

# Town of Byron Comprehensive Plan 2010-2030



**May 10, 2010**



**Prepared by Mississippi River Regional Planning  
Commission under the direction of the Town of Byron  
Planning Commission and the Town Board**



## **ABSTRACT**

**Title:** Town of Byron Comprehensive Plan 2010-2030

**Summary:** The Town of Byron Comprehensive Plan 2010-2030 responds to and is consistent with the State of Wisconsin Comprehensive Planning Law as defined in Sections 66.1001(1)a and 66.1001(2) of the Wisconsin Statutes. The comprehensive plan is made with the general purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of the Town that will in accordance with existing and future needs, best promote public health, safety, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development.

**Town Chairman:** Alfred Waltemath

**Town Board:** Allen Bernhardt  
Barbara Meltesen

**Planning Commission:** Allen Bernhardt  
Barbara Meltesen  
Victoria Neitzel  
Gloria Miller Rudolph  
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**Town Clerk:** Victoria Neitzel

**Planning Staff:** Mississippi River Regional Planning Commission  
Greg Flogstad, Director  
Peter Fletcher, Transportation Planner  
Barb Buros, Administrative Assistant



## **Ordinance to Adopt the Town of Byron Comprehensive Plan 2010-2030.**

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

Section 1. Pursuant to section 62.23(2)(3) of the Wisconsin Statutes, the Town of Byron, is authorized to prepare and adopt a comprehensive plan as defined in section 66.1001(1)(a) and 66.1001(2) of the Wisconsin Statutes.

Section 2. The Town Board of the Town of Byron, Monroe County, Wisconsin, has adopted written procedures designed to foster public participation in every stage of the preparation of a comprehensive plan as required by section 66.1001(4)(a) of the Wisconsin Statutes.

Section 3. The plan commission of the Town of Byron, by a majority vote of the entire commission recorded in its official minutes, has adopted a resolution recommending to the Town Board the adoption of the document entitled "The Town of Byron Comprehensive Plan 2010-2030" containing all of the elements specified in section 66.1001(2) of the Wisconsin Statutes.

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

Section 5. The Town Board of the Town of Byron, Wisconsin, does, by enactment of this ordinance, formally adopt the document entitled, "The Town of Byron Comprehensive Plan 2010-2030", pursuant to section 66.1001(4)(c) of the Wisconsin Statutes.

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

Adopted this 10 day of May, 2010

Alfred J. Wallin 5/10/10  
Town Board Chair Date

Approved: 2

Attest: 0

Town Clerk

Victoria Reitz



# Town of Byron Comprehensive Plan 2010-2030

## Table of Contents

### Page Number

Abstract.....	i
<b>1. Issues and Opportunities Element.....</b>	<b>1-1</b>
Setting and History.....	1-1
Demographic Trends and Projections.....	1-1
Population Trends and Projections.....	1-1
Population Characteristics.....	1-1
Educational Attainment.....	1-3
Housing Unit Trends and Projections.....	1-3
Public Participation.....	1-3
Community Vision Statement.....	1-4
Planning Goals.....	1-4
<b>2. Land Element.....</b>	<b>2-1</b>
Land Use Existing Conditions and Resources.....	2-1
Existing Land Use.....	2-1
Zoning and Other Land Use Regulations.....	2-2
Residential and Non-Residential Density.....	2-2
Land Supply, Demand and Prices.....	2-3
Land use Projections.....	2-3
Opportunities for Redevelopment.....	2-4
Goals, Strategies, Policies and Actions for Land Use.....	2-5
Land Use Element Goals.....	2-5
Town of Byron Land Use Map.....	2-6
Land Use Districts.....	2-6
Addressing Existing/Potential Land Use Conflicts.....	2-7
Consistency with Local Comprehensive Planning Goals as described in s. 16.965(4) Wis. Stats.....	2-7
<b>3. Housing Element.....</b>	<b>3-1</b>
Housing Existing Conditions and Resources.....	3-1
Housing Units by Type and Year Built.....	3-1
Median Housing Value.....	3-2
Occupancy Characteristics, Vacancy Rates, Year Moved In.....	3-2
Affordability of Housing.....	3-3
Goals, Strategies, Policies and Actions for Housing.....	3-4
Housing Element Goals.....	3-4
Consistency with Local Comprehensive Planning Goals as described in s. 16.965(4) Wis. Stats.....	3-4
<b>4. Transportation Element.....</b>	<b>4-1</b>
Transportation Existing Conditions and Resources.....	4-1
Public Road Inventory.....	4-1
Traffic Counts.....	4-2
Para Transit.....	4-2
Taxis.....	4-3
Intercity Bus Service.....	4-3
Freight Rail Service.....	4-3
Passenger Rail Service.....	4-3
Airports.....	4-3

Water Transportation .....	4-4
Trucking .....	4-4
Pedestrian/Bike Trails/Snowmobile Trails .....	4-4
State and Regional Transportation Plans.....	4-4
Regional or County Transportation Plans .....	4-5
Goals, Strategies, Policies and Actions for Housing .....	4-6
Transportation Element Goals .....	4-6
Consistency with Local Comprehensive Planning Goals as described in s. 16.965(4) Wis. Stats. ....	4-7
<b>5. Economic Development Element .....</b>	<b>5-1</b>
Economic Development Existing Conditions and Resources.....	5-1
Employment and Household Income Information .....	5-1
Unemployment Rates.....	5-1
Income and Poverty .....	5-2
Commuting to Work .....	5-2
Top 10 Industries and Employers .....	5-2
Industry Projections.....	5-3
Top 10 Occupations with the Most New Jobs, Job Openings and Fastest Growing Occupations .....	5-4
Strengths and Weaknesses For Fostering Economic Growth.....	5-5
Environmentally Contaminated Sites in the Town of Byron .....	5-6
County, Regional and State Economic Development Programs .....	5-6
Goals, Strategies, Policies and Actions for Economic Development.....	5-7
Economic Development Element Goals.....	5-7
Consistency with Local Comprehensive Planning Goals as described in s. 16.965(4) Wis. Stats. ....	5-8
<b>6. Utilities and Community Facilities Element.....</b>	<b>6-1</b>
Utilities and Community Facilities Existing Conditions and Resources .....	6-1
Sanitary Waste and Water Supply .....	6-1
Solid Waste/Recycling .....	6-1
Storm Water Management .....	6-1
Town Government Structure .....	6-1
Town Facilities .....	6-1
Fire Protection, Police Protection and Emergency Management.....	6-2
Emergency Medical Services.....	6-2
Health Care and Day Care Facilities .....	6-2
Educational Facilities .....	6-2
Libraries .....	6-2
Park and Recreation Facilities .....	6-3
Electricity/Telephone and Cable/Internet Services.....	6-3
Natural Gas .....	6-3
Communication Towers .....	6-3
Future Expansion of Utilities and Community Facilities .....	6-3
Goals, Strategies, Policies and Actions for Utilities and Community Facilities.....	6-4
Utilities and Community Facilities Goals .....	6-4
Consistency with Local Comprehensive Planning Goals as described in s. 16.965(4) Wis. Stats. ....	6-4
<b>7. Intergovernmental Relationships/Cooperation Element .....</b>	<b>7-1</b>
Intergovernmental Cooperation Existing Conditions and Resources .....	7-1
State and Federal Agencies .....	7-1
Regional Planning Commission .....	7-1
Monroe County.....	7-1
Surrounding Towns and Municipalities .....	7-2
Comprehensive Planning .....	7-2



Town Association .....	7-2
School Districts .....	7-2
Goals, Strategies, Policies and Actions for Intergovernmental Cooperation .....	7-3
Intergovernmental Cooperation Goals .....	7-3
Addressing Existing/Potential Conflicts .....	7-4
Consistency with Local Comprehensive Planning Goals as described in s. 16.965(4) Wis. Stats. ....	7-4
<b>8. Agricultural, Natural and Cultural Resources Element .....</b>	<b>8-1</b>
Agricultural, Natural and Cultural Existing Conditions and Resources .....	8-1
Agriculture .....	8-1
Natural Resources .....	8-1
Cultural Resources .....	8-3
Recreational Resources .....	8-4
Goals, Strategies, Policies and Actions for Agricultural, Natural and Cultural Resources .....	8-5
Agricultural, Natural and Cultural Resources Goals .....	8-5
Consistency with Local Comprehensive Planning Goals as described in s. 16.965(4) Wis. Stats. ....	8-6
<b>9. Implementation Element.....</b>	<b>9-1</b>
Consistency Among Plan Elements .....	9-1
Plan Adoption.....	9-1
Plan Monitoring and Plan Updates.....	9-1
Implementation Element Goals .....	9-2
Consistency with Local Comprehensive Planning Goals as described in s. 16.965(4) Wis. Stats. ....	9-2
Implementation Schedule.....	9-2
Actions to be Implemented Throughout the Planning Period .....	9-2

## TABLES AND CHARTS

Table 1.1 Population Trends and Projections .....	1-1
Table 1.2 Population by Race .....	1-2
Table 1.3 Population by Age 2000 .....	1-2
Chart 1.1 Age Comparison as of 2000 Census .....	1-2
Table 1.4 Educational Attainment .....	1-3
Table 1.5 Housing Units and Projections based on population per household .....	1-3
 Table 2.1 Land Use Property Assessment Inventory-Town of Byron.....	 2-1
Table 2.2 Residential Density, 2000 .....	2-2
Table 2.3 Housing Growth 1990-2000 .....	2-3
Table 2.4 Town of Byron Land Use Demand Straight Line Forecast .....	2-3
Table 2.5 Town of Byron Agricultural land Use Projections .....	2-4
 Table 3.1 Housing Units by Type, 2000 .....	 3-1
Table 3.2 Housing Stock, Year Structure Built, 2000 .....	3-1
Table 3.3 Median Value of Owner Occupied Units, 2000 .....	3-1
Table 3.4 Housing Unit Occupancy Rates, 2000 .....	3-2
Table 3.5 Housing Unit Vacancy Rates, 2000.....	3-2
Table 3.6 Year Householder Moved In .....	3-2
Table 3.7 Percent of Income Spent on Specified Owner Occupied Units, 2000 .....	3-3
Table 3.8 Percent of Income Spent on Renter Occupied Units, 2000.....	3-3
 Table 4.1 Average Daily Traffic Counts .....	 4-2
 Table 5.1 Employment Status, Occupation, and Class of Worker .....	 5-1
Table 5.2 Civilian Labor Force Unemployment Rate.....	5-2

Table 5.3 Median Household and Family Income, Per Capita Income and Percent in Poverty 1989-1999 .....	5-2
Table 5.4 Commuting to Work .....	5-2
Table 5.5 Monroe County Prominent Industries.....	5-3
Table 5.6 Monroe County Prominent Public and Private Sector Employers .....	5-3
Table 5.7 Industry Projections for Western Workforce Development Area, 2004-2014 .....	5-4
Table 5.8 Top 10 Occupations with the Most Jobs in the Western Workforce Development Area .....	5-4
Table 5.9 Top 10 Fastest Growing Occupations in the Western Wisconsin Workforce Development Area.....	5-5
Table 5.10 Top 10 Occupations With the Most Job Openings in the Western Wisconsin Workforce Development Area .....	5-5
Table 8.1 Town of Byron Natural, Cultural and Recreation Resources.....	8-4

#### MAPS

Map 2.1 Town of Byron Existing Land Uses .....	2-9
Map 2.2 Town of Byron Land Use.....	2-10
Map 4.1 Town of Byron Transportation System .....	4-9
Map 6.1 Town of Byron Community Facilities .....	6-5
Map 8.1 Town of Byron Soils .....	8-7
Map 8.2 Town of Byron Floodplain .....	8-8

#### APPENDIX

- A – Public Participation Plan
- B – Cluster Development Information
- C – List of Public Roads in the Town of Byron

# 1 ISSUES AND OPPORTUNITIES ELEMENT

The Town of Byron Comprehensive Plan is being prepared under the State of Wisconsin's comprehensive planning law contained in Section 66.1001, Wisconsin Statutes. The law was adopted in 1999 and requires that all land use decisions within the town must be consistent with a comprehensive plan. This chapter of the Town of Byron's Comprehensive Plan includes background information for the Issues and Opportunities Element including the Town's history, demographic, social, economic and education information. This chapter also includes a description of public input opportunities and results of public input activities. Public input was used to develop the goals for the Comprehensive Plan which are listed at the conclusion of this Chapter.

## Setting and History

The Town of Byron is located in Monroe County in western Wisconsin. The Town is located in northeastern portion of Monroe County and consists of approximately 36 square miles or 23,040 acres. The incorporated Village of Wyeville is located in the Town along State Highway 21. Byron is bordered on the south, east and north by the Monroe County towns of Oakdale, La Grange, and Scott, and on the east by the Town of Cutler in Juneau County.

Monroe County split off from La Crosse County in 1854 and the Town of Byron detached from the Town of Leon officially on January 6, 1863. Byron was originally comprised of the two townships known today as Byron and Scott (Scott split off Byron in 1880). This information was obtained from the Monroe County Local History Room.

## Demographic Trends and Projections

This section of the plan will provide information on the demographic trends that are taking place in the Town of Byron. Population and housing unit projections have also been provided to aid in the planning process. The information has been gathered from various sources and when possible Town level data was utilized.

### Population Trends and Projections

The Town of Byron's population during the 2000 census was 1,394 residents, an increase of over 30% since the 1960 census, U.S. Census Bureau records (Table 1.1). Preliminary estimates for 2009 show a Byron population of 1,474, an increase of 6% since the 2000 census. The Demographic Services Center provides population projections for all Wisconsin units of government. Population projections from the Department of Administration estimate Byron's population to increase by 393 residents or 28% by the year 2030.

**Table 1.1 T. Byron, Surrounding Municipalities, County, State and Nation Population and Population Projections**

	Population					% Chg	% Chg	% Chg	Preliminary Est.					
	1960 <sup>(1)</sup>	1970 <sup>(1)</sup>	1980 <sup>(1)</sup>	1990 <sup>(1)</sup>	2000 <sup>(1)</sup>	60-80	80-00	00-00	2009 <sup>(2)</sup>	2010 <sup>(3)</sup>	2015 <sup>(3)</sup>	2020 <sup>(3)</sup>	2025 <sup>(3)</sup>	2030 <sup>(3)</sup>
Monroe Co.	31,241	31,610	35,074	36,633	40,896	12.3	16.6	30.9	44,620	45,229	47,507	49,742	51,743	53,390
T. Byron	762	814	1,162	1,250	1,394	52.5	20.0	82.9	1,474	1,525	1,598	1,670	1,735	1,787
T. La Grange	2,280	2,224	1,728	1,507	1,761	-24.2	1.9	-22.8	1,874	1,898	1,963	2,026	2,079	2,119
T. Lincoln	777	814	644	765	827	-17.1	28.4	6.4	901	933	983	1,034	1,079	1,117
T. Oakdale	652	659	759	643	679	16.4	-10.5	4.1	828	778	808	836	859	877
T. Scott	72	78	117	120	117	62.5	0.0	62.5	120	123	125	127	129	130
T. Tomah	931	969	1,089	1,076	1,194	17.0	9.6	28.2	1,310	1,377	1,460	1,541	1,615	1,678
V. Wyeville	220	203	163	154	146	-25.9	-10.4	-33.6	136	138	135	131	127	122
Wis.	3,951,777	4,417,821	4,705,642	4,891,599	5,363,715	19.1	14.0	35.7	5,688,040	5,772,370	5,988,420	6,202,810	6,390,900	6,541,180
U.S.	179,323,175	203,302,031	226,542,199	248,709,873	281,421,906	26.3	24.2	56.9	305,529,237	NA	NA	NA	NA	

(1) U.S. Dept. of Commerce-Census Bureau; (2) 2009 Est. WI Dept. of Admin.-Demographic Services Ctr; (3) Population Proj.-WI Dept. of Admin.-Demographic Services Ctr.

### Population Characteristics

The Town of Byron's population by age and race are detailed in Tables 1.2 and 1.3. As of the 2000 census, the two major race groups in the Town were White (90.5%) and American Indian and Alaska Native (7.4%). The Town had a larger percentage of American Indian/Alaska Native race than the County, State, or Nation. With regard to age,

## Town of Byron Comprehensive Plan 2010-2030, Issues and Opportunities

about 30% of the Town residents were between the ages of 34-54 as of the 2000 census and the Town had lower percentage of its population in the age 65 and over category than the County, State, or Nation.

**Table 1.2 Town of Byron, Surrounding Municipalities, Monroe County, State and Nation Population by Race - 2000**

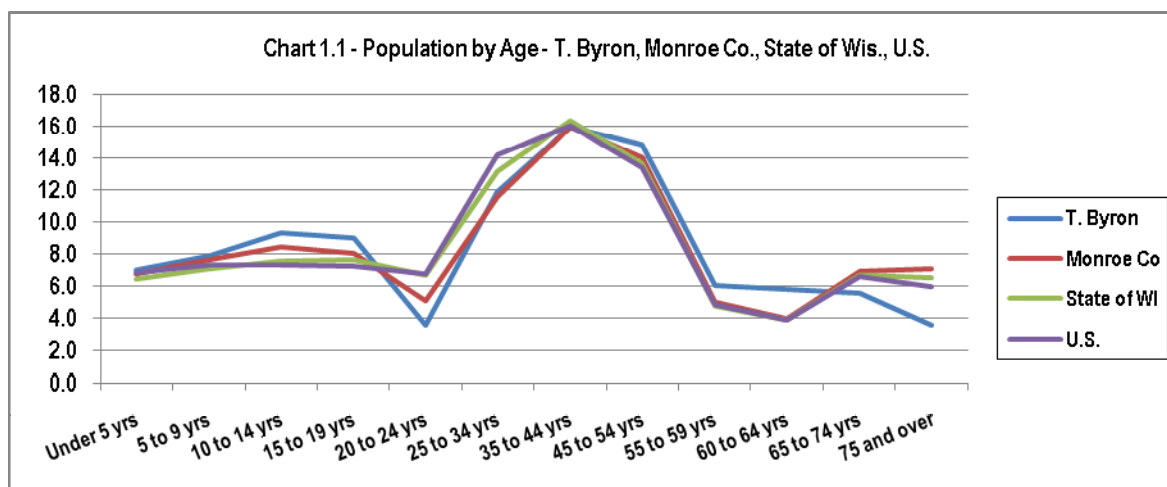
	White alone	%	Black or African American alone	%	American Indian and Alaska Native alone	%	Asian alone	%	Native Hawaiian & Other Pacific Islander alone	%	Some other race alone	%	Two or more races	%	Total Pop.
MONROE	39,474	96.5	188	0.5	376	0.9	195	0.5	15	0.0	347	0.8	304	0.7	40,896
T. Byron	1,261	90.5	2	0.1	103	7.4	5	0.4	0	0.0	6	0.4	17	1.2	1,394
T. La Grange	1,706	96.9	1	0.0	41	2.3	2	0.1	0	0.0	5	0.3	6	0.3	1761
T. Lincoln	812	98.2	2	0.2	6	0.7	1	0.1	0	0.0	5	0.6	1	0.1	827
T. Oakdale	649	95.6	2	0.3	15	2.2	4	0.6	0	0.0	2	0.3	7	1.0	679
T. Scott	110	94.0	4	3.4	3	2.6	0	0.0	0	0.0	0	0.0	0	0.0	117
T. Tomah	1,164	97.5	11	0.9	3	0.3	8	0.7	0	0.0	0	0.0	8	0.7	1,194
V. Wyeville	137	93.8	0	0.0	5	3.4	0	0.0	0	0.0	4	2.7	0	0.0	146
State of Wis.	4,769,857	88.9	304,460	5.7	47,228	0.9	88,763	1.7	1,630	0.0	84,842	1.6	66,895	1.2	5,363,675
U.S.	211,460,626	75.1	34,658,190	12.3	2,475,956	0.9	10,242,998	3.6	398,835	0.1	15,359,073	5.5	6,826,228	2.4	281,421,906

P7. RACE [8] - Universe: Total population - Data Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data

**Table 1.3 Town of Byron, Monroe County, State and Nation Population by Age 2000**

Age Group	Town of Byron	%	Monroe County	%	State of Wisconsin	%	U.S.	%
Under 5 yrs	97	7.0	2,739	6.7	342,340	6.4	19,175,798	6.8
5 to 9 yrs	109	7.8	3,116	7.6	379,484	7.1	20,549,505	7.3
10 to 14 yrs	130	9.3	3,431	8.4	403,074	7.5	20,528,072	7.3
15 to 19 yrs	125	9.0	3,287	8.0	407,195	7.6	20,219,890	7.2
20 to 24 yrs	49	3.5	2,066	5.1	357,292	6.7	18,964,001	6.7
25 to 34 yrs	165	11.8	4,718	11.5	706,168	13.2	39,891,724	14.2
35 to 44 yrs	222	15.9	6,509	15.9	875,522	16.3	45,148,527	16.0
45 to 54 yrs	206	14.8	5,716	14.0	732,306	13.7	37,677,952	13.4
55 to 59 yrs	84	6.0	2,021	4.9	252,742	4.7	13,469,237	4.8
60 to 64 yrs	81	5.8	1,606	3.9	204,999	3.8	10,805,447	3.8
65 to 74 yrs	77	5.5	2,815	6.9	355,307	6.6	18,390,986	6.5
75 and over	49	3.5	2,875	7.0	347,246	6.5	16,600,767	5.9
<b>Totals</b>	<b>1,394</b>	<b>100</b>	<b>40,899</b>	<b>100</b>	<b>5,363,675</b>	<b>100</b>	<b>281,421,906</b>	<b>100</b>
<b>Median Age</b>	<b>36.5</b>		<b>36.8</b>		<b>36.0</b>		<b>35.3</b>	

Source: U.S. Bureau of Census, 2000



*Educational Attainment*

Table 1.4 demonstrates that 80% of Town residents age 25 and older have a high school degree or higher. Comparatively in State and U.S., 85.1% and 80.4% have graduated from high school. About 21% of Town residents have some college with no degree, 7.3% have an Associate Degree, and 8.7% have a college degree or better. A larger percentage of residents in the State (22.5%) and Nation (24.4%) have college degrees or better.

**Table 1.4 Town of Byron, Surrounding Municipalities, Monroe County, State and Nation Educational Attainment**

	Population 25 years and older	< than 9th grade	%	9th to 12th grade, no diploma	%	High school graduate	%	Some college, no degree	%	Assoc. degree	%	Bachelor degree	%	Graduate or profess. degree	%
Monroe Co.	26,323	2,282	8.7	2,704	10.3	10,829	41.1	5,072	19.3	1,965	7.5	2,558	9.7	913	3.5
T. Byron	893	54	6.0	120	13.4	388	43.4	188	21.1	65	7.3	58	6.5	20	2.2
T. La Grange	1,203	57	4.7	85	7.1	485	40.3	259	21.5	112	9.3	164	13.6	41	3.4
T. Lincoln	554	34	6.1	41	7.4	265	47.8	111	20.0	42	7.6	51	9.2	10	1.8
T. Oakdale	394	17	4.3	27	6.9	192	48.7	58	14.7	34	8.6	52	13.2	14	3.6
T. Scott	72	4	5.6	16	22.2	25	34.7	11	15.3	5	6.9	8	11.1	3	4.2
T. Tomah	791	51	6.4	63	8.0	325	41.1	176	22.3	63	8.0	80	10.1	33	4.2
V. Wyeville	97	9	9.3	22	22.7	29	29.9	17	17.5	11	11.3	9	9.3	0	0.0
Wisconsin	3,475,878	186,125	5.4	332,292	9.6	1,201,813	34.6	715,664	20.6	260,711	7.5	530,268	15.3	249,005	7.2
United States	182,211,639	13,755,477	7.5	21,960,148	12.1	52,168,981	28.6	38,351,595	21.0	11,512,833	6.3	28,317,792	15.5	16,144,813	8.9

Source: Bureau of the Census

*Housing Unit Trends and Projections*

As part of the planning process housing unit projections were prepared utilizing projected population estimates divided by the average number of people per housing unit. The average number of people per housing unit was derived by dividing the 2000 population by the number of housing units in 2000. This projection method assumes the average number of people living in a housing unit in the Town of Byron will remain constant at 2.5 people per household over the next 20 years. The housing unit projections estimate that Byron's housing stock will increase by 157 units in 20 years, a 28% increase. The same method was used to prepare housing unit projections for the surrounding towns, Monroe County, and the State of Wisconsin, Table 1.5.

**Table 1.5 Housing Units and Projections based on population per household - T. Byron, Surrounding Municipalities, County, State and Nation**

	TOTAL HOUSING UNITS (1)							Housing Unit Projections (2)				
	1970	1980	1990	2000	% Chg 70-80	% Chg 80-90	% Chg 90-00	2010	2015	2020	2025	2030
<b>Monroe Co.</b>	<b>10,168</b>	<b>12,741</b>	<b>14,135</b>	<b>16,672</b>	<b>25.3</b>	<b>10.9</b>	<b>17.9</b>	<b>18,438</b>	<b>19,367</b>	<b>20,278</b>	<b>21,094</b>	<b>21,765</b>
T. Byron	250	446	508	556	78.4	13.9	9.4	608	637	666	692	713
T. La Grange	383	556	536	666	45.2	-3.6	24.3	718	742	766	786	801
T. Lincoln	302	275	316	365	-8.9	14.9	15.5	412	434	456	476	493
T. Oakdale	201	275	229	255	36.8	-16.7	11.4	292	303	314	323	329
T. Scott	31	48	55	61	54.8	14.6	10.9	64	65	66	67	68
T. Tomah	275	339	364	445	23.3	7.4	22.3	513	544	574	602	625
V. Wyeville	66	63	64	60	-4.5	1.6	-6.3	57	55	54	52	50
<b>Wis.</b>	<b>1,472,332</b>	<b>1,863,897</b>	<b>2,055,676</b>	<b>2,321,144</b>	<b>26.6</b>	<b>10.3</b>	<b>12.9</b>	<b>2,497,989</b>	<b>2,591,485</b>	<b>2,684,262</b>	<b>2,765,658</b>	<b>2,830,691</b>
<b>U.S.</b>	<b>68,704,315</b>	<b>88,410,627</b>	<b>102,263,678</b>	<b>115,904,641</b>	<b>28.7</b>	<b>15.7</b>	<b>13.3</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

Source: (1) U.S. Department of Commerce-Bureau of the Census; (2) Prepared by the MRRPC

## **Public Participation**

At the beginning of the planning process, the Town of Byron adopted a public participation plan as required by state statute. The public participation plan specified ways in which public input would be facilitated throughout the planning process and how planning documents would be made available for public review and comment. A copy of the “Town of Byron Public Participation Plan” is attached as Appendix A. Below is a summary of the public input activities conducted throughout the planning process.

### ***Public Input***

Public involvement is a key to the planning process. Input in the early stages of the planning process guides the development of the plan. The Town of Byron Plan Commission began working on the plan in 2007. In 2007 and 2008, resident input was attempted to be gathered by conducting public informational meetings. Two open houses were held. The first open house was held on October 20, 2007 and the second open house was held on July 12, 2008. Despite public notification efforts, both open houses were sparsely attended. Additional general working meetings of the Plan Commission during the process have all been publicly posted and public input is encouraged at all meetings.

### ***Community Vision Statement and Planning Goals***

Based on analysis of data compiled during the planning process, public input from the public open house meetings (visioning), and Plan Commission input the following “vision statement” and goals were established to guide the development of the Town of Byron Plan. In addition and listed in italics, the Town Plan Commission utilized the comprehensive planning goals identified in Wisconsin State Statutes. Methods and actions to achieve the goals will be detailed in the following sections.

