

TOWN OF BLACK BROOK

POLK COUNTY, WISCONSIN



COMPREHENSIVE PLAN

2008-2028

Prepared for:
Town of Black Brook
99 75th Street
Clear Lake, WI 54005

With Assistance from:



Cedar Corporation
604 Wilson Avenue
Menomonie, Wisconsin 54751

Ordinance No. #01-08

An Ordinance regarding the adoption of the Comprehensive Plan 2008-2028 for the Town of Black Brook, Polk County, Wisconsin.

The Town Board of the Town of Black Brook, Polk County, Wisconsin, do ordain as follows:

Section 1. Pursuant to Sec. 60.22(3) Wis. Stats. and Sec. 62.23(2) and (3), Wis. Stats., the Town of Black Brook is authorized to prepare and adopt a comprehensive plan as defined in Sec. 66.1001(1)(a) and Sec. 66.1001(2), Wis. Stats.

Section 2. The Town Board of the Town of Black Brook, Wisconsin has adopted written procedures designed to foster public participation in every stage of the preparation of a comprehensive plan as required by Sec. 66.1001(4)(a), Wis. Stats.

Section 3. The Plan Commission of the Town of Black Brook, by a majority vote recorded in its official minutes dated November 18, 2008, has adopted a resolution recommending to the Town Board the adoption of the document entitled "Town of Black Brook, Polk County, Comprehensive Plan 2008 - 2028" containing all of the elements specified in Sec. 66.1001(2), Wis. Stats.

Section 4. The Town has held at least one public hearing on this ordinance in compliance with the requirements of Sec. 66.1001(4)(d), Wis. Stats. on November 20, 2008 at 6:45 p.m. at the Black Brook Town Hall, 99 75th Street, Clear Lake, Wisconsin.

Section 5. The Town Board of the Town of Black Brook, Wisconsin does, by enactment of this ordinance, formally adopt the document entitled, "Town of Black Brook, Polk County, Comprehensive Plan 2008 - 2028" pursuant to Sec. 66.1001(4)(c), Wis. Stats.

Section 6. This ordinance shall take effect upon passage by a majority vote of the members-elect of the Town Board and publication as required by law.

Adopted by the Town Board of the Town of Black Brook this 18th day of December, 2008.

YES 3 NO _____ ABSTAIN _____ ABSENT _____

APPROVED:

Charlie Barney, Chairman
Charlie Barney, Chairman

ATTEST:

Sally Pickard
Sally Pickard, Town Clerk

Adopted: December 18, 2008

Published: December 22, 2008

Effective: December 23, 2008

Contributors to the Plan

Town of Black Brook



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TOWN OF BLACK BROOK VISION STATEMENT

The Town of Black Brook is committed to protecting the natural beauty of its lakes, rivers, wooded hills, and valleys while promoting orderly growth where neighborhoods, farms, and businesses coexist and preserve the rural character of the Town.

The Town is dedicated in ensuring a safe and friendly environment for future generations while fostering respect for the tranquility, safety, and order of the Town; all within the goal of creating a place where residents are proud to call their home.

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Executive Summary

The Town of Black Brook has adopted the Town's Comprehensive Plan. The Plan includes the following nine chapters (elements) and follows the State's Statutes under 66.1001:

- Issues and Opportunities
- Agricultural, Cultural, and Natural Resources
- Housing
- Economic Development
- Utilities and Community Facilities
- Transportation
- Intergovernmental Cooperation
- Land Use
- Implementation

Background information is provided in each chapter. The background information is an inventory of what the Town already has. Each chapter also includes an analysis of trends and projections, summary of the community survey results, as well as a list of goals, objectives, and policies to guide the Town when making future decisions.

Issues and Opportunities Chapter reviews a wide variety of demographic information for the Town of Black Brook and surrounding municipalities in Polk and St. Croix Counties. Below is a table showing the historic and projected populations.

Year	1970	1980	1990	2000	2008*	2010	2015	2020	2025
Population	775	949	964	1,208	1,416	1,426	1,522	1,611	1,692

*DOA Estimate

The Town of Black Brook has grown over the past 36+ years and is expected that an additional 300 people will be living here within the next 20 years.

In 1999, the median household income was \$48,125, which is higher than Polk County's at \$41,183, and the State of Wisconsin's at \$43,791.

The **Agricultural, Cultural, and Natural Resources Chapter** is an inventory and explanation of what the Town has including a list of policies directed at protecting those resources.

Over one third (38%) of the housing stock in the Town of Black Brook is over 35 years old or older as stated in the **Housing Chapter**. The median home housing value for owner-occupied housing units was \$101,600 in 2000. When compared to the household incomes in the Town, housing is considered affordable – 87% of homeowners spend less than 35% of their income on housing related expenses. The

Town of Black Brook also has a low vacancy rate of 3.6% for rentals and 0.3% for homeowners.

It is important to consider multiple modes of **transportation** when planning for the future. Town of Black Brook currently has a system of roads, highways, and trails that allow residents to travel throughout the community. The Polk County Aging Program provides transportation services for the elderly and handicapped in the Town of Black Brook. Transportation services are run by volunteers who will take residents to medical appointments, grocery shopping, or for personal appointments. The Amery Municipal Airport is also a priority asset to the area.

The Plan Commission met with the City of Amery to discuss the existing and future **land use** maps. The City is able to plan one and one-half miles out from their City Limits so it was important to work together to identify areas of agreement and areas of conflict in the future land use map. Besides the typical land use issues, the Amery Municipal Airport will also have an airport overlay zoning that may impact and restrict certain uses in the Town within three miles of the airport runway.

The Town of Black Brook has a number of **economic development** opportunities regarding agriculture and tourism. The two primary corridors for future commercial or industrial growth are expected to occur along State Highway 46 near the City of Amery and U.S. Highway 63 near the Village of Clear Lake.

Quality of life issues are often related to the type and amount of **utilities and community facilities** in a given community. There are a number of community related facilities such as parks and emergency services within the Town and others such as child care, health care, museums, and schools in nearby communities.

The **Implementation Chapter** is where all the goals, objectives, and policies throughout the Plan were considered and recommendations were made to address various issues in the short term, long term, and on-going needs of the Town.

The **Intergovernmental Cooperation Chapter** describes the various entities within the community as well as nearby municipalities including Polk County that should coordinate when planning for the future needs of the Town of Black Brook. Entities include the Library, School Districts, and Emergency Services. Issues that come up in the future may cross municipal boundaries and the Town will likely have to work with surrounding towns to resolve possible future conflicts. In the past the Town has met with the City of Amery in order to discuss issues that have affected both communities.

CHAPTER 1

Introduction

Introduction

The Town of Black Brook is located in the southeastern portion of Polk County in western Wisconsin (*Map 1.1*). Agriculture, forests, wetlands, and water resources dominate the landscape but since 1990, the Town has experienced significant residential growth. Its close proximity to surrounding urban areas and the Twin Cities Metropolitan Area makes it a desirable place to live for residents who want to live in a rural setting yet have access to job opportunities.

Plan Purpose

The Town of Black Brook's Comprehensive Plan should be used as the official guide to help make decisions related to the physical growth and development of the Town over the next twenty years. The Plan is created to provide consistency in decision making and should be used by local government officials, residents, land owners, and businesses.

Comprehensive Planning Law

Wisconsin's Comprehensive Planning Law or "Smart Growth Law" was adopted in 2000 and amended in 2004. The law states that every municipality that engages in subdivision regulations, official mapping, or local zoning must be guided by and be consistent with that community's comprehensive plan by January 1, 2010.

State statutes require comprehensive plans to address nine elements. These elements are:

- Issues and Opportunities
- Agricultural, Cultural, and Natural Resources
- Housing
- Economic Development
- Utilities and Community Facilities
- Transportation
- Intergovernmental Cooperation
- Land Use
- Implementation

Regional Planning Jurisdictions and Government Agencies

As the Town of Black Brook plans for its own future, it also is within multiple government agency and organizational districts that do their own planning. Available plans from the following agencies and organizations were reviewed to identify any inconsistencies between them and the Town's comprehensive plan.

- Polk County
- Polk County Economic Development Corporation
- West Central Wisconsin Regional Planning Commission
- Wisconsin Department of Natural Resources
- Wisconsin Department of Transportation

Public Participation

The Town of Black Brook acknowledges, in order for the comprehensive plan to be utilized effectively, it must be created and supported by Town residents and landowners. Smart Growth planning also calls for public participation throughout the entire planning process. Before the Comprehensive Planning Law, public participation and a public hearing were not required for adoption of a local plan.

The Town has created a Public Participation Plan to help generate public involvement. The outline of the Public Participation Plan, along with the Public Participation Resolution passed by the Town Board is located in Appendix A.

Initial public involvement was generated through a community survey and a Citizen Advisory Board meeting (CAB). The CAB meeting addressed aspects of the community survey in more detail. The results of the CAB meeting are found in *(Appendix B)*.

Goals, Objectives and Policies

Each chapter in the Town of Black Brook Comprehensive Plan contains goals, objectives, programs, policies, and actions. These identify the long range vision of the Town in relation to each element. All goals, objectives, programs, policies, and actions may not be attainable for various reasons, therefore, it is important for these to be continuously reviewed and revised.

Goals: A general desire or wish of what the Town of Black Brook hopes to accomplish related to that chapter.

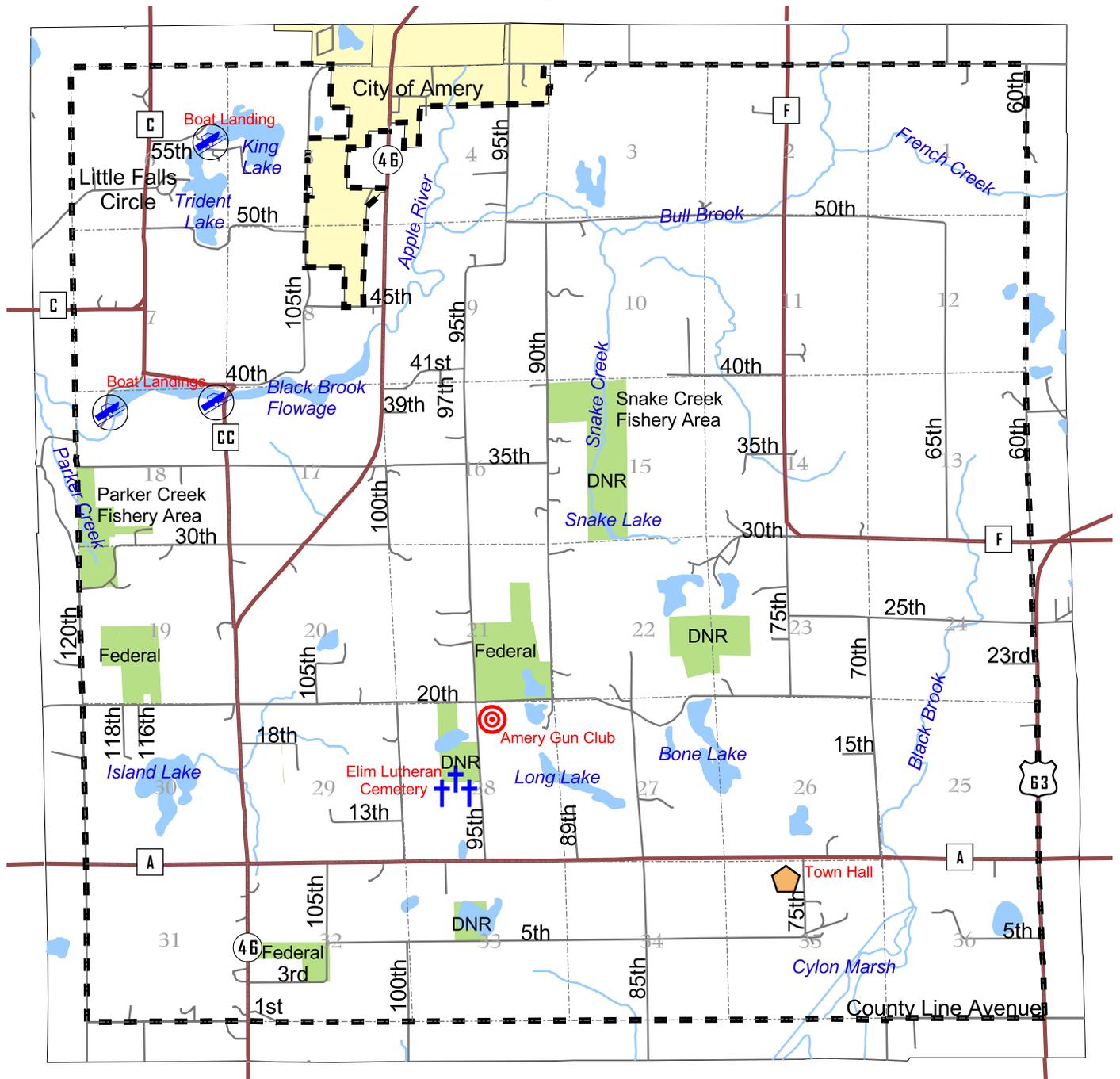
Objectives: What the Town hopes to achieve by addressing the goals.

Policies: A policy can include a program, policy, recommendation or action that may consist of a new ordinance, ordinance revision, further planning, community support of an idea, etc. These are considered reasonable methods to use to achieve the goals.

Location

TOWN OF BLACK BROOK

Map 1.1



CHAPTER 2

Issues and Opportunities

Introduction

In order to make sound planning decisions regarding its future, a community must understand its past. Chapter 2 consists of socioeconomic information that will be used for identifying trends and their influences while assisting in the planning process. Information, such as population, will be projected over 20 years to help formulate land use projects and other needs throughout the entire comprehensive plan.

In conjunction with developing their comprehensive plan, the Town of Black Brook also sent out a public opinion survey as part of their public participation plan. In the introduction of the remaining chapters in this plan, results from the survey are reviewed in order to keep the ideas from the surveys fresh as the plan was being developed. According to the survey, most residents (90%) feel that Black Brook should retain its rural character and over half felt that growth should be managed.

Data

The data in this section was collected primarily from the 2000 decennial U.S. Census. The next U.S. Census will be taken in 2010 with data being available in 2011. Although this information is almost seven years old, it still provides insight into the changes and influences that have occurred over the last 10-15 years.

Historical Population

Population growth has been inconsistent since 1950 (*Table 2-1*). The Town of Black Brook experienced large population growth from 1970 to 1980 and 1990 to 2000. The Wisconsin Department of Administration estimated the January 1, 2008 population estimate to be 1,416 which is an increase of over 17% since 2000.

A majority of the population growth is likely due to Minnesota residents moving into western Wisconsin due to rising costs of land and housing in the Twin Cities Metropolitan Area. Though this trend has slowed due to the recent housing slump, the population continues to rise.

Table 2-1 Historical Population

Year	1950	1960	1970	1980	1990	2000
Population	778	726	775	949	964	1,208
% Change	-	-6.7%	6.8%	22.5%	1.6%	25.3%

Source: West Central Wisconsin Regional Planning Commission

Population Forecasts

Table 2-2 Population Forecasts

Year	2000*	2005	2010	2015	2020	2025	2030
WI Dept. Of Administration	1,208	1,318	1,426	1,522	1,611	1,692	na
Average (21.5 people/5 years)	1,208	1,230	1,251	1,273	1,294	1,316	1,337
Exponential (2.28%/year)	1,208	1,236	1,264	1,293	1,322	1,352	1,383

Source: WDOA, Cedar Corp, *U.S. Census actual population

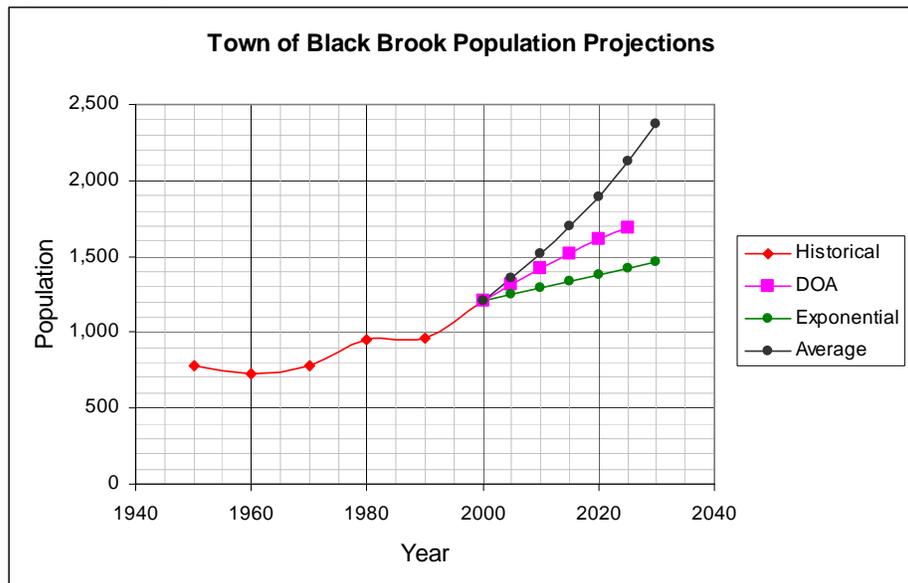
Factors such as the economy, housing trends, birth rate, death rate, and in- and out-migration will affect population growth in the Town Black Brook. Population forecasts allow the Town to anticipate residential land use, transportation, and recreation needs of its residents.

Table 2-2 shows population forecasts for the Town of Black Brook using three different methods. First, in 2004, the Wisconsin Department of Administration (WDOA) Demographics Services Center forecasted population based on birth/death rate, drivers licenses, and other factors for all municipalities in Wisconsin to the year 2025.

Second, the “Average” forecast calculates the average yearly growth in population between 1950 and 2000 and assumes that trend continues through the year 2030.

Third, the “Exponential” forecast assumes the trends that led to the 25.3% population growth between 1990 and 2000 will continue and that each year the population will be 2.28% more than the previous year. The Town will use the WDOA population forecasts throughout the comprehensive plan.

Figure 2-1 Population Forecasts



Household Forecasts

Forecasting households allows the Town of Black Brook to estimate the number of dwelling units needed to meet the increase in population and plan where these units will be located.

Table 2-4 shows that the Town will average approximately nine new dwelling units every year. This information should be used in conjunction with the natural resources chapter and land use chapter to determine the best areas to accommodate future residential growth.

Table 2-4 Housing Forecasts

Year	2000	2005	2010	2015	2020	2025
Population	1,208	1,318	1,426	1,522	1,611	1,692
Persons Per Household	2.88	2.83	2.75	2.68	2.64	2.60
Total Occupied Housing Units	419	465	518	567	611	652
Additional Units Needed		46	53	49	44	41

Source: WI Dept of Administration: Population and Housing Projections; Cedar Corp

A majority of dwelling units in the Town of Black Brook are owner-occupied or single family units (*Table 2-5*). Single family units will require more land to accommodate them compared with renter-occupied units. Renter-occupied units, if multi-family, allow for denser housing and require less land.

Table 2-5 Occupied vs. Renter Housing Percentages

Year	1990	% of Total	2000	% of Total	Number and % Change
Owner-Occupied Housing Units	285	86.6%	366	87.4%	81 (0.77%)
Renter-Occupied Housing Units	44	13.4%	53	12.6%	9 (-0.77%)
Total	329	100.0%	419	100.0%	

Source: 1990 and 2000 U.S. Census

Age Distribution

Table 2-6 reveals significant increases in the number of residents between the ages 10-14, 35-44, 45-54, and 65-74 from 1990 to 2000 (all over 50% increases). This growth can be contributed largely to the in-migration of families into the Town of Black Brook.

Table 2-6 Age for the Total Population

Year	1990	2000	Numerical Change	% Change
Under 5 years	79	76	-3	-3.80%
5 to 9 years	91	111	20	21.98%
10 to 14 years	74	126	52	70.27%
15 to 19 years	83	104	21	25.30%
20 to 24 years	45	40	-5	-11.11%
25 to 34 years	135	138	3	2.22%
35 to 44 years	154	233	79	51.30%
45 to 54 years	114	173	59	51.75%
55 to 64 years	98	100	2	2.04%
65 to 74 years	50	76	26	52.00%
75 to 84 years	38	23	-15	-39.47%
85 years and over	3	8	5	166.67%
Totals	964	1208	244	25.31%

Source: 1990 and 2000 U.S. Census

Figures 2-2 and 2-3 show a comparison of population broken down by age and sex. The figures show a visible increase in residents between 35 to 54 years of age and under 5 to 19 years of age. These age groups will likely have specific recreation, transportation, economic, and housing needs that will be taken into consideration throughout the plan.

Figure 2-2 1990 Population Pyramid

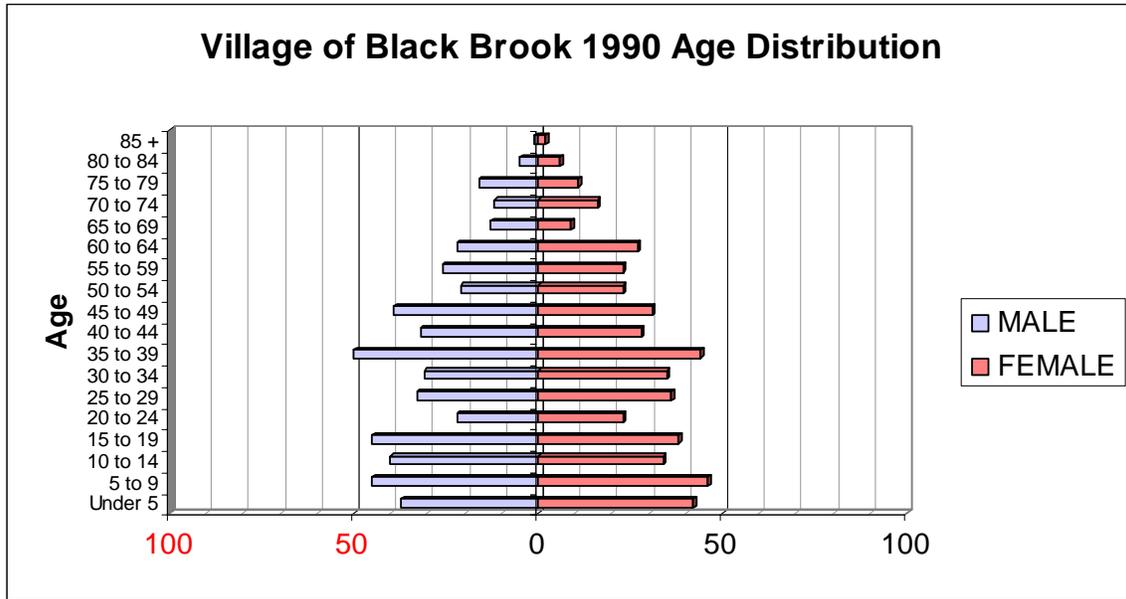
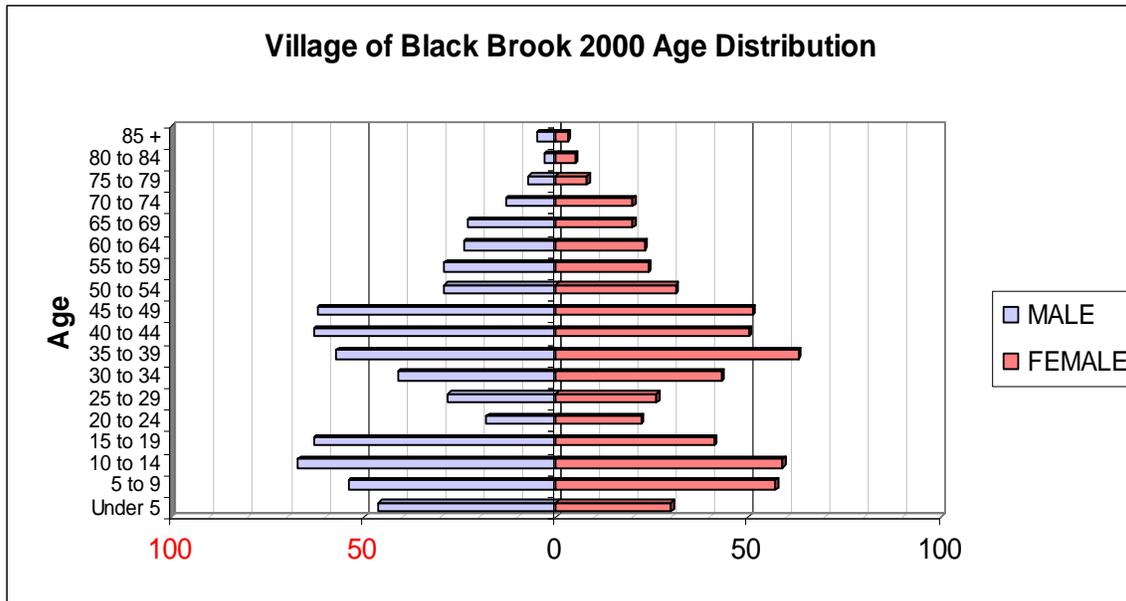


Figure 2-3 2000 Population Pyramid



Education Levels

The educational attainment of Town of Black Brook residents 25 years and older has risen (*Tables 2-7 and 2-8*). The biggest increases are seen in residents attaining a graduate or professional degree (172.2%), some college but no degree (91.6%), and an associate's degree (58.7%). Higher educational attainment typically equates to higher wages which can influence the demand for specific types of housing, employment opportunities, and commercial goods.

The rise in educational attainment is likely influenced by the increase in new residents moving into the area who want to live in a rural area and still be near employment opportunities and higher wages that can be found in the surrounding area communities and Twin Cities Metropolitan Area.

The category of Less than 9th Grade educational attainment saw the largest decrease. This usually relates to a decreasing elderly population that may have left school early to work at an earlier age.

Table 2-7 Education Attainment Population 25 and Older

	1990	% Of Total	2000	% Of Total	Number and % Change
Population 25 Years and Over	601	100.0%	774	100.0%	173 (28.8%)
Less than 9 th Grade	53	8.8%	25	3.2%	-28 (-52.8%)
9 th to 12 th Grade (No Diploma)	68	11.3%	73	9.4%	5 (7.4%)
High School Graduation (Includes Equivalency)	265	44.1%	327	42.2%	62 (23.4%)
Some College, No Degree	95	15.8%	182	24.5%	87 (91.6%)
Associate Degree	46	7.7%	73	9.4%	27 (58.7%)
Bachelor's Degree	56	9.3%	45	5.8%	-11 (-19.6%)
Graduate or Professional Degree	18	3.0%	49	6.4%	31 (172.2%)

Source: 1990 and 2000 U.S. Census

Table 2-8 High School Graduate or Higher Attainment

	1990	% Of Total	2000	% Of Total	Number and % Change
High School Graduate or Higher	480	79.9%	676	87.3%	196 (40.8%)
Bachelor's Degree or Higher	74	12.3%	94	12.1%	20 (27.0%)

Source: 1990 and 2000 U.S. Census

Income Levels

Household income is generally influenced by educational attainment. In the Town of Black Brook, median household income increased by 71.8% between 1989 and 1999 (*Table 2-9*).

Table 2-9 Median Household Income

	1989	1999	% Change
Median Household Income	\$28,011	\$48,125	71.8%

Source: 1990 and 2000 U.S. Census

Table 2-10 and Figure 2-4 show that a majority of households in the Town earned between \$35,000 and \$74,999 in 1999. In 1989, there was little deviation in the number of households that earned between less than \$10,000 and \$74,999.

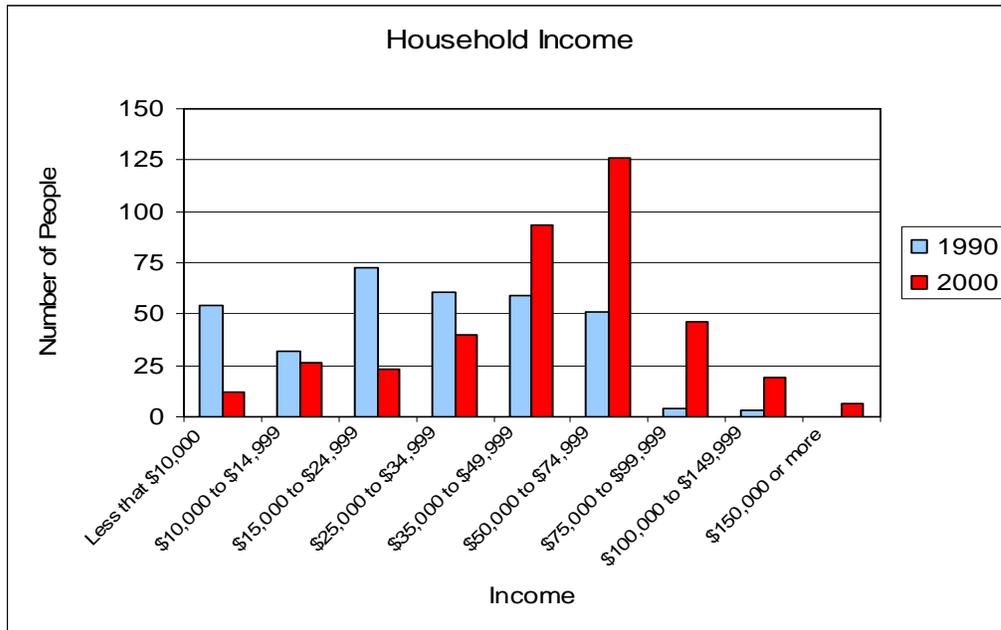
This increase and changed distribution of income is due to a growing number of residents who commute to nearby communities and the Twin Cities Metropolitan Area.

Table 2-10 Household Income

	1989	1999	Numerical Change	% Change
Less than \$10,000	54	12	-42	-77.8%
\$10,000 to \$14,999	32	26	-6	-18.8%
\$15,000 to \$24,999	73	23	-50	-68.5%
\$25,000 to \$34,999	61	40	-21	-34.4%
\$35,000 to \$49,999	59	93	34	57.6%
\$50,000 to \$74,999	51	126	75	147.1%
\$75,000 to \$99,999	4	46	42	1050.0%
\$100,000 to \$149,999	3	19	16	533.3%
\$150,000 or more	0	6	6	-

Source: 1990 and 2000 U.S. Census

Figure 2-4 Household Income

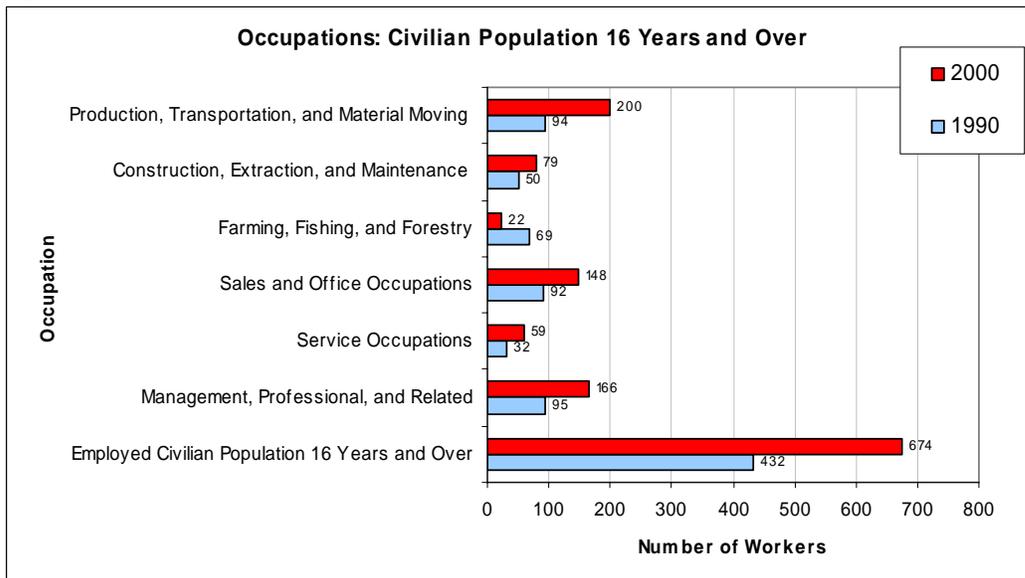


Employment Forecasts and Characteristics

Occupation refers to what a person does for a living and not what occupations are available in the Town of Black Brook. Figure 2-5 show the distribution of employed residents in their respective occupations between 1990 and 2000.

The only occupation group to lose workers between 1990 and 2000 was farming, fishing, and forestry. The largest growth in occupations was seen in production, transportation, and material moving.

Figure 2-5 Occupation of Workforce Population



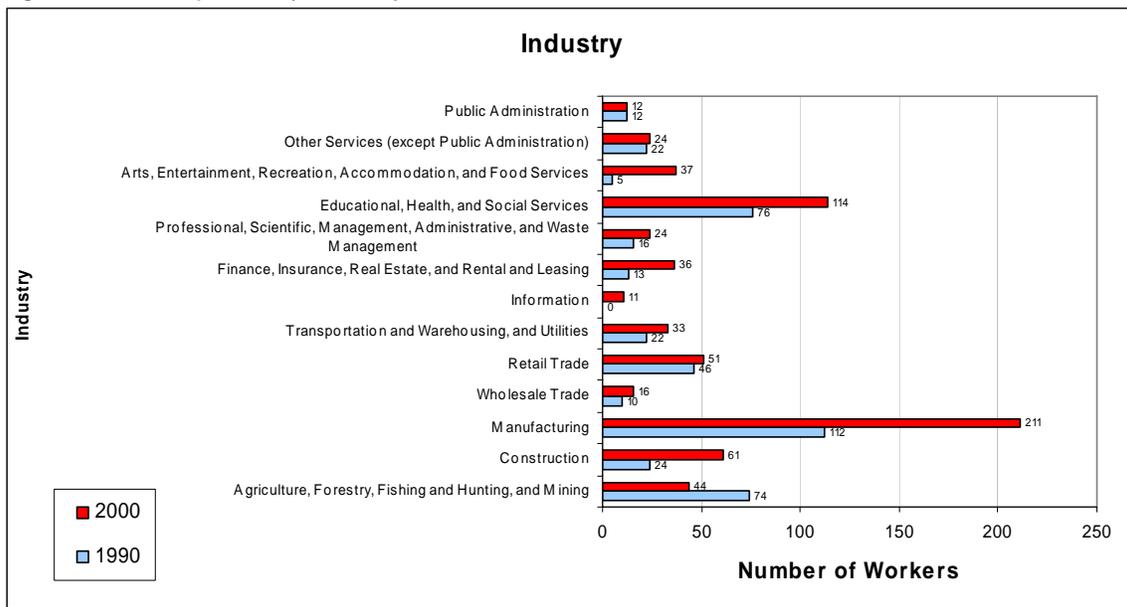
Town of Black Brook Comprehensive Plan 2008-2028

Figure 2-6 illustrates what industry a person's occupation is in. It does not indicate where a person works. A majority of these industries are not located in the Town of Black Brook.

