number of 1989. The number of *families* below poverty also was down from 1989, but not nearly as much as individual persons. The percent of Harrison's population below the poverty is much lower than in the county or the state.

### Income Ranges

Table 12 shows ranges of income in the town, county, and state. In 1999, Harrison had a much higher percentage of people in the high income levels than there were in 1989. Part of this, of course, is due to the increasing pay scale, but another reason is the number of professional people who are purchasing new homes in the town.

A much higher percentage of county residents are in income levels below \$50,000 than in Harrison. Income ranges in the state are more evenly distributed.

**TABLE 12**  
**INCOME RANGE, 1989 and 1999**

Income Range in dollars	T. of Harrison				Calumet County				State of Wisconsin			
	1989		1999		1989		1999		1989		1999	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
< \$10,000	40	3.7	18	0.9	1,103	9.3	564	3.8	255,413	14.0	148,964	7.1
10,000 - 14,999	84	7.7	37	1.8	840	7.1	567	3.8	170,828	9.4	121,366	5.8
15,000 - 24,999	134	12.3	68	3.3	1,935	16.4	1,279	8.6	341,433	18.7	264,897	12.7
25,000 - 34,999	212	19.5	187	9.1	2,260	19.1	1,728	11.6	317,699	17.4	276,033	13.2
35,000 - 49,999	323	29.7	263	12.8	3,247	27.5	2,780	18.6	368,148	20.2	377,749	18.1
50,000 - 74,999	192	17.6	755	36.7	1,738	14.7	4,480	30.0	257,090	14.1	474,299	22.7
75,000 - 99,999	82	7.5	373	18.1	447	3.8	2,087	14.0	62,362	3.4	226,374	10.9
100,000-149,999	9	0.8	267	13.0	159	1.3	1,004	6.7	30,544	1.7	133,719	6.4
150,000 or more	13	1.2	88	4.3	82	0.7	463	3.1	17,735	1.0	62,903	3.0

Source: U.S. Census: 1990, 2000

## Labor Force

Because of more women entering the labor force and changes in the population structure, the trend has been for the labor force to grow faster than the general population. Data from the U.S. Census indicate that the Town of Harrison's labor force increased by 83.2% between 1990 and 2000 (Table 13), while its general population increased by 80.2 percent. In comparison, the county saw a 25.4% increase in its labor force, while its general population increased by only 18.4 percent.

**TABLE 13**  
**EMPLOYMENT STATUS, 1990 and 2000**

Year	Employment Status	T. of Harrison		Calumet County		State of Wisconsin	
		Male	Female	Male	Female	Male	Female
1990	Total Civilian Labor Force	1,066	748	10,036	8,103	1,355,109	1,162,129
	Number Employed	1,042	715	9,761	7,717	1,280,407	1,106,032
	Percent Employed	97.75%	95.59%	97.26%	95.24%	94.49%	95.17%
	Number Unemployed	24	33	275	386	74,702	56,097
	Percent Unemployed	2.25%	4.41%	2.74%	4.76%	5.51%	4.83%
2000	Total Civilian Labor Force	1,823	1,511	12,304	10,443	1,505,853	1,363,383
	Number Employed	1,792	1,499	12,017	10,225	1,428,493	1,306,432
	Percent Employed	98.30%	99.20%	97.67%	97.91%	94.86%	95.82%
	Number Unemployed	31	12	287	218	77,360	56,951
	Percent Unemployed	1.70%	0.79%	2.33%	2.09%	5.14%	4.18%

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

In the Town of Harrison in 1990, 2.25% of males and 4.41% of the females were unemployed. In 2000, the unemployment figures for males and females dropped to 1.70% and 0.79% respectively. Those percentages may have gone up in 2003, given the more difficult economic times now being experienced. In both 1990 and 2000, the town, across the spectrum of unemployment, had lower percentages of total population when compared to county and state numbers.

## Employment by Industrial Sector

In 1990, machine operators and precision production and craft workers constituted the largest percentage of occupations in both the town and county. Another large category was administrative support. The largest percentage of state workers is found in the administrative support category, followed by "other" service jobs.

In 2000, the census bureau redefined occupation categories, which makes it difficult to compare 1990 and 2000 data. In general, however, by far the most prevalent occupation in the town in 2000 was management, professional, and related occupations, with 36.98% of the workers. Sales and office occupations came in second, with 27.16% of the total work force.

The highest percentage of workers in the county and state were also in the management, professional, and related occupations category, but the county had the next highest occupation in the production, transportation and material moving category. The state's second highest occupation was in sales and office occupations. The changes in percentage of people in occupations over the past ten-year period may be showing a nationwide shift from a manufacturing to service economy.

**TABLE 14**  
**OCCUPATION of EMPLOYED PERSONS 16 YEARS and OLDER, 1990 and 2000**

Occupation Category	T. Harrison		Calumet Co.		State of Wisconsin	
	No.	% of Total	No.	% of Total	No.	% of Total
<b>1990</b>						
Executive and Managerial	150	8.54	1,567	8.97	244,487	10.24
Professional Specialty	158	8.99	1,627	9.31	304,121	12.74
Technical Support	59	3.36	532	3.04	80,728	3.38
Sales	131	7.46	1,457	8.34	253,086	10.61
Administrative Support	208	11.84	2,226	12.74	365,310	15.31
Service: Private Household	6	0.34	34	0.19	5,713	0.24
Service: Protective	14	0.80	140	0.80	29,589	1.24
Service: Other	168	9.56	1,788	10.23	290,406	12.17
Farming, Forestry & Fishing	153	8.71	1,248	7.14	102,320	4.29
Precision Production & Craft	265	15.08	2,248	12.86	274,598	11.51
Machine Operator	292	16.62	2,807	16.06	232,068	9.72
Transportation & Mat' Moving	69	3.93	788	4.51	100,517	4.21
Laborers	84	4.78	1,016	5.81	103,496	4.34
<b>1990 Total Employed</b>	<b>1,757</b>	<b>100.0</b>	<b>17,478</b>	<b>100.0</b>	<b>2,386,439</b>	<b>100.0</b>
<b>2000</b>						
Management, Professional	1,217	36.98	6,467	29.08	857,205	31.34
Service Occupations	225	6.84	2,393	10.76	383,619	14.03
Sales & Office Occupations	894	27.16	5,264	23.67	690,360	25.24
Farming, Fishing, & Forestry	43	1.31	314	1.41	25,725	0.94
Const., Extraction, & Maint.	347	10.54	2,095	9.42	237,086	8.67
Prodctn, Trans. & Mat'l Moving	565	17.17	5,709	25.67	540,930	19.78
<b>2000 Total Employed</b>	<b>3,291</b>	<b>100.0</b>	<b>22,242</b>	<b>100.0</b>	<b>2,734,925</b>	<b>100.0</b>

U.S. Census, 1990 & 2000

### Location of Workplace

More Town of Harrison workers are employed in businesses and industries located outside Calumet County than were a decade ago (Table 15). In 1990, 17.65% of county residents worked in the county. In 2000, 15.74% worked in Calumet County. Because so much growth in the county has occurred in the Town of Harrison, this trend may reflect the number of people who have moved to the town in the past ten years who work in Winnebago, Outagamie, or Brown Counties.

**TABLE 15**  
**LOCATION of WORKPLACE of TOWN of HARRISON RESIDENTS, 1990 and 2000**

Location of Workplace	1990		2000	
	Number	Percent	Number	Percent
Worked in County of Residence	307	17.65%	513	15.74%
Worked Outside County of Residence	1,416	81.43%	2,738	84.01%
Worked Outside State of Residence	16	0.92%	8	0.25%
<b>Total Workers 16 Years and Over</b>	<b>1,739</b>		<b>3,259</b>	

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

## Travel Time to Work

In 2000, the most common time frame for those driving to work was ten to nineteen minutes. This 41.67% of workers was a slight decrease from 42.38% in 1990. The number and percentage of people traveling more than thirty minutes to work also increased, from 284 workers in 1990 (8%) to 673 workers in 2000 (11 percent). This likely shows that people are willing to drive longer in exchange for living in the Town of Harrison. In addition, Highway 441, which opened to traffic in the early 1990s, has made the town much more accessible to those who have jobs in other parts of the Fox Valley and beyond.

**TABLE 16**  
**TRAVEL TIME to WORK of TOWN of HARRISON RESIDENTS, 1990 and 2000**

Travel Time	1990		2000	
	Number	Percent	Number	Percent
Less than 10 minutes	231	13.28	440	13.50
10-19 minutes	737	42.38	1,358	41.67
20-29 minutes	487	28.00	788	24.18
30-44 minutes	139	7.99	361	11.08
45 or more minutes	21	1.21	176	5.40
Worked at home	124	7.14	136	4.17
<b>Total</b>	<b>1,739</b>		<b>3,259</b>	

Source: U.S. Census: 1990,2000

---

# HOUSING

## Goal, Objectives, and Policies

### Goal

To encourage safe, affordable, quality housing of various types for residents in all stages of life while maintaining the existing housing stock.

### Objectives

1. Encourage housing development in the Darboy Sanitary District or Waverly Sanitary Districts, or in the land areas outside of these districts, that can be reasonably annexed to the Sanitary Districts to obtain sanitary sewer service and a public water supply.
2. Encourage new residential development be done in a planned and orderly fashion near existing infrastructure and roads in areas identified as residential on the Future Land Use Map.
3. Provide opportunities for retirement facilities, elderly housing, and specialized housing such as nursing homes or community-based residential facilities and that they are adequately served with transit service, pedestrian facilities, bicycle facilities, recreational facilities, and convenient, nearby shopping, service and entertainment areas.
4. Create appropriate standards for the development of lot sizes for various housing types.
5. Encourage a coordinated planning effort to bridge between rural areas and the newly developed residential areas within the Town.
6. Stabilize the physical condition of older neighborhoods by creating and enforcing property maintenance codes, researching for grants that are geared toward housing rehabilitation and maintenance, and buffering residential areas from incompatible land uses.
7. Locate new housing units in areas that have convenient access to shopping, schools, churches, parks, services and transit facilities.
8. Develop a planting/landscaping requirement as a part of the subdivision ordinance for new subdivisions.
9. Develop a zoning district in which there are standards for housing that create a sense of character.

### Policies

1. New housing should be built in areas of the Town with convenient access to commercial and recreational facilities, transportation systems, schools, employment opportunities, and other necessary facilities and services.
2. Develop and enforce Town ordinances and the Uniform Building Code to ensure that properties are in good condition.
3. Utilize the patterns presented on the Future Land Use Maps as a guide for development approvals.
4. New subdivision developments should provide parkland/open space and access to planned trails as recommended in the Town of Harrison Comprehensive Park and Outdoor Recreation Plan.

5. Provide a range of housing styles, types and price ranges to support lifestyle needs and preferences consistent with the recommendations outlined in the Future Housing Section of this plan.
6. Require pedestrian and bicycle access and amenities (e.g., trails and sidewalks) to be considered as part of all residential development projects. This includes considering location choices for developments catering to individuals of all ages that provide opportunities to walk or bike to important destinations like schools, parks, and shopping.
7. Increase the variety in housing stock so that types and prices of housing can satisfy the needs and preferences of a wide variety of residents while maintaining the single-family detached dwelling as the basic form of housing.
8. Ensure that only developments which are thoughtfully designed with respect to internal traffic generation, congestion, and interconnected patterns will be allowed.
9. Allow only developments that are adequately designed with respect to the topographical and drainage conditions of the proposed area.

## Housing Stock Age

Table 17 illustrates a change in the age of housing in the town compared to the county. Up until 1989, the town's housing stock was older than the county as a whole. After 1990, the town percentage of younger homes increased. The 1995 to 2000 timeframe had a dramatic increase in newer homes, accounting for 39.2% of the overall housing number, compared to the county's percentage of 15.8% and state's percentage of 9.5%. This reflects the increasing number of new homes that have been built in the town since 1994 when the town started to see a sharp rise in housing starts (see table 19). The number of homes built between 1990 and 2000 constitute over half of all the homes that have been built in the town.

**TABLE 17  
DWELLING UNITS BY AGE, 1960-2000**

Period	Yearly Increments	T. Harrison		Calumet County		State of Wisconsin	
		No.	% Change	No.	% Change	No.	% Change
1995 to 2000	< 5 years	840	39.2%	2,495	15.8%	220,954	9.5%
1990 to 1994	6 to 10	320	14.9%	1,513	9.6%	168,838	7.3%
1980 to 1989	11 to 20	212	9.9%	2,229	14.1%	249,789	10.8%
1970 to 1979	21 to 30	222	10.4%	2,705	17.2%	391,349	16.9%
1960 to 1969	31 to 40	204	9.5%	1,751	11.1%	276,188	11.9%
Before 1960	> 40	346	16.1%	5,065	32.1%	1,014,026	43.7%
<b>Total Occupied</b>		2,144		15,758		2,321,144	

Source: U.S. Census, 1960-2000

## Housing Stock Structural Characteristics

Single-family residential units comprise the vast majority of Harrison's housing stock. In 1990, 92.4% of Harrison's 1,115 dwelling units were single-family units (Table 18). Of the remaining units, 7.6% were two-family and multi-family units.

Between 1990 and 2000, the town experienced an 88% increase in the number of single-family units, from 1,067 to 2,009. The percentage, however, of single-family homes between 1990 and 2000 went up only slightly, from 92.4% to 93.7 percent. The number of two-

four-unit structures went up slightly, but the number of structures with five or more units increased greatly, from four to sixty units, mainly because of the Victorian Village complex south of Highway KK.

Comparisons with the county and state show that single-family percentages also increased, but the county and state percentages are in the high 60% to high 70% range, compared to the 90% range in the town. Likewise, apartment percentages were much lower in 1990 and 2000 compared to county and state percentages. This is typical of an urbanizing town compared to an older village or city.

**TABLE 18**  
**NUMBER of UNITS by STRUCTURAL TYPE, 1990-2000**

Housing Type	Town of Harrison				Calumet County				State of Wisconsin			
	1990		2000		1990		2000		1990		2000	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Single-Family	1,067	92.4	2,009	93.7	9,678	77.6	12,467	79.1	1,392,610	67.7	1,609,407	69.3
2 to 4 Units	49	4.2	57	2.7	1,090	8.7	1,241	7.9	277,221	13.5	281,936	12.1
5 or more Units	4	0.3	60	2.8	934	7.5	1,368	8.7	256,616	12.5	325,633	14.0
Mobile Home/ Other	35	3.0	18	0.8	763	6.1	682	4.3	129,327	6.3	104,168	4.5
<b>Total Units</b>	<b>1,155</b>		<b>2,144</b>		<b>12,465</b>		<b>15,758</b>		<b>2,055,774</b>		<b>2,321,144</b>	

Source: U.S. Census: 1990, 2000

## Building Permit Trends

Building permits in the Town of Harrison in the early 1990s were in the range of 43 to 59 units per year. In 1994, the number of permits jumped to over 100, then fluctuating over the next four years from 77 permits to 111 permits. In 1998, the number of permits went even higher, to 149, followed by 209 permits in 1999. In 2001, the number of permits went over 300, and in 2002 hit a record 333 permits. In 2003, building activity was down from the record year of 2002, but permit activity was still relatively high compared to previous years. Since 2002, the number of permits has decreased steadily. In 2008, residential building permits totaled 56, which is in the same range as the early 1990's.

Multi-family permits, which include duplex, apartment and condominium units, have fluctuated greatly over the past twenty years. The number of multi-family units varied from zero to 28 units in a year.

**TABLE 19**  
**NEW HOUSING UNITS CONSTRUCTED, 1990 to 2008**

Year	Single-Family Units	Multi-Family Structures	Multi-Family Units	Total Units
1990	43	1	2	45
1991	55	0	0	55
1992	65	1	2	67
1993	59	9	18	77
1994	103	2	4	107

1995	77	7	28	105
1996	111	3	20	131
1997	87	9	18	105
1998	149	2	4	153
1999	209	14	28	237
2000	208	7	14	222
2001	304	5	10	314
2002	333	0	0	333
2003	243	1	2	245
2004	113	1	2	115
2005	117	0	0	117
2006	102	0	0	102
2007	65	1	2	67
2008	56	2	4	60
<b>TOTAL</b>	2499	65	158	2657
1900-2008 Avg.	132	3	8	140
2004-2008 Avg.	91	1	2	92

Source: Town of Harrison

## Occupancy/Vacancy Status

Occupancy/vacancy status reflects the utilization of available housing stock. Generally, vacancy rates lower than 1.5% for owner-occupied dwellings, and 5% for renter-occupied, indicate that housing is in short supply. In 1990, vacancy rates for owner-occupied units were 1.2%, compared to 3.3% in 2000. This compares to much lower vacancy rates for single-family homes in the county and state in 2000. Part of this higher vacancy rate in owner-occupied housing may be due to the number of speculative homes that have flooded the town's housing market in the last five years.

Renter-occupied housing had vacancy rates of 3.5% in 1990 and 4.7% in 2000. This percentage was generally less compared to the county and state, and substantially less than the 2000 vacancy rate of 8.7% in Calumet County.

**TABLE 20**  
**OCCUPANCY, VALUE/RENT, and VACANCY STATUS, 1990 and 2000**

Status	T. Harrison		Calumet County		State of Wisconsin	
	1990 No.	2000 No.	1990 No.	2000 No.	1990 No.	2000 No.
Total Occupied Units	1,059	1,998	11,772	15,758	1,822,118	2,084,544
Owner-Occupied	949	1,848	9,258	11,994	1,215,350	1,426,361
Median Housing Value	\$77,700	\$144,000	\$62,200	\$109,300	\$62,100	\$112,200
Vacant Rate	1.2%	3.3%	1.1%	1.4%	1.2%	1.2%
Renter-Occupied	110	150	2,514	2,916	606,768	658,183
Median Contract Rent	\$350	\$667	\$284	\$439	\$331	\$473
Vacancy Rate	3.5%	4.7%	3.1%	8.7%	4.9%	5.6%

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

## Housing Value

Table 20 also identifies the median value of Harrison's owner-occupied housing. The town's median home value is considerably higher than that of Calumet County. In 1990, the median housing value was \$77,700, compared to the county's \$62,200, and the state's \$62,100 median value.

By 2000, the town's median housing value (\$144,000) had increased 31.7%, much higher than the county's median value of \$109,300, and 22.1% higher than the state's median value of \$112,200.

In 1990, the median contract rent for town residents was higher than the county's and state's - \$350 for the town, \$284 for the county, and \$331 for the state. By 2000, the median contract rent for Harrison increased to \$667, an increase of 90.6% over its 1990 value. The county's median contract rent increased to \$439, or 54.57% of its 1990 value. In 2000, the town's median contract rent was 51.9% greater than the county's.

## Affordable Housing

Attaining affordable housing in new construction is difficult because of the increasing cost of land, construction materials, and labor. Consideration should be given by Calumet County and towns in the county to provide incentives, or change zoning and subdivision regulations, that would assist developers to market affordable housing. This can possibly be achieved by working with Calumet County to develop a zoning district in sewerred areas of the Town of Harrison that would allow a subdivision to have more lots per acre. Another possibility would be to streamline the review process by both the Town and County so that the developer's "holding costs" could be minimized. These steps may reduce the price of buildable lots, which in turn might make homes more affordable.

This page left blank intentionally.

# TRANSPORTATION

## Goal, Objectives, and Policies

### Goal

The Town of Harrison transportation network should be a safe, efficient, and environmentally sound system that provides personal mobility for all segments of the population as well as the movement of goods for business and industry.

### Objectives

1. Provide a street and highway system that, together with other transportation facilities, will meet short and long-range needs, interests, and objectives of the town's citizens in a cost-effective manner.
2. Encourage development of a transportation system that minimizes environmental disruption and strives to maintain a quality environment.
3. Develop a transportation system compatible with existing and future land use patterns.
4. Work with the Wisconsin Department of Transportation and the Calumet County Highway Department to prioritize and schedule reconstruction of highways through the Town of Harrison.
5. Coordinate future street grids and road improvements with adjoining local units of government.
6. Provide an integrated transportation network with other functional elements of comprehensive planning in recognition of the fact that the primary objective of a transportation system is to move goods and provide services safely and efficiently.
7. The Town should continue to use its Official Mapping powers (State Statute 62.23) to reserve adequate rights-of-way for future reconstructed or newly constructed streets and pedestrian and bicycle facilities.
8. The Town should prepare and adopt a Five-Year Capital Improvements Program to establish project priorities in such areas as infrastructure and transportation improvements.
9. Continue efforts to adequately maintain and service public town roads to provide access to all land parcels that have public frontage.
10. On an annual basis, Harrison should continue to revise and update a Town PASER Program that inventories road pavement conditions and prioritizes needed improvements on a rating basis.
11. Discourage creation of new private roads.
12. Limit dead-end streets (cul-du-sacs) where possible, or, if no turn-around exists, work with the adjacent property owner(s) to achieve an adequate solution.
13. Use buffering requirements to minimize the impact of new transportation on existing residential neighborhoods, businesses, and natural resources.
14. Coordinate future street improvements with proposed bicycle/multi-purpose recreational trails to adequately serve residential subdivisions, schools, parks, and other related community facilities.
15. Budget funds annually to ensure that all Town roads are improved and maintained for safe vehicle travel and access.

16. Implement an annual traffic count program along with WisDOT ADTs to monitor vehicle traffic and determine where road improvements will be needed in the future.
17. Develop an access control ordinance for all Town roads.
18. Specify by ordinance the maximum driveway width at the road right-of-way for various types of development.
19. Support the development of regional air and rail transportation projects.

## Policies

1. Provide a broad range of transportation choices, including quality roads, highways, sidewalks and trails to meet the diverse needs of residents.
2. Require sidewalks and/or bicycle paths be installed with all new development and on major streets with crosswalks.
3. Support private transportation providers that serve the population that are unable, or do not have access to, personal vehicles, such as the elderly, homebound, sick, or disabled.
4. Provide a transportation network that will strengthen access between interdependent land uses such as commercial, industrial, residential, and recreational.
5. Improve connections between developments by encouraging grid-like street patterns as opposed to multiple cul-de-sacs and dead end roads.
6. Consider roundabouts as an alternative to stop lights or stop signs (on minor roads).
7. Discourage the development of roadways in environmentally sensitive areas such as wetlands, floodplains, prime agricultural lands, scientific areas, and on soils with severe engineering limitations.
8. Communicate and coordinate transportation improvements and plans with Wisconsin Department of Transportation, the Calumet County Highway Department, and the Outagamie County Highway Department at any opportunity presented.
9. Continue to support the efforts of law enforcement officials to achieve heightened enforcement for required stops and speed limits.

## Highways

### Street and Highway Classifications

Streets and highways are classified according to their primary function, either to move vehicles or to serve adjacent land. Arterials accommodate the movement of vehicles, while local streets are designed to provide direct access to individual parcels of land. Collectors serve both local and through traffic by providing a connection between arterials and local roads. Facilities classified under the Federal Aids Secondary System (State Highways and County Trunks) qualify for federal aid for capital projects involving construction and maintenance on the basis of lane mileage.

This section of the transportation plan element will inventory and describe the Town of Harrison Street System and its functional role within the community. Map 2 illustrates the location of the Highway Functional Classifications in Harrison, which are further explained in the next several pages of the plan. Table 21 provides a comparison of traffic counts and volumes between 1991 and ~~2000~~ 2007. It should be noted that most streets in the town have experienced traffic increases between the 1991 and ~~2000~~ 2007 traffic counts.

### Principal Arterials

- ❖ **United States Highway (USH) 10** and **State Trunk Highway (STH) 114**, *between Oneida Street and where USH 10 and STH 114 split* are classified as *Rural Principal Arterial* streets. Just *west of the intersection with CTH "LP"*, traffic counts on USH 10/STH 114 increased from 9,400 vehicles per day in 1997 to 12,900 vehicles per day in 2007. *East of the 10/114 split*, USH 10 carried 5,900 vehicles per day in 2007.
- ❖ Under the Urban Functional Classification System, **Oneida Street (USH 10)**, *running north to south along the western boundary of the town*, is classified as a principal arterial. In 2007, traffic averaged 14,100 vehicle trips per day in this area, up from 11,690 vehicles per day in 1991.
- ❖ **County Highway "KK"** traffic counts increased substantially just *west of CTH "N"*, from 8,720 vehicles per day in 1991 to 16,900 vehicles per day in 2004. *East of USH 441*, the traffic counts for CTH "KK" for the same time frame jumped from 9,400 vehicles to 32,600 vehicles per day in 2007. Much of the traffic volume increase can be attributed to the residential growth in the Darboy Area (Towns of Buchanan and Harrison) and the new commercial development along CTH "KK" that includes a Wal-Mart Super Store, a Kohl's Department Store, and a Pick 'N Save Grocery Store.

### Minor Arterials

Minor arterials provide mobility for through traffic. The Town of Harrison has the following *rural minor arterials*:

- ❖ **STH 55** *in the eastern half of the town*. Runs north and south. Annual average daily traffic is 3,900 *north of USH 10* in 2004 (3,440 in 1991), and 3,000 *south of USH 10* in 2007 (1,970 in 1991).
- ❖ **STH 55**, *after its split from STH 114 south of Sherwood*, carried 2,570 vehicles per day in 1991, but increased to 3,700 vehicles per day in 2007.
- ❖ **STH 114** *between USH 10 and CTH "N"*, carried 9,900 vehicles per day in 2007, up from 6,590 vehicles per day in 1991. South of Sherwood, STH 114 carried 4,100 vehicles per day, up from 3,380 vehicles per day in 1991.

### Major Collectors

Collectors provide access between local streets and both the principal and minor arterials. The Town of Harrison has the following four *rural major collectors*:

- ❖ **CTH "KK"** *east of CTH "N"*. Runs east to west and is part of the northern boundary of the town. Traffic volumes average 3,900 vehicles per day east of State Park Road, and 2,900 per day east of STH 55.
- ❖ **CTH "N"** *between CTH "KK" and STH 114*. Runs north and south in the north-central part of the town. Traffic volumes north of the intersection with Schmidt Road average 5,400 per day. Traffic volumes averaged 2,800 per day on CTH "N", south of USH 10.
- ❖ **CTH "M"** *north of its intersection with STH 55 and STH 114*. Runs in a northeasterly direction. Traffic volumes average 1,400 per day north of Kesler Road, up from 940 vehicles per day in 1991.

- ❖ **CTH "LP"** *north of USH 10/STH*. Runs north and south, and carries 6,000 cars per day in 2007.

### Minor Collectors

The Town of Harrison has three *rural minor collectors*:

- ❖ **State Park Road** *south of STH 114*. Runs generally in a north/south direction. Traffic volumes average 1,200 per day in 2004.
- ❖ **Stommel Road** *south of STH 55*. Runs generally in a north/south direction. Traffic volumes average 1,100 per day in 2004.
- ❖ **CTH "B"** *from the Village of Sherwood to the town line*. Runs east and west, and carries 1,200 cars per day.
- ❖ **Horizon Drive** beginning south of CTH "KK". Horizon Drive is a new road and is planned as a minor collector

### Local Roads

The remaining roads in the town are considered local. They provide access to residential, commercial, and industrial uses.