#### ***Community Vision Statement***

*“The Town of Byron is a small, rural community that chooses to provide a safe, quite, country like environment that is suited for family life and a peaceful place to retire. The Town will work to insure and support this lifestyle while providing a job base that allows residents to support their families while protecting wildlife and natural resources.”*

#### ***Planning Goals***

##### **Land Use Element**

- Goal I** Remain a rural Town with growth of desirable businesses and residences.
- Goal II** Preserve agriculture, the environment and the rural landscape of the Town of Byron.
- Goal III** Encourage organized/planned development of non-agricultural uses (residential, commercial, industrial, recreational, cultural, etc.) in the Town of Byron.
- Goal IV** Guide commercial, industrial, and high density residential uses to or adjacent to the Village of Wyeville where public sewer services are available or can be extended.

##### **Housing Element**

- Goal I** Encourage the development of housing that is compatible with the Town’s rural setting and lifestyle.
- Goal II** Encourage cluster housing principles for rural housing developments in the Town of Byron.

##### **Transportation Element**

- Goal I** Maintain the existing road network and level of service (road condition and road maintenance).
- Goal II** Promote pedestrian/bicycle facilities (bike/ped. lanes/trails) and other non-vehicular facilities in the Town.

**Economic Development Element**

- Goal I** Encourage the development of businesses that are compatible with the Town's rural setting and lifestyle.
- Goal II** Encourage and assist existing businesses to grow.
- Goal III** Promote rural and home based businesses in the Town of Byron.

**Utilities and Community Facilities Element**

- Goal I** Monitor the changing needs of the Town of Byron and provide adequate community services as needed.
- Goal II** Encourage the citizens of the Town to be actively involved in environmentally safe practices such as recycling and protecting groundwater.

**Intergovernmental Cooperation Element**

- Goal I** Continue to use and work on ways to increase intergovernmental cooperation opportunities.
- Goal II** Maintain cooperative agreements for fire protection, emergency services and solid waste services with adjoining units of government.
- Goal III** Maintain communication/cooperation with the Village of Wyeville on future planning issues (land use, shared services, public utilities, etc.).

**Agricultural, Natural and Cultural Resources Element**

- Goal I** Maintain an agricultural environment that is balanced between various kinds of agriculture
- Goal II** Protect surface and groundwater quality of the Town.
- Goal III** Preserve forestlands within the Town.
- Goal IV** Promote awareness to preserve natural resources, historical and cultural sites in the Town of Byron.

**Implementation Element**

- Goal I** Manage development, health and sanitation issues, emergency preparedness, and pertinent social issues with local ordinances, applicable state codes and statutes.
- Goal II** Continue to provide the opportunity for public input throughout the planning process and future updates in an effort to balance individual property rights with community interests.
- Goal III** Identify policies and programs to implement recommendations of the comprehensive plan.

**State Planning Goals**

- *Promotion of the redevelopment of lands with existing infrastructure and public services and maintenance and rehabilitation of existing residential, commercial and industrial structures.*
- *Encouragement of land uses, densities and regulations that promote efficient development patterns and relatively low municipal, state governmental and utility costs.*
- *Planning and development of land uses that create or preserve varied and unique urban and rural communities.*
- *Balancing individual property rights with community interests and goals*
- *Protection of natural areas, including wetlands, wildlife habitats, lakes, woodlands, open spaces, and groundwater resources.*
- *Preservation of cultural, historic and archaeological sites.*
- *Protection of economically productive areas, including farmland and forests.*
- *Promoting the expansion or stabilization of the current economic base and the creation of a range of employment opportunities at the state, regional and local levels.*
- *Providing an adequate supply of affordable housing for individuals of all income levels throughout each community.*
- *Providing an integrated, efficient and economical transportation system that affords mobility, convenience and safety and that meets the needs of all citizens, including transit-dependent and disabled citizens.*
- *Encouragement of neighborhood designs that support a range of transportation choices.*

### ***Town of Byron Comprehensive Plan 2010-2030, Issues and Opportunities***

- *Providing adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial and industrial uses.*
- *Encouragement of coordination and cooperation among nearby units of government.*
- *Building community identity by revitalizing main streets and enforcing design standards.*

The following sections of the Town of Byron Comprehensive Plan will detail by element the objectives, programs and policies/actions aimed at meeting the planning goals and will ultimately shape the development of the Town of Byron.



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## 2 LAND USE ELEMENT

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Developing the Land Use Element of the Comprehensive Plan is the most challenging and most important part of the comprehensive planning process. The Land Use Element of the Town of Byron Comprehensive Plan contains goals, objectives, programs and policies/actions that will guide the future development of the Town. The Land Use Element was prepared pursuant to Section 66.1001 Wisconsin Statutes and in doing so the element took into consideration trends in land supply, demand, and prices as well as potential areas of future land use conflicts.

### LAND USE EXISTING CONDITIONS AND RESOURCES

To plan for the future land use of the Town of Byron, it is necessary to have a good understanding of the existing land uses in the town. This section analyzes existing land uses, residential densities, and the supply and demand for land.

#### Existing Land Use

The Town of Byron primarily consists of forested land, agricultural land uses that include cranberry production, limited commercial developments along state highways 21 and 173, and residential development (See Map 2.1 Land Cover - Existing Land Uses). There is about 1,000 acres of Monroe County Forest land located in the Town. The Village of Wyeville is the only incorporated community in the Town. Table 2.1, provides a land use inventory for the Town of Byron based on 2009 property assessment records.

**Table 2.1 Land Use Property Assessment Inventory  
– Town of Byron**

Land Type	Acres	Percent of Land Use
<i>Residential</i>	856	4.28
Commercial	185	.92
Manufacturing	141	.70
Agricultural	5,463	27.33
Undeveloped/Other	6,241	31.22
Forest/Ag Forest	6,747	33.76
Other (public land, etc.)	358	1.79
<b>Total</b>	<b>19,991</b>	<b>100</b>
Source: Wisconsin Department of Revenue, Bureau of Equalization, 2009 Statement of Assessments		



**A combine harvesting crops in the fall.**

#### *Agricultural/Forest*

As Table 2.1 illustrates, the majority of the Town of Byron is Forest/agricultural forest and Agricultural. Over 61% of the land in the Town falls into one of these categories. The agricultural uses present in the Town primarily consist of farms, cropland, grazing/pasture, cranberry marshes, and forested land.

#### *Residential*

A little over 4% of the property in the Town is used for residential purposes. The majority of residential development has taken place along State Highways 21 and 173.



**A rural business in the Town**

### *Commercial/Manufacturing*

There are several commercial businesses located in the Town of Byron. The majority of businesses are located along State Highways 21 and 173. Map 2.2 (Land Use Map) illustrates the current business properties in the Town.

### *Undeveloped/Other*

This assessment category accounts for a little over 31% of the property in the Town of Byron. This category mainly consists of the numerous wetlands and floodplain areas located in the Town. The majority of these acres are restricted from development and have limited agricultural or forest potential.

## **Zoning and Other Land Use Regulations**

Monroe County has adopted comprehensive zoning. The Town of Byron has not accepted county zoning and has not adopted comprehensive zoning at the local town level.

Over the years the Town has adopted several regulatory ordinances and these include; Building Permit Ordinance, Subdivision Ordinance, Citation Ordinance, Public Nuisance Ordinance and a Fee Schedule Ordinance.

## **Residential and Non-Residential Density**

Table 2.2, illustrates the residential density of the Town of Byron as compared to Monroe County, adjacent towns and the State. In 2000, the Town of Byron had 39.3 people per square mile and 15.7 housing units per square mile. The population and housing density for the Town of Byron is less than Monroe County and the State of Wisconsin. The non-residential density of other uses was not calculated due to the lack of and negligible amount of such uses.

**Table 2.2 Residential Density, 2000 - T. Byron, Surrounding Municipalities, County and State**

	Population	Housing Units	Land Area in Sq. Mi.	Density (Units per Sq. Mi.)	
				Population	Housing Units
Monroe County	40,896	16,672	900.77	45.4	18.5
Town of Byron	1,394	556	35.48	39.3	15.7
Town of La Grange	1,761	666	29.88	58.9	22.3
Town of Lincoln	827	365	34.04	24.3	10.7
Town of Oakdale	679	255	35.64	19.1	7.2
Town of Scott	117	61	33.93	3.4	1.8
Town of Tomah	1,194	445	31.49	37.9	14.1
Village of Wyeville	146	60	0.59	247.5	101.7
State of Wisconsin	5,363,715	2,321,144	54,310.10	98.8	42.7

Source: U.S. Bureau of Census, 2000

Table 2.3 shows that from 1990 to 2000 the number of housing units per square mile increased by 1.4 units in the Town. This increase in housing density is less than the County and State who had increases of 2.8 and 4.9 respectively.

**Table 2.3 Housing Growth 1990-2000 - T. Byron, Surrounding Municipalities, County and State**

	Housing 1990	Housing 2000	Net Change	% Change	New Housing Units per Sq. Mile
Monroe County	14135	16,672	2,537	17.9	2.8
Town of Byron	508	556	48	9.4	1.4
Town of La Grange	536	666	130	24.3	4.4
Town of Lincoln	316	365	49	15.5	1.4
Town of Oakdale	229	255	26	11.4	0.7
Town of Scott	55	61	6	10.9	0.2
Town of Tomah	360	445	85	23.6	2.7
Village of Wyeville	64	60	(4)	-6.3	-6.8
State of Wisconsin	2055774	2,321,144	265,370	12.9	4.9

Source: U.S. Bureau of Census, 2000

### Land Supply, Demand, and Prices

Table 2.1 illustrated the amount of land in various assessment categories. The Town of Byron is unique in that it has a very high water table that affects the landscape in the form of large wetlands and floodplain areas. This unique feature prohibits residential and commercial development in many areas of the Town. Even with the high water table there are areas suitable for future residential development and the forests and wetland areas attract many recreational users. The land use projections in Table 2.4 and Table 2.5 illustrate the future demand for various land uses and the implication on the land supply.

In 2008 the Wisconsin Department of Agriculture, Trade and Consumer Protection reported that in Monroe County agricultural land without buildings and other improvements being sold for continued agricultural use sold for \$3,346 per acre and that agricultural land without buildings and improvements being diverted to other uses sold for \$4,579 per acre. These figures are based on 47 sales transactions.

### Land Use Projections

Projecting acres needed for future land uses is a key part of the planning process. As part of the planning process residential and agricultural land use projections have been prepared. Due to the Town being rural and having very limited commercial development potential, future projections for commercial development have not been prepared.

Using housing unit projections derived from 2000 census data Table 1.5 (Chapter 1) future acreage needed for residential land uses has been projected in Table 2.4. The housing projections utilized for the Town of Byron assume each housing unit will consume 2 acres of land on average (the acreage assumption is based on the two acre minimum lot size required for new residential dwellings in the Town). This land use projection methodology estimates that approximately 210 acres of land will be consumed for housing in the Town of Byron by 2030.

**Table 2.4 Town of Byron Land Use Demand Straight Line Forecast**

Residential Acres	2015	2020	2025	2030	Total Acres Needed
Residential Acres Needed based on 2 acre per housing unit	29housing units x 2 = 58 Acres	29 housing units x 2 = 58 Acres	26 housing units x 2 = 52 Acres	21 housing units x 2 = 42 Acres	210 acres

Source: Straight Line Projection Based on Housing Unit Projections from Table 1.5.

Table 2.5 projects agricultural land use in the Town of Byron to 2030. To project agricultural land use, the agricultural and agricultural/ag forest acres (12,210 acres) listed in table 2.1 were utilized as the base number. The straight line housing unit acreage forecasts in Table 2.4 were then subtracted to establish the agricultural land use projections. Agricultural land use is projected to decline by approximately 210 acres during the planning period.

***Town of Byron Comprehensive Plan 2010-2030, Land Use***

**Table 2.5 Town of Byron Agricultural Land Use Projections**

<b>Agricultural Land Use</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>Total Reduction in Ag. Acres</b>
Agricultural land use in 2009 12,210 acres	12,152 acres	12,094 acres	12,042 acres	12,000 acres	210 acres

*Source: MRRPC projecting agricultural land use utilizing forecasts for future housing acreage.*

**Opportunities for Redevelopment**

The Town of Byron Planning Commission analyzed opportunities for redevelopment in the Town of Byron as part of the planning process. Based on the limited historical development in the town, no redevelopment opportunities were identified.

## **GOALS, STRATEGIES, POLICIES AND ACTIONS FOR LAND USE**

### **Land Use Element Goals**

In the context of this plan goals are broad statements that the Town of Byron desires to achieve. Following each goal are plan objectives, definitions, policies, programs/actions, etc. that are recommended to address each goal. The Town of Byron Planning Commission utilized the goals identified in State Statute and developed goals specific to the Town of Byron for the Land Use Element. The following land use element goals, objectives, definitions, policies, programs/actions, etc. were developed:

#### **Goal I ■ Remain a rural Town with growth of desirable businesses and residences.**

- a. Strive to maintain the farmlands, forests and open lands as they presently exist in the Town of Byron. This in part can be accomplished by the continued enforcement of the Town of Byron's building permit ordinance and minimum lot size ordinance.
- b. Support the County's update of Monroe County's Farmland Preservation Plan. As part of Wisconsin's Working Lands Initiative (modification to Wisconsin's Farmland Preservation Law) Monroe County is required to update its Farmland Preservation Plan by the year 2014. Updating the Farmland Preservation Plan will provide landowners the opportunity to receive tax incentives to maintain land in agriculture.

#### **Goal II ■ Preserve agriculture, the environment and the rural landscape of the Town of Byron.**

- a. Promote the use of Agricultural Best Management Practices (BMP'S) by landowners and agricultural producers in the Town of Byron.
- b. Maintain and continue to enforce the Town of Byron's two acre minimum lot size ordinance.
- c. Input during the planning process expressed concern over health and public safety issues and the visual impact of dilapidated/abandoned buildings and abandoned/junk vehicles in the town. To address the concern the following recommendations were developed:
  - Inform residents of outlets for the removal of appliances and abandoned/junk vehicles. Publicize town large item drop-off days or clean up days.
  - Support and promote existing or proposed county programs/ordinances that would result in addressing property maintenance (dilapidated/abandoned buildings) and abandoned/junk vehicles issue (examples being County Zoning Department ordinances or County Health Department health and human safety ordinances).
  - Provide education and information to residents regarding health/safety issues and recycling opportunities.
- d. Identify conservancy organizations and make information available to landowners regarding land preservation options available through land conservancy organizations.
- e. Preserve agricultural land within the Town of Byron to ensure agricultural land uses remain viable (cash cropping/animal agriculture, forestry uses, cranberry operations, etc.).
- f. Define Agricultural Land  
One of the desires expressed by residents in the planning process was to preserve agricultural land. In order to preserve agricultural land, it is important to define it in the context of the Town of Byron. The Town of Byron Plan Commission defined agricultural land as land that is pastured, tillable, productive forestland, and/or land capable of supporting cranberry production.
- g. Over the planning period, it is recommended that the Town of Byron continue to evaluate implementing Town comprehensive zoning or Monroe County comprehensive zoning if desired by town residents to manage future land uses.

#### **Goal III ■ Encourage organized/planned development of non-agricultural uses (residential, commercial, industrial, recreational, cultural, etc.) in the Town of Byron.**

## ***Town of Byron Comprehensive Plan 2010-2030, Land Use***

- a. The Land Use Map recommends the use of various land use districts to separate incompatible uses while on the other hand locating complimentary uses adjacent to each other. It is recommend that future land use decisions follow the designations outlined in this element to ensure the organized development of the Town of Byron.

**Goal IV ■** Guide commercial, industrial, and high density residential uses to or adjacent to the Village of Wyeville where public sewer services are available or can be extended.

- a. In the future, if commercial, industrial, and high density residential uses that could have an impact on the rural atmosphere of the Town are proposed in the Town, it is recommended that they be directed to areas adjacent to the Village of Wyeville where there is a possibility of the extension of public sewer services. In addition, this would concentrate development in one area therefore preserving the Towns rural atmosphere.

### ***Town of Byron Land Use Map (See Land Use Map – Map 2.2)***

The Town of Byron in developing the land use map took into consideration public input, existing land uses, soils and topography. The land use map attempts to reflect the desires of the public expressed throughout the planning process. The land use map is the primary tool in achieving the goals of the land use element. The land use map for the Town of Byron utilizes seven land use districts.

For clarity purposes, the land use designations have followed public roads, streams, sections lines, and parcel boundaries. It is important to realize that there are natural features and existing regulations (slopes, wetlands, floodplains, etc.) that preclude development from taking place in many areas throughout the town. So it is important to understand that even if a property is designated as residential (or some other use) there may be natural features or existing regulations that restrict development on parts or all of the area designated.

The Plan Commission based on resident input and analysis of existing land uses determined that maintaining open space, preserving the rural atmosphere and keeping agriculture as a dominant rural industry was important to meet the desires expressed by town residents. Therefore, in an effort to treat every property owner equally, on the land use map the majority of property in the Town of Byron is designated as Agriculture/Forest. Exceptions being, existing uses other than agriculture have been designated in a land use district that reflects the current use of the property.

#### **Future Residential Development**

No specific areas in the Town of Byron were designated for future residential development. However, as discussed in the previous paragraph certain areas have been designated rural residential based on existing development. The Town of La Grange which is located to the west of the Town of Byron designated the area along State Highway 21 in a residential district. The Town of Byron, also designated an area adjacent to the Town of La Grange and along State Highway 21 as rural residential based on existing development and the Town of La Grange's land use map.

In addition the plan recommends the if residential development is to be located in the Town adjacent to the Village of Wyeville that it take place on parcels adjacent to State Highway 21 along the western village limits. This location would provide the opportunity for "Smart Growth" development adjacent to the Village of Wyeville.

Residential land use projections in the plan indicate that over the planning period approximately 210 acres of land will be needed for future residential development. Utilizing the Agriculture/Forest District the Town of Byron land use map meets the projected housing needs.

#### **Land Use Districts**

The following land use districts were utilized in the preparation of the Town of Byron Land Use Map. The districts were derived from reviewing other plans and development that has historically taken place in the Town.

**Agriculture/Forest** – This district preserves agricultural land, maintains the agricultural appearance/rural character of the town. It is recommended that residential development in this district avoid impacting existing agricultural operations and productive farmland. The district is also established to preserve forested lands in the town. It is recommended that single-family residential dwelling units avoid substantially impacting tracts of forest exceeding 10 or more contiguous acres. Single-family detached residential development at a density of at least 5 to 20 acres per dwelling unit is recommended.

**Rural Residential** - This district is generally intended for low-density single-family detached residential development at a density of at least 2-5 acres per dwelling unit.

**Commercial/Retail** - This district includes area dedicated to the sale of goods or merchandise for personal or household consumption. Structures include neighborhood stores, or designated shopping districts such as a downtown area. Commercial districts may also include malls or areas of intensive transportation access, such as interchange areas off highways and interstates.

**Industrial/Warehousing** - All industrial activities are allowed in this district including assembly plants, manufacturing plants, industrial machinery, shipping and trucking.

**Native American Lands** – Land owned by Native American Tribes or tribe members.

**Public/Institutional** - This district encompasses a range of public, social, and institutional uses. These uses are public or semi-public, and generally tax exempt. Specific uses include schools, libraries, parks, municipal buildings, emergency response and public safety buildings, health care facilities, travel-related facilities, places of worship, or other governmental lands.

**Recreation** – This district is intended for land and water resources designated for recreation where people can engage in active and passive recreation activities. This may include privately owned land that has an intended private/public recreational use. Such uses could include golf courses, recreational camps, hunting preserves, etc.

### **Addressing Existing/Potential Land Use Conflicts**

An important part of the planning process is identifying land use conflicts and providing ways to minimize their impact. The following land use conflict was identified followed by a description of the method utilized or recommended to address the conflict.

1. Ongoing conflicts between the desire to preserve the rural character and agricultural appearance of the town with increased development pressure and private property owner's interests.
  - *The Plan Commission believes that the comprehensive planning process and development of a land use map is working to minimize this conflict. Future planning updates recommended at a minimum of once every 10 years will continue to address this issue.*

### **Consistency with Local Comprehensive Planning Goals as described in s. 16.965(4) Wis. Stats.**

Listed below are the Comprehensive Planning Goals described in State Statute that are related to the Land Use Element. Following each goal is a discussion how they were addressed during the planning process.

*Balance individual property rights with community interests and goals.*

This goal was addressed in the planning process through the creation and adoption of a Public Participation Plan which detailed activities to gain public input through public meetings and general public awareness of the planning process.

*Promotion of the redevelopment of lands with existing infrastructure and public services and maintenance and rehabilitation of existing residential, commercial and industrial structures.*

In the preparation of the plan this goal was reviewed by the Town of Byron Plan Commission and the redevelopment of properties was not applicable to the town since the vast majority of the town is undeveloped. The plan does encourage the maintenance of existing structures by recommending the continued enforcement of the Uniform Dwelling Code.

*Encouragement of land uses, densities and regulations that promote efficient development patterns and relatively low municipal, state governmental and utility costs.*

The goal was met by encouraging clustered housing/conservation subdivisions for residential developments and focusing development near the Village of Wyeville (potential public sewer availability).

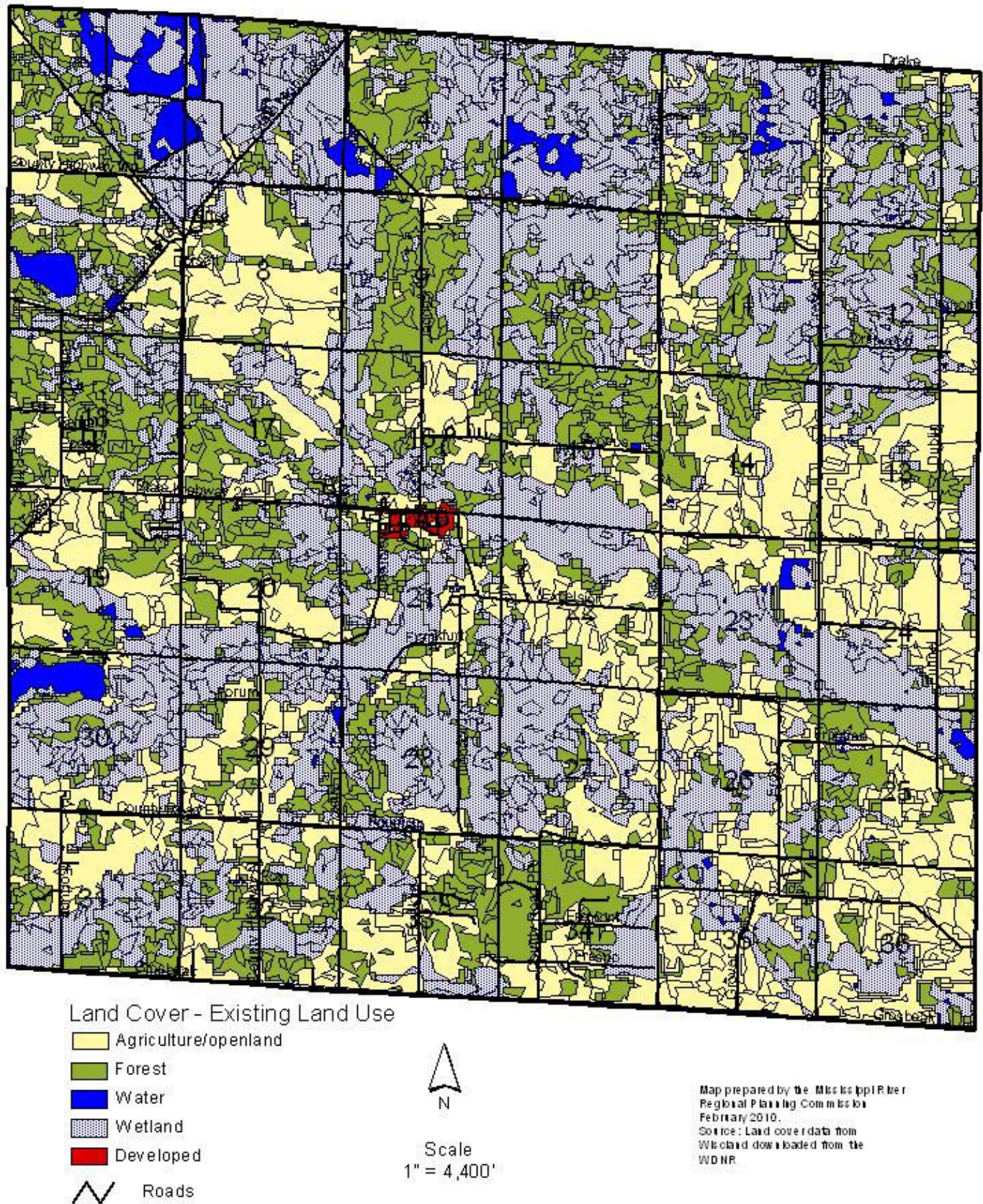
*Planning and development of land uses that create or preserve varied and unique urban and rural communities.*

This goal is addressed by utilizing various land use districts that encourage the preservation of agricultural land and promote the use of clustered housing/conservation subdivisions.

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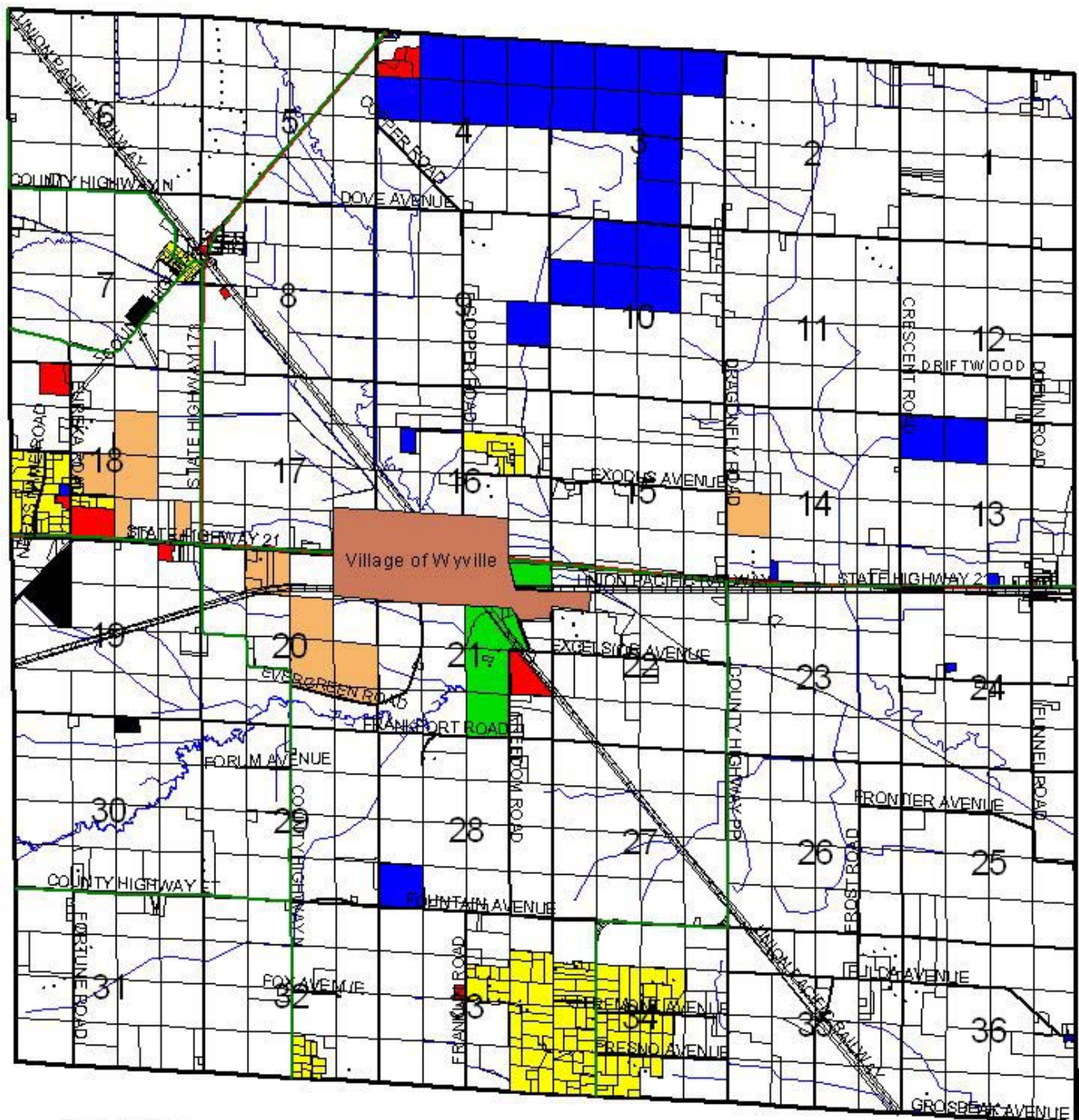


## Map 2.1 Town of Byron Land Cover - Existing Land Use






## Map 2.2 Town of Byron Land Use Map



### Land Use

- Agriculture/Forest
- Comm./Retail
- Indust./Ware.
- Native American
- Public/Inst.
- Recreation
- Rural Residential

  
 N  
 Scale  
 1" = 4,400'

Map prepared by the Mississippi River  
 Regional Planning Commission  
 February 2010  
 Source: Town of Byron  
 Plan Commission

# 3 HOUSING ELEMENT

The Housing Element of the Town of Byron Comprehensive Plan will help ensure there are adequate opportunities and locations for future housing and that the housing developed is consistent with the desire of residents. The element was prepared pursuant to Section 66.1001 Wisconsin Statutes and in doing so the element used analysis pertaining to the age, structural, value and occupancy characteristics of the Town of Byron's housing stock in an effort to meet the housing needs of residents and anticipated housing growth.

