

TOWN OF ST. JOSEPH
COMPREHENSIVE PLAN

Town of St. Joseph Planning Committee
St. Croix County Planning Department
November, 1995

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INTRODUCTION

The community issues facing the Town of St. Joseph are not uncommon for a largely rural community on the fringe of a major metropolitan area. The community is dynamic, and each new development is viewed as an opportunity by some and as a threat to a rural lifestyle by others. As the demands for land, roads and public facilities increase, the community recognizes a need to plan to effectively manage change. As new, major bridge and highway facilities in the town became more likely, the Town realized it was time to develop its first comprehensive plan. The key ingredients for the planning effort have been active planning and zoning committees, a knowledgeable town board, and an interested and informed citizenry.

The Town of St. Joseph Planning Committee, Zoning Committee and Town Board have worked since mid-1991 to develop a town plan. The residents of the town have been directly involved through a community survey, town forums, focus groups and the town newsletter. The resulting plan is intended to serve as a dynamic guide to the community's future development decisions.

Planning Concepts

Planning is an activity that everyone does to some degree every day. At times, our daily plans are more complicated and require a considerable amount of forethought and preparation. The process of community planning is the application of everyday planning principles at the community level. As in daily life, plans are useful in direct relation to the amount of forethought employed. On the other hand, every future contingency cannot be foreseen, and plans must change with new information or conditions.

Community planning has existed in this country since colonial days, when the first communities were laid out in the traditional gridiron fashion illustrated in Figure 1. This form of physical layout of communities has survived to the present day, and has strongly influenced some of the older sections of our urban communities. Modern comprehensive planning in urban areas often includes a wide variety of specialized planning. However, planning in rural areas still tends to be focused on the physical design of the community. As planning concepts have been developed and refined, models of the planning process have developed such as the one shown in Figure 2.

A related trend in planning in recent years has been the emphasis placed on citizen involvement in the planning process. The principle underlying this trend is simple. Citizens have the right and responsibility to determine the future of their communities. If citizens fail to get involved, it will be difficult to manage the changes that will confront them.