Between 1990 and 2000, the only industry group to see a decline in workers is agriculture, forestry, hunting, and mining. The manufacturing industry saw the largest increase in workers. In 1990, there were no residents working in the information industry but by 2000, there were 11 workers.

Because of the large amount of acreage used for farming in the Town of Black Brook, it will be assumed that most agricultural occupations and related industries in Table 2-5 and 2-6 are located in the Town. The decrease in farming occupations and related industry may have an impact on the future use of agricultural lands if they are sold and used for housing or commercial uses.

Figure 2-6 Occupation by Industry



The State of Wisconsin Department of Workforce Development published the Polk County Workforce Profile in December 2006. The profile evaluates Polk County industries, employers, jobs, wages, and labor force.

Almost one-half of all jobs in Polk County are in the health services, manufacturing, or education fields. Figure 2-7 shows that wages in Polk County are significantly below the State average for a majority of the industries.

Town of Black Brook Comprehensive Plan 2008-2028

Figure 2-7 Average Annual Wage by Industry Division in 2005

	Average Annual Wage		Percent of Wisconsin	1-year % change
	Wisconsin	Polk County		
All industries	\$ 35,503	\$ 27,691	78.0%	-0.2%
Natural resources	\$ 27,765	\$ 26,210	94.4%	5.2%
Construction	\$ 42,891	\$ 33,314	77.7%	2.1%
Manufacturing	\$ 44,430	\$ 36,272	81.6%	-0.3%
Trade, transportation & utilities	\$ 31,088	\$ 23,843	76.7%	1.5%
Information	\$ 43,439	\$ 23,825	54.8%	-27.8%
Financial activities	\$ 46,267	\$ 32,552	70.4%	1.5%
Professional & Business Services	\$ 40,462	\$ 23,056	57.0%	-15.3%
Education & Health	\$ 37,228	\$ 29,471	79.2%	3.6%
Leisure & Hospitality	\$ 12,468	\$ 9,419	75.5%	2.3%
Other services	\$ 20,604	\$ 18,797	91.2%	Not avail.
Public Administration	\$ 37,244	\$ 25,336	68.0%	5.6%

Source: WI DWD, Bureau of Workforce Information, Quarterly Census of Employment & Wages

Figure 2-8 reveals the most prominent occupations in prominent industries in Polk County. Jobs such as elementary school teacher, RN, dental hygienist, LPN, electrician, carpenter, and plumber/pipefitter are considered “best job prospects” over the next 5 years.

Figure 2-8 Prominent Occupations in Prominent Industries in Polk County

Educational services Elementary School Teachers, Not Special Education Secondary School Teachers, Not Special & Voc. Education Teacher Assistants Middle School Teachers, Not Special & Voc. Education Janitors & Cleaners, Not Maids & Housekeeping Cleaners	Fabricated metal product manufacturing Team Assemblers Machinists Cutting, Punching, Press Mach. Setters/Ops/Tenders, Mtl/Plst Welders, Cutters, Solderers, & Brazers 1st-line Sprvs/Mngrs-Production & Operating Workers
Food services & drinking places Combined Food Prep. & Servers, Includ. Fast Food Waiters & Waitresses Bartenders 1st-line Sprvs/Mngrs-Food Prep. & Servers Cooks, Restaurant	Ambulatory health care services Registered Nurses Receptionists & Information Clerks Dental Assistants Dental Hygienists Medical Assistants
Hospitals Registered Nurses Nursing Aides, Orderlies, & Attendants Healthcare Support Workers, All Other Licensed Practical & Licensed Voc. Nurses Secretaries, Not Legal, Medical, & Executive	Plastics & rubber products manufacturing Mold/Coremak'g/Cast Mach. Setters/Ops/Tenders, Mtl/Plst Team Assemblers Extruding/Drawing Machine Setters/Ops/Tenders, Mtl/Plst 1st-line Sprvs/Mngrs-Production & Operating Workers Packers & Packagers, Hand
Transportation equipment manufacturing Team Assemblers Welders, Cutters, Solderers, & Brazers Cutting, Punching, Press Mach. Setters/Ops/Tenders, Mtl/Plst Machinists 1st-line Sprvs/Mngrs-Production & Operating Workers	Food & beverage stores Cashiers Stock Clerks & Order Fillers Packers & Packagers, Hand Combined Food Prep. & Servers, Includ. Fast Food Food Prep. Workers
Nursing & residential care facilities Nursing Aides, Orderlies, & Attendants Home Health Aides Personal & Home Care Aides Registered Nurses Licensed Practical & Licensed Voc. Nurses	Specialty trade contractors Electricians Carpenters Plumbers, Pipefitters, & Steamfitters Construction Laborers Heating, AC, & Refrigeration Mechanics & Installers

Source: DWD, Bureau of Workforce Information and Office of Economic Advisors, Wisconsin Industry-occupation matrix

Black Brook and adjacent municipalities also provide additional occupations in Professional, Agricultural, and Education Services. These jobs include doctors, nurses, high tech jobs, attorneys, CPAs, veterinarians, farmers, and special education services.

The Amery School District has created a committee of special needs educators or paraeducators to address special needs services that are needed in the community. Paraeducators fulfill many different types of roles in working with students with disabilities and in the Amery School District, they are greatly valued. As part of the special needs program, the Amery School District has a Cognitive Disabilities Program that assists kids with job skills using job coaches. One of the main objectives of the program is to make sure these kids have the opportunity to develop valuable job related skills so they can be gainfully employed.

Demographic Summary

The following trends in the Town of Black Brook can be seen through the examination of the demographics presented in this chapter. The most significant changes seen are:

1. The growth in population since 1990.
2. The rising educational attainment and income levels of residents.
3. The decline in farm occupations and related industries.
4. A majority of residents employed outside of the Town of Black Brook.

CHAPTER 3

Agricultural, Cultural, and Natural Resources

Introduction

A review and inventory of the agricultural, cultural, and natural resources in the Town of Black Brook will provide a general overview of the Town's natural and cultural features. Informed decisions can be made when addressing the future physical growth, development, and preservation of the Town lands through the identification and analysis of features such as agriculturally productive areas, surface waters, wetlands, endangered species, steep slopes, soil characteristics, and valued cultural resources. By identifying and analyzing these features, development can be guided to the most appropriate locations, thus protecting the Town's natural areas while identifying potential locations for responsible growth.

Results from the community survey indicated that most residents (81%) generally want to protect historically significant sites, buildings, and artifacts. Most also felt that it was important to protect natural resources from development.

Soil Suitability for Dwellings with Basements

Soil properties and characteristics are a major influence in the land use activities that can occur on a given soil type. Soils are grouped into classifications based on their respective properties. It is important to assess the various types of properties that occur within the soils of the Town of Black Brook to identify the optimum locations for development and preservation.

The Natural Resource Conservation Service (NRCS) has developed a limitations rating system for the various soil characteristics discussed in this chapter. Below are the descriptions of those limitations based on the Polk County Land Use Plan:

No to Slight Limitations: Soil properties and site features generally are favorable for the indicated use and the limitations are easy to overcome.

Somewhat to Moderate Limitations: Soil properties are not favorable for the indicated use and special planning, design, or maintenance is needed to overcome or minimize the limitations.

Severe Limitations: 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 is required. In the case of severe limitations, questions regarding the economic and environmental feasibility of such development should be seriously considered.

An important element of soils is their suitability for dwellings with basements. The soil properties that affect a soil's suitability are slope, depth to bedrock, moisture, and the content of rocks. These characteristics, when factored together, illustrate which areas will have limitations as well as the degree of limitations. A soil limitation on a person's property does not necessarily mean a basement cannot be built, but rather there may be an increased cost of construction.

The Town of Black Brook has an area of 22,341 acres. The soil survey shows that 8,099 acres of soil are not limited and 5,819 acres are somewhat limited when it comes to supporting a dwelling with a basement. The majority of soils can support dwellings with basements without too much difficulty or limitations (*Map 3.1*). The areas of the Town that have the most severe limitations are along surface waters. These are areas where development should be limited.

Soil Suitability for Septic Tank Absorption Fields

Black Brook is a rural community and does not have municipal water or sanitary districts so the main sources of water are wells and the primary methods of sanitary disposal are septic systems. Drainage or absorption fields are connected to the end of the septic tank and allow for the septic effluent to be distributed to the soil over a large area. Soil acts as the filter for the septic systems and if the soils are not suitable for absorption fields, they could contaminate the groundwater. The main properties of soil that affect the soil's suitability for absorption are soil permeability, soil depth to bedrock, soil depth to the water table, and susceptibility to flooding.

The NRCS interpret the various soil types and determine their ability to act as functioning absorption fields by looking at soils ability to maintain a properly functioning septic system but also the soils attenuation ability.

The majority of Polk County has severe limitations for septic tank absorption fields (*Map 3.2*). Black Brook is no different. Approximately 20,016 acres (90%) of the Town has severe soil limitations for septic tanks. This does not mean septic tanks cannot be built on soils with severe limitations however residents should be aware of those areas and make sure their septic systems are designed and maintained properly to protect the areas wells and groundwater. Modern technology can still be used so that septic systems function properly in soils with severe limitations without adversely affecting the groundwater.

Soil Attenuation

Soil attenuation is defined as the soil's ability to absorb contaminants. Soils have the ability to attenuate contaminants through a series of complex physical, chemical, and biological processes. Attenuation allows the soil to store needed plant nutrients, restrict the movement of metals, and remove harmful bacteria.

Soils that have a high attenuation potential are better at protecting the groundwater from possible contaminants. The attenuation rating was developed by the University of Wisconsin-Extension and Polk County. In order to protect groundwater, development should be limited in areas where soils have poor attenuation.

The attenuation category with the largest amount of land in the Town of Black Brook is “Marginal” (*Map 3.3*). These areas are not ideal for development as the soils have limited ability to attenuate or capture contaminants. The other category where development should be limited is where the soil has the “Least” ability to attenuate. Most of these soils in Black Brook occur along the creeks and adjacent to other surface waters. With modern technology, soils with poor attenuation can still be developed, but additional precautions must be taken to ensure the safety of the groundwater.

Productive Agricultural Areas

The Wisconsin Farmland Preservation Act was enacted in 1977 to slow the conversion of land from agricultural to urban usage. This legislation provides for the preparation of county farmland preservation plans, and state income tax credits for the maintenance of farmland in delineated preservation areas. Ultimately, only those farmers owning lands within delineated prime agricultural areas which are zoned for exclusive agricultural use will be eligible for the full state income tax credits provided under the law.

The Polk County Farmland Preservation Plan considers soils with the classification suitability of I, II, and III to be potentially productive agricultural areas. These are soils that can have few to severe limitations and may require some conservation practices in order to be able to farm. The Town of Black Brook has 15,310 acres of potentially productive agricultural areas and is evenly spread throughout the Town (*Map 3.4*).

Groundwater

Groundwater is one of the most important natural resources that if adversely affected, can have serious impacts on human health and wellbeing. Certain types of soil are more susceptible to allowing groundwater contamination and should be protected. Most of the water used in rural areas is groundwater. If the groundwater becomes contaminated, there are few alternative sources of potable water for local residents.

Groundwater generally flows in a southwesterly direction in the Town (*Map 3.5*). The highest groundwater elevation in Black Brook is 1,140 feet that occurs in both the northeast and northwest corners of the Town and the lowest groundwater elevation is 940 feet that occurs in the southwest corner. Because groundwater like surface water will flow from points of high elevation to points of

low elevations, If groundwater becomes contaminated in the north or east part of the Town it has the potential to affect a large portions of the Town's groundwater. Besides the direction its flow, the other important consideration for groundwater is the depth from the surface to the groundwater (*Map 3.6*). The majority of Black Brook (64%) has 50 feet or less depth to the groundwater. Areas that are less than 20 feet for the most part are found adjacent to the surface waters.

Topography / Slope

Undulating topography offers a picturesque setting for rural areas. Residential areas are often developed on or in view of high points along the terrain. Despite the appeal of topography, areas of severe slopes should be avoided in development.

The topography and elevation of Black Brook is varied and reaches its highest point in the central eastern part of the Town (*Map 3.7*). The Town has an approximate relief of 245 feet from 1,015 feet to 1,260 feet of elevation. The low point occurs along Parker Creek to the west.

Development in areas with severe slopes (described as 20% slope or greater) should be limited (*Map 3.8*). Black Brook does have a few areas with severe slopes mainly along the floodplains and surface waters. Severe slopes can make construction difficult, unsafe, and make the land unstable. Typically buildings should not be constructed on any slope that is 20% or greater. Roads and driveways are often more restrictive and should be limited to slopes of 12% or less.

Surface Waters

The Town of Black Brook is fortunate to have a number of surface water resources such as lakes and streams. Surface waters provide an excellent source of recreation, as well as habitat for wildlife. Unfortunately, development has the potential to have a negative impact on the quality of water in the surface waters. Areas upstream of lakes and rivers impact the waters downstream. That is why it is important that communities and lake groups protect these resources.

The Town of Black Brook has six lakes, one marsh, one flowage within the Town, and one river, two brooks, and three creeks running through it (*Map 3.9*). The total surface of lakes and ponds in the Town of Black Brook is just less than 490 acres.

Stream Corridors

Stream corridors often have significant vegetative growth and act as habitat for a variety of terrestrial and aquatic species. Many species rely on the cover provided in stream corridors ranging from trees and plants, to water and rocks for

their survival. Stream corridors often do not lend themselves to be easily fragmented, however, damaging the water quality and clear cutting the banks can do irreparable damage to the integrity of the habitat.

The Town of Black Brook does have a number of stream corridors. Bull Brook is a high quality trout stream and the Apple River has a wider flow that can be ideal for canoeing and other types of recreation. Snake Creek has thick forestland adjacent to it on both sides providing large areas of habitat.

Floodplains / Shorelands

Floodplains are areas, which have been, or may become inundated with water during a regional flood. A regional flood is often referred to as a 100-year flood or having a 1% chance of occurring in any given year. Because of danger posed in a flood event, most structural development within a floodway is not allowed. Development within the flood fringe is generally accepted, provided adequate flood proofing measures are taken.

The Town of Black Brook adheres to the Polk County Shoreland Protection Zoning Ordinance. This ordinance directs how development can take place around the shorelands. The floodplains in Black Brook all fall within the shoreland protection areas.

Shorelands are vital components to the relationship between the land and the water. Shoreland areas serve as environmental buffer zones, serving to catch potential pollutants and filter runoff before it enters the waterway. These buffer zones also provide habitat for a wide range of plant and animal species and would be considered environmentally sensitive areas. Shoreland areas are also very attractive as housing sites, and the demand for waterfront property is placing evermore pressure on these fragile areas.

The floodplains in the Town of Black Brook occur along the following bodies of water: Black Brook Flowage, Apple River, Bull Brook, French Creek, Parker Creek, and portions of Black Brook (*Map 3.10*). The floodplain also extends around parts of Cylon Marsh in the southeastern part of the Town.

Wetlands

Wetlands act as natural filters, removing sediments and contaminants from water. Wetlands also regulate water levels by containing water during periods of excessive rain or snow melt. These unique environments are host to wide variety of plant and animal communities, including some threatened and endangered species. Wetlands also serve as rest areas for migratory waterfowl during the fall and spring months. Wetlands also serve as major source of groundwater recharge and flood control. In the past decade, however, strict

regulation of wetland conversion has slowed the loss of habitat and made conversion to other uses too expensive and impractical.

Similar to floodplains, wetlands are found along most of the surface waters in the Town of Black Brook (*Map 3.11*). The only section in the Town where there are not any mapped wetlands is section 31. Most of the larger contiguous wetlands are found in the northern half of the Town. Cylon Marsh, a large contiguous wetland can be found in the southeastern part of the Town. Even with strict regulations in place, it is important take precautions when developing near wetlands.

Watersheds

A watershed can be described as an area of land that drains into a stream or other local surface waters. Watersheds are delineated by finding the high points in an area where all the water down slope of a given ridge will collect at a given low point (usually some type of surface water). As water runs over the land either from storm events or snow melts, it picks up sediments along the way.

Contaminants and pollutants often attach themselves to the sediments are suspended in the runoff, eventually reaching surface waters. Typically a body of water is just a reflection of its watershed so if there are significant sources of pollutants within the watershed that are exposed to rainwater, they will likely end up in the surface waters at some point.

The Town of Black Brook is comprised of three major watersheds, with most of the Town being made up of just two of them (*Map 3.12*). The three watersheds are Lower Apple River, Upper Willow River, and Balsam Branch and all fall within the St. Croix River Basin. Polk County has gone through and identified the general descriptions of the water quality conditions for each watershed within the County. Below are the descriptions for the watersheds in the Town of Black Brook:

Lower Apple River:

- The Lower Apple River watershed should be considered a high priority for protection from water quality degradation by non-point source water pollution.
- The Apple River is a high value, warm water stream. The river is affected by non-point source pollution primarily from agriculture, although residential development is increasing.

Upper Willow River:

- Issues in the Upper Willow River watershed include the reduction of sedimentation, protection from groundwater contamination by surface

water entering through sink holes, and livestock waste entering streams.

Balsam Branch

- The Balsam Branch watershed should be considered a high priority for protection from water quality degradation by non-point source water pollution.

Forests

Forests create a setting for hunting, camping, hiking, and many other forms of recreation. Forests also provide valuable wildlife habitat and are the homes for less visible threatened and endangered plant and wildlife. Forests and trees can help protect other resources too. They can reduce heating and cooling costs of homes and business. Forests and trees offer erosion control for river banks and steep slopes.

The Town of Black Brook landscape is filled with a number of areas of forestland (*Map 3.13*). Most of the trees in the Town are deciduous. Some of the larger contiguous tracts of forestland are found around Snake Lake and Snake Creek in the central part of the Town. Having large uninterrupted areas of trees provide excellent natural cover for wildlife. Nearly all of Sections 15 and 22 appear to be covered with various types of trees. Although tree cover provides a nice setting for residential development, it is best for the natural environment to do as little fragmenting of the natural habitat as possible. Because some animal species need a minimum amount of protective cover to survive and thrive, it is in the best interest of wildlife to keep large tracts of forestland intact.

Wildlife Habitat / Environmentally Sensitive Areas

Environmentally sensitive areas and wildlife habitat are extremely important for the protection of aquatic and terrestrial wildlife and plants. The preservation and possible expansion of these areas is vital to maintain a diverse ecosystem. Areas that may be considered environmentally sensitive area or wildlife habitat are forests, lakes, streams, rivers, wetlands, steep slopes, and shoreland buffers.

Environmentally sensitive areas, also referred to as corridors, consist of wetlands, floodplains, forestland, slopes of 20% or greater, and buffers around the surface waters (300 feet around streams, and 1,000 feet around lakes and ponds). Each of these features have been described earlier in this chapter however it is important to view them all together in order to identify contiguous environmental corridors (*Map 3.14*). The integrity of these environmental corridors should be protected whenever possible.

Threatened and Endangered Species

According to the U.S. Fish and Wildlife Service, an “endangered” species is one that is in danger of extinction throughout all or significant portion of its range. A “threatened” species is one that is likely to become endangered in the foreseeable future. These species are protected because of their scientific, educational, aesthetic, and ecological importance.

The Wisconsin Natural Heritage Inventory Program maintains data on the location and status of natural features, rare species, and natural communities in Wisconsin. These sites are broad in nature and provide a general location for rare, threatened, or endangered species as well as high-quality natural communities.

The Wisconsin Department of Natural Resources (DNR) provides maps that depict the sections where endangered or threatened resources have been found (*Map 3.15*) and breaks them down by the type of species found, such as aquatic, terrestrial, or both. The only section in Black Brook where endangered or threatened species have been discovered is Section 21 and it was an aquatic species. The DNR does not further identify the locations in order to protect those species. If development were to take place in a section that where endangered or threatened species are listed, the DNR would get involved to ensure the new development would not infringe upon those species.

Metallic/Non-Metallic Mineral Resources

Communities now have the right to adopt an ordinance establishing requirements for reclamation of non-metallic mines (NR 135). If a community chooses not to adopt an ordinance, the county or regional planning commission may do so instead for the covered region. The primary reason for these requirements is to prevent owners and operators of non-metallic mines from abandoning their operations without proper reclamation of the site.

Stormwater

With development also comes a responsibility to manage stormwater. Development results in impervious surfaces and increases the volume of water entering streams, creeks, lakes, and other surface waters. Stormwater erodes soils and carries the pollutants and sediments to these surface waters causing damage to the water resources. Soil erosion is one of the leading causes of water pollution in the state. There is a wide range of state and federal regulations as well as local programs and actions that local municipalities must implement to appropriately manage stormwater.

Surface waters, specifically the Apple River and area lakes, should be protected. Implementing erosion control and stormwater management ordinances can go a long way towards protecting these resources.

Historical/Cultural Resources

The loss of our State's cultural resources over the past century has been significant. According to the Wisconsin Historical Society, only 30% of historic buildings documented during the Great Depression by the Federal Historic American Building survey program still exist and only 25% of Wisconsin's Native American mounds remain intact.

The preservation of historic buildings and sites can showcase the Town's unique past and foster a sense of community pride. Polk County has set up signs throughout the County, that have been placed at sites of historical significance that display the names and dates in which structures were erected and in some instances torn down. These signs provide a historical context of a number of sites throughout the County. Current historical sites in the Town of Black Brook and their respective dates are:

- Town of Black Brook Town Hall,

Other sites of cultural significance were found on the National Heritage Inventory that provides various archaeological resources (*Map 3.16*). The inventory lists the type, name, and section of the artifact(s). The Town has the following archaeological resources listed on the inventory:

- Campsite Village, Section 6
- Lithic Scatter, Section 6
- Cemetery/Burial, Section 28

Currently, Black Brook does not have any buildings listed under either the Wisconsin Natural Register of Historic Place or the Wisconsin Architecture and History Inventory.

Goals, Objectives and Policies

AGRICULTURAL

Goal 1: Promote agricultural industry as a respectable, viable, and diverse farm economy.

Objectives:

1. Encourage owner-occupied family owned farms.
2. Keep existing agricultural lands productive.

Policies:

1. Propose changes to existing county zoning requirements (or incorporate into future Town zoning ordinance) as they pertain to hobby farming, farming, or similar activities to be consistent with the wishes of the community.

Goal 2: Protect and preserve the remaining agricultural resources within the Town of Black Brook.

Objectives:

1. Protect farmland from inappropriate development.
2. Encourage the appropriate use of agriculture land for hobby farming and other similar activities.

Policies:

1. Investigate the implementation of a “purchase/transfer of development rights” ordinance.
2. Incorporate agricultural preservation principals into a town subdivision ordinance.
3. Develop a town farmland preservation plan.
4. Promote the use of cluster design (“conservation design”) for non-farm residential development as a means of preserving the continuity of agricultural lands and preventing agricultural fragmentation.

Goal 3: Protect agricultural lands from erosion.

Objectives:

1. To keep existing agricultural lands productive.
2. Ensure that soil erosion does not negatively affect local water resources.
3. Ensure fertilizers do not negatively affect local water resources.

Policies:

1. Minimize tillage.
2. Leave winter cover crops.
3. Add only needed fertilizer per soil test results.
4. Do not apply manure to frozen ground or on steep slopes.
5. Fence pastured stream banks.

CULTURAL RESOURCES

Goal 1: Preserve and enhance cultural heritage resources, including historical places, sites, and landscapes

Objectives:

1. Provide educational opportunities.

2. Preserve and promote links to the past.
3. Identify the Town's historic and cultural resources.
4. Encourage their preservation and restoration.

Policies:

1. Obtain photographs pertaining to early life in the Town of Black Brook.
2. Set guidelines for preservation of historical structures and carry out a structure inventory in the Town of Black Brook.
3. Use the Wisconsin Historical Society for advice and guidance on historical and archaeological issues in the Town of Black Brook.
4. Evaluate local cultural and historic resources and develop a local landmark program.
5. Explore the potential for designating additional "Rustic Roads" within the Town.
6. Develop a local historic/cultural resource preservation plan.
7. Explore opportunities for grant funding which could be utilized for historic preservation initiatives.
8. Consider the use of Historic Preservation Ordinances.
9. Begin collecting an oral history of the Town of Black Brook.
10. Place signs with place and date at areas of historical and cultural importance.

NATURAL RESOURCES

Goal 1: Provide clean healthful groundwater

Objectives:

1. Maintain current good to excellent groundwater quality.
2. Improve current poor groundwater quality.
3. Ongoing and increased education and outreach.
4. Continue lake monitoring activities.
5. Ordinance enforcement for erosion control and storm water management.
6. Limitation of phosphorus containing fertilizers.
7. Special shoreline practices in sensitive areas and shoreland restoration projects.
8. Ongoing lake water quality monitoring.

Policies:

1. Establish guidelines for fertilization and treatment of forests, gardens, and lawns.
2. Provide informational workshops for citizen input and education.
3. Review State, County, and Local ordinances as to what pesticides and fertilizers may be used, where, and how much.
4. Review State, County, and Local ordinance enforcement as to chemical usage in light manufacture or building.

5. Provide expert assistance in planning, improvement, and use of chemicals, pesticides, and fertilizers residents (perhaps through DNR).
6. Support County ordinances in regard to septic system inspections and maintenance.
7. Support County ordinances in regard to sewage treatment hookup when available.
8. Appoint committee to identify infractions.
9. Establish procedures for identifying and reporting infractions.

Goal 2: Preserve large tracts of private and public forest lands

Objectives:

1. Reforest lands cleared by logging where natural regeneration is not taking place.
2. Restore native trees.
3. Retain the aesthetics offered by forested lands.

Policies:

1. Encourage reforestation.
2. Follow Wisconsin DNR Forestry Best Management Practices.
3. Leave timber on steep slopes.
4. When crossing streams and gully areas, build bridges per Wisconsin DNR Forestry Best Management Practices and uphold NR 151 Runoff Management rules.
5. If timber is taken from steep slopes or lowland areas, perform this work between January and March to ensure frozen ground and minimize erosion and sediment loss. Contact County Forestry Department for recommendations for preferred species when tree planting.
6. Educate property owners on options for preserving land through enrollment in open land management programs, conservation easements, land trusts, etc.

Goal 3: Protect threatened, endangered, and rare species and their habitats

Objectives:

1. Reverse any damage due to human actions.
2. Protect these resources for future generations to enjoy and study.

Policies:

1. Contact and coordinate with the Wisconsin DNR if threatened, endangered, or rare species are found.

Goal 4: Manage run-off to protect all water resources within The Town of Black Brooks' watersheds

Objectives:

1. Reduce erosion of soil which makes its way into streams, rivers, and lakes.
2. Protect water that recharges aquifers.

Policies:

1. Adopt a Storm Water Management and Erosion Control Plan.
2. Conduct soil tests to determine the most appropriate fertilizer for lawns and other grassed areas.
3. Do not use phosphorus based products for fertilizer or cleaning.
4. Draft ordinance limiting or banning phosphate fertilizers for lawns.
5. Restore shorelines to native vegetative state and leave at least 35 foot wide shoreline buffer (zoning requirement).
6. Implement proper storm water management on properties by diverting impervious surface runoff to infiltration basins or other approved devices for treatment before being discharged to area receiving waters.
7. Ensure 80% reduction of total suspended solids from storm water runoff before it is discharged (DNR requirement).
8. Infiltrate roof water by redirecting roof downspout outlets from an impervious surface to a grassed area. If the grassed area does not allow for much infiltration, create a rain garden to encourage maximized infiltration. Dry wells or French drains can also be used to handle roof water infiltrations. Large volumes of roof water runoff from large buildings should be handled through a properly engineered device. Large infiltration systems require zoning permits and DNR review.
9. Grass swales are wide grassed lined ditches and are an alternative to standard curb and gutter, and reduce runoff impacts to receiving waters by increased infiltration of runoff. The vegetation in the swale acts as a sediment filter and a runoff velocity reduction device. Swales should be considered as options for storm water conveyance systems.
10. Review and follow recommendations in any of the Town's Lake Management Plans.
11. Require permitted new construction and additions to have stormwater management plans for development within 1000' of shorelands.
12. Review setbacks on all lakes, rivers, and creeks and make recommendations for increases if needed.
13. Apply for appropriate grants for stormwater runoff.

Goal 5: Maintain or improve the water quality of the lakes and streams in the Town of Black Brook

Objectives:

1. Identify sources of water quality degradation.
2. Ensure that future generations can continue to enjoy the aesthetic and recreational qualities of area lakes, rivers, and streams.

Policies:

1. Start and maintain an annual water quality monitoring program.
2. Compile a historic water quality evaluation, or paleolimnology.
3. Establish Eurasion Water Milfoil education and action plans.
4. Review and follow recommendations in any of the Town's Lake Management Plans
5. Propose a "Slow No Wake" ordinance on all Class 3 Lakes and navigable rivers.
6. Monitor boat house regulations and educate lake shore residents.
7. Request the DNR do sensitive area studies on all lakes in the Town and notify the Town when the studies are undertaken or completed.

Goal 6: Restrict development within the floodplain

Objectives:

1. Maintain the effectiveness of natural growth within the floodplain to stop erosion.
2. Preserve the storage capacity of the floodplain.

Policies:

1. Adhere to the Floodplain Ordinance for Polk County.

Goal 7: Protect wetlands to keep them in their natural state

Objectives:

1. Prevent wetlands from filling in due to sediment from development.

Policies:

1. Development must not increase or decrease the natural flow of water into Wetlands.
2. Restoration of wetlands where illegally altered.

Goal 8: Protect shorelines from erosion

Objectives:

1. Prevent destruction of shoreline.
2. Protect fish and wildlife habitat.

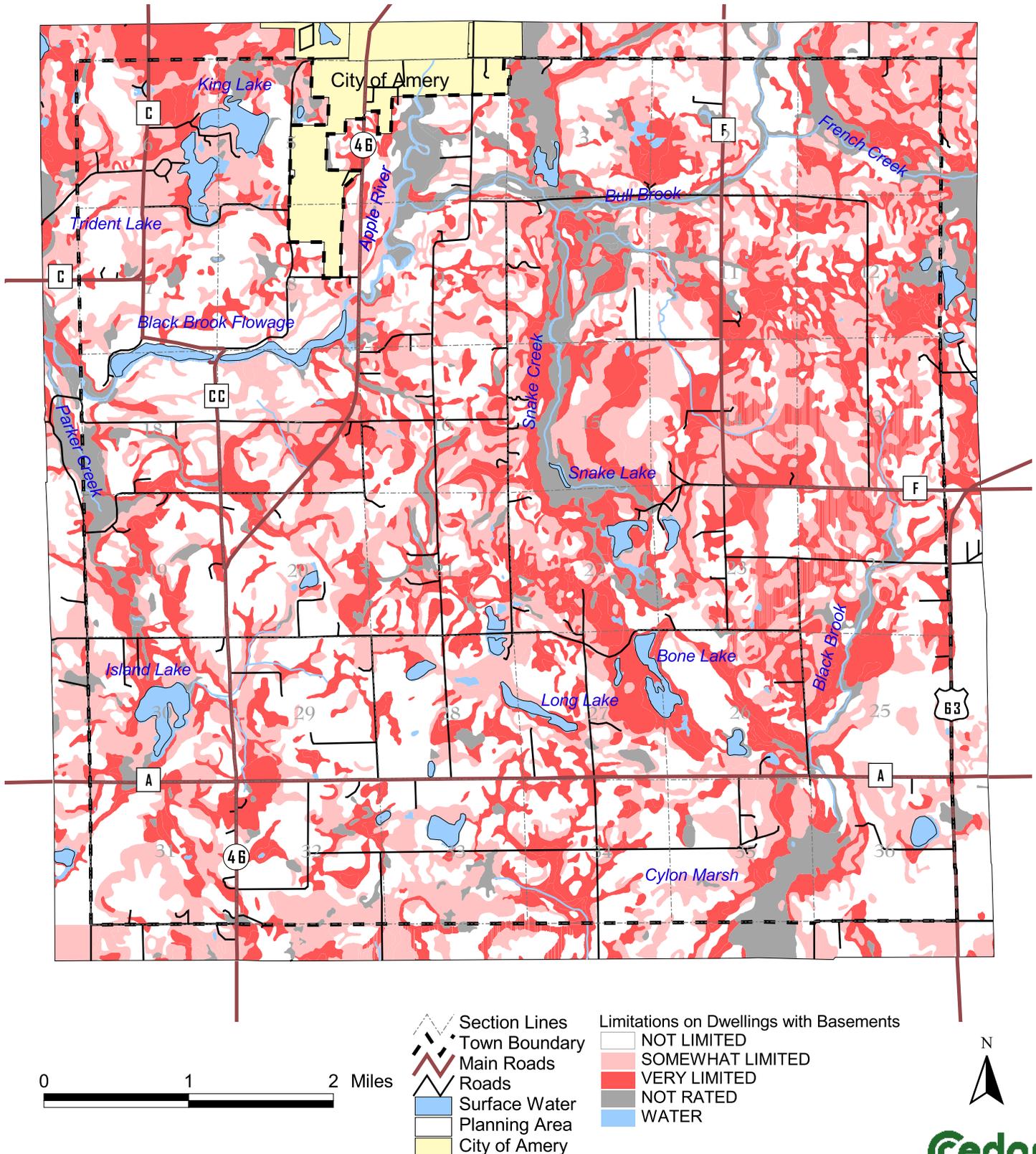
Policies:

1. Stabilize eroding shorelines to preserve aquatic habitat and visual aesthetics.
2. Encourage shoreline owners not to remove submerged dead wood from shoreline areas. This eliminates habitat and encourages erosion.
3. Restore shore land with native vegetation by incorporating a 35 foot wide shoreline buffer.
4. Avoid lake shore burning of leaves as the ash is rich in phosphorus and can wash easily into lakes. The ash should be recovered when cool and set aside for disposal as a solid waste.
5. Reduce Fertilizer Usage. Soil test lawns and add only the necessary fertilizers. Implement this by ordinance so that no phosphorous fertilizers can be used in the Town of Black Brook watersheds. Other communities have instituted such an ordinance and local stores only supply this type of fertilizer. For example, Minnesota currently has a 0% phosphorus regulation for the Twin Cities metro area and 3% phosphorus for all of greater Minnesota. Amery, Wisconsin, has an ordinance that does not allow the sale of fertilizer containing phosphorus.
6. Consider property tax and/or other credits for shoreline restoration and other water quality improvement projects.
7. Use educational materials, workshops, grants, and ordinance enforcement to protect shorelands.