## HOUSING EXISTING CONDITIONS AND RESOURCES

In order to address future housing needs and projected growth, it is valuable to have a good understanding of the current housing stock in the Town of Byron. Census information was reviewed and compiled to provide a snapshot of the existing housing conditions in the Town of Byron and Monroe County.

### Housing Units by Type and Year Built

Table 3.1 and Table 3.2 provide information on existing housing structures in the Town of Byron, Monroe County, State of Wisconsin and U.S. As of the 2000 census 73.5% of the Town of Byron's units were single family units. The County, State, and Nation all have less single family units reporting 72.4%, 69.4%, and 65.9%. The 2000 census reported that of the 557 housing units in the town, 409 were single unit (attached or detached) structures and 24.4% were mobile homes. The Town's percentage of mobile homes was significantly larger than the County, State, or Nation.

**Table 3.1 Town of Byron, Housing Units by Type, 2000**

Type	Town of Byron	%	Monroe County	%	State of WI	%	U.S.	%
1 unit detached	402	72.2	11,828	70.9	1,531,612	66.0	69,865,957	60.3
1 unit attached	7	1.3	245	1.5	77,795	3.4	6,447,453	5.6
2 units	7	1.3	997	6.0	190,889	8.2	4,995,350	4.3
3 or 4 units	2	0.4	630	3.8	91,047	3.9	5,494,280	4.7
5-9 units	0	0.0	467	2.8	106,680	4.6	5,414,988	4.7
10-19 units	0	0.0	260	1.6	75,456	3.3	4,636,717	4.0
20 or more units	0	0.0	324	1.9	143,497	6.2	10,008,058	8.6
Mobile Home	136	24.4	1,890	11.3	101,465	4.4	8,779,228	7.6
Other	3	0.5	31	0.2	2,703	0.1	262,610	0.2
<b>Total</b>	<b>557</b>	<b>100</b>	<b>16,672</b>	<b>100</b>	<b>2,321,144</b>	<b>100</b>	<b>115,904,641</b>	<b>100</b>

Source: U.S. Bureau of Census, 2000

Over 25% of Byron's housing stock was built during the decade of 1970-1979. Another 40% was built between 1980 to 2000 and 33% was built prior to 1970.

**Table 3.2 Town of Byron, Year Structure Built, 2000**

Year Built	Town of Byron	%	Monroe County	%	State of WI	%	U.S.	%
1999 to 2000	7	1.3	419	2.5	50,735	2.2	2,755,075	2.4
1995-1998	50	9.0	1,526	9.2	170,219	7.3	8,478,975	7.3
1990-1994	57	10.2	1,374	8.2	168,838	7.3	8,467,008	7.3
1980-1989	106	19.0	2,285	13.7	249,789	10.8	18,326,847	15.8
1970-1979	153	27.5	2,818	16.9	391,349	16.9	21,438,863	18.5
1960-1969	52	9.3	1,363	8.2	276,188	11.9	15,911,903	13.7
1940-1959	47	8.4	2,173	13.0	470,862	20.3	23,145,917	20.0
1939 or Earlier	85	15.3	4,714	28.3	543,164	23.4	17,380,053	15.0
<b>Structures</b>	<b>557</b>	<b>100</b>	<b>16,672</b>	<b>100.0</b>	<b>2,321,144</b>	<b>100</b>	<b>115,904,641</b>	<b>100</b>

Source: U.S. Bureau of Census, 2000

**Table 3.3 Median Value of Owner Occupied Units for Selected Units of Government, 2000**

Governmental Unit	2000 Median Housing Value
Monroe County	77,500
T. Byron	84,100
T. La Grange	99,000
T. Lincoln	85,000
T. Oakdale	96,100
T. Scott	75,000
T. Tomah	94,400
V. Wyeville	49,300
Wis.	112,200
U.S.	119,600

Source: Bureau of Census, 2000

### Median Housing Value

The median value of a home in the Town of Byron was \$84,100 in 2000, compared to County, State, and Nation reporting \$77,500, \$112,200, and \$119,600 (See Table 3.3). The Town's median housing value is higher than the County and lower than all neighboring municipalities with the exception of the Town of Scott and the Village of Wyeville.

### Occupancy Characteristics, Vacancy Rates, Year Moved In

Tables 3.4 and 3.5 illustrate housing unit occupancy characteristics and vacancy rates for the Town of Byron, adjacent towns and Monroe County. In the Town of Byron 79.8% of houses are owner occupied housing units compared to 73.7% in Monroe County, 68.4% in the State, and 66.2% in the Nation. The Town has a 11.3% vacancy rate for available housing. The available housing vacancy rate is the proportion of the housing inventory that is available for sale only or for rent. A vacancy rate of approximately 3% is the recommended standard in order to provide consumers with an adequate choice of housing.

**Table 3.4 Housing Unit Occupancy Characteristics, 2000**

	Total Occupied Housing Units	% Total Owner Occupied	% Total Renter Occupied
Monroe County	15,399	73.7	26.3
T. Byron	501	79.8	20.2
T. La Grange	641	91.1	8.9
T. Lincoln	318	82.7	17.3
T. Oakdale	233	84.5	15.5
T. Scott	41	75.6	24.4
T. Tomah	428	86.9	13.1
V. Wyeville	56	92.9	7.1
Wis.	2,084,544	68.4	31.6
U.S.	108,480,101	66.2	33.8

Source: U.S. Bureau of Census, 2000

**Table 3.5 Vacancy Rates, 2000**

	Homeowner Vacancy Rate	Rental Vacancy Rate
Monroe County	1.4	6.6
T. Byron	1.5	9.8
T. La Grange	0.7	1.7
T. Lincoln	1.1	5.2
T. Oakdale	1.0	0.0
T. Scott	3.1	0.0
T. Tomah	0.5	1.8
V. Wyeville	1.9	20.0
Wis.	1.2	5.6
U.S.	1.7	6.8

Source: U.S. Bureau of Census, 2000

**Table 3.6 T. of Byron, Year Householder Moved In**

Year Moved In	Percent
1999 to March 2000	14.8
1995 to 1998	23.8
1990 to 1994	15.8
1980 to 1989	19
1970 to 1979	20.2
1969 or Earlier	6.4

Source: U.S. Bureau of Census, 2000

Table 3.6 shows the year residents moved into their present household. The highest percentage of residents moved into their present household between 1995 and 1998, 23.8 percent, another 20.2 percent moved in between 1970 and 1979. Over half of the Byron's residents moved in since 1990.

### Affordability of Housing

Table 3.7 demonstrates the affordability of housing in the Town, surrounding municipalities, Monroe County, State of Wisconsin and the Nation as of the 2000 census. Of the units sampled about 15.4% of residents spent more than 30% of their incomes on their housing units. This was comparable to the County where samplings showed about the same percentage or 15.9% of residents spent more than 30% on their housing units. The State and Nation reported 17.8% and 21.8% of residents spent more than 30% on housing.



Rural housing in the Town

**Table 3.7 Percent of Income Spent on Owner Occupied Units, 2000**

	Total Owner Occupied Units	Less than 15 Percent	15 to 30 Percent	30 Percent or More	Not Computed
Monroe County	7,119	39.2	44.3	15.9	0.7
T. Byron	202	39.1	45.5	15.4	0
T. La Grange	451	37.9	49.8	12.4	0
T. Lincoln	99	31.3	41.4	27.3	0
T. Oakdale	93	39.8	48.4	11.9	0
T. Scott	13	46.2	15.4	38.5	0
T. Tomah	248	42.7	46.4	10.9	0
V. Wyeville	47	46.8	40.4	12.8	0
Wis.	1,122,467	36.8	45	17.8	0.4
U.S.	55,212,108	36.5	40.8	21.8	0.8

Source: U.S. Bureau of the Census 2000

Table 3.8 portrays renter occupied units and percent of income spent on such units in the Town of Byron, surrounding municipalities, Monroe County, and State and Nation. About 17% of the Town residents spent more than 30% of the income for rent as of the 2000 census as compared to the County (25%), State (32%) and Nation (36%).

**Table 3.8 Percent of Income Spent on Renter Occupied Units, 2000**

	Total Occupied Rental Units	Less than 15 Percent	15 to 30 Percent	30 Percent or More	Not Computed
Monroe County	3,723	22.1	43.3	25.1	9.5
T. Byron	80	28.8	26.3	17.5	27.5
T. La Grange	41	24.4	21.9	24.4	29.3
T. Lincoln	39	43.6	18.0	20.5	17.9
T. Oakdale	13	30.8	15.4	23.1	30.8
T. Scott	5	20.0	40.0	40.0	0.0
T. Tomah	45	46.7	40.0	0.0	13.3
V. Wyeville	7	28.6	57.1	14.3	
Wis.	641,672	21.1	41.5	32.3	5.2
U.S.	35,199,502	18.1	37.5	36.8	7.5

Source: U.S. Bureau of the Census 2000

## **GOALS, STRATEGIES, POLICIES AND ACTIONS FOR HOUSING**

### **Housing Element Goals**

The Town of Byron Planning Commission utilized goals developed from public input and Plan Commissioner knowledge. As described in previous sections, in the context of this plan goals are broad statements that the Town of Byron desires to achieve. Following each goal are plan objectives, definitions, policies, programs/actions, etc. that are recommended to address each goal. The following housing element goals, objectives, definitions, policies, programs/actions, etc. were developed:

#### **Goal I ■ Encourage the development of housing that is compatible with the Town's rural setting and lifestyle.**

- a. Low density development patterns were important to Town residents primarily because of the desire to preserve the rural lifestyle and preserve agriculture as a viable industry in the Town. In an effort to protect agricultural land and existing farm operations it is recommended that when evaluating residential development proposals the Plan Commission and Town Board direct new non-farm development to sites that do not adversely affect existing agricultural operations.
- b. Public input during the planning process indicated that Town residents did not desire high density (single family structures in subdivisions with less than 2 acre lots) single-family development/multi-family developments (3 or more living units in a single structure) randomly located throughout the Town. It is recommended that such housing developments be located adjacent to the Village of Wyville in areas that are served or potentially could be served by a public sewer system.
- c. A key to a stable and growing tax base is the construction and maintenance of new and existing housing. The quality of construction and proper maintenance of housing units will prolong the life of the structures, keep them safe and a vital part of the tax base. In 2003, the State of Wisconsin required that all units of government enforce the State of Wisconsin One and Two Family Building Code by providing housing inspections during construction. The Town of Byron complied with the state law and continues to support the requirement in order to maintain the quality and safety of housing stock in the town. The implementation of the state building code also ensures that structures will meet minimum requirements to provide access to all age groups and residents with special needs.

#### **Goal II ■ Encourage cluster housing principles for rural housing developments in the Town of Byron.**

- a. It is recommended that when considering residential developments in the Town that they be encouraged to utilize clustered/conservation development principles when applicable. Clustered developments/conservation subdivisions can benefit both the Town and property owner as such developments will reduce development costs for the landowner, minimize future maintenance and service costs for the Town, and the cluster development/conservation subdivision will help preserve the rural character of the Town. (See Appendix B)

To achieve this, it is recommended that the Town of Byron work on developing a clustered/conservation subdivision ordinance to be utilized in the Town.

#### **Consistency with Local Comprehensive Planning Goals as described in s. 16.965(4) Wis. Stats.**

Listed below is the Comprehensive Planning Goal described in State Statute that is related to the Housing Element. Following the goal is a discussion how it was addressed during the planning process.

*Providing an adequate supply of affordable housing for individuals of all income levels throughout each community.*  
This goal is addressed in that the plan does not recommend minimum lot sizes that would discourage low to moderate income housing. In addition, the plan does not recommend the utilization of square footage minimums for housing units.



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# 4 TRANSPORTATION ELEMENT

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A planned transportation system coordinated with other agencies and local units of government is important to providing adequate and efficient transportation infrastructure and transportation services to area residents. This element of the Town of Byron Comprehensive Plan will identify transportation goals, objectives, programs and policies/actions, etc. that will guide the future transportation system for the Town of Byron.

## TRANSPORTATION EXISTING CONDITIONS AND RESOURCES

This chapter of the existing conditions report will provide a summary of the transportation system that serves the Town of Byron. The transportation system is vital to the development and future of the local unit of government. The transportation network allows people to go to work and home as well as the movement of raw materials and products. The following section provides an inventory of the transportation system in the Town of Byron.

### Public Road Inventory

The Town of Byron participates in the State of Wisconsin Department of Transportation's Wisconsin Information System for Local Roads (WISLR) program. The WISLR program maintains a complete listing of public roads in the Town of Byron by jurisdiction, classification and number of miles. Appendix C of this report provides a complete listing of public roads in the Town of Byron.

Public roads are classified as arterial, collector and local based on functionality. Arterials provide intra-community links and interconnect urban arterial systems and connections to rural collectors. Collector roads provide traffic circulation in residential neighborhoods, commercial and industrial areas. Collectors also focus traffic from local roads onto the arterial system. Local roads provide the lowest level of mobility and provide direct access to collectors and arterials. Map 4.1 illustrates the roadway system in the Town of Byron.

Within the Town of Byron there are 58.39 miles of public road that are under the jurisdiction of either Monroe County or the Town of Byron. The Town of Byron maintains 46.41 miles of public road, which are all classified as local roads. Monroe County has 11.98 miles of public road in the Town of Byron of which 8.47 miles are classified as collector roads and 3.51 miles are classified as local roads.

### Interstate Highway

Interstate 90-94 intersect southwest of the Town of Byron. Interstate 90 is a Freeway Arterial regionally linking Chicago, Milwaukee, Madison, La Crosse, and southern Minnesota. Interstate 94 is a long freeway connecting the Upper Midwest and Great Lakes regions. I-94 can be accessed via Interstate exits 143 and 145 at Tomah and Interstate exit 147 in the Town of Tomah. I-90 can be accessed via Interstate exit 45 in the Town of Tomah and Interstate exit 48 in the Town of Oakdale.



State Highway 173

### State Highway 173

State Highway 173 enters the Town of Byron at the north town line, and runs in a south/west direction until it intersects with State Highway 21. There is a total of approximately 3 miles of State Highway 173 in the Town of Byron.

### State Highway 21

State Highway 21 is classified as a collector highway. It enters the Town of Byron at the west town line and extends through then entire Town into Juneau County. There is a total of approximately 6 miles of State Highway 21 in the Town of Byron.

## ***Town of Byron Comprehensive Plan 2010-2030, Transportation***

### ***County Highways***

Almost 12 miles of County roads travel throughout the Town of Byron in Monroe County. Of the County road mileage 8.47 miles are designated as collectors and 3.51 miles are designated as local roads.

### **County ET**

County ET is classified as a Collector Road that has 1.59 miles in the Town of Byron and runs from Town's western border until it intersects with County Highway N. The road has a 20 foot pavement width.

### **County G**

County G is classified as a Collector Road that runs between the Town's western border and State Highway 173 and CTH N. County G is 1.4 miles with pavement wide of 20 feet and 2 foot shoulders.

### **County N**

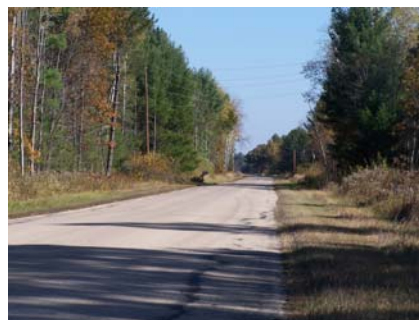
County N is 5.33 miles in length and travels north-south through the Town into the Town of Oakdale. Of the 5.33 miles, 1.82 are classed as Collector Road and 3.51 miles are classed as Local Road. Pavement widths vary on the road from 18 feet and 24 feet.

### **County PP**

County PP is classed as a Collector Road and originates at State Highway 21 traveling south into the Town of Oakdale where it intersects with CTH CA and CTH N. County PP has a 22 foot pavement width with 3 foot shoulders.

### ***Town Roads***

The Town of Byron has a total of 46.41 miles of Town roads. These roads range in a variety of lengths, widths, and other distinguishing characteristics. The longest Town road is Crescent Road at 4.27 miles. All other Town roads are under 3 miles in length with the exception of Dove Ave (3.78 miles), Dragonfly Road (3.03 miles), and Grosbeak Avenue (3.05 miles).



**A Town of Byron local road**

State Highway 21 provides direct access across the Town in an east-west direction. The Town road system is made up of mini-systems grouped by the County or State road they access. A few Town roads enter Byron either as an ending segment which is part of a road in other towns, or as a piece of a longer road, a segment of which passes through the Town.

### **Traffic Counts**

Limited traffic counts are available for the Town of Byron. Table 4.1 illustrates the traffic counts for the years of 1994, 2000 and 2006 on State Highways 173 and 21. The traffic counts indicate that traffic on these State Highways serving the Town of Byron has increased. Traffic on State Highway 21 in the Town has more than doubled since 1994.

**Table 4.1 Town of Byron – Average Daily Traffic Counts**

Location	1994	2000	2006	% Chng. 1994-2006
STH 173 between Scott Town Line CTH N	1,500	1,900	1,600	6.6%
STH 21 between V. Wyeville & Juneau Co Line	1,800	4,900	4,300	138%

*Source: Wisconsin Department of Transportation*

### **Para Transit**

Monroe County Senior Services provides transportation for elderly and disabled citizens of Monroe County that are unable to utilize conventional transportation means. Transportation services are available to get to residents to



medical appointments, banks, grocery shopping, visiting relatives in nursing homes or hospitals, etc. and specialized transportation may be arranged for those using wheelchairs. Some transportation is provided by volunteers. Both the mini-bus service and volunteer driver transport take residents door-to-door. Transportation services can be arranged by calling the Transportation Coordinator at (608) 269-8689 or 372-8689, Monday through Friday, 8:00am – 4:30pm.

### **Taxis**

There is one private taxi operator located in the City of Tomah and one taxi operator located in the City of Sparta providing taxi service to Monroe County residents.

### **Intercity Bus Service**

Intercity bus service is not provided in the Town of Byron, however, Jefferson Lines provides scheduled bus service to the Tomah area. The Intercity bus service is provided four times a day and connects to Greyhound's national service network in Madison and Minneapolis/St. Paul. The bus ticket terminal is located at the McDonalds Restaurant, 2015 N. Superior Ave., Tomah, WI 54660.

### **Freight Rail Service**

The Class I Canadian Pacific Railway travels east/west through the Town of Byron. The Canadian Pacific (CP) Railway connects the area to Milwaukee and Minneapolis/St. Paul. Class I Union Pacific (UP) Railroad also has rail tracks in the Town. The lines extend from the northern town line to Wyeville and travels east on to the Juneau County line. Another section of UP track goes from Wyeville and travels south to serve Volk Field. The Union Pacific crosses the State from Superior in the northwest to Milwaukee and south along Lake Michigan into Chicago.



**Class I Union Pacific rail line**

### **Passenger Rail Service**

Daily passenger service (AMTRAK) is available in Tomah, Wisconsin. The AMTRAK Empire Builder Line provides passenger service between Chicago and the Pacific Northwest via Minneapolis/St. Paul. One westbound and one eastbound train stop at the Tomah terminal daily.

High Speed Passenger Rail Service for the region continues to be a possibility as the Midwest Regional Rail Initiative (MWRRI) has a nine state plan intended to improve passenger rail transportation in the Midwest. The project is in the early stages and two routes connecting the Twin Cities with Chicago/Milwaukee are being considered. One route under consideration would go from Tomah to La Crosse and on to the Twin Cities while the other route would go from Tomah to Eau Claire then on to the Twin Cities. Either route chosen would more than likely go through the Town of Byron offering boarding in the City of Tomah.

### **Airports**

There are no public airports located in the Town of Byron however, there are two airports located in Monroe County: 1) the Sparta/Fort McCoy located 3 miles northeast of Sparta used heavily by the military and 2) and Bloyer Field, a publicly owned, one-runway airport in Tomah open to the public. There is no civilian air service at either airport. The La Crosse Municipal Airport is located 50+ miles to the west of the Town of Byron at La Crosse, Wisconsin on French Island, or the Town of Campbell. This airport is designated as an Air Carrier/Cargo Airport. Airports of this classification are designed to accommodate all aircraft and in some cases wide body jets and military transports. The La Crosse Municipal Airport is one of 10 such airports in Wisconsin. The La Crosse Municipal Airport provides commercial air and freight service. Commercial air service is provided year round by American Eagle and Delta Airlines.

### **Water Transportation**

The Town of Byron is not located on a commercial waterway. The nearest water transportation is located at the Port of La Crosse, in La Crosse, Wisconsin. The Port of La Crosse serves ingoing and outgoing barge traffic on the Mississippi River. It provides water access for freight through public and private terminals. Cargo primarily shipped by barge in the region include liquid bulk cargo (chemicals, petroleum, etc.) and dry bulk cargo (grain, scrap metal, etc.).

### **Trucking**

Truck transportation for hauling consumer goods is an important part of the county, regional, state and national economy. Trucking of local goods (non-metallic minerals, agricultural products, logging) takes place on state, county and town roads. In the spring of each year, road bans are placed on local roads limiting the weight of products hauled due to the weight capacity of local roads during the Spring thaw.

### **Pedestrian/Bike Trails/Snowmobile Trails**

The Town of Byron doesn't own any recreational properties but located south of the Town in Oakdale is a portion of the Mill Bluff State Natural area. The Mill Bluff State Natural Area lies on the eastern edge of Monroe County on the Monroe-Juneau County line. It has a number of spectacular Cambrian sandstone mesas, buttes, and pinnacles that rise above the level bed of an extinct glacial lake. This State natural area offers great hiking opportunities.

The Town also has roughly 1,000 acres of County forest land which is open to the public for such recreational uses such as hiking, hunting and educational purposes.

The Town also has several snowmobile trails and one active snowmobile club, the Wyeville Nite-lite Snow Goers. One trail runs from the Town's western border along State Highway 21 ending at Wyeville, and another trail runs north south through the Town near Wyeville.

### **State and Regional Transportation Plans**

The following transportation plans were reviewed as part of the Town of Byron planning process. The plans were reviewed to insure consistency with other governing jurisdictions with regard to the future transportation improvements.

#### *Translink 21: A Multi-Modal Transportation Plan For Wisconsin's 21<sup>st</sup> Century -November 1995*

The plan develops an overall vision for transportation systems for the State of Wisconsin for a 25 year period. Multi-modal transportation opportunities are stressed in the plan. No specific improvements for the Town of Byron are detailed in the plan. However, grant funding opportunities, local road assessment programs, elderly travel assistance programs that affect local units of government in Wisconsin are described within the plan.

The State of Wisconsin Department of Transportation has completed a new multi-modal transportation plan "Connections 2030". The plan addresses all forms of transportation: highways, local roads, air, water, rail, bicycle, pedestrian, and transit – and ways to make the individual modes work better as an integrated transportation system. Connections 2030 is a policy-based plan. The policies are tied to "tiers" of potential financing levels.

#### *Wisconsin State Highway Plan – February 2000*

The plan created by the Wisconsin Department of Transportation focuses on improving Wisconsin's State Highway system over the next 20 years. The plan focuses on three areas: traffic movement, safety, and pavement preservation. The plan is updated every six years. The plan does not specify any specific facility improvements within the Town of Byron.

#### *Wisconsin DOT Six Year Highway Improvement Program*

The plan details all road construction programs to be constructed in the state between 2008 and 2013. A review of the plan indicates that no projects are scheduled for the Town of Byron.

*Wisconsin Bicycle Transportation Plan 2020 – December 1998*

The Wisconsin Department of Transportation's "Wisconsin Bicycle Transportation Plan 2020" recommends strategies and actions for the Wisconsin Department of Transportation and local governments to take to enhance biking in the State of Wisconsin. The plan explores ways to increase ridership and create more biking trail opportunities. The plan does not specify any specific facility improvements within the Town of Byron.

*The Wisconsin Pedestrian Policy Plan 2020 – March 2002*

"The Wisconsin Pedestrian Policy Plan 2020", developed by the Wisconsin Department of Transportation attempts to improve pedestrian travel opportunities in conjunction with public roads. The plan details ways how local governments can encourage pedestrian travel in road planning. There are not specific recommendations in the plan for the Town of Byron.

**Regional or County Transportation Plans**

The SAFETEA-LU Regional Coordinated Public Transit-Human Services Transportation Plan for the Multi-County Regional of Buffalo, Crawford, Jackson, La Crosse, Monroe, Trempealeau and Vernon Counties - 2008-2013 was developed in 2008 by the Mississippi River Regional Planning Commission in coordination with local county governments and the Wisconsin Department of Transportation. These transportation plans must be in place in order for counties to receive funding under the New Freedom Initiative, the Job Access and Reverse Commute (JARC), and the Elderly and Disabled 5310 funding programs.