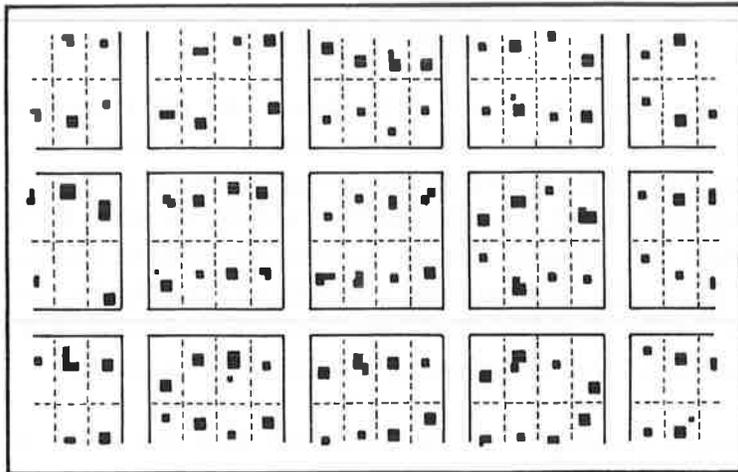


Figure 1.
Traditional Community Design

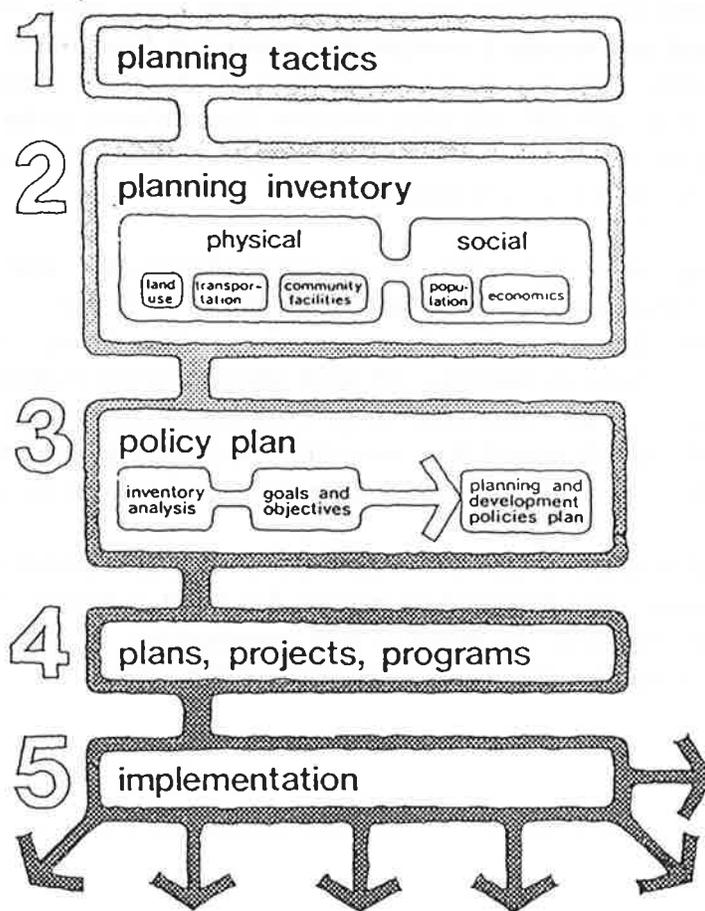


Figure 2.
Model Planning Process

Town Planning Process

Recognizing the need for managing future change, the Town Planning Committee initiated the Town's planning process in mid-1991 with technical assistance from the St. Croix County Planning Department. The first major activity was the preparation and implementation of a community survey with the assistance of St. Croix County Extension and the Rural Development Institute at UW-River Falls. The survey was conducted in October and November, 1991 with the publication of the survey report and results in early 1992. The results of the survey have served as a benchmark and guide on a variety of community views throughout the process. A copy of the survey results is included in the appendix.

During the winter and early spring of 1992, several Natural Resource and Environmental Studies students from the University of Minnesota developed a set of studies on the Town's land and water resources. As part of their projects, they completed a variety of natural resource inventories and analyses for the Town that have that have been incorporated into the plan.

After much of the inventory and analysis work was completed in early 1993, the Town hosted a Planning Forum for all community residents on May 15, 1993. Using an open house format, all available information was displayed and presented. It also was an opportunity to present and discuss the results of the community survey to the entire community a second time.

As part of the planning process in 1992 and 1993, the Planning Committee developed an Outdoor Recreation Plan and Road Corridor Plan to serve more immediate needs. The Outdoor Recreation Plan helped with the acquisition of state grant funds to add 24 acres of parkland adjoining the Town Hall. The Road Corridor Plan identified needed future road corridors to make connections with the existing road network by a growing number of major subdivisions following revision of the Town's subdivision ordinance.

In response to a number of inquiries from economic development agencies and businesses interested in locating in the Houlton area, the Town Board established an ad hoc Industrial Development Committee in February, 1993. The ad hoc committee intensively studied the prospects for light industrial development over a period of 15 months. The committee issued its report in June, 1994 with recommendations for a Town-owned light industrial park located just south of Houlton between existing STH 35 and the new bridge approach corridor for relocated STH 64. A copy of the committee's recommendations are included in the appendix.

During the community discussions of the town plan, the issues of light industrial development and public sewer and water facilities continued to be concerns as plan policies. Therefore, the Town organized three focus groups to discuss these issues, as well as parks and recreation. Those focus groups were facilitated by St. Croix County Extension and the Rural development Institute at UW-River Falls. A copy of the results is also included in the appendix.

As the plan was being drafted, another planning forum was held on October 20, 1994 to report on plan work completed, review the recommendations of the ad hoc Industrial Development Committee, and review draft goals and objectives for the plan. Once a draft of the plan was considered ready for public review, a pair of Town planning forums were held on May 23 and June 6, 1995 to present the draft plan and get feedback from the community. The feedback from

the forums was used by the Planning Committee and Town Board to develop a revised, draft plan for public hearing.

Light industrial development continued to be an important issue for discussion and debate during the planning forums and drafting of the plan. The Planning Committee's initial draft of the plan included light industrial areas to be developed in phases, depending on the future availability of public sewer and water facilities. Based on community reactions during the planning forums and the Town elections, plans for light industrial areas are not included in the plan.

Throughout the process of visible community events, the Planning Committee met at least monthly to work out the details of the plan. Several joint meetings were also held with the Zoning Committee to review progress and get their input. Developing the plan maps and related policies was a process of balancing the analysis of community trends with input from residents and related committees along the way.

COMMUNITY TRENDS AND FEATURES

A variety of community trends and features will shape the future for the Town of St. Joseph. Trends in population, community economics, housing and land use have established a community seeking the amenities and quality of life of a rural lifestyle. Several physical features contribute to the aesthetic appeal of St. Joseph, but are vulnerable to a variety of impacts from development.