Dwellings with Basements-Limitations

TOWN OF BLACK BROOK

Map 3.1

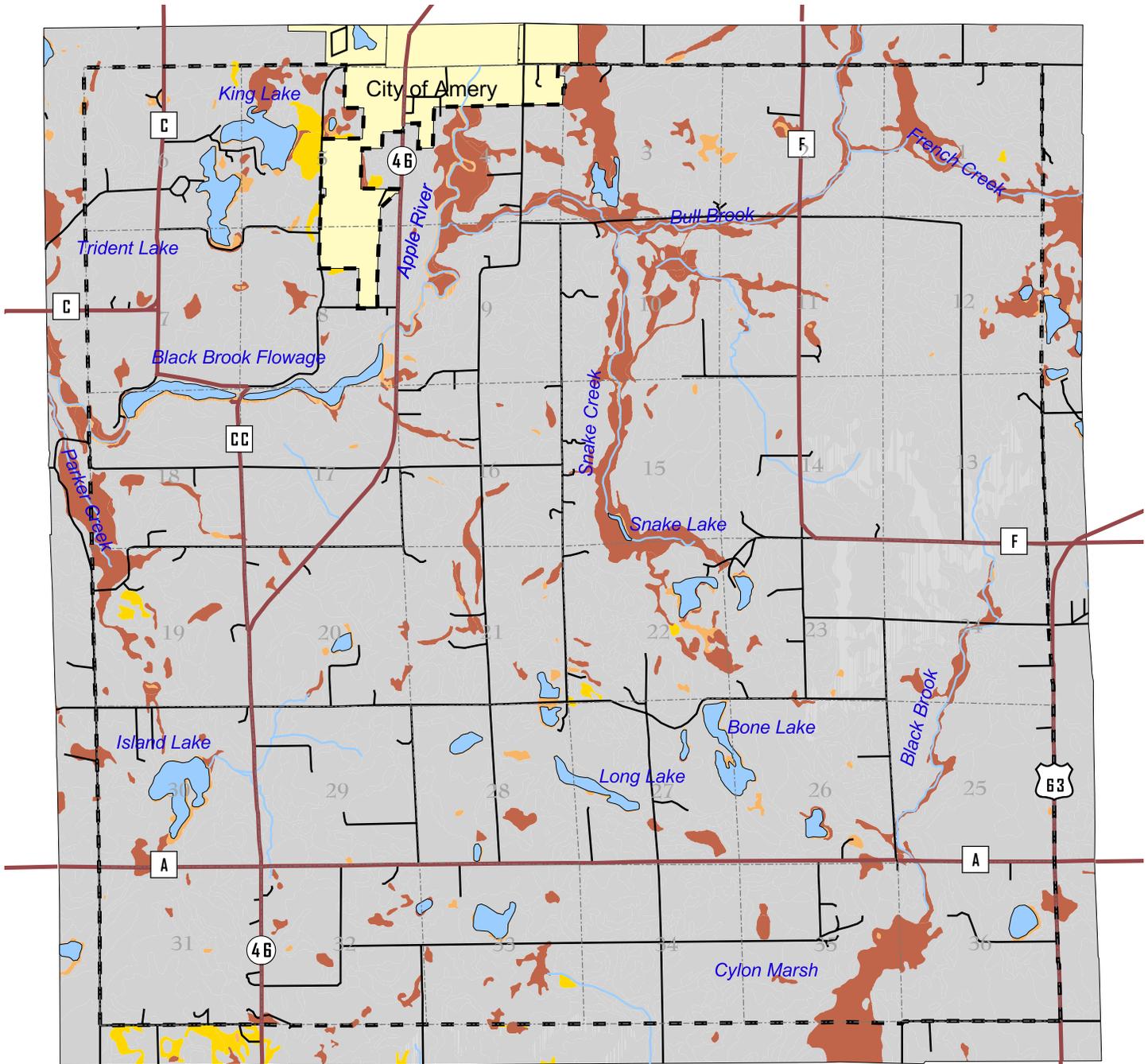


Source: NRCS Polk County Soil Survey 2006.

Septic Systems-Limitations

TOWN OF BLACK BROOK

Map 3.2



- Section Lines
- Town Boundary
- Main Roads
- Roads
- Surface Water
- Planning Area
- City of Amery

- Limitations on Dwellings with Basements
- NOT RATED
 - SOMEWHAT LIMITED
 - VERY LIMITED
 - WATER

0 1 2 Miles



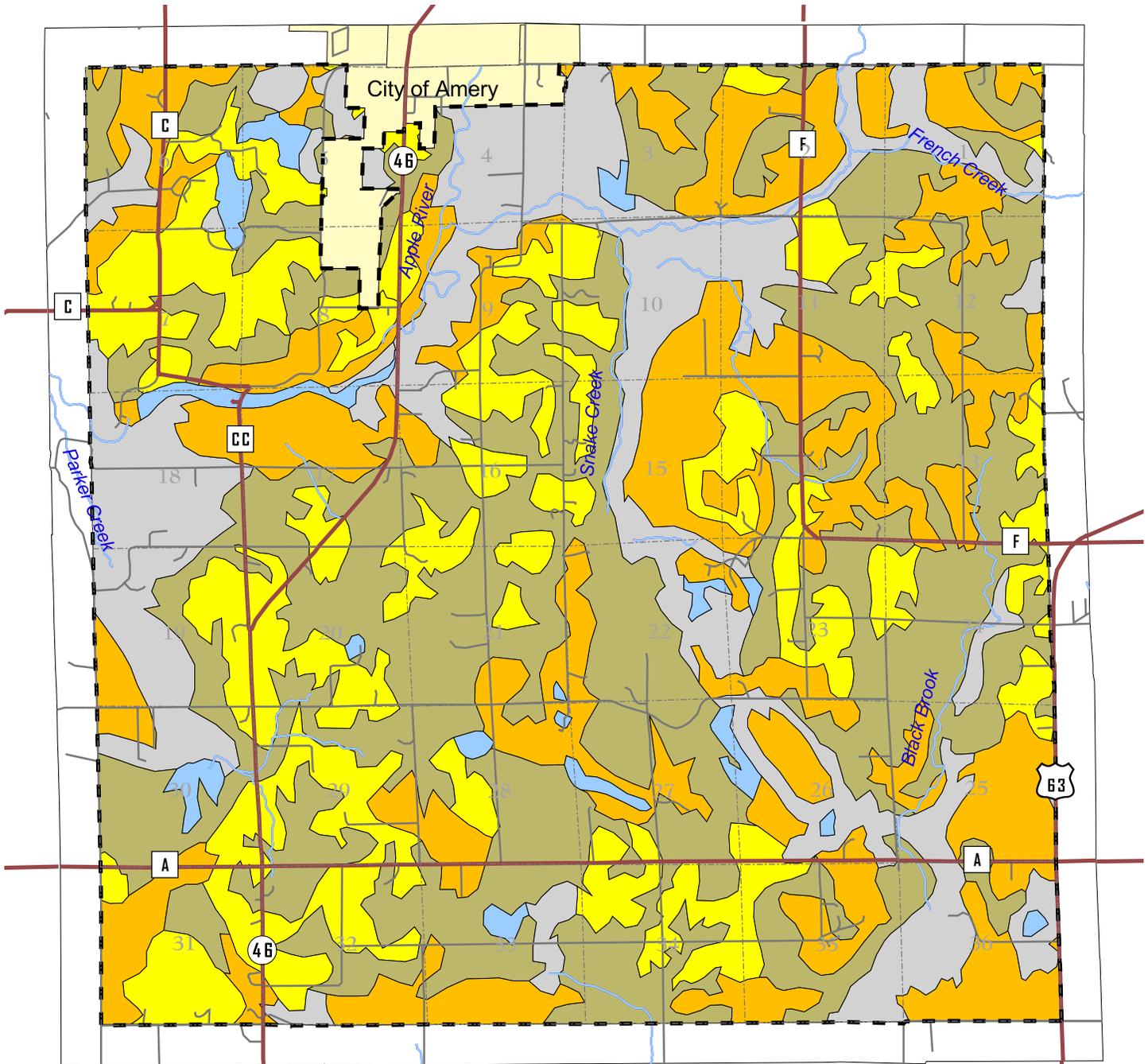
Source: NRCS Polk County Soil Survey 2006.



Soil Attenuation

TOWN OF BLACK BROOK

Map 3.3



- Section Lines
- Town Boundary
- Main Roads
- Roads
- Creeks
- Planning Area
- City of Amery

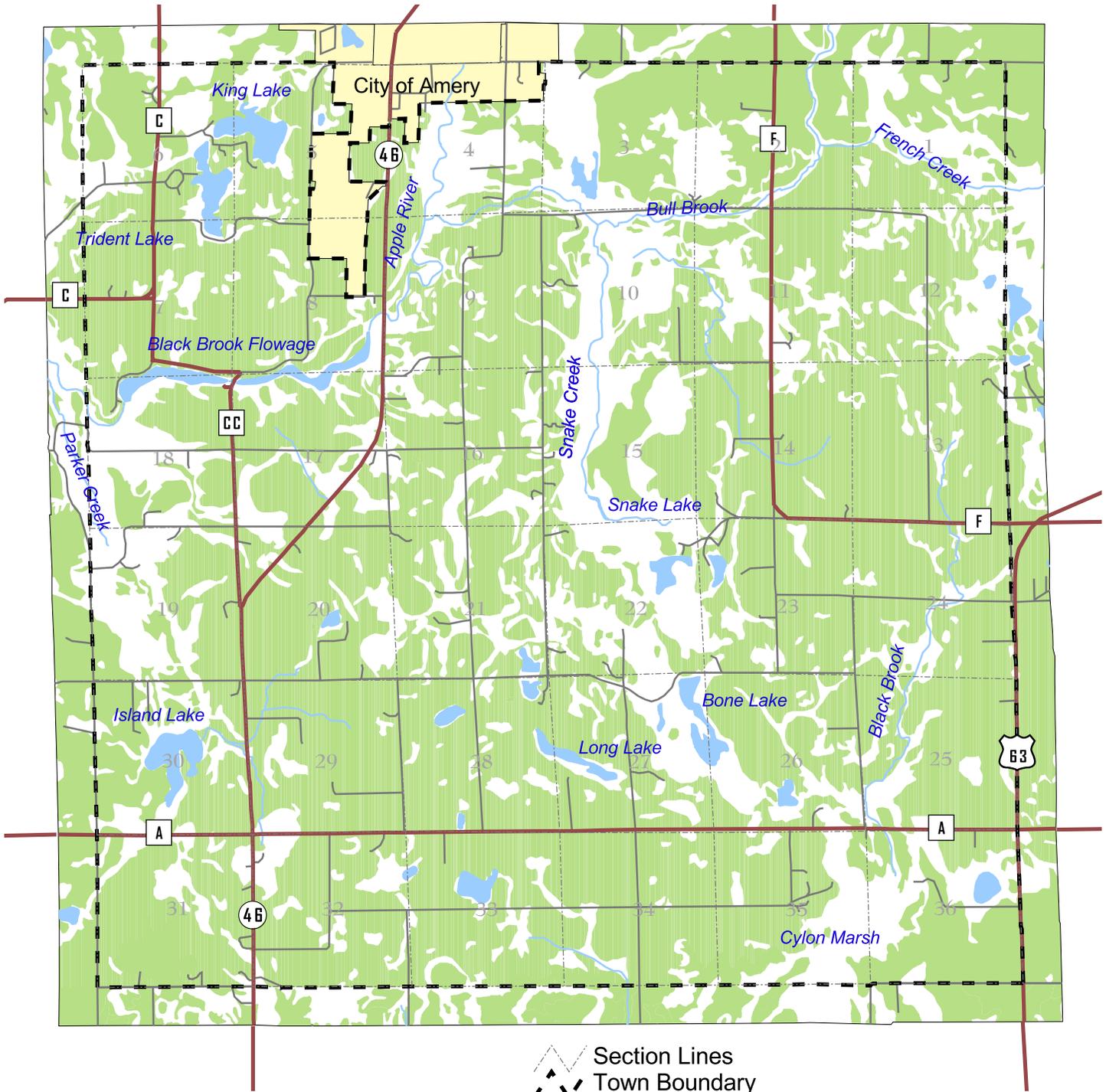
- BEST
- GOOD
- MARGINAL
- LEAST
- WATER



Prime Ag Land

TOWN OF BLACK BROOK

Map 3.4



0 1 2 Miles

-  Section Lines
-  Town Boundary
-  Main Roads
-  Roads
-  Surface Water
-  Planning Area
-  City of Amery
-  Prime Agricultural Land



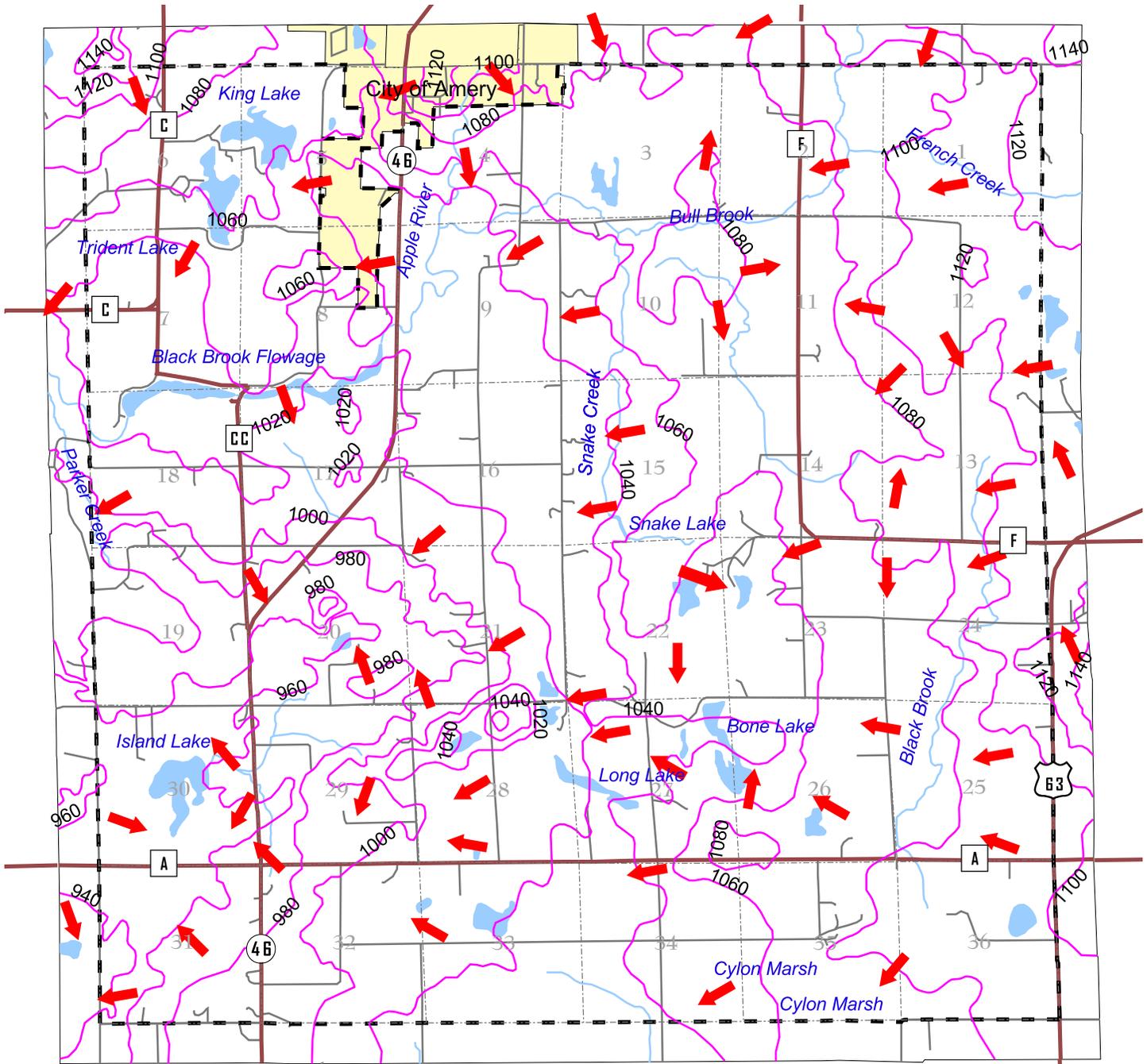
Source: NRCS Polk County Soil Survey 2006.



Groundwater Elevation

TOWN OF BLACK BROOK

Map 3.5



- Section Lines
- Ground Water Contours
- Town Boundary
- Main Roads
- Roads
- Surface Water
- Planning Area
- City of Amery

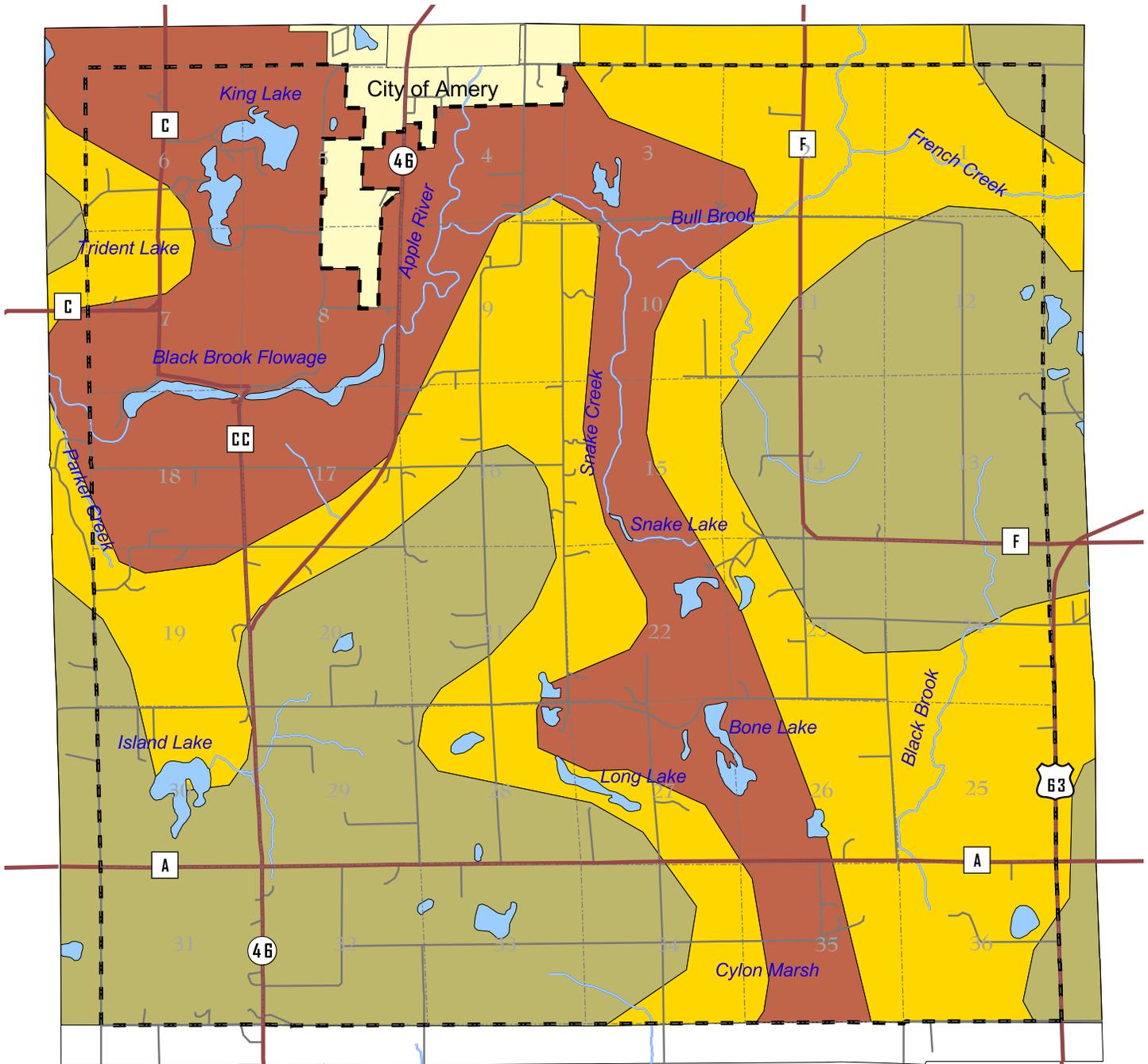
0 1 2 Miles



Depth to Groundwater

TOWN OF BLACK BROOK

Map 3.6



0 1 2 Miles

- Section Lines
- Town Boundary
- Main Roads
- Roads
- Surface Water
- Creeks
- Planning Area
- City of Amery

- Depth to Groundwater
- 0-20 feet
 - 20-50 feet
 - Greater than 50 feet

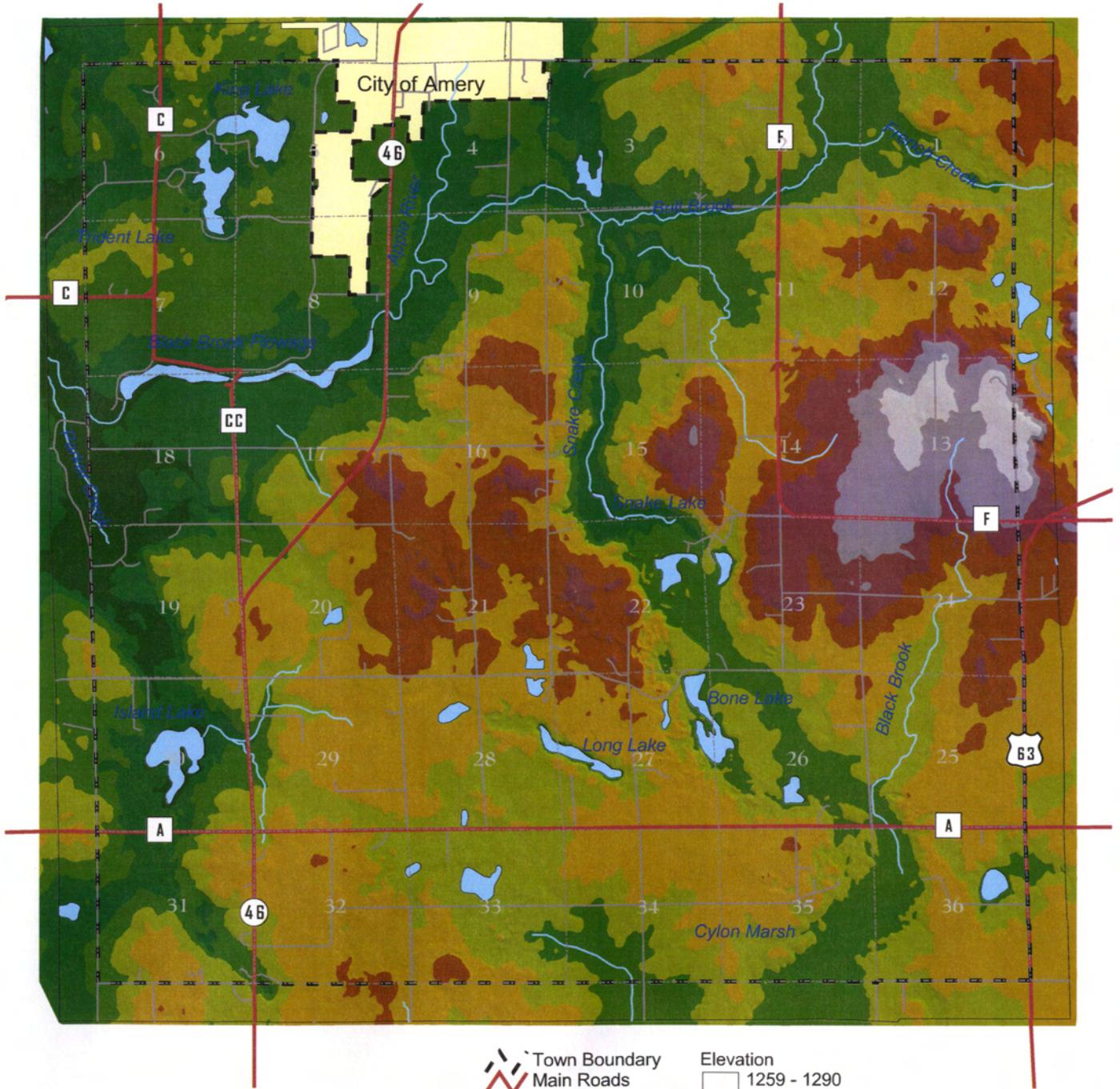


Source: Polk County Depth to Groundwater Map.

Elevation

TOWN OF BLACK BROOK

Map 3.7



0 1 2 Miles

- Town Boundary
- Main Roads
- Roads
- Surface Water
- Creeks
- Planning Area
- City of Amery

Elevation	
	1259 - 1290
	1229 - 1259
	1198 - 1229
	1168 - 1198
	1137 - 1168
	1107 - 1137
	1076 - 1107
	1046 - 1076
	1015 - 1046

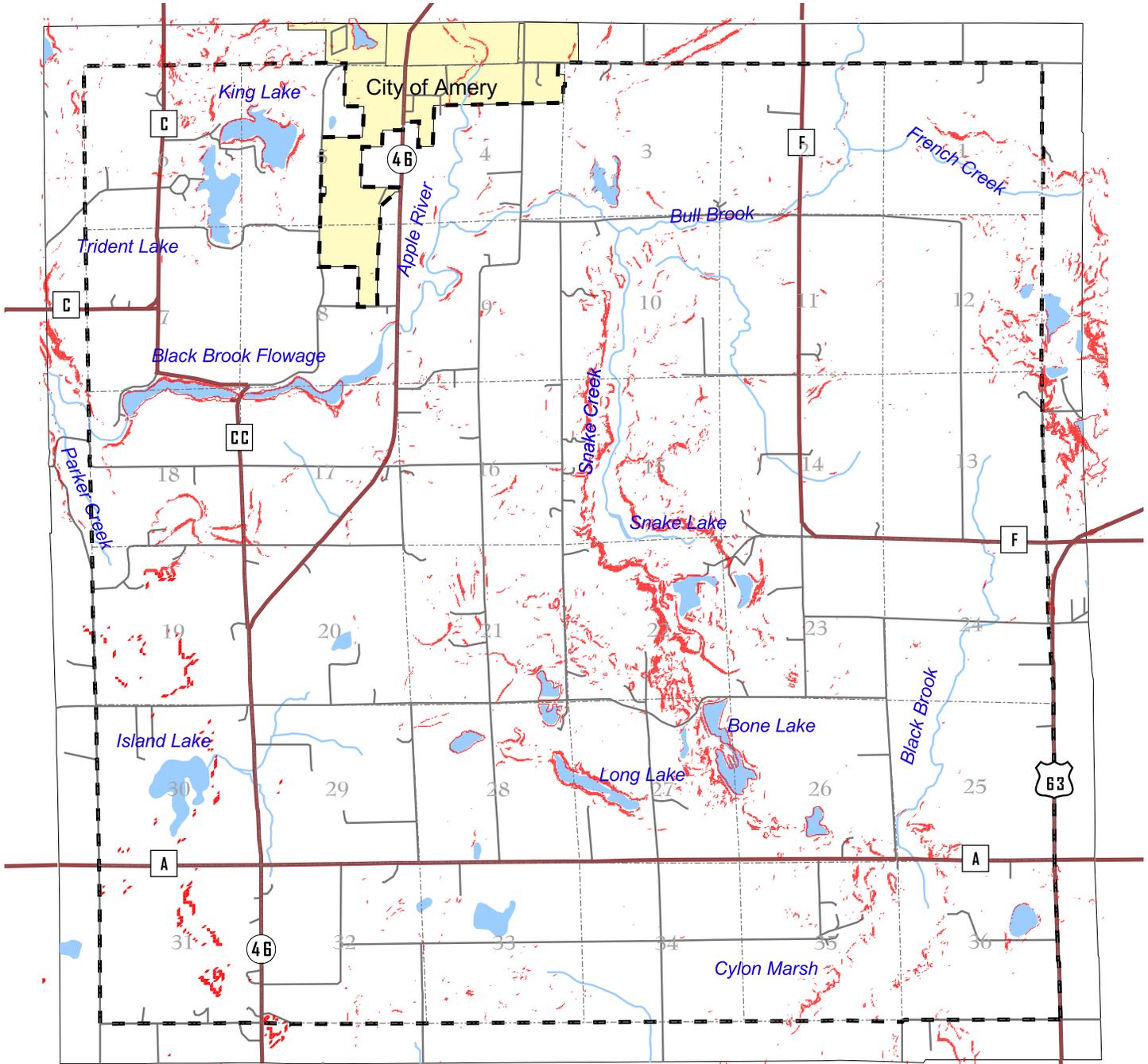


Source: USGS 10 meter DEM.

Slope

TOWN OF BLACK BROOK

Map 3.8



-  Section Lines
-  >20% Slope
-  Town Boundary
-  Main Roads
-  Roads
-  Surface Water
-  Planning Area
-  City of Amery

0 1 2 Miles



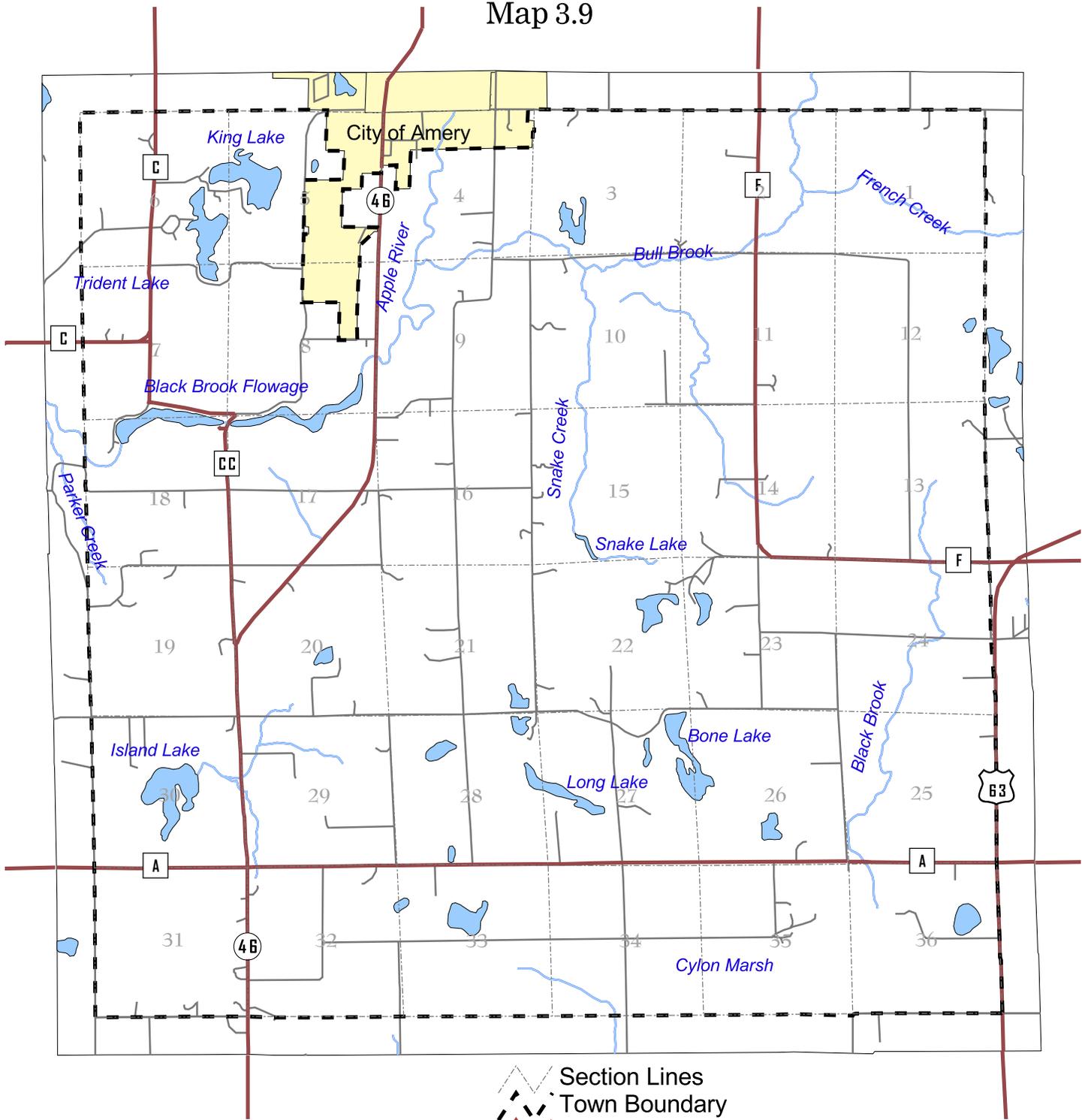
Source: USGS 10 meter DEM.