## **GOALS, STRATEGIES, POLICIES AND ACTIONS FOR TRANSPORTATION**

### **Transportation Element Goals**

The Town of Byron Planning Commission utilized the goals developed from public input and Plan Commissioner knowledge. As described previously, in the context of this plan goals are broad statements that the Town of Byron desires to achieve. Following each goal are plan objectives, definitions, policies, programs/actions, etc. that are recommended to address each goal. The following transportation goals, objectives, definitions, policies, programs/actions, etc. were established:

#### **Goal I ■ Maintain the existing road network and level of service (road condition and road maintenance).**

- a. Resident input throughout the planning process indicated that residents were satisfied with the maintenance of existing road facilities. It is recommended that the Town of Byron strive to maintain the existing road maintenance schedule and snow removal procedures throughout the planning period.
- b. Continue to biannually update the Town of Byron's Road System on State of Wisconsin Department of Transportation's Wisconsin Information System for Local Roads (WISLR) program. Continue to gather needed information through the annual inspections of the Town of Byron's Roads. Ongoing participation in the WISLR program efficiently facilitates the administration of road aid the Town of Byron receives.
- c. Historically, the Town of Byron has maintained informal agreements with neighboring towns on the maintenance of road segments that are more easily/efficiently maintained by an adjoining local unit of government. It is recommended that the informal agreements be formalized into documented "road maintenance sharing agreements" to ensure the services continue to be provided and any liability issues are addressed.
- d. It is recommended that the Town of Byron evaluate adopting road construction ordinances that require new developments to construct public road facilities meeting specific standards and require developers to improve existing roads if a proposed development increases the traffic significantly on a existing facility.
- e. The location and construction of new roads in conjunction with a new development should be done in a manner to cause the least disturbance to the environment, topography and unique natural areas.
- f. It is recommended that the Town continue to maintain good working relationships with the State Department of Transportation, County Highway Department and neighboring local units of government.
- g. Work with Cranberry operators and non-metallic mine operators to evaluate the impacts of operations on town roads. Continue to identify haul routes that will have the least impact on roads and residential uses. In addition when applicable, continue to require "road" bonds from operators to insure road damages from heavy truck/tractor traffic are covered by the operators and not town residents.
- h. Transportation options/services for elderly and disabled residents are important. It is recommended that the Town of Byron work with the county departments (Senior Services, etc.) and neighboring local units of government and support the development of enhanced transportation services to residents in need.

#### **Goal II ■ Promote pedestrian/bicycle facilities (bike/ped. lanes/trails) and other non-vehicular facilities in the Town.**

- a. Work in conjunction with the County and neighboring towns in establishing designated bicycle and pedestrian routes throughout the Town of Byron.
- b. Evaluate designating ATV routes on certain town road facilities. In considering ATV routes on town roads it will be the responsibility of the requestors (organization, etc) to pay for any expenses (signage, etc.) associated with such a designation.

**Consistency with Local Comprehensive Planning Goals as described in s. 16.965(4) Wis. Stats.**

Listed below are the Comprehensive Planning Goals described in State Statute that are related to the Transportation Element. Following the goals is a discussion how they were addressed during the planning process.

*Providing an integrated, efficient and economical transportation system that affords mobility, convenience and safety and that meets the needs of all citizens, including transit-dependent and disabled citizens.*

*Encouragement of neighborhood designs that support a range of transportation choices.*

Both of these goals were addressed in the recommendations of the Transportation Element. The plan promotes pedestrian/bicycle facilities (bike/ped. lanes/trails) and other non-vehicular facilities in the Town. The plan also recommends that the Town of Byron work with the county departments (Senior Services, etc.) and neighboring local units of government and support the development of enhanced transportation services to residents in need.

# Map 4.1 Town of Byron Transportation System



## Transportation Features

-  Railroad
-  County Road
-  Town Road
-  Private Road



Scale  
1" = 4,400'

Map prepared by the Mississippi River  
Regional Planning Commission  
February 2010  
Source: Wisconsin DOT and  
2000 Census data

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## 5 ECONOMIC DEVELOPMENT ELEMENT

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In developing the Economic Development element for the Town of Byron Comprehensive Plan, Plan Commission members took into consideration several factors identified during the planning process. First, the general consensus was the desire to maintain the existing rural lifestyle in the Town of Byron. Secondly, as a limiting factor the Town does not have public water and sewer services that would be desired by most large commercial and industrial businesses. Third, residents and plan commissioners identified agriculture and small localized businesses as important to maintain and promote in the Town.

### ECONOMIC DEVELOPMENT EXISTING CONDITIONS AND RESOURCES

In preparing the economic analysis of the Town of Byron, various sources and levels of data were utilized. The majority of data came from the 2000 U.S. Census, while workforce projections were provided by the Wisconsin Department of Workforce Development. Town specific information was utilized whenever available.

#### Employment and Household Income Information

As of the 2000 census, the Town of Byron had 1,028 residents in the civilian labor force. Private wage and salary workers made up the largest percentage (70.8%) of the workers. As of the 2000 census 24.1% of the Town's labor force was employed in the Production, Transportation, and Material Moving occupation group, followed by Management, Professional, and Related Occupations (22.4%). The census information shows that 147 residents, or 22.3% of the labor force was employed in manufacturing.

**Table 5.1 Town of Byron Employment Status, Occupation, and Class of Worker**

EMPLOYMENT STATUS	NUMBER	PERCENT
<b>Population 16 years or older</b>	1,028	100.0
<i>In Labor Force</i>	719	69.9
Civilian labor force	708	68.9
employed	660	64.2
unemployed	48	4.7
Armed Forces	11	1.1
<i>Not in Labor Force</i>	309	30.1
OCCUPATION	NUMBER	PERCENT
Management Professional	148	22.4
Service	123	18.6
Sales and Office	143	21.7
Farming, Fishing, and Forestry	15	2.3
Construction, Extractions, and Maintenance	72	10.9
Production, Transportation, and Material Moving	159	24.1
CLASS OF WORKER	NUMBER	PERCENT
Private wage and salary worker	467	70.8
Government workers	127	19.2
Self-employed workers	55	8.3
Unpaid family workers	11	1.7

Source: U.S. Census Bureau 2000

#### Unemployment Rates

Annual unemployment rates are only available for Monroe County (Table 5.2). The rates over the last ten years have ranged from a low of 3.7 in 2000 to a high of 5.0 in 2003. The low unemployment rates are an indicator of a strong regional economy. Annual unemployment rate data was not available for 2009, a year in which unemployment rates were on the rise. The national unemployment rate at the end of 2009 was estimated at 9.3%.

**Table 5.2 Monroe County, State of Wisconsin, and U.S. Civilian Labor Force Unemployment Rate**

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Monroe County	3.9	3.7	4.6	4.9	5.0	4.2	4.1	4.2	4.4	4.5
Wisconsin	3.1	3.4	4.4	5.3	5.6	5.0	4.8	4.7	4.7	4.7
United States	4.2	4.0	4.7	5.8	6.0	5.5	5.1	4.6	4.6	5.8

Source: Wisconsin Department of Workforce Development

### Income and Poverty

Table 5.3 illustrates that median family income levels for the Town's residents increased by over \$16,619 or 60% from 1989 to 1999. The poverty rate in the Town of Byron decreased from 18.2% in 1989 to 10.3% in 1999. As of the 2000 census, Byron's poverty rate was lower than Monroe County and the Nation, however its poverty rate was the highest of all surrounding municipalities with the exception of the Town of Scott, and the Village of Wyeville.

**Table 5.3 T. Byron, Surrounding Municipalities, Monroe County, State and Nation Poverty Trends**

	1989				1999			
	Household Income	Medium Family Income	Per Capita Income	Percent in Poverty	Median Household Income	Median Family Income	Per Capita Income	Percent In Poverty
Monroe County	24,799	29,325	10,744	13.0	37,170	43,835	17,056	12.0
T. Byron	25,234	27,667	10,089	18.2	40,583	44,286	16,707	10.3
T. La Grange	33,508	35,278	12,311	5.8	49,760	51,786	19,229	2.9
T. Lincoln	24,333	30,855	11,262	8.7	37,422	45,000	17,286	8.8
T. Oakdale	31,500	35,278	11,049	15.2	47,273	55,074	19,199	7.8
T. Scott	16,354	16,667	11,801	8.3	25,313	27,188	11,499	12.2
T. Tomah	29,712	32,273	11,306	6.6	46,923	52,639	18,065	8.3
V. Wyeville	17,125	20,417	8,814	2.8	38,750	44,531	14,344	13.1
State of Wis.	29,442	35,082	13,276	10.7	43,791	52,911	27,135	8.7
United States	30,056	35,225	14,420	13.1	41,994	50,046	21,587	12.4

Source: Bureau of the Census - 1990-2000

### Commuting to Work

Table 5.4 illustrates how the residents in the Town of Byron get to work. The majority of workers drove alone 77.2%, while 14.4% carpoolled, and 6.3% worked at home. The mean travel time to work for Town of Byron workers was around 20 minutes.

**Table 5.4 Commuting to Work – Town of Byron**

Means of Travel	Percent
Car, Truck, Van – Drove Alone	77.2
Car, Truck, Van – Carpoolled	14.4
Public Transportation (incl. Taxicab)	-
Walked	2.1
Other Means	-
Worked at Home	6.3
<b>Mean Travel Time to Work 19.7 minutes</b>	

Source: U.S. Census Bureau 2000

### Top 10 Industries and Employers

In 2007 the industry with the highest average employment total was food services & drinking places employing over 1,500 people. The County has a strong health care sector, transportation sector and manufacturing sector, Table 5.5. The industry in the County reporting the highest average wages in 2007 was national security and international affairs (\$51,436), Hospitals (\$46,520) and truck transportation (\$42,486). Table 5.6 details Monroe County's top 10 private employers. Wal-Mart is the county's largest employer with 1,000+ workers. The Town of Byron has several businesses located within the Town. They include a hotel, cranberry operations, auto repair, and tavern and restaurants.



**Cranberry bogs are vital to the local economy**



**Table 5.5 Prominent Industries in Monroe County**

Industry Sub-sectors (3 digit NAICS)	Average Employment			Average Wages			
	2007 Avg.	5-year Percent Change		2007 Average		5-year Percent Change	
	Monroe Co.	Monroe Co.	Wisconsin	Monroe Co.	Wisconsin	Monroe Co.	Wisconsin
Food services & drinking places	1,522	24.5%	9.1%	\$10,407	\$10,859	25.2%	14.5%
Hospitals	1,217	12.1%	12.6%	\$46,520	\$43,750	24.1%	24.1%
Educational services	1,060	-1.8%	2.0%	\$33,567	\$39,753	14.7%	15.0%
Warehousing & storage	997	58.3%	16.3%	\$31,401	\$35,796	11.1%	14.2%
National security & international affair	971	-23.0%	-13.8%	\$51,436	\$52,582	25.2%	26.4%
Truck transportation	912	6.8%	7.1%	\$42,486	\$41,316	15.8%	14.6%
Machinery manufacturing	886	25.1%	-4.5%	\$33,070	\$53,720	20.7%	19.1%
Executive, legislative & gen govt	846	13.9%	-4.7%	\$25,517	\$36,340	4.9%	16.4%
Administrative & support services	*	not avail.	15.8%	*	\$23,144	not avail.	15.4%
General merchandise stores	577	-4.6%	7.1%	\$21,199	\$17,914	41.3%	16.3%

Note: \*data suppressed for confidentiality and not available for calculations

Source: WI DWD, Bureau of Workforce Training, QCEW, OEA special request, June 2008

**Table 5.6 Prominent Public and Private Sector Employers In Monroe County**

Establishment	Service or Product	Number of Employees (March 2007)
Wal-Mart	General warehousing & storage	1000+ employees
Fort McCoy	National security	500-999 employees
Department of Veterans Affairs	Psychiatric & substance abuse hospitals	500-999 employees
Toro Manufacturing	Farm machinery & equipment manufacturing	500-999 employees
Northern Engraving Corporation	Motor vehicle metal stamping	500-999 employees
Tomah Area School District	Elementary & secondary schools	500-999 employees
Cardinal Glass Industries Inc.	Glass product manufacturing, made of purchased glass	500-999 employees
Sparta School District	Elementary & secondary schools	250-499 employees
County of Monroe	Executive & legislative offices, combined	250-499 employees
V T Griffin Services	Facilities support services	250-499 employees

Source: WI Department of Workforce Development (DWD), Bureau of Workforce Training, QCEW, OEA special request, April 2008

### Industry Projections

Industry projections are available for the Western Workforce Development Area, which includes Monroe County, from the Wisconsin Department of Workforce Development. Table 5.7 indicates that over the next several years the largest projected employment increases will take place in the healthcare services and nursing/residential care industries.

**Table 5.7 Industry Projections for Western Workforce Development Area\*, 2004-2014**

Industry Title	2004 Estimated Employment	2014 Projected Employment	2004-2014 Employment Change	2004-2014 Percentage Change
Total Non-Farm Employment	136,640	152,080	15,440	11.3%
Construction/Mining/Natural Resources	5,230	6,150	920	17.6%
Manufacturing	23,180	22,880	-300	-1.3%
Food Manufacturing	2,760	2,760	0	0%
Printing and Related Support Activities	1,610	1,600	-10	-0.6%
Fabricated Metal Product Mfg	2,250	2,330	80	3.6%
Trade	21,090	22,670	1,580	7.5%
Food and Beverage Stores	2,560	2,670	110	4.3%
Transportation and Utilities (Including US Postal)	8,380	9,390	1,010	12.1%
Financial Activities	5,750	6,260	510	8.9%
Education and Health Services (Including State and Local Gov Educ and Hosp)	29,640	36,260	6,620	22.3%
Ambulatory Health Care Services	5,830	7,840	2,010	34.5%
Nursing and Residential Care Facilities	3,490	4,140	650	18.6%
Leisure and Hospitality	12,770	14,740	1,970	15.4%
Information/Prof Services/Other Services	15,700	18,240	2,540	16.2%
Government (Excluding US Postal, State and Local Educ and Hosp)	14,910	15,500	590	4.0%

\*Western WDA includes Buffalo, Crawford, Jackson, Juneau, La Crosse Monroe, Trempealeau and Vernon Counties

Source: Office of Economic Advisors, Wisconsin Department of Workforce Development

### Top 10 Occupations with the Most New Jobs, Job Openings, and Fastest Growing Occupations

Tables 5.8 through 5.10 illustrate the industries with the most potential for growth between 2002 and 2012. The nursing profession is anticipated to have the largest percentage increase of new jobs (29.5%) over the ten year period. The fastest growing occupations over the period are projected to be medical assistants, medical records/health info techs, and computer software engineers. The occupational field projected to have the most job openings in the Western Workforce Development Area is once again nursing followed by truck drivers.

**Table 5.8 Top 10 Occupations With The Most New Jobs In The Western Workforce Development Area\*, 2002-2012**

Occupational Title	Estimated Employment		Change		Annual Average			Education or Training Requirements
	2002	2012	Numeric	%	New Jobs	Replacements	Total Openings	
Truck Drivers/Heavy/Tractor-Trailer	4,080	4,990	910	22.3%	90	70	160	Moderate-term on-the-job training
Registered Nurses	3,050	3,950	900	29.5%	90	60	150	Bachelor's or Associate degree
Retail Salespersons	3,900	4,400	500	12.8%	50	140	190	Short-term on-the-job training
Comb Food Prep/Serv Wrk/Incl Fast	2,360	2,820	460	19.5%	50	100	150	Short-term on-the-job training
Nursing Aides/Orderlies/Attendants	2,290	2,760	470	20.5%	50	30	80	Short-term on-the-job training
Cashiers	3,800	4,140	340	8.9%	40	190	230	Short-term on-the-job training
Waiters/Waitresses	2,330	2,640	310	13.3%	30	120	150	Short-term on-the-job training
Janitors/Cleanrs Ex Maids/Hskpng	2,250	2,560	310	13.8%	30	40	70	Short-term on-the-job training
Sls Reps/Whlsl/Mfg/Ex Tech/Sci Prod	1,500	1,800	300	20.0%	30	40	70	Moderate-term on-the-job training
Receptionists/Info Clerks	1,160	1,470	310	26.7%	30	30	60	Short-term on-the-job training

\*Western WDA includes Buffalo, Crawford, Jackson, Juneau, La Crosse Monroe, Trempealeau and Vernon Counties

Source: Office of Economic Advisors, Wisconsin Department of Workforce Development

**Table 5.9 Top 10 Fastest Growing Occupations In The Western Workforce Development Area\*, 2002-2012**

Occupational Title	Estimated Employment		Change		Annual Average			Education or Training Requirements
	2002	2012	Numeric	%	New Jobs	Replacements	Total Openings	
Medical Assts	390	630	240	61.5%	20	10	30	Moderate-term on-the-job training
Medical Records/Health Info Techs	230	370	140	60.9%	10	<5	10	Associate degree
Computer Software Engrns Apps	160	250	90	56.3%	10	<5	10	Bachelor's degree
Dental Hygienists	170	250	80	47.1%	10	<5	10	Associate degree
Personal and Home Care Aides	610	880	270	44.3%	30	10	40	Short-term on-the-job training
Home Health Aides	460	660	200	43.5%	20	10	30	Short-term on-the-job training
Dental Assts	280	400	120	42.9%	10	10	20	Moderate-term on-the-job training
Social/Human Service Assts	420	600	180	42.9%	20	10	30	Moderate-term on-the-job training
Computer/Information Systems Mgrs	160	220	60	37.5%	10	<5	10	Bachelor's degree or more, plus work exp.
Network/Computer Systems Admin	160	220	60	37.5%	10	<5	10	Bachelor's degree

\*Western WDA includes Buffalo, Crawford, Jackson, Juneau, La Crosse Monroe, Trempealeau and Vernon Counties

Source: Office of Economic Advisors, Wisconsin Department of Workforce Development

**Table 5.10 Top 10 Occupations With the Most Job Openings In The Western Workforce Development Area\*, 2002-2012**

Occupational Title	Estimated Employment		Change		Annual Average			Education or Training Requirements
	2002	2012	Numeric	%	New Jobs	Replacements	Total Openings	
Cashiers	3,800	4,140	340	8.9%	40	190	230	Short-term on-the-job training
Retail Salespersons	3,900	4,400	500	12.8%	50	140	190	Short-term on-the-job training
Truck Drivers/Heavy/Tractor-Trailer	4,080	4,990	910	22.3%	90	70	160	Moderate-term on-the-job training
Registered Nurses	3,050	3,950	900	29.5%	90	60	150	Bachelor's or Associate degree (see note 9)
Comb Food Prep/Serv Wrk/Incl Fast	2,360	2,820	460	19.5%	50	100	150	Short-term on-the-job training
Waiters/Waitresses	2,330	2,640	310	13.3%	30	120	150	Short-term on-the-job training
Nursing Aides/Orderlies/Attendants	2,290	2,760	470	20.5%	50	30	80	Short-term on-the-job training
Labrs/Frght/Stock/Matri Movers/Hand	2,280	2,290	10	0.4%	<5	80	80	Short-term on-the-job training
Janitors/Cleanrs Ex Maids/Hskpng	2,250	2,560	310	13.8%	30	40	70	Short-term on-the-job training
Team Assemblers	2,500	2,440	-60	-2.4%	<5	70	70	Moderate-term on-the-job training

\*Western WDA includes Buffalo, Crawford, Jackson, Juneau, La Crosse, Monroe, Trempealeau and Vernon Counties

Source: Office of Economic Advisors, Wisconsin Department of Workforce Development

### **Strengths And Weaknesses For Fostering Economic Growth**

Fostering economic development is always challenging to rural towns due to lack of public sewer and water facilities and minimal institutional economic development resources. The Village of Wyeville is located in the Town of Byron and is served by a public sewer system making business development more feasible. State Highway 21 traverses the Town east to west and is a direct route to the City of Tomah, a regional business center. Two industrial parks are located in Tomah and both have some acreage available for industrial growth.

#### *Economic Strengths*

- State highways and local road systems
- Proximity to Tomah, Fort Mc Coy and Volk Field
- Strong agriculture and supporting businesses in area
- Stable work force for all ages
- Proximity to quality health care
- Proximity to quality educational institutions

#### *Economic Weaknesses*

- Much of town is in lowing lying lands and difficult to develop for commercial uses
- Infrastructure limitations

### **Environmentally Contaminated Sites in the Town of Byron**

The Wisconsin Comprehensive Planning Law requires local units of government to evaluate and promote the use of environmentally contaminated sites. The Wisconsin Department of Natural Resources Bureau of Remediation and Redevelopment Tracking System (BRRTS) was utilized in identifying contaminated sites in the Town of Byron. Four activities were reported in the Town but three required no action, and a spill that occurred in October 2006 was reported as closed.

As part of the planning process the DNR's "Registry of Waste Disposal Sites in Wisconsin" was reviewed. The purpose of the registry is to serve as an informational tool for the public regarding the location of waste disposal sites in the State. The Registry of Waste Disposal Sites published in June, 1999 (Publication RR-108) listed one waste disposal site in the Town of Byron operated by the Wyeville Elementary School on State Highway 21.

### **County, Regional and State Economic Development Programs**

Numerous county, regional and state economic development programs apply to the Town of Byron. The following is a list of selected programs that could be beneficial to economic development in the Town of Byron.

#### County Programs

- ▶ Monroe County CDBG Revolving Loan Fund

#### Regional Programs

- ▶ Federal Economic Development Administration (EDA) programs administered through the Mississippi River Regional Planning Commission (ex. Public Works and Economic Development Program, Economic Adjustment Program, etc...)

#### State Programs

- ▶ Wisconsin Department of Transportation Local Transportation Enhancements Program (TE)
- ▶ Wisconsin Department of Transportation Local Transportation Economic Assistance Program (TEA)
- ▶ Wisconsin Department of Transportation Local Bridge Improvement Assistance
- ▶ Wisconsin Department of Transportation Local Roads Improvement Program (LRIP)
- ▶ Grow Wisconsin Dairy Team
- ▶ Wisconsin Department of Commerce Milk Volume Production Program
- ▶ Wisconsin Department of Commerce Dairy 2020 Planning Grant Program
- ▶ Wisconsin Department of Commerce Dairy Manufacturing Facility Investment Credit
- ▶ Wisconsin Department of Commerce Rural Economic Development Program
- ▶ Wisconsin Department of Commerce Entrepreneurial training Grant
- ▶ Wisconsin Department of Commerce Economic Development Tax Credits

## **GOALS, STRATEGIES, POLICIES AND ACTIONS FOR ECONOMIC DEVELOPMENT**

### **Economic Development Element Goals**

The economic development efforts illustrated in this plan are focused on preserving agriculture and small businesses that have played a key role in forming the present day Town of Byron. The Town of Byron Planning Commission utilized the goals developed from public input and Plan Commissioner knowledge. As described in previous sections, in the context of this plan goals are broad statements that the Town of Byron desires to achieve.

Following each goal are plan objectives, definitions, policies, programs/actions, etc. that are recommended to address each goal. The following economic development goals, objectives, definitions, policies, programs/actions, etc. were established:

#### **Goal I ■ Encourage the development of businesses that are compatible with the Town's rural setting and lifestyle.**

- a. **Promote Passive Tourism and Recreation**  
Recreational uses and tourism were also identified during the planning process as opportunities to enhance the local economy. Passive recreation and tourism uses (fishing, sight seeing, biking, etc.) that will not detract from the rural qualities of the town would be the most desired uses. It is important that the town maintain the qualities that people are attracted to (scenery, rural atmosphere, etc.) in order for such uses to flourish.
- b. Residents had a general concern regarding future industrial and commercial development and recommend the proposed uses be reviewed to ensure they are sensitive to the local environment and do not jeopardize the town's natural resources.

#### **Goal II ■ Encourage and assist existing businesses to grow.**

- a. **Promote and Enhance Productive Agriculture**  
The Town of Byron is a rural town and agriculture related businesses have been the backbone of the local economy. Residents during the planning process have indicated that they wish for the town to remain rural and that agriculture remain a vital part of the local economy. It is recommended that the Town of Byron support local, county and state policies and programs that would enhance existing agricultural operations.
- b. Continue to monitor County, Regional and State programs that promote the desired businesses identified during the planning process by town residents. Specific programs to promote/monitor:

##### **County Programs**

Monroe County Revolving Loan Fund

##### **State Programs**

Wisconsin Department of Transportation Local Transportation Enhancements Program (TE)

Value Added Dairy Initiative (Grow Wisconsin)

Wisconsin Department of Commerce Milk Volume Production Program

Wisconsin Department of Commerce Dairy 2020 Planning Grant Program

Wisconsin Department of Commerce Rural Economic Development Program

Wisconsin Department of Commerce Entrepreneurial training Grant

#### **Goal III ■ Promote rural and home based businesses in the Town of Byron.**

- a. **Support Home Based Businesses**  
Home businesses were also identified during the planning process as being important to the town's rural lifestyle. Home businesses being described as small home offices, craft outlets, repair businesses, etc. Generally, these businesses can be described as family operated, one to five employees and having a limited visual impact on the community. These businesses are often times important because they provide supplemental income to existing farm operations and allow the land to remain in productive agriculture rather than being sold to competing uses (residential) that may detract from the rural atmosphere. It is important that future land use regulations allow adequate flexibility to allow home based businesses in the Town of Byron.

**Consistency with Local Comprehensive Planning Goals as described in s. 16.965(4) Wis. Stats.**

Listed below are the Comprehensive Planning Goals described in State Statute that are related to the Economic Development Element. Following each goal is a discussion how they were addressed during the planning process.

*Protection of economically productive areas, including farmland and forests.*

This goal was addressed in the planning process in the Land Use Element as the land use map defined and identified economically productive areas and designated the majority of those areas to remain in the Agriculture/Forest land use district.

*Promoting the expansion or stabilization of the current economic base and the creation of a range of employment opportunities at the state, regional and local levels.*

Activities in this element promote a range of businesses that are desired in the Town of Byron. The element also stresses the importance of cooperation between local units of government and the need for the Town to support policies aimed at preserving agricultural areas.

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## 6 UTILITIES AND COMMUNITY FACILITIES ELEMENT

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This chapter of the plan will address the utilities and community facilities for the Town of Byron. Public input regarding utilities and community facilities indicated residents realize the Town of Byron is small, primarily rural town and therefore limited in services that can be provided. However, residents were generally satisfied with the level and delivery of services provided by the Town. Looking into the future the and planning for utilities and community facilities the Town of Byron will strive to maintain services to the satisfaction of residents.

### UTILITIES AND COMMUNITY FACILITIES EXISTING CONDITIONS AND RESOURCES

The Town of Byron has a variety of community facilities to serve the needs of its residents. The following description of utilities and community facilities was gathered from interviewing Town officials and researching past studies. Map 6.1 provides the locations of the utilities and community facilities in the Town of Byron.

#### Sanitary Waste and Water Supply

The Town of Byron is unincorporated and the majority businesses and residences are served by private on-site wastewater treatment systems. Private on-site wastewater treatment systems State standards (Wisconsin Administrative Code: COMM 83) are enforced by the Monroe County Zoning Office. Development in the Town of Byron is dependent upon private onsite wastewater treatment systems. There is one sanitary district located in the Town of Byron and it services residents and businesses within the incorporated community of Wyeville. Water supply to the majority of residents and businesses in the Town of Byron is provided by private wells.

#### Solid Waste/Recycling

The Town of Byron provides a collection site for residents to bring their solid waste and recyclables for pickup by a contractor. Garbage service is provided by Raese Waste Removal and Modern Recycle. The Town also provides an everything goes collection a few times a year.



Recycling facilities

#### Storm Water Management

The Town of Byron is located in the Lower Wisconsin Basin. The northern part of the is located in the Beaver Creek-Juneau Watershed and the southern part of the Town is located in the Little Lemonweir River Watershed. The Town's responsibility lies in controlling runoff from the public roadways keeping culverts, bridges and road ditches free of debris.

The Town Hall/shop property is subject to storm water runoff management requirements of the Wisconsin Department of Natural Resources (specifically road salt storage). The Town of Byron is required to keep road salt in storage structure which it maintains.

#### Town Government Structure

The Town of Byron Town Board consists of three elected members: a chairman and two supervisors. The Town of Byron has an elected Town Clerk and an elected Town Treasurer. The Town has a Plan Commission that consists of five members, two members of the town board, and three citizen members.