## Traffic Volumes

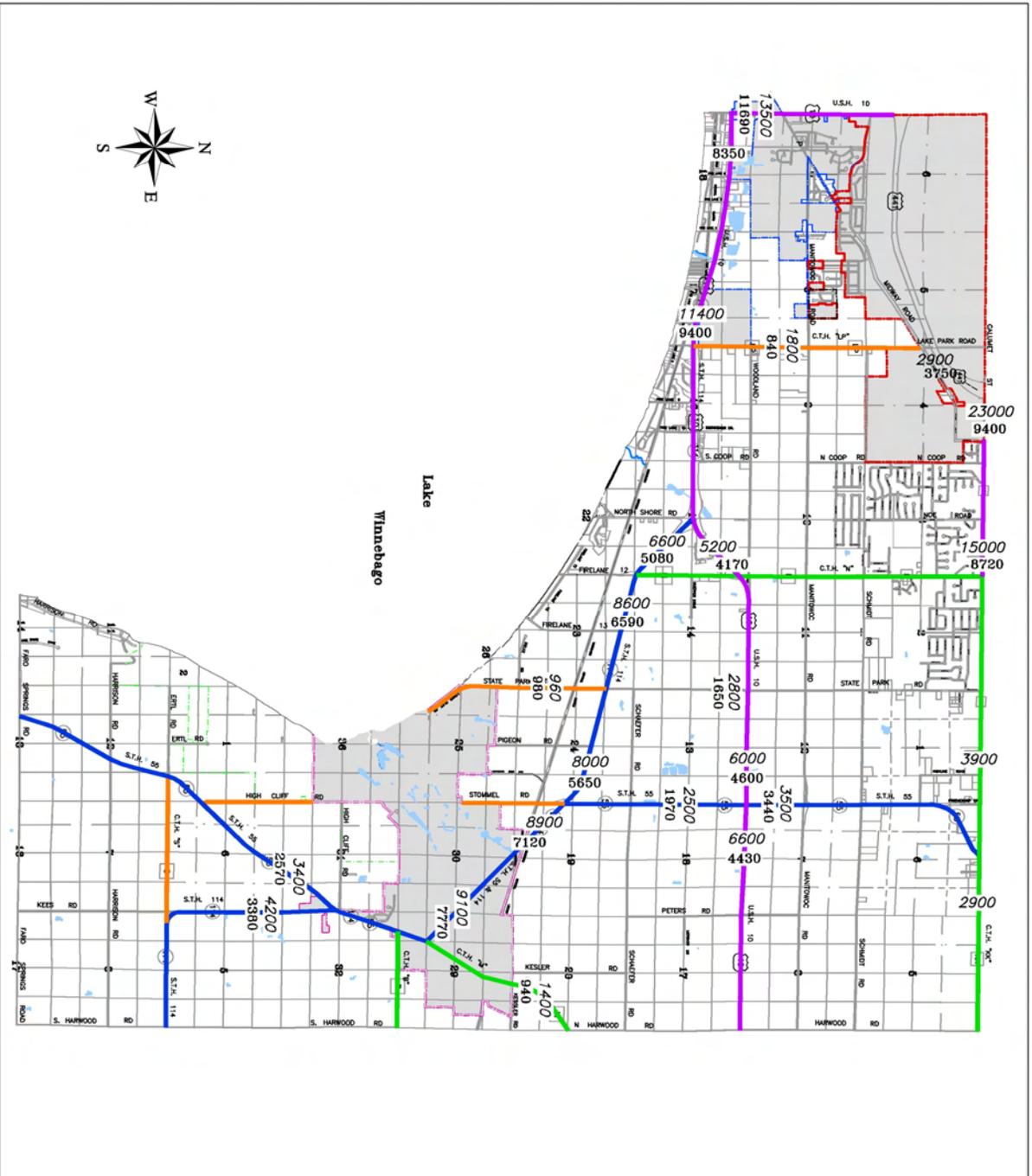
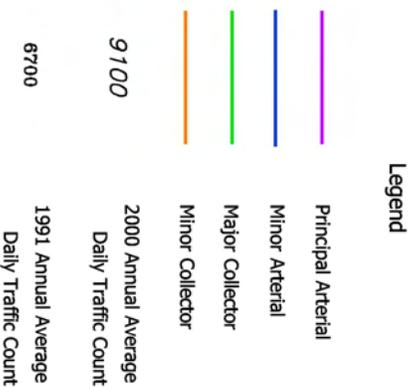
The most significant traffic volume in the Town of Harrison occurred on CTH "KK", where traffic counts east of USH 441 increased from 9,400 to 32,600, between 1991 and 2007. Nearly all other roadways increased due to the substantial residential growth that occurred in the town, especially in the past ten to fifteen years.

## Highway Improvements

The intersection of US Highway 10 and State Highway 55 and US Highway 10 and CTH "N" was reconstructed as the State installed a roundabouts. The State is also slated to install roundabouts at the intersections of State Highway 114 and State Highway 55 and at the intersection of State Highway 114 and CTH "N". These improvements are planned for either 2010 or 2011. The Town is also working with the County to address the intersection of CTH "KK" and CTH "N" to address westbound turning movements onto CTH "KK". Starting in 2009, the State will be conducting a corridor study for the US Highway 10 and State Highway 114 corridors from the Calumet County line on the west to Forest Junction to the east on US Highway 10 and to Highway 114/55 split south of Sherwood for State Highway 114. This planning study is scheduled to occur over the next two-years. This is a long-range study, any findings or recommendations from the study will likely not occur within the next twenty-years. The State is also studying the interchange of State Highway 441 with CTH "KK" to address safety concerns on the off-ramps. This interchange is in the top 5% of the worst locations in terms of safety based on crash history. Several of the alternatives include installing roundabouts at the ramps and possibly at intersections with local roads on either side of the highway. The interchange reconstruction will receive HSIP (Highway Safety Improvement Program) funding for its reconstruction. Construction of the recommended solution is slated to occur in 2012.

# Town of Harrison

Highway Functional Class  
and Daily Traffic Volumes



**Martenson & Eisele, Inc.**  
 Planning • Surveying • Engineering • Architecture  
 1377 Midway Road, Menasha, WI 54952  
 Phone (920) 734-0381 Fax (920) 734-8379  
 www.martenson-eisele.com  
 info@martenson-eisele.com  
 pmael159w7sp-1-26-04

Other planned highway improvements include creating two new access points onto State Highway 55. One access would be the extension of Highline Road east across State Highway 55. The other would be a new road on the east side of Highway 55 between Highline Road and CTH "KK". The State has conditioned approval of these two accesses with the closure of Friendship Road with Highway 55. The new access points would serve the future commercial and industrial uses as identified on the future land use map.

## Future Road Improvements

The reconstruction of CTH "KK" included a major intersection with traffic lights at Eisenhower Drive, a north/south arterial street that continues south from the Town of Buchanan in Outagamie County to the City of Appleton in Calumet County. Eisenhower Drive is planned to continue through the City of Appleton's "South Point Commerce Park", and further south to eventually connect to State Highways 10 and 114 adjacent to Christ the Rock Church. When the church site plan was reviewed, the Town required the dedication of a 110-foot-wide right-of-way for Eisenhower Drive to establish the southerly connection to STH "10" and "114". In the future, all subdivision of land within the future roadbed of Eisenhower Drive will be required to dedicate right-of-way according to an Official Mapped corridor adopted by the Town Board in 2000.

Other roadways in the town will also need to be upgraded to handle the residential growth projected in this plan. As neighborhoods develop and traffic counts warrant, Manitowoc Road from CTH "LP" to CTH "N", and Schmidt Road from CTH "N" to State Park Road (in line with Midway Road to the west) may need to become a four-lane urban arterial. The Town has been requiring an 80-foot right-of-way from CTH "LP" to CTH "N". State Park Road, from CTH "KK" to Manitowoc Road, may need to be widened to a four-lane urban arterial near the end of the twenty-year planning period. If the Town develops a business park as shown on the Future Land Use Plan, Woodland Road would need to be upgraded to an urban four-lane facility from CTH "N" to the future Eisenhower Drive.

In 2008, the Town constructed a portion of Horizon Drive, a new north/south road officially mapped from CTH "KK" to State Highway 114. Horizon Drive is intended to be a collector street as it will connect the commercial area along CTH "KK" with the planned future residential areas to the south. Also in this area, the extension of Amy Avenue from State Park Road to Highline Road is planned as several commercial developments start construction in 2009 and 2010. The intersection alignment between Highline Road and DeBruin Road in the City of Kaukauna and Town of Buchanan, has been discussed by the Town and the City of Kaukauna, Town of Buchanan, and Outagamie and Calumet Counties. As this area develops commercially, an aligned intersection was deemed necessary due to increased traffic and safety concerns.

A collector street system, shown on the Official Map by the Town of Harrison, will need to be incorporated into new subdivisions to ensure efficient traffic circulation and the connection of residential developments to nearby County and Town arterial roadways. Future roadways on the Town's Official Map may deviate from their location on the map to avoid wetland areas.

**TABLE 21  
HIGHWAY TRAFFIC COUNTS, 1991 – 2007**

Highway	1991	1994	1997	2000	2004	2007
<b>Rural Principal Arterials</b>						
<i>USH 10 and STH 114</i>						
East of Oneida Street	8,350	9,800	10,600	NA	NA	NA
West of USH 10 and STH 114 Split*	9,400	11,400	10,400	11,400	15,000	12,900
<i>USH 10</i>						
East of USH 10 And STH 114 Split	4,170	4,200	5,600	5,200	6,000	5,900
West of STH 55	4,600	4,900	6,500	6,000	7,600	6,800
East of STH 55	4,430	4,400	6,900	6,600	7,600	6,900
<b>Urban Arterials</b>						
<i>CTH "KK"</i>						
West of CTH "AP"	9,460	8,700	14,400	23,000	NA	32,600
West of CTH "N"	8,720	7,500	9,600	15,000	16,900	NA
<i>Oneida Street (USH 10)</i>						
North of USH 114/Oneida St. Intersection	11,690	12,800	13,300	13,500	13,100	14,100
<b>Urban Collectors</b>						
<i>CTH "LP"</i>						
North of USH 10/STH 114	840	1,800	1,900	1,800	4,600	6,000
<i>CTH "AP" (CTH "P" in 1991)</i>						
East of CTH "LP"	3,750	1,200	1,400	2,900	3,500	3,100
<i>Manitowoc Road</i>						
West of CTH "LP"	NA	NA	NA	1,100	2,000	1,600
East of CTH "LP"	NA	NA	NA	NA	NA	1,600
West of CTH "N"	NA	NA	NA	730	890	1,300
<b>Rural Minor Arterials</b>						
<i>STH 114</i>						
East of USH 10 and STH 114 Split	5,080	5,400	6,800	6,600	8,700	6,800
East of CTH "N"	6,590	7,100	8,200	8,600	10,900	9,900
West of STH 55/Stommel Rd. Intersection	5,650	6,300	7,000	8,000	10,000	9,700
South of STH 55/High Cliff Rd. Intersection	3,380	3,600	3,800	4,200	4,900	4,100
<i>STH 55</i>						
North of USH 10	3,440	2,500	2,800	3,500	3,900	NA
South of USH 10	1,970	1,700	1,900	2,500	2,600	3,000
South of STH 114/High Cliff Rd. Intersection	2,570	2,600	2,900	3,400	3,600	3,700

<i>STH 114 and STH 55</i>							
	East of Stommel Rd. Int.	7,120	6,700	7,600	8,900	10,800	10,100
	South of CTH "M"	7,770	7,300	8,400	9,100	10,400	NA
<b>Rural Major Collectors</b>							
<i>CTH "AP"</i>							
	East of CTH "LP"	3,750	1,200	1,400	2,900	2,900	2,900
<i>CTH "N"</i>							
	North of Rustic Road	4,400	4,700	4,300	5,400	5,400	5,400
	South of USH 10	1,650	1,800	790	2,800	2,800	2,800
<i>CTH "M"</i>							
	North of Kesler Road	940	890	1,400	1,400	1,400	1,400
<b>Rural Minor Collectors</b>							
State Park Road							
	South of STH 114	980	910	1,300	960	1200	NA
<i>Stommel Road</i>							
	South of STH 114	1,000	3,000	NA	1,000	1,100	NA
<i>High Cliff Road</i>							
	North of STH 55	140	240	240	60	70	NA

Source: Wisconsin Department of Transportation, Traffic Volume Data.

\*2004 counts taken West of CTH LP; 2007 Counts taken East of CTH LP

## Transit

There is no local bus service provided to Harrison at the present time. However, Valley Transit does provide service to the Darboy area (Town of Buchanan) through a demand-response shared-ride taxi zone known as "Call-A-Ride." This service (provided by Fox Valley Cab) allows anyone in this zone to go anyplace within the zone, or to go to the Transit Center in downtown Appleton to catch a bus to anyplace in the Fox Cities. The cost of this service to the Town of Buchanan is approximately \$2,400 per year and would be available to the Town of Harrison if the Town decided to pay the annual fee. The potential to provide regular transit service to the urbanized area of Harrison in the twenty-year planning period is also a distinct possibility especially as more commercial and industrial uses locate in Harrison.

## Transportation Systems For People With Disabilities

Transportation services for the elderly and handicapped are provided on a limited basis through Calumet County Social Services. Calumet County does make a payment to Valley Transit that provides for specialized transportation for older adults and people with disabilities up to three-quarters of a mile from all bus routes. This service, provided under contract with Kobussen, includes a small portion of the Town of Harrison, and could be expanded if the Town of Harrison would be willing to fund the "Call-A-Ride" program identified in the above paragraph. Several local companies in the Fox Cities provide transportation for the elderly and handicapped at the consumer's expense. This service is anticipated to continue into the future.

## **Non-Automobile Transportation Modes**

### **Bicycles/Walking**

The Town of Harrison Comprehensive Park & Outdoor Recreation Plan adopted in 2007 incorporates a multi-modal facilities map which designates roads or other routes where pedestrians/bicycles should be accommodated. In 2008, the Town constructed a one-mile portion of the Highline Trail between State Park Road and Handel Drive. The Town is also working with Calumet County and other non-profit groups to construct a mile long portion of the Friendship Trail. The Town has already designated about 3-miles of the Friendship Trail as on-road, with striped shoulders. Additionally, the Town is supportive of an effort to develop a trail between the parks, which would provide a link between High Cliff State Park and Calumet County Park. The Town worked with the Kimberly School District on their Safe Routes to School Plan which is a plan to provide children with convenient and safe paths to school as an alternative to busing.

### **Railroads**

The Canadian National Railroad operates a secondary line between Menasha and Manitowoc. There are several freight trains daily that use this line, which extends along the north shore of Lake Winnebago, through the Village of Sherwood, and east to the City of Manitowoc. Most of the trains provide service to the Anheuser Busch Malting Complex operation located along the Lake Michigan shoreline in the City of Manitowoc. No passenger or freight service is provided to any properties or development located in the Town of Harrison. No direct or secondary rail service is anticipated to serve Harrison in the immediate future.

Within the next ten years, as Federal and State monies become available, it is anticipated that passenger rail service will be provided between Green Bay and Chicago. Service to the Fox Cities would be provided with stops in Appleton and Neenah. This passenger service would provide the Town of Harrison residents with alternative transportation choices to travel greater distances in the Midwest.

### **Air Transportation**

The Outagamie County Regional Airport is located in the Town of Greenville, approximately ten miles northwest of the Town of Harrison. Encompassing nearly 1,500 acres of land at the intersections of USH 76, STH 96 and CTH "CB", the regional airport serves the Fox Cities Metro Area and the surrounding counties with commercial airline service. The airport is currently served by five commercial airlines, and provides 66 flights daily. In addition to the commercial passenger service, air freight, chartered flight service, car rentals and aviation technological services are also provided at the airport. The airport provides adequate operations and services to the Harrison area, the Fox Cities, and the surrounding area.

### **Trucking**

At the present time there are no trucking companies or services located in the Town of Harrison. Services are currently provided by various carriers that are located throughout the Fox Cities Metro Area. The potential for a trucking company locating in the town may occur in the vicinity of the commercial areas located near Highways 10, 55 or 114.

## Water Transportation

Water transportation is presently not available in the Town of Harrison. However, with the town's south and east boundaries being the shore of Lake Winnebago, there is public and private access to Wisconsin's largest inland lake. The lake is used extensively for recreational boating and fishing. During the winter months, Lake Winnebago is actively used for snowmobiling and ice fishing.

Those in need of water transportation for commercial shipping purposes would have access to the Port of Green Bay, located in Brown County. These shipping facilities are located along the Fox River near its confluence with the Bay of Green Bay. The Port of Green Bay is located approximately 35 miles northeast of the Town of Harrison.

## Comparison to State and Regional Plans

The state and local plans that may involve the Town of Harrison have been coordinated with appropriate officials over the last number of years. USH 10 east of STH 114 will eventually be upgraded as funds allow. There will be a need to continue coordination of highway access and local roadways as development pressures continue along the portion of U.S. Highway 10 that is now a divided highway. Further monitoring of Highways 10, 55, and 114 will be needed at key intersections such as County LP and "N", State Park Road, and Stommel Road.

## Transportation Corridor Plans

The Town of Harrison will continue to assess the impact of traffic volumes and proposed improvements to U.S. Highway 10. The construction of Highway 10 as a divided highway from the Winnebago – Calumet County Line to the split of USH 10 and STH 114 several years ago has improved traffic flow substantially, while adding needed vehicle capacity. Future plans call for upgrading the present USH 10 east of the 10 and 114 split. In 2009, the State will kick-off the USH 10 and STH 114 corridor study. This study will take place over 2-years and will focus on long-term transportation needs of the study area. The study area starts at the Winnebago/Calumet County line and extend east along USH 10 to Forest Junction and east along STH 114 to the split of STH 114/55 south of the Village of Sherwood.

## County Highway Functional and Jurisdictional Studies

In 2001 and 2002, the counties of Calumet and Outagamie, along with the towns of Buchanan and Harrison, and the City of Appleton, completed the reconstruction of County Road "KK" from the STH 441 Interchange east to the intersection of County Highway "N". This highway segment became an "urban section" of roadway with four travel lanes, a center turning lane, curb and gutter, storm sewer, and the installation of traffic signals. The Calumet County Highway Department has completed the reconstruction and widening of CTH "N" to four lanes from CTH "KK" south to Schmidt Road. Improvements were similar to CTH "KK", with the exception that no center turn lane was provided, and no additional traffic signals were installed.

## Urban Areas and Rural Area Transportation Plans

The State is studying the interchange of State Highway 441 with CTH "KK" to address safety concerns on the off-ramps. This interchange is in the top 5% of the worst locations in terms

of safety based on crash history. Several of the alternatives include installing roundabouts at the ramps and possibly at intersections with local roads on either side of the highway. The interchange reconstruction will receive HSIP (Highway Safety Improvement Program) funding for its reconstruction. Construction of the recommended solution is slated to occur in 2012.

### **Town Road Access Points**

As development occurs in the urban and rural sections, the Town of Harrison Road Access Control Ordinance (adopted in 2001) sets the standards for roadways and private drive access points. This ordinance will also be helpful in assisting the Town's development of a continuous collector system from section to section.

### **Town Road Plan**

As a way of planning and prioritizing future roadway improvements, the Town of Harrison adopted a Five-year Capital Improvement Plan. This plan serves as a guide to identify future roads and funding sources for improvements to the Town's road system. The plan identifies the particular section of the town road to be improved, the type of treatment that would be applied, and the estimated cost. The Plan is updated yearly by the Town Engineer and the Town Road Superintendent.

Starting in 2009, the Town will be working with East Central Regional Plan Commission to develop a series of corridor plans to improve the local transportation system. The plans will serve as a guide to the Town when developing transportation improvements to the major corridors through the Town. The initial program identified nine corridors to study, CTH LP, Eisenhower Drive, CTH N, State Park Road, STH 55, CTH KK, Midway Road, Manitowoc Road, and Woodland Road. The plans are intended to be corridor specific and will strive to include the principles of complete streets. Complete streets is a concept that includes accommodating all modes of transportation, such as pedestrians, cyclists, transit, the disabled and both the young and the elderly. Complete streets also incorporate principles relating to environmental design and street beautification. The corridor plans are intended to be developed by an Advisory Committee that includes representatives of the corridor in the business, residential, and special interest groups, as well as representatives from the Town Plan Commission (2), Town Park Committee (2), Calumet County, School District(s), and Valley Transit. The Advisory Committee will be the core decision making group, however, interested citizens and business owners will be welcome to attend the meetings and provide comments.

### **Airport Master Plans**

The Outagamie County Regional Airport, which is located in the Town of Greenville, completed a terminal expansion, and anticipates further expansion in the future. The plans for expansion should have no impact on the Town of Harrison. The present Airport Master Plan is to be updated in the next one to three years according to the Airport Manager's Office.

### **Rail Plans**

The Canadian National Railroad plans to continue operation of its secondary line between Menasha and Manitowoc. There are no plans to expand the operation through the Town of Harrison. Additional trains running through Harrison should have a minimal impact on residents and properties in the Town.

## UTILITIES AND COMMUNITY FACILITIES

This section of the Comprehensive Plan will provide an inventory of existing community facilities that are located throughout the town. Community facilities include, but are not limited to, sanitary sewer service, solid waste disposal, storm water management, parks, telecommunications facilities, power-generating plants, cemeteries, health care facilities, child care facilities, libraries, schools, government facilities, and other public facilities, such as police, fire and rescue. Although the facilities are somewhat limited in number, it must be emphasized that the present facilities provide a quality level of services to the town residents, whether in an urban or rural setting.

### Goal, Objectives, and Policies

#### Goal

To promote the provision of governmental services and facilities, including and a quality system of Town parks and recreational facilities, to meet the growing demand for services in an efficient, environmentally sound, and socially responsible manner.

#### Objectives

1. Provide efficient and economical public facilities and services to the public.
2. Foster cooperation and coordination in the provision of services where efficiency, equity and economies of scale can be obtained with other entities.
3. Develop a parks capital improvements program that is consistent with this Plan.
4. Promote sound economics and equity in the delivery of urban services.
5. Promote development within sanitary districts that will effectively and economically serve urban development.
6. Develop urban service phasing plans that are coordinated with the Town's Land Use and Transportation portions of the Comprehensive Plan.
7. Where appropriate, have developers dedicate park and open space in locations where housing density is occurring.
8. Coordinate the development of park and recreational facilities with neighboring communities.
9. Encourage the development of private parks and recreational facilities in the town.
10. Develop new town parks with groundwater control and facilities for stormwater management of surface water run-off.
11. Provide public safety for the protection of residents and property within the Town.
12. Continue to maintain a low Town tax rate while providing a quality level of public facilities and services to town residents. Achieve this goal with careful planning and financial management.
13. Ensure Town residents are aware of available community facilities and services.

#### Policies

1. Pursue shared service opportunities when mutually beneficial (e.g. cost savings) to improve the efficiency and quality of utilities and community facilities.

2. Locate park, trail and open space areas throughout the community to ensure all neighborhoods have access to recreational choices.
3. Encourage the involvement of citizens in the planning and improvement of Town parks and recreation facilities.
4. Ensure that all Town residents are provided with necessary utilities and community facilities.
5. Develop a list/brochure of community facilities for residents.
6. Require developers to pay their "fair share" for improvements needed to support new development requests.
7. Ensure that only developments which are thoughtfully designed with respect to drainage and storm water management will be allowed.
8. Utilize the Town of Harrison Stormwater Management Plan.

The Town of Harrison will continue to refine these goals and objectives that meet the long-term needs of the residents of the Town of Harrison. The current boards that provide input into utility needs of the Town of Harrison in this area include:

- ❖ Town Board
- ❖ Town Planning Commission
- ❖ Town Park Committee
- ❖ Darboy Joint Sanitary District Commission
- ❖ Waverly Sanitary District Commission

## **Sanitary Sewer Service**

### **Sanitary Districts**

The two sanitary districts, Darboy and Waverly, provide sanitary sewer and public water service to the urban portions of the Town of Harrison. Most of the service is provided to the residential subdivisions and commercial development that has occurred in the "built-up" areas of the town.

#### **Darboy Sanitary District**

The Darboy Sanitary District encompasses the north central portion of the town (Map 3). The land area south of CTH "KK" on either side of CTH "N" is the primary land area served by the district.

The Darboy Sanitary District was formed in the early 1970s to deal with the problems of malfunctioning septic systems. In addition, problems with individual wells (including a lowering of the water table that required the deepening of the wells), high iron, hardness, manganese content, and a hydrogen sulfide odor led to the development of a public water supply system.

The sanitary sewer collection system for the Darboy Joint Sanitary District was put into operation in 1984. The system consists of primarily 8-inch PVC gravity sewer pipe. There are no lift stations or force mains in the Darboy system. The collection system conveys the wastewater to an interceptor system consisting of pipes ranging in size from 10-inches to 27-inches in diameter. The Darboy interceptor system carries the flows to Metering Station 7 located in Combined Locks. After the flows are metered, they discharge to the Heart of the Valley Metropolitan Sewerage District (HOVMSD) system and are conveyed via a si-

phon system under the Fox River, through Little Chute and Kaukauna to the Heart of the Valley Treatment Plant. The system downstream of Meter Station 7 is owned and operated by HOVMSD.

The Darboy wastewater collection and interceptor system extends in the Town of Harrison. The 21-inch interceptor that conveys flows north to the 27-inch interceptor terminates at CTH KK, east of State Park Road. The interceptor system extending into the Town of Harrison consists of an 18-inch main in CTH KK that runs west to State Park Road. At State Park Road a 10-inch main extends to the south and a 15-inch main extends to the west. West of State Park Road the 15-inch interceptor turns south and continues south in Chadbury Lane and Cumberland Drive to Mile Long Drive. A 12-inch interceptor has been constructed in Mile Long Drive, west of Cumberland Drive to serve the central and southern portion of the Sanitary District. Future plans indicate that several 10-inch mains would be extended to the south of Mile Long Drive. It is planned that the 10-inch main in Cumberland would be constructed deep enough to serve the future development area south of Manitowoc Road.

Sewer service is also being extended into the area south of CTH KK and east of State Park Road. A 15-inch main connects to the previously mentioned 21-inch main in CTH KK east of State Park Road. The 15-inch is extended to the east to serve the far eastern portion of the Darboy Joint Sanitary District. This eastern extension consists of a 10-inch main extending east to Highline Road and a 12-inch interceptor that will extend to the south in Horizon Drive.

The water system for the Darboy Joint Sanitary District was also put into operation in 1984. The water supply for the system consists of three wells (500 gpm, 680 gpm, and 670 gpm), with water softening and chemical addition for disinfection; a 300,000 gallon elevated storage tank, a 500,000 gallon reservoir, and a water distribution system. In 2003, the Darboy Sanitary District contracted with the Village of Kimberly for up to 1,100 gallons per minute to assure a future water supply for the District. This water supply will support the District's ultimate growth boundary without any expansion to the District's system. Construction of a new east side water tower for additional storage would occur, to support easterly growth if and when deemed necessary.

*Potential Growth Within the Darboy Sanitary District*

At the present time, the capacity of sewer lines has nearly been reached. Other than what have already been platted, additional subdivisions can be accommodated only by swapping land that will not develop for the next few years for land that is ready to be developed.

The Darboy Sanitary District anticipates filing a swap amendment in the spring of 2004 to facilitate the development of properties at the northeast corner of Coop and Manitowoc Roads. This development would involve the swap of approximately 80 acres of land, which would generate 160 potential lots. Eighty of these lots would be absorbed in development toward the second half of 2004, and the remaining eighty lots absorbed at the beginning of 2005. At the writing of this plan, the Darboy Sanitary District has 128 lots that are available for building permits or, as is the case with Clover Ridge, will be coming on the market very soon.

**TABLE 22  
PLATTED BUILDABLE LOTS in the DARBOY DISTRICT  
as of JULY, 2009**

Name of Subdivision	Total Single-Family Lots
Sunrise Meadows	1
Hoelzel Haven	1
State Park Meadows	4
State Park Meadows, 1 <sup>st</sup> Add.	9
Jeff's Meadow	6
Midway Meadows	1
<b>Total</b>	<b>22</b>

Source: Town of Harrison and "windshield survey"

Further development in the Darboy Sanitary District would need to wait for the construction of an additional sewer line under the Fox River to add capacity from the Heart of the Valley Treatment Facility; enlarging existing trunk mains and adding a new trunk main; and expansion of the Treatment Facility itself. A consultant's Facility Study was completed in December 2003, and outlines what alternative would best accommodate future growth. The study identifies specific improvements needed to support additional growth. More specifically, the trunk main in the Buchanan portion of the Darboy District needs to be upgraded by installing a 21" line to CTH "CE". From that point, a 27" line would be installed to a new metering station just south of the Fox River in Combined Locks. From the new metering station, a 30" interceptor will be installed under the Fox River and connect to an interceptor line in Little Chute. These improvements are scheduled for construction starting in mid 2004, with completion by the end of the same year or early 2005. The treatment plant upgrades are scheduled to begin in 2006.

Once these improvements are operational at the end of 2004, the Darboy Sanitary District will have the capability of supporting residential development on 130 acres of remaining vacant land within the existing sewer service boundary line. In addition, the upgraded size of the trunk mains would give the District the ultimate ability to expand their sanitary district boundary to serve approximately 1,350 more acres from their existing border south to Manitowoc Road (east of CTH "N") and east to Highland Road.

The Town's Plan shows the anticipated 1,350 acres by the Darboy Sanitary District as being developed in the next twenty years. The Harrison Plan is showing the existing 130 acres in the sewer service boundary line and another 1,220 acres (for a total of 1,350 acres) in future sewer service area requests over the next twenty years.

**Waverly Sanitary District**

The Waverly Sanitary District is located in the northwestern portion of the Town of Harrison. As shown on Map 3, the district boundaries run along the north shoreline of Lake Winnebago to Oneida Street, then north to the Appleton corporate limits, serving areas of Menasha and Appleton. The north boundary courses through developments along Midway Road, south of Midway Road, back north to Midway Road, extending west of Lake Park Road toward Coop Road. The district continues as far east as Fire Lane 11, encompassing the North Shore Estates Subdivision area. Most of the development served is single-family residential with some commercial and business serviced along the USH 10 and STH 114 corridor.