Setting

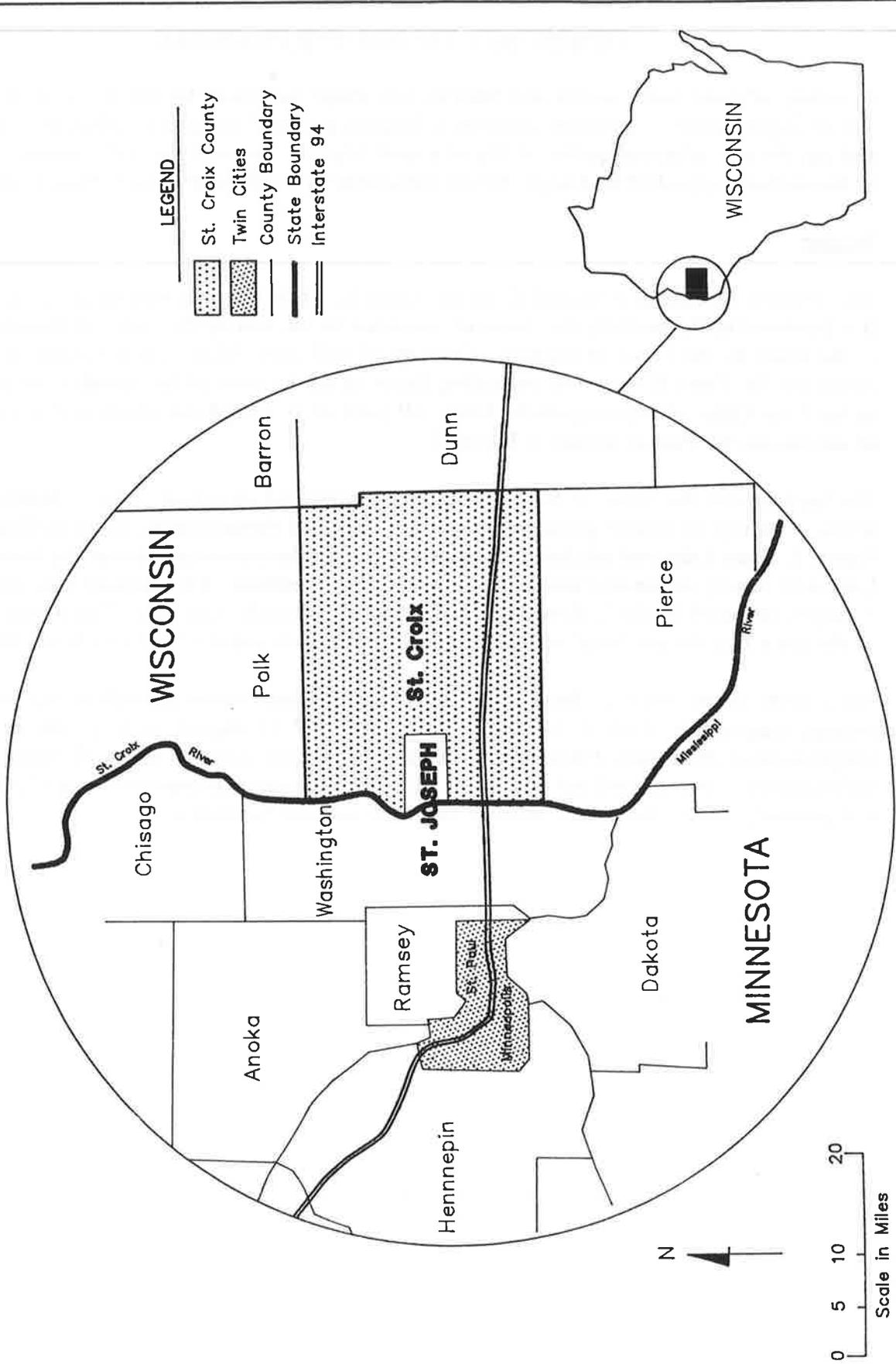
The Town of St. Joseph is located along the scenic St. Croix River in western St. Croix County. It is bordered to the north by the Town of Somerset, to the east by the Town of Richmond, and to the south by the Town of Hudson. The City of Stillwater, Minnesota is located to the west across the St. Croix River. The overriding factor of the location of St. Joseph is its proximity to the Twin Cities of Minneapolis/St. Paul. All parts of St. Joseph are within a 30 minute drive of downtown St. Paul as shown in Figure 3.