#### Town Facilities

The Town Hall, built in the 1970's, is located 23286 St Hwy 21, Warrens, Wisconsin. The Town shop, town garage, and salt shop and garbage and recycling area are located on the site. The following is a list of the major equipment owned by the town:



## ***Town of Byron Comprehensive Plan 2010-2030, Utilities and Community Facilities***

2 trucks (2005 plow truck and 1996 Ford plow truck)  
1 tractor (6310 John Deere Mower Tractor)  
Mowers (attachments) & 310 S G loader back how  
Grader (1971 “140” cat grader)

The town employs a road crew that consists on one full time town employee and 1 part time employee when needed. The Town of Byron contracts with private companies for seal coating and crack repair of town roads.



**Town of Byron Town Hall**

### **Fire Protection, Police Protection and Emergency Management**

The Town of Byron contracts the Oakdale Fire Association for fire protection.

The Town of Byron does not have a police department. The Monroe County Sheriffs Department provides law enforcement to the town.

Monroe County Emergency Government Office is responsible for HAZMAT planning for Monroe County.

### **Emergency Medical Services**

Tomah Area Ambulance Service based out of Tomah, WI provides emergency medical services for Town residents.

The Monroe County 911 Emergency Dispatch Center provides 24-hour emergency telephone service to everyone in Monroe County. The system uses the enhanced 911 system which provides emergency communications to all providers allowing quick and accurate emergency assistance.

### **Health Care and Day Care Facilities**

Tomah Memorial Hospital is the closest medical facility for Town of Byron residents. Tomah Memorial Hospital is located on Lake Tomah and offers medical and surgical care for adults and children, obstetrics, swing bed care, respite care. The Tomah VA medical center is also located in Tomah and serves veterans in western Wisconsin and parts of central Wisconsin. There are also two medical clinics located in the City of Tomah, the Gundersen Lutheran Tomah Clinic and the Franciscan Skemp Lake Tomah Clinic. The Hess Memorial Hospital located in Mauston, Wisconsin is another medical facility available to the Town. About 40 miles from the Town, two major medical hospitals and numerous clinics are located in the Cities of La Crosse and Onalaska. There are two residential care facilities located in the Town serving developmentally disabled persons, each housing up to 4 residents.

### **Educational Facilities**

The Town of Byron is served by the Tomah School District. The Tomah District includes a high school, middle school, seven elementary schools, and a learning center. One of the seven elementary schools in the Tomah District is located in the Village of Wyeville in the Town of Byron.

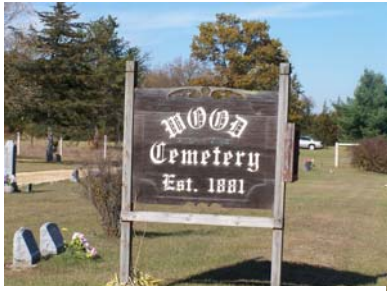
Post-secondary education opportunities are available to Town of Byron residents in Tomah at the Western Technical College Tomah Campus and in City of La Crosse, La Crosse County at the University of Wisconsin – La Crosse, Western Technical College and Viterbo University.

### **Libraries**

There are no libraries located in the Town of Byron. Residents are served by the Tomah Public Library. The Tomah Public Library is part of the Winding Rivers Library System that includes 38 member libraries. Services through the Winding Rivers Library Systems online resources that are especially useful to rural populations such as Town of Byron residents.

### **Parks and Recreation Facilities**

There are several public recreational facilities/areas in the Town of Byron. A description of the recreational opportunities are discussed in the Agricultural, Natural & Cultural Resources section of this report.



A local cemetery

### **Churches and Cemeteries**

Two cemeteries are located in the Town of Byron, Wood Cemetery and St. Peter's Cemetery.

There are two churches located in the Town of Byron.

### **Electricity/Telephone and Cable/Internet Services**

The Town's electrical service is provided by Oakdale Electric with two main transmission lines running through the Town. Dairyland Power has the North-South lines and Wisconsin Power and Light has the East-West lines.

Lemonweir Valley Telephone (Camp Douglas) and Century Link (Tomah/La Crosse) provide phone, cable and Internet services.

### **Natural Gas**

About 1/3 of the Town has access to natural gas services provided by We-Energies.

### **Communication Towers**

There are two free standing cell towers located in the Town. One is located at 29792 Grosbeak Avenue and the other tower is located in the southeast quarter of Section 15 just south of Exodus Avenue.

### **Future Expansion of Utilities and Community Facilities**

Population and development projections developed during the planning process indicate that the Town of Byron will experience growth throughout the planning period. This plan will be reviewed at a minimum every 10 years, so if projections utilized in the planning process prove to be inaccurate modifications to the plan and community facilities will be addressed in future revisions.

## **GOALS, STRATEGIES, POLICIES AND ACTIONS FOR UTILITIES AND COMMUNITY FACILITIES**

### **Utilities and Community Facilities Goals**

The Town of Byron Planning Commission utilized the goals developed from public input, Plan Commissioner knowledge and analysis of the existing community facilities. As described in previous sections, in the context of this plan goals are broad statements that the Town of Byron desires to achieve. Following each goal are plan objectives, definitions, policies, programs/actions, etc. that are recommended to address each goal. The following utilities and community facilities goals, objectives, definitions, policies, programs/actions, etc. were developed:

**Goal I ■ Monitor the changing needs of the Town of Byron and provide adequate community services as needed.**

- a. During the planning process residents indicated that they were satisfied with the existing level of public services provided by the Town of Byron. As a policy the plan recommends that the Town Board strive to maintain the existing level of services over the planning period within the constraints of the budget.
- b. Continue to monitor the growth of the Town of Byron to ensure the new development does not affect the ability of the Town to provide community services.
- c. It is recommended that when the Comprehensive Plan is updated that communication with residents is facilitated to determine if the utility and community facility needs of residents are continuing to be met. This communication can be in the form of a survey or public meeting(s).
- d. Develop or refine ordinances/policies to make sure future development projects pay for additional burdens placed on public facilities as a result of a new development. Methods to consider ensuring expenses are covered include; development review fees, special assessments, transportation impact fees, etc.
- e. Explore joint purchases and sharing of materials/equipment with neighboring municipalities in order to provide community services in the most efficient manner possible.

**Goal II ■ Encourage the citizens of the Town to be actively involved in environmentally safe practices such as recycling and protecting groundwater.**

- a. Do not extend public facilities into wetlands, steep slopes, etc. that would require significant future maintenance costs.

### **Consistency with Local Comprehensive Planning Goals as described in s. 16.965(4) Wis. Stats.**

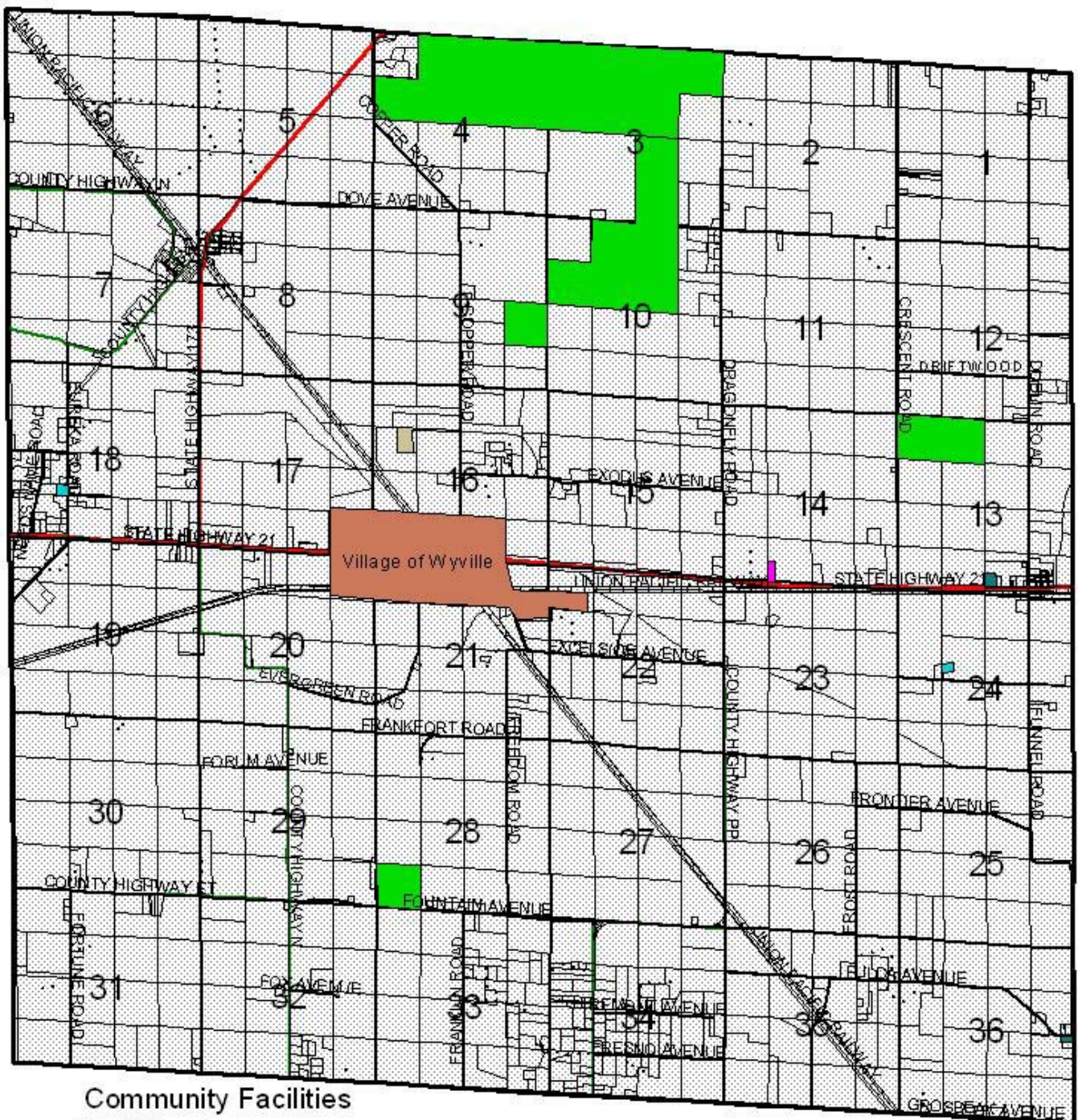
Listed below is the Comprehensive Planning Goal described in State Statute that is related to the Utilities and Community Facilities Element. Following the goal is a discussion how it was addressed during the planning process.

*Providing adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial and industrial uses.*

The plan discusses the methods in which adequate infrastructure and public services will be provided and maintained. The provision of public services will be monitored by the Town of Byron and input from residents will be requested as plan updates are completed. The Land Use Element also addresses the locations designated for uses.



# Map 6.1 Town of Byron Community Facilities



## Community Facilities

- Cemetery
- Church
- County Forest Land
- Land Fill
- Town Facilities
- Tomah School District



Scale  
1" = 4,400'

Map prepared by the Mississippi River  
Regional Planning Commission  
February 2010  
Source: Town of Byron Plan Commission  
and MRRPC community survey



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## 7 INTERGOVERNMENTAL COOPERATION ELEMENT

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This chapter of the plan will address the intergovernmental cooperation of the Town of Byron, with State and Federal agencies and neighboring municipal jurisdictions and/or agencies. The Town of Byron realizes the advantages of working with its neighbors and will attempt to identify opportunities to enhance those relationships in this plan element.

### INTERGOVERNMENTAL COOPERATION EXISTING CONDITIONS AND RESOURCES

The Town of Byron is located in Monroe County and is bordered on its north, west and south by the Monroe County towns of Scott, La Grange, and Oakdale and on its eastern border by Juneau County. The Tomah School District serves Town residents. The Town historically has maintained positive relationships with its neighboring municipalities and jurisdictions.

#### State and Federal Agencies

##### *Wisconsin Department of Natural Resources (WDNR)*

The Town of Byron has little contact with the WDNR. The WDNR does have jurisdiction over the waterways in the Town of Byron and maintains floodplain regulations that are enforced through the County Zoning Office. No intergovernmental conflicts were identified in the planning process.

##### *Wisconsin Department of Transportation (WDOT)*

The Town of Byron does participate in the WDOT Wisconsin Information System for Local Roads (WISLR) program. The WISLR program maintains a complete listing of public roads in the Town of Byron by jurisdiction, classification and number of miles. This program assists in the facilitation of state funding for town road maintenance.

##### *Federal Emergency Management Agency (FEMA)*

The Town of Byron has minimal interaction with federal agencies. In the event of a natural disaster (flooding, tornado, etc.) FEMA would be the federal agency to assist in relief efforts.

#### Regional Planning Commission

The Town of Byron and Monroe County are located in the jurisdiction of the Mississippi River Regional Planning Commission (MRRPC). The MRRPC represents nine counties in western Wisconsin: Buffalo, Crawford, Jackson, Monroe, La Crosse, Pepin, Pierce, Trempealeau and Vernon. The MRRPC maintains the regions eligibility as an Economic Development District and eligible for Economic Development Administration funding.

Services provided to member counties and municipalities include comprehensive planning assistance, economic development assistance, geographic information services, and general technical assistance.

#### Monroe County

The Town of Byron is located in northeast Monroe County. The Town of Byron maintains positive relationships with numerous County agencies and departments. The Monroe County Sheriff's Department provides police protection services to the Town of Byron and the Monroe County Highway Department maintains county and state roads in the Town.

### **Surrounding Towns and Municipalities**

The Town of Byron has maintained strong intergovernmental relationships with its neighboring local units of government. The Town contracts the Oakdale Fire Association for fire protection. In addition, the Town of Byron in cooperation with the Village of Wyeville maintains a garbage and recycling center. The Town also cooperates on road projects with Wyeville and other surrounding towns. These are excellent examples of intergovernmental cooperation to provide needed services.

### **Comprehensive Planning**

#### *Monroe County*

Monroe County is in the process of preparing a Comprehensive Plan to meet the requirements of Section 66.1001, Wisconsin Statutes. The Monroe County Comprehensive Planning Process is currently taking place in the County and is anticipated to be complete in 2010.

The timing of the planning processes for Monroe County and the Town of Byron create opportunities for the governmental entities to work cooperatively in the development of their respective plans. This cooperation is taking place as the local units of government, planning consultants and planning commissions continually monitor each others progress in an effort to create consistent planning documents.

#### *Town of La Grange*

The Town of La Grange, which borders the Town of Byron on the west completed a Comprehensive Plan in 2009.

#### *Town of Cutler, Juneau County*

The Town of Cutler, Juneau County borders the Town of Byron on the east. The Town of Cutler comprehensive plan was adopted in May 2008.

### **Towns Association**

The Town of Byron is an active member of the Monroe County Towns Association.

### **School Districts**

As previously described The Town of Byron is served by the Tomah School District. During the planning process no intergovernmental conflicts were identified with the Tomah School District



## **GOALS, STRATEGIES, POLICIES AND ACTIONS FOR INTERGOVERNMENTAL COOPERATION**

### **Intergovernmental Cooperation Goals**

The Town of Byron Planning Commission utilized the goals developed from public input and Plan Commissioner knowledge. As described in previous sections, in the context of this plan goals are broad statements that the Town of Byron desires to achieve. Following each goal are plan objectives, definitions, policies, programs/actions, etc. that are recommended to address each goal. The following intergovernmental cooperation goals, objectives, definitions, policies, programs/actions, etc. were developed:

#### **Goal I ■ Continue to use and work on ways to increase intergovernmental cooperation opportunities.**

- a. Explore opportunities for sharing of resources, joint purchases, etc with neighboring local units of Government.
- b. Review and evaluate neighboring towns comprehensive plans. It is recommended that the Town of Byron reviews and evaluates the comprehensive plans of neighboring governmental units as they are developed or revised in order to identify areas of potential conflict and/or coordination opportunities.
- c. Continue to review and evaluates the Monroe County Comprehensive Plan as it is revised in order to identify areas of potential conflict and/or coordination opportunities.
- d. Strive to maintain an open dialogue with the Tomah School District order to evaluate the school districts facility/educational needs.
- e. Continue to be an active member of the Monroe County Towns Association. Attending meetings of the Monroe County Towns Association is important to the Town of Byron in maintaining open dialogue with its neighboring towns and county agencies. Membership in this association and meeting attendance will be important in identifying and resolving any conflicts that may arise with neighboring towns by providing a forum for communication. Therefore, the plan recommends the Town Board continued attendance at Towns Association meetings.
- f. It is recommended that the Town of Byron maintain open communication with the County Highway Department, WDOT and neighboring towns. The intent of this policy is to facilitate open communication among agencies and governmental units to find efficiencies in road construction and maintenance responsibilities. The Town of Byron continuing to maintain active communications with the WDOT, County Highway Department and neighboring towns will implement the policy.
- g. Support county and regional economic development efforts to improve the local economy by increasing the number of employment opportunities and tax base.
- h. Continued participation in the Wisconsin Department of Transportations WISLER program will ensure future state funding and assist in identifying budgeting efficiencies.
- i. Continue communication with the Ho Chunk Nation on various issues (development, transportation, etc.)

#### **Goal II ■ Maintain cooperative agreements for fire protection, emergency services and solid waste services with adjoining units of government.**

- a. Continue fire service protection and first responder services from the Oakdale Fire Association. Work to maintain mutual aid agreements for fire protection with adjoining units of government.
- b. Continue to maintain county administered police protection. It is recommended that the Town of Byron continue to utilize the administrative capabilities of the county with regard to protective services.

- c. Maintain ambulance service from the City of Tomah.

**Goal III ■** Maintain communication/cooperation with the Village of Wyeville on future planning issues (land use, shared services, public utilities, etc.).

- a. The Town of Byron Land Use Element recommends that more intense residential development be located adjacent to the Village of Wyeville as the potential exists for public sewer to serve such developments. Therefore, it is recommended that the Town maintain regular dialogue with the Village of Wyeville on development issues.
- b. Historically, the Town of Byron and the Village of Wyeville have had a positive relationship and cooperated on many projects. It is recommended the two municipalities continue a cooperative relationship in the operation of the landfill and numerous road projects.

***Addressing Existing/Potential Conflicts***

An important part of the planning process is identifying potential conflicts between various government jurisdictions and providing ways to address them. Previously in the plan, a potential land use conflict was identified along with a method to address the conflict. No additional intergovernmental conflicts were identified during the planning process. The Town of Byron will continue to monitor actions of neighboring or overlapping governmental jurisdictions during the planning period (such as neighboring towns and school districts). If any such conflicts are identified the Town of Byron Town Board will request to meet with the neighboring or overlapping jurisdiction to address and resolve any potential conflict.

**Consistency with Local Comprehensive Planning Goals as described in s. 16.965(4) Wis. Stats.**

Listed below is the Comprehensive Planning Goal described in State Statute that is related to the Intergovernmental Cooperation Element. Following the goal is a discussion how it was addressed during the planning process.

*Encouragement of coordination and cooperation among nearby units of government.*

The policy recommendations and actions previously discussed in this element identify methods in which the Town will continue to cooperate with nearby units of government.

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## **8 AGRICULTURAL, NATURAL AND CULTURAL RESOURCES ELEMENT**

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The Agricultural, Natural & Cultural Resources Element for the Town of Byron was prepared pursuant to Section 66.1001 Wisconsin Statutes and in doing took into consideration input from residents and identified methods to enhance and preserve the agricultural, natural and cultural resources of the town. The Town of Byron is fortunate to have an abundance of natural resources. The Town of Byron recognizes these assets and the importance of preserving them.

### **AGRICULTURAL, NATURAL AND CULTURAL EXISTING CONDITIONS AND RESOURCES**

Agricultural, natural and cultural resources are important as they impact the quality of life available to Town residents. The information in this section came from reviewing past studies, planning documents and accessing numerous state databases.

#### **Agriculture**

Agriculture is a predominant land use in the Town of Byron and is of vital importance. The Town has a strong agricultural base as well as agriculture supporting businesses. One of the dominating agricultural uses in the Town has become the development of cranberry marshes.

Today, the agricultural crops most commonly grown in Monroe County and the Town of Byron are corn, soybeans, alfalfa and cranberries. More recent statistics from the 1997 and 2002 USDA Census of Agriculture show the following agricultural trends in Monroe County:

- The number of farms in Monroe County increased from 1,938 in 2002 to 2,115 in 2007
- The average size of farms decreased from 182 acres in 2002 to 166 acres in 2007
- The Land in farms decreased from 351,775 acres in 2002 to 351,306 acres in 2007
- The market value of products sold increased from \$102,572,000 in 2002 to \$165,092,000 in 2007
- The number of cattle and calves in the county increased from 68,000 in 2002 to 72,500 in 2007

#### **Natural Resources**

##### *Soils*

The soils of Monroe County were formed by the weathering of sandstone and limestone. The majority of soils in the County consist of silt loams, sandy loams and sands. Silt loams are the best and most productive soils. The Town of Byron consists of three generalized soils as described in the "Monroe County Farmland Preservation Plan". The southern portion of the Town consists of coarse textured, very permeable soils developed in acid outwash (Nekoosa, Newton, Morocco, Plainfield, peat and muck soils). The mid and northeastern part of the Town has medium to moderately fine textured, moderately permeable soils (Kewaunee, Oshkosh, Manawa, Poygan soils). The northwestern area to the Town consists of coarse textured, very permeable to high water table soils developed over acid sandy outwash, sand shale or sandstone (Plainfield, Newton, Boone soils).

The Monroe County Soil Survey designated over 60% of the soils in the Town of Byron as Class II or Class III soils (See Map 8.1). However, the Town's high water table affects the majority of these soils as many areas are susceptible to inundation by water as floodplains or wetlands.

### *Groundwater*

Groundwater in the Town of Byron is obtained from a couple of sources. The Cambrian sandstone aquifer, underlies most of the County and is a reliable source of water. In the northeastern part of the County including the Town of Byron the sandstone aquifer holds less water because beneath it lies igneous crystalline rock. Another source of water for the Town of Byron and the northeastern part of the County are unconsolidated deposits in the valleys of larger rivers and streams and in the glacial lake basin. In general the groundwater of the Town is of good quality.

### *Surface Water*

There are numerous small streams and springs (Beaver Creek, Brandy Creek, Dandy Creek, Dead Creek, Mill Creek, Mud Creek, Lemonweir Creek and River) within the Town that all flow into one of the two major watersheds. There are no natural lakes with the Town.



**One of many surface water resources**

### *Topography and Watersheds*

A prominent characterization of the Town of Byron's landscape is low lying lands however the Town is diverse with many land types that include: general agriculture, field crops, grasslands, coniferous, broad-leaved deciduous, mixed deciduous/coniferous, open water, wet meadows, lowland shrub forested, barren and shrub land. The Town has a large area of wetlands. The Town of Byron is located in the Northeastern part of Monroe County where elevations are the lowest and the soils consist of mainly sandy and clayey deposits.

The Town of Byron's landscape is drained by numerous streams, that make up the Lower Wisconsin Watershed. Within the Lower Wisconsin Watershed, two sub watersheds the Beaver Creek-Juneau and Little Lemonweir River watersheds drain the Town of Byron.

### *Woodlands*

Approximately 33 percent of the Town of Byron classed as forest/ag forest. Private forestland makes up a large majority of Town of Byron woodland. There are also 800+ acres of Monroe County forest land located within the Town. Numerous private landowners have enrolled forestland in the State Managed Forest Law (MFL) program administered by the Wisconsin Department of Natural Resources. The program is open to all landowners with 10 or more acres of contiguous acres of woodland. The program allows landowners to receive a tax decrease from the rate for recreational property in exchange the owners adopt a management plan for their woodland. Landowners have the option of enrolling in the program for either 25 or 50 years. In 2009, approximately 1,530 acres of private forest land were enrolled in the MFL in the Town of Byron.

### *Floodplains/Wetlands*

Special Flood Hazard Areas inundated by a 100-year flood are located within the Town of Byron. Map 8.2 illustrates the floodplain areas in the Town.

Wetlands are an important resource as they act as natural pollution filters making lakes and streams cleaner. They are also valuable as groundwater discharge/recharge areas and help retain floodwaters. Wetlands also play a key role in the local economy as they provide locations for cranberry production. Wetlands make up a large portion of the land area in the Town of Byron. Wetlands can be found throughout the town with a higher concentration of wetlands in the northern third of the Town. Map 2.1 in Chapter 2 illustrates the location of wetlands in the Town. *Potential wetland areas can be viewed online using the Wisconsin Department of Natural Resources Surface Water Data Viewer.*

### *Open Space*

Over 90% of the town's landscape is made up of forested, agricultural or undeveloped lands. The largest populated area in the Town is the Village of Wyeville.



**Sand from a cranberry bog**

### *Non-Metallic Mineral Resources*

Non-metallic mineral resources available for excavation mainly consist of sand, gravel and stone. There are two non-metallic mineral sites (quarries/pits) in the Town of Byron. In addition, cranberry operations in the creating bogs for cranberry production extract large amounts of sand that can be utilized for other uses.

### *Wildlife Resources*

The agricultural fields, forestlands, and spring fed streams provide excellent habitat for wildlife. White-tailed deer and eastern wild turkeys are abundant in the town. Squirrels, rabbits, pheasants, ruffed grouse, raccoons and a wide variety of songbirds also make their home in the Town of Byron.

### *Air Quality*

The Town of Byron has a total population of less than 1,500 people and limited industrial businesses. Therefore, air quality in the Town is excellent. Potential threats to air quality in the future will have to be continually evaluated.

### *Stream/Environmental Corridors*

As previously discussed the Town of Byron is approximately 92% forested/agricultural/open land. The majority of drainage for the town goes into Lower Wisconsin Basin watershed, which is comprised of approximately 29 additional smaller watersheds two of which are located in the Town of Byron. The stream corridors that make up the watersheds are also characterized as the environmental corridors as they consist of the majority of floodplains and wetlands in the Town. The Lemonweir River is the largest stream in the Town and travels east to west across the Town.

### *Threatened and Endangered Species*

Wisconsin in accordance with the Federal Endangered Species Act (ESA) has developed the Wisconsin Natural Heritage Working Lists. The Wisconsin Natural Heritage Working Lists contains species known or suspected to be rare in the state. They include species legally designated as "Endangered" (*in danger of being extirpated from all or a portion of its range*) and "Threatened" (*the Wisconsin portion of the species population is either on the verge of extirpation or is a relic population*). Within Monroe County there are 7 species listed as "Endangered" and 23 that are listed as "Threatened." Examples of the "Endangered" species present in Monroe County are the Phlox Moth and Slender Glass Lizard, etc.

## **Cultural Resources**

### *Archeological and Historic Resources*

A search of the Wisconsin National Register of Historic Places revealed 11 registered buildings or sites in Monroe County. The register included the following buildings and sites in Monroe County: Kendalls Depot; Marx, Albert and Theresa, House; Monroe County Courthouse; Sparta Free Library; Sparta Masonic Temple; St. John's Episcopal Church; Tomah Post Office; Tomah Public Library; Walczak--Wontor Quarry Pit Workshop; Water Street Commercial Historic District; and Williams, William G. and Anne, House. The register did not have any historic places listed in the Town of Byron.

Wisconsin's Architecture and History Inventory (AHI) was searched and 8 structures/objects in the Town of Byron were in the inventory. The AHI contains data on buildings, structures and objects that illustrate Wisconsin's history. The AHI documents a wide range of historic properties such as the round barns, log houses, metal truss bridges, small town commercial buildings, and historic houses. It is a permanent record maintained by the Wisconsin Historical Society. Included in the inventory are the Chicago and Northwestern RR Bridge, a Queen Anne House, 2 Astylistic Utilitarian Building, St. John's Evangelical Lutheran Church, St. Peter's Evangelical Lutheran Church, front gabled building, and a 2 story cube house.