Surface Waters

TOWN OF BLACK BROOK

Map 3.9



-  Section Lines
-  Town Boundary
-  Main Roads
-  Roads
-  Surface Water
-  Creeks
-  Planning Area
-  City of Amery

0 1 2 Miles



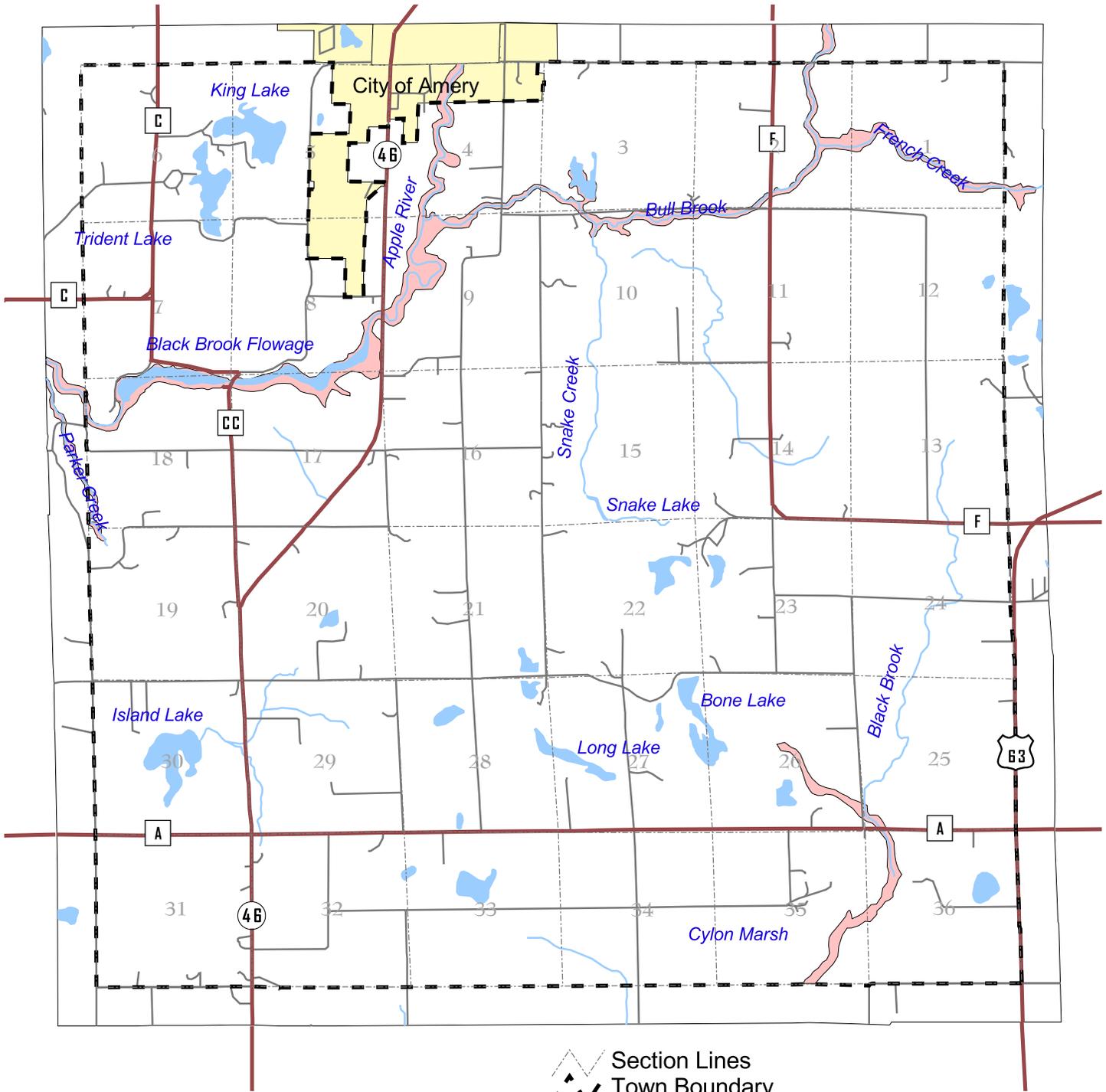
Source: Polk County



Floodplain

TOWN OF BLACK BROOK

Map 3.10



- Section Lines
- Town Boundary
- Main Roads
- Roads
- Surface Water
- Floodplain
- Planning Area
- City of Amery



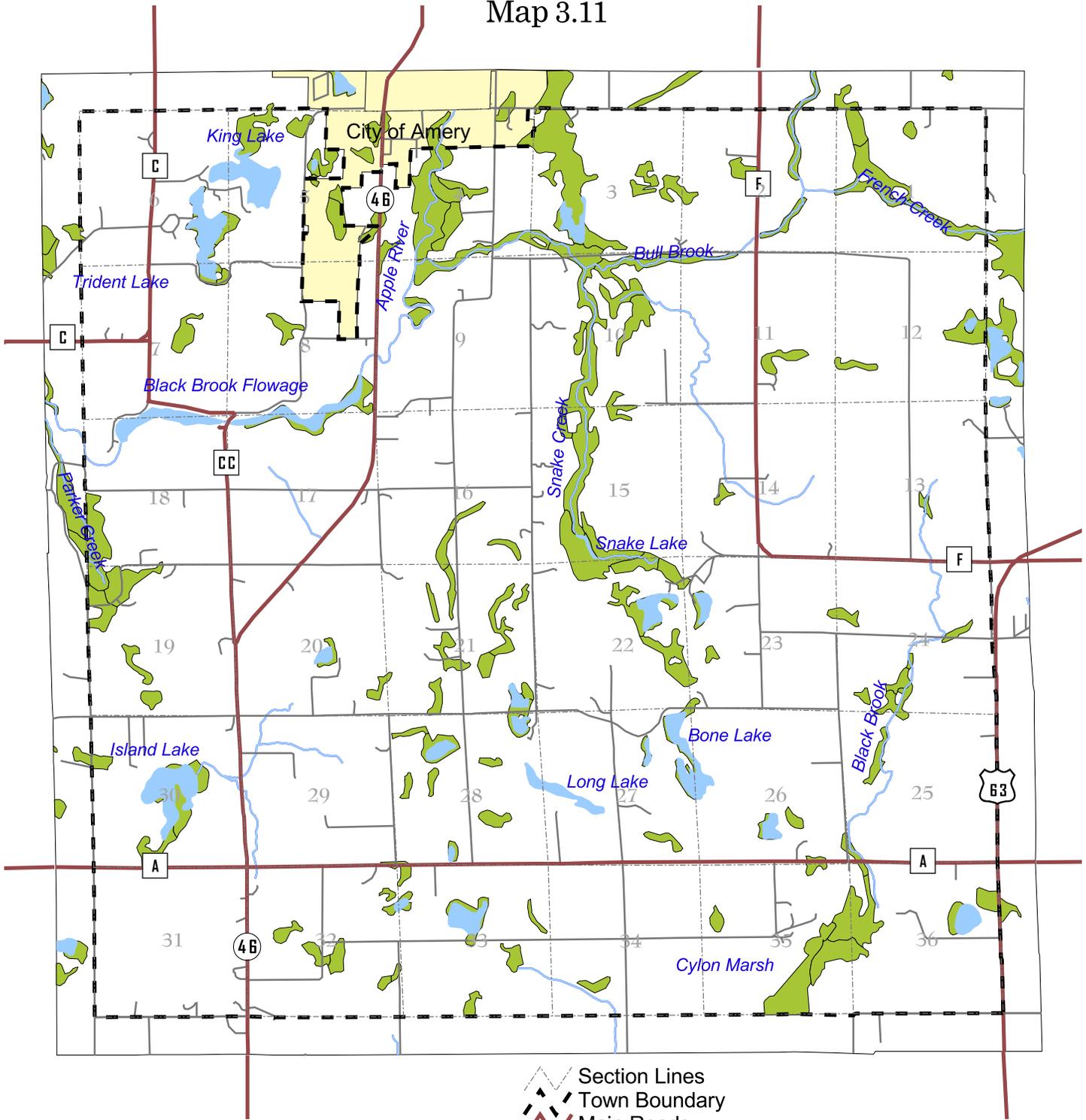
Source: FEMA.



Wetlands

TOWN OF BLACK BROOK

Map 3.11



- Section Lines
- Town Boundary
- Main Roads
- Roads
- Surface Water
- Creeks
- Wetlands
- Planning Area
- City of Amery

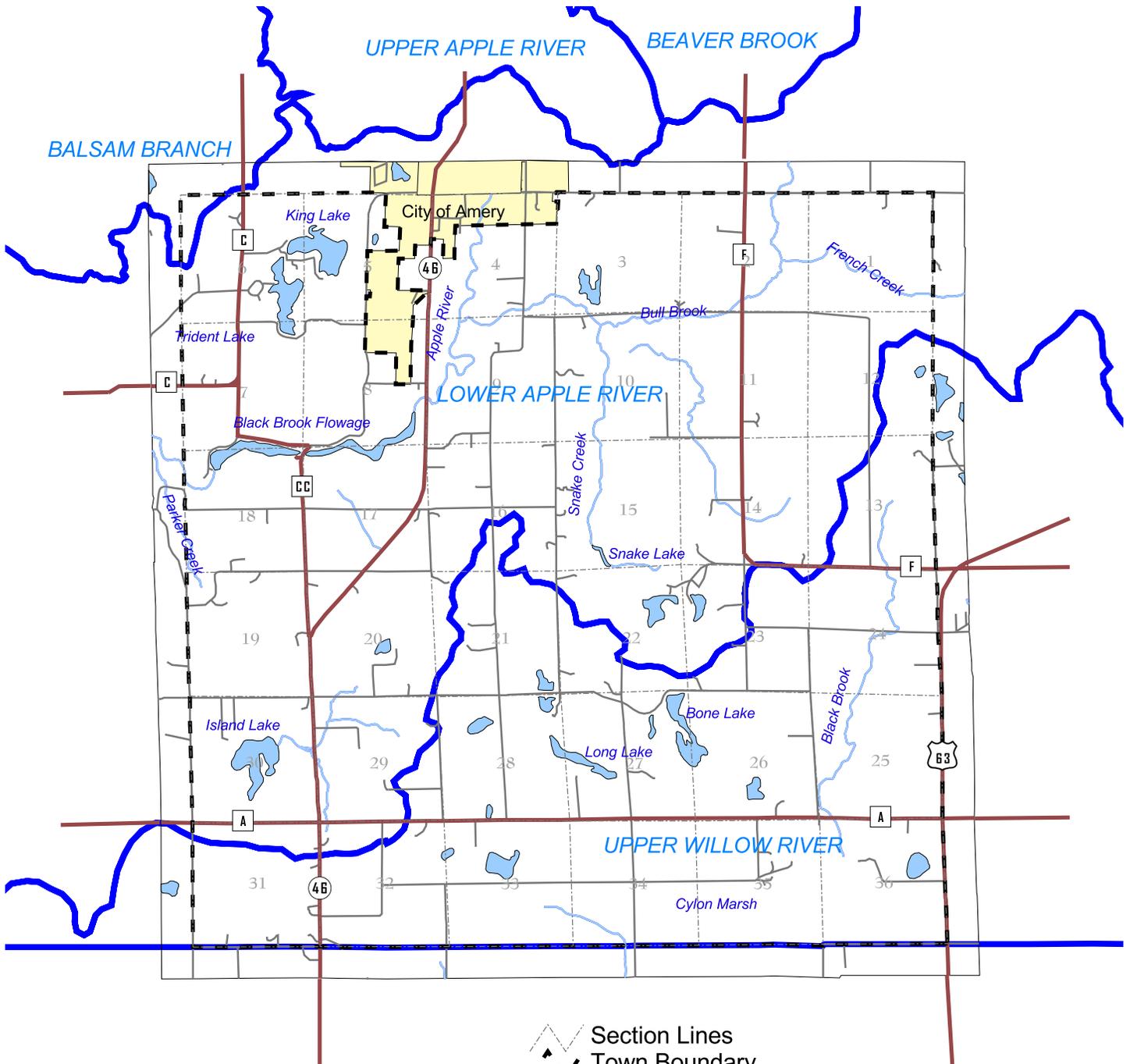


Source: WDNR Wisconsin Wetlands Inventory 1974.

Watersheds

TOWN OF BLACK BROOK

Map 3.12

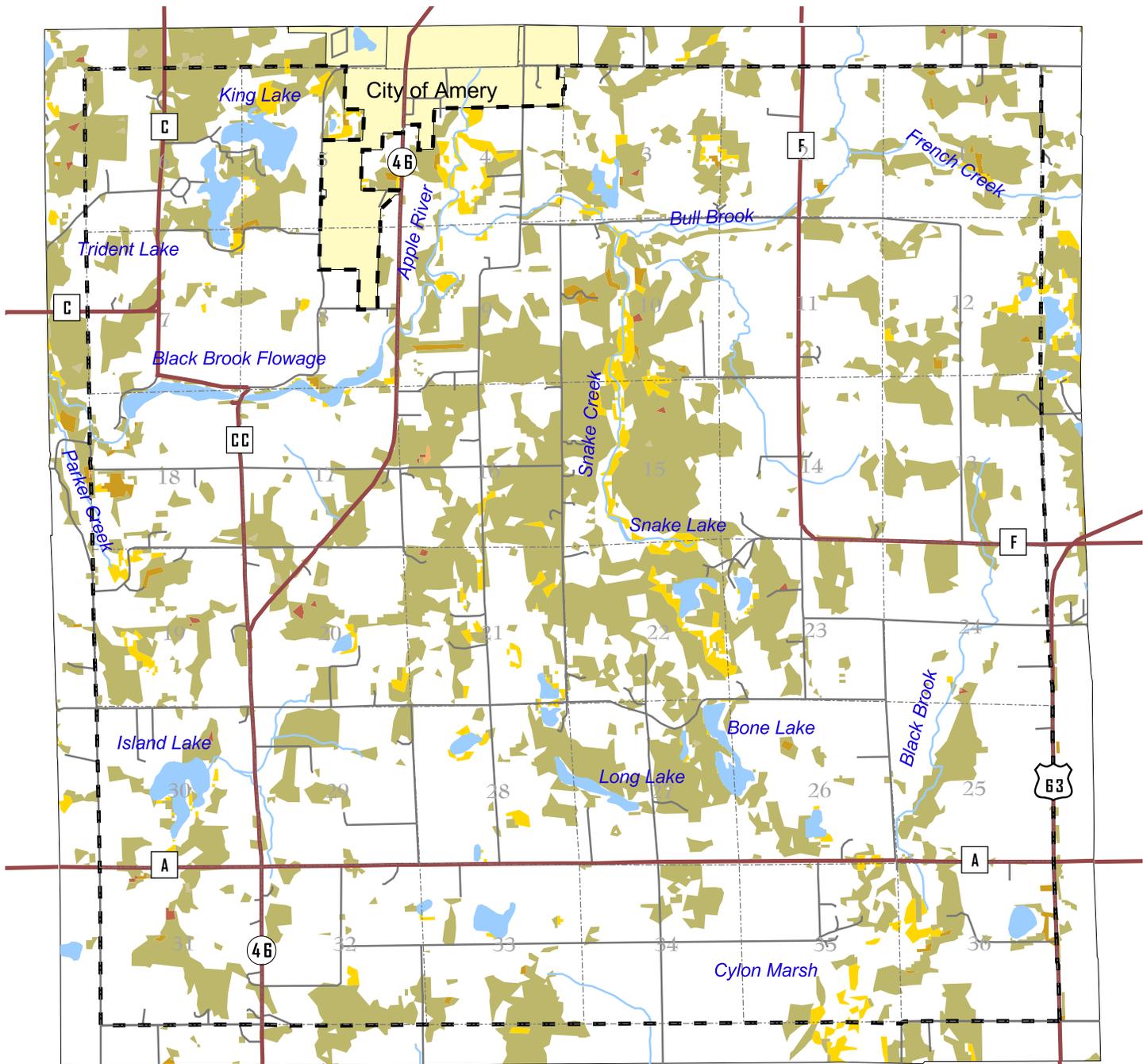


Source: Polk County.

Forestland

TOWN OF BLACK BROOK

Map 3.13



- Section Lines
- Town Boundary
- Main Roads
- Roads
- Surface Water
- Creeks
- Planning Area
- City of Amery

- Forestland**
- Aspen
- Broad Leaf Deciduous
- Mixed Other Broad Leaf Deciduous
- Mixed Other Coniferous
- Oak
- Red Pine

0 1 2 Miles



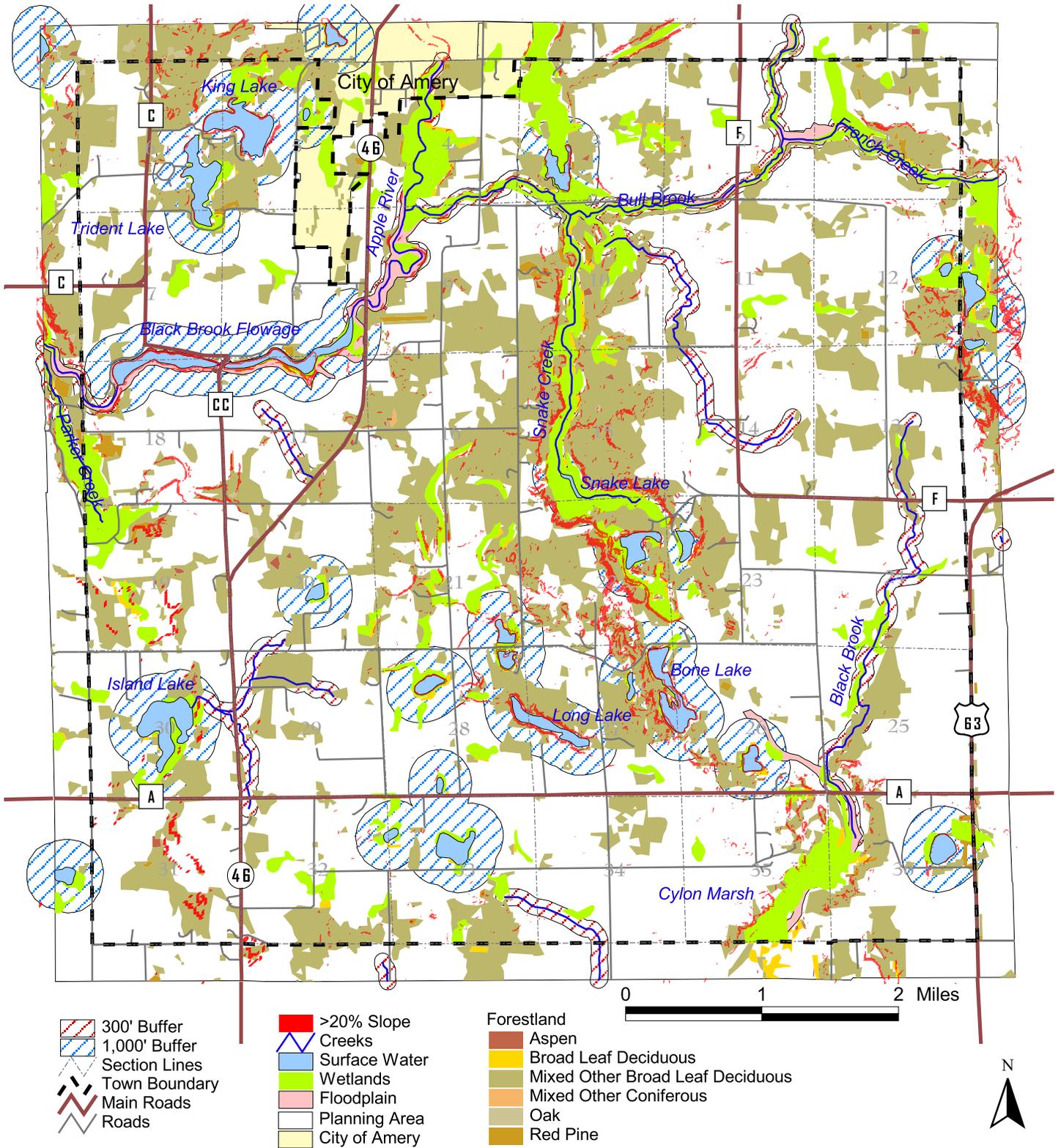
Source: WisLand 1993.



Environmental Corridors

TOWN OF BLACK BROOK

Map 3.14



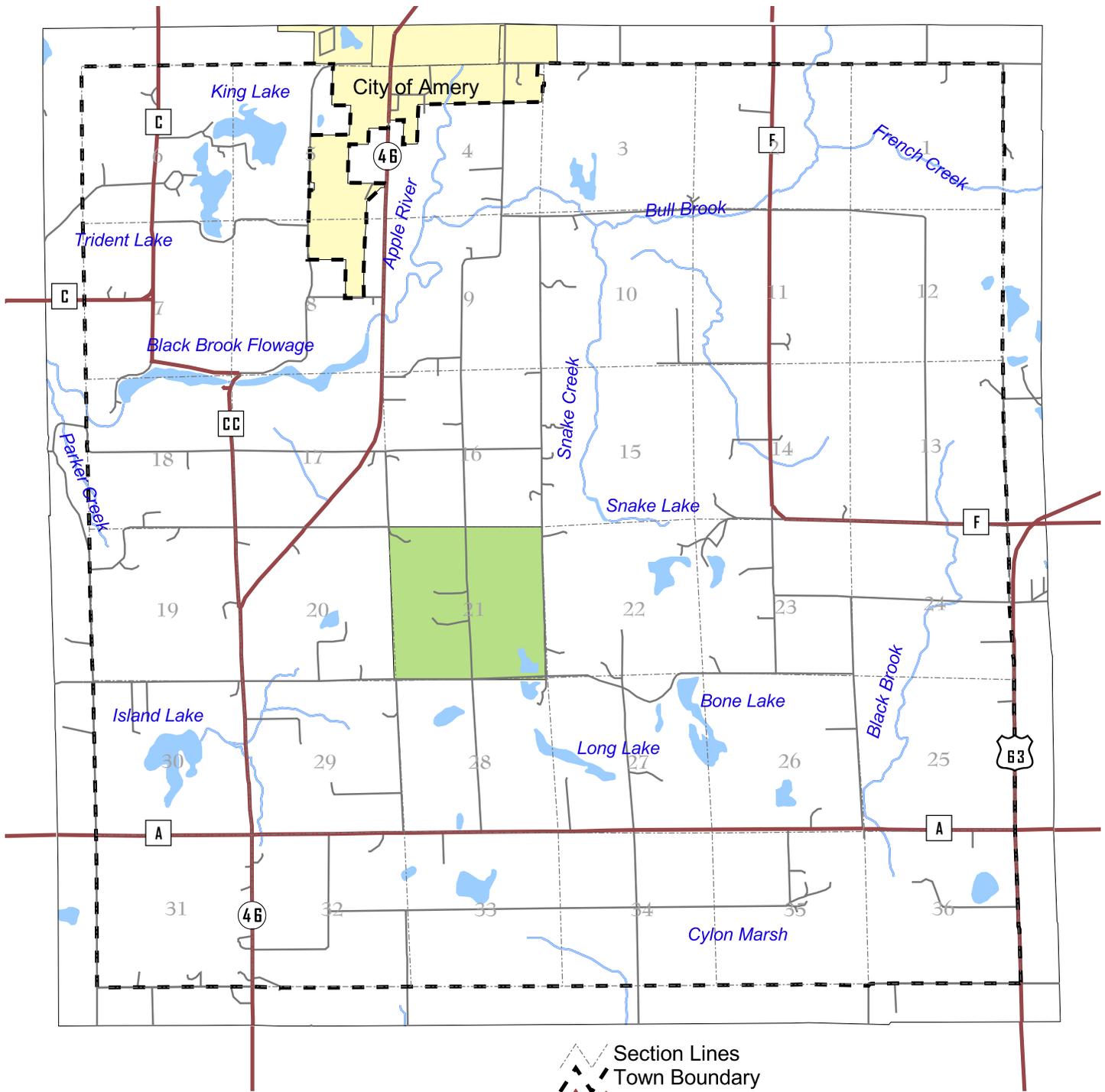
Source: Wiscland 1993, Polk County, Wisconsin Wetland Inventory, Cedar Corporation



Endangered Resources

TOWN OF BLACK BROOK

Map 3.15



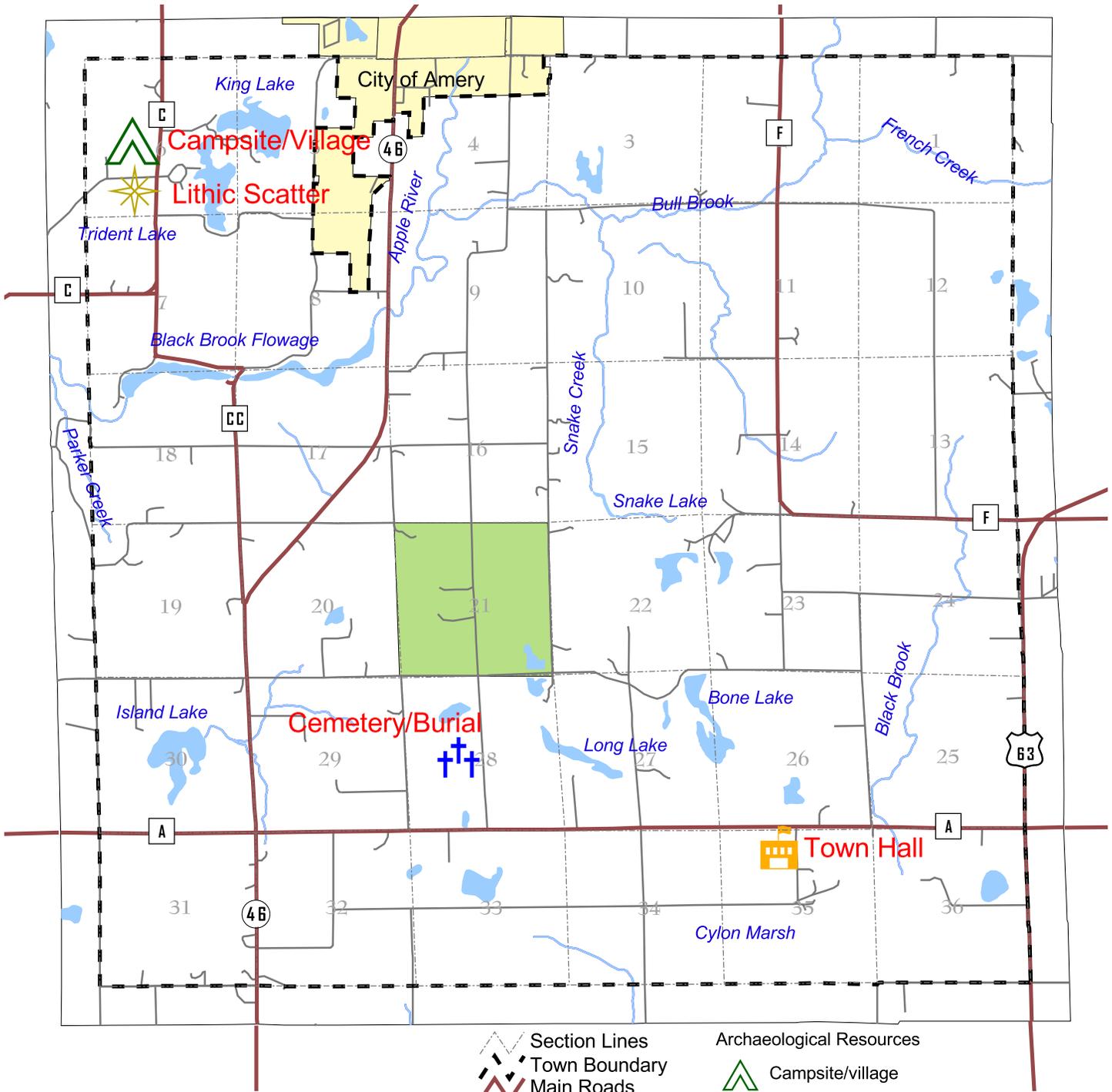
- Section Lines
- Town Boundary
- Main Roads
- Roads
- Planning Area
- Surface Water
- Creeks
- City of Amery
- Aquatic Species



Cultural Resources

TOWN OF BLACK BROOK

Map 3.16



- | | |
|-----------------|--------------------------|
| Section Lines | Archaeological Resources |
| Town Boundary | Campsite/Village |
| Main Roads | Cemetery/burial |
| Roads | Lithic scatter |
| Surface Water | Town Hall |
| Planning Area | |
| Creeks | |
| City of Amery | |
| Aquatic Species | |

0 1 2 Miles



Source: Wisconsin Historic Preservation Database 2006, NHI Polk County 2006, DNR.

CHAPTER 4

Housing

Introduction

Housing is significant for different reasons. First, it is the largest expenditure in a person's life. Second, housing and the land it occupies generates significant tax revenue for the Town of Black Brook. Finally, an increase in the demand for housing can result in a large demand for land to be developed to meet these needs.

Housing in the Town is influenced by the age of the structure, income of the residents, and occupancy characteristics. Housing also can affect the image of a community by the design of subdivisions, housing styles, and maintenance.

Survey Results

The Town of Black Brook Community Survey asked residents what types of housing does the Town need. The biggest perceived need was for single family housing while there was almost an even split for and against elderly / assisted living options. A majority of residents indicated there wasn't a need for rental units, manufactured homes, and twin homes.

The survey also showed that residents feel there is a need to improve the aesthetics of subdivisions within the Town.

Age Characteristics

Table 4-1 shows the Town of Black Brook has experienced two recent housing construction growth periods. The first was between 1970 and 1979, when almost 21% of the local housing was constructed. The second was between 1999 and 2005, when almost 20% of the local housing was constructed. The most recent period is due mostly to residents moving into the area and constructing new homes.

The large amount of housing constructed before 1940 likely indicates housing constructed in relation to farming. Older housing may need rehabilitation and can be a source of affordable housing for first time home buyers or lower income families.

Town of Black Brook Comprehensive Plan 2008-2028

Table 4-1 Year Structure Constructed

Year Built	Homes	Percent of Total
1999 to 2005*	103	19.4%
1995 to 1999	40	7.5%
1990 to 1994	31	5.8%
1980 to 1989	47	8.8%
1970 to 1979	110	20.7%
1960 to 1969	40	7.5%
1940 to 1959	39	7.3%
1939 or earlier	122	22.9%

Source: U.S. Census Bureau, *based on new sanitary systems info provided by Polk County Zoning Office.

Since 2000, housing growth in the Town of Black Brook has remained steady (*Table 4-2*).

Table 4-2 New Sanitary Systems

Year Issued	Total Housing Units
2000	15
2001	14
2002	16
2003	20
2004	14
2005	13
*2006	6

Source: Polk County Zoning Office. *data through July 2006

Structural Characteristics

Energy sources used for home heating can indicate building and energy cost trends within the Town of Black Brook. Over 61% of housing uses tank, or LP gas to heat their homes (*Table 4-3*). This is due to the rural nature of the Town and the limited availability of utility gas. The residents who have utility gas (11.5%) are in close proximity of the City of Amery. Fuel oil and wood are also used by many residents.

Town of Black Brook Comprehensive Plan 2008-2028

Table 4-3 Types of House Heating Fuel

Fuel Type	Number	Percent
Utility Gas	49	11.5%
Tank, or LP Gas	262	61.5%
Electricity	23	5.4%
Fuel Oil, Kerosene, Etc.	48	11.3%
Coal or Coke	0	0.0%
Wood	40	9.4%
Solar Energy	0	0.0%
Other Fuel	4	0.9%
No Fuel	0	0.0%

Source: 2000 U.S. Census Bureau

Table 4-4 shows the number of housing units in structures in the Town of Black Brook. The table indicates a great majority of housing units are single family structures with mobile homes being the second most popular form of housing.

Table 4-4 Housing Units in a Structure

Units	Number	Percent
Total Housing Units	449	100.0%
1 Unit, detached	381	84.9%
1 Unit, attached	0	0.0%
2 Units	4	0.9%
3 or 4 Units	3	0.7%
5 to 9 Units	0	0.0%
10 to 19 Units	0	0.0%
20 or more Units	0	0.0%
Mobile Home	59	13.1%
Boat, RV, Van, etc	2	0.4%

Source: 2000 U.S. Census Bureau

Home Values

Table 4-5 reveals that home values have almost doubled between 1990 and 2000. Some of this is due to normal appreciation of home values but a large share is due to the increased values of newly constructed homes.

Table 4-5 Median Owner-Occupied Housing Value

1990	2000	% Change
\$51,100	\$101,600	98.83%

Source: US Census Bureau 1990 and 2000

Table 4-5 and Figure 4-1 show that the largest increase in home values was for homes valued between \$100,000 and \$149,999 which increased from two homes in 1990 to 69 homes in 2000.

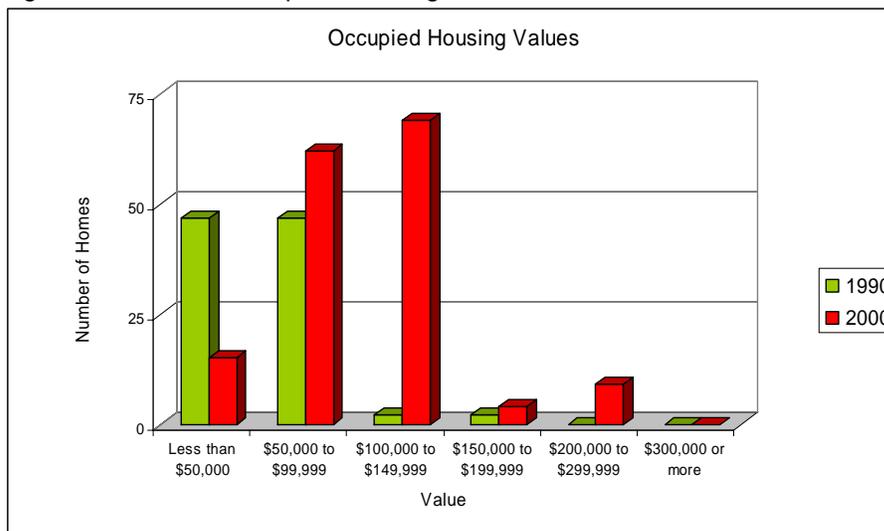
The proximity of the Town of Black Brook to the nearby cities, villages, and the Twin Cities Metropolitan Area may suggest that housing values may continue to rise due to access to higher wages and an increased demand for housing.

Table 4-6 Owner-Occupied Housing Value

Value	1990	2000	Number and % Increase/Decrease
Less than \$50,000	47	15	-32(-68.1%)
\$50,000 to \$99,999	47	62	15 (31.9%)
\$100,000 to \$149,999	2	69	67 (3350.0%)
\$150,000 to \$199,999	2	4	2 (100.0%)
\$200,000 to \$299,999	0	9	9 (-)
\$300,000 or more	0	0	0

Source: US Census Bureau 1990, 2000

Figure 4-1 Owner-Occupied Housing Value



Occupancy Characteristics

All housing units are classified as either owner-occupied or renter-occupied. A housing unit is considered owner-occupied if the owner or co-owner lives in the unit even if it is mortgaged or not fully paid for. All occupied units, which are not owner-occupied, whether they are rented for cash rent or occupied without payment of cash rent, are classified as renter-occupied.

Table 4-7 shows that almost 90% of homes in 2000 were owner-occupied. This compares with 68.4% in the State of Wisconsin that same year. The number of

owner-occupied units grew by 33.7% between 1990 and 2000 while the number of renter-occupied units remained almost the same.

A large portion of rental units are likely single family homes that are being rented out.

Table 4-7 Owner-Occupied vs. Renter-Occupied Housing Percentages

	1990	% of Total	2000	% of Total	Number and % Change
Owner-Occupied Housing Units	285	86.63%	381	89.44%	96 (33.7%)
Renter-Occupied Housing Units	44	13.37%	45	10.56%	1 (2.8%)
Total	329	100.00%	426	100.00%	-

Source: 1990 and 2000 U.S. Census

Housing Affordability Analysis

According to the U.S. Department of Housing and Urban Development (HUD), the vacancy rate is important in determining whether there is adequate housing supply to meet demand. An overall vacancy rate of 3.0% (1.5% owner-occupied and 5.0% renter-occupied) is considered ideal and represents market stability where, essentially, supply meets demand.

Table 4-8 indicates a low number of vacant homes and rental units which may allow home/rental unit owners command a higher price for their structures.