The landscape of the Town of St. Joseph is both diverse and appealing. Due to historic glacial action, a variety of notable physical features are dispersed throughout the town as illustrated in Figure 4. Bass Lake and adjoining farmlands dominate the eastern portion of the town. Perch Lake with nearby slopes and wetlands occupy the central portion. The southern area of the town is largely occupied by the Willow River valley and its namesake state park. The western portion of the town is a diverse blend of wooded slopes, farmlands and the St. Croix River bluffs.

The climate of the town is characterized by extreme temperatures throughout the year. The average temperature is about 14 degrees in January and 73 degrees in July with an average temperature of 45 degrees Fahrenheit. Annual precipitation averages about 27 inches with 19 inches falling between April and September. The growing season is approximately 125 days long and generally covers the period between mid-May and late September.

FIGURE 3

LOCATION OF ST. JOSEPH



**TOWN OF ST. JOSEPH
TOPOGRAPHY**



FIGURE 4



Contour Interval: 20 feet

Source: U.S. Geological Survey

Population Trends

Population features that affect community dynamics and plan design include population change, household trends and population projections. These factors greatly influence the demand for land for development, housing, transportation, and community facilities and services. The following observations can be made from a review of the information in the accompanying tables:

- The Town of St. Joseph has consistently grown faster than the whole County.
- The Town experienced its greatest amount (823) and rate (60%) of growth during the 1970's.
- Compared to other towns in western St. Croix County during the last two decades, the Town of St. Joseph had the second highest rate of growth (96%) and the third highest amount of growth (1,300).
- Trends among the eight towns in western St. Croix County demonstrate the obvious impact of the relative proximity and access to the Twin Cities metropolitan area.
- The Town's rate of household formation during the last three decades was almost double the county's rate and almost triple the metropolitan rate.
- The average household size in the Town of St. Joseph has continued to get smaller over the last 30 years, consistent with national and regional trends.
- The Town's household size has consistently been larger than the county and the larger metropolitan area, emphasizing the local predominance of single-family housing and family households.
- The Town's population is expected to nearly double to almost 5,000 residents during the 20 years from 1990 to the year 2010.
- The Town's population projections have been adjusted upward somewhat to account for increased access to the Twin Cities area via the anticipated new bridge from Houlton to Stillwater.

**TABLE 1
POPULATION CHANGE, 1950 - 1990
TOWN OF ST. JOSEPH - ST. CROIX COUNTY**

<u>Year</u>	<u>Town of St. Joseph</u>			<u>St. Croix County</u>		
	<u>Population</u>	<u>Change</u>	<u>% Change</u>	<u>Population</u>	<u>Change</u>	<u>% Change</u>
1950	846	128	17.8	25,905	1,063	2.3
1960	1,068	222	26.2	29,164	3,259	12.6
1970	1,357	289	27.1	34,354	5,190	17.8
1980	2,180	823	60.6	43,262	8,908	25.9
1990	2,657	477	21.9	50,251	6,989	16.2

Source: U.S. Bureau of the Census, 1950 - 1990

**TABLE 2
GROWTH OF ST. JOSEPH AND NEIGHBORING TOWNS
1950 - 1990**

<u>Year</u>	<u>Westernmost Tier of Towns</u>				<u>Adjacent Tier of Towns to the East</u>			
	<u>Troy</u>	<u>Hudson</u>	<u>St. Joseph</u>	<u>Somerset</u>	<u>Kinnic-Kinnic</u>	<u>Warren</u>	<u>Richmond</u>	<u>Star Prairie</u>
1950	655	467	846	877	567	483	560	873
1960	845	649	1,068	976	667	614	701	1,015
1970	1,517	925	1,357	1,185	755	622	1,091	1,390
1980	2,326	2,012	2,180	1,883	1,051	897	1,338	1,900
1990	2,850	3,692	2,657	1,975	1,139	1,008	1,400	2,098
Growth Between 1970 - 1990								
	1,333	2,767	1,300	790	384	386	309	708
	88%	299%	96%	67%	51%	62%	28%	51%