### **Recreational Resources**

The Town does not own or maintain any recreation properties however there are recreational facilities available to Town residents. The Town is home to about 1,000 acres of County owned forest land. Most of this land is located in the northern portion of the town and is managed for multiple uses including forest products, hunting, and general non-consumptive outdoor recreation. The public is free to hike etc. on these lands, however there are no facilities on most of the County's forest land.

The Holiday Lodge Golf and Resort, a privately owned business, is located on 10555 Freedom Road in the Town of Byron. The resort offers camping, lodging, banquet facilities, and an 18 hole regulation-6,100 yards-Par 71 golf course. The resort has motel rooms and A-frames available for rent as well as RV campground accommodations.



**A privately owned recreation facility**

The Village of Wyeville also has several recreational facilities than include a Village Park, Elementary School grounds, and the Monroe Rod and Gun Club is located adjacent to the Village. An inventory of these facilities is found in Table 8.1.

Water resources include several rivers and streams. The headwaters of the Lemonweir River, a tributary to the Wisconsin River originate at Wyeville. The Monroe County Flowage, located on the Town's northern border in the Town of Scott has easy access for fishing. Table 8.1 inventories and shows the location of the Town's natural, cultural and recreation resources.

**Table 8.1 Town of Byron Natural, Cultural and Recreation Resources**

<b>Name of Site or Facility</b>	<b>Type of Site or Facility</b>	<b>Size in Acres</b>	<b>Features or Facilities on Site</b>	<b>Other Characteristics or Planning Issues</b>
Wyeville Village Park	Village park	.25 acre	Quarter acre parcel has a play area for children with swings, sliding board, merry-go-round etc.	
Wyeville Elementary School	School grounds	5	Swings, sliding board, merry-go-round, ball diamond.	
Monroe Rod and Gun Club	Membership Club	17	Heated building, shelter, toilets.	
Holiday Lodge Golf and Resort	Privately owned Resort	NA	Offers camping, lodging, banquet facilities, and an 18 hole regulation golf course.	RV campground accommodations as well as motel rooms and A-frames available for rent.
Monroe County Flowage		NA	Fishing	Located on the Town's northern border in the Town of Scott
Lemonweir River	River	NA	Canoeing	

## **GOALS, STRATEGIES, POLICIES AND ACTIONS FOR AGRICULTURAL, NATURAL AND CULTURAL RESOURCES**

### **Agricultural, Natural & Cultural Resources Goals**

The Town of Byron Planning Commission utilized the goals developed from public input and Plan Commissioner knowledge. In the context of this plan goals are broad statements that the Town of Byron desires to achieve. Following each goal are plan objectives, definitions, policies, programs/actions, etc. that are recommended to address each goal. The following agricultural, natural and cultural resources element goals, objectives, definitions, policies, programs/actions, etc. were developed:

#### **Goal I ■ Maintain an agricultural environment that is balanced between various kinds of agriculture.**

- a. Cranberry operations are a vital component to the Town of Byron's local economy. They provide significant employment opportunities for residents. In addition cash cropping (corn, soybeans, etc.) continues play a significant role on the local economy. It is recommended that the town works to manage land uses through land use planning and local ordinances to insure these uses are able to remain viable agricultural operations. It is further recommended that residential development avoid impacting existing agricultural operations. On the same note it is recommended that when agricultural operations expand or new agricultural operations are located in the Town that they do not negatively impact existing residences or residential developments.
- b. Inform/educate landowners on the importance of utilizing the natural resources of the Town in a sustainable manner to ensure future generations gain the same benefits and opportunities from the resources.

#### **Goal II ■ Protect surface and groundwater quality of the Town.**

- a. Surface and groundwater resources are critical to the local environment and to the lifestyle enjoyed by residents. It is recommended that the Town of Byron monitor land uses that utilize and/or impact ground water resources (ground water levels, sprays/pesticides, etc.) to ensure state and federal regulations are followed.
- b. Protection of watersheds, surface and ground water were identified as important to Town residents. Support the County's implementation of the Monroe County Land and Water Resource Plan and also support the County's efforts to monitor urban/rural wells and irrigation systems to ensure ground water levels and quality are not jeopardized.
- c. The existence of a high water table in the Town of Byron results in an abundance of wetlands. Wetlands play a key role in the water purification and groundwater recharge/discharge process. Wetlands also provide excellent vegetation and wildlife habitat. It is recommended that wetlands areas continue to be preserved and enhanced in the Town of Byron. It is further recommended that when such areas are utilized for cranberry production Wisconsin Department of Natural Resources rules, regulations and permitting processes are followed.
- d. Support the continued enforcement of the county Private Onsite Sanitary Sewer Ordinance by the Monroe County Zoning Department.
- e. Support the continued enforcement of the County's Floodplain, Shoreland and Wetland ordinances by the Monroe County Zoning Department. Enforcement of such ordinance protects surface and groundwater resources in the Town.
- f. Encourage preservation and protection of environmental corridors throughout the Town to enhance wildlife habitat and water quality.



**Goal III ■ Preserve forest lands within the Town.**

- a. Woodlots and forested lands enhance the town's natural beauty and provide excellent habitat for wildlife. In addition, the pine and oak forests support the local economy by providing valuable forest products. The Town of Byron Comprehensive Plan recommends that landowners utilize Forest Best Management Practices in maintaining the town's forests and woodlots. Forest BMP's will enhance woodlots and forested lands and ensure they remain a valuable natural resource.
- b. County forestland was identified as an important public resource to town residents. It is recommended that the Town of Byron work with Monroe County to ensure the forest continues to be a valuable recreational resource.
- c. Control noxious weeds and nuisance species within the town. Noxious weeds and nuisance species out compete native species for nutrients, sunlight and space. It is recommended that the Town when possible provide information to residents about the effects of noxious weeds and nuisance species.

**Goal IV ■ Promote awareness to preserve natural resources, historical and cultural sites in the Town of Byron.**

- a. It is recommended that development be avoided on lands that are of cultural, religious, or historical significance. This can be achieved by reviewing State Historical Society databases pertaining to historic structures and sites prior to approving development proposals.
- b. It is recommended that the Town of Byron support the preservation of existing cultural and historic sites and activities in the Town (cemeteries, historic structures, etc.)
- c. Continue to work with Monroe County every five years on the updates to the Monroe County Outdoor Recreation Plan. Participation in the plan maintains eligibility for the Town to apply for DNR recreational grant funding.
- d. Work with Monroe County in the continued implementation of the County's Non-metallic Mining Reclamation Ordinance. The purpose of the ordinance is to insure that non-metallic mines are properly reclaimed (restored) once extraction is completed so they can be preserved and/or utilized in the future for compatible land uses.

**Consistency with Local Comprehensive Planning Goals as described in s. 16.965(4) Wis. Stats.**

Listed below are the Comprehensive Planning Goals described in State Statute that are related to the Agricultural, Natural & Cultural Resources Element. Following each goal is a discussion how they were addressed during the planning process.

*Protection of natural areas, including wetlands, wildlife habitats, lakes, woodlands, open spaces, and groundwater resources.*

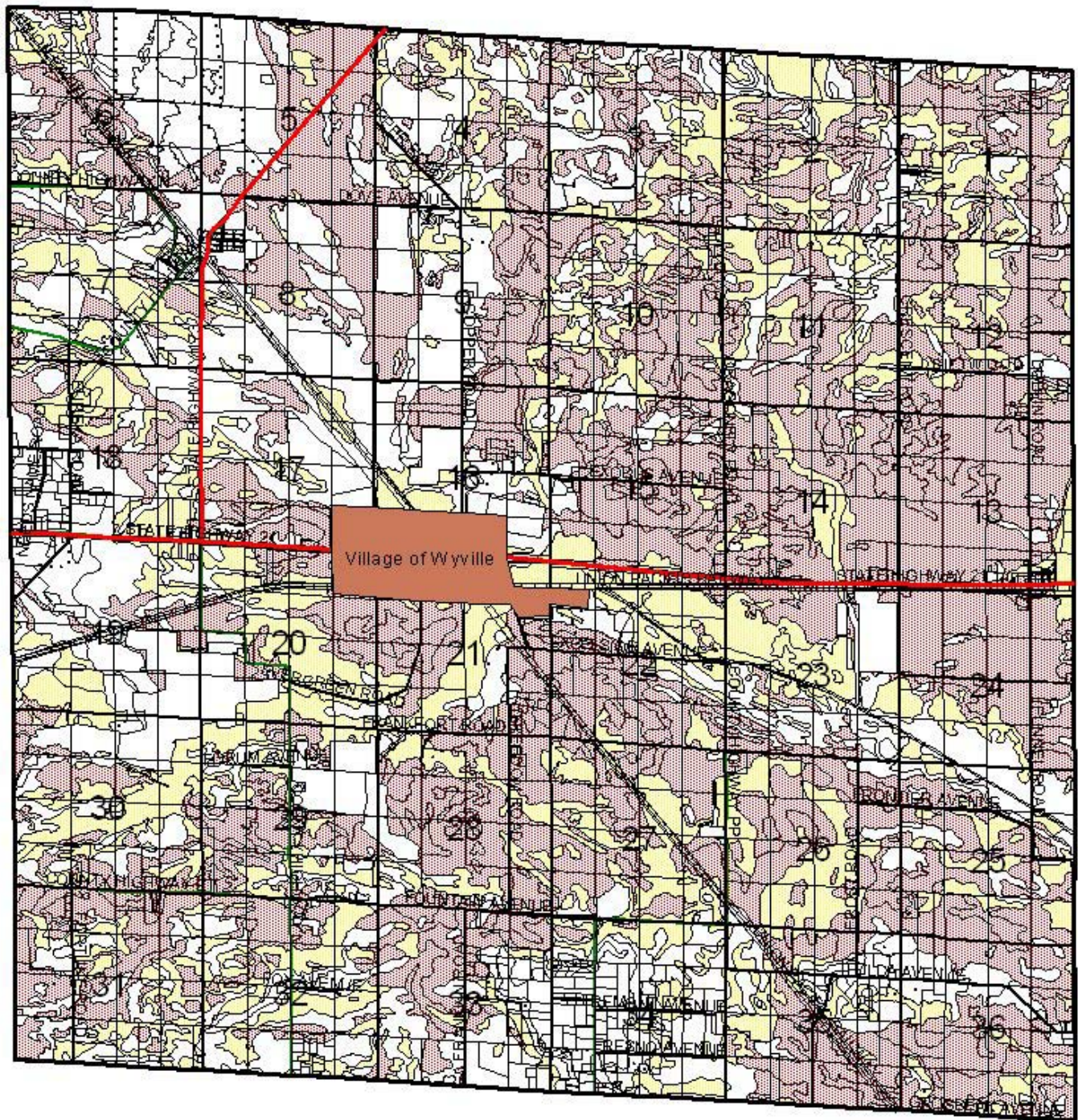
This goal is addressed in the plan by recommendations that support state and local regulations and programs aimed at preserving natural resources.

*Preservation of cultural, historic and archaeological sites.*

This goal is addressed by recommending that development proposals be analyzed for historical significance by reviewing State Historical Society databases pertaining to historic structures.



# Map 8.1 Town of Byron Soils



## Soil Classes

- Class II
- Class III
- Class IV-VIII

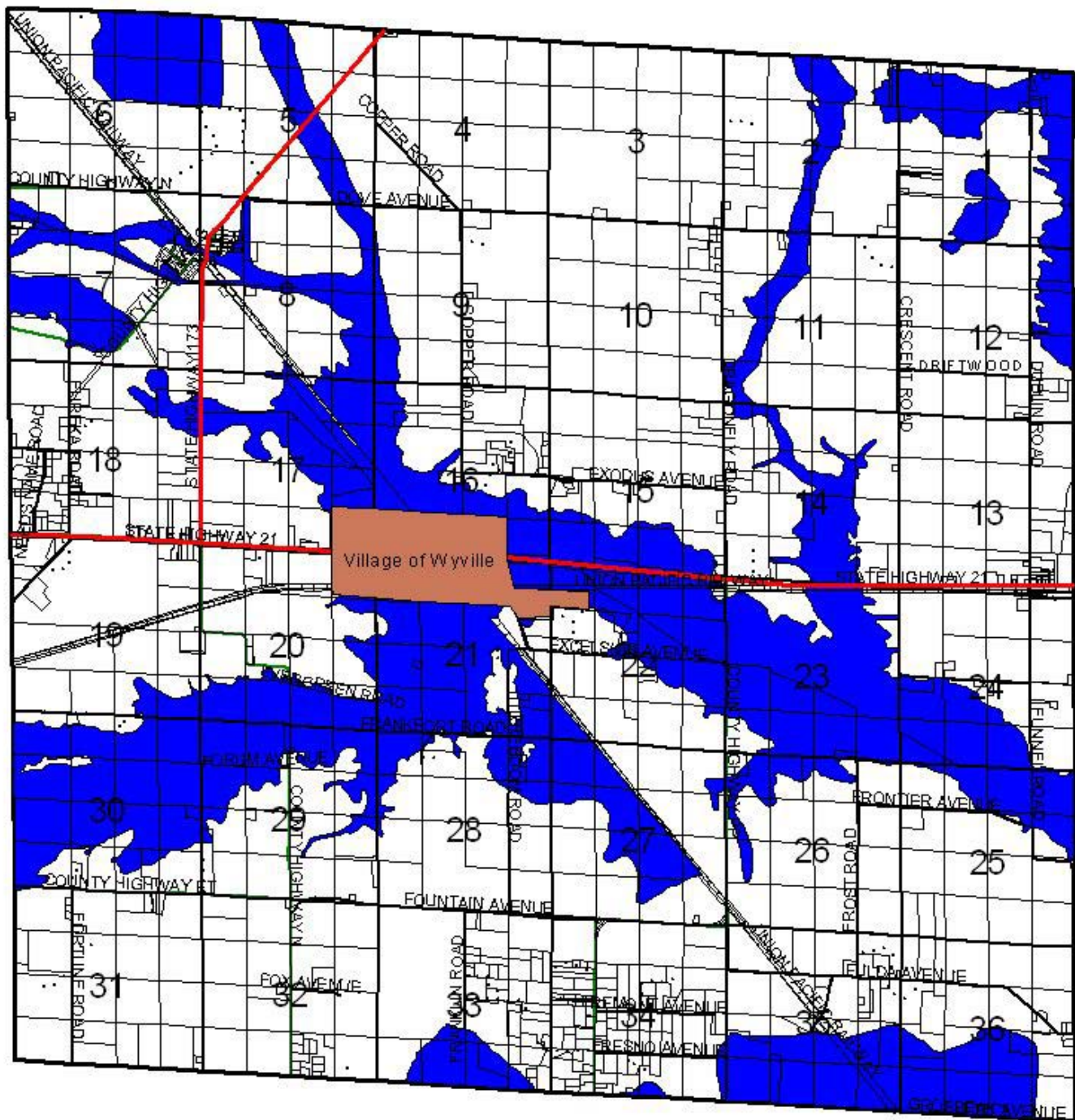


Scale  
1" = 4,400'

Map prepared by the Mississippi River  
Regional Planning Commission  
February 2010  
Source: Monroe County Digital  
Soil Survey



## Map 8.2 Town of Byron Floodplain



### Floodplain Designation

- Out of Floodplain
- 100 Year Floodplain



Scale  
1" = 4,400'

Map prepared by the Mississippi River  
Regional Planning Commission  
February 2010  
Source: Monroe County LCD  
FEMA Floodplain Information

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## 9 IMPLEMENTATION ELEMENT

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This element of the plan will address the implementation of the Town of Byron comprehensive plan. The State of Wisconsin Comprehensive Planning Law requires the Implementation Element to include a list of specific programs and actions to be completed that will implement the objectives, policies, plans and programs identified in the plan. The element is required to state how each of the elements of the plan are integrated and made consistent with each other, identify a mechanism to measure the local governments progress toward achieving the plan, and the element shall include a process for updating the plan.

By 2010, if a local government unit engages in official mapping, local subdivision regulations, zoning ordinances, and zoning of shorelands or wetlands those actions must be consistent with the local unit of governments comprehensive plan. The adoption of this plan will ensure all regulatory activities are conducted within the requirements of Wisconsin State Statutes.

### **Consistency Among Plan Elements**

Wisconsin Statutes requires a discussion of how the plan will remain consistent across elements. The planning process established the Town Plan Commission as the governmental body that would oversee the development of all the planning elements. This process ensured that there are no known inconsistencies across planning elements. During the planning process members of the Town Board attended meetings, this participation helped ensure plan consistency with existing town policy. In addition, plan copies were forwarded to Monroe County and the Mississippi River Regional Planning Commission to ensure the document remains consistent with the planning activities in County and the region.

### **Plan Adoption**

It is important to understand that the plan will only be as good as its implementation. Adoption of the Town of Byron Comprehensive Plan is the first step in implementing the plan. The Plan Commission will recommend approval of the plan to the Town Board by resolution. The Town Board must then adopt the plan by ordinance in order to enact the plan. Once adopted the plan will serve as a framework and guide for the development of the town over the next 20 years.

It is important to clarify that once adopted by the Town Board the comprehensive plan is not an ordinance. It remains a tool to guide future decisions and actions of the Town Board and Plan Commission. There is a misconception that because the plan is adopted by an ordinance that it becomes an ordinance. One of the main reasons that the comprehensive plan is required to be adopted by ordinance is that it ensures that a public hearing is held with the opportunity for residents to provide their input on the plan. If it was not required by State Statute to be adopted by an ordinance a Town Board could develop a comprehensive plan, approve it by a resolution with no opportunity for public input.

### **Plan Monitoring and Plan Updates**

The Plan Commission and Town Board will be the primary bodies responsible for implementing and monitoring the plan over the 20-year planning period. Updates and revisions to the plan will also be the responsibility of Plan Commission and Town Board and done in accordance to Wisconsin State Statute requirements at a minimum on once every 10 years. The success of the plan will be measured by the degree to which the planning goals are achieved through evaluation during plan updates. In addition, as part of the plan updates the Plan Commission, Town Board and residents will evaluate the progress made in meeting the implementation schedule included in this element.

It is further recommended that the Town Board annually at its February meeting review the “Implementation Schedule” to evaluate progress of plan implementation.

### **Implementation Element Goals**

In addition to Comprehensive Planning Law requirements, through the public participation planning process the following Implementation goals were established for the Town of Byron. As described in previous sections, in the context of this plan goals are broad statements that the Town of Byron desires to achieve. Following each goal are associated policies, programs/actions, etc. that are recommended to address each goal.

**Goal I ■** Manage development, health and sanitation issues, emergency preparedness, and pertinent social issues with local ordinances, applicable state codes and statutes.

- a. Continue enforcement of existing Town ordinances over the planning period. In addition, support County ordinances developed to protect the health, safety and welfare of Town residents.

**Goal II ■** Continue to provide the opportunity for public input throughout the planning process and future updates in an effort to balance individual property rights with community interests.

- a. Continue to follow the planning process in the adopted “Town of Byron Public Participation Plan” which detailed activities to gain public input through public meetings, public surveys and general public awareness of the planning process. Following the public participation plan will ensure that balance in the form of public input and opinions will be achieved during the planning process.
- b. Utilize public input in the planning process and update the comprehensive plan a minimum of once every 10 years.

**Goal III ■** Identify policies and programs to implement recommendations of the comprehensive plan.

- a. In the previous plan elements, policies, programs/actions, etc. were identified. The Implementation Element attempts to organize the policies, programs/actions, etc. in an organized and meaningful schedule. An implementation schedule has been created and listed in the following section of this element.

### **Consistency with Local Comprehensive Planning Goals as described in s. 16.965(4) Wis. Stats.**

Listed below is the Comprehensive Planning Goal described in State Statute that is related to the Implementation Element. Following the goal is a discussion how it was addressed during the planning process.

*Building community identity by revitalizing main streets and enforcing design standards.*

As described throughout the planning process the Town of Byron is a rural town with no main street or specific design standards. However, the Town does have a rural identity of which it desires to maintain. The recommendations in the Land Use Element address methods to maintain the Town’s identity.

### **Implementation Schedule**

The following implementation schedule has been developed for the Town of Byron Comprehensive Plan. Items identified in previous elements that require action by the Plan Commission or Town Board over the planning period have been listed. General policies that will guide the future development of the Town of Byron are not included in the implementation schedule. It is recommended that a full review of applicable plan elements be conducted when evaluating future development proposals.

### ***Actions to be implemented Throughout the Planning Period***

#### **Land Use Element**

**Goal II, b.** Maintain and continue to enforce the Town of Byron’s two acre minimum lot size ordinance.

**Goal II, d.** Identify conservancy organizations and make information available to landowners regarding land preservation options available through land conservancy organizations.

**Goal II, g.** Over the planning period, it is recommended that the Town of Byron continue to evaluate implementing Town comprehensive zoning or Monroe County comprehensive zoning if desired by town residents to manage future land uses.

**Housing Element**

**Goal I, c.** Continue enforcement of the State of Wisconsin One and Two Family Building Code

**Transportation Element**

**Goal I, b.** Continue to biannually update the Town of Byron's Road System on State of Wisconsin Department of Transportation's Wisconsin Information System for Local Roads (WISLR) program.

**Goal I, c.** Historically, the Town of Byron has maintained informal agreements with neighboring towns on the maintenance of road segments that are more easily/efficiently maintained by an adjoining local unit of government. It is recommended that the informal agreements be formalized into documented "road maintenance sharing agreements" to ensure the services continue to be provided and any liability issues are addressed.

**Goal I, d.** It is recommended that the Town of Byron evaluate adopting road construction ordinances that require new developments to construct public road facilities meeting specific standards and require developers to improve existing roads if a proposed development increases the traffic significantly on a existing facility.

**Goal II, a.** Work in conjunction with the County and neighboring towns in establishing designated bicycle and pedestrian routes throughout the Town of Byron.

**Utilities and Community Facilities Element**

**Goal I, c.** It is recommended that when the Comprehensive Plan is updated that communication with residents is facilitated to determine if the utility and community facility needs of residents are continuing to be met. This communication can be in the form of a survey or public meeting(s).

**Goal I, e.** Explore joint purchases and sharing of materials/equipment with neighboring municipalities in order to provide community services in the most efficient manner possible.

**Intergovernmental Cooperation Element**

**Goal I, c.** Continue to review and evaluates the Monroe County Comprehensive Plan as it is revised in order to identify areas of potential conflict and/or coordination opportunities.

**Goal I, e.** Continue to be an active member of the Monroe County Towns Association. Attending meetings of the Monroe County Towns Association is important to the Town of Byron in maintaining open dialogue with its neighboring towns and county agencies

**Goal I, i.** Continue communication with the Ho Chunk Nation on various issues (development, transportation, etc.)

**Goal II, a.** Continue fire service protection and first responder services from the Oakdale Fire Association. Work to maintain mutual aid agreements for fire protection with adjoining units of government.

**Goal II, b.** Continue to maintain county administered police protection. It is recommended that the Town of Byron continue to utilize the administrative capabilities of the county with regard to protective services.

**Goal II, c.** Maintain ambulance service from the City of Tomah.

**Agriculture, Natural and Cultural Resources Element**

**Goal I, b.** Inform/educate landowners on the importance of utilizing the natural resources of the Town in a sustainable manner to ensure future generations gain the same benefits and opportunities from the resources.

***Town of Byron Comprehensive Plan 2010-2030, Implementation***

**Goal IV, c.** Continue to work with Monroe County every five years on the updates to the Monroe County Outdoor Recreation Plan. Participation in the plan maintains eligibility for the Town to apply for DNR recreational grant funding.

**Goal IV, d.** Work with Monroe County in the continued implementation of the County's Non-metallic Mining Reclamation Ordinance.

# **APPENDIX A**

## **PUBLIC PARTICIPATION PLAN**





## **Public Participation Plan**

### **I. Background**

With this plan there is a necessary component of public involvement in the process. Included in this plan is a public participation part that satisfies the need to give the public an opportunity to have interactive communication with local decision makers, the town board, the county, each other and the NCWRPC.

It is required in the Wisconsin's Comprehensive Planning Legislation (1999 Wisconsin Act 9 and its technical revisions) that a Public Participation Plan be included in the Comprehensive Plan. Town of Byron will comply with this requirement to the highest degree possible.

### **II. Objectives**

Listed here are the objectives the Town of Byron would like to achieve while developing the Plan and adopting it.

- That the residents of the Town of Byron have the opportunity to become aware that a Comprehensive Plan is being developed.
- The residents of the town are given every opportunity to attend planning sessions and are aware of which section is being addressed at that session.
- The public will be aware of any analyses needed to complete the Plan.
- The public can provide input in person or by contacting any member of the committee.
- All input will be carefully considered and respectfully responded to.
- To bring the town to a stronger sense of community by everyone having the opportunity to share in the decision making.

### **III. Goal**

To inform and consult the public during each phase of the planning process. This should serve to make all citizens feel empowered and essential to the further development of our town.

### **IV. Techniques**

The public participation plan is as follows:

1. A notice was included with the tax statements inviting all citizens to the 1<sup>st</sup> meeting and all were given the opportunity to volunteer to be on the committee.
2. All meetings will be posted and published and everyone will be invited to attend.

3. Two open houses will held for all citizens to review the progress.
4. All members of the committee will have their phone numbers posted for interested parties to make comments and comment sheet will be available at each meeting.
5. A copy of the work in progress will be available at the town hall for review at any time.



# **APPENDIX B**

## **Cluster Development Information**





## ***DEVELOPMENT DESIGN CONCEPTS***

Land use planning has several purposes, certainly among them is the preservation, or at least the reduction of adverse impact upon, natural features such as stream courses, wetlands, productive agricultural areas, productive woodlands, scenic vistas, and wildlife habitat. Reduction of impact on the human made infrastructure is also an important goal of land use planning. Concentrated residential, commercial, or industrial development, while efficient from the point of view of serving with municipal utilities such as drinking water and sanitary sewage removal, and a compact road system, can be counter productive if those utilities don't already exist and must be built to serve development, or if the additional development would be sufficient to cause an over-capacity situation, thereby requiring any of these utilities or transportation systems to have to be rebuilt. Therefore, a government's ability to control or at least help guide, the placement of development is an important function of land use planning.

Traditional land use planning, often accompanied by a zoning ordinance to enforce the planning goals, has dealt with the "density" of development within a certain area, usually stated in the plan as a recommendation for a certain "lot size". These "lots" are intended to be the location for either a single family residence, or a multiple unit building. Lot sizes as large as 35 acres, as in an area intended to be eligible for Farmland Preservation credit, or as small as 5,000 square feet or less in an urban area served by municipal sewer and water systems, are common.

In rural areas, especially those on the fringe of developing urban areas, it is common for local authorities, often in response to some sort of public pressure, to attempt to preserve some agricultural lands, and woodlands, and a general sense of "ruralness". This can have the practical benefit of preserving the farm based economy and its related trade infrastructure of seed and feed stores and implement dealers, and can also reduce the need to have to build new, and more costly, roads or other urban infrastructure such as water and sewer lines. This has been accomplished by deciding upon some

lot size restriction; five acres, for various reasons, being one of the most popular sizes. This plan would then imply that all lots developed in that particular area would have to be five acres in size in order to preserve the open space and feeling of ruralness, and to limit population density and the resultant vehicle traffic on a rural road system that might in a relatively short time period otherwise have to take on urban traffic levels. A relatively newer concept in land use planning uses these same basic land lot sizes, but allows them to be used in more innovative ways which accomplish the same goals and purposes of the more rigid lot size designation, but allow the buyer and seller greater freedom in their negotiations, and actually may protect the critical resources better than a single "one size fits all" lot size designation.