Table 4-8 Housing and Rental Vacancy Rate

	1990	2000
Homeowner Vacancy Rate	1.00%	0.30%
Rental Vacancy Rate	0.00%	3.60%

Source: US Census Bureau 1990, 2000

HUD defines affordable housing as housing (for rent or purchase) for which the occupant is paying no more than 30% of their household income for gross housing costs, including utilities.

Selected monthly owner costs are calculated from the mortgage payment, real estate taxes, home owners and renters insurance, utilities, fuels, mobile home costs, and condominium fees.

In the Town of Black Brook, 86.9% of homeowners spend less than 30% of their income on housing (*Table 6-8*). This may be attributed to larger down payments, higher incomes, and long-term home ownership.

Table 4-9 Monthly Housing Costs-Percentage of Household Income

Year 1999	Number	Percent
Less than 15%	54	34.0%
15 to 19%	40	25.2%
20 to 24%	21	13.2%
25 to 29%	23	14.5%
30 to 34%	2	1.3%
35% or more	19	11.9%
Not computed	0	0.0%

Source: US Census Bureau 2000

Costs associated with renting can vary significantly compared to homeownership. Renters do not have to directly pay property taxes, insurance costs are less, and utility costs may be included with the rent.

Gross rent is the amount of the contract rent plus the estimated average monthly cost of utilities (electricity, gas, water and sewer) and fuels if these are paid for by the renter or for the renter by someone else (*Table 4-10*). Approximately 26.5% of the households that rent are paying more than 30% of their income on housing.

Table 4-10 Gross Rent-Percentage of Household Income

Year 1999	Number	Percent
Less than 15%	4	11.8%
15 to 19%	6	17.6%
20 to 24%	4	11.8%
25 to 29%	0	0.0%
30 to 34%	0	0.0%
35% or more	9	26.5%
Not Computed	11	32.4%

Source: US Census Bureau 2000

Housing Assistance Programs and Agencies

The ability to afford or maintain housing can be challenging for some residents. There are several county, state, and federal programs and agencies that assist first time homebuyers, disabled, elderly residents, and low-medium income citizens to meet their rental/home ownership needs.

HUD

The U.S. Department of Housing and Urban Development provides subsidized housing through low-income public housing and the Section 8 Program. Under the Section 8 Program, rental subsidies are given to low-income households, including households renting private apartments. HUD

is also responsible for providing funds to communities through various grant programs.

Rural Development –United States Department of Agriculture

The Rural Development Program provides housing opportunities for individuals living in predominantly rural areas (population <10,000). The Rural Development Program provides support for rental housing, mortgage loans for homebuyers, and support for cooperative housing development.

Wisconsin Housing and Economic Development Authority (WHEDA)

This agency finances housing development through the sale of bonds. WHEDA provides mortgage financing to first-time homebuyers, and financing for multi-family housing.

West CAP

West CAP is a non-profit corporation that works in partnership with local communities to plan and develop good quality, affordable housing for low and moderate-income families and individuals.

Movin' Out

Movin' Out is a housing organization that provides assistance, housing counseling, information, and gap financing for rehabilitation and purchase to Wisconsin households with a member with a permanent disability.

Habitat for Humanity

Habitat for Humanity is a nonprofit organization that builds homes for low-income families.

Housing Authority of Polk County

Provides low-income families and the elderly with housing.

Community Development Block Grants (CDBG)

The CDBG program provides grants to local governments for housing rehabilitation programs for low- and moderate-income households.

Low Income Energy Assistance Program (LIEAP)

The LIEAP program provides payments to utility companies or individuals to help pay for home heating costs in the winter.

Housing Cost Reduction Initiative (HCRI)

This state program provides funding to local public and non-profit agencies to reduce housing costs for low- and moderate-income households.

Proximity of Urban Areas

Two communities with public utilities are adjacent to the Town of Black Brook. The City of Amery is located to the north and the Village of Clear Lake to the east. The Town may consider areas near these communities for future residential development and possible utility agreements as land use and utilities are discussed in later chapters.

Goals, Objectives and Policies

Goal 1: Support a variety of housing types to meet the physical and economic needs of residents.

Objectives:

1. Create a mix of housing opportunities for Town residents.

Policies:

1. Review Polk County Zoning minimum lots sizes to determine if additional residential zoning classifications are needed.
2. Utilize the Town's website to list housing programs available to first time homebuyers and the rehabilitation of the existing housing stock.
3. Encourage higher density housing to be located in or near the City of Amery and the Village of Clear Lake where municipal utilities are available.

Goal 2: Maintain and increase the aesthetic qualities of local housing.

Objectives:

1. Protect property values
2. Maintain the good qualities of living in the Town of Black Brook.

Policies:

1. Create a subdivision ordinance to create standards for major and minor subdivisions.
2. Follow existing nuisance ordinance to address the aesthetics of residential properties – maintain and update as needed.
3. Pursue grant monies to assist in the rehabilitation of low income housing.

Goal 3: Support housing that protects the Town's natural resources.

Objectives:

1. Protect and maintain wetlands, rivers, lakes, and forested lands.
2. Preserve valuable wildlife habitat.
3. Preserve farmland.

Policies:

1. Encourage conservation subdivisions to preserve valuable natural resources and farmland.
2. Support the use of new technologies that allow the preservation of land by allowing denser residential development.

CHAPTER 5

Economic Development

Introduction

Residents responded in the survey that the Town should actively encourage and support new business. The types of business they felt strongest about were agricultural based, home and recreational based businesses. The Citizen Advisory Board (CAB) also provided some valuable insight as for the direction the residents would like to see for future commercial development.

Local Labor Characteristics

Having a strong economy means having a viable labor force. Statistics, graphs and charts for the local labor force were illustrated in the Issues and Opportunities Element. Below are some of the highlights from that element that pertain to economic development.

- The Town of Black Brook's labor force participation rate is 74%. That is higher than the participation rate in Polk County (69%) and in Wisconsin (69.1%). Labor force participation rate is based on the number of residents who are 16 years or older that are employed.
- The mean travel time for Town of Black Brook Residents to drive to work is 28.2 minutes. This would generally mean that most residents commute a considerable distance and work outside the Town (U.S. Census Bureau, Census 2000).
- The largest percentage of Town residents were employed by production, transportation, and material moving occupations (29.7%).
- The 1999 household income was higher in the Town of Black Brook (\$48,125) than both Polk County (\$41,138) and Wisconsin (\$43,791).
- Nearly 87.3% of the Town of Black Brook residents 25 years or older have graduated high school or higher.

Place of Employment Characteristics

Table 5-1 Place of Work 16 Years and Over - Minor Civil Division (Town) Level

	Number	Percent
Total	673	100.0%
Worked in minor civil division level of residence	67	10.0%
Worked outside minor civil division level of residence	606	90.0%

Source: 2000 U.S. Census

Town of Black Brook Comprehensive Plan 2008-2028

- Only 10% of the population works in the Town of Black Brook.

Table 5-2 Place of Work 16 Years and Over - State and County Level

	Number	Percent
Total	673	100.0%
Worked in state of residence:	575	85.4%
Worked in county of residence	400	59.4%
Worked outside county of residence	175	26.0%
Worked outside state of residence	98	14.6%

Source: 2000 U.S. Census

- Less than 15% of workers 16 years and older worked outside of Wisconsin.
- Almost 60% of workers were employed somewhere in Polk County.

Commuter Characteristics

Table 5-3 Means of Transportation for Workers 16 Years of Age or Older

	1990		2000	
	Number	Percent	Number	Percent
Workers	431	100.0%	673	100
Drove alone	303	70.3%	511	75.9
Carpooled	55	12.8%	104	15.5
Walked	14	3.2%	20	3.0
Public Transportation (Bus)	4	0.9%	-	-
Other	2	0.5%	-	-
Worked at home	53	12.3%	38	5.6

Source: 1990 and 2000 U.S. Census

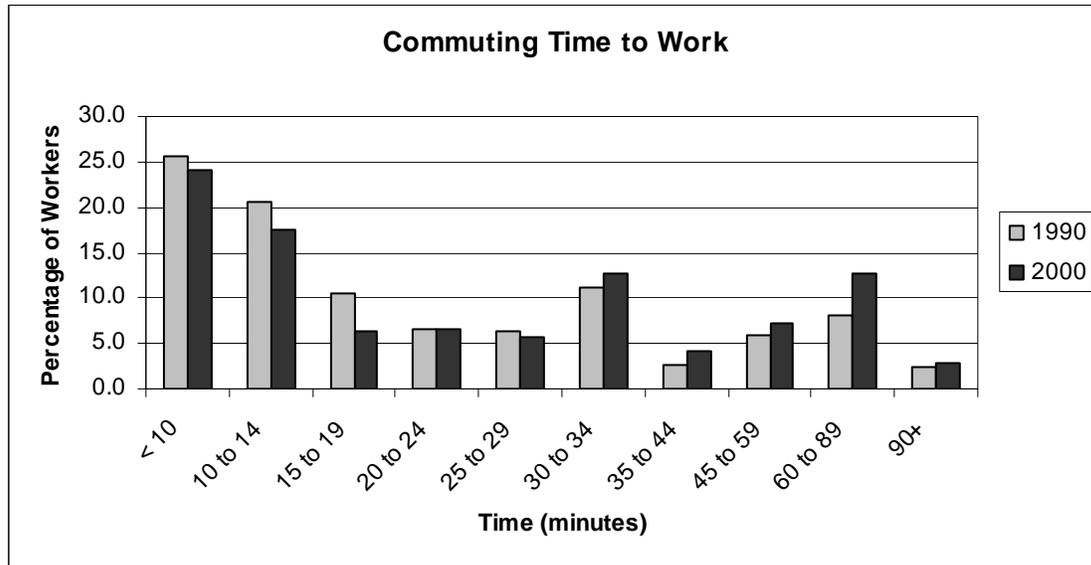
- The numbers of workers driving to work has increased between 1990 and 2000 from 303 workers to 511 workers.
- In 2000, almost 76% workers drove alone while over 15% carpooled.

Table 5-4 Travel Time to Work Workers Who did not Work at Home

Travel Time	Number	Percent
Total	635	100.0%
Less than 10 minutes	153	24.1%
10 to 19 minutes	152	24.0%
20 to 29 minutes	78	12.3%
30 to 44 minutes	107	16.7%
45 to 59 minutes	46	7.2%
60 minutes or more	97	15.6%

Source: 2000 U.S. Census

Figure 5-1 Commuting Time to Work



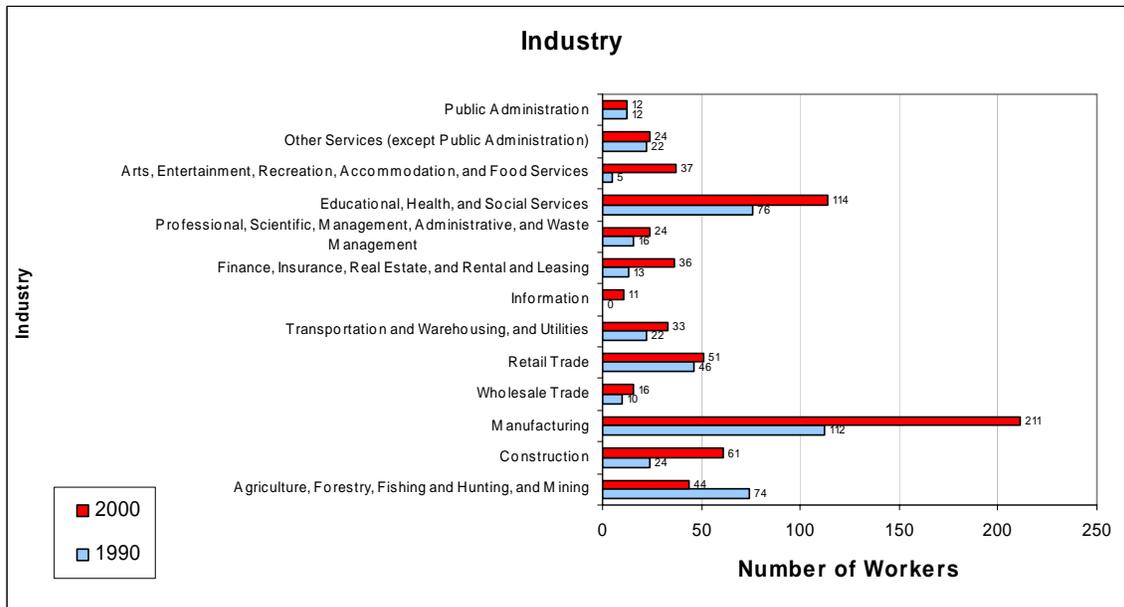
Source: 1990 and 2000 U.S. Census

- By 2000, fewer people were commuting less than 29 minutes to work while more were commuting over 30 minutes compared to 1990.

Inventory of Local Businesses and Employers

Overall, residents had more jobs throughout the various occupations and industries in 2000 than they did in 1990. The unemployment rate dropped from 2.2% in 1990 to 1.5% in 2000.

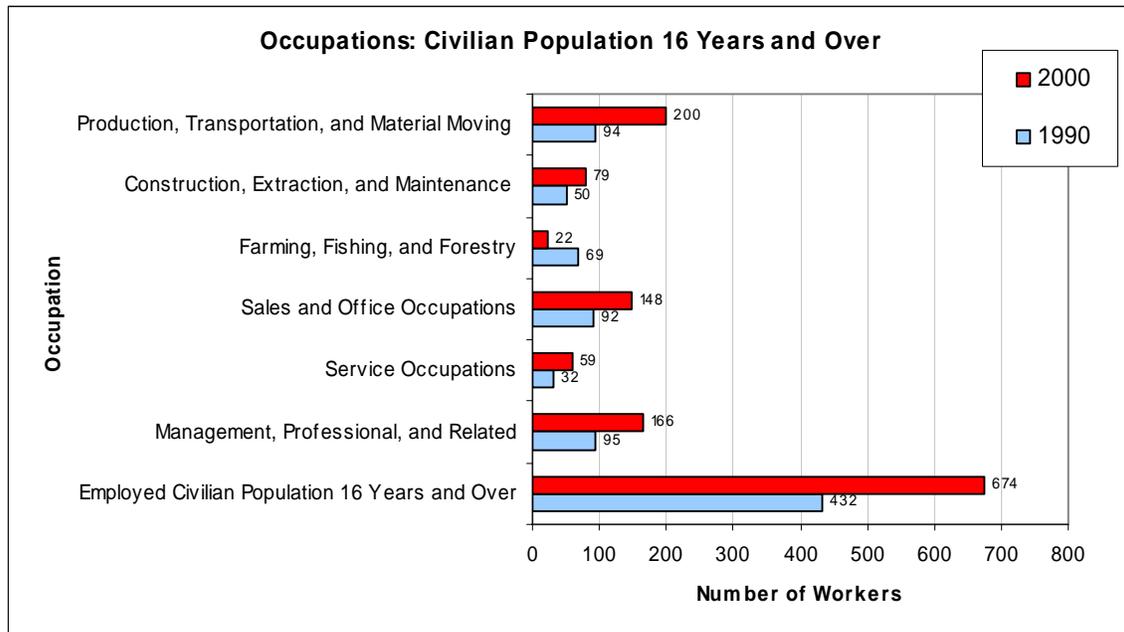
Figure 5-2 Industry of Occupation



Source: 1990 and 2000 U.S. Census

- Industry refers to what industry the person’s occupation is in and not what industries are in the Town of Black Brook.
- The only industry group to see a decline in workers is agriculture, forestry, hunting, and mining.
- The manufacturing industry saw the largest increase in workers.
- There were no residents working in the technology industry in 1990.

Figure 5-3 Occupations



Source: 1990 and 2000 U.S. Census

- Occupation refers to what a person does for a living and not what occupations are available in the Town of Black Brook.
- The only occupation group to lose workers between 1990 and 2000 was farming, fishing, and forestry.
- The largest growth in occupations was seen in production, transportation, and material moving.

Strengths and Weaknesses for the Retention and Attraction of Businesses

Numerous factors are considered when starting or relocating a business in a community. Below are the strengths and weaknesses of the Town of Black Brook to attract new businesses.

Strengths

1. Strong community.
2. Good transportation network.

3. Higher household incomes than the County average.
4. Large workforce.
5. Great area for recreation.

Weaknesses

1. Proximity of larger urban areas.
2. Lack of railroad access for larger industries.
3. No dedicated industrial park.
4. Lack of communication infrastructure.

Desired Businesses

Businesses desired in the Town of Black Brook are businesses that complement existing businesses, promote the enjoyment of the area's natural resources, are sustainable, pay good wages, and do not have high water usage, pollute, or generate large quantities of waste.

Tourism and Recreational Opportunities

Tourism can attract visitors to the Town of Black Brook and create job opportunities for residents. The development of biking, hiking, horse riding, and other trail systems can make the Town a destination. Many of these trails can have multiple uses. A hiking or biking trail can be used as a cross county skiing or snowshoeing trail in the winter. Popular trails can be used to host competitive events that would draw more people to the area.

The Town of Black Brook has a number of natural resources that can be utilized for tourism and recreation opportunities. The Apple River and the DNR land adjacent to Snake Creek provide ideal locations for activities such as camping, canoeing and hiking. Incorporating some trails to provide some connectivity throughout the Town could provide some biking opportunities down the road. Some possible areas to connect include Black Brook County Park, DNR Land, the City of Amery, and the Village of Clear Lake. Some of the recreational opportunities on this land include hunting, fishing, wildlife, photography, bird watching, and environmental education. Depending on the ownership of the land, the Town may be able to request a third party to develop and maintain future foot trails. Boat ramps are available at Kings Lake and the Black Brook Flowage.

Trail development should look at existing area trails to explore the possibility of connecting to them and creating a larger network. Map 5.1 shows two areas that were identified as possible trail locations in the CAB meeting.

Once the Town determines what tourism ideas should be implemented, they should work with the Polk County Information Center to promote them.

Telecommuting

Telecommuting allows people to live and work in the Town of Black Brook while being connected to an office in another city, county, or state. To do this, the Town needs to have access to reliable cellular phone service, cable, and high speed internet. Cable and DSL internet service has been installed in some areas of the Town. As this infrastructure continues to improve, the ability of people to live and work in the Town of Black Brook will grow.

Future Economic Development Opportunities

The Town of Black Brook does have two state highways running through it. Therefore, there may be some prime locations for future commercial growth and development. A few of those potential areas were discussed at the CAB meeting. The first area along State Highway 46 just south and east of the city limits of Amery. If additional commercial growth were to occur in the next 20 years, they would extend that corridor from the south edge of Amery's city limits down to 35th Street on both sides of State Highway 46. The other commercial corridor they wanted to designate is the west side of U.S. Highway 63 from 30th Street down to County Line Road (*Map 5.2*).

Tourism, Agriculture, and Forestry Districts

Recently, towns have been given the opportunity to create districts that allow for incentives to be used for economic development and growth. These districts are called Tourism, Agriculture, and Forestry Districts (TAF). The formation of a TAF district allows the Town to allocate money to be used as incentive for economic development. The money is returned to the Town in the form of increased tax revenue. When the increased tax revenue pays off the original incentive, the tax money goes to regular taxing entities.

Redevelopment Opportunities

The Town will work with property owners, the DNR and the EPA to clean up identified contaminated lands and find alternative uses for them. According to the Wisconsin DNR Remediation and Redevelopment Website, the Town of Black Brook currently has no contaminated or open remediation sites.

Economic Development Programs

The Community Development Block Grant - Public Facilities for Economic Development (CDBG-PFED) Program

The Public Facilities for Economic Development (PFED) program is a federally funded program designed to assist communities with expanding or upgrading their infrastructure to accommodate businesses that have made a firm commitment to create jobs and invest in the community. It is administered by the

Wisconsin Department of Commerce (WisCOMM). Eligible activities include improvements to public facilities such as water systems, sewerage systems, and roads, and that as a result will induce the business(es) to create additional jobs and to invest in the community.

The Community Development Block Grant - Economic Development (CDBG-ED) Program

The CDBG-ED program was designed to assist businesses that will invest private funds and create jobs as they expand or relocate to Wisconsin. The Wisconsin Department of Commerce awards the funds to a community which then loans the funds to a business. When the business repays the loan, the community may retain the funds to capitalize a local revolving loan fund. This fund can then be utilized to finance additional economic development projects within the community. Eligible activities include construction and expansion, working capital, and acquisition of existing businesses, land, buildings, and equipment, but not refinancing.

Community Development Block Grant - Blight Elimination and Brownfield Development (CDBG-BEBD) Program

The Blight Elimination and Brownfield Redevelopment Program (CDBG-BEBR) is designed to assist communities with the assessment or remediation of the environmental contamination of an abandoned, idle or underused industrial or commercial facility or site in a blighted area. Eligible projects are environmental site assessments (ESA), commonly known as Phase I, II or III site assessments, or the environmental remediation of sites which are blighted subject to certain conditions.

Community and Enterprise Development Zones

The Wisconsin Community and Enterprise Development Zone Programs can help to expand businesses, start a new one, or relocate a current business to Wisconsin. The Community Development Zone Program is a tax benefit initiative designed to encourage private investment and to improve both the quality and quantity of employment opportunities.

Transportation Facilities Economic Assistance and Development (TEA-Grant) Program

The Transportation Economic Assistance (TEA) program provides 50% state grants to communities for road, rail, and airport projects. The goal of the TEA program is to attract and retain business firms in Wisconsin and thus create or retain jobs.

West Central Wisconsin Regional Planning Commission (WCWRPC)

The Commission is designated as an economic development district by the Economic Development Administration. It is required to undertake economic development planning and project identification for all seven counties in the

region. The Commission provides a variety of economic development functions to local government and public including: Local economic strategies, industrial site analyses, economic development financing, county economic and population profiles and community and industrial park profiles.

I-94 Corridor Technology Zone

High technology businesses in the I-94 Technology Zone including Polk County, may be eligible for state tax credits, through the Department of Commerce and the Department of Revenue, based on their ability to create jobs and investments that support the development of high-tech industries in the region.

Goals, Objectives and Policies

Goal 1: Support economic growth in the Town of Black Brook that blends in with the natural environment and meets the environmental goals of the Town.

Objectives:

1. Maintain existing businesses and support new businesses that are compatible with Black Brook’s rural character and meet the needs of area residents and visitors.
2. Expand the tax base in the Town of Black Brook in ways that acknowledge “sustainability”.
3. Expand work and job opportunities.
4. Encourage environmentally sustainable economic development.
5. Maintain the right to farm.
6. Maintain the tax base of the Town.

Policies:

1. Develop design recommendations for commercial and light industrial developments.
2. Support new businesses that provide year round employment.
3. Encourage new businesses to leave the natural surroundings as undisturbed as possible and enhance whenever possible with plantings and keeping vegetative buffers.
4. Encourage the reduction of impervious surfaces for parking near riverfronts and lakefronts.
5. Work with businesses to maintain and protect the natural environment.
6. Support home-based businesses that will have insignificant impacts on surrounding properties.
7. Support Eco-tourism that promotes the enjoyment of our natural resources in ways that do not degrade them.
8. Make sure that local infrastructure is designed to support the needs of the agriculture industry.
9. Implement a Transfer of Development Rights Ordinance to reduce sprawl from adjacent cities and protect large tracts of land from development.

Town of Black Brook Comprehensive Plan 2008-2028

10. Implement a livestock siting rule permitting large-scale agricultural facilities in designated areas of the Town.
11. Foster a cooperative boundary agreement between the Town and the City of Amery.
12. Work with the DNR, Fish and Wildlife Service to develop a parking area off 90th Street at the Snake Creek Fishery Area.

Goal 2: Allow commercial businesses that coincide with the Town of Black Brook's rural character.

Objectives:

1. Preserve the rural character of the Town of Black Brook.
2. Discourage large scale development throughout the Town.
3. Encourage mixed-use commercial areas.
4. Determine which areas are appropriate for commercial land use.

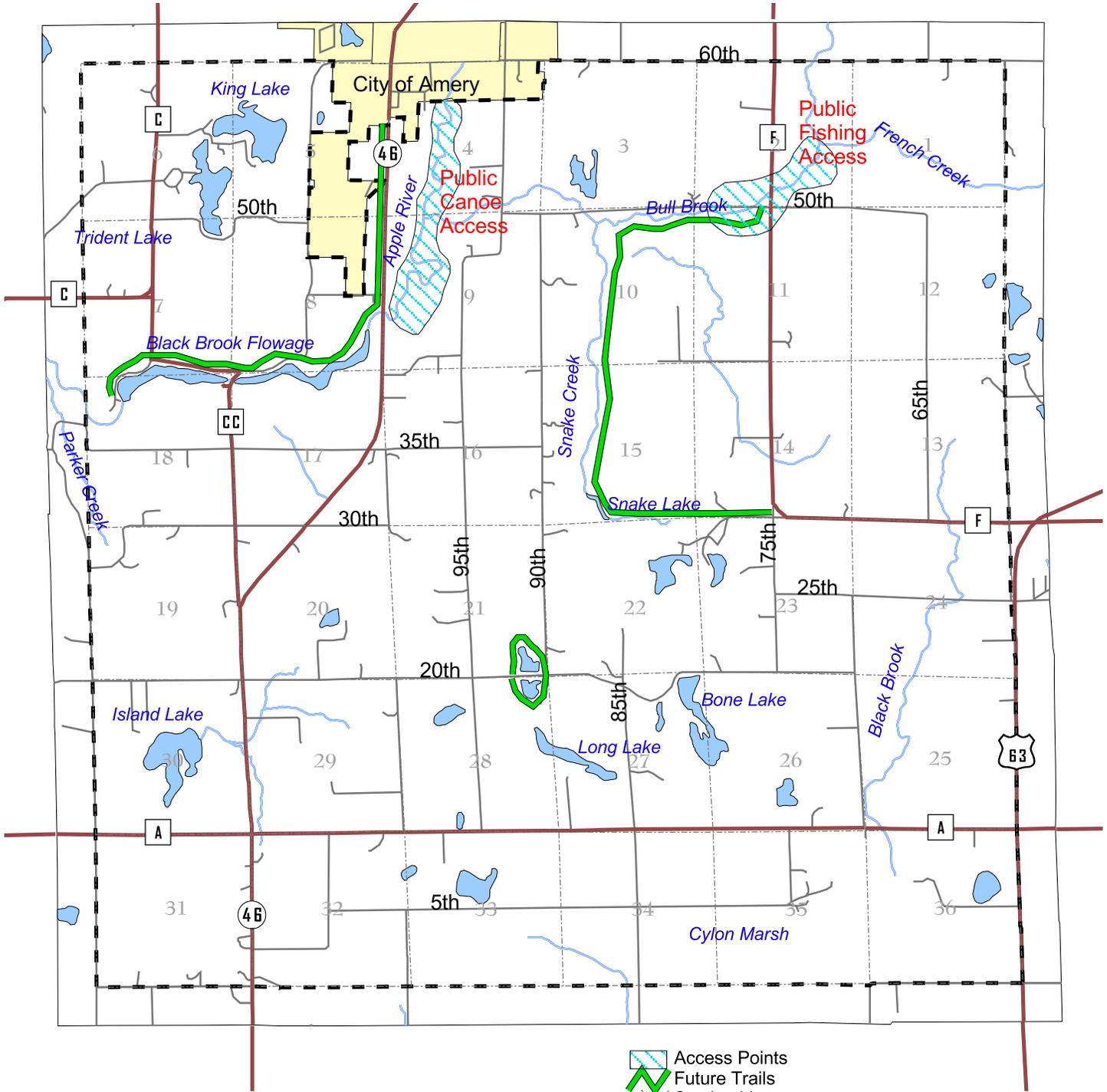
Policies:

1. Direct business and commerce to areas along the State Highway 64 and U.S. Highway 63 corridors.
2. Limit large commercial locations to areas near the adjacent cities where the necessary infrastructure already exists, or is cost effective to hook up.
3. Develop manufacturing/commercial ordinance to control commercial development within the Town.
4. Ensure that uses are compatible with adjacent land.
5. Utilize TAF and other programs to provide incentives for businesses to relocate to the Town.
6. List available commercial land on U.S. Highway 63 and State Highway 46 on the Town's website.

Future Trails

TOWN OF BLACK BROOK

Map 5.1



- Access Points
- Future Trails
- Section Lines
- Town Boundary
- Main Roads
- Roads
- Surface Water
- Creeks
- Planning Area
- City of Amery



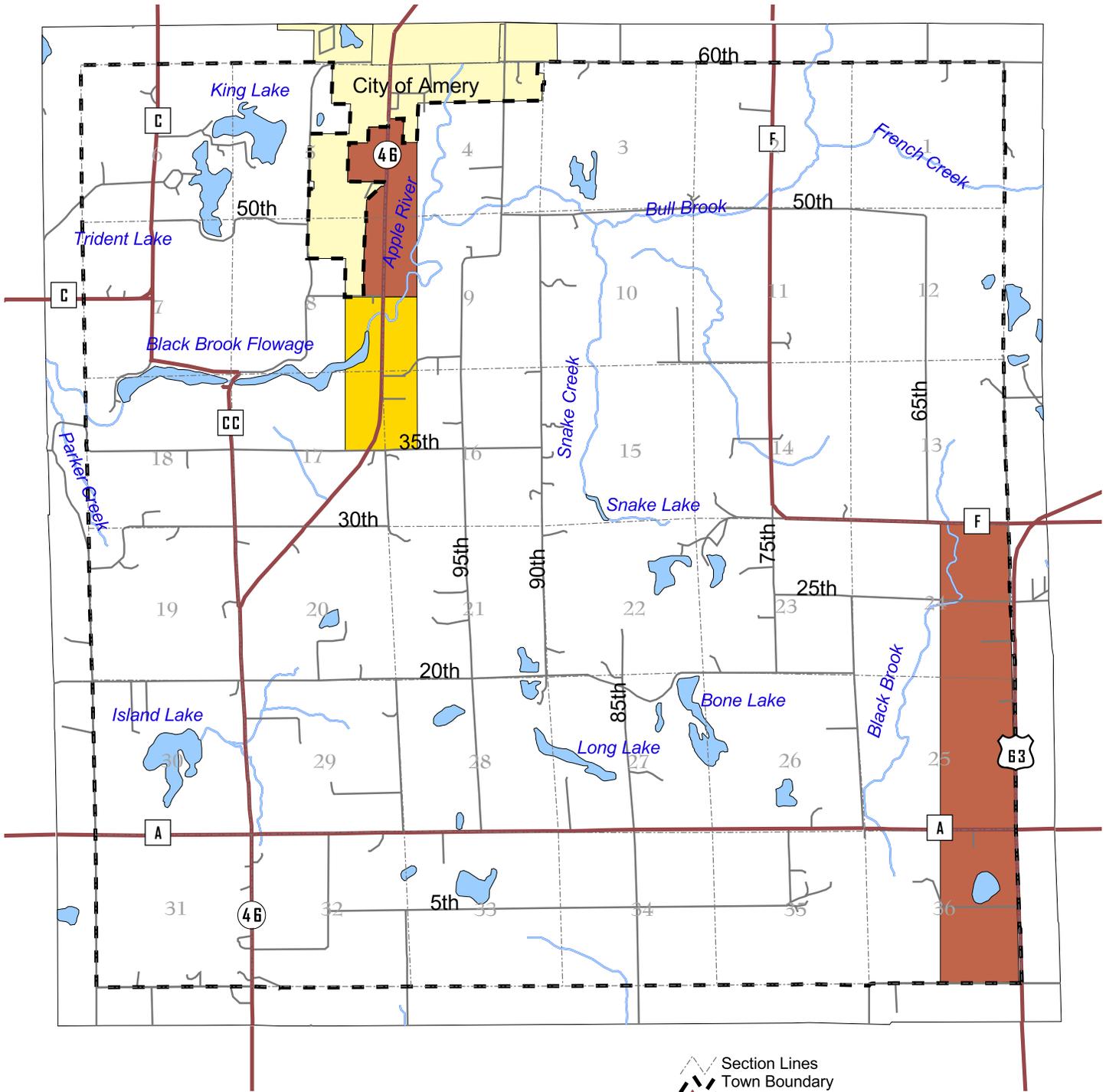
Source: Town of Black Brook CAB Meeting 2007.



Future Commercial Areas

TOWN OF BLACK BROOK

Map 5.2



- Section Lines
- Town Boundary
- Main Roads
- Roads
- Surface Water
- Creeks
- Commercial Property
- 1st Tier
- 2nd Tier
- Planning Area
- City of Amery



Source: Town of Black Brook CAB Meeting 2007.

CHAPTER 6

Utilities and Community Facilities

Introduction

The level of community services is often limited by its population. Because of the rural nature of the Town of Black Brook, the amount of services offered to residents is limited and many times, provided by neighboring communities. The Utilities and Community Facilities chapter will identify the provider of facilities and utilities to residents and identify any future needs.

The majority of residents said they use the recycling center. The most popular response was “no opinion” when asked if the Town should expand any of the existing community facilities.

Water Supply

The water supply for residential and commercial needs in the Town of Black Brook is supplied by private wells. Private water systems are generally in rural areas and consist of wells which serve one or a few households. Wells are fed by groundwater sources which may be replenished by nearby surface water sources like wetlands and local lakes. Private water systems consist of wells, piping, tanks, water treatment devices and appurtenances intended to supply drinking water to facilities such as: single family residences, multiple residences of fewer than five units, and non-residential (commercial and industrial) establishments.

Private Onsite Wastewater Treatment Systems (POWTS)

All wastewater treatment needs in the Town of Black Brook are served by Private Onsite Wastewater Treatment Systems (POWTS). POWTS are commonly referred to as septic systems or holding tanks. Septic systems and tanks must be pumped every three years or verified that it is less than one third full. Failing systems can have a negative impact on groundwater and surface water quality. Polk County requires an inspection of each septic system by a person licensed to inspect septic systems to ensure they are in proper working order every three years following installation.

Stormwater Management

The Town of Black Brook does not have a stormwater system. Stormwater is generally handled by ditches, swales, and culverts.

The addition of impervious surfaces, pre- and post-construction practices, and the use of fertilizers and pesticides can have an impact on the quality and

quantity of stormwater runoff and its impact on the Town's water resources. This was discussed in more detail in the Agricultural, Natural, and Cultural Resources chapter.

Solid Waste Disposal/ Recycling

Residents in the Town of Black Brook contract individually for garbage collection. Garbage facilities are also available at the Town Hall on the third Saturday of the month. Residents may take their recyclables and mixed paper to the Town of Black Brook Recycling Center on the first and third Saturday of the month at the Town Hall.

Cemeteries

There is one cemetery in the Town of Black Brook. This is located section 28 and is maintained by the Town. Additional needs are provided by cemeteries in the surrounding communities.