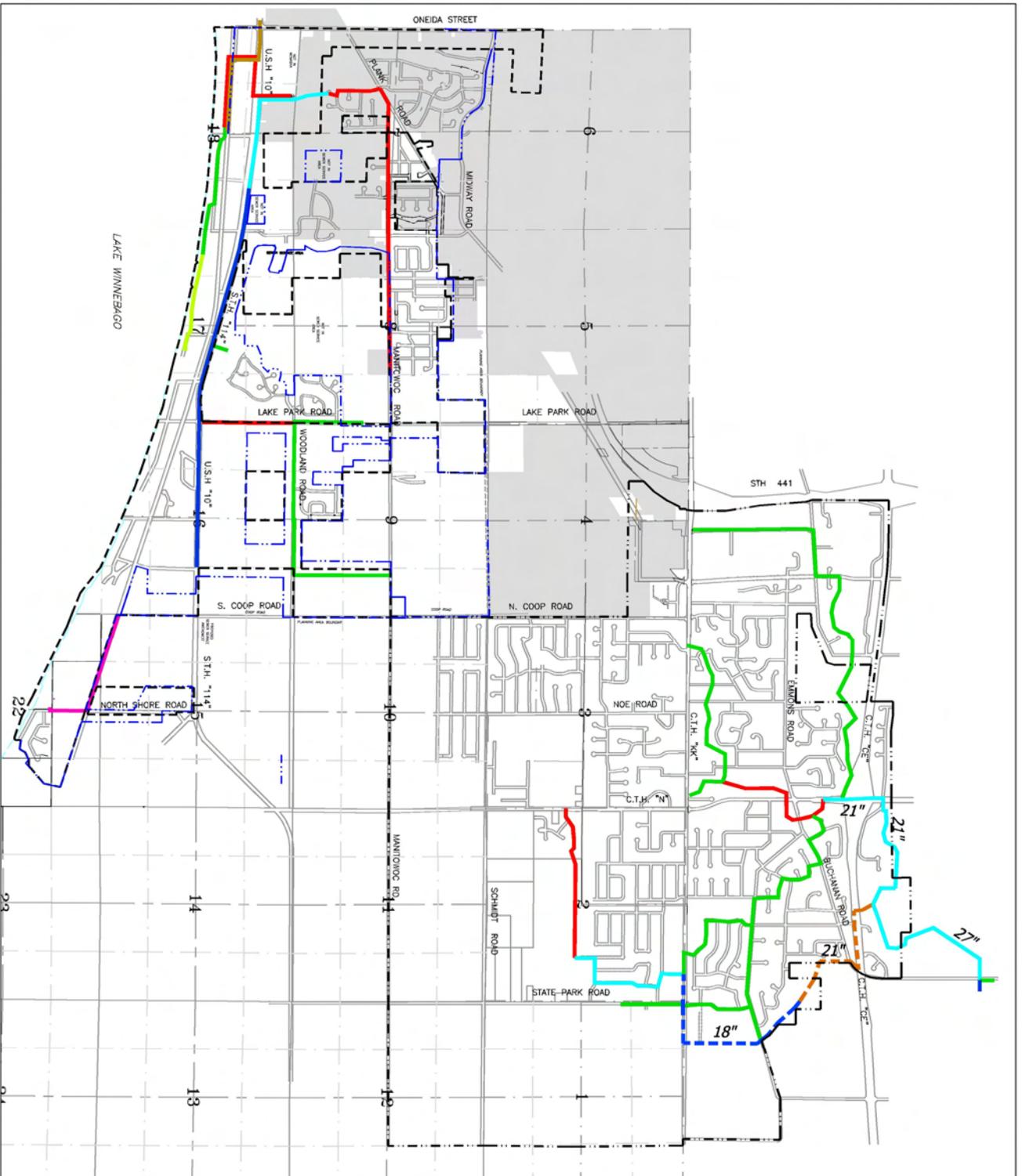
# Town of Harrison

## Darboy and Waverly Sanitary Districts



**Legend**

- 10" Sanitary Main
- 12" Sanitary Main
- 15" Sanitary Main
- 18" Sanitary Main
- - - Proposed 18" Sanitary Main
- - - Proposed 21" Sanitary Main
- 4" Force Main
- 6" Force Main
- 8" Force Main
- - - Sanitary Mains to be Upgraded
- - - Darboy Sanitary District
- - - Waverly Sanitary District
- - - Waverly Sewer Service Area



**Marrenson & Eisele, Inc.**  
 Planning - Surveying - Engineering - Architecture  
 1377 Midway Road, Menasha, WI 54952  
 Phone: (920) 731-0381 Fax: (920) 733-8578  
 www.marrenson-eisele.com  
 info@marrenson-eisele.com  
 phone: 535907 ext. 03-10-04

There are currently five lift stations in the Waverly system, one serves North Shore Woods, one at North Shore Road, one in the Fire Lane 6 area, one in the Fire Lane 2 area, and the fifth is a major lift station that serves the area north of Highways 10 and 114, from east of Oneida Street to Coop Road. The backbone sanitary sewer system and water lines were installed along Lake Park Road (CTH "LP") and STH 114 in 2000 and 2001. With this sewer and water system on-line, nearly 1,000 acres of additional land will be served by public utilities. Waverly's Lake Shore System discharges into the City of Menasha system on STH 114 near Melissa Street. The remaining system connects with the Town of Menasha Utility District at the Brighton-Beach lift station, where the wastewater from both systems is discharged to the Neenah-Menasha Sewerage Commission Treatment Plant.

The water for the Waverly Sanitary District is purchased from the City of Appleton. The initial connection to the Appleton water system is east of Oneida Street on Midway Road. A new connection to the Appleton water system was constructed on Midway Road east of Lake Park Road in late 2009. Waverly initially purchased water from the Town of Menasha Utility District at the Oneida Street and Hwy 10/114 intersection. That connection remains as an emergency source of water. Within the Waverly Sanitary District there are two areas which are serviced by the district through intermunicipal agreements with the City of Menasha and the City of Appleton.

*Potential Growth Within the Waverly Sanitary District*

The Waverly District expansion that took place in 2001 includes all of the growth in this twenty-year plan that is south of Manitowoc Road. It also shows the potential service of lands north of Manitowoc Road within the Appleton/Harrison Boundary Agreement area. Future development east of Coop Road will need another lift station, located on the north side of Highway 10/114 about 3/8 mile east of Coop Road.

Since that 2001 expansion, there has been significant system expansion with the collector sewer in Woodland Road allowing subdivision development north to Manitowoc Road. Blackoak Street through the Oakwood Estates subdivision provides service to land east of Lake Park Road. Spring Valley Road through the Woodland Trails subdivision provides service to land west of Coop Road. Development of the former Grassell farm will provide service to land in the middle area between Lake Park and Coop Roads.

**TABLE 23  
PLATTED BUILDABLE LOTS in the WAVERLY DISTRICT  
as of JULY, 2009**

Name of Subdivision	Total Single-Family Lots
Woodland Trails	2
Northshore Woods	24
Oakridge Farms (unsewered)	2
North Shore Estates III	19
Cedar Ridge Estates, 2 <sup>nd</sup> Add.	41
Oakwood Estates	53
Woodland Trails II (duplex subdivision)	18
<b>Total</b>	<b>159</b>

Source: Town of Harrison and Windshield Survey

Several large farms are within close proximity of Waverly’s sewer line. The Kimberly Area School District constructed a new elementary and intermediate school on their land fronting Manitowoc Road in 2005. It can be anticipated that remaining land shown for residential development close to the school will be sold and developed in the near future.

The Waverly Sanitary District can possibly accommodate an additional 500 acres north of USH 10 and STH 114, and another approximately 85 acres between Lake Winnebago and STH 114. Table 24 summarizes the approximate acreage’s that could develop residentially over the next twenty years in the Town of Harrison.

**TABLE 24  
GEOGRAPHIC GROWTH AREAS**

Location	Estimated Acreage
Darboy Sanitary District	1,350 Acres
Waverly Sanitary District (North of Highways 10/114)	565 Acres
Waverly Sanitary District (South of Wis. Highway 10)	85 Acres
<b>Total</b>	<b>2,000 Acres</b>
Unsewered Area South of Highways 114 & KK/Highway 55 Area	390 Acres

Source: Town of Harrison Estimates-2003

### Sewer Service Areas

Sewer Service Areas for the Town of Harrison are determined by the East Central Regional Planning Commission (ECWRPC). Map 3 show the existing Sewer Service Area boundary lines in the areas of the Darboy Sanitary District and the Waverly Sanitary District, respectively. In 2005, new sewer service area boundaries were drawn for the Fox Cities Sewer Service Areas. The Darboy Sanitary District lies in the Heart of the Valley Sewer Service Area and the Waverly Sanitary District lies in the Neenah-Menasha Sewer Service Area.

An approved comprehensive plan with follow through on its implementation has recently become a requirement for consideration for future expanded growth allocations for the Sewer Service Area and approval for any amendment requests. Requirements have been outlined by ECWRPC.

The Town of Harrison understands that East Central Wisconsin Regional Planning Commission projections will be considered the official projections to be used in sewer service and transportation area planning.

### Private Septic Systems

In general the soils in the areas north and west of the Village of Sherwood prohibit the use of a conventional septic system. This is substantiated by the fact that no conventional systems have passed in those areas in recent years. In order to be buildable, approximately 2/3 of the area would require holding tanks. The other 1/3 of the area would be buildable if a mound system were installed. Since Calumet County regulations prohibit the installation of a holding tank for new construction (except for five defined exceptions to the prohibition), much of the area north and west of Sherwood, outside of the sewer service areas, is unbuildable.

Soils south of the Village of Sherwood are more suitable for the construction of septic tank absorption fields, and typically, either a conventional or mound system will work in this area.

Between 1990 and 2000, the County issued permits for the installation of forty new private disposal systems (Table 25) in the Town of Harrison. Of those 77 systems, 17% were conventional systems, 26% were mound systems, and 47% were holding tanks. The remaining systems include four at-grade and four in-ground pressure systems.

**TABLE 25**  
**INSTALLATION of NEW PRIVATE DISPOSAL SYSTEMS, 1990 – 2008**

Year	Conventional	Mound	At-	In-Ground	Holding	Total
1990	2	0	0	0	0	2
1991	3	1	0	0	0	4
1992	2	1	1	1	0	5
1993	1	3	1	0	2	7
1994	1	2	0	0	6	9
1995	0	3	0	0	3	6
1996	1	1	0	0	5	7
1997	1	2	0	0	4	7
1998	2	0	1	1	5	9
1999	0	3	1	1	5	10
2000	0	4	0	1	6	11
2001	0	6	0	0	2	8
2002	1	4	1	0	1	7
2003	1	8	1	1	5	16
2004	1	7	1	0	0	9
2005	2	9	0	0	8	19
2006	1	6	0	0	5	12
2007	0	6	0	0	2	8
2008	1	6	0	0	3	10
<b>TOTAL</b>	<b>20</b>	<b>74</b>	<b>7</b>	<b>5</b>	<b>64</b>	<b>170</b>

Source: Calumet County Sanitary Permit records

When the number of permits for private disposal systems between 1990 and 2000 is compared to the number of Town of Harrison residential building permits for that same time period (2,044), it can be seen that the number of private disposal system permits represents only 4.5% of the total residential building permits. Thus, the vast majority of development in the past ten years has been in the areas where municipal sewer service is available.

## Storm Water Management

As development occurs and lands once used for rural activities are converted to urban uses, there also comes the need for adequate stormwater management. Without proper management, increased stormwater runoff can cause overloading of the existing natural and/or man-made stormwater drainage system, and increase flooding potential.

In 2007, the Town of Harrison contracted with McMahon Associates to develop a Stormwater Management Plan to provide the Town with the long-term guidance necessary to comply with NR 216 stormwater regulations and improve water quality within receiving waters. Pursuant to NR 216, the Town was required to obtain a Wisconsin Pollutant Discharge Elimination System (WPDES) Municipal Stormwater Discharge Permit. The purpose of the permit is to control urban non-point source pollution by regulating discharges from municipal separate storm sewer systems (MS4). As part of the municipal permit, the Town was responsible for developing a stormwater management plan and implementing six minimum control measures, which include: public education and outreach; public involvement and participation; illicit discharge detection and elimination; construction site pollutant control; post-construction site stormwater management; and municipal pollution prevention. The Town has adopted three new ordinances to address the control measures of NR 216, an Illicit Discharge and Connection ordinance, along with Construction Site Erosion Control and Post-Construction Site Stormwater Management Ordinances. As a part of the permit, the Town must reduce total suspended solids (TSS) by 20% by 2008 and 40% by 2013. The Town met the 2008 TSS requirement, with a 33.2% reduction, and is working with the Garner's Creek Stormwater Utility as well as developing other private/public opportunities to meet the 40% requirement.

Calumet County Zoning Ordinance Section 7.09, which establishes a Surface Water Drainageway Overlay District (SWDD,) provides another measure in stormwater management. The purpose of the district is to preserve and protect surface water drainageways from any alteration that would affect water quality, flood storage, and the flow capacity of the drainageways. District boundaries are determined according to the specific watershed area land use and the hydraulic carrying capacity required. The boundaries and widths are determined as follows: 60 feet for drainage area less than 300 acres, 100 feet for drainage areas 300 – 1,000 acres, and 120 feet for drainage area over 1,000 acres. In addition to the widths specified, a buffer zone of twenty feet on each side of the drainageway shall be provided. The surface water drainage district is established as an overlay district, to work in conjunction with the existing underlying district. Permitted uses in the district are those listed in the underlying district, with no permanent buildings permitted. Any dredging, clearing, cleaning, relocation, filling, and so forth, of any existing surface water drainageway or buffer zone requires the receipt of a land use permit. Except for a triangular piece of land near the intersection of CTH "AP" and Lake Park Road, the entire portion of the town west of Lake Park Road have been zoned as Surface Water Drainageway Overlay District. Where new development is occurring in the Town of Harrison, the Town must also comply with the provisions of Wisconsin Code NR 151. The code further specifies what additional requirements and measures must be taken to discharge stormwater.

A substantial part of the Garner's Creek drainage basin is located in what is now, or may become, a rapidly developing part of the Fox Cities Area. Recognizing the need to develop a comprehensive stormwater management plan to address existing stormwater problems, and to avoid the creation of new problems as development proceeds, the Garner's Creek communities contracted Foth & Van Dyke to complete a comprehensive Stormwater Management Plan for developing areas in the Garner's Creek drainage basin. The southern part of the Garner's Creek drainage basin lies within the Town of Harrison. The plan recommends improvements to the area's stormwater management system that would: A) manage the frequent "nuisance" flows to the desired levels (ten-year frequency, full development) with a combination of local conveyance improvements and regional detention basins; B) improve management to fully control major flood flows; and C) improve stormwater quality through a combination of structural and non-structural measures. In 1997, the Town of Buchanan, the

Town of Harrison, and the Village of Combined Locks reached agreement to implement a stormwater management program for Garner's Creek. There are several regional stormwater detention basins located in the Town that serve the Garner's Creek area with at least one more basin proposed to be constructed in 2011 on the west side of CTH "N".

## **Water supply**

In the Town of Harrison there are two areas where a public water supply is provided for domestic use. The Darboy Sanitary District, located in the north central portion of the town, serves the developed areas of Buchanan and Harrison with water from its well system. The second area of service is along the northern shore of Lake Winnebago and inland, where the Waverly Sanitary District provides water. Customers are provided water primarily through the City of Appleton water system. In emergency situations, water can also be provided through hook-ups to the City of Menasha system. The details of each sanitary district water system are described within the Sanitary Sewer Service of this section of the comprehensive plan. Based on discussions with both district managers, municipal water supplies for projected growth in this plan will be more than adequate.

The Village of Sherwood was under orders from the Department of Natural Resources (DNR) to find an alternative drinking source for its residents by 2011. The Village contracted with the City of Appleton to purchase water from the Appleton water system. The Village ran a 16" watermain from Midway Road east to CTH "N" then south on CTH "N" to a point between Manitowoc Road and Hwy 10 where a metering station was constructed. From the metering station, a 12" watermain was installed along CTH "N" to Hwy 114 then east along Hwy 114 to Pigeon Road where the watermain turns south along Pigeon Road until it reaches the Village corporate boundary at which point it connects the Sherwood's water supply. There is potential to either purchase water from the City of Appleton or the Village of Sherwood at some point in the future.

## **Private Water Wells**

Water wells in the area north and east of Lake Winnebago have potential problems due to naturally occurring methane and high concentrations of sulfate. The shallow dolomite (limestone) and sand and gravel aquifer does not generally produce enough water and is susceptible to bacteria contamination. The deeper sandstone aquifer tends to produce waters, which contain high concentrations of sulfate and magnesium, and are highly mineralized.

According to the "Summary of Calumet Water Quality and Butterfat Survey" by the Calumet County University of Wisconsin Extension, well water samples that were collected by Calumet County Farm Bureau volunteers from forty wells showed that the deeper sandstone waters had sulfate concentrations of 400-1000 mg/l compared to values of less than 200 mg/l for the shallower aquifer. It is suspected that dairy farmers in northwestern Calumet County using water from the deeper sandstone aquifer may be realizing income losses due to a lower butterfat content in their dairy herd's milk.

Based primarily on taste, the U.S. Public Health Service recommends that water with concentrations higher than 250 ppm of sulfate not be used for human consumption.

## Refuse and Recycling Services

Services to Harrison residents for solid waste disposal and recycling are contracted by the Town. Service is provided to approximately 3,440 residential households for an annual fee. The charge is billed as a special assessment on the tax roll. Refuse and recycling is collected weekly. As growth occurs, the Town will need to contract for a larger number of pick-ups.

The Town is also a member of the Wisconsin Be SMART Coalition. The Wisconsin Be SMART Coalition is a partnership of local communities, state agencies, non-profit and environmental organizations, and businesses whose goal is to reduce waste and promote sustainability.

Calumet County organizes annual Clean Sweep events for households, farms, and qualifying businesses in the Town of Harrison. Participants may dispose of acceptable hazardous waste items at no cost.

An industrial landfill operation is located in Section 17 at the intersection of USH 10 and Peters Road. This 199.14-acre landfill is owned and operated by Appleton Papers, Inc., for disposal of paper wastes associated with their manufacturing process. The landfill should have adequate capacity to meet company needs for the twenty-year planning period.

## On-Site Wastewater Treatment Technologies

The State of Wisconsin regulates on-site wastewater treatment with permits issued through the Calumet County Planning and Zoning Department.

## Yard Waste Disposal

The Town contracts for yard waste pick-up days for spring and fall clean-ups. In addition, a yard waste drop off site is located behind the Town Hall and is open three days a week. These are free services to town residents. As growth occurs, the Town will need to contract for a larger number of pick-ups to meet the demand.

## Parks

The Town of Harrison has a variety of private and public park and open space facilities that serve its constituents. A major park and open space use that occupies 1,140 acre in the south central area of the Town is High Cliff State Park. This facility is no more than a fifteen minute drive from nearly any location in the Town of Harrison, and offers a range of open space facilities including boat ramps, hiking and camping areas, and pavilions that can be rented for large gatherings.

The Harrison Athletic Association Park (next to the Town Hall) and the Darboy Community Park offer fields for organized athletic games, and playground facilities and shelters. The following table summarizes the Town's existing public and private facilities, followed by a more detailed explanation of each facility. The Town is currently working with the cities of Appleton and Menasha to develop a regional park in the area west of CTH "LP" along Manitowoc Road.

**TABLE 26  
EXISTING PARKS and RECREATION FACILITIES**

Facility	Acres	Ownership
Harrison Athletic Association Park	16.5	Town of Harrison
Darboy Community Park	17.5	Town of Harrison
Clover Ridge Park	6.0	Town of Harrison
Ledgewood Acres Public Access (2)	0.7	Town of Harrison
State Park Road Boat Landing	0.5	Town of Harrison
Firelane #8	-	Town of Harrison
Faro Springs Road Access	-	Town of Harrison
Other Lake Access Points	-	Town of Harrison
Sunrise Elementary School	20.0	Kimberly School District
High Cliff State Park	1,140.0	State of Wisconsin
North Shore Golf Club	164.5	Private
<b>Total Public Recreation Land</b>	<b>1,365.7</b>	

Source: Town of Harrison

### Clover Ridge Park

The Town acquired Lot 119 of the Second Addition to Clover Ridge Subdivision for park purposes in 2002. Then in 2008, the Town acquired approximately 4.5-acres of adjacent property to the west along the 10' pedestrian trail. The southern part of the property contains the highlines (electrical transmission lines). This park is surrounded by residential development and is currently utilized as a pocket park with swings, play equipment and benches. The Town is in the process of creating a development plan for the future development of the full park.

### Harrison Athletic Association Park

This 16.5-acre Town Park is located adjacent to the Harrison Town Hall and Garage, near the intersection of STH 114 and State Park Road. This park is the largest and most extensively developed recreational facility owned by the Town of Harrison. Existing facilities include a lighted softball diamond with spectator seating for 300; press box and scoreboard; an unlighted baseball diamond with spectator seating for 100; concessions/press box building and scoreboard; a shelter/concessions building; picnic facilities; restrooms; lighted sand volleyball courts; several pieces of playground equipment; and a sand box with two diggers.

The Harrison Athletic Association operates the athletic facilities and ball diamonds at the Town Park. In addition, the Association has been actively involved with further development of the Town Park. About one half of the park area remains undeveloped, including the wooded area at the northeast corner of the site, which is relatively low and contains areas of standing water. This land may be well suited as a future small nature preserve area.

### Darboy Community Park

The Darboy Community Park is located on a 17.5-acre tract of land at the intersection of Midway Road and Noe Road, adjacent to the Sunrise Elementary School in Darboy. This park contains softball diamonds, a baseball diamond, soccer fields, and a community picnic area. In 2004, a large shelter/ pavilion; with restrooms was built. Other facilities that might be incorpo-

rated in the future are smaller picnic shelters, hiking/cross country ski trails, and a nature area that might have a detention pond for storm water runoff. Development of the Darboy Community Park will be a joint project between the Towns of Buchanan and Harrison.

### **Ledgewood Acres Public Access - 2 Sites**

These two dedicated public access sites are located along the east shoreline of Lake Winnebago, south of High Cliff State Park. Combined, the sites occupy about 0.7 acres within the Ledgewood Acres Plat, as indicated in Table 26. The northern-most access has approximately a one half-acre wooded site with a small drainageway carrying runoff from the ledge area. A 30-foot high bank prevents convenient access to the water's edge, but the upland portion of the site has potential for a small picnic area. The south access site is only 33 feet wide, and consists primarily of a drainageway carrying runoff from the ledge to Lake Winnebago, and is too small for any recreational use.

### **State Park Road Boat Landing**

The State Park Road Boat Landing is located along the northeast shoreline of Lake Winnebago near High Cliff State Park. The half-acre site provides two launching ramps and car/trailer parking for approximately six vehicles.

### **Firelane #8**

The south end of Firelane #8 is maintained by the Town of Harrison as an improved boat launch on the north shore of Lake Winnebago. The adjacent gravel area provides parking for approximately one dozen car-trailer units. During the winter months, Firelane #8 provides a very important recreational access to Lake Winnebago for snowmobiles and vehicles.

### **Faro Springs Road Access**

This public access point is located on Lake Winnebago at the Harrison - Stockbridge town line. The site's primary function is to provide access to the "ice road" across Lake Winnebago during the winter months from the eastern lakeshore.

### **Other Lake Access Points**

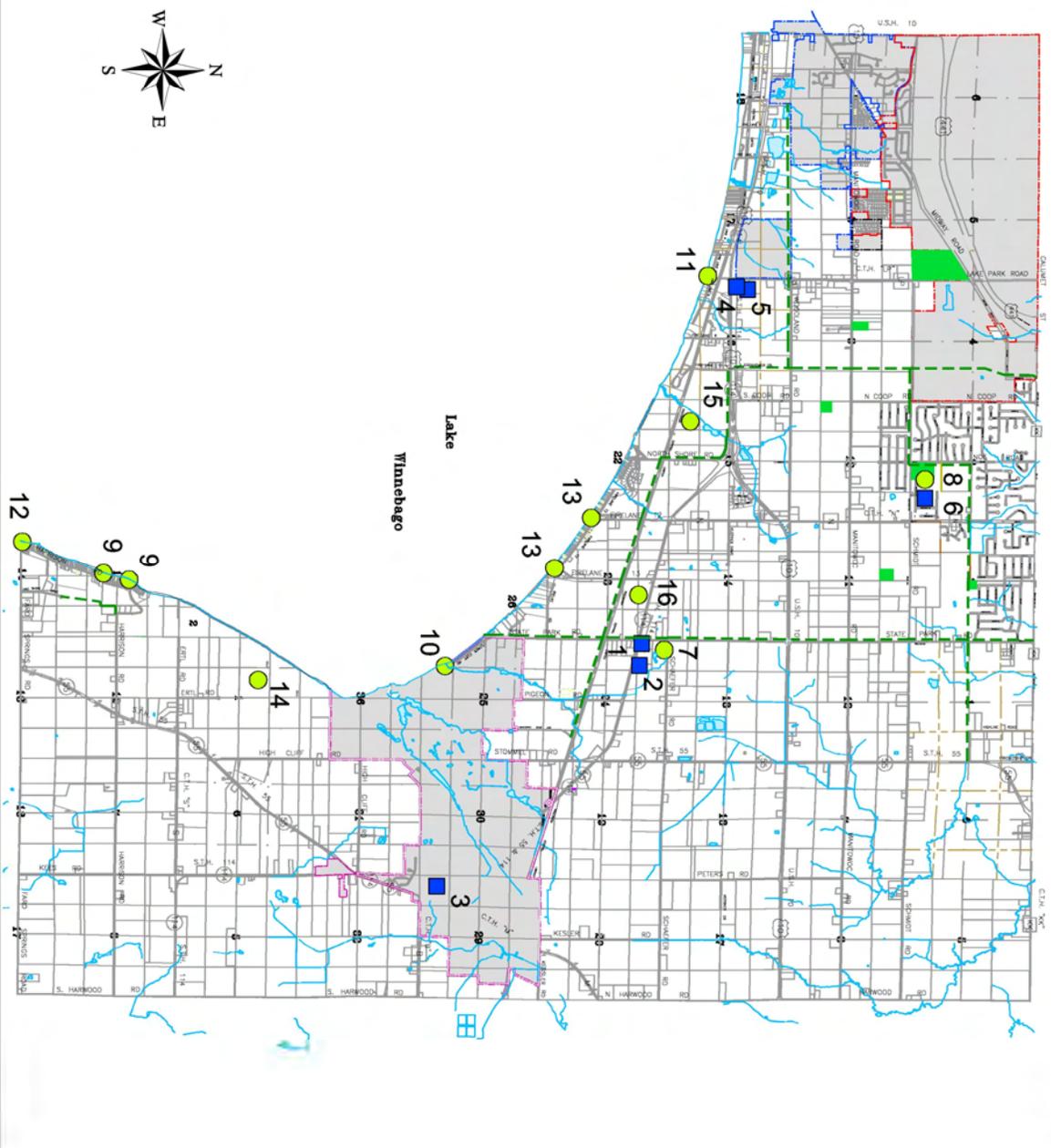
Public access to Lake Winnebago from the Town of Harrison is also available at the ends of Firelane #12 and Firelane #13. However, these access points are rather steep, with sloping terrain towards the lake and defined drainageways that prevent the sites from being developed for recreational purposes.

### **Sunrise Elementary School – Darboy**

When the Kimberly School District constructed a new elementary school at W6365 Discovery Drive in 1996, additional recreational facilities had the potential for being developed at that site. As recommended in the Darboy Open Space and Recreation Plan prepared by the East Central Wisconsin Regional Planning Commission in April 1994, the school site can be developed in conjunction with the Harrison Community Park. The twenty-acre site can provide such facilities as open play fields, ball diamonds, court areas, and play apparatus, while park

# Town of Harrison

## Community Facilities, Parks and Recreational Facilities



### Legend

- Community Facilities
  1. Town Hall
  2. Town Garage
  3. Harrison #1 Fire Department
  4. Harrison #2 Fire Department
  5. Waverly Sanitary District Office
  6. Sunrise Elementary School
- Parks and Recreational Facilities
  7. Harrison Athletic Association
  8. Community Park behind Sunrise Elementary School
  9. Ledgewood Acres Public Access - 2 sites
  10. State Park Boat Landing
  11. Firelane #8 Boat Landing
  12. Faro Springs Road Access
  13. Firelanes #12 and #13 Lake Access
  14. High Cliff State Park
  15. North Shore Country Club
  16. Shady Rest/Stumpf Driving Range

- Future Town Parks
- Future Trail System


**Martenson & Eisele, Inc.**  
 Planning • Surveying • Engineering • Architecture  
 1377 Midway Road, Menasha, WI 54952  
 Phone (202) 734-6381 Fax (202) 734-6379  
[www.martenson-eisele.com](http://www.martenson-eisele.com)  
[info@martenson-eisele.com](mailto:info@martenson-eisele.com)  
 pmc155907sp-1-26-04

development could include picnic facilities, a shelter with restrooms, nature study areas, and multi-purpose trails. Of importance is that the Kimberly School District and the Towns of Buchanan and Harrison work cooperatively in developing these adjoining facilities.