If a lot size of five acres is chosen, as described in the "Rural Estate (RE)" land use classification, the density is 8 lots per forty acres, or 0.2 lots per acre. If a single ownership within this designated District is used as the basis for determining the number of lots, then a 360 acre parcel, for example, could support 72 lots. However, rather than viewing the placement of 72 five-acre lots on the property, (Figures 1-2, Page 5-4; Figures 3-4, Page 5-5; Figure 5, Page 5-6) there are two ways this same density can be accomplished, and more flexibility of individual lot size and better natural feature protection can be achieved.

### **CLUSTER PLACEMENT**

This land use technique uses the density standard established by the selected land use designation, in this case five acre lots, or 0.2 lots per acre. Rather than spreading the lots evenly over the entire acreage, the individual lot sizes can be reduced to one or two acres, or less, and the lots can be "clustered" around short streets, cul de sacs, or around a natural feature such as a pond or wooded area. (Figure 6, Page 5-6; Figures 7-8, Page 5-7; and Figure 9, Page 5-8)

#### Advantages:

Many homebuyers, even those buying lots in rural areas, are not necessarily seeking large 5 acre or even 2 acre lots, as this means additional maintenance and responsibility. Many would be satisfied with a smaller individual acreage if it were possible to



acquire such a lot. Cluster development allows that smaller size individual lot without increasing overall density.

Not all parts of an individual parcel of land, be it 20 acres or 500 acres, are equally suitable for placement of home sites (*Figure 4, Page 5-5; Figure 5, Page 5-6*). A strict individual lot size development attempting to get all the lots "allowed" by the land use classification would either force some lots up onto steep hillsides or into wetlands, or other less suitable locations. In actual practice this might either preclude their development at all, or make them less desirable locations at a lower sales price. Cluster development can assure the maximum number of building sites the acreage allows.

Cluster development, by concentrating the residential lots into clusters, reduces the total mileage of streets or roads necessary to serve the individual lots, and also places them in a position to be served, at some point, more efficiently with a common well water system or a waste water collection and treatment system.

By placing the actual development into clusters of individual smaller lots, large areas of the landscape can be left undeveloped, thereby allowing some forms of agriculture to continue, and woodlands to remain intact for the enjoyment of all the residents. Some common amenities, such as ponds, or improved open space such as ball fields, can be developed whereas individual large size lot owners could not achieve that on their own property.

#### Disadvantages:

Cluster development is a tool best used in areas on the edge of developing urban areas. Although open space can be preserved, it rarely is of a form or shape as the previous agricultural land, and therefore cluster development isn't very effective at attempting to "save" traditional livestock type farming operations. It is more effective in areas where farming is already declining, and possibly can save areas for "non-traditional" or urban fringe farm enterprises such as horticultural or nursery crop propagation, organic vegetables, orchards, etc.

Some people who buy land in the country truly do want a large tract of land they can own personally.

To this market, buying a half acre or one acre lot surrounded by "common open space" would not meet their needs.

The concept of "common owned space" is foreign to some buyers. Some sort of "owners association" would have to be established, or the common space turned over to the Town or other unit of government for overall administration and maintenance. Some buyers do not want to encumber their lives with membership in a property owners' association, and/or the Town may not want to take on the responsibility of administering the commonly held land.

As an alternative to common ownership of the open areas by a homeowners association, or governmental unit; the original landowner, or the developer can retain ownership of the open areas not sold as individual lots, and continue to farm the fields and manage the woodlots. This is a workable solution if the farmer owner sells only part of his farm for development and wants to continue farming the remaining acreage, or sell the remainder to a neighboring farmer for continued agricultural use. Typically, in western Wisconsin, common practice has been the original owner wants total divestment of the property, and the remaining open area may have little salable value to an individual other than the lot owners in the subdivision.

#### **LOT AVERAGING**

This technique continues to use the chosen Land Use Classification as the guide for establishing the overall density, but it allows the landowner or developer to vary the lot sizes on the developable parcel, so long as the overall density is not exceeded. Thus, in the example of a 360 acre parcel designated in the Rural Estate classification, no more than 72 lots could be developed, but their individual size could range from one half acre to 35 acres or more.

#### Advantages:

The developer is allowed the freedom to respond to a variety of sales opportunities, from the buyer who wants a 20 acre parcel to keep their horse or dogs, to the urban oriented buyer who merely wants a spot to build a house with the least possible lot to maintain.

### Disadvantages:

This technique could result in some housing development occurring in areas of the property that are not as well suited for development. Inefficiencies in transportation systems could result, with many long drives or long roads with several access points, and ultimate Town responsibility to maintain them.

When the original property reaches its maximum allowed development density of 72 lots, or all the sites allocated and privately owned, there might not be any common open space. Individual natural features such as former farm fields, woodlots, etc. are in fragmented ownerships and quite possibly will never function as a viable farming operation or forest resource, and desirable features such as a sweeping view or a stream bank, end up being enjoyed by a few who happen to be fortunate enough to have bought the lots which contains access to them, but does not necessarily benefit the entire community.

If the individual lot sizes are made too large at the beginning of the subdivision process, the entire area might be sold and near the end of the site allocation process there might not be sufficient space to achieve the full use density of 0.2, or whatever, lots per acre.

### **RURAL CLUSTER DEVELOPMENT LOT REDUCTION RATIOS**

If it is determined to utilize a clustered development technique, then in addition to the overall Land Use Classification chosen for the area, which determines the lot density, there can also be selected a "Lot Reduction Ratio", which determines the size of the individual lots within the cluster development. In the Cluster technique it is customary to have all the lots in a cluster be the same size, whereas in the Lot Averaging method of land division it is customary to have individual lots of sometimes widely varying sizes. The accompanying chart depicts the size of the individual cluster formation lots with lot reduction ratios from 7:1 to 4:1, for each of the six Land Use Classifications with densities ranging from 35 acres down to 2 acres.

<b>Rural Cluster Lot Reduction Ratios</b>								
Land Use Designation	Lot Size In acres	Lots per 40 acres	Lots per acre	Lots per 160 acres	Lot size reduction ratio of 7:1 (in acres)	Lot size reduction ratio of 6:1 (in acres)	Lot size reduction ratio of 5:1 (in acres)	Lot size reduction ratio of 4:1 (in acres)
Exclusive Ag (EA)	35	1.1	0.0	4.6	5.0	5.8	7.0	8.8
Prime Ag (PA)	20	2.0	0.1	8.0	2.9	3.3	4.0	5.0
General Ag (GA)	20	2.0	0.1	8.0	2.9	3.3	4.0	5.0
Countryside (CS)	10	4.0	0.1	16.0	1.4	1.7	2.0	2.5
Rural Estate (RE)	5	8.0	0.2	32.0	0.7	0.8	1.0	1.3
Estate Residential (ER)	2	20.0	0.5	80.0	0.3	0.3	0.4	0.5
Small Est. Resid. (SER)	1	40.0	1.0	160.0				
Residential R30 (R30)	0.7	58.1	1.5	232.2				
Residential R20 (R20)	0.5	87.1	2.2	348.6				
Residential 7.5 (R7.5)	0.2	232.6	5.8	930.2				
Res. High Density (RHD)								

The "Land Use" designation (or zoning district if in the form of an ordinance) establishes the number of lots per acre, or the density. No more than that number of lots may be carved from an acre, or 40 acre parcel of land. For example - if a 40 acre parcel is designated as "Estate Residential - ER" No More Than 20 lots could be developed in that 40 acres. However, if a common sewer system were available, so the minimum 20,000 sq. ft. (approximately .5 acre) lot size were not a consideration, and if the market-place indicated a market interest in more "urban" type lots, then a 7:1 or 6:1 reduction ratio could be imposed which would allow individual lots down to 0.3 acre (approximately 13,000 sq. ft.) - no more than 20 lots per 40 acres would be permitted regardless of the lot size.



## RECOMMENDATION OF MINIMUM LOT SIZES

A straightforward approach, using land use classifications, is to recommend a particular minimum lot size for a particular area. Even if these classifications are assigned based on a thorough review of the site's natural resources, a strict adherence to lot size requirements alone results in a rather unimaginative subdivision; possibly with fewer lots than the arithmetic alone would indicate and also less sensitive to the environment.

## INDIVIDUAL SITE DEVELOPMENT

### Erosion Control

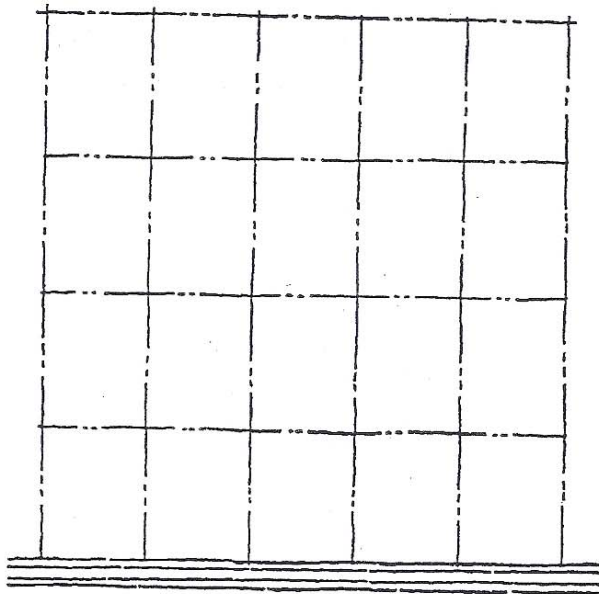
### Vegetation Protection

### Building Design

### Road and Driveway Design and Construction

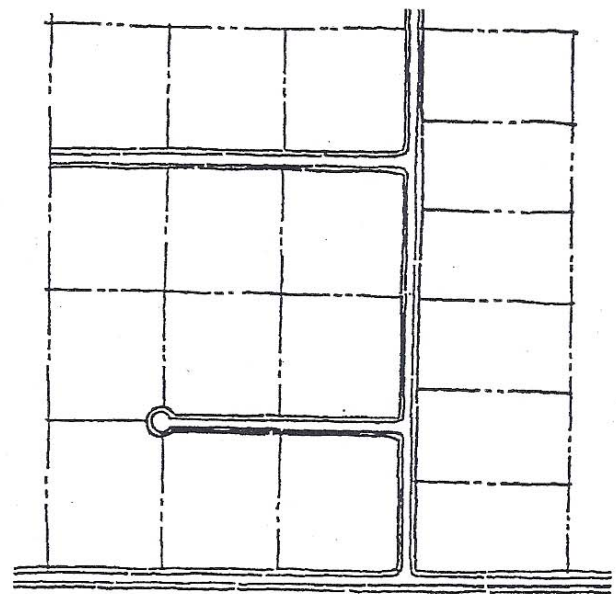
The design of the individual building sites, regardless of the Land Use Classification, lot density, or individual lot size, is very important to the success of a residential development. The accompanying pictures and text gives some suggestions to construction site techniques. Many of these can be codified through building and zoning ordinances.

### GROSS DENSITY VERSUS YIELD



5-ACRE MINIMUM LOT AREA

GROSS DENSITY = TRACT AREA ÷ MINIMUM LOT SIZE AS PERMITTED  
BY ZONING  
= 100-ACRES ÷ 5-ACRES = 20 LOTS



5-ACRE MINIMUM LOT AREA

YIELD = ACTUAL NUMBER OF LOTS ACHIEVABLE = 18 LOTS

Figures 1 & 2 - Adhering to a strict interpretation of a certain chosen lot size can result in an unimaginative development, and inability to actually achieve the number of salable lots allowed.

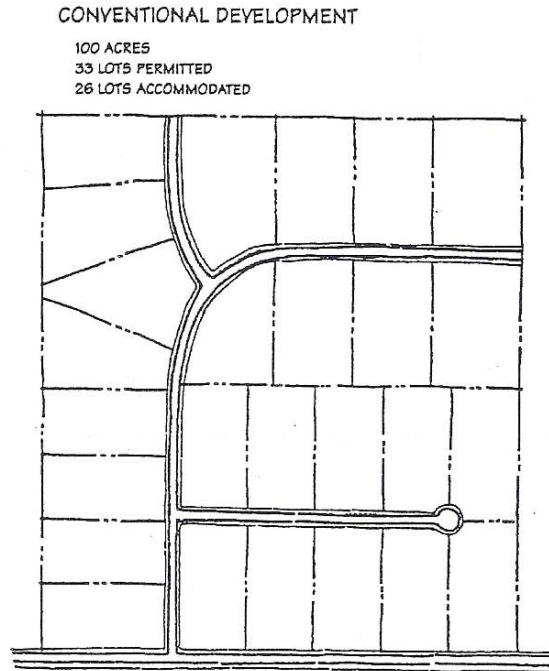


Figure 3 - The access roads needed to service the lots take up space that results in the reduction of the number of lots that can actually be placed on the parcel of land.

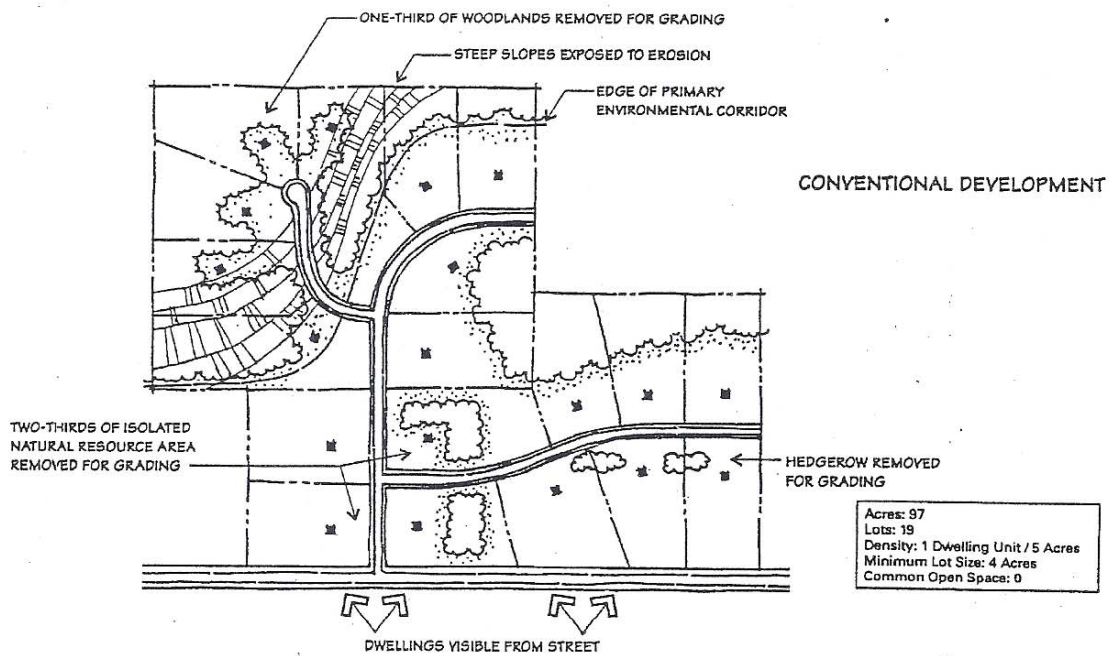


Figure 4 - With conventional development, environmental features are often not preserved. And with most new houses often visible from the existing road, previously rural views become suburban. With cluster development, however, woodlands, steep slopes, and rural views can be preserved.

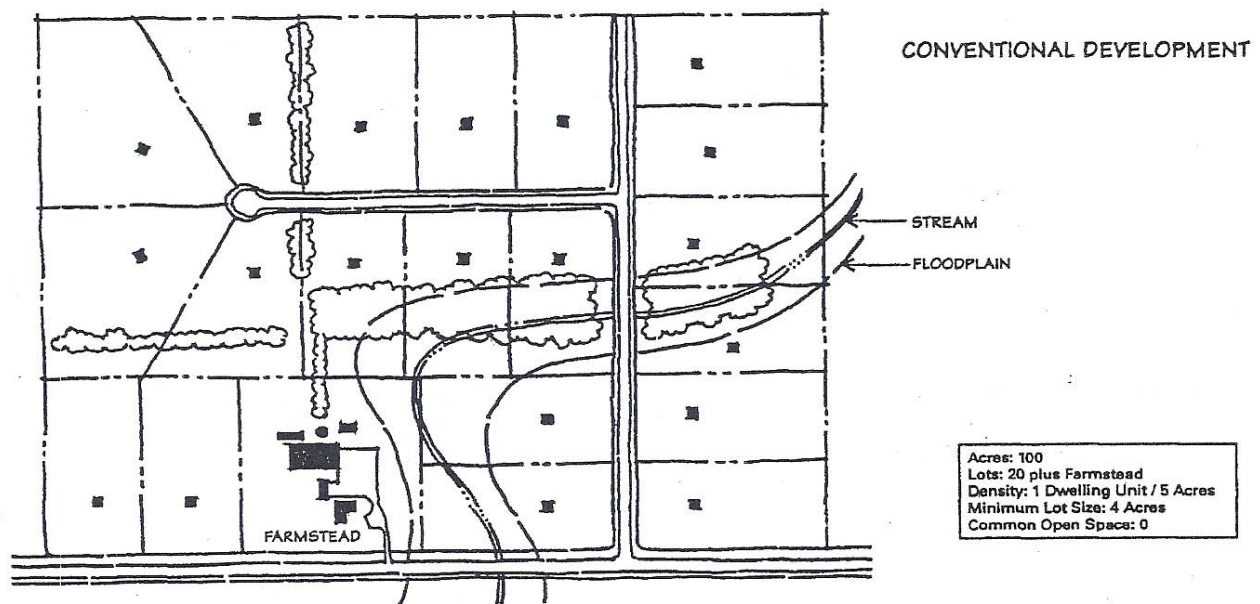


Figure 5 - Attempting to put a "cookie cutter" lot layout over a specific parcel of land can result in destruction of the resource people originally moved to the area to enjoy.

In a "Cluster Development" the same number of lots are allowed; even allowing the full number, and also

preserving some common open space, such as woods and fields.

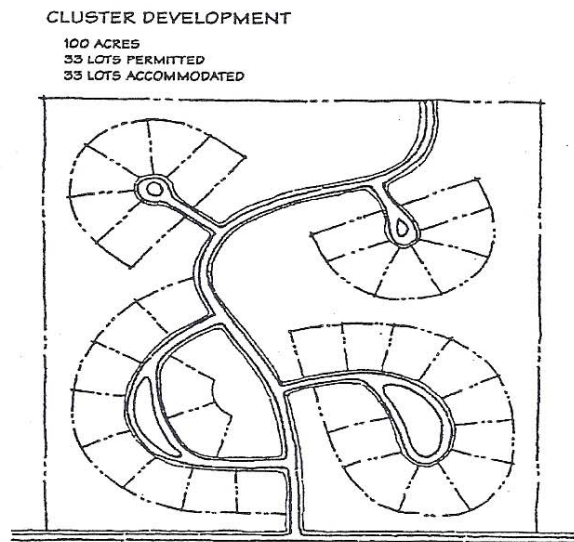


Figure 6 - A "hidden bonus" (additional dwelling units) often results when a density formula based on gross acreage is used. The total number of permitted lots will fit on a clustered tract, but not on a conventionally developed tract. The number of additional units is not known until the lot layouts are completed.



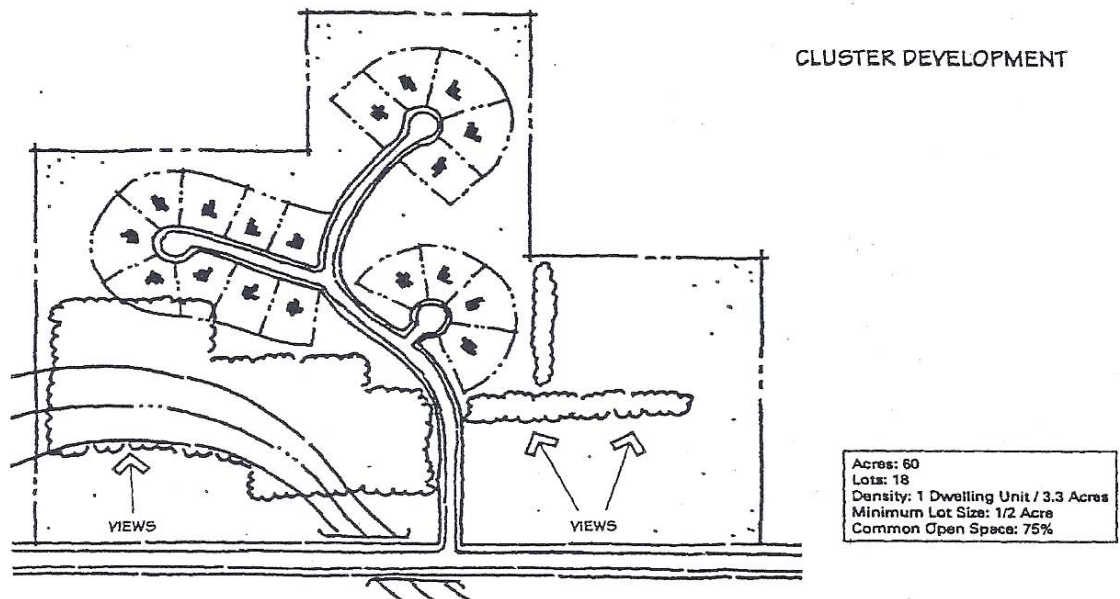


Figure 7 - Cluster development isn't the same as no development, but it can help retain more open space than scattered lot development.

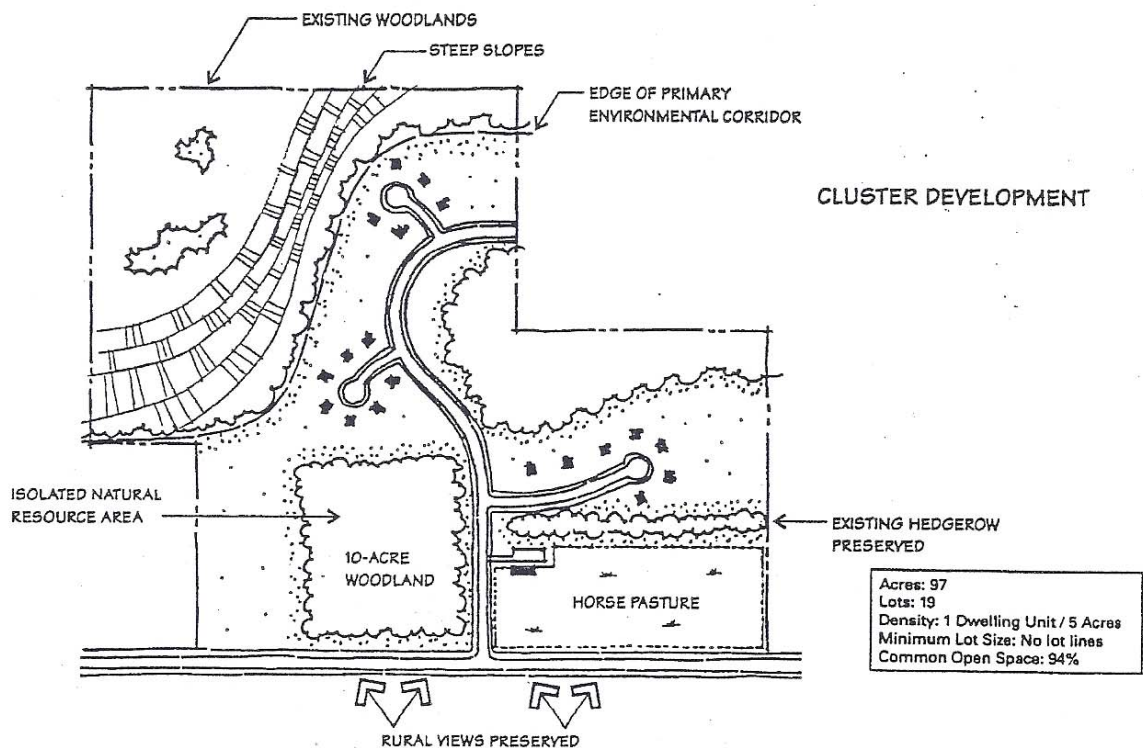


Figure 8 -Ownership of the "open" land; the fields and woods, preserved by cluster development can remain with the original owner, or with a homeowners association.

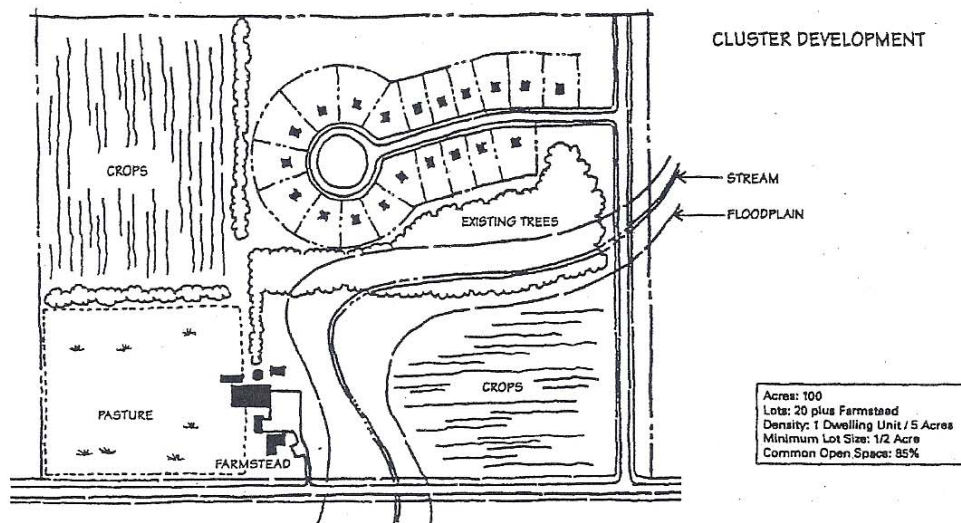
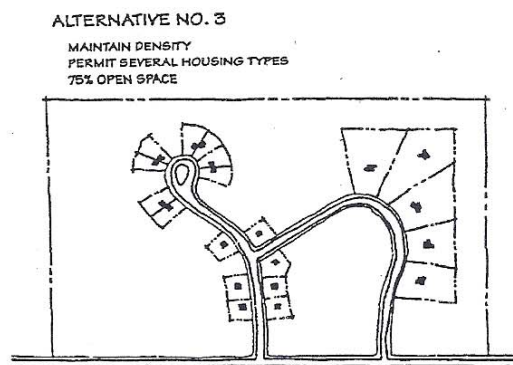
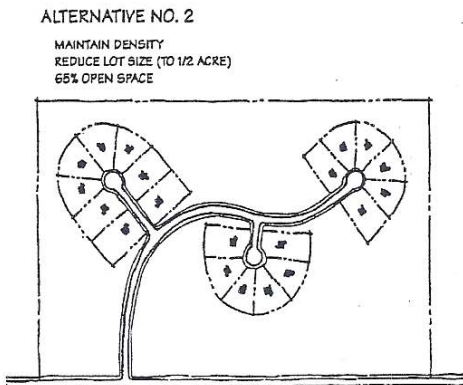
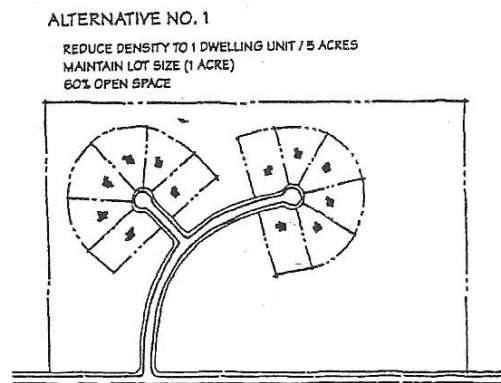
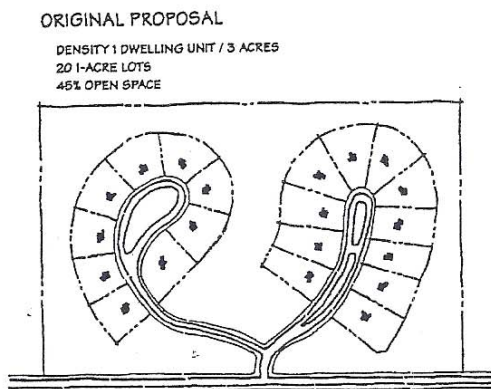


Figure 9 - Sometimes a parcel can be "developed" and still leave a substantial acreage left for agriculture and forestry.