Health Care Facilities

There are no health care facilities located in the Town of Black Brook. The nearest health care facilities are the Amery Regional Medical Center in the City of Amery and Westfields Hospital in New Richmond. It is likely that these facilities, and the many others throughout Polk and St. Croix Counties and the Twin Cities Metropolitan Area, will continue to provide health care for residents.

Child Care Facilities

There are no licensed child care facilities in the Town of Black Brook. Child care needs will likely be met by local residents offering child care in their homes, the City of Amery and Village of Clear Lake, or in facilities located in communities where residents work.

Fire Protection

Fire protection in the Town of Black Brook is provided by three entities. The Amery Fire Department covers over 70 square miles including approximately half of the Town of Black Brook (*Map 6.1*). Clear Lake Fire Department, covers over 50 square miles, which consists of the Village of Clear Lake and the Towns of Black Brook and Clear Lake, provides protection in the southeast part of the Town. Deer Park Fire Department covers the remaining southwest corner of Black Brook.

Emergency Medical Services

Fire protection in the Town of Black Brook is provided by three entities with similar district boundaries as the Fire Departments listed above. The Amery Fire and Rescue covers approximately half of the Town of Black Brook. Clear Lake Fire & Rescue, which consists of the Village of Clear Lake and the Towns of Black Brook and Clear Lake, provides protection in the southeast part of the Town. Deer Park 1st Responders covers the remaining southwest corner of Black Brook.

Police Protection

The Town of Black Brook does not have a Town Constable. Police protection is provided by the Polk County Sheriff's Department. Emergency calls for police, fire, and EMS services are directed through Polk County 9-1-1 Emergency Communications Center.

Schools

There are no schools located in the Town of Black Brook and students attend schools in two different districts (*Map 6.2*). These include the School District of Amery, and the Clear Lake School District. The District boundary splits the Town in half, the west half going to Amery and the east half going to Clear Lake. Because of the adequate facilities in the school districts that the Town is part of, there is not any need for new school facilities to be built in the Town of Black Brook in the foreseeable future.

Town Hall

The Black Brook Town Hall was built in 1924 and was originally a school house. The Town is located on a one acres site and that includes the Town Garage and recycling facilities. The Black Brook Town Hall is located on the corner of County Road A and 75th. At this time there isn't a need nor are there plans for a new Town Hall.

Post Office

Town of Black Brook residents use the City of Amery, the Village of Clear Lake, and the Village of Deer Park Post Offices which provides all postal services for Town residents.

Libraries

The nearest libraries for Black Brook residents are the City of Amery Public Library and the Village of Clear Lake Public Library. Both libraries are open

Monday thru Saturday. Town residents also have access to the Village of Deer Park Public Library, open Tuesday, Wednesday, Thursday and Saturday. The Clear Lake and Deer Park Public Libraries are part of the MORE system which allows the users to browse materials at other libraries within the MORE system and reserve books through an interlibrary loan.

Parks and Trails

There is approximately 604 acres of Department of Natural Resources (DNR), state and federally-owned land throughout the Town. Much of the government land is in the middle of the Town and surrounds the Snake Creek. Most of this land is left undisturbed and utilized as open space and hunting land, however a few of the parcels have been temporarily converted to farm fields. There are other smaller parcels of DNR land also in the northwest corner of the Town (*Map 6.3*). There are no plans to purchase parkland or develop parks in the Town.

Incorporating some trails to provide connectivity throughout the Town could provide some biking opportunities down the road. Some possible areas to connect include Black Brook County Park, DNR Land, the City of Amery, and the Village of Clear Lake. Trail development should look at existing area trails to explore the possibility of connecting to them and creating a larger network. One of the areas discussed at the Citizen Advisory Board for future trail development is along the Apple River. However, at this time, the Town is not looking to purchase land for trail development.

Telecommunication Facilities / Transmission Lines

The Town of Black Brook has both distribution lines and transmission lines running throughout the Town. Locations of the lines are shown on *Map 6.4*.

Cellular Service and Towers

New technologies are rapidly advancing, and cellular phone service is a vital component to communication in today's society. While cell towers are a necessary component to this form of communication, there can become an eyesore on the landscape and the environment. Methods are used to incorporate these towers into the environment. Included in these methods are innovative ideas such as placing antennas on already existing structures like silos, water towers, street lights, and buildings. Using the existing structures minimizes the impact of towers. However, these alternative antenna placements are not ideal for every situation.

Internet

The availability of high-speed internet service is an important factor for attracting new business and residents. Many businesses count on reliable services such as high-speed internet in order to be competitive and operate efficiently. Residents, especially those moving from an urban area, are used to amenities such as high-speed internet service. High-speed internet service is available in the Town of Black Brook through St. Croix Electric satellite / WildBlue. And Amery Telephone has DSL service available throughout the Township as well.

Power Lines

Currently, most power lines in the Town are overhead lines. The Town would eventually like to require that all future power lines are buried where possible.

Electricity

The electricity providers for the Town of Black Brook are Xcel Energy, St. Croix Electric Coop, and Polk-Burnett Electric. Xcel Energy serves areas in 11 states throughout the U.S. and covers most of Northwestern Wisconsin. Residential, business, commercial, and industrial are all sectors that are serviced by Xcel Energy. Xcel Energy generates electric power from a mix of fuel sources, and distributes electricity over transmission and distribution lines throughout our service area. Dairyland Power also operates a number of high voltage transmission lines in the Town.

Windmills

With the cost of energy rising, interest in windmills to supplement electricity is becoming more common. Polk County regulates windmills under its Small Wind System Energy Ordinance. A windmill (small wind energy system) is used to generate electricity. No transmission facilities are allowed in major subdivisions created for residential purposes. Small energy wind systems must be setback an equal distance to 100% of its height, is less than 75 feet tall, and not within 3,000' of the ordinary high watermark.

Utility Gas

Utility gas is available to some residents in the Town of Black Brook from We Energies. Utility gas is being used for residential and farm applications. Most residents use Tank or LP gas as their source for heating fuel.

Goals, Objectives and Policies

Goal 1: Maintain existing facilities and utilities to adequately serve Black Brook residents.

Objectives:

1. Provide basic facility and utility needs for Town residents.

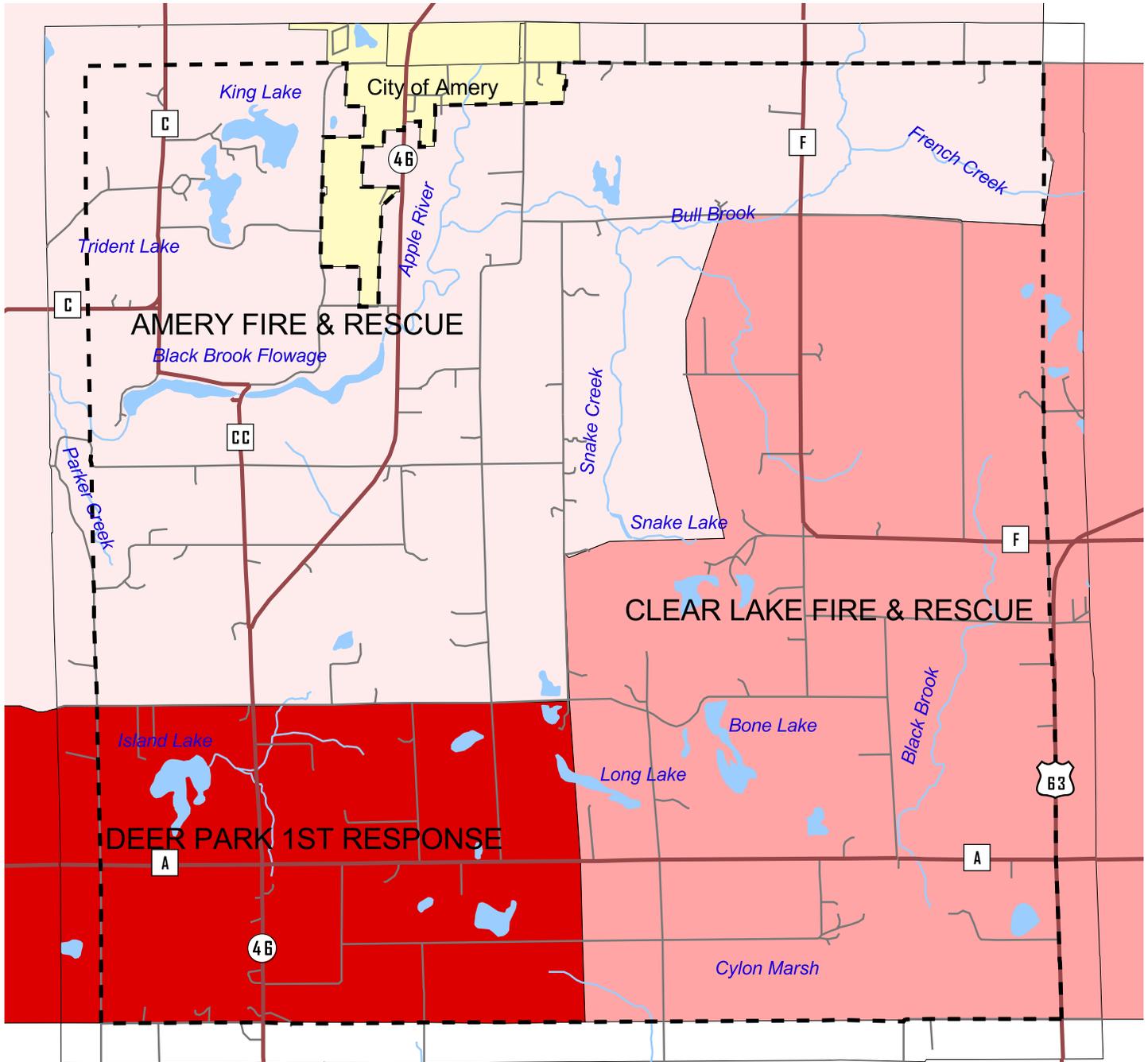
Policies:

1. Work with surrounding communities and agencies to provide quality police, fire, and emergency medical services to the Town's residents
2. Coordinate the future development of any hiking or biking trails on federal or state lands with Polk County and surrounding communities if feasible.
3. Encourage the use and development of facilities in neighboring communities.
4. Support telecommunications facilities that would better enable residents to establish home based businesses if the towers do not detract from the rural aesthetics of the Town.
5. Support the development of wireless technology (Wi-Fi) throughout Polk County.
6. Develop ordinance to require future service lines to be buried instead of over Town Roads.

Fire Protection

TOWN OF BLACK BROOK

Map 6.1



- Fire Response Areas**
- AMERY FIRE & RESCUE
 - CLEAR LAKE FIRE & RESCUE
 - DEER PARK 1ST RESPONDERS

- Section Lines
- Town Boundary
- Main Roads
- Roads
- Surface Water
- Planning Area
- City of Amery

0 1 2 Miles

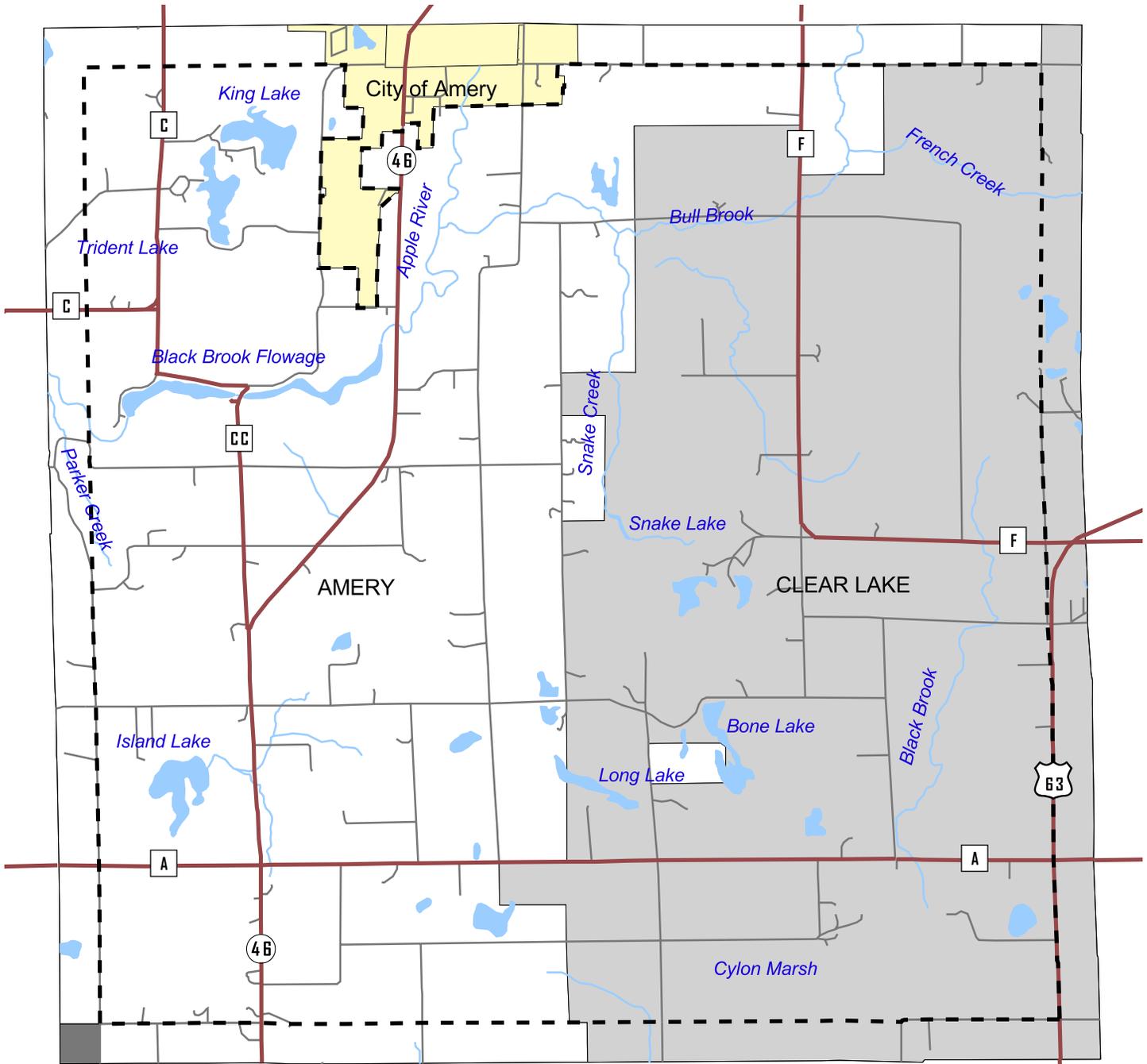
Source: Tiger Data 2000.



School Districts

TOWN OF BLACK BROOK

Map 6.2



NEW RICHMOND



- Section Lines
- Town Boundary
- Main Roads
- Roads
- Surface Water
- Planning Area
- City of Amery

- School Districts**
- AMERY
- CLEAR LAKE
- NEW RICHMOND



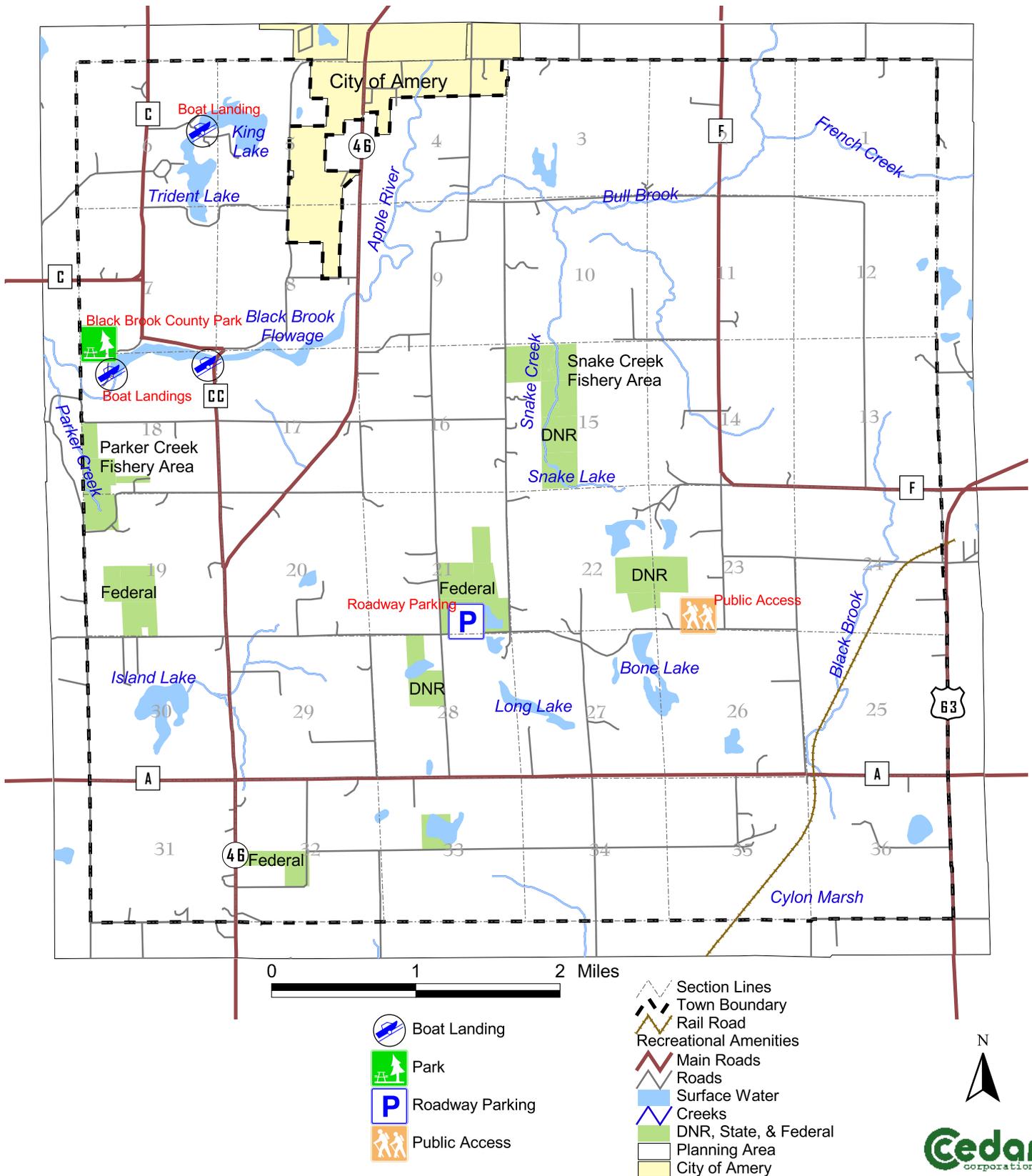
Source: Tiger Data 2000.



Parks

TOWN OF BLACK BROOK

Map 6.3

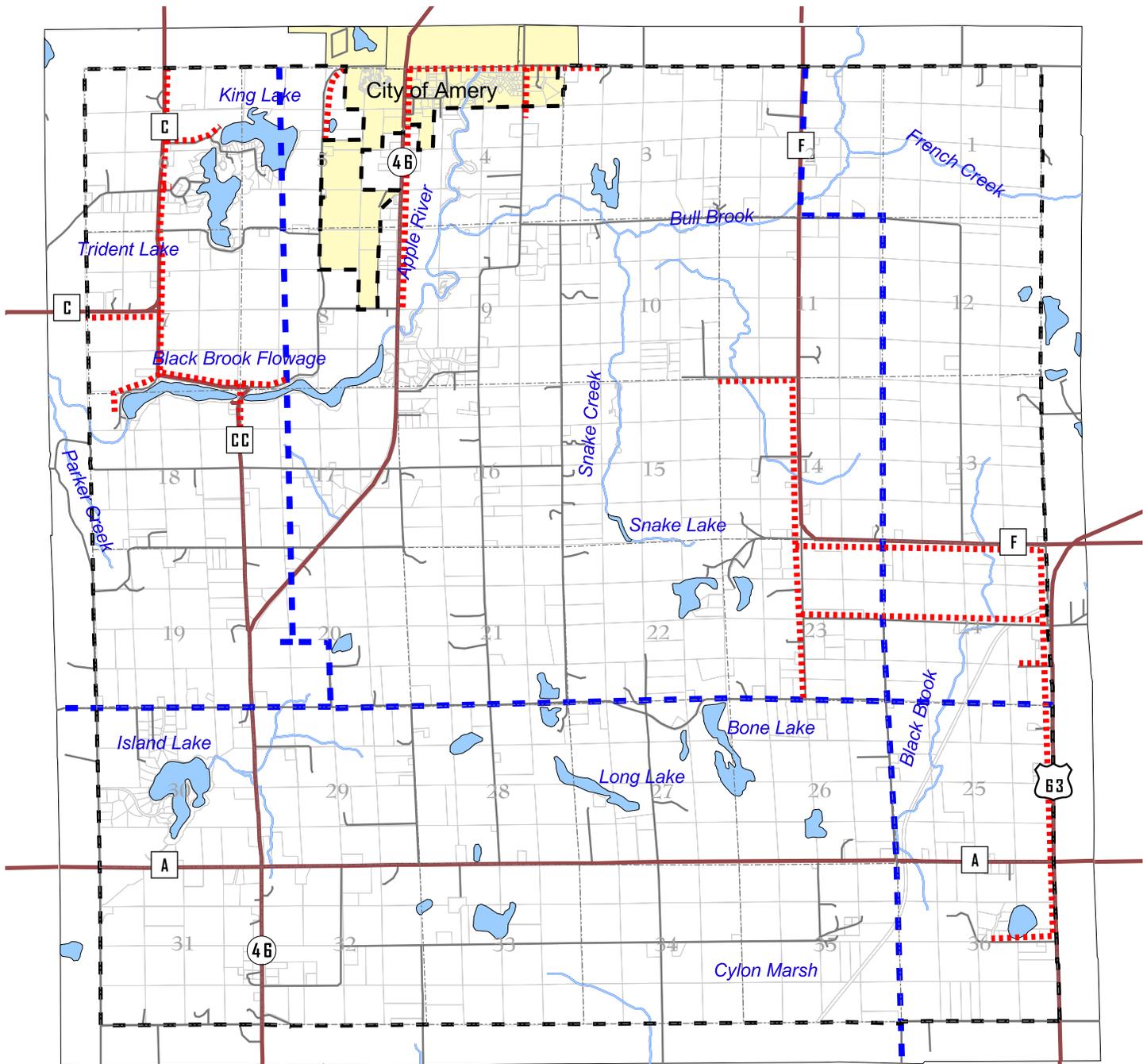


Source: Town of Black Brook Outdoor Recreation Plan 2005.

Utility Lines

TOWN OF BLACK BROOK

Map 6.4



0 1 2 Miles

- Section Lines
- Town Boundary
- Utilities Lines
- Distribution Lines
- Transmission Lines
- Main Roads
- Roads

- Surface Water
- Creeks
- Planning Area
- Parcels
- City of Amery



Source: WisLand 1993.

CHAPTER 7

Transportation

Introduction

A quality transportation system is essential to the development of the Town of Black Brook. An excellent road network makes the Town a desirable place to live because it allows residents to live in the Town but commute to work in other communities. High traffic areas, such as highways, provide good locations for businesses. Trails provide recreation opportunities for people throughout the area and add to the livability and attractiveness of the Town. Farming is an important practice in the Town and there is a need for a good transportation system to support our agricultural economy for machinery, the delivery of supplies, and the movement of livestock and commodity crops.

The Transportation Element will inventory and evaluate local modes of transportation and identify possibilities for the future development and improvements.

Functional Road Classification and Jurisdiction

Streets and highways provide different levels of service. Highways provide for the movement of through traffic while streets provide access to property. Most public roads in Wisconsin are classified according to their function and jurisdiction. A functional classification system groups roads and streets according to the character of service that they provide. It also helps determine eligibility for federal aid. Classifications are divided into urban and rural categories, based on population. The Town of Black Brook falls under the rural functional classification system.

The Wisconsin Department of Transportation uses population figures, land uses, spacing between classified roads, and average daily traffic counts to determine the functional classification. Classifications are updated every 10 years after census information becomes available. The Town can request a review of their classifications but would be required to collect the data needed.

Functional Road Classification System (Rural <5000 Population)

Principal Arterials: Serve interstate and interregional trips. These routes generally serve all urban areas greater than 5,000 people. The rural principal arterials are further subdivided into:

- Interstate highways.
- Other principal arterials.

Minor Arterials: In conjunction with the principal arterials, they serve cities, large communities, and other major traffic generators providing intra-regional and inter-area traffic movements.

Major Collectors: Provide service to moderate sized communities and other intra-area traffic generators, and link those generators to nearby larger population centers or higher function routes.

Minor Collectors: Collect traffic from local roads, and provide links to all remaining smaller communities, locally important traffic generators, and higher function roads. All developed areas should be within a reasonable distance of a collector road.

Local Roads: Provide access to adjacent land and provide for travel over relatively short distances. All roads not classified as arterials or collectors are local function roads.

Map 7.1 shows that within the Town of Black Brook, State Trunk Highway 46 and U.S. Highway 63 serve as an arterials (state jurisdiction); County Trunk Highways C, CC, A, and F are collectors (Polk County jurisdiction). The remaining roads are local roads (local jurisdiction). The higher the function of the road, the more traffic it carries. Average Daily Traffic (ADT) figures from 2004 are also shown on the map.

Commuter Patterns

The road network in the Town of Black Brook and surrounding area is a major factor in the Town's recent growth. People moved into the area to enjoy the qualities of rural living with the ability to commute to jobs in other communities.

Driving is the most common mode of transportation for Town residents 16 years and older to travel to work. Table 7-1 shows that over 70% of residents drive alone while almost 13% carpool. Over 12% of residents worked at home which could indicate a number of people still engaged in farming or home based businesses.

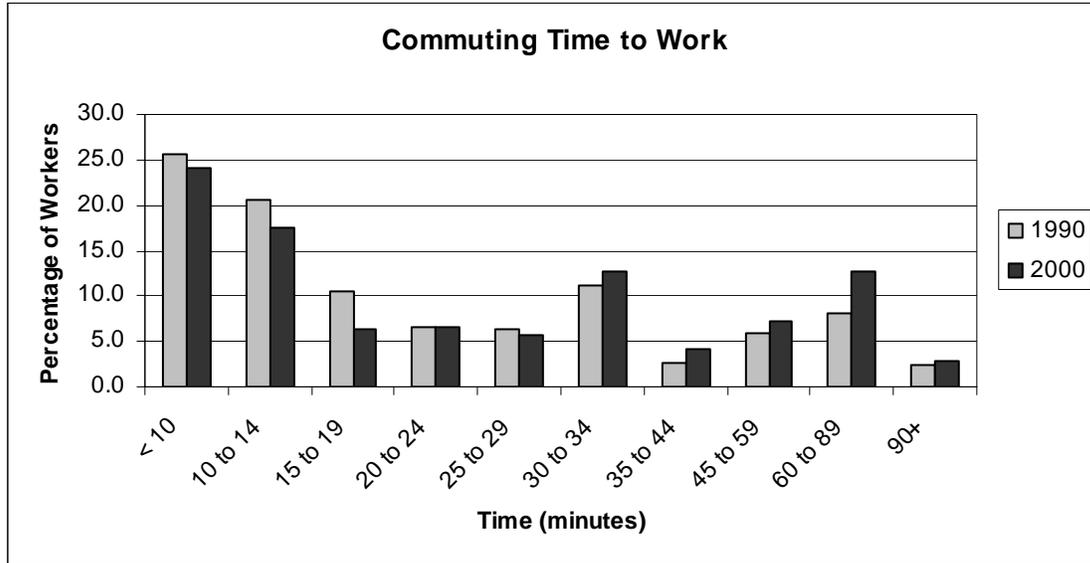
Table 7-1 Means of Transportation for Workers 16 Years of Age or Older

	1990		2000	
	Number	Percent	Number	Percent
Workers	431	100.0%	673	100
Drove alone	303	70.3%	511	75.9
Carpooled	55	12.8%	104	15.5
Walked	14	3.2%	20	3.0
Public Transportation (Bus)	4	0.9%	-	-
Other	2	0.5%	-	-
Worked at home	53	12.3%	38	5.6

Source: 1990 and 2000 U.S. Census

Figure 7-1 indicates that residents are driving farther to work. In 2000, the number of people commuting 30 minutes or more increased with the number of residents traveling 30 minutes or less decrease. Many residents are commuting to jobs in Polk County, St. Croix County, and the Twin Cities Metropolitan Area.

Figure 7-1 Commuting Time to Work



Source: 1990 and 2000 U.S. Census

Air Transportation

The Minneapolis-St. Paul International Airport provides major commercial air service for Western Wisconsin and Town of Black Brook residents. The airport consists of the Humphrey and Lindberg Terminals. This airport will continue to be the main provider of passenger and commercial service in the area.

The Chippewa Valley Airport Service is a bus service that provides shuttle service and picks up passengers heading to the Minneapolis-St. Paul International Airport for a nominal fee. Reservations are required and the closest available stop is out of Baldwin.

The City of Amery has a publicly owned airport that has two runways. Each runway is 4,001' in length and 75' in width. The Amery Municipal Airport is located near the northwest portion of Black Brook (*Map 7.2*). The Town will work with the City of Amery to determine future development and regulations that will affect land use issues.

Trails

The Town of Black Brook has a number of ATV and snowmobile trails that are maintained by local area clubs. The Clear Lake - Clayton Trail is on an abandoned railroad bed in the southeast portion of the Town (*Map 7.2*).

Black Brook does not have any developed trails for hiking, bicycling, cross country skiing, or horseback riding. The Opinion Survey suggested residents are interested in seeing these developed over time. An early Citizen Advisory Board meeting asked participants where appropriate locations for trails would be. Map 5.1 shows that areas along the Apple River/ Black Brook Flowage, Bull Brook/Snake Creek, and around a pond on federally owned land would be ideal locations for trails because of the scenery.

In general, a desire to link the City of Amery and the Village of Clear Lake with a non-motorized trail that runs through the Town of Black Brook is a long-term goal. When considering trails, it is best to separate motorized and non-motorized trails for safety reasons. The Town may want to work with the City of Amery to connect the Amery Regional Medical Center trails along the Apple River to the Town of Black Brook.

Developing a trail system will take cooperation with surrounding municipalities to determine location and funding options.

Transportation Facilities for the Disabled

The Polk County Aging Program provides transportation services for the elderly and handicapped in the Town of Black Brook. Transportation services are run by volunteers who will take residents to medical appointments, grocery shopping, or for personal appointments. The services are available to Polk County senior citizens aged 55 and older.

Wheelchair bound senior citizens and handicapped residents of any age can contact Polk County Aging Programs to arrange lift-equipped transportation that is provided by Polk County Transportation for the Disabled & Elderly, Inc.

Other Modes of Transportation

There are no rail (passenger or freight), trucking, or water transportation services in the Town of Black Brook. It is unlikely that any of these services would be available over the next 10 to 20 years.

State and Regional Plans

The Wisconsin Department of Transportation has several state and regional transportation plans that were reviewed to ensure consistency. The plans reviewed are:

- ✓ Connections 2030
- ✓ Polk River Crossing Project
- ✓ West Central Regional Freeway System
- ✓ Wisconsin Rail Issues and Opportunities Report

- ✓ Midwest Regional Rail System
- ✓ Wisconsin State Highway Plan 2020
- ✓ Wisconsin State Airport System Plan 2020
- ✓ Wisconsin Bicycle Transportation Plan 2020
- ✓ Wisconsin Statewide Pedestrian Policy Plan 2020

Future Improvements

Because the Town of Black Brook is rural in nature, the options for future road planning are limited. When reviewing site plans, the Town ask the following questions when evaluating proposed roads:

- ✓ Are there existing dead ends and stub roads that proposed roads could be connected to?
- ✓ Are there multiple access points in and out of larger developments?
- ✓ Can a proposed road increase/improve east-west, north-south corridors.
- ✓ Do proposed roads follow and preserve the natural features and topography of the land?

Possible Funding Sources

Local multi-modal transportation projects can be funded through different sources. Some of the most common sources that are or could be used are:

- State Shared Revenue
- Local General Funds
- Community Development Block Grants
- DNR Stewardship Grants
- Enhancement Grants
- Private Foundations
- Corporate Foundations
- Local Volunteer Groups
- Local Organizations (Boy/Girl Scouts)

Goals, Objectives and Policies

Goal 1: Provide for the safe and efficient movement of people and goods in the Town of Black Brook.

Objectives:

1. Minimize the impacts of noise and air pollution.
2. Provide long-range transportation planning that identifies potential safety and traffic problems and suggests solutions for them.
3. Reduce the possibility of accidents due to poor visibility at intersections.

4. Ensure the transportation system supports the needs of the local agricultural economy.
5. Consider developing trails as a possible source of recreation for local residents and visitors.

Policies:

1. Support a State, County, and Town road system that promotes connectivity.
2. Establish access controls where necessary to preserve the integrity of roadways in existing and newly developed areas.
3. Review existing right-of-way and design standards for new roads and consider possible revisions.
4. Ensure all Town roads have adequate signage.
5. Support the County's efforts in developing transportation alternatives for seniors, the elderly, and the disabled.
6. Ensure the road rights-of-way are maintained - mowed full width and kept free from being cropped and reducing a driver's reaction time.
7. Identification accident prone areas and investigate ways of mitigating these problem areas.
8. Work with farmers to identify and improve areas where roads are too narrow or road signage is not offset to allow for the access of agriculture equipment.
9. Work with the City of Amery and the Village of Clear Lake on developing possible trail corridors and linking up with their existing trail systems.
10. Identify areas in the Town suitable for trails and look to acquire easements and/or land.

Goal 2: Maintain local roads in an efficient and cost-effective manner.

Objectives:

1. Minimize Town road maintenance costs.

Policies:

1. Work with the Town Roads and Property Foreman to review County road construction and design standards for possible revisions.
2. Require Town road reconstruction and all new roads to meet Town road construction and design standards.
3. Require developers to pay for professional supervision of road construction in new developments.
4. Develop a Capital Improvements Plan to plan long-term for road maintenance, reconstruction of existing roads and construction of new roads.
5. Pursue available grant monies to help offset the cost of transportation system upgrades.

6. Utilize PASER ratings to inventory road conditions and plan road improvements.
7. Coordinate road projects with Polk County and the Wisconsin Department of Transportation.

Goal 3: Ensure transportation standards and improvements are compatible with the Town of Black Brooks' rural character.