### **High Cliff State Park**

High Cliff State Park is owned by the State of Wisconsin and operated by the Department of Natural Resources. This 1,140-acre park is located within the boundaries of the Village of Sherwood, adjacent to Lake Winnebago, and in the south-central portions of the Town of Harrison, as illustrated in Map 4. Recreational activities at the park include boating, fishing, swimming, picnicking, hiking, nature study, horseback riding, bird watching, rock climbing, and camping. During the winter months, cross-country skiing, snowshoeing, and snowmobiling are available. Major facilities at the park include an observation tower, an 85-slip marina with six launch ramps, a swimming beach with bathhouse and two shelters, 112 campsites, and several types of trails. High Cliff State Park also contains a number of historical features.

### **North Shore Country Club**

North Shore Country Club is a 164.5-acre privately owned facility located south of STH 114 and the north shore of Lake Winnebago. The 18-hole golf course and clubhouse facilities are private and not available for use by the general public.

### **Shady Rest Driving Range**

The Shady Rest Driving Range is located on STH 114 just west of State Park Road. This 12-acre privately owned recreational facility is open to the general public on a seasonal basis.

In addition, the town has an excellent snowmobile trail system. The State Snowmobile Trail map shows a corridor route intersecting the Town of Harrison, following an east-west direction mostly south of USH 10, then to High Cliff State Park and Lake Winnebago.

## **Telecommunication Facilities**

Calumet County regulates telecommunication facilities. There are currently two telecommunication towers located in the town. One tower is located on Telulah Drive in Section 8 near the Appleton School District's Janet Berry Elementary School. The second tower is located in Section 31 on High Cliff Road near High Cliff State Park.

Six cell phone towers have been constructed in the Town of Harrison. One tower is located in Section 5 near the intersection of County Roads "AP" and "LP". A second tower is in Section 17 along Schaffer Road, a third in Section 20 along Kesler Road, a fourth in Section 15 along the frontage road, and the fifth cell phone tower is located on the top of the Darboy Sanitary District Water Tower in Section 3, on the south side of CTH "KK" in Darboy, and the sixth is located in Section 3, on the Sunrise School property.

The Town of Harrison concurs with the Calumet County Telecommunications Facilities Requirements (Ordinance No. 66, Section 11.07) in that all towers should provide access for more than one server, and that each tower be totally occupied with potential antennas before

another tower can be built. While Harrison acknowledges the need for communication towers, it also recognizes the importance of protecting the aesthetic value of the town.

## **Power-Generating Plants and Transmission Lines**

There are no power generation plants located in the Town of Harrison. Major overhead electrical transmission lines run east /west through the town on the south side of Darboy. The transmission lines extend westerly through the City of Appleton to a WE Energies electric substation on South Oneida Street. WE Energies is in the preliminary stages of developing an electric substation on property along CTH "N" just north of the major overhead transmission lines. Secondary lines provide service to the Appleton, Darboy and Sherwood areas. Most of the electric service to businesses and residential customers in the town is provided by We Energies. Electrical service to the southern portion of the town (about 10% of the town's area) is provided by Wisconsin Public Service Corporation

American Transmission Company, which is the company that supplies electricity, and Wisconsin Electric, the local provider, feel that adequate amounts of electricity will be supplied for projected growth in the Town of Harrison. Wisconsin Public Service provides electricity to a projected non-growth area of the town.

Natural gas service is provided by WE Energies, serving the Darboy area and the Town of Harrison. Natural gas is available to most businesses and residential subdivisions.

## **Cemeteries**

There are several cemeteries located in the Town of Harrison. The Mansfield Family Cemetery, which occupies about 0.23 acres of land, is located in Section 6 near the intersection of State Highways 55 and 114, just south of the Village of Sherwood. The Sacred Heart Catholic Church Cemetery is located on two separate parcels in Section 32 south of Sherwood. One parcel contains 0.70 acres of land, and the larger parcel has 3.63 acres. Adequate burial space still exists in the Sacred Heart Cemetery. The Extinct Family Cemetery sits on approximately 1 acre and is located in Section 3 just north of Darboy Community Park. This cemetery was catalogued as a burial site by the Wisconsin Historical Society in 2004.

## **Health Care Facilities**

There is an Affinity Health clinic located near the Darboy Business Plaza and there is a ThedaCare clinic under construction at the southeast corner of CTH "KK" and State Park Road which is expected to open in 2010. Hospitals in close proximity to town residents include St. Elizabeth in Appleton, Theda Clark in Neenah, and Calumet Medical Center in Chilton.

Associated closely with the hospitals and medical clinics are other health-related facilities. Located within the Darboy Business Plaza in Harrison is a dentist office and chiropractor office. Dental offices are also located in the nearby Village of Sherwood.

## Child Care Facilities

There are three licensed childcare facilities in the Town of Harrison. The largest facility is located at Christ the Rock Church, which is situated at Highways 10 and 114 and Eisenhower Road. Kid's Land, another childcare facility, is located at County Highway "KK" and Lorna Lane. Kidz Land 2 is located along County Highway "KK" between County Highway "N" and State Park Road.

## Emergency Services

### Police

The Calumet County Sheriff's Department is responsible for providing law enforcement and police protection to Town of Harrison residents. These services are provided through facilities located at the Calumet County Courthouse and Jail in Chilton. To ensure public safety, the Town has contracted with the Calumet County Sheriff's Department for an additional forty hours of service per week. This contractual arrangement between the County and Town has been ongoing for several years. The Town Board may need to evaluate and develop alternative solutions to provide more law enforcement services as the town continues to grow and develop.

### Fire and Rescue Facilities

January 1, 2009, witnessed a consolidation of 2 fire stations and the first responder group within the Town of Harrison. The Town of Harrison hired a single Fire Chief to oversee both fire stations and the first responders. Harrison Fire Rescue provides emergency services to the Town of Harrison, Village of Sherwood, and part of the Town of Woodville. Harrison Fire Rescue responds to approximately 80 fire calls and 200 medical calls in a year. With the merger, members of both fire stations and the first responders now meet and train together each month along with providing additional staffing and equipment for any emergency that occurs within our districts.

Station 1 is located at W469 Clifton Road in the Village of Sherwood. This station is staffed with 30 paid on call volunteer firefighters. This station is equipped with one (1) engine, one (1) heavy rescue, one (1) brush truck, one (1) tanker, and a Polaris ATV for wild land fires.

Station 2 is located on the corner of Lake Park Road and Highway 114 in the Town of Harrison. This station is staffed with 30 paid on call volunteer firefighters. This station is equipped with one (1) engine, one (1) equipment van, one (1) brush truck, two (2) tankers, and one (1) snowmobile.

Harrison Fire Rescue covers 30 square miles with a population of 11,000 and provides mutual aid to the Towns of Menasha, Buchanan, and Hollandtown; Village of Stockbridge, Hilbert, and Forest Junction; and the City of Brillion. Mutual aid is essential to provide the quality and response in fire protection that our citizens expect. Harrison Fire Rescue has a fire rating of 5 in the urban areas of the township, while the rural areas have a rating of 9. The primary difference between the urban and rural areas is the high response time and

the availability of a public water supply. Harrison Fire Rescue is staffed and equipped to respond to structure fires, vehicle accidents, farm accidents, vehicle fires, gas leaks, carbon monoxide detection, hazardous materials incidents, low and high angle rescue, and water rescues. Currently, Harrison Fire Rescue has provided staffing to allow for the development of a county wide dive team. By 2010, Harrison Fire Rescue will receive a new 3,000 gallon tanker awarded through a grant and a new rescue engine available to provide compressed air foam.

Harrison First Responders are located out of the Town of Harrison Municipal building on the corner of State Park Road and Highway 114. The First Responders were founded and organized in 1995 under the direction of Gold Cross Ambulance Service. The First Responders were a separate organization until the merger of emergency services on January 1, 2009. Harrison First Responders now fall under the direction of the Fire Chief. The Harrison First Responders are staffed with 10 paid on call volunteers. Each First Responder carries a medical bag with oxygen, medical supplies, and an external defibrillator. The First Responders assist the fire department when requested, provide medical treatment and care to persons injured in traffic accidents, home or farm accidents, and citizens with medical problems such as heart attacks. The Town of Harrison will annually review the ambulance service provided by Gold Cross and work to provide continued emergency care.

If the fire services becomes "stretched" as a result of future growth, the Town may need to evaluate options to upgrade the Town's Fire Department, or look for options to gain fire services from other sources.

### **Ambulance Service**

Ambulance service for Harrison residents is provided by Gold Cross Ambulance of the Fox Cities. Gold Cross has one ambulance based at Theda Clark Hospital located in Neenah. Another ambulance is based at Saint Elizabeth Hospital on South Oneida Street in Appleton. Ambulance service is also available through Calumet Memorial Hospital located in Chilton.

The Town may need to annually review ambulance service and work with local companies to assure continued emergency care.

### **Libraries**

There are no library facilities located in the Town of Harrison. The Town of Harrison, however, like other communities in the county that don't operate their own libraries, is taxed by Calumet County to support public library service. Town of Harrison residents may use any of the public libraries in Calumet County and, because Calumet County is a member of the Manitowoc-Calumet Library System, any of the public libraries in Manitowoc County. In addition, the Manitowoc-Calumet Library System has intersystem agreements with the Outagamie Waupaca Library System and the Winnefox Library System that enable Town of Harrison residents to use nearby public library facilities in Outagamie and Winnebago Counties. These intersystem agreements provide a mechanism for reimbursing area libraries for serving Calumet County residents, including Town of Harrison residents. If intersystem agreements are unable to be provide local service for some reason, the Town may need to contract separately with selected local libraries.

---

## Schools

### Kimberly School District

In 1995 and 1996, the Kimberly School District constructed a new elementary school in the Town of Harrison to accommodate the increasing number of elementary age children in the district. In 2006, the district constructed another new elementary school and an intermediate school under one building. Much of that enrollment increase has resulted from the residential subdivision development that has occurred in the Towns of Buchanan and Harrison in the past five to ten years. Unlike many school districts in the state, enrollments in the Kimberly School District have been steadily increasing for the last ten years, and have doubled in attendance since 1991.

### Sunrise Elementary School

Sunrise Elementary School is located at W6365 Discovery Drive. The two-story, 71,000 square foot building has a student capacity of 600 students, and is situated on twenty acres adjacent to the 17.5 acres of land that the Town of Harrison has purchased for a community park. The 2008 fall enrollment at Sunrise Elementary School was 508 students in grades pre-kindergarten through fourth grade.

With the development of Sunrise school, there is potential for additional recreational facilities to be developed at that site that would benefit Town of Harrison residents. As recommended in the Darboy Open Space and Recreation Plan, prepared by the East Central Wisconsin Regional Planning Commission in April 1994, the school site can be developed in conjunction with the Harrison Community Park. The twenty acre site can provide such facilities as open play fields, ball diamonds, court areas, and play apparatus, while park development could include picnic facilities, a shelter with restrooms, nature study areas, and multi-purpose trails. Of importance is that the Kimberly School District and the Towns of Buchanan and Harrison work cooperatively in developing these adjoining facilities.

### Woodland Elementary & Intermediate School

The Kimberly School District constructed a new elementary and intermediate school at N9085 N. Coop Road in 2006 to accommodate the residential growth in the district's communities, particularly in the towns of Buchanan and Harrison. The building is one-story 137,285 square feet with a gymnasium in the center and a school on either side. The elementary school houses kids in grades pre-kindergarten through fourth and had a 2008 fall enrollment of 556, while the intermediate school includes grades fifth & sixth and had a 2008 fall enrollment of 279. The schools sit on an approximate nineteen acre site and can provide facilities such as open play fields, ball diamonds, and play apparatus.

### Other School Districts

In addition to the Kimberly School District, which services the largest number of town students, there are four other school districts that service Town of Harrison residents. These include the Appleton, Kaukauna, Hilbert and Stockbridge School Districts. The largest school district in terms of geographic coverage within the town is the Kaukauna School District, which extends all the way into the Village of Sherwood. Some of the growth in the Town of Harrison will start to affect the Kaukauna School District in the next five- to twenty-year period. The

Kaukauna School District plans to build a new elementary school on the north side of Sherwood in the near future. The smallest district in terms of area coverage is the Stockbridge District.

### **Parochial Schools**

Three parochial grade schools, Holy Angels Catholic School in Darboy, Mount Calvary Lutheran School, and Sacred Heart Catholic School in Sherwood, also provide educational services to Harrison residents.

## **Other Governmental Facilities**

### **Town Hall**

The Harrison Town Hall, constructed in 1979, is located on a 16.5-acre tract of land at the intersection of STH 114 and State Park Road. Occupying approximately 2,000 square feet of floor area, the Town Hall provides space for a large meeting room, administrative offices, and a storage vault for Town records.

In 2005, the Town completed a 4,360 square foot addition to the Town Hall. The renovation restructured the meeting room area and offices and included an upgrade to the mechanical equipment. The renovation also included replacement of the exterior façade materials on the Town Hall and the Town Garage.

### **Town Garage**

The Town Garage, built in 1969, contains 8,900 square feet of space and is attached to the Town Hall. All Town road equipment and repair facilities are housed within the garage and within a new 4,800-sq. ft. storage shed. Major pieces of equipment include five tandem dump trucks equipped with snow plows, wings and sanders with liquid, two smaller dump trucks, a road grader, a large rubber tire backhoe, a bulldozer, a loader, a skid steer, and an Oshkosh truck with snow and wing plows, two large tractors and a compact tractor lawn mowers. A 1,536 square foot salt shed, which contains the Town's winter supply of road salt and sand, is located directly behind the Town Garage. It was built in 1997.

A 6,160 square foot addition to the Town Garage was completed in 2005, as part of the Town Hall renovation. It added to working truck bays, a wash bay, and a parts/tools room.

# AGRICULTURAL, NATURAL, AND CULTURAL RESOURCES

## Goal, Objectives, and Policies

### Goal

Protect the productive agricultural lands in the town for long-term farm use and maintain agriculture as a major economic activity and way of life; and conserve, protect, and enhance the natural resources and environmentally sensitive areas that exist in the town.

### Objectives

1. Encourage individual lot development on farmland to the edges of farm fields to preserve contiguous blocks of productive farmland.
2. The Town will require developments to meet Federal, State, Regional, County and local regulations and policies that are designed to protect and preserve existing drainageways, wetlands, woodlands, and environmentally sensitive areas in the town.
3. The Town has continuous use of a site plan review process that analyzes how stormwater will be managed, and how site plans will protect and enhance the environmental conditions of a future site.
4. Work with Calumet County to periodically update the County's Farmland Preservation Plan to maintain a viable plan for the continual preservation of, and production on, prime agricultural lands.
5. The Town will encourage public agencies, utility companies and private entities, to locate future roadway corridors, pipelines, or power transmission lines away from prime agricultural land areas, in order to protect drain tile, drainageways and grass waterways.
6. Encourage farmers and agricultural landowners to continue their participation in state and federal agency programs that would provide benefits for keeping land in agricultural production.
7. The Town should work cooperatively with Calumet County and the State of Wisconsin to ensure that watersheds, shoreline areas, wetlands, and woodlands are protected for future generations to use and enjoy.
8. The Town should keep current the Town's Construction Site Erosion Control Ordinance and Post-Construction Stormwater Management Ordinance, which requires all new single family residential subdivisions, multi-family, commercial, and industrial developments to submit a drainage plan for approval prior to the issuance of a building permit.
9. The Town will support state and federal government agency efforts to protect and upgrade the quality of surface waters and groundwater within the town.
10. The Town will encourage efforts to protect and preserve areas needed to support local wildlife.
11. The Town will review all development plans in or adjacent to important natural features, with the intent of preserving those features.
12. The Town will encourage the preservation of farmlands, woodlands and wetlands by continually enhancing our knowledge of federal, state, county and town rules and regulations.

## Policies

1. Limit residential development to areas with soils to support foundations and septic systems, or areas located within the sanitary district. (Note: the purpose of this policy is to limit the amount of lot splits or the number of new homes in unsewered areas)
2. Require conservation easements for wetlands, streams, major woodlands or other environmentally sensitive areas on all land divisions.
3. The Town should not support the creation of any new landfill or quarry/gravel pit operations within the town boundaries.
4. Preserve the natural resource base, primary environmental corridors, and surrounding agricultural lands, which contribute to the maintenance of the ecological balance, natural beauty, and economic well being of the Town.
5. Protect floodplains and other areas having severe soil restrictions from development through local ordinances.
6. Plan for and support the extension of public services in an orderly manner to discourage scattered rural development.

The natural resource base of the town provides an important factor in the physical and economic uses of land. The management and preservation of these resources is important for sustaining economic uses of the land and maintaining the quality of life enjoyed by the town residents.

## Agriculture

### Future of Farming

Although Harrison is a fast growing urban town, a large amount of traditional farming continues to occur. In Calumet County there are 732 farms on 151,659 acres of farmland according to the United States Department of Agriculture 2007 Census of Agriculture. The market value of agricultural products sold by county producer's totals \$75.9 million. Major agricultural commodities for Calumet County producers include 22,020 head of milk cows, 26,509 acres of corn for grain or seed, and 48,634 acres of hay-alfalfa. Those who actively farm in areas outside the designated development areas should be encouraged in every way to continue the historically strongest occupation in the town.

In December of 2003, the town contained 36 farms with 13,383 acres that were in some form of agricultural use. The majority of farms in the town have dairy as their primary purpose. The number of active farms is broken down into the following categories as illustrated in Table 27.

**TABLE 27**  
**ACTIVE FARMS in TOWN of HARRISON, 2003**

Type of Farm	Number
Beef and Hog	1
Dairy and Hog	1
Beef and Dairy	1
Dairy	21
Beef	12
<b>Total</b>	<b>36</b>

Source: Town of Harrison

The Town should make every effort to support the farming community in whatever way possible. In addition, Calumet County has a Farm Bureau that can offer helpful information. They can be reached through their website, [www.wfbf.com/calumet.htm](http://www.wfbf.com/calumet.htm).

Other web sites that might be helpful to those who seek alternative agricultural support programs or want to go into farming as a profession are listed on the next page. These web sites cover such topics as Farm Transfer Program, Community Supported Agricultural Programs, alternative farming, sustainable agriculture, and Farmland Preservation Programs.

[www.datcp.state.wi.us/mktg/agriculture/farm-center/transfers/index.html](http://www.datcp.state.wi.us/mktg/agriculture/farm-center/transfers/index.html)

[www.nal.usda.gov/afsic.csa.csafarmer.htm](http://www.nal.usda.gov/afsic.csa.csafarmer.htm)

[www.farmland.org/merch.publist.htm](http://www.farmland.org/merch.publist.htm)

[www.wisc.edu](http://www.wisc.edu)

[www.sustainable.org/economy/agriculture.html](http://www.sustainable.org/economy/agriculture.html)

## Soils

Soils provide the physical base for agriculture and urban development within the town. Knowledge of the limitations and potentials of the soil types is important in evaluating crop production capabilities, or when considering the construction of buildings, the installation of utilities, or other land uses. Some soils exhibit characteristics such as slumping, compaction, and erosion which place limits on development. Severe soil limitations do not necessarily indicate areas that cannot be developed, but rather indicate that more extensive construction measures may be necessary to prevent environmental and/ or property damage. Such construction techniques generally increase the cost of utility installation and land development.

According to the U. S. Department of Agriculture, Soil Conservation Service, Soil Survey of Calumet County, Wisconsin, five soil associations (grouping of individual soil types based on geographic proximity and other characteristics) are predominant in the Town of Harrison.

Map 5 displays Soil Suitability for Agricultural Use in the Town of Harrison. Farmland soils are divided into three classifications. The Class 1 category is the prime farmland category, which covers approximately 40% of the Town. The Class 2 category is prime farmland if properly drained. This type is scattered throughout the town and can be found along the edge of wetlands or in lower areas of farm fields. The Class 3 category is considered prime farmland if not in a flooded condition. There are several small areas in the town that have this classification. Most notably are the land areas that lie adjacent to the major tributary of Kankapot Creek in the northeastern portion of the town, located east of State Highway 55.

Therefore, in general, many of the soils in the town are well suited for cropland and pastures. They are capable of producing high yields of crops typically grown in the county under a high level of management. A "high level of management" is considered by the Soil Conservation Service to include provision for adequate drainage, appropriate tillage, planting and seeding with high yield varieties, control of weeds, diseases, insects, optimum fertilizer application, and timely, efficient harvesting techniques. Productive soils are considered to be those which are capable of producing an average of four (4) tons per acre per year of grass-legume hay and 100 bushels per acre of corn.

The goal of the Town is to preserve and protect its prime agricultural land areas for those who desire to continue farming their land. Therefore, the Town will consider ordinances that pro-

tect existing farming operations from incompatible land uses or adjacent land uses that would create a conflict with agricultural uses. In addition, the Town will promote education for those individuals who own farmland about the programs and incentives available to them for farmland protection.

The soils in the Harrison area formed mostly in the glacial drifts of the Wisconsin Ice Age. They are mostly nearly level and gently sloping and are medium in natural fertility. The various advances of the glacial ice masses deposited different types of till in which many of the soils developed.

Five soil associations (grouping of individual soil types based on geographic proximity and other characteristics) are present in the Town of Harrison. The dominant soil association is the Kewaunee-Manawa-Poygan association, which covers most of the town except for areas near Waverly and Utowana Beaches, High Cliff and the southern part of the Town. Formed in glacial till, these soils have a dominantly clayey subsoil and substratum. Kewaunee soils are found on convex knolls and ridges on glacial till uplands. They are gently sloping and sloping and are well drained. Manawa soils, which are found on concave side slopes, drainage ways, depressions on till plains, and in lacustrine basins, are nearly level and gently sloping and are somewhat poorly drained. Poygan soils are found in depressions and drainage ways on till plains and lacustrine basins. They are nearly level and are poorly drained.

The major soils in this association have good potential for cultivated crops commonly grown in the area such as corn, small grains, and alfalfa. The main management concerns in using the major soils for crops includes controlling water erosion, improving drainage, and maintaining tilth (workability) and fertility. The steeper slopes and undrained wet soils are better suited for pasture or as wildlife habitat. The major soils in this association have severe limitations for use as septic tank absorption fields.

Soils of the Granby-Oakville-Tedrow association occupy a strip of land along the north shore of Lake Winnebago near Waverly and Utowana Beaches. This association consists of soils on outwash plains that are dissected by drainage ways and on old beaches and lake plains, which are dominantly sandy throughout. Granby soils are found in broad depressions and drainage ways on outwash plains and old beaches. They are nearly level and are poorly drained. Oakville soils, which are found on convex ridges and knolls on beach ridges and lake plains, are nearly level to sloping and are well drained. Tedrow soils are found on concave side slopes in drainage ways on lake plains and old beaches. They are nearly level and gently sloping and are somewhat poorly drained.

The major soils in this association have poor potential for the cultivated crops commonly grown in the area and for woodland. The main management concerns in using the major soils for crops includes controlling soil blowing, improving drainage, and maintaining fertility. Granby and Tedrow soils have severe limitations for use as septic tank absorption fields. The gently sloping Oakville soils have slight limitations for this use.

The Channahon-Whalan-Kolberg association of soils, found in the High Cliff area, are loamy soils that have a dolomite substratum. Channahon, Whalan and Kolberg soils are found on convex knolls and ridges on uplands. Channahon and Kolberg soils are gently sloping and sloping and are well drained. Whalan soils are gently sloping and are well drained.

The major soils in this association have fair to poor potential for use as cropland and good potential for use as woodland. The main management concerns in using the major soils for crops

# Town of Harrison

## Soil Suitability for Agriculture

### Legend

-  Farmland Soil Classification
-  Class 1 (Prime Farmland)
-  Class 2 (Prime if Drained)
-  Class 3 (Prime if Drained and Not Flooded)
-  Classified as Not Prime

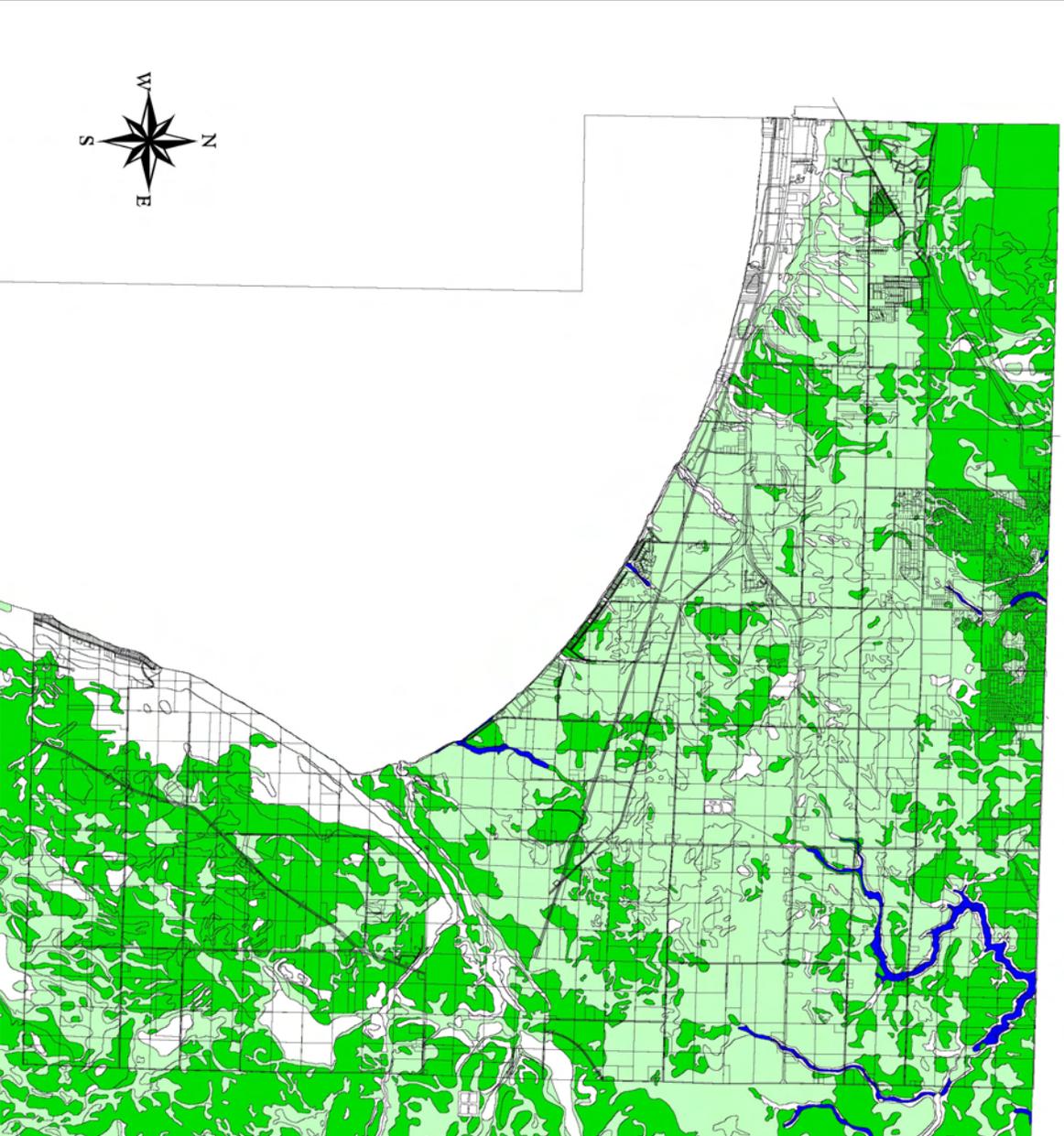
Prime Farmland is considered Prime if all of the soil properties are favorable for row crop production. Non-Prime soils can be productive with proper management controls.

### Disclaimer

Soils Data extracted from Standard State Soil Survey Database as provided by NRCS, USDA, Natural Resources Conservation Services and is the best available information and is not field verified.