Source: U.S. Bureau of the Census, 1950 - 1990

**TABLE 3
AGE DISTRIBUTION, 1970 - 1990
TOWN OF ST. JOSEPH - ST. CROIX COUNTY**

<u>Age Group</u>	<u>Town of St. Joseph</u>					<u>St. Croix County</u>				
	<u>1970</u>	<u>%</u>	<u>1990</u>	<u>%</u>	<u>1970-90 % Change</u>	<u>1970</u>	<u>%</u>	<u>1990</u>	<u>%</u>	<u>1970-90% Change</u>
0-4	148	10.9	239	9.0	261.5	3,186	9.3	4,140	8.2	29.9
5-14	340	25.1	464	17.5	36.5	8,344	24.3	8,686	17.3	4.1
15-24	199	14.7	322	12.1	61.8	5,411	15.8	6,577	13.1	21.5
25-34	200	14.7	490	18.4	145.0	3,977	11.6	8,907	17.7	124.0
35-44	160	11.8	515	19.4	221.9	3,709	10.8	8,231	16.4	121.9
45-54	121	9.7	345	13.0	185.1	3,350	9.8	5,097	10.1	52.1
55-64	72	5.3	161	6.1	123.6	2,671	7.8	3,513	7.0	31.5
65+	117	8.6	121	4.6	3.4	3,706	10.8	5,100	10.1	37.6
Total	1,357	100.0	2,657	100.0	95.8	34,354	100.2*	50,251	99.9*	46.3

Source: U.S. Bureau of the Census, 1970 & 1990 *Does not total 100.00% due to rounding.

**TABLE 4
NUMBER OF HOUSEHOLDS & HOUSEHOLD SIZE, 1960 - 1990
TOWN OF ST. JOSEPH - ST. CROIX COUNTY - METRO AREA**

<u>Location</u>	<u>Number of Households</u>				<u>% Change</u>	<u>Household Size</u>			
	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>1960-90</u>	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>
Town of St. Joseph	275	356	647	885	221.8	3.71	3.71	3.37	2.98
St. Croix Co.	8,074	9,685	14,159	17,638	118.5	3.56	3.55	3.05	2.85
Twin Cities Metro Area*	473,000	583,185	762,400	893,138	88.8	3.30	3.27	2.71	2.62

Source: U.S. Bureau of the Census, 1960-1990; Metropolitan Council. * Including St. Croix County

**TABLE 5
POPULATION PROJECTIONS
TOWN OF ST. JOSEPH - ST. CROIX COUNTY**

	<u>1950</u>	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>
Town of St. Joseph	846	1,068	1,357	2,180	2,657	3,643	4,919	6,641
St. Croix County	25,905	29,164	34,354	43,262	50,251	59,474	70,632	80,885

Source: West Central Wisconsin Regional Planning Commission, 1992

Local Economy

The expanding employment opportunities in the larger Twin Cities metropolitan area continue to have a profound impact on the local economy in the Town of St. Joseph. The mobility from automobile transportation and the regional highway system has provided community residents with the opportunity to combine quality jobs and incomes with a rural lifestyle. A review of the accompanying tables of income, employment and place of work information leads to the following observations:

- Income data from 1980 and 1990 indicate that household and per capita incomes in the Town of St. Joseph continue to be relatively high.
- The median household income in 1989 in the Town was over 40% greater than the median income for all of St. Croix County, with the largest segment of the community in the \$50,000 - \$74,999 range.
- Per capita incomes during the 1980's grew faster and to a higher level in the Town of St. Joseph than the county, the state and any of the other towns in western St. Croix County.
- Town residents are employed to a greater degree than the rest of the county in construction, manufacturing and professional firms, as well as some services and public administration.
- Town residents are employed to a lesser degree than the rest of the county in agriculture, transportation, finance, and education.
- Town residents are employed to a greater degree than the rest of the county as managers, professionals, and skilled labor.
- Town residents are employed to a lesser degree than the rest of the county as clerical workers, farmers and unskilled labor.
- The relatively healthy trends in employment and income among Town residents are directly related to the predominant places of work.
- Almost 70% of Town residents work in four nearby, metropolitan Minnesota counties, while only 30% work in St. Croix County.

**TABLE 6
COMPARATIVE HOUSEHOLD INCOME, 1989
TOWN OF ST. JOSEPH/ST. CROIX COUNTY**

Income Range of Households	Town of St. Joseph		St. Croix County	
	No. of Households	% of Total	No. of Households	% of Total
Less than \$10,000	33	3.7	1,652	9.4
\$10,000 - 19,999	92	10.4	2,447	13.9
\$20,000 - 29,999	70	7.9	2,696	15.3
\$30,000 - 39,999	84	9.5	2,881	16.3
\$40,000 - 49,999	129	14.5	2,369	13.4
\$50,000 - 74,999	289	32.6	3,790	21.5
\$75,000 - 99,999	95	10.7	1,072	6.1
\$100,00 or more	95	10.7	716	4.1
Total	887	100%*	17,623	100%*
Median	\$52,021		\$36,716	

Source: Census of Population, 1990. *May not equal 100% due to rounding.