Objectives:

1. Reduce the visual impact of roads, driveways, and parking lots.

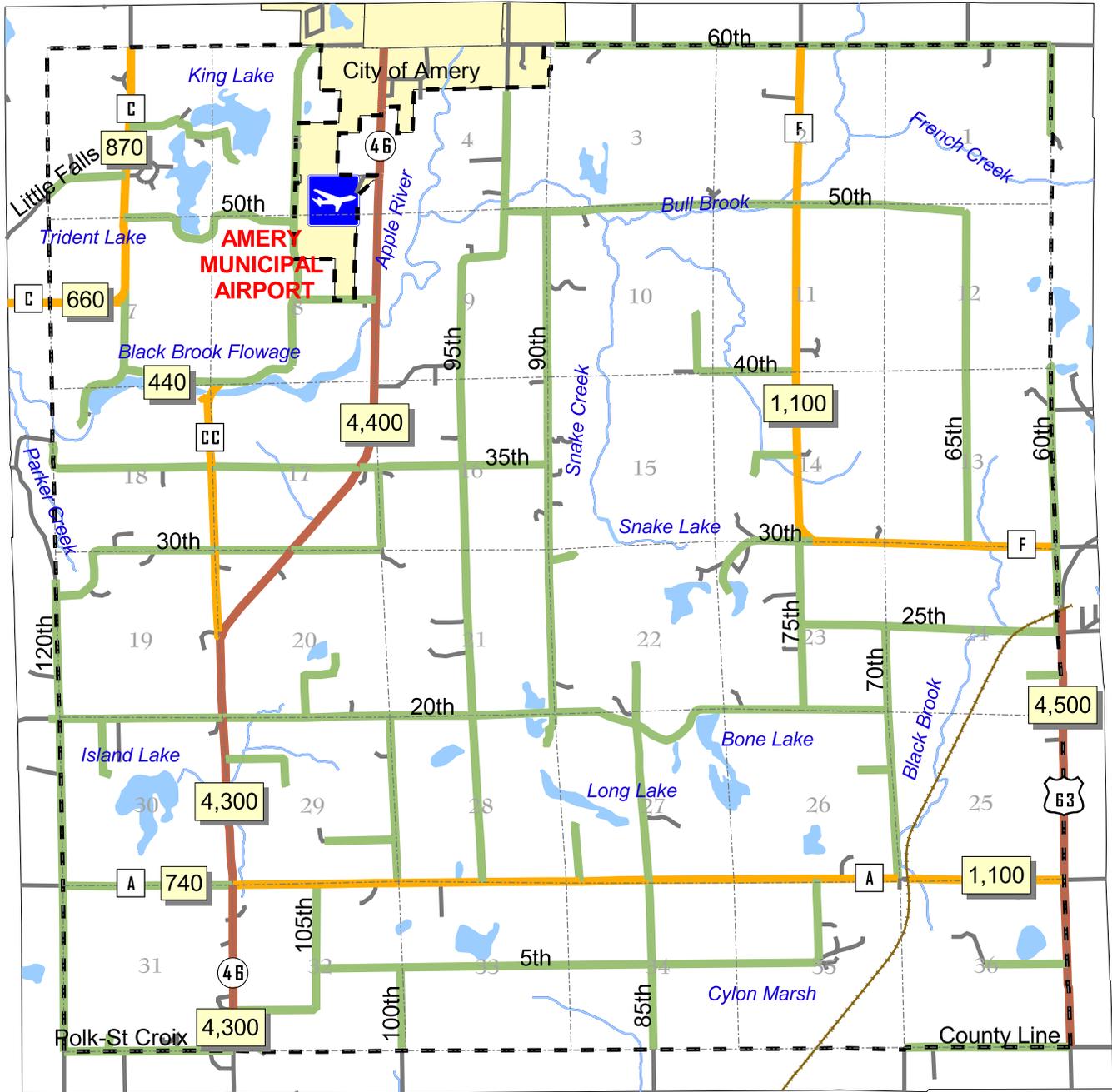
Policies:

1. Encourage curved driveways that hide structures.
2. Develop driveway access standards that limit the number of access points to a parcel of land.
3. Develop parking design standards that hide large parking areas.
4. Review front yard setbacks to determine if distances need to be increased.
5. Require new road design and construction to have a minimal impact on the Town's natural environment.
6. Encourage and maintain vegetative screening between roads and buildings.

Road Classification

TOWN OF BLACK BROOK

Map 7.1



- Section Lines
- Town Boundary
- Former Rail Road
- Roads**
- ARTERIAL
- COLLECTOR
- LOCAL
- Roads

Average Daily Traffic Count

- Airport
- Surface Water
- Creeks
- Planning Area
- City of Amery

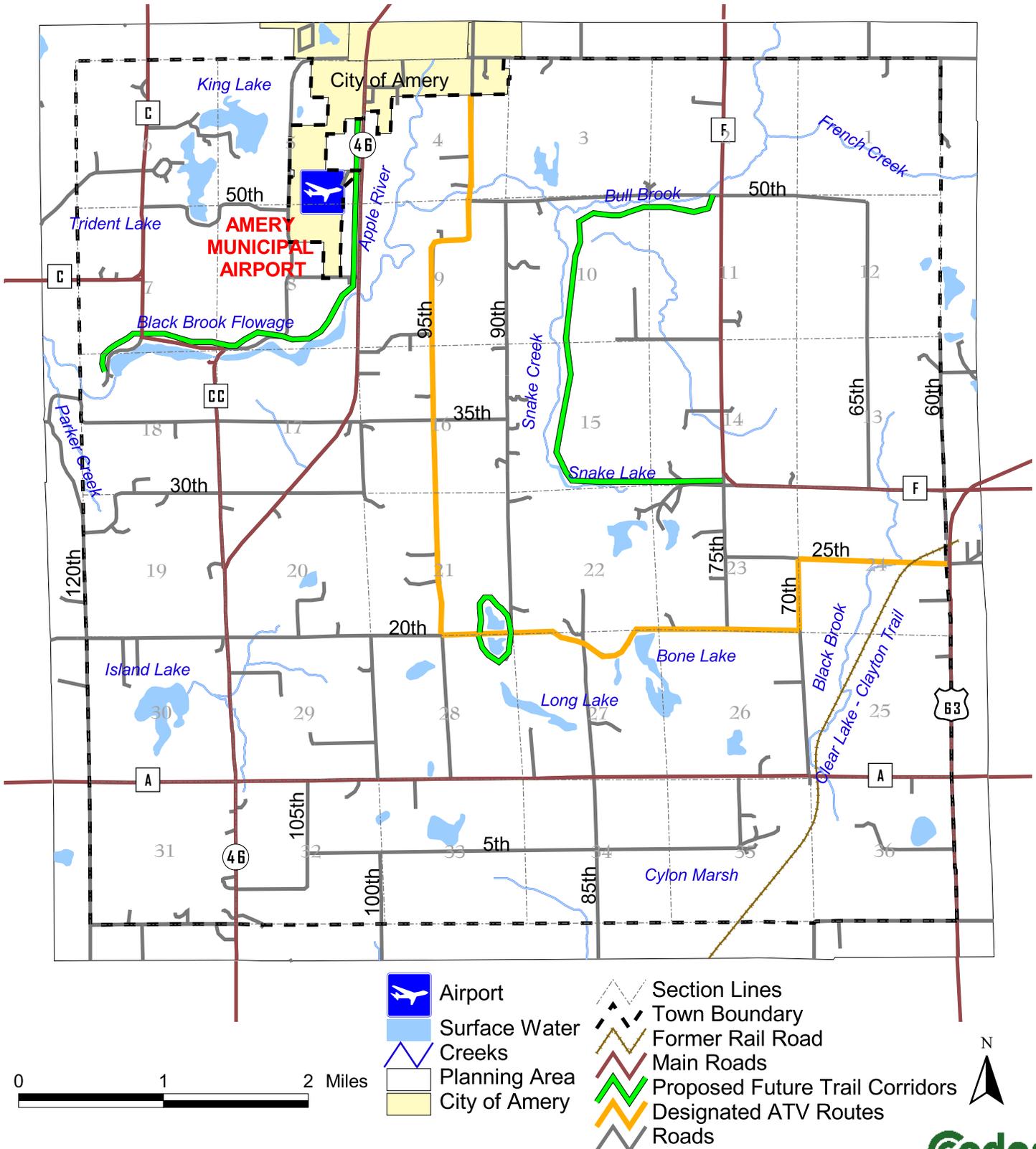
0 1 2 Miles



Multi Modal Transportation

TOWN OF BLACK BROOK

Map 7.2



Source: Tiger Data 2000, Polk County Plat Book 2003.

CHAPTER 8

Intergovernmental Cooperation

Introduction

Intergovernmental communication, coordination and cooperation can make a significant difference in the implementation and administration of a comprehensive plan. Intergovernmental cooperation can be developed over time. This section explores the relationships between the Town of Black Brook and other municipalities, agencies and others; identifies existing and potential conflicts and offers processes to resolve conflicts and build cooperative relationships.

Of those that had an opinion about the working relationships between the Town of Black Brook and other entities such as adjacent school districts and towns, Polk County, DNR, and DOT, most felt that the Town has a good relationship with each entity.

Units of Government Influence on Black Brook

The first step in coordinating cooperation between various municipalities is to identify the adjacent municipalities and some of their existing plans. The Town of Black Brook is surrounded by a number of municipal units of government. The following is a list of towns, village, and city that border the Town of Black Brook and the various plans those units of government may have or are working on:

Polk County

- Town of Alden
 - Comprehensive Plan
- Town of Lincoln
 - Comprehensive Plan (in progress)
- Town of Clear Lake
 - Comprehensive Plan (in progress)
- Village of Clear Lake
 - Comprehensive Plan (in progress)
- City of Amery
 - Comprehensive Plan (in progress)
 - Airport Zoning
 - Stormwater Management Plan

St. Croix County

- Town of Cylon
 - Comprehensive Plan – Heartland Comprehensive Plan

School Districts

The Town of Black Brook falls into both the Amery and Clear Lake Districts. Both school districts were previously discussed in this Comprehensive Plan in the Utility and Community Facilities Chapter.

Indianhead Technical College

The Wisconsin Indianhead Technical College (WITC) provides educational programs resulting in Associate Degrees and Certificates throughout Polk County and parts Western Wisconsin. The nearest campus is in New Richmond.

University of Wisconsin – River Falls

The University of Wisconsin – River Falls (UWRF) provides undergraduate, graduate and continuing education courses which support the fine arts, liberal studies, technology, business and industry. The campus is approximately 40 miles to the southeast of Black Brook and is part of the University of Wisconsin System.

County and Regional Government Units

- Polk County
- West Central Wisconsin Regional Planning Commission

Polk County has a number of plans that may have an influence on future growth in the Town of Black Brook. Some of the plans below were a coordinated effort between Polk County and West Central Wisconsin Regional Planning Commission. The following is a list of the various plans developed by Polk County:

- Polk County Land Use Plan
 - This Plan was written to assist officials with decisions concerning how the various communities in the County should preserve its desired characteristics and make positive changes in an orderly fashion.
- Polk County Land and Water Management Plan
 - This Plan was written to identify and rank concerns that affect the County's Natural Resources as well as identify options for improvement implementations.
- Polk County Forest Comprehensive Land Use Plan
 - This Plan is intended to serve as a guide for the sustainable use and protection of the County's Forestlands.

- Polk County Outdoor Recreation Plan
- Polk County Hazard Mitigation Plan

State Agencies

- Wisconsin Department of Natural Resources
- Wisconsin Department of Transportation

The Wisconsin DNR is often the regulatory agency that is responsible for the protection and sustained management of woodlands, waterways, animal habitat and other natural resources.

The Wisconsin Department of Transportation is responsible for maintaining and improving State Highway 46 and U.S. Highway 63, the main potential commercial growth corridor in the Town. For this reason, cooperation and communication between the Town of Black Brook and the Wisconsin DOT are extremely important for the development of the Town.

Existing Town Plans

Although this is a Comprehensive Plan, the Town of Black Brook does have an existing park plan. This Plan was developed by the residents of Black Brook to assist in planning the future growth of the Town. A policy in this Plan is to maintain and update the Plan as necessary.

Current Agreements

The Town of Black Brook has a few existing agreements with some of the adjacent municipalities. Some of these agreements include the Town being part of both the Amery and Clear Lake Districts, and receiving fire and ambulance service from both city and village.

The residents of Black Brook have fire protection through the Amery, Clear Lake, and Deer Park Fire Departments. District boundaries are determined by mutual agreement between the Town and those companies that provide fire protection in the area. The Town has written agreements with both the City of Amery and the Village of Clear Lake to provide fire protection for the Town. Overall level of service for fire protection is good.

Ambulance service for the Town of Black Brook residents is provided by Amery, Clear Lake, and Deer Park EMS.

Future Cooperative Opportunities

Being bordered by a City on the North (Amery) and a Village to the East (Clear Lake) the Town must be prepared for possible extraterritorial authority of both communities. Both municipalities have the authority to plan out 1.5 miles from their municipal boundary limits. If both communities do exercise that right, it would cover a significant portion of the Town of Black Brook. That is why it is important to work together now so that in the future, extraterritorial zoning and plat review.

The Town strives for harmonious relationships with all neighboring communities and has a generally positive relationship with them. The Town should consider developing cooperative boundary agreements with both the City of Amery and the Village of Clear Lake so future growth and development can be directed and agreed upon in a cooperative effort.

There may be tasks in the future that will require collaboration between the Town of Black Brook and its adjacent municipalities. Some of these efforts will cross multiple boundaries because they are related to environmental conditions in the area:

- Watershed Studies
- Stormwater Management Plans
- Farmland Preservation
- Multi-modal Transportation Planning
- Natural Resource Plans

Potential Future Cooperative Efforts

As the City of Amery and the Village of Clear Lake grow, they have the potential to have an impact on the Town of Black Brook. It is important for the Town to work with these communities so future development will be acceptable to all entities involved. One way to achieve agreeable results for future planning is to develop a committee of all three municipalities that meet on a quarterly or semi-annual basis to discuss these issues. Any potential future conflicts should be presented at the joint meeting.

Benefits to Agreements

The Town of Black Brook has a lot to gain by being actively involved in intergovernmental cooperation. Some of the benefits are cost savings, consistency, reduction in litigation, addressing regional issues, and having foresight in understanding future needed services.

Possible Conflicts

The Amery Airport will soon have Airport Overlay Zoning that implements some restrictions on land within 3 miles of the runways and includes a large area of the Town of Black Brook. The Town of Black Brook should attend public meetings that discuss the potential future zoning restrictions.

Goals, Objectives and Policies

Goal 1: Encourage adjacent government units to work together to achieve the goals of this Comprehensive Plan.

Objectives:

1. Share services when it is possible and feasible for both the Town of Black Brook and neighboring municipalities.
2. Establish agreements with adjacent municipalities that will benefit all parties involved.
3. Encourage adjacent government units to adopt and implement consistent residential development standards, policies and review practices.

Policies:

1. Promote open communication with adjacent government units.
2. Develop a consistent Park Plan among the neighboring municipalities in order to get the most efficient use out of the existing facilities.
3. Investigate opportunities for future cooperative agreements.
4. Update and maintain Town of Black Brook website.
5. Work with Polk County to develop a comprehensive zoning ordinance.
6. Develop a joint meeting committee with the City of Amery and Village of Clear Lake.
7. Consider participation in the Western Wisconsin Intergovernmental Collaborative (WWIC).
8. Provide a copy of this comprehensive plan to all surrounding or nearby local governments.
9. Create a cooperative understanding with adjoining towns for road maintenance.

CHAPTER 9 LAND USE

Introduction

A very important aspect of comprehensive planning is the Land Use Chapter. The Land Use Chapter will act as a guide for future public and private land use decisions. The element inventories and maps existing land use patterns and helps in analyzing and understanding the influences on these patterns.

Over half the respondents to the survey indicated that the Town should develop its own zoning ordinance. People also felt that the minimum lot size should be less than 10 acres. Presently, the minimum lot size is 2 acres.

Current Land Use Characteristics

The initial attempt at a current land use map, most of the land use classifications were originally based on the 2007 tax roll. Existing farm fields were then delineated based on USDA mapping information. This information was used as an overlay on the existing land use. The Current Land Use Map (*Map 9.1*) shows the current land use classifications that are based on how the different parcels are taxed. Current residential land use also takes into account those lands that have been farmed at the time this plan was written.

The primary purpose of the Current Land Use map is to take an inventory of the existing land use throughout the Town thereby making the future land use projections and build-out calculations possible.

The following is a list of current in the Current Land Use Map (*Map 9.1*):

- Agricultural/Residential
- Agricultural
- Commercial
- DNR, State, & Federal
- Farm Fields
- Forest/Natural Areas
- Institutional
- Residential
- Rural Residential

Below are descriptions of each land use classification:

- **Agricultural/Residential** – Land greater than five acres that is taxed primarily as agricultural and has a residence.
- **Agricultural** - Land use best suited to agricultural uses such as pasture, barns, and other farming related practices (not including farm fields).
- **Commercial** - Identifying areas where commercial development exists.
- **DNR, State, & Federal** – Land owned by the Department of Natural Resources, State, or U.S. Government. Primarily used as natural areas.
- **Farm Fields** – Areas identified as fields that are in productive agriculture.
- **Forest/Natural Areas** – Forested and undisturbed natural land.
- **Institutional** - Areas where public government and education facilities are located.
- **Residential** - Areas identified as having existing or platted residential development less than five acres.
- **Rural Residential** – Land greater than five acres that has a residence on it and the primary use is residential.

Agricultural/Residential and Agricultural

The Town of Black Brook is primarily an agricultural community. Currently, agricultural/residential and agricultural land use make up 23% of the total land in the Town.

That number is likely to change as development pressure increases. With new development comes the opportunity to preserve prime farmland through ordinances and possible land conservation programs.

Commercial

The Town of Black Brook presently has some commercial land use however it is not in a concentrated area, rather spread throughout the Town.

In the future, the Town would like to guide commercial land use along the major highway corridors (U.S. 63 and S.T.H. 46) and near the City of Amery and the Village of Clear Lake. There are 194 acres of Commercial Land Use in the Town of Black Brook making up less than 1% of the total land use.

As previously stated there is great uncertainty as to where and how much future commercial development may take place, a commercial area has been identified on the Future Land Use Map in order to give a rough estimate of possible future commercial development.

DNR, State, & Federal

DNR, State, & Federal Land makes up approximately 3% of the total land, or 604 acres. Land in this category will not be developed in the future and will be primarily left as a natural area. Some of these areas are being used for farming at this time.

Future uses will remain the same. There is, however, an opportunity to utilize these lands as a nature based education tool for the community. The Town can work with the local Fish and Wildlife Service to explore those opportunities.

Farm Fields

Farm Fields makes up approximately 44% of the total land, or 9,548 acres. Because agriculture is a primary component of the Town's economy it is important to encourage prime agricultural lands to continue as farmland in the future. The amount of land in the Conservation Reserve Program (CRP) in 2008 is 876.3 acres. CRP is a voluntary program for agricultural landowners that can receive annual rental payments and cost-share assistance to establish long-term, resource conservation practices on eligible farmland.

Forest/Natural Areas

Open space is a desirable amenity for residents in rural areas. The Town of Black Brook has a number of acres classified as Forest/Natural Areas. Nearly 13% of the land falls in this category or 2,754 acres.

These are often desirable areas to develop and if developed, should be done to conserve trees and open space.

Institutional

Institutional uses include public resources, schools, and churches within the Town. Institutional uses occupy approximately 15 acres of land. The Black Brook Town Hall and the dam are two of the notable uses in this category. The land in this use will likely remain the same in the future.

Residential

Residential land makes up a small percent (3.70%) of the land in the Town of Black Brook. Residential Land Use consists of residential land that is 5 acres or less. This land use will increase in the future. As more land gets developed for houses, fewer acres of agricultural land will remain.

Rural Residential

Over 2,900 acres of land is considered Rural Residential Land. This consists of residences on over five acres of land.

These land use categories should not be interpreted as zoning classifications. The Town of Black Brook is under the jurisdiction of Polk County Zoning and this plan and map does not serve to replace County Zoning. The Current Land Use Map may also vary with what the actual land use may be at the time this plan is

Town of Black Brook Comprehensive Plan 2008-2028

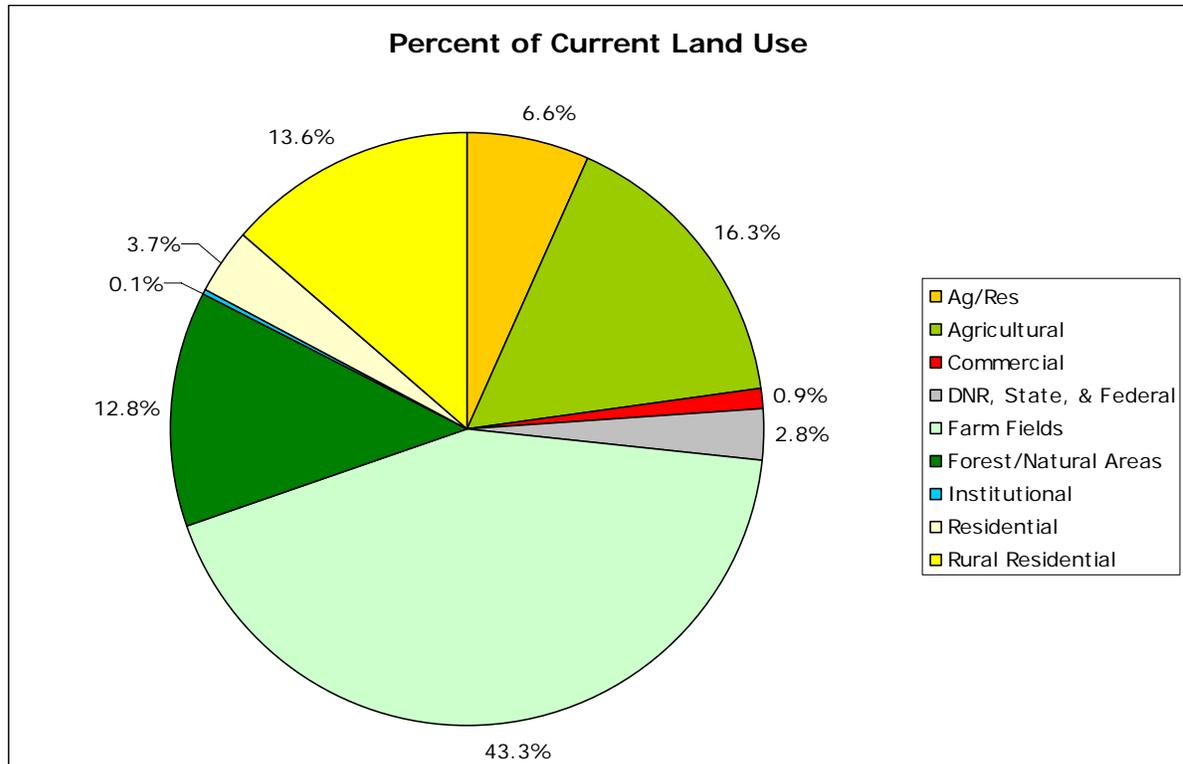
approved. Table 9-1 illustrates the current land use classifications and the number of acres per land use.

Table 9-1 Current Land Use Classes/Acreage

Current Land Use	Acreage	Percent of Total
Agricultural/Residential	1,415	6.6%
Agricultural	3,508	16.3%
Commercial	194	0.9%
DNR, State, & Federal	604	2.8%
Farm Fields	9,316	43.3%
Forest/Natural Areas	2,754	12.8%
Institutional	15	0.1%
Residential	806	3.7%
Rural Residential	2,921	13.6%
Total	21,532	100.0%

Source: Polk County Tax Roll, USDA and NRCS, and Cedar Corporation

Chart 9-1 Current Land Use Classifications



Source: Polk County Tax Roll, Cedar Corporation

Current Land Use Methodology

- Agriculture/Residential – Any parcel that was taxed as Residential, but consisted of greater than 50% agriculture.
- Agricultural – Any parcel where over half the land was used for Agriculture, and did not have a Residential tax code on it.
- Commercial – Any parcel consisting of over 50% Commercial.
- DNR, State, & Federal – Parcels with Exempt status, but were listed under DNR, State, & Federal in the Plat book.
- Farm Fields – Information from the USDA and NRCS was used to determine the farm field locations. The Farm Fields were then incorporated into the parcel map and considered a separate land use.
- Forest/Natural Areas – Any parcel where over half of it is undeveloped and did not have a Residential or Commercial taxing classifications.
- Institutional – The remaining exempt parcels that weren't Right of Way, DNR, or State & Federal.
- Residential – Any parcel five acres or less that was taxed as Residential.
- Rural Residential – Any parcel greater than five acres that was taxed as Residential, but consisting of less than 50% agriculture. Acreages weren't calculated until the Farm Fields merged with the parcel map.

Below are the tax codes that were used in assigning the current land uses:

- G1 – Residential
- G2 – Commercial
- G4 – Agricultural
- G5 – Undeveloped
- G5m – Agricultural Forest
- G6 – Forest
- G7 – Other

Future Land Use Characteristics

The Future Land Use information was based on a number of factors which include: developed land, Citizen Advisory Board input, and natural resources. The same land use classifications from the Current Land Use map will also be used for the Future Land Use Map (*Map 9.2*).

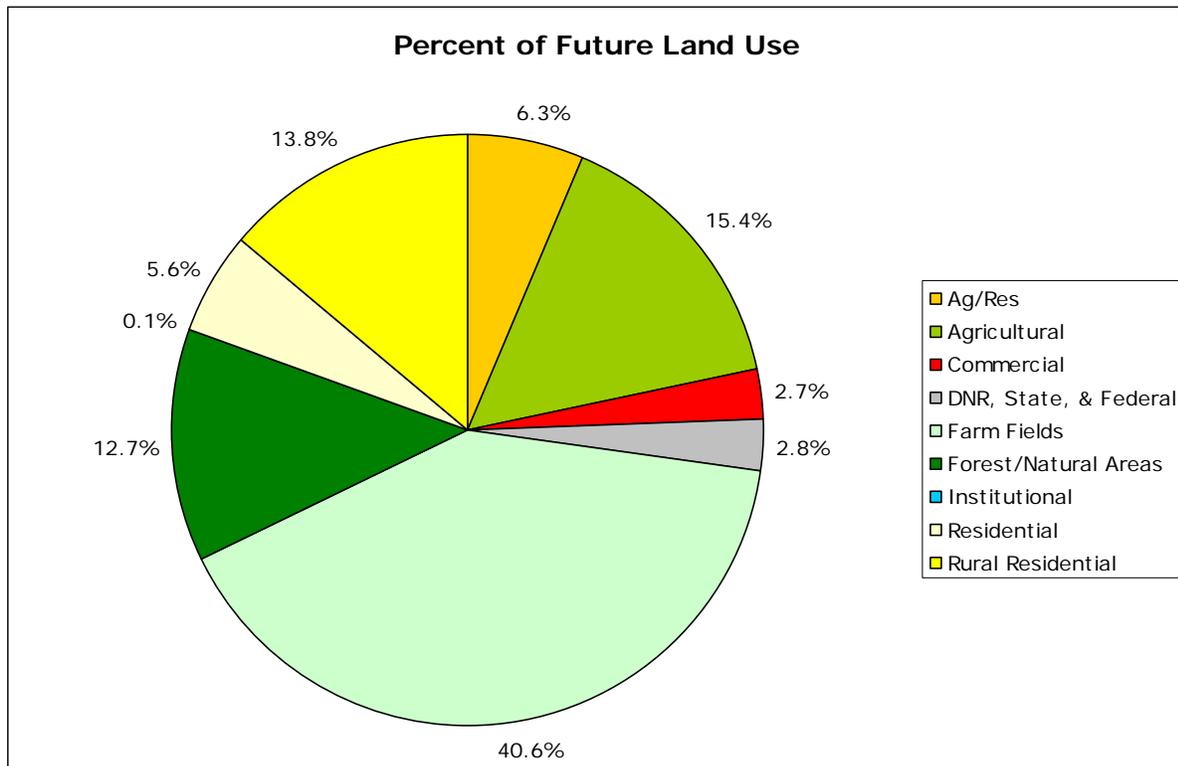
The Future Land Use Map is general in nature and is not meant to dictate how each parcel of land can be developed. It is used to indicate the general preference for future land uses in that area.

Town of Black Brook Comprehensive Plan 2008-2028

Table 9-2 Future Land Use Classes/Acreage

Future Land Use	Acreage	Percent of Total
Agricultural/Residential	1,358	6.3%
Agricultural	3,340	15.5%
Commercial	581	2.7%
DNR, State, & Federal	604	2.8%
Farm Fields	8,752	40.6%
Forest/Natural Areas	2,724	12.7%
Institutional	15	0.1%
Residential	1,211	5.6%
Rural Residential	2,947	13.7%
Total	21,532	100.0%

Chart 9-2 Future Land Use Classifications



Source: Polk County Tax Roll, Cedar Corporation

There is expected to be commercial development potential and pressure along State Highway 46 near the City of Amery and U.S. Highway 63 near the Village of Clear Lake. Even though there is great uncertainty as to exactly where future commercial development may take place, future land uses have been identified on the Future Land Use Map.

Natural resources and transportation corridors were considered when determining future residential and commercial land uses. The Town made a conscious effort to protect some prime agricultural areas.

Future Land Use Trends

In the past 20 years, more and more agricultural land has been lost as development increased and sprawled into the rural areas. In recent history, however, development has begun to slow. It is important for Black Brook to establish a land use strategy or plan to protect them from undesirable land use activities in the future.

Land Supply

The amount of land in the Town will never increase and will likely decrease if adjacent municipalities annex land in the future. Currently, there is approximately 21,500 acres of land including portions of the road right of way, of which about 25% of the land is considered developed (5,350 acres). That is a significant amount of land that is currently undeveloped, but most of that is agriculture and farm fields. The Town is trying to protect its agriculture.

Land Demand

There is an occasional land division in the Town, but there has not been a significant influx of development. That may change dramatically once the bridge over the St. Croix River at Stillwater is constructed, but that is not expected for the next 10 to 20 years. Currently, the supply outweighs demand.

Land Prices

Overall property values continue to increase. Total real estate property values increased by about \$1.1 million between 2006 and 2007. Land values increased by \$1.9 million. Although land value is rising, because of the economy and the housing market, the value of improvements has dropped.

Opportunities for Redevelopment

There are a few opportunities for redevelopment and/or community clean up areas. The Town of Black Brook continues to push for property owners to improve or clean up areas that are considered blighted or hazardous.

Existing or Potential Land Use Conflicts

In agricultural rural areas, there is always the potential to have conflicts between agricultural and residential uses. To date, this has not been major issue as most residents seem to understand that the rural area they chose to live in is primarily an agricultural area.

One potential conflict with the City of Amery is with their Future Land Use Map. Presently, the City of Amery's draft Future Land Use Map shows an industrial area to the west of the Amery Municipal Airport and a mixed business area extending from the southern City Limits of Amery, along the east side of 95th Street. Neither of these areas

is identified as such on the Town’s Future Land Use Map (Black Brook identified the area east of 95th Street as Residential). Also, the Town of Black Brook identifies a commercial area along both sides of State Highway 46 whereas the City of Amery does not. All three of these areas represent potential conflicts in future land uses between the City of Amery and the Town of Black Brook.

Projections of Future Land Use

Based on the 20 year land use projection and map, we projected the future land use needs in 5 year increments (*Table 9-3*).

Table 9-3 – 20 Year Land Use Projection

Land Use	2,005	2,010	2,015	2,020	2,025
Agricultural/Residential	1,415	1,401	1,387	1,372	1,358
Agricultural	3,508	3,466	3,424	3,382	3,340
Commercial	194	291	388	484	581
DNR, State, & Federal	604	604	604	604	604
Farm Fields	9,316	9,175	9,034	8,893	8,752
Forest/Natural Areas	2,754	2,746	2,739	2,731	2,724
Institutional	15	15	15	15	15
Residential	806	907	1,008	1,109	1,211
Rural Residential	2,921	2,927	2,934	2,940	2,947
Total	21,532	21,532	21,532	21,532	21,532

Goals, Objectives and Policies

Goal 1: Encourage development in appropriate areas.

Objectives:

1. To coordinate future road corridors to support planned development.
2. To preserve best farmable land.
3. To preserve steep slopes, wetlands, and other environmental corridors.

Policies:

1. Consider developing and implementing a Transfer of Development Rights (TDR) Program and Cluster or Conservation Subdivision Ordinance.
2. Protect the environmental resources of the town through easements and conservancy areas.
3. Develop a comprehensive subdivision ordinance.
4. To maintain the land use plan and develop and implement a zoning ordinance to further define future land use

Goal 2: Continue long-range planning and intergovernmental cooperation regarding land use issues.

Objectives:

1. To avoid land use conflicts.
2. To work cooperatively and effectively with neighboring communities.

Policies:

1. Continue to update the Land Use Chapter.
2. Set up a joint committee among adjacent municipalities to address land use issues and opportunities.

Goal 3: Manage commercial development in limited areas to address pressure from surrounding communities.