**Martenson & Eisele, Inc.**  
Planning - Surveying - Engineering - Architecture  
1377 Midway Road, Menasha, WI 54952  
Phone (920) 731-0381 Fax (920) 733-9878  
www.martenson-eieck.com  
info@martenson-eieck.com  
pawv155907harrison\_wofa\_1-26-04



include erosion control and maintaining tilth and fertility. The substrata of the major soils in this association are a source of stone for construction and for agricultural lime. The major soils in this association have severe limitations for use as septic tank absorption fields.

A relatively small area of land in the southwestern corner of the Town, along the shore of Lake Winnebago, is occupied by the sandy and loamy soils of the Wasepi-Plainfield-Boyer association. Like the soils of the Granby-Oakville-Tedrow association, these soils are underlain by outwash deposits. Wasepi soils are located in drainage ways and on concave side slopes of depressions on outwash plains and stream terraces. They are nearly level and gently sloping and are somewhat poorly drained. Plainfield soils are found on convex knolls on stream terraces, on escarpments, and on the sides of moraines. They are gently sloping to moderately steep and are excessively drained. Boyer soils, found on convex knolls on moraines, outwash plains, and terraces, are gently sloping and sloping and are well drained.

The major soils of this association have fair to poor potential for the cultivated crops commonly grown in the area. Some of these soils are used as a source of sand and gravel. The main management concerns in using the major soils for crops include controlling erosion and soil blowing, improving drainage, and maintaining tilth and fertility. Wasepi soils have severe limitations, for use as septic and absorption fields. The gently sloping Plainfield and Boyer soils have slight limitations and the sloping Plainfield and Boyer soils have moderate limitations for this use.

The southern part of the town, east of the High Cliff area, is occupied by the soils of the Hochheim-Larmartine-Mayville association. These soils are loamy throughout. Like the soils of the Kewaunee-Manawa-Poygan association, which dominate most of the Town, these are soils formed in glacial till. Hochheim soils are found on convex knolls on drumlins and ground moraines. They are gently sloping to moderately steep and are well drained. Larmartine soils, found on concave side slopes in drainage ways and depressions on till plains, are nearly level and gently sloping and are somewhat poorly drained. Mayville soils are on concave lower side slopes on broad flats between drumlins on till plains. These soils are between Hochheim and Larmartine soils on the landscape. The Mayville soils are nearly level and gently sloping and are moderately well drained.

The soils in this association have good potential for the cultivated crops commonly grown in the area such as corn, small grains, and alfalfa. The steeper soils are more suited for pasture or as wildlife habitat. The main management concerns in using the major soils of this association for crops include controlling water erosion, improving drainage, and maintaining tilth and fertility. Hochheim soils have moderate limitations for use as septic tank absorption fields, while Mayville and Larmartine soils have severe limitations for this use.

The association that covers most of the woodland and wetland area is the carbondale series. These soils are poorly drained, nearly level, and highly organic muck type soils that are either marsh or woodland areas. These soils cannot be used for cropland unless they can properly be drained, and then only for crops that have a short growing season. The potential for residential and other urban uses is unrealistic on these soils. Wetness and foundation problems pose a severe limitation that would be very difficult to overcome. The potential for septic tank absorption fields is poor because many of these soils have a seasonal high water table or restricted permeability.

Map 6 shows sites in the town that are acceptable for different types of septic systems, based on soil suitability. In establishing soil suitability for conventional septic systems, the Soil Con-

ervation Service considers properties and features that affect absorption of the effluent, such as permeability, depth to seasonal high water table, depth of bedrock, and susceptibility to flooding. Stones, boulders, and shallowness to bedrock interfere with installation. Excessive slope can cause lateral seepage and surfacing of the effluent. Also, soil erosion and soil slippage are hazards if absorption fields are installed on sloping soils.

Taking the above properties and features into account, suitable septic system types shown on Map 6 are divided into three categories. The first category is called "slight," which means the septic system could be built. A few isolated sites scattered throughout the town are classified in this category, with a concentrated area being immediately south of the urbanized area of Darboy.

The second category is called "Moderate", which indicates a soils type that would not be favorable for below-grade septic tank absorption fields. The implication is that a mound system or other above ground sanitary system would need to be used. This category of soils is also scattered throughout the Town, although it is slightly more numerous than the first category.

The third category is called "Severe" which means the soils are also not acceptable for a conventional septic system. The "Severe" type category covers most of the soils in the Town of Harrison. Soils not rated with soil suitability for septic systems may need an "alternate" on-site waste disposal system (mound or at-grade system) if a public sewer system is not available. A demonstration type system could possibly be applied to this situation as well. Demonstration type systems are being allowed under the new Com 83 law, recently passed by the State Legislature. The implementation and administration of Com 83 in the unincorporated areas of Calumet County is handled through the County Planning and Zoning Department.

Soil permeability in the Town of Harrison is illustrated on Map 7. The legend breaks down the permeability into six categories, ranging from rapid to very slow. The major wetland areas on the northeast and south-central areas of the town are characterized by moderate to rapid permeability, with slow permeability on their edges. Most of the town contains soils that are moderate to slow permeability, which is the result of the type of soils that are predominant in the Town.

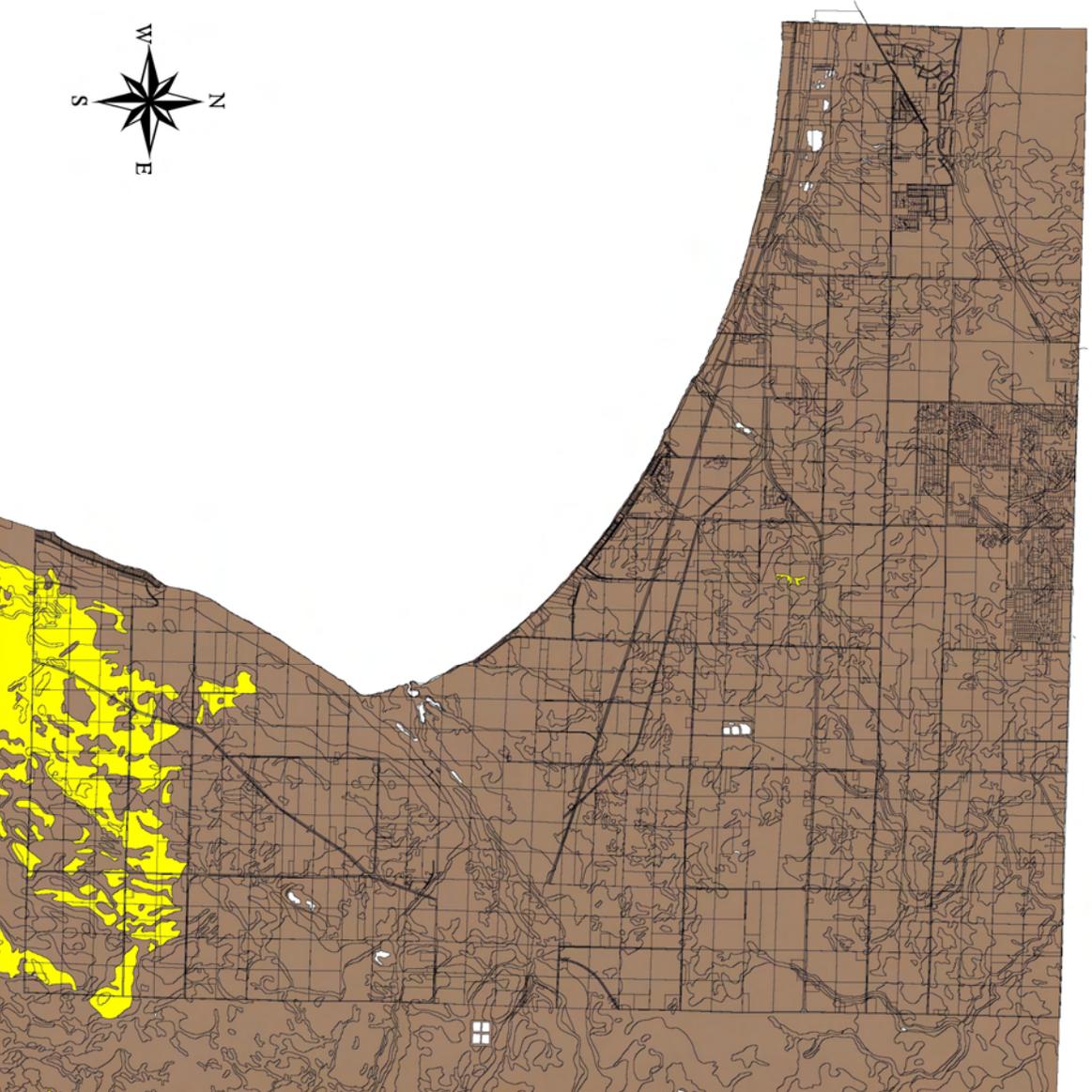
Areas of high bedrock, shown on Map 8, are concentrated along the Niagara Escarpment in the Town. This area runs in a southwesterly to a northeasterly direction between the Lake Winnebago shoreline and State Highway 55, through the Village of Sherwood and beyond. Most of these concentrated areas of high bedrock mostly range from ten to fifty inches deep. There are also several areas of high bedrock located east of STH 114 in Sections 5 and 32 where some of the gravel pits and quarries can be found.

# Town of Harrison

## Soil Limitations for Below-Grade Septic Tank Absorption Fields

### Legend

- Soil Limitations
- Slight
- Moderate
- Severe



### The Degree of Soil Limitations are:

- Slight:** Soil properties and site features are generally favorable for the indicated use, and limitations are minor and easily overcome.
  - Moderate:** Soil properties or site features are not favorable for the indicated use and special planning, design, or maintenance is needed to overcome or minimize the limitations.
  - Severe:** Soil properties or site features are so unfavorable or so difficult to overcome that special design, significant increases in construction costs, and possibly increased maintenance are required.
- Septic Tank Absorption Field ratings are based on soil properties, site features, and observed performance of the soils.

### Disclaimer

Soils Data extracted from Standard State Soil Survey Database as provided by NRCS, USDA, Natural Resources Conservation Services and is the best available information and is not field verified.



**Martenson & Eiscle, Inc.**  
Planning - Surveying - Engineering - Architecture  
1377 Midway Road, Menasha, WI 54952  
Phone (920) 731-0381 Fax (920) 733-8578  
www.martenson-eiscle.com  
info@martenson-eiscle.com  
pxwv155907harrison\_soils\_1-26-04

## Natural Resources

### Metallic and Nonmetallic Mineral Resources

The natural resource base of the town is an important factor if the potential physical and economic uses of the land. The management and preservation of these resources is important for sustaining economic uses of the land as well as maintaining the quality of life enjoyed by the town residents. Environmental characteristics, including topography, drainage patterns, flood plains, wetlands, and soil properties are among the features that determine whether or not an area is suitable for a specific type of development. Development in wetland or woodland areas can destroy the important environmental benefits these areas provide to the community. The conversion of agricultural lands into other land uses has long-term economic and environmental effects.

The Town of Harrison and the Sherwood area are noted for their gravel and quarry stone. This area provides an excellent supply of materials for roads and building construction at a reasonable cost. Calumet County and the State of Wisconsin regulate all gravel pit and quarry operations.

The town has three gravel pits/quarries (see Maps 8 and 13). The County regulates these gravel pit and quarry operations through the extraction provisions (17.47) of the Calumet County Zoning Code.

**TABLE 28  
QUARRIES**

Name	General Location	Status	Acreage
Sherwood Quarry	Bordering Sherwood, Section 21	Active	75
Bishops Quarry	Section 32, S. of CTH "B", N. of 114	Inactive	14
Browns Quarry	Sections 5 & 32, just east of STH 114	Active	124 (30 wet)

Source: Town of Harrison

Most of the gravel pit and quarry operations in Harrison are concentrated along the Niagara Escarpment, in the vicinity of State Highways 55 and 114, just south of the Sherwood village limits. Several pits are located in close proximity to County Highway "B" and Harwood Road in Section 32. There are also several quarries and gravel pits located in Section 5 near STH 114 and Horn Road. The remaining smaller gravel pits and quarries can be found in the southwestern portion of Harrison between STH 55 and the Lake Winnebago shoreline.

### Surface Water

The majority of surface water drainage system for the Town of Harrison is oriented toward the Fox River. The town is located along the north and eastern shores of Lake Winnebago, and a fairly large portion of the town lies within the Lake Winnebago drainage basin. The northwest portion of the town is drained by several intermittent streams that are part of the Garner's Creek drainage basin. The northeastern part of the town, as well as areas east and south of Sherwood, are located in the Kankapot Creek drainage basin. Lake Winnebago, Garner's Creek, and Kankapot Creek all eventually discharge into the Fox River, which is part of the larger Fox-Wolf River drainage basin. A relatively small part of the southern portion of the

town lies within the Killsnake River drainage basin, which is part of the Manitowoc River drainage basin, eventually discharging into Lake Michigan.

There are numerous private ponds located throughout the Town of Harrison. In addition, there are several large ponds that were created when fill was borrowed to construct STH 441 (Tri-County Freeway) and USH 10 in the town. Recently, the Town has required the construction of several detention ponds in the vicinity of County Highways "N" and "KK" to accommodate the storm water run-off associated with the residential subdivisions in the Darboy Area of the town.

The Garner's Creek Storm Water Utility District has constructed the Van's pond and State Park pond in Harrison to control storm water run-off from adjoining residential subdivisions. These detention ponds provide an upstream management system for the Garner's Creek Storm Water Utility District that Harrison shares with Buchanan and Combined Locks.

## **Groundwater**

The groundwater resources of the town are generally plentiful and of good quality. Groundwater resources are linked directly to the surficial glacial deposits and underlying bedrock structure. The western edge of the Niagara Escarpment lies within the town. Therefore, the four distinct groundwater aquifers are present which can be generally described as follows:

### **The Water Table Aquifer**

Present in all areas of the town, this aquifer consists of glacial sediments deposited by several glacial advances that covered portions of Calumet County. The thickness of this aquifer is variable, being greatest in pre-glacial bedrock valleys and least over topographic highs in the bedrock surface. Sand and gravel seams may transmit adequate amounts of water for private well systems.

### **The Niagara Aquifer**

Specific to the area underlying the Niagara Cuesta in the southern and eastern portions of the town, this aquifer forms an important regional aquifer along the western side of Lake Michigan. The Niagara Aquifer is underlain by Mequoketa Shale which does not transmit water easily and, therefore, acts as a confining layer between the Niagara Aquifer and the much more expansive Sandstone Aquifer of Wisconsin. The Niagara Aquifer consists of water stored in cracks and fractures located randomly throughout the rock. Fractured rock aquifers are particularly susceptible to pollution. In such areas, human activities and land uses take place in close proximity to features that provide relatively direct point-source input routes for aquifer recharge. Dissolved and suspended contaminant can be moved rapidly across the land and into the subsurface with little or nothing to inhibit them. Examples of affected water supply wells, springs, and surface water bodies are common in such geologic settings. The potential for groundwater contamination is classified as high throughout most of the Niagara Escarpment.

### **The Platteville-Galena Aquifer**

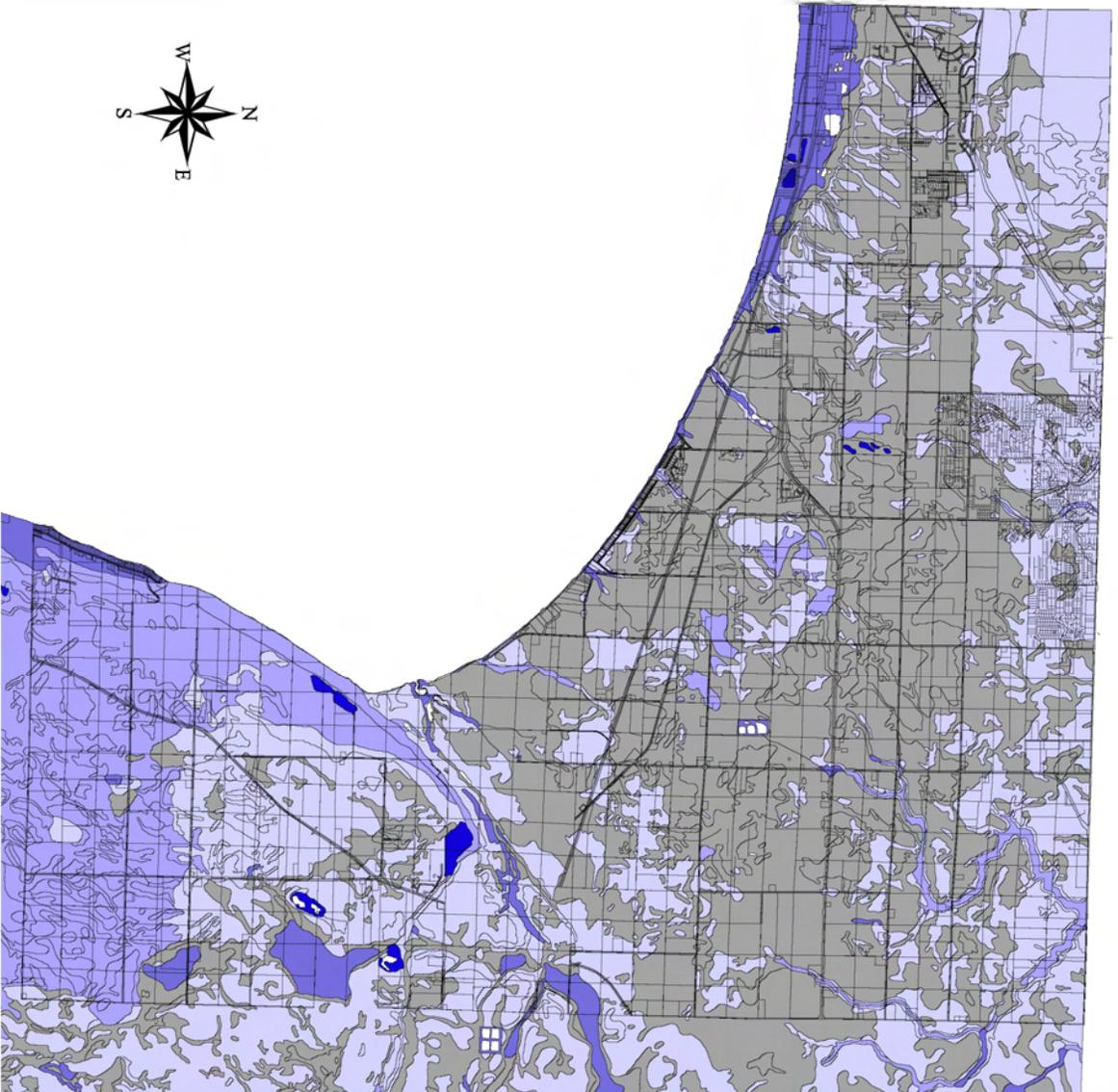
This aquifer is located below the Water Table Aquifer and Niagara Aquifer, and below the layer of Mequoketa Shale, within all portions of the town. West of the escarpment, this aquifer is covered only by the Water Table Aquifer. This aquifer is comprised primarily of dolomite and acts as a leaky confining layer over the sandstone aquifer. It does not transmit water as readily as the underlying sandstone, but it is capable of supplying adequate amounts of water to private water

# Town of Harrison

## Soil Permeability

### Legend

- Rapid
- Moderate-Rapid
- Moderate
- Moderate-Slow
- Slow
- Very-Slow



Disclaimer  
Soils Data extracted from Standard State Soil Survey Database as provided by NRCS, USDA, Natural Resources Conservation Services and is the best available information and is not field verified.



**Martenson & Eisele, Inc.**  
Planning - Surveying - Engineering - Architecture  
1377 Midway Road, Menasha, WI 54952  
Phone (920) 731-0381 Fax (920) 733-8578  
www.martenson-eisele.com  
info@martenson-eisele.com  
parr153907harrison\_soils\_1-26-04

# Town of Harrison

## Areas of High Bedrock and Gravel Pits/Quarries



- Legend**
- Depth of Bedrock 50 inches or less**
- 0-2 in.
  - 3-9 in.
  - 10-15 in.
  - 16-30 in.
  - 31-50 in.
  - > 50 in.

 Gravel Pits/Quarries

**Disclaimer**

Soils data extracted from Standard State Soil Survey Database as provided by NRCS, USDA, Natural Resources Conservation Services and is the best available information and is not field verified.

  
**Martenson & Eisele, Inc.**  
Planning - Surveying - Engineering - Architecture  
1377 Midway Road, Menasha, WI 54952  
Phone (920) 731-0381 Fax (920) 733-8678  
www.martenson-eisele.com  
info@martenson-eisele.com  
planw155907harrison\_soils\_1-26-04

systems due to secondary fractures. The Cambrian (St. Peter's) Sandstone Aquifer is the areas thickest and is the most important in the northwestern portion of Calumet County. Of the four aquifers, the Cambrian Sandstone aquifer is the most widely used for sustained high capacity wells for municipal and industrial uses.

The vertical flow of groundwater is present in all areas of the town, with the exception of those areas where Mequoketa Shale is present. The horizontal movement of groundwater is generally towards Lake Winnebago.

## **Wetlands**

Wetlands are natural areas in which the groundwater table lies at, near, or above the surface of the ground, and which support certain types of vegetation. Protection of wetlands in the town is important since they serve several vital environmental functions, including flood control, water quality improvement, and groundwater recharge, as well as providing habitat for fish, birds and other wildlife.

The Town of Harrison has numerous wetlands as mapped by the DNR on its Wisconsin Wetland Inventory Maps. Some of the most extensive wetland areas are located along US 10 and STH 114 between Oneida Street and CTH "LP", and along and south of STH 114 in the southern part of the town (Map 9). These wetlands are mostly forested, with broad-leaved deciduous trees and wet soils. Some of the other larger wetland areas are located northeast and southeast of the Village of Sherwood. These wetlands are mostly emergent wet meadows with persistent narrow-leaved vegetation and wet soils. These wetlands are generally abandoned croplands, farmed in dry years or grazed. The majority of the remaining wetlands larger than two acres, found scattered throughout the town, are broad-leaved deciduous forests with wet soils. The town has numerous other small tracts of wetlands covering areas less than two acres.

Local, state, and federal regulations place limitations on the development and use of wetlands and shoreland areas. Section 7.08 of the Calumet County Zoning Ordinance provides for the establishment of a Conservancy District (CON). The conservancy district is intended to protect watercourses, including the shorelands of navigable waters, and areas which are not adequately drained or are subject to periodic flooding. Development in these locations would result in hazards to health or safety, would deplete or destroy resources, or be otherwise incompatible with the public welfare. The district includes all wetland areas designated as swamps or marshes on the United States Geological Survey (USGS) map sheets. The wetlands in the Waverly area are zoned Conservancy District, according to the Official Zoning Map for the Town of Harrison. Another area zoned Conservancy District exists in the High Cliff area. The Shoreland Zoning Ordinance, adopted by Calumet County, regulates shoreland use and development within 300 feet of the high water mark of navigable streams and rivers or to "the landward side of the floodplain, whichever distance is greater", and shoreland use and development within 1,000 feet of lakes, ponds or flowage. The Department of Natural Resources regulates the placement of structures and other alterations below the ordinary high water mark of navigable streams and lakes. The U.S. Department of Agriculture incorporates wetland preservation criteria into its crop price support program. Prior to placing fill or altering wetland resources, the appropriate agencies should be contacted to receive authorization.

The Calumet County Shoreland-Floodplain-Wetland Ordinance describes permitted uses of wetlands, some of which include development of public and private parks and the cultivation of agricultural crops. The Department of Natural Resources regulates the placement of structures and other alterations below the ordinary high water mark of navigable streams and lakes. The State

defines wetlands as those areas where water is at, near, or above the land surface long enough to be capable of supporting aquatic or hydrophytic vegetation and which have soils indicative of wet conditions. The Corps of Engineers has authority over the placement of fill materials in virtually all wetlands. The U.S. Department of Agriculture incorporates wetland preservation criteria into its crop price support program.

### **Stream Corridors**

Calumet County has adopted a Shoreland District Zoning Ordinance, which regulates shoreland use and development within 300 feet of the ordinary high watermark of navigable rivers or streams or to the "landward side of the floodplain, whichever distance is greater." The purpose of the ordinance is to help protect scenic beauty, shore cover and to prevent erosion, sedimentation and pollution of the County's water resources.

The Ordinance states "rivers and streams in the County shall be presumed to be navigable if they are designated as either continuous or intermittent waterways on the USGS quadrangle maps or other zoning base maps which have been incorporated by reference. The County Zoning Administrator shall make the initial determination of ordinary high watermark and navigability if evidence to the contrary is present."

Much of the northwest quadrant of the Town of Harrison lies within the drainage area of Garners Creek. Land situated in the northeast quadrant of the town lies with the drainage area of Kankapot Creek, which flows in a northerly direction and discharges into the Fox River. In the southwest quadrant, the existing ridge line along the Niagara Escarpment divides the drainage system. Land west of the ridge line is drained by small streams that flow directly to Lake Winnebago. Land lying east of the ridge line flows into streams and tributaries of what eventually becomes part of the Manitowoc River drainage basin. Likewise, land located in the southeast quadrant of Harrison comprises part of the Manitowoc River drainage basin.

### **Floodplains**

Areas susceptible to flooding are considered unsuitable for development because of risks to lives and property. The May 3, 1982, Flood Insurance Rate Map for the unincorporated portions of Calumet County, which is the official floodplain zoning map for Calumet County, identifies the area along Lake Winnebago and an area northeast of Sherwood as areas subject to flooding (Map 9). It should be noted that the areas shown on the map as being within the floodplain along Lake Winnebago are all below the lake's high water mark.

The Calumet County Board has adopted a Shoreland-Floodplain Zoning Ordinance that requires certain land use controls in designated flood hazard areas. This ordinance establishes floodplain districts formed by using the Official Floodplain Zoning Maps of Calumet County and subsequent revisions. Land areas within the unincorporated areas of the county that are classified in the Floodplain / Floodway Zones have considerable restrictions placed on them for development. Within the adopted zone, residents of the town are eligible to participate in the federal Flood Insurance Administration's insurance program.

# Town of Harrison Floodplain and Wetland Areas

## Legend

-  Floodplain Area
-  Wetland Area

Areas within the dashed pattern indicate lands that are within the 100 year floodplain as designated on the Flood Insurance Rate Map for the unincorporated areas of Calumet County. Development within mapped floodplain areas is regulated by the Calumet County Floodplain Zoning Ordinance.

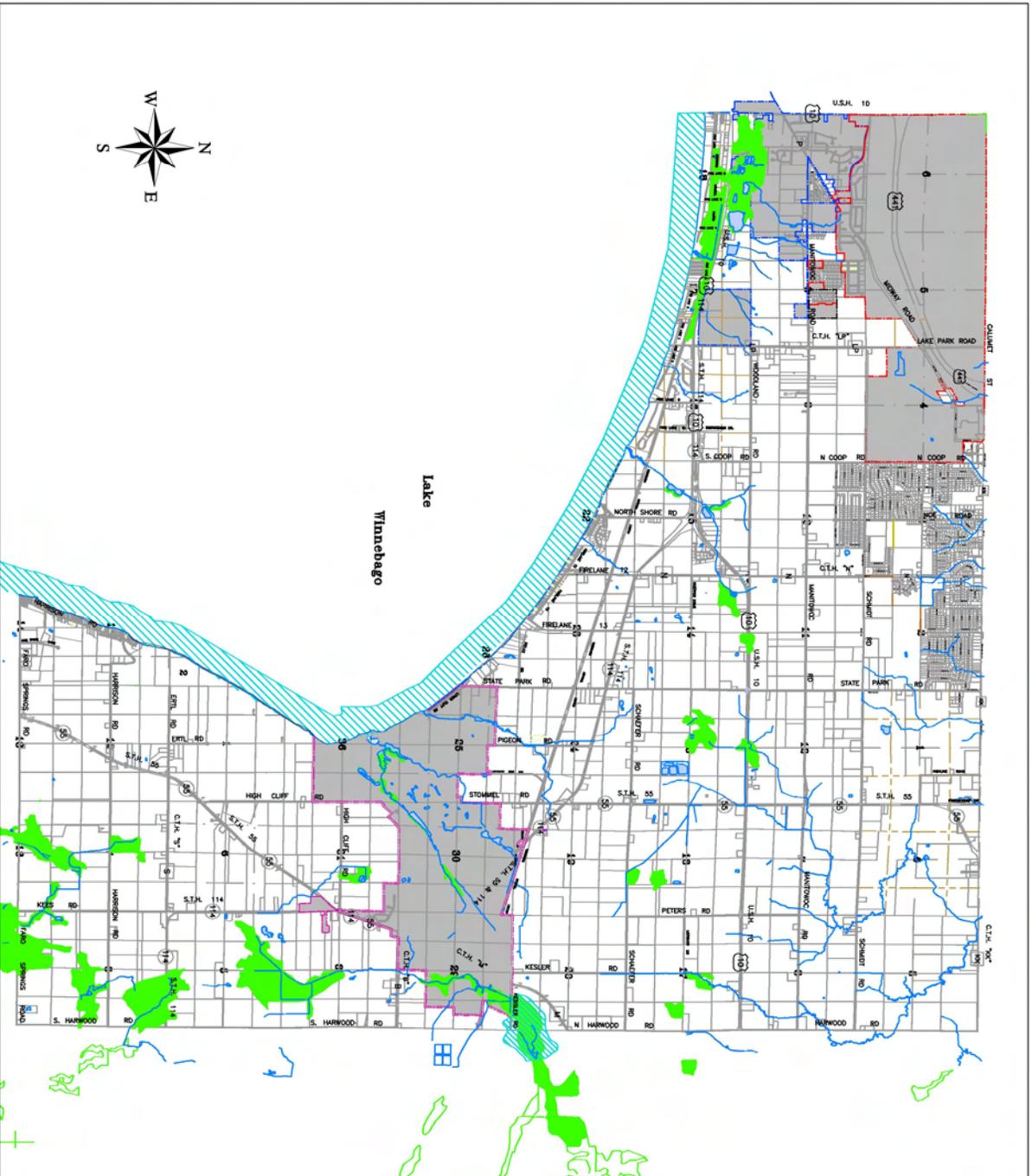
Shaded areas indicate wetlands that have been designated on the Wisconsin Department of Natural Resources Wisconsin Wetlands Inventory Maps. These maps delineate Wetland areas of two acres or greater, and are regulated under the Calumet County Shoreland Zoning Ordinance. This map does not reflect all areas that may be considered wetlands by the U.S. Department of Agriculture, or all wetlands that may be under the jurisdiction of the U.S. Army Corps of Engineers.