Various internal designs within the overall cluster concept can produce different results; not all cluster

designs are desirable just because they are cluster designs.



Figures 10, 11, 12, and 13 - Cluster zoning regulations should be written to achieve at least 60-75% open space. There are usually several alternative ways to do this, as illustrated on this 60-acre parcel.



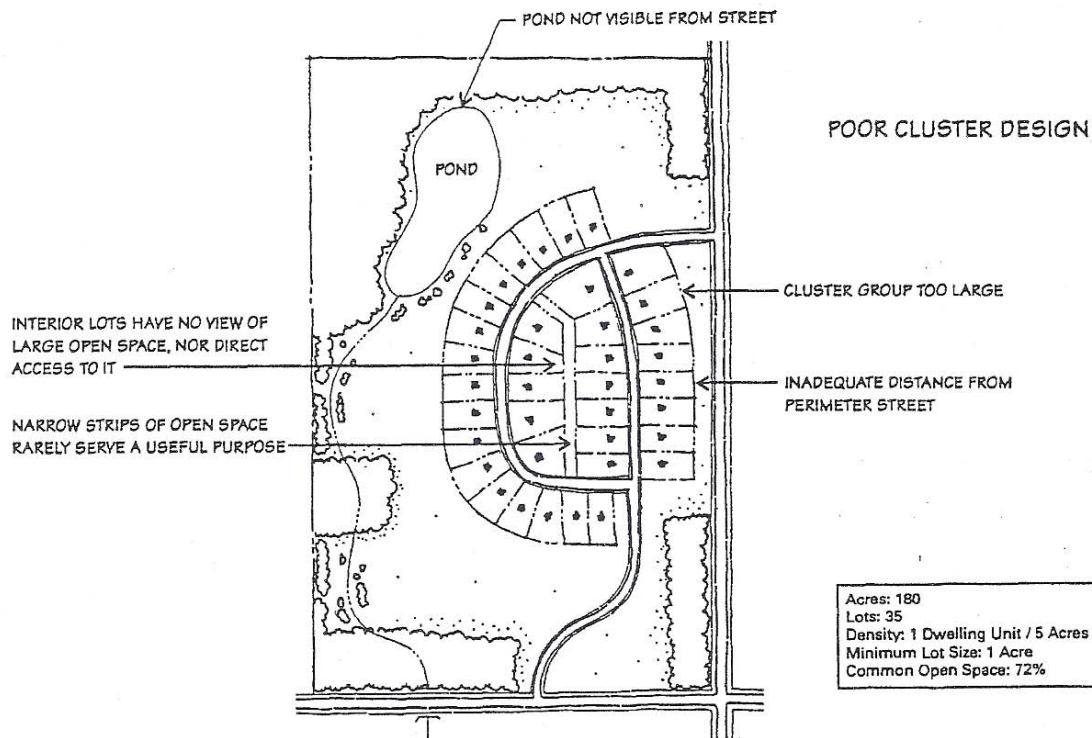


Figure 14 - Without design guidelines, cluster developments may look much like condensed, conventional subdivisions. Design guidelines can aid in the good design of cluster groups and the property distribution of open space.

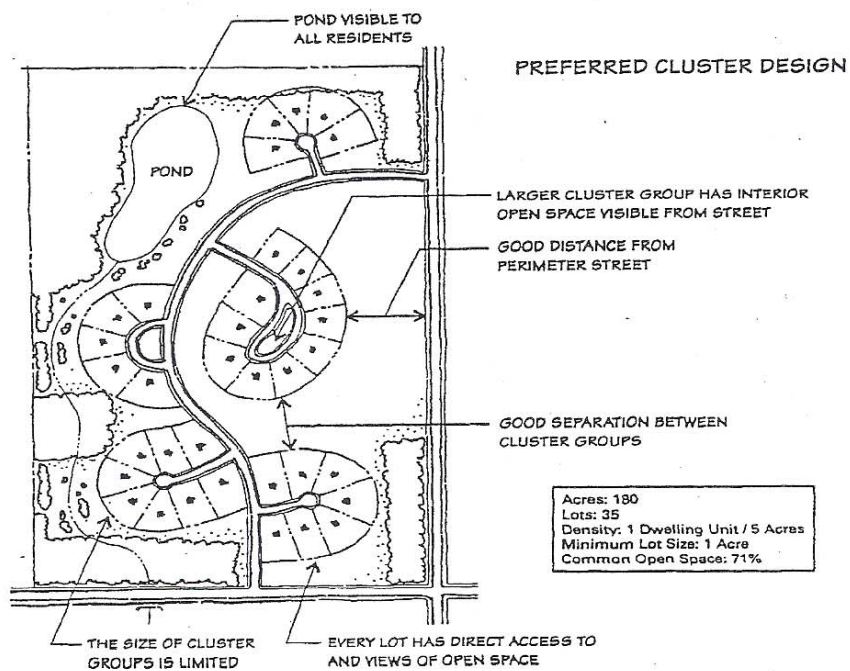
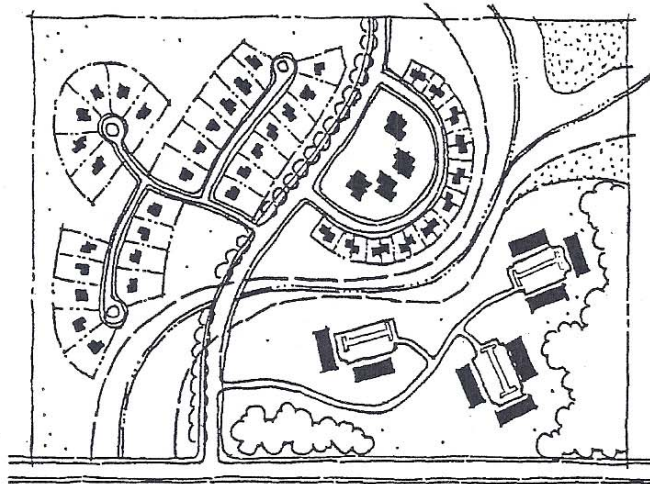


Figure 15 - Design guidelines can aid in the good design of cluster groups and the proper distribution of open space. Many people who move to rural areas want "open space" around them, but not necessarily their own large lot.

Variations of cluster development include Planned Urban Development (PUD). These areas include mixed uses - single family residential, but also multi-

family buildings, and commercial uses such as convenience stores, dry cleaners, cafes etc.



#### PUD (PLANNED URBAN DEVELOPMENT)

- MIXED DWELLING TYPES
- GROSS DENSITY: MEDIUM TO HIGH
- COMMON OPEN SPACE 15-40%
- DESIGN GUIDELINES SIMILAR TO CLUSTER DEVELOPMENT

Figure 16

Knowing and respecting the capabilities and limitations of the natural landscape can make the difference between a successful development and a

development which ends up costing the Town taxpayers direct expenses to remedy what could have been avoided.

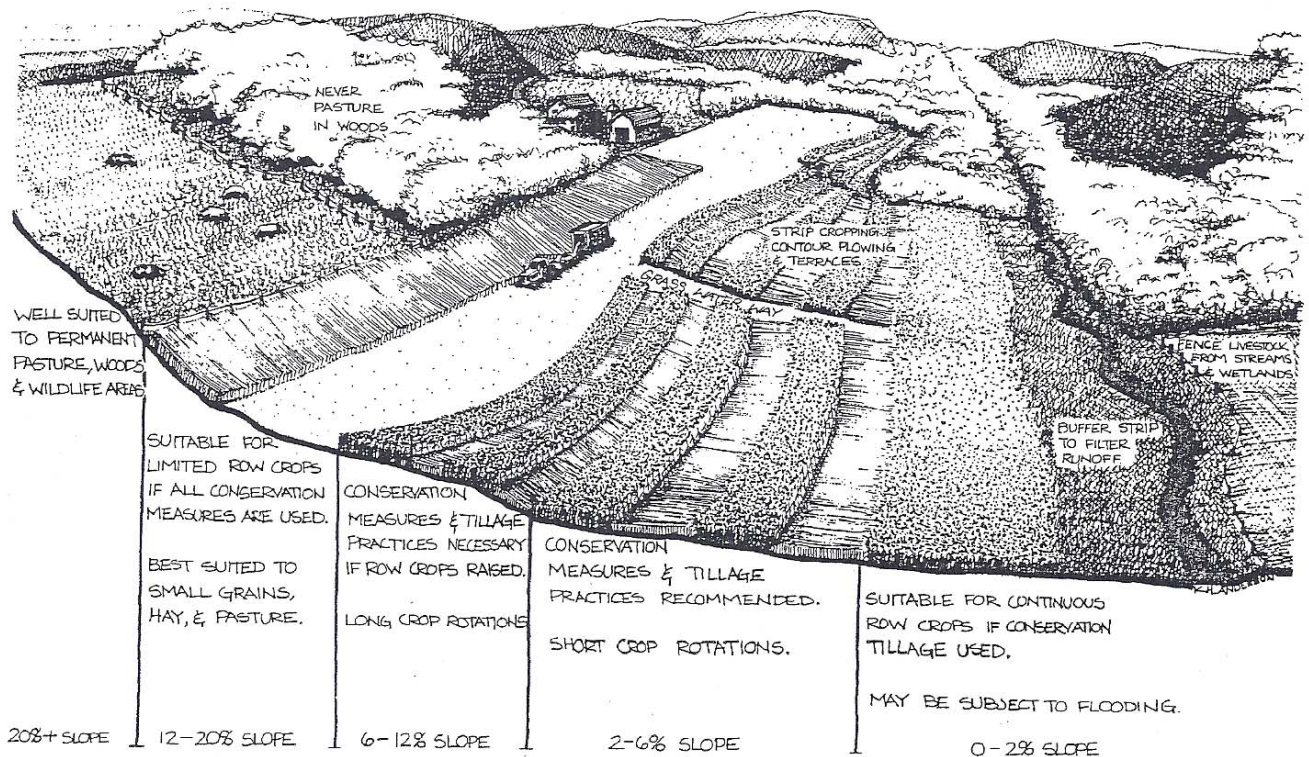


Figure 17



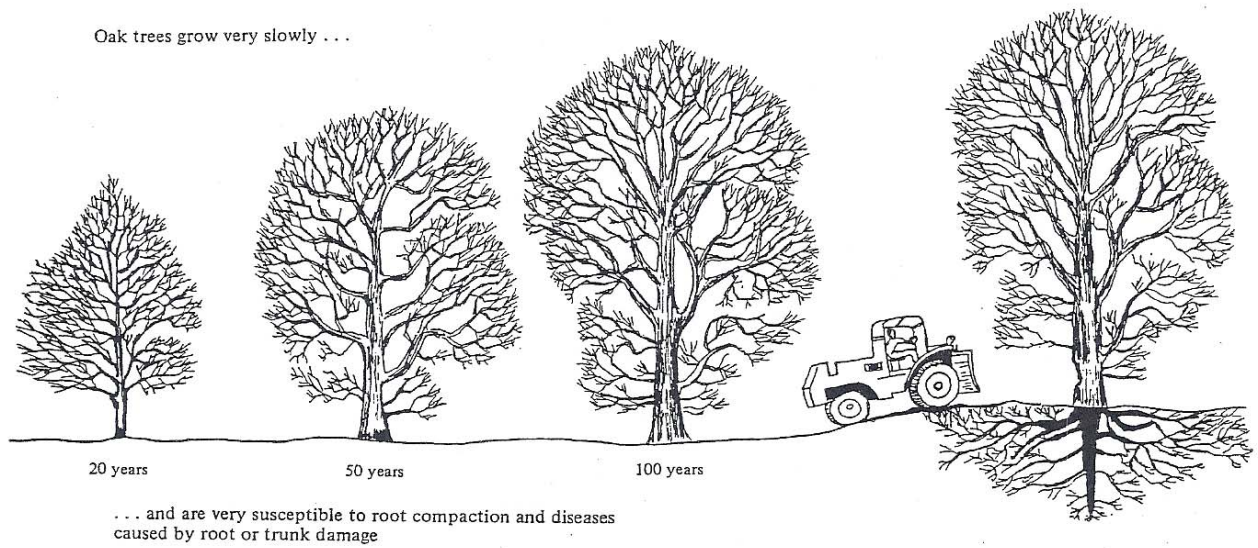


Figure 18

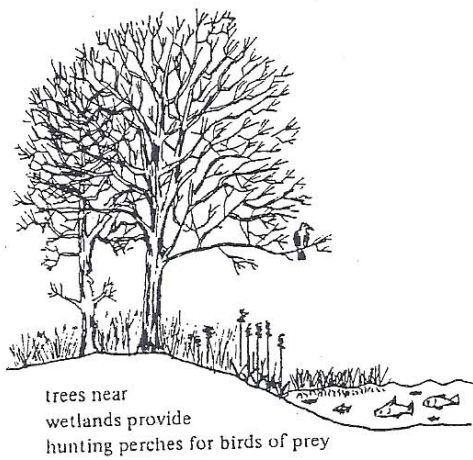
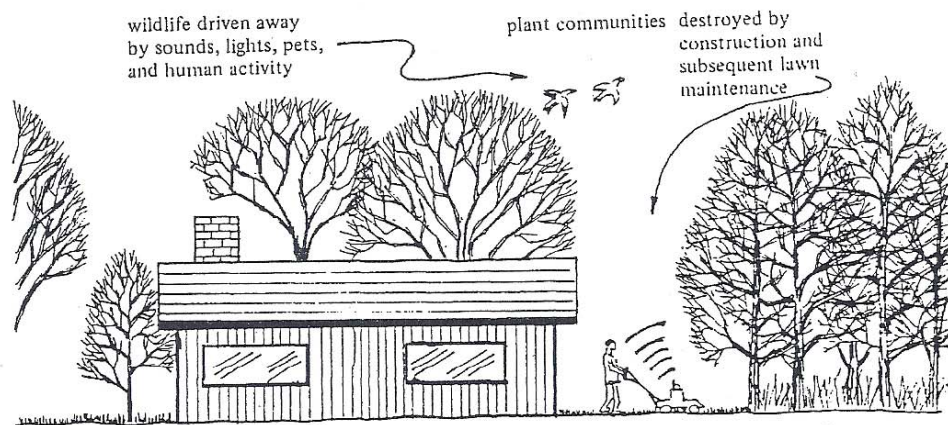
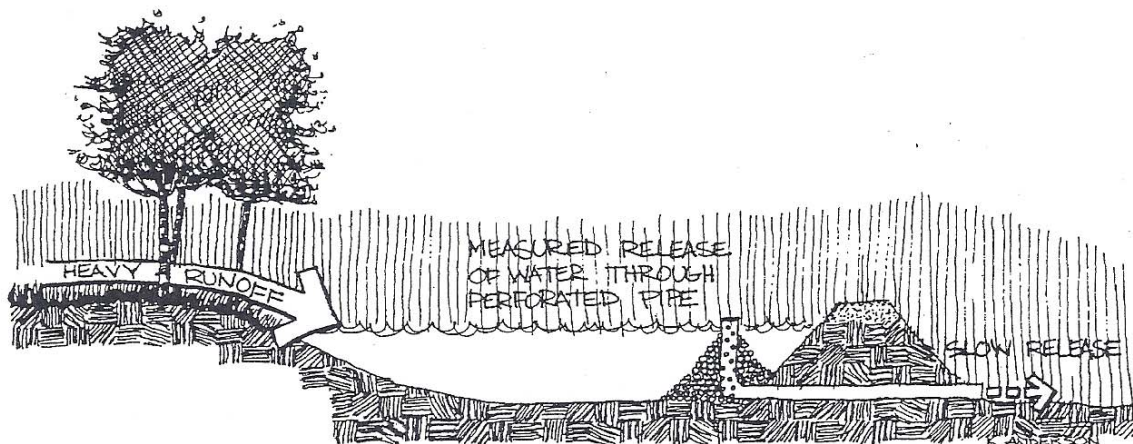


Figure 19



Development in woods drives out wildlife and destroys plant communities

Figure 20



STORMWATER MANAGEMENT MEASURES, SUCH AS DETENTION BASINS, CAN REDUCE THE RATE AND AMOUNT OF RUNOFF. THIS HELPS NUTRIENTS AND SEDIMENTS SETTLE OUT AND REDUCES THE SCOURING OF GULLIES AND STREAM CHANNELS.

Figure 21

## TYPES OF EROSION

### RAINDROP EROSION

(EROSION RESULTING FROM THE IMPACT OF RAIN ON SOIL PARTICLES.)

### SHEET EROSION

(REMOVAL OF A LAYER OF EXPOSED SURFACE SOIL BY RAINDROPS SPLASHING & RUNOFF.)

### RILL & GULLY EROSION

(FLOWING RUNOFF CONCENTRATES INTO RIVULETS, CUTTING SEVERAL INCHES DEEP INTO THE SOIL SURFACE.)

### STREAM & CHANNEL EROSION

(INCREASES IN THE VOLUME AND VELOCITY OF RUNOFF CAUSES EROSION OF STREAM BANKS.)

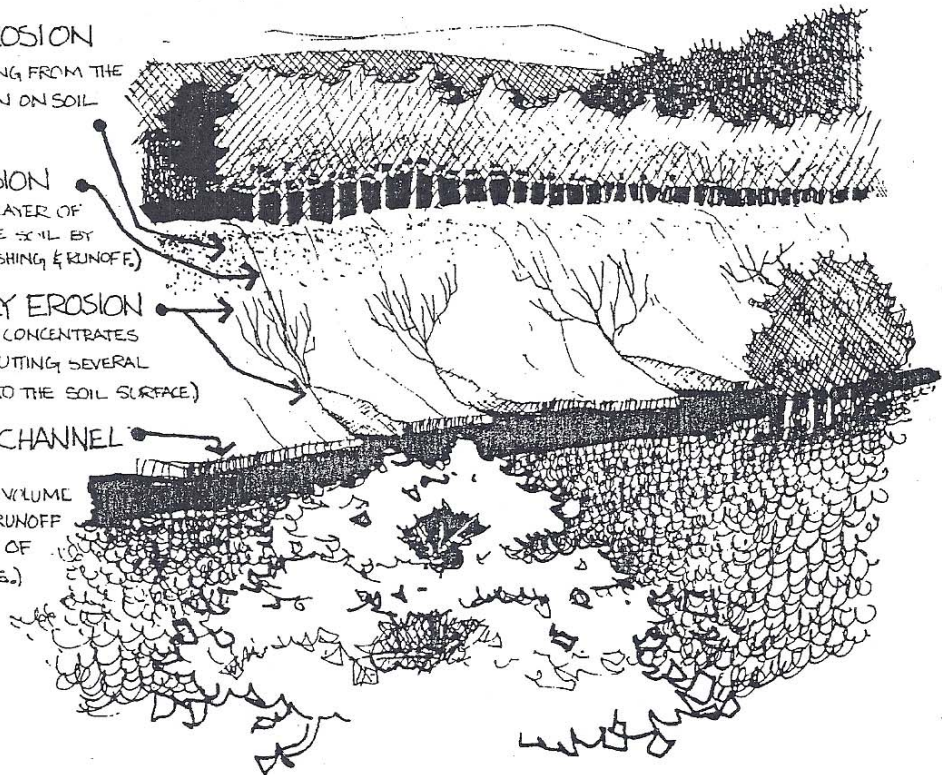
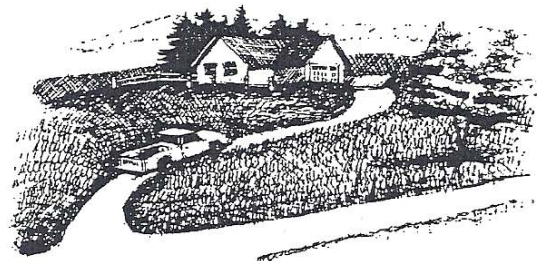
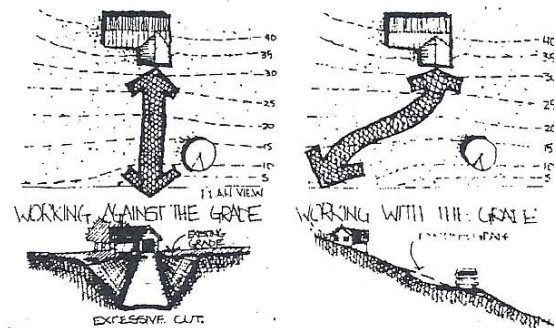
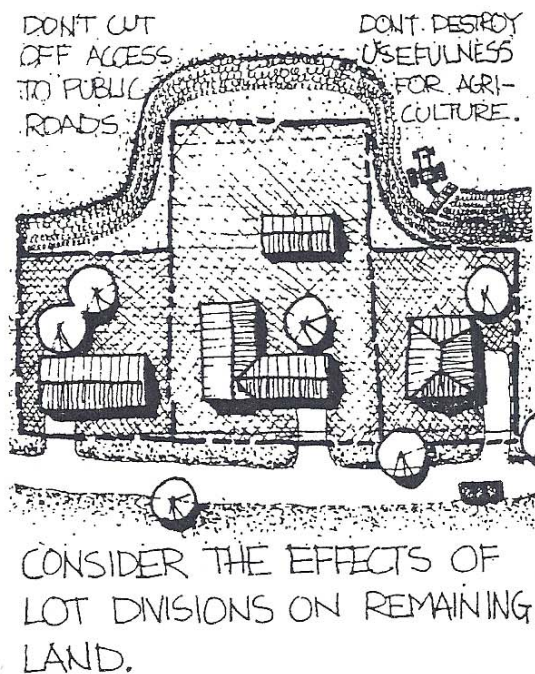


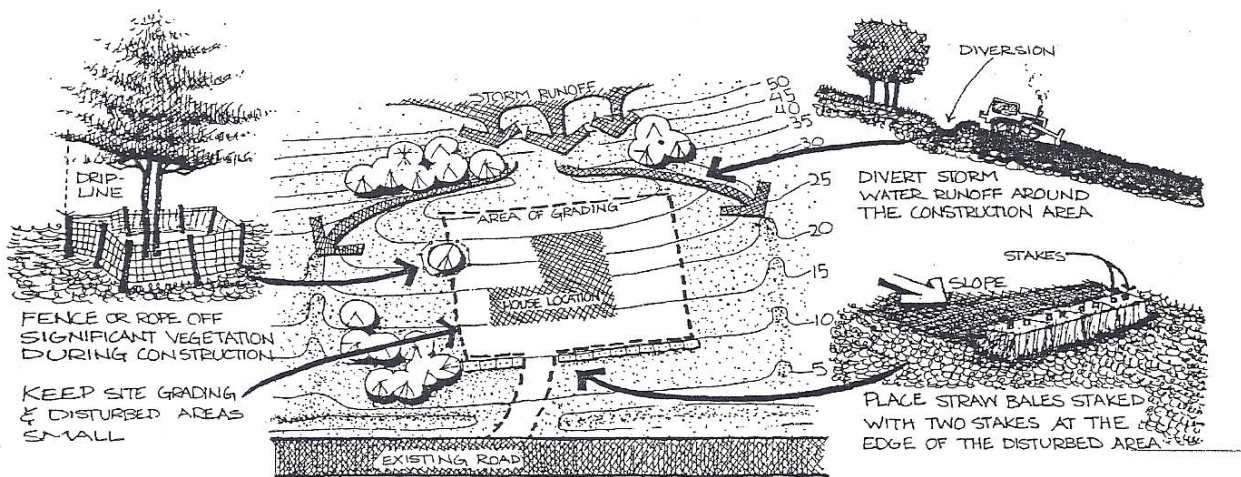
Figure 22





WHEN BUILDING ROADS & DRIVEWAYS, AVOID EXCESSIVE CUT AND FILL BY WORKING WITH THE EXISTING GRADE.

Figures 23 -25



PROTECT VEGETATION AND PREVENT SOIL EROSION DURING CONSTRUCTION.

Figure 26

The impact of building development on precipitation run-off can not be ignored. Although the impact is often down hill and down stream away from the

development, the developer has an obligation to be responsible for the impact on other people's land for changes made on his/her land.



# **APPENDIX C**

## **LIST OF PUBLIC ROADS IN THE TOWN OF BYRON**





**STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION  
WISCONSIN INFORMATION SYSTEM FOR LOCAL ROADS**

City / Village/ Town County Certified Mileage List - (R-03)

January 1, 2009

**County of Monroe (41)**

**Town of Byron (006)**

Road Name	Gross Miles	County Miles	Municipal Miles	County Jurisdiction			Municipal Jurisdiction		
				Arterial	Collector	Local	Arterial	Collector	Local
Copper Rd	2.96		2.96					2.93	0.03
Crescent Rd	4.27		4.27						4.27
CTH ET	1.59	1.59			1.59				
CTH G	1.40	1.40			1.40				
CTH N	5.33	5.33			1.82	3.51			
CTH PP	3.66	3.66			3.66				
Dimont Ave	0.24		0.24						0.24
Dogwood Ave	0.13		0.13						0.13
Dorset Ave	0.12		0.12						0.12
Dorton Ave	0.21		0.21						0.21
Douglas Ave	0.15		0.15						0.15
Dove Ave	3.78		3.78						3.78
Downy Rd	0.27		0.27						0.27
Dragonfly Rd	3.03		3.03						3.03
Drake Ave	1.00		1.00						1.00
Driftwood Ave	0.74		0.74						0.74
Dublin Rd	2.96		2.96						2.96
Epic Ave	0.34		0.34						0.34
Esssex Ave	2.24		2.24						2.24
Evergreen Ave	1.22		1.22						1.22
Excelsior Ave	1.15		1.15						1.15
Exodus Ave	1.52		1.52						1.52
Expedition Ave	0.10		0.10						0.10
Eyeglass Rd	0.03		0.03						0.03
Fortune Rd	1.00		1.00						1.00
Forum Ave	0.25		0.25						0.25
Fountain Ave	1.80		1.80					1.80	
Fox Ave	0.25		0.25						0.25
Foxfire Rd	0.13		0.13						0.13
Frankfort Rd	0.62		0.62						0.62
Franklin Rd	1.02		1.02						1.02
Freedom Rd	1.99		1.99					1.99	
Freeland Ave	0.23		0.23						0.23
Freemont Ave	0.50		0.50						0.50
Fresno Ave	0.42		0.42						0.42
Frontier Ave	2.01		2.01						2.01
Frost Rd	0.99		0.99						0.99
Fulda Ave	2.37		2.37						2.37
Funnel Rd	2.55		2.55						2.55
Grosbeak Ave	3.05		3.05						3.05
Grover Rd	0.77		0.77						0.77
<b>Total Miles</b>	<b>58.39</b>	<b>11.98</b>	<b>46.41</b>	<b>0.00</b>	<b>8.47</b>	<b>3.51</b>	<b>0.00</b>	<b>6.72</b>	<b>39.69</b>