Objectives:

1. To avoid land use conflicts.
2. To work cooperatively and effectively with neighboring communities.

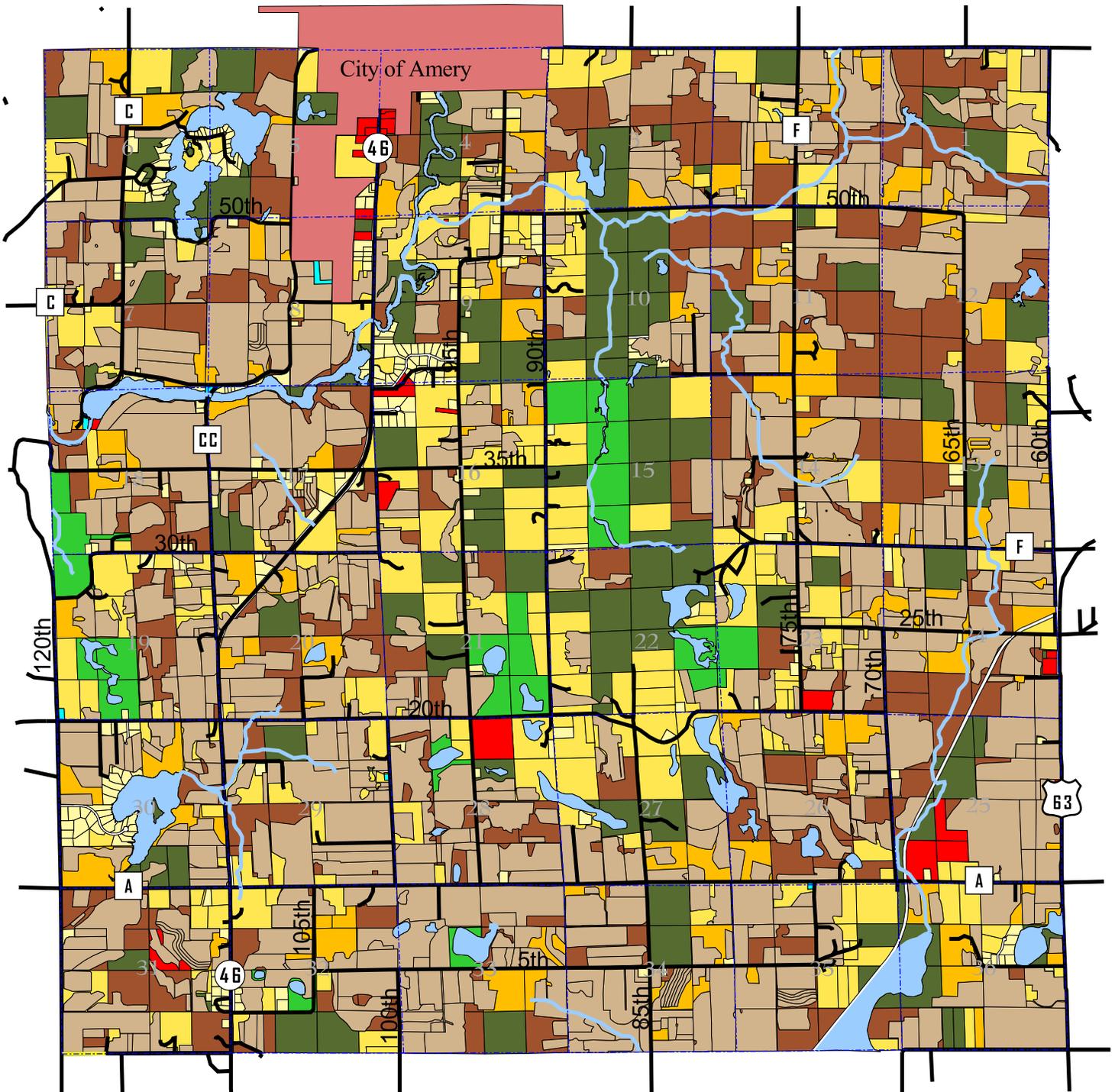
Policies:

1. Explore options to assume zoning authority for the Town.
2. Explore a variety of options that protect the land management vision of the Town such as preserve the agricultural way of life, conserve open space and natural resources, and maintain rural character of the Town.

Current Land Use

TOWN OF BLACK BROOK

Map 9.1



- Section Lines
- City of Amery
- Creeks
- Water
- Roads

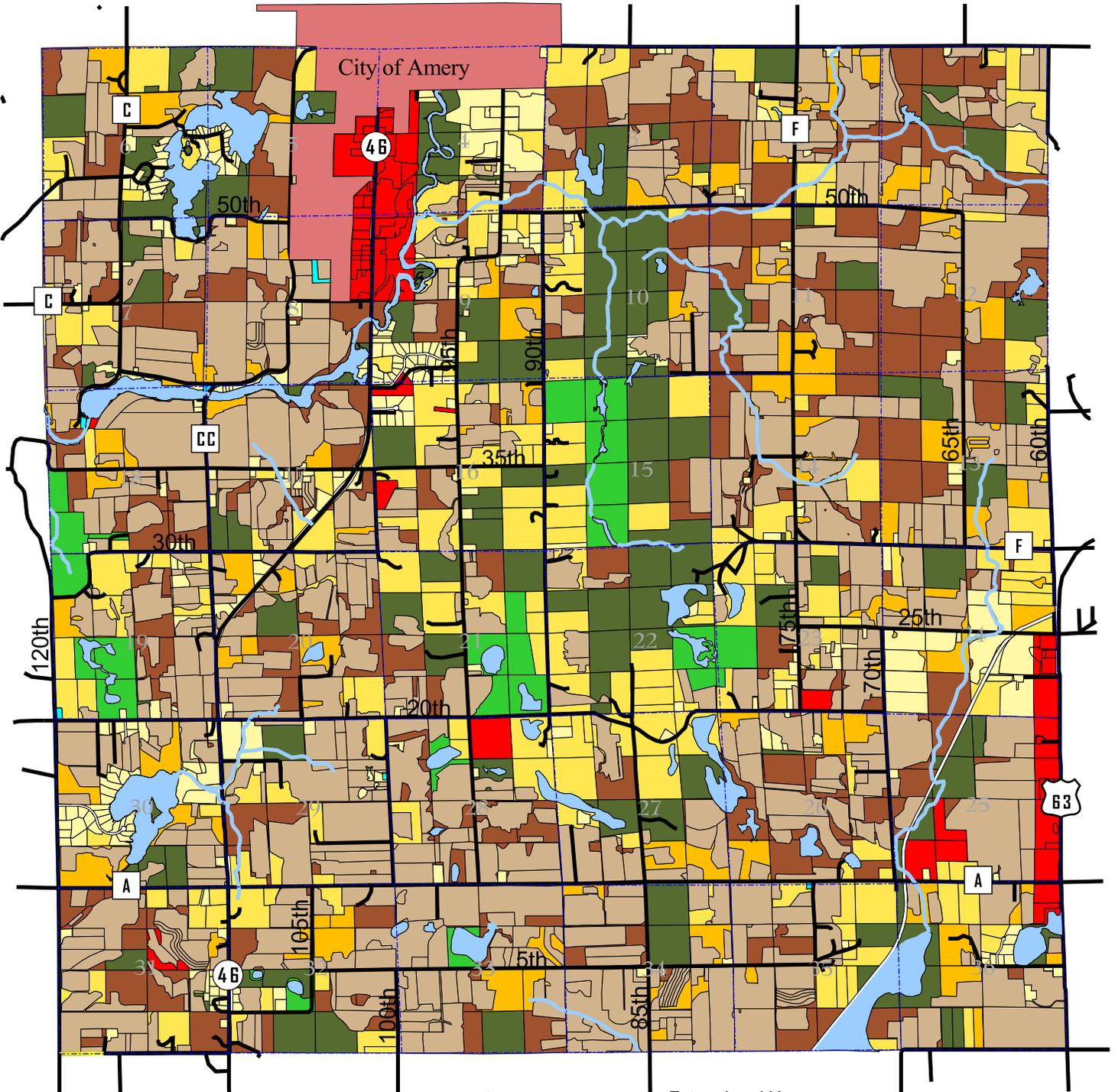
- Residential
- Rural Residential
- Ag/Res
- Agricultural
- Commercial
- Institutional
- Farm Fields
- DNR, State, & Federal
- Forest/Natural Areas



Future Land Use

TOWN OF BLACK BROOK

Map 9.2



- Section Lines
- City of Amery
- Creeks
- Water
- Roads

- Future Land Use
- Residential
 - Rural Residential
 - Ag/Res
 - Agricultural
 - Commercial
 - Institutional
 - Farm Fields
 - DNR, State, & Federal
 - Forest/Natural Areas



CHAPTER 10

Plan Implementation

Introduction

The development and adoption of a Comprehensive Plan becomes meaningful only if the Plan is implemented. The Plan is best implemented when it is used as a guide for future decisions and kept current with new information, as it becomes available. Beyond the maintenance of the Plan itself, the Plan can be used to guide the Town's development decisions for zoning, subdivision regulations and intergovernmental relations.

Survey Results

Responses were evenly split as to whether or not information regarding Town events and activities are adequately available to residents. Many would like to be informed of Town information by newspaper articles, newsletters, and the Town's website. The majority of respondents said they would like to see the Town consider state and federal grants, impact fees, and user fees, as a means to finance future public needs.

Implementation Tools

Zoning Ordinances

Zoning Ordinances control the use of the land. They are used to ensure that land uses are compatible with one another with regard to type and spatial layout. Zoning can also direct growth in appropriate areas and protect existing property against zoning conflicts.

Subdivision Ordinances

Subdivision Ordinances control the development of land. They enable a community to control the subdivision of land by a developer. A community can specify lot sizes, density, design features, infrastructure, etc. They can also help guarantee that sufficient existing and planned public utilities and facilities such as schools, parks and emergency services will be there for future growth.

Building and Housing Codes

Building codes control the construction of buildings. The codes are put in place so that newly constructed and remodeled buildings conform to state building, plumbing, and electrical codes. Housing codes are passed to discourage housing from becoming dilapidated and blighted.

Official Map Ordinances

The official map is a legal document. It shows existing and future streets, right-of-ways, parks, school sites, and other public facilities. It ensures that future

development does not infringe on planned streets and public facilities. In conjunction with the Comprehensive Plan, the Official Map can be a very effective implementation tool.

Sign Ordinances

A sign ordinance controls the placement of signs within a community and contributes to the community's aesthetics and character. The ordinance restricts the size, location, and types of signs. As well as the material a sign can be made of.

Site Plan Review

A Site Plan Review is mostly concerned with residential land use, commercial and industrial properties. It is in place to make sure storm drainage, parking, and setback requirements are met.

Historic Preservation Ordinances

A Historic Preservation Ordinance aims to protect historic buildings, structures, and districts. The Town may address historical accuracy when designated buildings, structures, or districts are rehabilitated or redeveloped. It is designed to protect communities from development that would detract from its appearance and character.

Access Control Ordinances

An Access Control Ordinance provides for safe and efficient movement of traffic and provides safe access to land adjacent to roadways. Through this, land development along roadways can be managed. State, county, and local governments often use this to implement roadway traffic, access, and development issues.

Flood Plain Ordinances

Flood Plain Ordinances control the use of land within a flood plain. This type of ordinance is used to minimize expenditures for flood control projects, business interruptions, and damage to public facilities. The Flood Plain Ordinance can also be used as a tool to discourage the victimization of unwary land and homebuyers.

Transportation Plans

A transportation plan is the document to follow when new subdivisions are developed. Existing and future road corridors are mapped and should be followed to form continuity between existing and future development. The State requires that a PASER Study be completed every three years. Updating the PASER Study would be a component of a Transportation Plan.

Code of Ordinances

A Code of Ordinances covers a wide variety of regulations to help protect the Town. Some of the issues covered in the Code include: Building Construction,

Citations, Emergency Management, Impact Fees, Parks, Subdivision of Land, and Zoning.

Transfer of Development Rights (TDR)

A TDR Program allows land owners to transfer development rights from a sending area (area to be protected in perpetuity) to a receiving area (land to be developed). This program would allow the land owners in the Town to permanently preserve the best farmland and still be able to get an equitable value for the development rights on their land.

Financial Tools

Capital Improvements Program (CIP)

A CIP allows you to prioritize and budget monies for future improvements to public buildings, roads, parks, and utilities. It examines available tax dollars and future revenues to predict expenditures for the future.

Tourism, Agriculture, and Forestry (TAF)

A Tourism, Agriculture, and Forestry (TAF) program allows the Town to use the taxes collected on the increase in the value of taxable property for financing additional property improvements. Newly adopted in 2004, the TAF law has extended to Towns providing them a way to help pay for specific agricultural, forest, manufacturing and tourism activities as classified in the North American Industry Classification System (NAICS), 1997 edition by way of a TAF District. A TAF District can be used as an incentive tool to draw new tourist activities into the area.

Community Development Block Grants (CDBG)

CDBGs are used to improve local housing and public buildings. Several state and federal programs are available for various housing needs.

Impact Fees

Impact Fees can be used to offset the cost of infrastructure needs in a community. New developments will be charged impact fees per dwelling. In turn, that money is used to upgrade parks, fire departments, and roads. This shifts much of the financial burden of these upgrades to the people that initiate them.

Existing Implementation Tools

There are a number of implementation tools already in place for the Town of Black Brook. Some of these tools are implemented and enforced by Polk County, such as the zoning and subdivision ordinance.

- Comprehensive Plan
- Zoning Codes
- Subdivision Ordinance
- Parks Plan

- Access Control Ordinance

Comprehensive Plan

The Plan is meant to be a guide for all types of community development decisions. With adoption by the Town Plan Commission, Town Board and County Board, the Plan becomes the official policy of the Town and County for planning and development issues in Black Brook. Development of a community happens incrementally, one development, and sometimes, one parcel at a time. In addition, decision-making committees and boards responsible for making development decisions change over time. Therefore, using the Plan as a guide for overall development decisions will build consistency, continuity and legal protections into the development process.

Zoning Codes (County)

Black Brook is a participant in the Polk Zoning Ordinance. Zoning classifications are currently in place to generally carry out the land use provisions of the Plan. Once again, the Town and County should use the goals, objectives and policies of the Plan as a guide for decisions for rezonings, special exceptions and variances under the zoning ordinance.

As population and the related demand for additional development continue to grow, the need for more sophisticated zoning provisions increases as well. Black Brook and Polk County should work together to develop additional new zoning districts and standards that will make the zoning ordinance more appropriate and relevant to increasingly complex land development issues and real estate market. The two primary zones from the Polk County Zoning Ordinance are Agriculture and Shoreline. The other zones identified within the Town include Commercial, Industrial, and Residential.

Subdivision Ordinance (County)

Developments that create new parcels in Black Brook are subject to the County subdivision regulations. One of the requirements of these ordinances is that proposed subdivisions are to be consistent with adopted local plans and ordinances. Therefore, the review of subdivisions by the Town and County should include a comparison of the proposed subdivision to the goals, objectives and policies of the Plan. The County subdivision regulations include a variety of development standards that apply to new developments.

Parks Plan

The Town of Black Brook has a Park and Recreation Plan. This plan is the guidance document regarding park and recreation issues for the Town of Black Brook. For future updates it will be important to include the neighboring municipalities because they can assist in estimating the recreation needs for the area residents such as capacity, number of facilities and location of facilities.

Access Control Ordinance

An Access Control Ordinance or Driveway Ordinance provides for safe and efficient movement of traffic and provides safe access to land adjacent to roadways. The Town of Black Brook does have a Driveway Ordinance in place that was adopted on January 8, 1998. The Town may want to consider reviewing ordinance and revising if necessary.

Local Action

Local Citizens

The Town of Black Brook encourages ideas from its citizens that will result in the betterment of the community. Throughout the planning process, public participation has been encouraged through several means including a Community Development Survey, newspaper notices, and monthly Planning Commission meetings. This process does not end with the adoption of the Comprehensive Plan. Situations change and new ideas evolve and with this, the Comprehensive Plan will need to be updated. Therefore, public participation will always be needed and welcomed.

Planning Commission

The Town of Black Brook Plan Commission's role in the planning process is to review all pertinent information, give input, and act as advisory to the Town Board. The recommendations of the Plan Commission that are presented in this Comprehensive Plan will guide the future direction of growth and development in the Town of Black Brook in a manner which benefits its citizens and minimizes the Town's costs.

Town Board

In order for the Comprehensive Plan to be implemented, the Town Board must formally adopt the Plan. Upon this happening, the Comprehensive Plan becomes the official guide for decision-making by Town officials. As chief policy makers, the board is also responsible for establishing and actively supporting a continuing planning program.

Element Integration/Consistency

Any inconsistencies among Elements of this Comprehensive Plan have been addressed during the development of said Plan. All of the goals, objectives and policies within this Comprehensive Plan as well as any maps, analysis and appendices have been presented and reviewed by members of the Town of Black Brook's Plan Commission. Policies from each element were assessed to ensure they would address the goals and objectives of each element. Future revisions of this Plan shall take the same considerations during the updating process.

Plan Amendments and Updates

Comprehensive Plans are meant to be very dynamic. The Town of Black Brook's will also require updates and changes when it is necessary. Wisconsin State Statute section 66.1001(2)(i), states that the comprehensive plan shall be updated no less than once every 10 years. Because this plan was adopted in 2008, a complete update will be required of all nine elements in 2018. Revisions or amendments to the plan can be addressed at any time by following the procedures for adopting a comprehensive plan under Wisconsin Statutes and the adapted public participation procedures. It is recommended that the Comprehensive Plan be reviewed yearly. Town Board members should be willing to address minor changes at any time when the situation is warranted.

On-going evaluation and monitoring is important to maintain the integrity of the Comprehensive Plan. The needs of the community today may not match the needs 20 years from now. Therefore, the Plan Commission will need to monitor the progress of the Plan implementation. A potentially large update may be needed after reviewing 2010 census data.

Potential Implementation Tools

- Zoning Code
- Subdivision Ordinance
- Transportation Plan
- Building Codes
- CIP Program
- Sidewalk/Trail Ordinance
- Historic Preservation
- Official Map
- TDR Program

Goals, Objectives and Policies

Goal 1: Continue the ongoing implementation of the Town's Plans including the Comprehensive Plan and make sure it is updated accordingly.

Objectives:

1. Establish a set schedule of when to review and update each plan.
2. Upon review of each Plan, amend them when necessary.
3. Look at other possible types of plans that could be beneficial to the Town.

Policies:

1. Update Comprehensive Plan every five years. Compare data such as housing and demographics information to make sure they follow the Plan; if not, adjust the Comprehensive Plan to coincide with the new data.

2. Develop an Official Town of Black Brook Map.

Goal 2:

Consider new implementation tools to guide future growth.

Objectives:

1. Look at other possible types of plans that could be beneficial to the Town.
2. Consider other possible types of ordinances that could be implemented.

Policies:

1. Create a committee to determine the Town's needs for additional implementation tools.
2. Consider adopting Town's own Subdivision Ordinance.
3. The Town Board should utilize the Comprehensive Plan when adopting or amending ordinances.
4. Update subdivision ordinance by January 1, 2010.
5. Consider adopting an obscenity ordinance.
6. Develop Implementation Task List and Schedule.

APPENDIX A

Public Participation Plan

RESOLUTION 07-07

TOWN OF BLACK BROOK, POLK COUNTY, WISCONSIN

RESOLUTION ESTABLISHING PUBLIC
PARTICIPATION PROCEDURES FOR COMPREHENSIVE PLAN

WHEREAS, the Town of Black Brook has decided to prepare a comprehensive plan under the authority of and procedures established by Sec. 66.1001 Wis. Stats; and

WHEREAS, Sec. 66.1001, Wis. Stats, requires that the governing body of the local governmental unit adopt written procedures designed to foster public participation at every stage of comprehensive plan preparation, and that such written procedures shall provide for wide distribution of draft plan materials, an opportunity for the public to submit written and oral comments on the plan materials, and a process for the governing body to respond to such comments; and

WHEREAS, the Town of Black Brook believes that regular, meaningful public involvement in the comprehensive plan process is important to assure that the resulting plan meets the wished and expectations of the public; and

WHEREAS, the "Agreement for Professional Services" between the Town and Cedar Corporation, a consulting firm, includes written procedures to foster public participation, ensure wide distribution of draft plan materials, provide opportunities for written comments on such materials, and provide mechanisms to respond to such comments.

NOW, THEREFORE, BE IT RESOLVED that the Town Board of the Town of Black Brook hereby adopts the written procedures included in the "Public Participation Plan" meeting the requirements of Sec. 66.1001, Wis. Stats. A copy of said procedure is attached as Exhibit A.

Adopted this 17 day of July, 2007.

TOWN OF BLACK BROOK



Charles Barney, Town Chair

ATTEST:



Sally Pickard, Town Clerk

EXHIBIT A

PUBLIC PARTICIPATION PLAN

The following methods will be used, when practical, to foster public participation and input for the Town of Black Brook Comprehensive Plan.

- **Opinion Surveys:** The Town of Black Brook will conduct an opinion survey of all residents and property owners.
- **Newsletters:** The Town will include an informational newsletter in all property tax statements.
- **Citizen Advisory Boards:** The Town of Black Brook will gather a fixed group of citizens for a brainstorming session.
- **Press Releases:** Press releases will be sent periodically to the Amery Free Press.
- **Websites:** The Town will create a website that will post information and drafts of the Comprehensive Plan.
- **Open Houses:** An open house will be used to educate and gather input on the more important issues.
- **Public Meetings:** The public is invited to attend all Plan Commission meetings.
- **Public Hearing:** A public hearing is a legal requirement of the Comprehensive Planning Law. It allows residents to express their views and offer comments before adoption of the comprehensive plan.

The Town of Black Brook is not limited to the public participation methods listed above and may engage in other methods not identified here as the planning process moves forward.

APPENDIX B

Citizen Advisory Board Results

Town of Black Brook

Citizen Advisory Board Meeting Results

Tuesday, April 17, 2007

With Assistance from:



Cedar Corporation
604 Wilson Avenue
Menomonie, Wisconsin 54751

Residents of the Town of Black Brook met on April 17, 2007, to discuss and provide input on a few topics that will be addressed in the Town's Comprehensive Plan. The three topics included the following:

- Evaluation of minimum lot sizes
- General locations for future commercial and residential development
- Corridors for walking, biking, skiing, and horse back riding trails

Those in attendance broke up into two groups of approximately ten people. Group 1 was facilitated by Josh Miller and Group 2 was facilitated by Tim Stockman, both of Cedar Corporation.

In the first task, layouts of 10, 5, 2, and 1 acre (conservation) subdivisions were displayed on four different 40 acre tracts of land. People decided which layouts they liked for the Town and provided opinions of why.

In the second task participants looked at an aerial map of the entire town and tried to determine the best general location of future commercial and residential development.

In the third task participants also reviewed an aerial image of the Town and looked at where the ideal locations would be for trail corridors.

Group 1; Task 1

Group One decided to review the minimum lot sized based on minor (4 lots or fewer) and major subdivisions (5 lots or greater). The majority of the group (6 out of 9) felt that the minimum lot size for major subdivisions could be 1 acre if a conservation subdivision was implemented. Three people felt that 2-3 acre minimum on the major subdivisions would fit the Town better. All but one person thought the minor subdivision should have a larger minimum lot size of 2-3 acres.

The main concern was to preserve farmland. They also wanted to develop areas appropriate for development.

Group 1; Task 2

Group One first looked at commercial areas for future development. They came to a consensus on which areas should be set aside for commercial (*See Map 1*). The first area along State Highway 46 just south and east of the city limits of Amery. They decided that this area would be ideal for commercial and decided to have two different classifications of commercial. The 1st Tier would be looking at the needs of the Town for the next 20 years, and the 2nd Tier for looking beyond that time frame. If additional commercial growth were to occur in the next 20 years, they would extend that corridor from the south edge of Amery's city limits

down to 35th Street on both sides of State Highway 46 (2nd Tier). The other commercial corridor they wanted to designate is the west side of U.S. Highway 63 from 30th Street down to County Line Road.

Additional comments include not allowing adjacent municipalities to annex land in Black Brook and not letting the Town lose its two liquor licenses.

Group 1 didn't feel they had enough information to decide where residential development should occur. This will be addressed later on in the process as maps are produced to show agricultural lands to protect and soils that may be suitable for residential development. These along with other maps and information will allow a better educated placement of residential locations. They do feel though that more densely developed land should take place near the City of Amery and the Village of Clear Lake.

Group 1; Task 3

Group one provided a number of ideas of where they would like to see trails (*See Map 2*) and recreation areas. The first comment made was to have public access to Bull Brook, a nice trout stream, just east and west of County Road F. They would also like to see better canoe accessibility to the Apple River just south of Amery down to the Black Brook Flowage. Another consideration was to have a trail from the County Park, along the Black Brook Flowage to State Highway 46, and then connecting up with Amery's trail system. The other trail corridor residents from Group 1 mentioned was starting at 50th Street just east of County Road F following Bull Brook on the south side and then curving down to follow Snake Creek and Snake Lake and then eventually connecting back up to 75th Street.

Group 2; Task 1

Group Two reviewed the options that were presented and had varying ideas of what the minimum lot size should be. Each participant selected one or more option and provided a reason for choosing that particular option(s). Option 1- 5 acre; Option 2 – 10 acre; Option 3 – 2 acre; and Option 4 – 1 acre (conservation).

Below are the comments and reasons:

"Option 3 or 4 – Less control over land with Options 1 and 2."

"Option 3 – Better use of land; conserves some for farmland."

"Option 1 – Depending on roads and access."

"Option 4 – As long as density is not too great."

"Option 4 – With questions on Option 3."

"Option 3 – But likes Options 1 and 2; keep open space."

"Option 2 – Likes open space; move closer to the Cities if you like denser development."

"Option 1 – Dislikes Option 4; likes open space."

"Option 4 or 2 – Option 4 for land within 1 mile of Amery; Option 2 for rural area."

"Option 3 or 4 – Option 4 close to City; Option 3 to conserve farmland."

"Option 3 – More manageable than larger lots."

Totals:

Option 4: 5 (close to city)

Option 3: 5

Option 2: 2 (rural area)

Option 1: 2

Other comments include:

There are some concerns about density with highway access, crime, and wastewater treatment options. Some concerns about wastewater treatment were addressed by noting that a treatment system could treat up to a maximum of 12,000 gdp (gallons per day) or 27 homes. Beyond that, a second system would be required and it would have to be a minimum of 1,500 feet away from initial system.

Most of the participants preferred 1-2 acre minimum lot sizes especially on land near the City of Amery.

Group 2; Task 2

The focus of this group was also commercial development with a few general locations for where participants would like to see denser residential development. The group felt that denser residential development should occur near the City of Amery and the Village of Clear Lake. Most of the responses about commercial development were to put commercial along U.S. Highway 63 and State Highway 46. One comment related to the expansion of U.S. Highway 63 to four lanes and if that were to happen in the future, this would be an ideal location for commercial or light industrial development. A specific idea for commercial development was to have an office/professional building on State Highway 46 near Amery.

Group 2; Task 3

Group Two had a variety of ideas regarding trails in the Town. Some participants felt there wasn't a need for trails in the Town (at least not near residential); others would like to see County, State, and DNR land used instead of having to acquire private land. A few responses were to connect existing trails with State trails and to consider cleaning up old railroad right-of-way and logging trails. The one location that was suggested was the pond on 20th Avenue and to tie that in with a State Trail (*See Map 2*).

Both groups were encouraged not to consider land ownership or cost when looking at these locations. This allowed for an open discussion and for ideas not to be limited.

Below is the list of participants:

Group 1

- Gwen Baker
- Glen Clausen
- Joyle Anderson
- Mark Pendergast
- Tim Ritten
- Duane Solum
- David Schilling
- Phil Humphrey
- Jeff Heiden

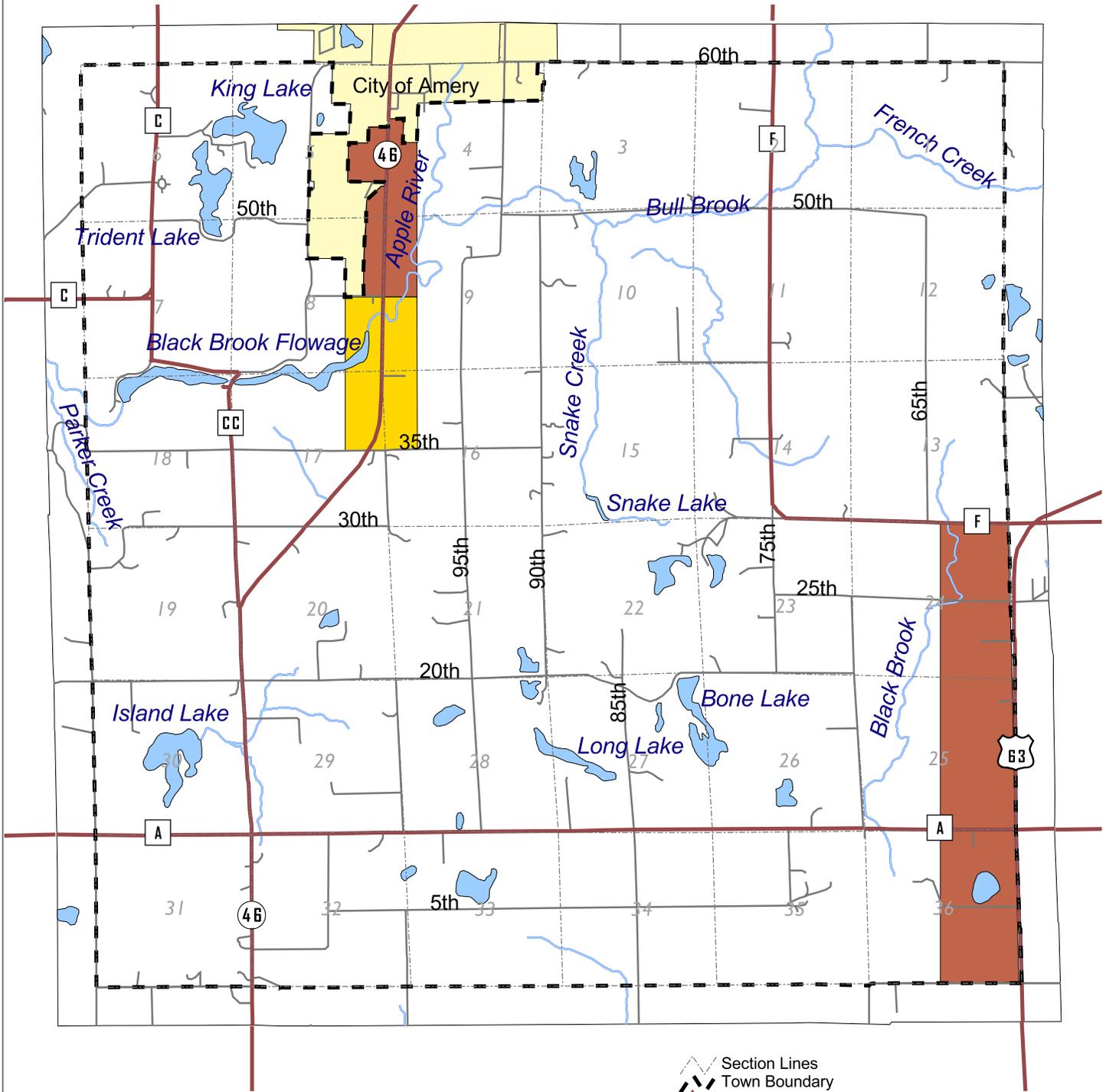
Group 2

- Gary Hagen
- Bill Griesbach
- Larry Wojchick
- Mary Wojchick
- Dennis Klinkhamer
- Dennis Carson
- Charlie Barney
- Loren Liedl
- Don Hoffman
- Pam Carson
- Joyce Klinkhamer

Future Commercial Areas

TOWN OF BLACK BROOK

Map 1



- Section Lines
- Town Boundary
- Main Roads
- Roads
- Surface Water
- Creeks
- Commercial Property
- 1st Tier
- 2nd Tier
- Planning Area
- City of Amery

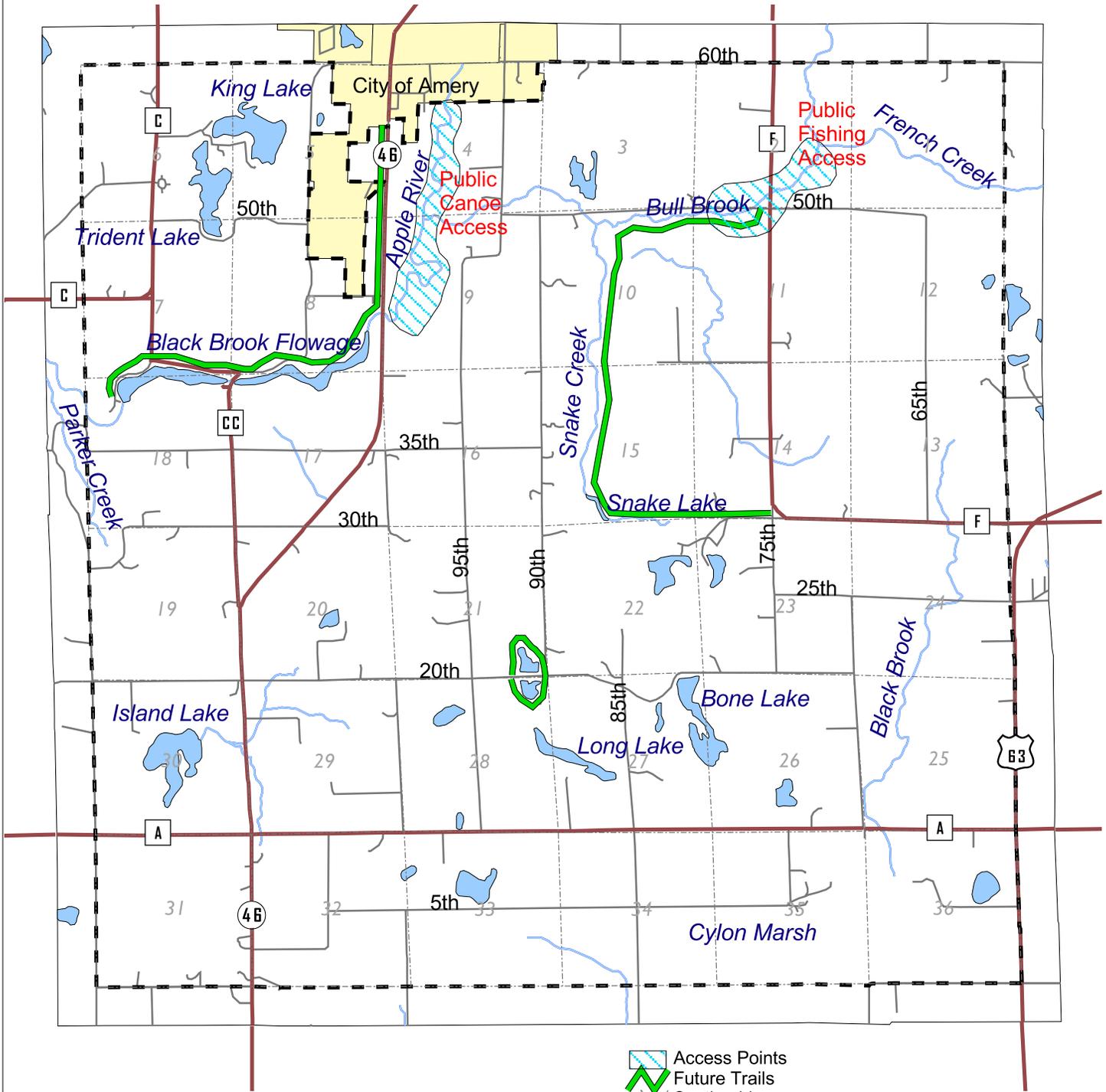
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Future Trails

TOWN OF BLACK BROOK

Map 2



- Access Points
- Future Trails
- Section Lines
- Town Boundary
- Main Roads
- Roads
- Surface Water
- Creeks
- Planning Area
- City of Amery

0 1 2 Miles



Source: Town of Black Brook CAB Meeting 2007.