FIRM, Flood Insurance Rate Map, County of Calumet, Wisconsin (Unincorporated Areas).  
Effective Date: May 3, 1982

This Base Map and Data Information are compiled by Calumet County and other sources, it should be used for reference purposes only.



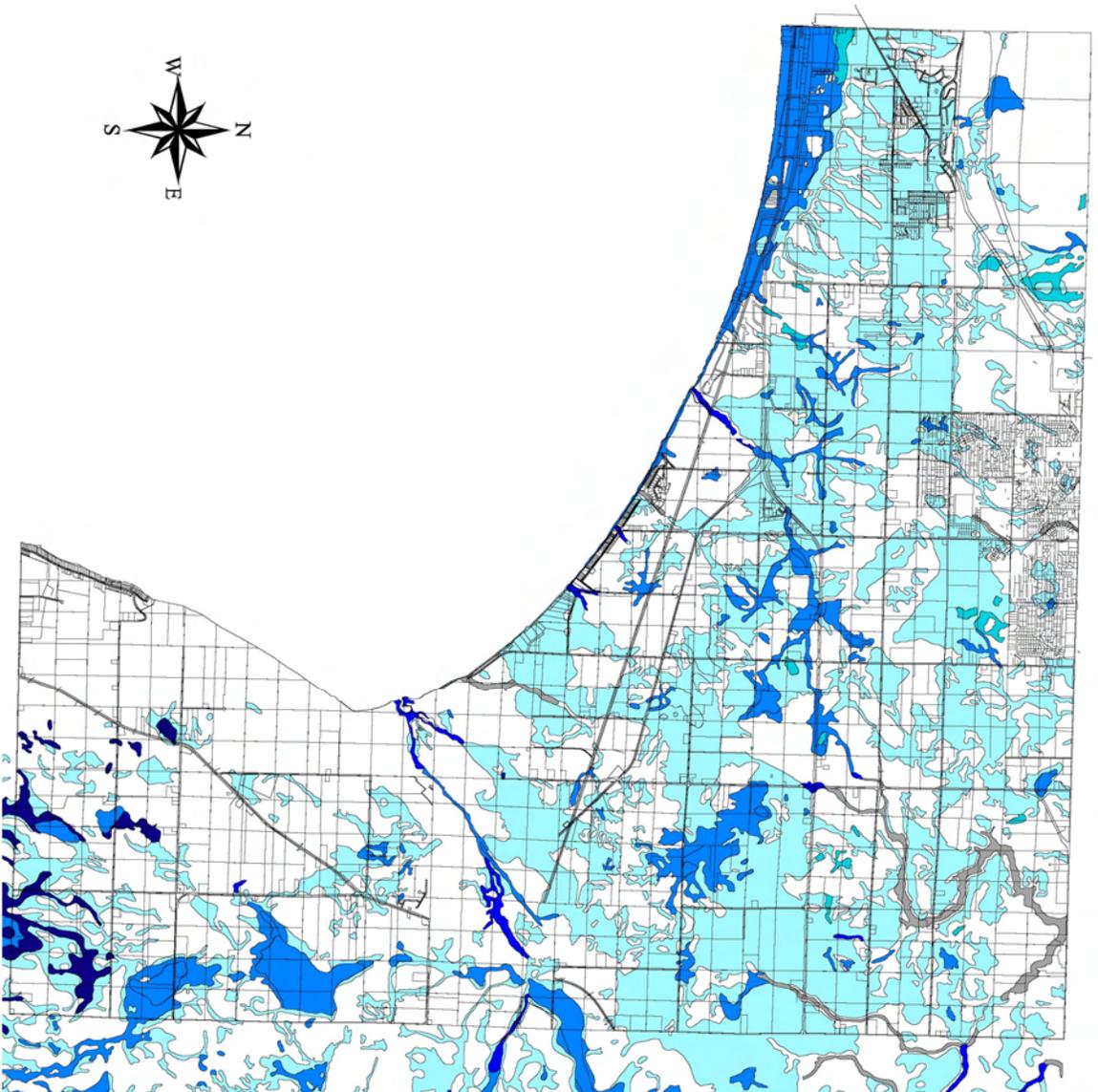
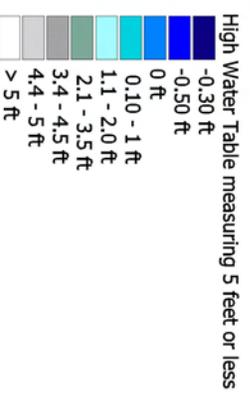
**Martenson & Eisele, Inc.**  
 Planning - Surveying - Engineering - Architecture  
 1377 Midway Road, Menasha, WI 54952  
 Phone (202) 731-4381 Fax (202) 733-8378  
[www.martenson-eisele.com](http://www.martenson-eisele.com)  
[info@martenson-eisele.com](mailto:info@martenson-eisele.com)  
 pmc159W7sp-1-26-04



# Town of Harrison

## Areas of High Ground Water

### Legend



Disclaimer  
Soils Data extracted from Standard State Soil Survey Database as provided by NRCS, USDA, Natural Resources Conservation Services and is the best available information and is not field verified.



**Martenson & Eisele, Inc.**  
Planning - Surveying - Engineering - Architecture  
1377 Midway Road, Menasha, WI 54952  
Phone (920) 731-0381 Fax (920) 733-8578  
www.martenson-eisele.com  
info@martenson-eisele.com  
p1aw135907Harrison\_soils\_1-26-04

## Forests and Woodlands

As identified in the wetland analysis, the largest woodland areas are associated with the major wetland areas. Forests occurring within these wetland areas are attributed to fresh layers of mineral sediments deposited by seasonal rises in waterways. Most of the wildlife habitat is considered to dwell in these forested wetland areas.

Map 13 shows the major concentrations of woodland, with the majority being south of USH 10. Scattered woodlands are typical in the town north of USH 10, with more of a concentration being in the northwest corner of the town.

Some of the newer residential subdivisions in the town are taking advantage of these woodland areas, with lots backing onto the woodland areas.

## Environmentally Sensitive Areas

The Town's topography can be characterized as rolling with well-defined drainageways. The Town of Harrison is located within the Eastern Ridges and Lowlands physiographic province of Wisconsin. The surface of the bedrock underlying the town gently dips to the southwest. Most of the surface features in the town are the result of glacial activity. Some land areas located east of STH 55 and south of CTH "KK" have slopes greater than twelve percent. Similar slopes can be found along the Niagara Escarpment and wooded areas in High Cliff State Park, extending westerly to the shoreline of Lake Winnebago.

Shoreline areas along Lake Winnebago's north shore have several areas that would be considered environmentally sensitive. These areas, such as the Waverly Beach area and Utowana Beach areas, have wetlands and woodlands that require protection. Sections 13 and 14, located in the central part of Harrison on either side of State Park Road, have significant areas of wetlands and woodlands. Land areas in the southeast portion of the town in Sections 8 and 32 also have areas of significant wetlands interspersed with woodland areas.

Most of the Town of Harrison is either within the Fox River or Manitowoc River drainage basins. The dividing line between these two drainage basins is generally along School Road. Storm water on the northeast corner of the town drains toward Kankapot Creek and the Fox River. Water that accumulates in the northwest corner of the town drains into Garners Creek, and eventually into the Fox River. The exception is the low-lying land areas along the north shore of Lake Winnebago that drains directly in to the lake.

## Threatened and Endangered Species

Information on wildlife habitat and threatened and endangered species is available from the WDNR at the website: [www.dnr.state.wi.us/org/land/er/workinglists/mapsbycounty.htm](http://www.dnr.state.wi.us/org/land/er/workinglists/mapsbycounty.htm)

The Natural Heritage Inventory Map shows that none of the residential, commercial, or industrial growth areas identified on the Town's Future Land Use Plan are in areas that may have *endangered aquatic or terrestrial* species. In Section 14, east of the split of USH 10 and STH 114, there may be *rare aquatic* species. There are areas in, and southwest of, the Village of Sherwood that may have rare *terrestrial* species.

Developers of any land in Harrison should be aware that areas not identified may contain endangered species not yet documented. Developers are advised to take the approach that “absence of evidence is not evidence of absence.”

The information is available only at the county level. It is recommended that landowners and developers consult this web site for information on habitat and species that may affect their property.

### **Wildlife Habitat**

The wetland and woodland areas in the Town of Harrison as shown on Map 9 provide a variety of wildlife habitats. In particular, good habitats can be found along the Lake Winnebago shoreland, in ravines and wetlands, and along the edges of farm fields.

### **Open Spaces**

Open space areas in the Town of Harrison are covered in the Utilities and Community Facilities chapter of the Town Comprehensive Plan. Map 9, Floodplain and Wetland Areas, and Map 4, Community Facilities and Parks and Recreational Facilities, show the key open space areas.

### **Other Natural Resources**

#### **Topography**

The Town of Harrison is located within the Eastern Ridges and Lowlands physiographic province of Wisconsin. Much of the topography of the Harrison area is controlled by the underlying bedrock. Most of the surface features in the town are the result of glacial activity. The thickness of the glacial deposits is quite variable in the town and immediate area ranging from zero to 150 feet. Meltwater from the receding ice mass deposited sand and gravel as river terraces, eskers, kames and outwash plains.

The land varies from flat to gently rolling with surface elevations averaging 856 feet above mean sea level. There is a variation of elevation of approximately 300 feet in the town. The lowest elevations range from 700 to 730 feet above sea level in Sections 5 and 6 near the northeast corner of the town at a point where two perennial streams join and become tributaries of Kankapot Creek. These areas are located south of CTH “KK”. The highest elevation, which is about 1,000 feet above sea level, is located near High Cliff Road (Sections 1 and 6). Generally, the elevations north and west of Sherwood range from 750 to 850 feet above sea level. Elevations south and west of High Cliff range from a maximum of about 1,000 feet above sea level to about 930 feet above sea level in the far southeast corner of the town. Other elevations in the range of 980 to 990 feet above sea level can be found near the intersection of State Highways 55 and 114, just south of Sherwood. According to the U.S.G.S. Quadrangle Map dated 1974, photo revised in 1984, the surface elevation of Lake Winnebago is 747 feet above sea level.

#### **Niagara Escarpment**

The Niagara Escarpment extends in a long arc from eastern New York State through Canada, the upper peninsula of Michigan, to eastern Wisconsin. This cuesta (a ridge with a steep face on one side and a gentle slope on the other) of Silurian dolomite is an important natural resource because it contains unique wildlife habitats and geological features, and numerous

archeological sites. The Escarpment is evident in the Town of Harrison in and around High Cliff State Park, where the bedrock towers as much as 220 feet above the eastern shore of Lake Winnebago.

The Niagara Escarpment is also an important aesthetic (visual) resource due to its topographical prominence in the regional landscape. Bay Lakes Regional Planning Commission has outlined environmental corridors in the Town of Harrison related to the Escarpment. These corridors were created to protect local water quality and wildlife habitat, and serve as buffers between land uses to improve aesthetics of the community. Although the Escarpment is protected within the boundaries of the state park, areas outside of the park boundaries may be subject to exploitation for development because of its viewshed. Current land use on and adjacent to the Escarpment is residential, recreational, undeveloped land, and nonmetallic mineral extraction.

The Niagara Escarpment has already been significantly impacted by development. These pressures on the Niagara Escarpment include residential development; installation of wind generators, cellular communications towers, and broadcast towers; and nonmetallic mineral extraction. There are also many indirect impacts associated with development of the Escarpment, including increase in erosion from clearcutting for better views, changes in drainage patterns and wildlife habitat, and introduction of both dissolved and suspended solids in areas of aquifer recharge, resulting in increased groundwater contamination.

## Historical and Cultural Resources

The Town of Harrison has a number of old and unique architectural buildings in the community. Some of the homes in the town date back to the 1850s. The Town of Harrison was founded in 1853, and celebrated its Centennial in 1953. The 150-Year anniversary celebration was held in 2003. Although the town does not have an official historical society, there are several town residents who have actively pursued keeping Harrison's past alive and sharing it with other residents.

## Community Design

The Town Board and the Town Planning Commission have been working to develop a community design through the creation and adoption of development codes and ordinances in Harrison. The Town Board, in April 2001, adopted a Town Subdivision Ordinance, a Town Sign Ordinance, and a Drainage Plan and Site Plan Ordinance. These ordinances have been amended over the years to reflect changes in community design, state rules and regulations, and community growth. Other ordinances, such as the Official Map Ordinance for future town road extensions, contribute to community design. Correlated with the Comprehensive Plan for Smart Growth, these implementation and regulatory tools now in place will provide for a community design that enhances the natural setting of the town, while meeting the needs of the residents.

Of particular importance is the application of these codes and ordinances to the Darboy Area, which is a focal point for the Towns of Harrison and Buchanan. The Darboy Business Plaza and surrounding commercial development, the Sunrise Elementary School, the Community Park, and the surrounding residential subdivisions have the potential to provide sources of identity that Harrison residents may relate to in the future as the community grows.

This page left blank intentionally.

# ECONOMIC DEVELOPMENT

## Goal, Objectives, and Policies

### Goal

To retain and attract businesses and strengthen the Town of Harrison's local economy by balancing commercial and industrial development with residential and agricultural development.

### Objectives

1. Use the Town website as an economic development tool through marketing of the Town with economic and social profiles.
2. Develop and maintain a physical, cultural, educational, and recreational environment in the Town that is conducive to business and residential development.
3. Support the development of a high quality business park and community commercial center.
4. Retain and expand existing commercial establishments and industries.
5. Take maximum advantage of the economic development potential the town enjoys given its proximity to the regional highway network.
6. Encourage improvement of the visual quality of existing commercial and industrial establishments in the Town of Harrison to enhance the "image of the town" to visitors, residents and potential new investors.
7. Diversify the local economic base so that it keeps pace with the realities of a rapidly changing world economy and does not become threatened by economic down turns in various sectors of the industrial economic base (e.g. paper industry).
8. Better utilize the waterfront as an economic development amenity by working with neighboring units of government to develop a vision plan for the region's water resources.
9. Determine through the land use planning process the highest and best use of vacant or under-utilized properties within the town.
10. Recruit new industries by aggressively marketing the town's unique locational attributes, skilled labor force, and full range of municipal services.
11. Develop a separate Town Zoning Ordinance and Map to ensure a high quality business environment by guiding new businesses to pre-planned areas that are well-served by municipal services and the regional transportation system.
12. Provide shoppers with adequate services and facilities, such as safe and convenient parking areas; comfortable, visually attractive and well-lit sidewalks in commercial areas; safe crossings across major streets; and logical, convenient transit routes that connect residential areas with shopping districts and employment centers.
13. Diversify the mixture of commercial and service uses in the town to meet unique market niches and better serve existing neighborhoods.
14. Encourage the use of innovative regional economic development strategies and tax base sharing tools in the Fox Cities region.
15. Encourage intergovernmental cooperation and coordination in the area of economic development.
16. Study the feasibility of developing a Town Business/Industrial Park.

## Policies

1. Develop a set of design standards for commercial and industrial developments to encourage quality, aesthetically pleasing development that will create a sense of place in the community.
2. Develop a business retention program.
3. Develop and maintain an economic and social profile of the Town to make available on the Town's website.
4. Design the Town's transportation network to meet the needs of commercial and industrial development traffic.
5. The business/industrial park feasibility study should be completed by the next plan update (2014).

## Analysis of Labor Force

The labor force in farming relies mostly on farm family members. The trend in dairy farm operations, however, is the development of "mega-farms" that operate as a large business with mostly outside employees. Presently, there are no "mega-farm" operations located in the Town of Harrison.

There is an adequate labor force for the existing agriculture, businesses, and industry present in the Town of Harrison. Major employers in the Town of Harrison are identified in Table 29 of this report. As shown in the table, the Darboy Club and the Kimberly School District are the largest town employers. In fact, the Town of Harrison is an exporter of labor to the nearby Fox Cities Communities and the smaller communities located in Calumet County.

## Major Employers

According to a survey conducted by the Town of Harrison in January, 2004, 898 persons were employed by the Town of Harrison's major employers (Table 29, following page). That number reflects part-time and seasonal employment, and full-time employment. About forty percent of the jobs (351) in the town are service occupations related to the food and/or recreation industry, the majority of which are part-time or seasonal. Approximately nineteen percent of the jobs (169) in the town involve technical support or industrial type occupations (not including health). Another nine percent of the jobs (83) are involved in educational, municipal government, and health care (including veterinary) services. The remaining percentages of businesses are service-related or other miscellaneous commercial or non-profit entities.

## Analysis of Economic Base

Since European and Yankee settlement of the Town of Harrison, the economic base has been farming. Even though active farming operations continue to exist, the town is experiencing urbanization due to the decline in family owned farms and increasing interest in residential subdivisions within the boundaries of the Darboy and Waverly Sanitary Districts. As the population of Harrison increases, the need for retail businesses and commercial service uses will increase, which in turn will create and generate new jobs.

## Desired New Businesses and Industries

As the Town of Harrison continues to experience residential and commercial growth, there are excellent opportunities to attract new businesses and potential industries to the community. Of particular importance are new businesses that would flourish based on the amount of new single-family residential development occurring in the town.

Although the Town has not completed a more recent survey, it should be noted that Kimberly Clark continues to upgrade their facility to be more automated and has significantly less personnel than that listed in the table. The Kimberly Area School District has opened Woodland School in the Town in 2006, which is an elementary school and intermediate school. The staff directory for the 2009-10 school year lists approximately 100 employees. This, added to the employees at Sunrise School, would make the school district the largest employer in the Town. The Banta Corporation, which is now part of RR Donnelley, completed an addition to the existing warehousing facility which will add approximately 10-20 employees. ThedaCare Inc. will be finishing their clinic building in 2010 which will include physicians, nurses, and support staff. It is reasonable to assume that the number of employees per business has changed over the past five-years. Therefore, the table should be interpreted as a general employee count per business rather than an exact count, at least until a new survey is completed.

The potential exists along CTH "KK" and Lake Park Road (CTH "LP") to attract new businesses that could be developed as part of new strip malls or neighborhood shopping centers that would provide easy access to nearby residential neighborhoods and subdivisions. New commercial development and related business services could include professional offices and services such as dentists, health care, legal services, accountants, and banks and credit unions, to mention a few. Certainly, fast food restaurants and deli's are also viable business entities for the area.

Within the boundaries of the Darboy or Waverly Sanitary Districts, there is also the potential to develop a smaller business park or industrial park in the Town of Harrison. A key component will be to encourage businesses and/or industries that can complement the Appleton South Point Commercial Park and fill a niche that is not provided in Appleton, Buchanan, Kaukauna or Sherwood.

**TABLE 29  
MAJOR EMPLOYERS\*, TOWN of HARRISON**

<b>Employer</b>	<b>Product or Service</b>	<b>Employees</b>
Banta Corporation	Fulfillment/Distribution Center	50
China Garden Restaurant	Restaurant	3
Christ The Rock Church	Church, Religious Training, Day Care	70
Cimmeron	Bar/Restaurant	20
Community First Credit Union	Banking Service	12
Countryside Auto Sales	Used Car Sales	14
Crossroads Veterinary Clinic SC	Veterinary Services	13
Darboy Club, Inc.	Banquet Facility	105
Darboy Plaza Mini Mart	Gas Station/Convenience Store	8
Darboy Designers	Hair Salon/Nails	12
EMS Sales & Engineering	Energy Conservation Company	6
EMS Electrical Contracting	Electrical Contractor	18
Hangars Cleaners	Dry Cleaning Service	10
Heart of the Valley Travel	Travel Agency	6
Home & Business Computer Service, Inc.	Computer Sales/Service	3
J. Creswell Concrete &Construction	Concrete Service	15
Kidzland Ltd.	Daycare	12
Kimberly School District/Sunrise School	Elementary School	58
Kimberly Clark Corporation	Computer Center	80
Kwik Trip (Darboy)	Gas Station/Convenience Store	12
Lake Park Pub	Bar/Restaurant	15
Mohnen's Family Restaurant Inc	Restaurant	55
North Shore Golf Club	Private Country Club	65
Prospera Credit Union	Banking Service	10
Real American Pizza	Pizza	7
Schiller's Tree Service	Tree Service	4
Skid & Pallet Service	Pallet Recycling/Repair	18
Stiehl Communications	Cell Phones, Etc.	3
Stumpf Creative Landscapes	Landscape/Nursery	22
Subway	Restaurant	11
Summer Illusion	Tanning	6
Sunshine Auto Sales	Used Car Sales	3
Tanglz Salon	Hair Salon/Nails	30
Town of Harrison	Local Government	12
Valley Drafting	Drafting Service	9
Waverly Beach, Inc.	Tavern, Restaurant, Banquets	70
Belgioioso Cheese	Dry Veal Feed	9
<b>Total</b>		<b>887</b>

Source: Town of Harrison, January 2004 \* "Major Employers" have at least three employees

## Town of Harrison's Ability to Attract and Retain Businesses and Industries

### Goals Strengths and Weakness to Attract and Retain Businesses and Industries

There are several factors that may limit the development of commercial and industrial sites in the Town of Harrison in the foreseeable future. These include the following:

- ❖ Development of the City of Appleton South Point Commercial Park
- ❖ Continuation of business and commercial development along CTH "KK" in the Town of Buchanan
- ❖ A limited supply of vacant parcels with sanitary sewer and public water available
- ❖ A limited supply of commercial and industrial zoned parcels

The Town of Harrison is an urbanizing community of the Fox Cities Metro Area. In light of this status, small- to medium-sized businesses that would provide services locally could be successful in the Town of Harrison. These could include such businesses as professional offices, banks and credit unions, fast food restaurants, deli's, car washes, convenience stores, specialty stores, and shops. Water and sanitary sewer service is available within the boundaries of the Darboy and Waverly Sanitary Districts to service commercial establishments.

### Designation of Sites for Such Businesses and Industries

The Town of Harrison Comprehensive Plan recognizes areas along U. S. Highway 10, State Highways 55 and 114, and County Highways "KK", "N" and "LP" as having potential for businesses and future business and industrial parks. As Eisenhower Drive is extended south of CTH "KK" to STH 114 during the next several years, there is potential for additional commercial and industrial development to take place in this area.

### Market Potential For Environmentally Contaminated Sites

The State of Wisconsin is currently monitoring environmentally contaminated sites in the Town of Harrison. Contaminated sites will cause delay of sales and a loss of value in land while such sites are in the process of cleanup efforts. Primary potential environmental contamination sources are identified below in Table 30.

**TABLE 30  
POTENTIAL ENVIRONMENTAL CONTAMINATION**

Source	Type	Contaminant
Farms	Runoff	Agricultural Chemicals
Farms	Leaking Underground or Above Ground Storage Tanks	Petroleum Products
Gas Stations	Leaking Underground Storage Tanks (LUST)	Petroleum Products
Landfills	Seepage, Groundwater Contamination	Heavy Metals, V.O.C.'s*
Dry Cleaners	Leaks, Spills, Discharge into Sewer or Septic	Solvents
Old Buildings	Insulation and Tiles	Asbestos
Basements	Gas Infiltration	Radon

\* V.O.C. = Volatile Organic Compounds

Source: Wis. Admin. Code NR 140-Groundwater Quality and NR 217-Surface Water Quality

Time to remediate these environmental conditions varies with the type and degree of contamination present. Some spills can be quickly contained while groundwater contamination can take many years to clean up. There are a number of governmental programs offered by the Department of Commerce, Department of Natural Resources and the Environmental Protection Agency which can assist financially with clean ups, such as PECFA for storage tanks and Brownfield Grants for industrial site clean ups.

## **County, Regional, and State Economic Development Program Applicability**

County, Regional and State agencies may have dollars available to stimulate or help communities the size of the Town of Harrison. In addition, the Town would need to determine what types of assistance might be available, then apply and administer possible programs.

The State's Stewardship Grants, which make money available for purchase and development of open space and parkland, is one good source of financial aid that may be available to expand the parks and open space system. Other programs that are available include: Calumet County Revolving Loan Fund, Dept. of Commerce programs (i.e. bonds, CDBG, Milk Volume Production), entrepreneur programs, SBDC counselor, USDA Rural Development, DATCP, Economic Development Authority money, DOT Transportation Enhancement program, and International Business Exporting/Importing Assistance.

# INTERGOVERNMENTAL COOPERATION

## Goal, Objectives, and Policies

State Statutes Chapter 66.0301 provides guidelines for intergovernmental cooperation between municipalities. This statute enables adjoining communities to enter into agreements that will benefit both communities, such as providing or sharing police or fire services. Other services or agreements that are beneficial to each community may also be executed.

As the Town of Harrison looks to the future, one area that may be worthwhile pursuing is the establishment of a boundary agreement with the Village of Sherwood. The sole purpose of this effort is to stabilize the present town boundaries from the continuing threat of annexations to the neighboring village. To achieve this type of an agreement, each governmental unit must negotiate in "good faith".

Mutual aid agreements are another form of intergovernmental cooperation. Typically, city, village and town volunteer fire departments use this vehicle to extend fire protection from one municipality to another. The biggest advantage is that each fire department can share equipment and manpower in times of major fires that would otherwise limit the resources of a particular department in responding to a disaster. The Town of Harrison will continue its policy of entering into mutual aid agreements that are beneficial to each unit of government.

It is the policy of the Town of Harrison to encourage involvement with adjoining communities to minimize conflict of land use, conflict in policies, and to achieve economies of scale. The Town of Harrison needs to continue to develop liaisons with adjoining communities, town boards, villages, planning commissions and other counties.

### Goal

That the Town of Harrison will strive to communicate and work with surrounding political subdivisions, seeking ways to conduct joint planning and service agreements.

### Objectives

1. On a continuing basis, the Town of Harrison will strive to communicate with surrounding political subdivisions, school districts, the County, and other entities to seek ways to provide services jointly.
2. The Town will continue to meet with the Cities of Appleton and Menasha, the Village of Sherwood, and the Towns of Buchanan and Woodville, regarding boundary issues and any other mutual interests regarding long-term borders and/or boundary agreements.

### Policies

1. The Town of Harrison will seek to cooperate with all neighboring municipalities, Calumet County, Outagamie County (when appropriate), East Central Regional Planning Commission, state agencies, and the school districts for mutual benefit.
2. Work with surrounding political subdivisions and school districts to encourage an orderly, efficient land use pattern that minimize conflicts between urban and rural uses.

## **Relationships With School Districts, Adjacent Communities, Region, State, and Other Government Units**

The Town of Harrison continues to develop liaisons with the above units to assure input from the Town of Harrison as well as to build cooperation between these governmental units. The Town Board sends representatives to the Wisconsin Municipal Towns' Association, the Wisconsin Municipal Clerks Association and the Wisconsin Municipal Treasurers' Association. In addition, Harrison representatives attend meetings with other local governing bodies and special districts whenever issues concerning the town are involved.

Fire Department reciprocal agreements are already in place for assisting each other in emergency situations. Of particular importance is the mutual aid agreement between the Harrison and the Town of Buchanan Fire Departments. This agreement provides further fire fighting capabilities in the Darboy Area where residential and commercial property values have soared with the amount of growth and development. The Town of Harrison also has mutual aid agreements with surrounding fire departments in Calumet County such as Hilbert and Stockbridge. Service contracts have also been executed with the Village of Sherwood and the Town of Woodville (portion) to provide fire protection services to these two adjoining municipalities.

A cooperative arrangement is ongoing whereby the Town of Harrison, the Town of Buchanan and the Kimberly School District are working on a joint project to provide park and recreational opportunities at the Sunrise Elementary School and the adjoining Community Park in Darboy. This cooperative effort has resulted in the pooling of financial resources as well as volunteers to develop playground areas, picnic areas, shelters and restrooms, soccer and ball fields, and trails. A cooperative team effort has resulted in facilities being available earlier for school and community use; rather than a more extended time frame if the projects were done individually.

### **Boundary Agreements Under S. 66.0307, 66.0301 or 66.0309**

The Town of Harrison has established boundary agreements with the City of Appleton and the City of Menasha to solidify municipal borders. The boundary agreement with the City of Appleton was established in January 1999, while the boundary agreement with the City of Menasha was signed in July 1999.

There have been preliminary discussions with the Village of Sherwood concerning a potential boundary agreement. However, to date there has been no formal agreement reached between the two municipalities. Harrison surrounds Sherwood, with the exception of the Lake Winnebago shoreline.

The Town shares common municipal boundary lines with the City of Kaukauna in Outagamie County. The Town has had discussion with Kaukauna regarding a potential boundary agreement. However, at this time a municipal boundary agreement is not a high priority due to current annexation laws in the State Statutes. Wisconsin State Statute 66.0217(14)(b) states, no territory may be annexed by a city or village if no part of the city or village is located in the same county as the territory that is subject to the annexation or unless both the county board, in which the territory is located, and the town board adopts a resolution approving the annex-

ation. If this statute were amended, then a municipal boundary agreement with the City of Kaukauna would become a high priority.

The Town of Harrison also shares common municipal boundary lines with the Town of Menasha in Winnebago County, the Town of Buchanan in Outagamie County, and the Towns of Woodville and Stockbridge in Calumet County. However, at this point in time, the Towns have determined that municipal boundary agreements between the various Towns are not a high priority. It should be stated though, that in addition to the Town of Harrison, the Towns of Menasha, Buchanan, and Woodville have been involved in long-range comprehensive planning programs for their respective towns. These local planning efforts have led to further intergovernmental cooperation and communication between the town units of government.

### **Potential Conflicts with Adjoining Governmental Units**

The Town of Harrison should continue to discuss development issues that impact its borders with Appleton, Buchanan, Kaukauna, Menasha and Sherwood. The Town Board meets regularly with the Darboy and Waverly Sanitary Districts to resolve issues pertaining to sewer service areas and the extension of sanitary sewer and water service to existing and proposed developments.

### **Conflict Resolution Procedure**

The Town Board of Harrison strives to meet and listen to all other governmental units with whom there may be a conflict. When necessary, special meetings are scheduled with the adjoining municipalities or special districts (i.e. School & Sanitary) to discuss and resolve issues. It is the policy of the Town of Harrison to respect the rights of residents and landowners, and to resolve conflicts in a way that would not affect the future plans of the Town of Harrison. In addition, state statutes 66.0307(4) and (4m) provide a procedure for adopting a cooperative plan either mutually or through mediation.

This page left blank intentionally.

## LAND USE

The voluntary Town of Harrison Citizen's Advisory Committee held a number of public meetings in the first half of 2001. These meetings were posted, and notices of meetings were printed in the local newspaper. In addition, residents and landowners who would be most affected by a particular aspect of the plan were individually invited to insure participation and feedback. The minutes of all meetings were posted.

Community visioning efforts were further expanded upon by the Town of Harrison Citizen's Advisory Committee by mailing a survey to all Town of Harrison residents and landowners. The Town Board and Citizen's Advisory Committee used the survey results and written comments at each step of the planning process. All residents and landowners were sent the tabulated results as well as the written comments.

What the Citizen's Advisory Committee and Town Board have determined is that the proximity of The Town of Harrison to the rapidly growing Fox River Valley has turned the town into an urbanizing community. The demand for lots and acreage is high and building continues at a rapid pace. The farming economy and the status of the Town of Harrison farmers, (age and the financial feasibility of heirs to continue farming) leaves development as the most financially viable option for many of the remaining farm owners.

### Goal, Objectives, and Policies

In the Town of Harrison, land development is occurring throughout the town, causing the town to be in a state of transition. Essentially, Harrison is moving from a predominately rural agricultural community to an urbanizing town that is experiencing the outward growth pressures of the Fox Cities Metro Area. Although agricultural land uses continue to comprise the major acreage of the nearly thirty square miles of land area in the town, outside factors are influencing the land use trends in Harrison. During the 1980s, two sanitary districts were established in the Town of Harrison, which created a major impact on land use development in the town. The Darboy Sanitary District and the Waverly Sanitary District have been "catalysts" in attracting new residential development to the community. In addition, commercial development has also occurred along several of the major highway routes located throughout the town and adjacent to the newly developed residential subdivisions.

Town objectives, policies, and goals provide the framework for guiding the Town of Harrison's Comprehensive Plan for the next twenty years. The town goals have been developed as general statements or ideals that are desirable to achieve sometime in the future. Town objectives are more definitive statements that chart a specific direction that a community can follow to reach the stated town goals. Objectives include ordinance changes, new programs, and other tasks. The objectives serve as a "to do" list to implement the plan. Objectives should be evaluated regularly. Policies and programs will be more specific ways in which the goals and objectives will be implemented.

The following goals and objectives have been established to guide and direct future land use decisions, and adoption of policies, ordinances, and programs in the Town of Harrison:

## Goal

To provide for orderly growth and development that ensures the character, magnitude and location of all land uses are considered in achieving a balanced natural, physical, and economic environment, and contributes to the general health, safety and welfare of the Town's residents and property owners.

## Objectives

1. Establish/map environmental corridors
2. Develop and adopt a Land Use Map that guides the public and private sectors in making decisions on the development and redevelopment of land in the Town of Harrison, and provides for a complete range of land uses in the areas most appropriate for such uses.
3. Develop/revise and adopt regulatory tools needed to promote compact development in areas that can be efficiently served by existing Town services. (Density)
4. Amend the existing zoning map to be consistent with the recommendations of the Comprehensive Plan.
5. Where and when necessary, draft and adopt new ordinances and development standards to implement the goals, objectives, and policies of the Comprehensive Plan.
6. Develop and adopt a Town-administered zoning ordinance
7. Develop a set of building and design standards.
8. Ensure land uses relate to Sanitary Sewer Service availability.
9. Maintain and implement the Park & Outdoor Recreation Plan to ensure adequate recreational opportunities for new and existing development.

## Policies

1. Require developers to pay their "fair share" for improvements needed to support new development requests.
2. It is the policy of the Town of Harrison to protect and preserve rural character in the Agricultural District in the eastern and southern portion of the community.
3. Development and redevelopment in the Town of Harrison will be done in accordance with the policies and goals in the Town of Harrison Comprehensive Plan in order to preserve prime farmland and protect natural resources.
4. The Town of Harrison will preserve and enhance environmental corridors in order to protect water quality and wildlife habitat, and to maintain the rural character of the community.
5. It is the policy of the Town of Harrison to support infrastructure improvements (i.e. walkways, trails, etc.) to improve the walkability of the community and to create connections between residential developments.
6. The Town shall require all decisions and actions concerning land use development and redevelopment in the Town of Harrison to be consistent with the Comprehensive Plan.
7. The Town shall require that all non-agricultural development located within the Town of Harrison's Sewer Service Area be served by municipal services.
8. The Town shall use the Site Plan Review process to improve the visual quality and physical design of the Town of Harrison by developing and continuing to enforce signage, landscaping, property maintenance, building design, parking, loading and outdoor storage regulations which foster high quality urban development.

9. The Town shall use the Site Plan Review process to reduce the potential for conflict between potentially incompatible land uses by requiring adequate mitigation measures such as buffer yards, vegetative or structural screening, sound-proofing, traffic access control and directed parking lot lighting.
10. The Town shall use the Site Plan Review process to encourage the use of innovative land use design and development tools and techniques such as planned unit development, transit-oriented development, cluster development and conservation development to foster compact, pedestrian-oriented and mixed use developments.
11. The Town shall establish, adopt, and implement density and intensity standards for all future land uses and concentrate higher density and intensity growth in and around areas that are adequately served by transportation facilities, public utilities, and community services and facilities.
12. The Town shall encourage a broad range of residential land use densities to satisfy the housing preferences and income levels of all residents.
13. The Town shall promote development of commercial areas that are convenient to the public and integrated with surrounding land uses and the transportation system.
14. The Town shall encourage, and provide land for industrial development that through appropriate zoning district designation and adherence to proper planning principles will foster a diversified economic base while not being detrimental to the Town's aesthetics and quality of life.
15. The Town shall require the dedication and construction of interconnected parking lots and/or shared driveways for commercial and industrial development to minimize the number of access points on major roads.
16. The Town shall approve deviations from the recommendations in the Comprehensive Plan only in the context of a formal amendment.
17. The Town shall annually review the Land Use chapter of the Comprehensive Plan to identify amendments needed for the Plan to continue to effectively guide land use development decisions.
18. The Town will coordinate its Land Use Plan with the plans of adjacent municipalities to avoid land use conflicts at borders.

## **Soil Limitations for Building Site Development**

Areas where soil characteristics may create limitations of varying degrees in the development of building sites are shown on Map 11. "Slight" indicates that limitations are minor and easily overcome. "Moderate" indicates the limitations can be overcome or minimized by special planning and design. "Severe" indicates that if development is necessary, a major increase in construction effort, special design, or intensive maintenance is required. Much of the growth that has occurred in the Darboy Sanitary District has been in soils classified as having moderate building limitations. However, future growth will be encroaching into soils that are considered either severe-moderate or severe. This does not mean that these soils cannot be built upon, but that construction techniques should take into account the type of soils in these areas.

## **Floodplains, Wetlands and Other Environmentally Sensitive Areas**

With the exception of agricultural and undeveloped lands, the land use category of woodlands and wetlands represents the next largest acreage for land area in the town. Although the woodland and wetland sites are scattered throughout the town, three distinct areas have a greater concentration of the acreage as the existing land use map reveals.

The western edge of the town has an extensive amount of woodlands/wetlands located south of USH 10 and STH 114, as well as the area located between the highways and the Canadian National tracks. A second area is located east of CTH "N" between USH 10 and STH 114. This area in particular has some significant woodland parcels that are worth preserving. The third area that has substantial acreage associated with woodlands and wetlands is located south of the Village of Sherwood, particularly the area located between Kees Road and South Harwood Road in Sections 5, 8 and 17.

The inventoried woodlands and wetlands certainly compliment the surrounding productive agricultural lands and represent a town area that is perhaps best maintained in a rural character. The land area lying south of Harrison Road also has acreage designated as woodlands and wetlands, with surrounding agricultural lands.

A major challenge facing the Town of Harrison during the planning period will be developing strategies and/or Town policies that could insure the preservation of these important, and yet unique land areas. Certainly the existing woodland and wetland areas are very compatible with the surrounding agricultural lands, as well as the urban type of land uses that are beginning to develop at various locations around the Town. The existing woodlands and wetlands provide an excellent buffer between the emerging urban developments and the existing rural areas that are predominantly agricultural in nature.

## **Amount, Type, Intensity and Net Density of Existing Land Uses**

The Town of Harrison is a farming community that is gradually turning into an urbanized area of the Fox Cities. Family farms are still operating, but their numbers are decreasing, and will continue to do so in the coming years. Concentrated single-family subdivisions are occurring in the northwesterly portion of the town, as illustrated in the Existing Land Use Map (Map 12).

A portion of the town is made up of wetlands and woodlands, which will prohibit full development of the town. As a result of this substantial amount of wetland and woodland area, more rural-type platting that makes these natural areas an amenity will continue to occur.

As the Town of Harrison becomes more populated, more commercial retail/service uses will locate in the Town of Harrison, mostly along CTH "KK" and USH 10. Other commercial areas may occur at the intersection of the USH 10 and STH 55. Most likely, this major interchange will generate highway related commercial uses. A limited number of industrial land uses and appropriately zoned lots are located in the Town of Harrison. The Town has not attempted to market land for an Industrial/Business Park, though it may consider doing so in the future.

# Town of Harrison

## Soil Limitations for Building Site Development

### Legend

- Soil Limitations of Building Site Development
-  Slight
  -  Moderate
  -  Severe-Moderate
  -  Severe

The Degree of Soil Limitations are:

**Slight:** Indicates that soil properties generally are favorable and that limitations are minor and easily overcome.

**Moderate:** Indicates that soil properties and site features are unfavorable, but the limitations can be overcome or minimized by special planning and design.

**Severe:** Indicates that one or more soil properties or site features are so unfavorable or difficult to overcome that a major increase in construction effort, special design, or intensive maintenance is required.

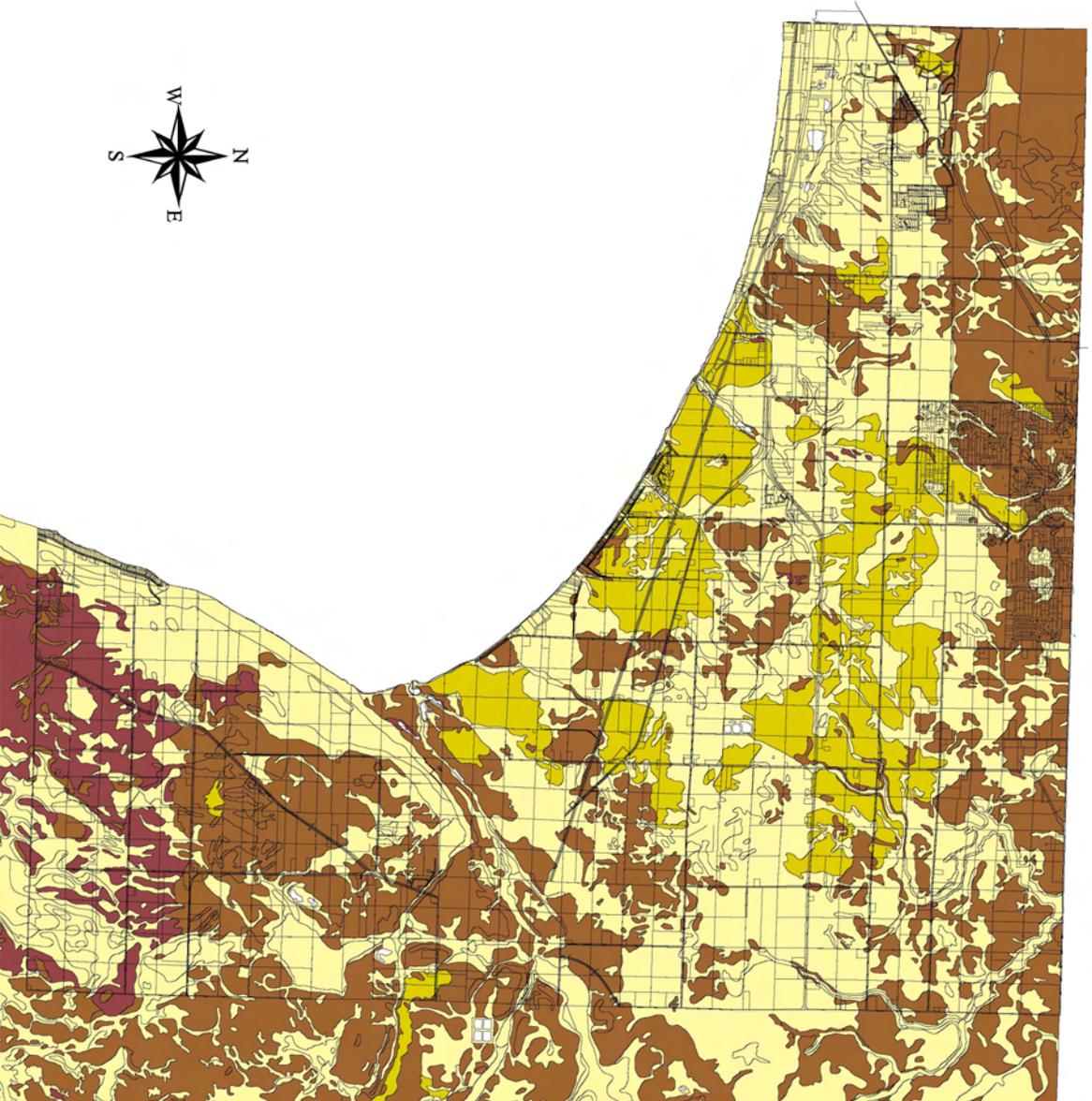
### Disclaimer

Soils Data extracted from Standard State Soil survey database as provided by NRCS, USDA, Natural Resources Conservation Services and is the best available information and is not field verified.



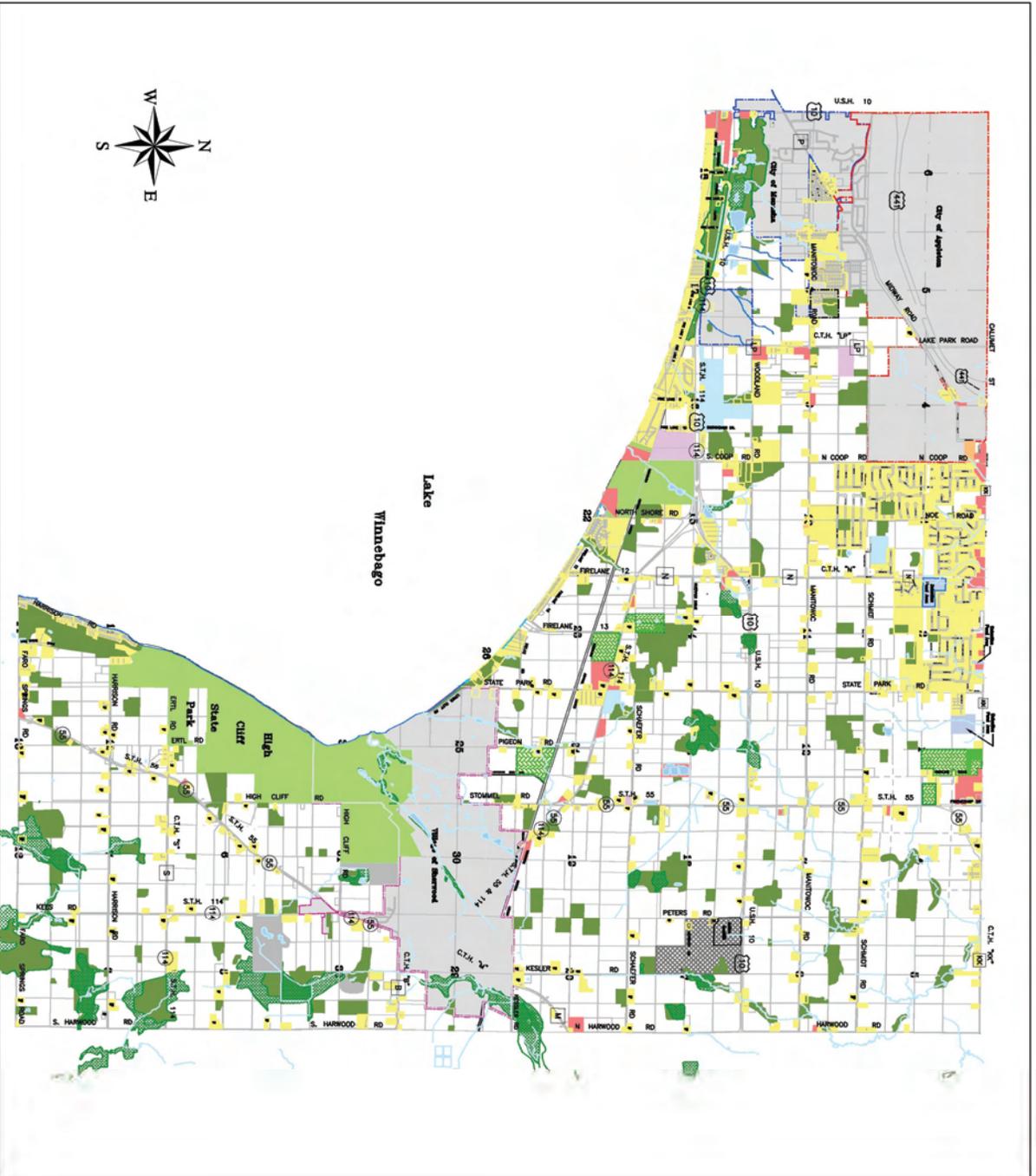
## Martenson & Eisele, Inc.

Planning - Surveying - Engineering - Architecture  
1377 Midway Road, Menasha, WI 54952  
Phone (920) 734-0381 Fax (920) 733-8578  
www.martenson-eisele.com  
Info@martenson-eisele.com  
paar155907Harrison\_soils\_1\_26-04



# Town of Harrison

## Existing Land Use Map 2004



- Legend**
- Single Family Residential
  - Multi Family Residential
  - Commercial
  - Industrial
  - Public/Institutional
  - Quarries, Gravel Pits
  - Landfills
  - Parks and Recreational
  - Woodland
  - Wetland
  - Special Ag/Nurseries
  - Agricultural, Vacant and Undeveloped
  - Farmstead Home/ Scattered Housing

**Martenson & Eisele, Inc.**  
 Planning - Surveying - Engineering - Architecture  
 1377 Mileway Road, Menasha, WI 54952  
 Phone (920) 734-0381 Fax (920) 733-8578  
 www.martenson-eisele.com  
 info@martenson-eisele.com  
 pmad15907sp\_1-36-04

## Analysis of Trends in the Supply, Demand and Price of Land

To meet the needs and vision of the community, population projections, housing estimates and land use acreage needs were updated to accommodate the anticipated growth and development over the next twenty years. Based on Table 19 (New Housing Units Constructed) on page 15, an average of 150 housing units have been built from 1990 to 2002. However, the number of permits increased substantially in 1999, and the average number of permits from 1999 to 2002 was 276. From January to September of 2003, the number of permits issued was 311. Permit activity since 2003 has dropped steadily, mostly due to the recent downturn in the economy. The average number of permits issued between 2004 and 2008 was 90. The average number of permits issued over the past twenty years continues to be in the 140 to 150 range. It is anticipated that interest in locating in the Town of Harrison will continue to the level that has occurred over the past twenty years, once the economy stabilizes. It is expected that the average number of permits over the life of the plan will continue to be in the 150 range.

**TABLE 31**  
**TOWN of HARRISON POPULATION and HOUSING PROJECTIONS, 2000 - 2025**

Year	Household Size	Population	Housing Units	
			Added	Cumulative Total
2000	2.57	5,786	---	2,239
2003 Est.	2.50	7,389	716	2,955
2008 Est.	2.50	9,264	750	3705
2013 Est.	2.50	11,139	750	4455
2018 Est.	2.50	13,014	750	5205
2023 Est.	2.50	14,889	750	5955
<b>2003-2023 Change (Est.)</b>		<b>7,500</b>	<b>3,000</b>	

Source: Town of Harrison Estimates, 2003 & 2008

## Net Density Assumptions for Projection Estimates

The Town of Harrison has been encouraging developers to plat single-family residential lots from 12,500-sq. ft. to 20,000-sq. ft. for layout flexibility in subdivisions (although the County zoning code allows for a minimum lot size of 12,500-sq. ft.). This development guideline is reasonable at this time, but may need to be reconsidered in the future as land costs escalate.

Based on the average in the first five years of 150 units per year (375 acres), and 150 units in each of the three remaining five-year increments (375 acres for each increment) multiplied by 0.50 acres per lot, the town may anticipate an absorption of about 1,500 acres over the life of the Plan. The assumption for these growth projections are based on the following conditions that are present in the Town of Harrison.

- ❖ The continued interest of future home buyers for home sites in Harrison, where a variety of residential lots are available in the Darboy and Waverly Sanitary Districts at affordable prices.

- ❖ People wanting to maximize federal mortgage interest deduction, and the fact that home mortgage rates will continue to be favorable.
- ❖ Belief that a home in the suburban/rural setting will appreciate in value more than in a city.
- ❖ Belief that a suburban/rural setting is safer, cleaner, cheaper and a more rewarding place to live.
- ❖ The fact that property taxes are much lower in the town than in an incorporated community.
- ❖ Home sites in Harrison place residents in close proximity to employment centers, shopping, schools, and natural amenities such as Lake Winnebago and High Cliff State Park.
- ❖ State and federal Highways 441, 114, 10 and 55 provide access to other areas of the Fox Valley and Wisconsin.

The **Future Land Use Plan** (Map 13) identifies existing and future land use anticipated in the next twenty years. Table 32 gives an approximate acreage of the various future land uses that are illustrated on the Future Land Use Plan.

**TABLE 32**  
**TOWN OF HARRISON LAND USE PROJECTIONS, 2003 - 2023**

Land Use Classification	Acreage Needs
Single Family Residential – Unsewered	400
Single Family Residential – Sewered	1,500
Two-Family / Multi-Family Residential - Sewered	95
Commercial	360
Industrial	260
Community Facilities	65
Parks, Recreation and Open Space	20
<b>Total Acres to be Developed</b>	<b>2,700</b>

Source: Town of Harrison Estimates, 2003. Based on approximate calculations supported by property acreage and computerized land use calculations.

Based on future capacity and infrastructure investments that the Darboy and Waverly Sanitary District are anticipated to make (based on long term plans of the two districts) the **Future Land Use Plan** is showing approximately 2,000 acres of potential residential land served by sanitary sewer, and another possible 400 acres of unsewered residential development. The sewered residential land equates to 4,000 residential lots, or an average of 250 lots in the first five years, and 229 lots in the remaining fifteen years of the twenty-year growth projections. This range of 229 to 250 lots per year is higher than the fourteen-year average, as shown on Table 19. The estimated amount of unsewered residential subdivisions may be subject to future state and county regulations that discourage their development, so it is uncertain how much of this type of land will develop over the next twenty years.

The estimated population of the town in January 2008 is estimated to be 8,677 people. Assuming that young families continue to move into what is the most affordable housing being built in the Fox Valley area, the Town of Harrison could see an annual growth of 375 people per year over the next fifteen years (using 2.5 persons per household).

---

## Land Use Projections for Twenty-Year Period (Five-year increments)

The Town of Harrison anticipates a continued trend of urban growth, mostly within the two sanitary districts, over the next twenty years. As a way of predicting where growth may occur, the Future Land Use Plan attempts to illustrate growth areas in five-year increments, based partly on what is known about the ability to serve undeveloped areas with public water and sanitary sewer. These incremental growth lines should be reviewed and updated every five years by the Town.

Other restraints will direct the systematic growth to occur, such as the sewer service boundary line administered by the East Central Wisconsin Regional Plan Commission, and Calumet County's Growth Boundary.

The following projections by land use are the Towns' best estimate of the amount of land that will be absorbed by various land uses over the next twenty year period.

### Residential

Dividing the projected 1,500 acres of residential land area into five-year increments, it is anticipated that about 375 acres (150 lots per year) will be absorbed during the five-year increments. Most of this residential development will be dependent on the availability of public water and sewer. This plan outlines the utility district's plans to make those services available.

### Commercial

Harrison's Future Land Use Plan shows approximately 360 acres of proposed commercial land. This acreage is located along major roadways that now carry or are anticipated to carry a substantial amount of traffic. A cluster of commercial land use is located south of County Highway "KK" on either side of State Highway 55. This area would appear to have the potential for commercial type uses as traffic enters and exits the City of Kaukauna. Smaller commercial sites have been shown at some of the major intersections of town and county roads that connect to STH 114.

The major concentration of commercial land anticipated to occur is between County Highway "LP" and Eisenhower Drive, north of USH 10 and STH 114. This area could become the main commercial center for the Town of Harrison, with potential uses being possibly a "big-box" user, retail, office and tourist type (possibly motel) uses. Land surrounding the future extension of Eisenhower Drive at the intersection of Midway Road is also shown as commercial. The amount of commercial land being identified is reasonable, given the rate of residential growth being experienced by the town and the amount of existing and projected traffic counts that will occur on major arterial roadways in this area of the Town.

### Industrial

The Town of Harrison is showing an industrial area of about 320 acres between County Highway "N" and State Park Road, just north of USH 10. This site has ideal access to a County and State highway to the west and south, and can be reached from east and west direction by Woodland Road and Eisenhower Drive. The Town desires to promote a business park in order

to diversify their land use and create a job base within their own community. The 320-acre industrial area shown on Map 13 contains some questionable soils. Before the Town finalizes plans to support the development of an industrial park, a soils and wetland analysis will have to be conducted.

Before the town proceeds to promote this Business Park, the town understands that more detailed studies may need to be done to determine the viability of a Business Park at this location, given the high ground water and other environmental issues that may exist on certain portions of the site. In five years, the town may know much more regarding the potential of this site for a business park, and will make more definite plans how this land will be designated at that time.

### **Parks and Open Space**

Provision for neighborhood parks is being made for future residential neighborhoods in the Town of Harrison's plan. A neighborhood park on the north side of Manitowoc Road would serve the future residential area west of future Eisenhower Drive. Another neighborhood park is recommended east of the proposed school site, south of Manitowoc Road. A third neighborhood park is being shown between Schmidt Road and Manitowoc Road, east of County Highway "N" and west of State Park Road.

These neighborhood parks will be dedicated as part of future subdivisions or through acquisition, and will be developed when residential areas start to fill in around them. When combined with the Darboy Community Park and a "pocket Park" north of the power lines and east of Hickory Drive, the town may have 5 parks within a twenty-year timeframe.

### **Major Roadways**

The most important public transportation improvement in the Town's twenty-year planning period is the construction of Eisenhower Drive. This arterial roadway will be critical to the commercial nature of land uses being shown along this corridor, as well as the commercial cluster between Woodland Road and USH 10 and STH 114. This roadway will also serve as the "backbone" of land development on either side of this corridor, providing an efficient means of access to the north, connecting to CTH "KK" and USH 441, and south, connecting to USH "10" & USH 114.

### **Future Public Facilities**

The Town of Harrison is keenly aware that growth of their community is placing greater pressure on their facilities and staff. As the Town develops some of the neighborhood parks shown on the plan, the Town will need to consider where park maintenance equipment is stored and where future park employees would report.

## **Analysis of Opportunities for Redevelopment**

There is limited opportunity for redevelopment due to the small-unincorporated areas, which make up the Town of Harrison. Any redevelopment that may occur will most likely be initiated by private investors who desire to generate an atmosphere of original décor and architecture of older structures in the Town.

In general, the majority of older properties in the Town of Harrison have been well kept up and modernized.

## **Analysis of Existing and Potential Land Use Conflicts**

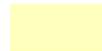
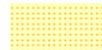
Conflicts may arise when new development is proposed which is inconsistent with existing use. Preference should be given to existing uses with no spot zoning. Proper design and use of buffer areas should also help to ease such conflicts.

Some Towns in the Fox Valley area have adopted Subdivision Ordinances that include a disclosure statement that clearly states farm operations are present in the neighborhood, and that new residences be made aware of noise and odor that may emanate from such farming operations. In addition, a disclosure statement could also make potential residents aware of sound and odors created through such activities as hunting, recreational vehicles, horseback riding, bike and walking trails. This form of language could be considered in a future amendment to the Town of Harrison Subdivision Ordinance.

This page left blank intentionally.

# Town of Harrison Future Land Use Plan 2004 - 2023

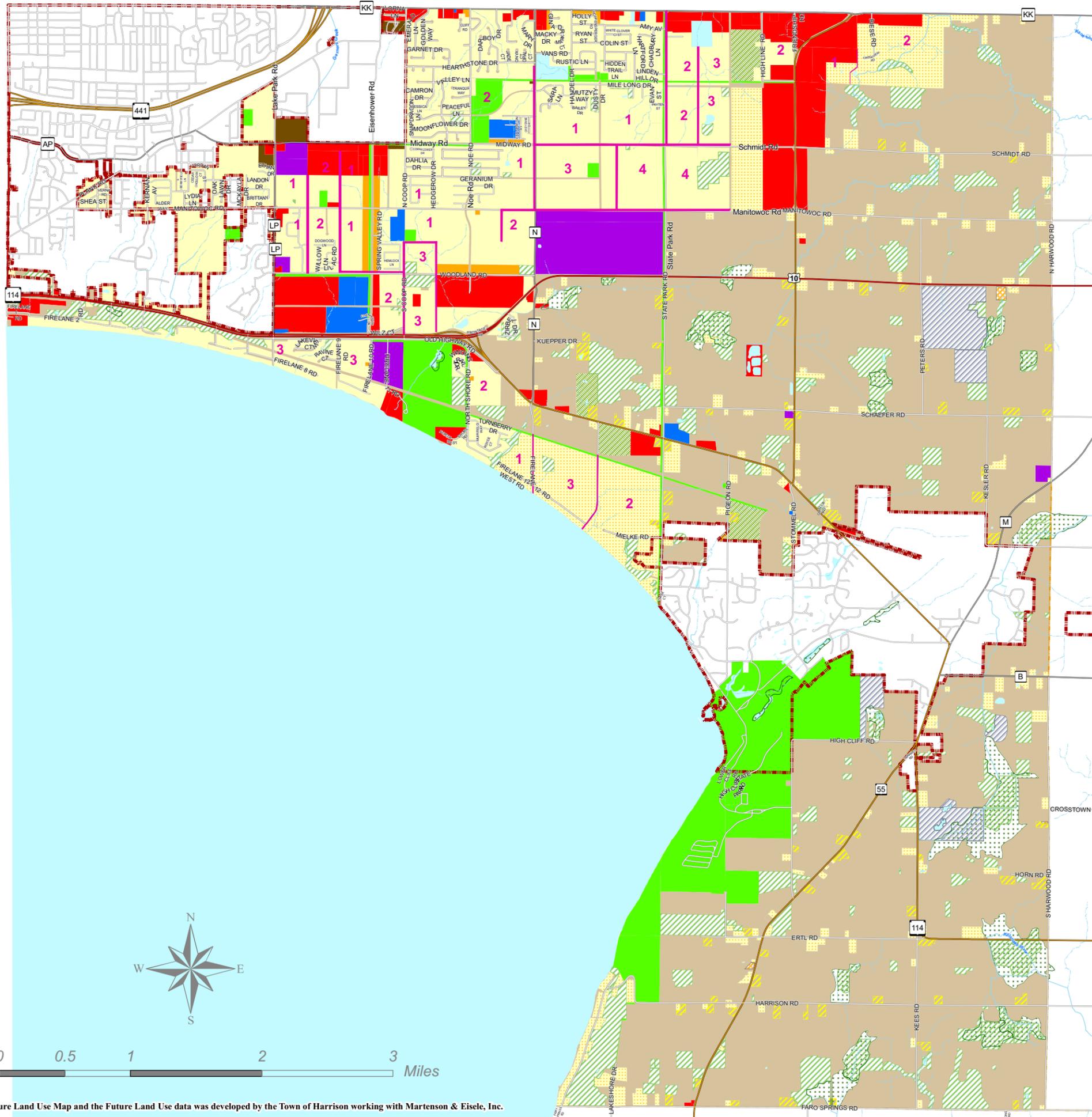
## Legend

-  Single Family Residential (sewered)
-  Single Family Residential (unsewered)
-  Two Family Residential
-  Multi-Family Residential
-  Mobile Home Park
-  Commercial
-  Industrial
-  Public/Institutional
-  Utilities/Quarries
-  Parks and Recreation
-  Water
-  Woodlands
-  Wetlands
-  Special Ag/Nurseries
-  Agricultural, Vacant, and Undeveloped
-  Farmstead Homes
-  Municipalities

-  5yr. Growth Increments
- 1 - 2009 - 2013
  - 2 - 2014 - 2018
  - 3 - 2019 - 2023
  - 4 - 2024 - 2028

Calumet County Land Information Office

206 Court Street, Chilton, WI 53014  
 Phone: 920.849.1442 Fax: 920.849.1481  
[www.co.calumet.wi.us](http://www.co.calumet.wi.us)  
 November 22nd, 2004  
 Updated November 4th, 2009



## PLAN IMPLEMENTATION

### Goal, Objectives, and Policies

#### Goal

To assure a system of orderly growth and development to achieve a balanced natural, physical, and economic environment that will enhance the quality of life in the town.

#### Objectives

1. Refine land division, official map, capital improvements plan, design standards, and other ordinances or plans that will implement the goals and objectives of the Comprehensive Plan.
2. Permanently protect environmental corridors from development through zoning, mapping, acquisition, and park dedications.
3. Prohibit development activities from locating in wetlands, floodplains, and delineated conservation areas through the use of proper site plan review procedures, zoning, and the adoption of flood plain management objectives and regulations.
4. Review, amend, and enforce existing land use regulations to effectively guide and manage future growth and land development.
5. Enforce and amend specific ordinances that provide for drainage and stormwater management and protect potable water, wells, and aquifer recharge areas.
6. Strive to establish a positive image of the town by considering ordinances and policies that improve the visual quality of development along key community entryways.
7. Environmentally sensitive areas, such as ponds, wetlands, drainage conduits, and their associated vegetative communities, shall be preserved and protected from the effects of development activities through creation and enforcement of environmental regulations.

#### Policies

1. Revise existing ordinances and/or adopt new ordinances and policies to implement the goals and objectives of the Comprehensive Plan.

### Ordinances, Programs and Specific Actions to Implement the Plan

This section of the plan outlines a course of action for Town of Harrison officials to follow and implement over the next twenty years of the plan (from 2002 – 2022). Implementation will take the form of adopting and implementing a number of land use regulation ordinances and policies, which are further explained as follows:

#### Establish a Town Plan Commission

The Wisconsin State Statutes under Chapters 62.23 (1)(a) & 60.62 (4)(a) grant Town Boards the authority to establish and appoint a Town Plan Commission. These sections of the State Statutes provide the guidelines for establishing a seven (7) member Town Plan Commission,

appointed by the Town Board Chairperson. The Plan Commission's charge is to make recommendations to the Town Board regarding the functions established in State Statutes 62.23 (2), which includes consistency of land use decisions with the Town's Comprehensive Plan. Given the growth and development that has occurred in Harrison since the 1997 Town Comprehensive Plan was adopted; the Harrison Town Board of Supervisors created and adopted an Ordinance to establish a Town Planning Commission on April 24, 2001. The Planning Commission Members were appointed and confirmed by the Town Board on July 12, 2001. Since its formation in 2001, the Town Planning Commission has worked closely with the Town Board to bring the 1997 plan into compliance with the State mandated requirements for Smart Growth. The Plan Commission is completing a five year update to the plan in 2009.

### **Zoning Ordinances and Official Maps**

Zoning in the Town of Harrison is regulated by the Calumet County Zoning Ordinance since November 1976. The County Zoning Ordinance was recently updated and amended in ~~2000~~ 2009. The Ordinance is administered and enforced by the Calumet County Planning and Zoning Department based at the County Courthouse in Chilton, Wisconsin. The County will be completing a comprehensive revision to the zoning and shoreland zoning ordinances in 2009. Under state statute 59.69, towns currently under county zoning jurisdiction may withdraw from county zoning when the county adopts a comprehensively revised zoning ordinance. Towns may then develop and adopt town zoning ordinances consistent with state statutes 60.61 or 60.62. Additional local ordinances such as Site Plan regulations, and amendments to the Town of Harrison Official map, could help regulate and manage growth in the Town.

The Town of Harrison adopted an Official Map Ordinance on April 25, 2000 to better regulate future growth and development in the community. The official map reserves future street right-of-way for newly developing areas in the Town. A major update and amendments to the Official Map was made by the Town Board on April 24, 2001.

### **Sign Regulations**

All signage on local town roads and county highways are regulated by Calumet County ordinances. Section 9 of the Calumet County Zoning Ordinance (Ordinance No. 66) regulates sign usage within the unincorporated areas of the County. The State of Wisconsin Department of Transportation regulates signage on state highways. However, the Town may adopt a more restrictive sign code as either a "stand alone" ordinance or as part of a Site Plan review regulation. With the adoption of the comprehensive revision to the county zoning ordinance, new sign regulations may be adopted at the town level either through the zoning ordinance or "stand alone" ordinance.

The Town of Harrison adopted a Sign Ordinance on April 24, 2001 to further control and regulate signage in residential, commercial and industrial developments within the town boundaries. The sign ordinance is administered and enforced by the Town Building Inspector. The adoption and enforcement of a sign ordinance at the local level has proven to be effective in regulating and promoting good sign usage throughout the Town.

### **Erosion and Storm Water Control Ordinances**

Calumet County plat review for subdivisions and the Town of Harrison Drainage Plan Ordinance regulate surface water drainage in platted subdivisions. The Town Engineer reviews and

analyzes drainage on all plats. Federal, State and DNR regulations cover drainage on farms and rural areas. The Town may consider more restrictive storm water regulations to protect their wetland areas.

The Town of Harrison adopted more stringent erosion and storm water control requirements in 2007. On December 17, 2007, the Town adopted the Construction Site Erosion Control Ordinance and the Post-Construction Stormwater Management Ordinances. These two ordinances were constructed to meet the requirements of Wis. Admin. Code NR 151 to management storm water runoff. The town should continue to keep up to date on any new requirements to NR 151.

### **Official Map Ordinance**

The Town of Harrison adopted an Official Map in 2000 that included arterial and collector type street corridors. The identification of these future streets, which include Eisenhower Drive, are intended to educate the town administrators, plan commissioners, board members, developers and the public in general where future streets are to be located. Official mapped streets are intended to create roadways that provide efficient and safe access from arterial streets (major town, county and state roadways) to local streets serving residential neighborhoods. As development occurs in the Official Mapped corridors, said roadways will be allowed to deviate to some extent from the legally defined roadway to account for mapped wetlands or other geographic obstacles.

The Town should strive to keep the Official Map up-to-date, as the need arises, to assure appropriate access to developing areas.

### **Historic Preservation Ordinances**

While the Town of Harrison Board does not have a historic preservation ordinance, the Town resolves to support all property owners who seek to preserve historical buildings.

Note: The National Register lists all historically significant buildings in the State. Properties are constantly being added and, less frequently, removed. It is therefore important to access the most up-to-date version list of the National Register properties. This can be found at the following web-site: <http://www.wisconsinhistory.org/hp/register/>, or by contacting the Wisconsin Historical Society, Historic Preservation at (608) 264-6493.

### **Site Plan Regulations**

In June of 2008, the Town of Harrison adopted the Building and Construction Standards and Requirements Ordinance. This ordinance places certain criteria all new commercial, industrial, and multi-family developments. The ordinance also creates a set of standards for construction for these developments as well as a procedure for review.

### **Design Review Ordinances**

The Town of Harrison Developers Agreement, the Town Subdivision Ordinance, the Town Sign Ordinance, and the Town Drainage and Site Plan regulations address the issue of design review ordinances. The Harrison Town Board adopted these ordinances in April 2001 to enhance the criteria standards and the quality of future development in the Town.

## **Building Codes**

Building codes in the Town of Harrison are enforced through the Town Building Inspector and follow all State of Wisconsin standards.

## **Mechanical Codes**

Mechanical codes in the Town of Harrison are enforced through the Town Building Inspector and follow all State of Wisconsin standards.

## **Housing Codes**

Housing codes in the Town of Harrison are enforced through the Town Building Inspector and follow all State of Wisconsin standards.

## **Sanitary Codes**

Calumet County administers sanitary codes in all unincorporated areas of the County including the Town of Harrison. In addition, holding tanks are also regulated by Calumet County in Harrison where failing septic systems must be replaced. Some holding tanks are allowed for new construction under certain circumstances.

## **Subdivision Ordinances**

Wisconsin State Statutes Chapter 236 set forth the necessary requirements to divide land into smaller parcels for development. A subdivision ordinance establishes criteria, standards and guidelines for the orderly layout of streets, lots, open space areas and utility easements and other land division issues. The code also identifies how subdivisions relate to each other and public highways to ensure the importance or orderly planning taking place in the Town.

In Harrison, the Calumet County Subdivision Ordinance has been in effect since August 1969. An update of the Calumet County Subdivision Ordinance was completed in 2000. However, Harrison has adopted its own Town Subdivision Control Ordinance (Code of Ordinances, Chapter 115) as of April 24, 2001. The Town Ordinance provides Harrison with the opportunity to direct and regulate land divisions and subdivision development more readily at the local level. The ordinance is more restrictive than County Ordinance. The Town also requires a method of payment for road construction based on a Development Agreement. This ordinance requires the land developer to commit to minimum standards for town road construction and requires a method of payment for town road and street construction.

## **Description of How Each Element of the Comprehensive Plan will be Integrated and Made Consistent with Other Elements**

The Town of Harrison Planning Commission will be responsible for comparing all proposed development with each element of the Comprehensive plan including the natural environment (wetlands, high ground water and bedrock, and soil limitations for below grade septic systems). The Town will also consider implementation tools, such as land use ordinances and the official map, to assure consistency of land use decisions with the Comprehensive Plan recommendations.

## **Method for Measuring the Community's Progress Toward Achieving All Aspects of the Plan**

The Town of Harrison Planning Commission will provide a written report at the Annual Town Meeting in April on the community's progress as it pertains to the Comprehensive Plan. The Commission will undertake an in depth review of the Comprehensive Plan biannually.

## **Process for Updating the Plan**

The Town Planning Commission and the Town Board will review any changes suggested for the plan every other year. Given the present rate of growth and development in Harrison, the Town will target the comprehensive plan to be updated in five years, but not more than ten.

## Implementation of Goals in the Plan

This Plan contains a number of goals, objectives and policies that the Town of Harrison will strive to implement over the next twenty-year period. The following table identifies the key items that will be worked on, their priority, the approximate timetable when it may happen, and who will be responsible for achieving the item:

**TABLE 33  
IMPLEMENTATION SCHEDULE**

Timing	Primary Responsibility	Description
<b>General</b>		
Continuous	Town Staff/ Plan Commission/Board	Keep the Plan in front of community
<b>Housing</b>		
Continuous	Building Inspector/ Plan Commission	Encourage high quality housing development
Future	Town Board and Planning Commission	Work with County on lot size regulations
Continuous	Town Board	Consider housing needs of all
<b>Roadways</b>		
Continuous	County Highway Dept., Town Public Works Dept., Plan Commission, Board	Oversee road design, safety, and efficiency
Annually	Town Public Works	Update PASER program analysis
<b>Public Facilities and Utilities</b>		
When a neighborhood is built out	Town Board and Park Committee	Build new neighborhood parks
Continuous	Waverly and Darboy Sanitary Districts	Provide sanitary sewer and water to development
Continuous	Calumet County Agriculture Dept.	Encourage preservation of farmland
<b>Environmental Issues</b>		
Continuous	Cal. Co. Land and Water Conservation Dept., Town Plan Comm. & Town Board	Protect environmentally sensitive areas
<b>Economic Issues</b>		
Continuous	Town Board and Administrative Staff	Diversify and strengthen local economy
2015 to 2024	Town Board to budget funds	Develop a town business park
<b>Intergovernmental Cooperation</b>		
Continuous	Town Board and Administrative Staff	Communicate and work with surrounding communities
Annually	Town Board and Administrative Staff	Communicate with sanitary districts and school districts
Annually	Town Board and Administrative Staff	Investigate options for future police and fire service options, evaluate alternatives for roads and a business park.

**TOWN OF HARRISON  
Ordinance No. 06-121**

An Ordinance to Adopt Amendments to the Comprehensive Plan of the Town of Harrison, Calumet County, Wisconsin.

The Town Board of the Town of Harrison, Wisconsin, do ordain as follows:

Section 1. The Town of Harrison, is authorized to prepare and adopt an amendment to the Comprehensive Plan as defined in section 66.1001(4) of the Wisconsin Statutes.

Section 2. The Plan Commission of the Town of Harrison by a majority vote of the entire Commission recorded in its official minutes, has adopted a resolution recommending to Town Board the adoption of the described amendments to the Comprehensive Plan of the Town of Harrison, which contains all the required elements specified in section 66.1001(2) of the Wisconsin Statutes.

Section 3. The Town has held at least one public hearing on these amendments, in compliance with the requirements of section 66.1001(4)(d) of the Wisconsin Statutes.

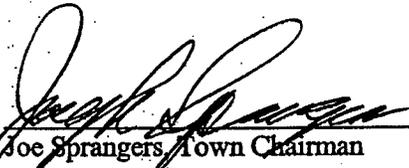
Section 4. The Town Board of the Town of Harrison, Wisconsin, does, by enactment of this ordinance, formally adopt amendments to the Future Land Use Map #13 of the Comprehensive Plan of the Town of Harrison, pursuant to section 66.1001(4)(c) of the Wisconsin Statutes.

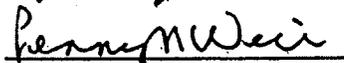
Section 5. This ordinance shall take effect upon passage by a majority vote of the members-elect of the Town Board and posting as required by law.

Date Introduced: 10/31/2006

Date Adopted: 10/31/2006

Date Posted: 11/15/2006

  
\_\_\_\_\_  
Joe Sprangers, Town Chairman

  
\_\_\_\_\_  
Attest: Penny M. Weir, Town Clerk

## Appendix B

Comments in Appendix B were received from people who were notified of the public hearing. The contents of this appendix have not been endorsed by the Town of Harrison but will be taken under advisement and future consideration.

*From Joseph Hennlich, DNR (comments are in bold lettering)*

Under Goals and Objectives for Transportation Plan:

1. Use buffering requirements to minimize the impact of new transportation on existing residential neighborhoods, businesses, and natural resources. **Avoidance of wetlands whether mapped or unmapped.**

Under Goals and Objectives for Utilities and Community Facilities:

1. Where appropriate, have developers dedicate park and open space in locations where housing density is occurring. **Provide buffers for drainageways which may double for pathways or trails for the public. Acquire woodlots and keep them free from housing to protect the few remaining ones. These can be used for parks or buffers.**

Under Storm Water Management:

**Keep as many of the parts of wetlands and their drainage. Have large buffers so as to sustain wildlife, allow connectivity for woodlands, wetlands, and other habitat.**

Under High Cliff State Park:

Allow for buffering of the park to lessen impacts on the site from housing and other human endeavors. Boundaries need to include roads and other clearly understandable points to protect the resources. Development rights of this interim space need to be acquired. Can be utilized for farming, and other endeavors to keep spaces open. **No mention of Deschler Marsh which the Department owns which is on the edge of the town and village.**

Under Telecommunication Facilities:

Calumet County regulates telecommunication facilities. There are currently two telecommunications towers located in the town. One tower is located on Telulah Drive in Section 8 near the Appleton School District's Janet Berry Elementary School. The second tower is located in Section 31 on High Cliff Road near High Cliff State Park. **Cell towers need to be placed where they have the least impact on the wildlife and other resources. Have them under 200 feet with no guide wires and no red strobe**

lights. A monopole with natural colors provides no attractant for wildlife to be decimated but accounts for human needs on cell towers.

**Risk Assessment based on present understanding**

**LOW RISK**

**HIGH RISK**

**Geographic Location**

Urban/Rural	Rural	Forests/ Grasslands	Wetlands Known Bird Concentration Areas
<b>Tower Height (ft)</b>	<b>Guy Wires</b>	<b>Lights</b>	<b>Action (In order of preference)</b>
<b>&lt;200</b>	<b>No</b>	<b>No</b>	<b>No Likely Action, regarding Migratory Birds with exception listed spp. and/or critical habitat</b>
<b>&lt;200</b>	<b>Yes</b>	<b>No</b>	<b>1) Collocation 2) Consider other unguyed designs 3) Deterrents - audio, physical</b>
<b>200-400</b>	<b>No</b>	<b>Yes</b>	<b>1) Collocation 2) Design to minimize surface area (i.e., lattice, solid) 3) Move out of likely collision zone 4) Create or expand buffer zone Note: Geographic Location Becomes Important</b>
<b>200-400</b>	<b>Yes</b>	<b>Yes</b>	<b>1) Collocation 2) Minimize number of guy wires 3) Place in existing "antenna farms" 4) Multiple smaller towers vs. one large tower?? Note: Need to address research needs</b>
<b>400-1000</b>	<b>Yes</b>	<b>Yes</b>	<b>1) Collocation 2) Minimize number of guy wires 3) Place in existing "antenna farms" 4) Multiple smaller towers vs. one large tower?? Note: Need to address research needs</b>
<b>&gt;1000</b>	<b>Yes</b>	<b>Yes</b>	<b>1) Collocation 2) Minimize number of guy wires 3) Place in existing "antenna farms" 4) Multiple smaller towers vs. one large tower?? Note: Need to address research needs</b>

**Under Agricultural, Natural, and Cultural Resources:**

1. The Town should work cooperatively with Calumet County and the State of Wisconsin **Department of Natural Resources** to ensure that watersheds, shoreline areas, wetlands, and woodlands are protected for future generations to use and enjoy.
2. The Town will encourage efforts to protect and preserve areas needed to support local wildlife. **Beware of the accumulation of detention pond sites which may attract more nuisance geese. These sites need to as dry as possible and encourage a rank growth of vegetation.**

Under Soils:

**Any considerations for buying development rights to hang onto farming within the community or key areas being pressed by development?**

Under Wetlands:

**Small wetlands sometimes are called ephemeral pools are temporary wetlands that are vital to salamanders and frogs as well as small invertebrates. They are critical to these species existence. Note the website that follows. In the escarpment area of the Township these small wetlands have a great variety of plant species unique to the state.**

Under Stream Corridors:

**Stream Corridors maintain the habitat that is so necessary for wildlife and the inter-connectivity to maintain wildlife species. Many times these corridors are the only habitat existent.**

Under Forests and Woodlands:

**Woodlands are critical to maintain the health of an ecosystem. Manage Forest Law maintains the resource for all citizens to enjoy recreation as well as the opportunity to use the forest for its productivity in our human use and the wildlife resource. Woodlands not impacted by subdivisions need to be preserved as refuge for wildlife, recreation and to grow fiber.**

Under Environmentally Sensitive Areas:

**Lake Winnebago is a sensitive area. The state's largest lake with a fishery of the world's largest number of sturgeon.**

Under Threatened and Endangered Species:

**T & E species are important as well as their habitat. Rare habitat is in the form of the Niagara Escarpment and unique habitats where plant communities only thrive as well as rare wildlife which belongs to the citizens of the state.**

Under Wildlife Habitat:

**Corridors along streams, are vital links to habitats of woods and wetlands and need to be maintained for wildlife to exist. Note the web-site of additional features concerning wildlife.**

Under Topography:

**Esthetics of the rural Town are important for the mind and soul to create rural atmosphere.**

Under Goals for Intergovernmental Cooperation:

That the Town of Harrison will strive to communicate and work with surrounding political entities, **(The Department of Natural Resources)** seeking ways to conduct joint planning and service agreements.

Under Objectives for Intergovernmental Cooperation:

- 1. On a continuing basis, the Town of Harrison will strive to communicate with surrounding communities, school districts, the County, and other entities to seek ways to provide services jointly with others. Work closely with the Department of Natural Resources to ensure conflicts with the resources are minimized and the impacts upon High Cliff and public lands are taken into account.**

Under Issues and Opportunities Objectives:

**Provide avenues to be able to deal with nuisance wildlife and the impacts of humans on the natural resources.**

Under Housing Objectives:

Maintain standards for the development of lot sizes. **Consider the use of Conservation Subdivisions and create the need for open space where it is needed to allow the natural resources to be maintain by conservancy corridors.**

Under Agricultural Resources:

**They are also important areas to maintain the health of the resource identified as being productive. Identify the most productive agricultural lands so as to avoid their loss and maintain the wisest use of which is growing crops.**

Under Agricultural Resource Objectives:

Work with Calumet County to periodically update the County's Farmland Preservation Plan, in order to maintain a viable plan for the continual preservation and production of prime agricultural lands. **Buy Development rights so as to maintain the rural character and salvage the highly productive lands contained within the Township.**

Under Soil Limitations for Building Site Development:

**Avoid the escarpment areas for development so as not to destroy the fragile environment. Water resources may become contaminated, habitat will be destroyed, and the recreation lost.**

*From Cheryl Bougie, DNR (comments are in bold lettering):*

Under Storm Water Management:

**Additional water quality problems include: high loading of pollutants including: sediment, nutrients, bacteria, heavy metals and other toxic materials, loss of aquatic habitat, streambank erosion and hydraulic disturbances including: loss of base flow and flashy high flows. Many of the waterbodies in Wisconsin are impaired due to contaminated storm water runoff entering these systems.**

**Does your ordinance follow NR152 model town ordinance? It seems to me you can beef this section of the plan to add more details of your ordinance Who? What? Where? Why? When? I am sure your standards apply to more than just subdivisions and this may give developers the impression that your ordinance does not apply to them.**

Where new development is occurring in the Town of Harrison, the Town must also comply with the provisions of Wisconsin Code NR 151 **& NR 216**. The code further specifies what additional requirements and measures must be taken to discharge stormwater.