**TABLE 7
ADJUSTED GROSS INCOME PER CAPITA, 1980 - 1990
WESTERN ST. CROIX COUNTY/WISCONSIN**

	1980	1990	% Change
<u>Westernmost Towns</u>			
Troy	\$6,965	\$14,313	105.5
Hudson	8,018	15,597	94.5
St. Joseph	7,604	16,461	116.5
Somerset	6,540	13,030	99.2
<u>Adjacent Towns</u>			
Kinnickinnic	\$5,733	\$9,649	68.3
Warren	5,378	9,098	69.3
Richmond	6,232	11,563	85.5
Star Prairie	6,963	9,981	43.3
<u>St. Croix County</u>	6,963	14,257	104.8
City of Hudson	10,401	23,715	128.0
City of River Falls	5,596	11,294	113.1
<u>Wisconsin</u>	7,088	12,686	79.0

Source: West Central Wisconsin Regional Planning Commission; Wisconsin Department of Revenue.

**TABLE 8
EMPLOYMENT BY INDUSTRY GROUP, 1990
TOWN OF ST. JOSEPH/ST. CROIX COUNTY**

<u>Industry</u>	<u>Town of St. Joseph</u>		<u>St. Croix County</u>	
	<u>Count</u>	<u>Percent</u>	<u>Count</u>	<u>Percent</u>
Agric/For/Fish/Min	66	4.5	1,870	7.3
Construction	112	7.7	1,352	5.3
Manufacturing	415	28.5	6,812	26.5
Transportation	49	3.4	1,235	4.8
Comm./Util.	23	1.6	412	1.6
Wholesale/Retail	279	14.5	4,703	18.3
Fin./Ins./Real Estate	67	4.6	1,667	6.5
Business/ Repair	60	4.1	794	3.1
Personal Services	42	2.9	493	1.9
Entertain/Recreation	12	0.4	212	0.8
Health Services	109	7.5	1,930	7.5
Educational Services	67	4.6	1,841	7.2
Professional & Related	97	6.6	1,608	6.3
Public Administration	61	4.2	776	3.0
Total	1,459	100.0*	25,705	100.0*

Source: U.S. Bureau of the Census, 1990; *Does not total 100% due to rounding

**TABLE 9
EMPLOYMENT BY OCCUPATION, 1990
TOWN OF ST. JOSEPH/ST. CROIX COUNTY**

<u>Occupation</u>	<u>Town of St. Joseph</u>		<u>St. Croix County</u>	
	<u>Count</u>	<u>Percent</u>	<u>Count</u>	<u>Percent</u>
Executives, Administrator, Manager	191	13.1	2,727	10.6
Professional Specialty Occupation	225	15.4	3,283	12.8
Technicians & Related	50	3.4	918	3.6
Sales	144	9.9	2,624	10.2
Administrative Support, Clerical	196	13.4	3,815	14.8
Private Household Services	0	0.0	82	0.3
Protective Services	14	1.0	254	1.0
Other Services	162	11.1	2,814	10.9
Farming, Forestry, Fishing	61	4.2	1,646	6.4
Precision Production, Crafts, Repairs	212	14.5	3,066	11.9
Operatives, Assemblers, Inspectors	119	8.2	2,411	9.4
Transportation & Material Movers	44	3.0	1,037	4.0
Handlers, Cleaners, Helpers, Labor	41	2.8	1,028	4.0
Total	1,459	100.0*	25,705	100.0*

Source: U.S. Bureau of Census, 1990; *Does not total 100% due to rounding.

**TABLE 10
PLACE OF WORK, 1990
TOWN OF ST. JOSEPH/ST. CROIX COUNTY**

<u>Place of Work</u>	<u>Town of St. Joseph</u>		<u>St. Croix County</u>	
	<u>Count</u>	<u>Percent</u>	<u>Count</u>	<u>Percent</u>
St. Croix County	427	29.7	13,606	53.7
Washington County, MN	419	29.1	3,302	13.0
Dakota County, MN	39	2.7	549	2.2
St. Paul/Ramsey Co.	393	27.3	4,313	17.0
Minneapolis/Hennipen Co.	130	9.0	1,590	6.3
Other Places	32	2.2	1,966	7.8
Total	1,440	100.0	25,326	100.0

Source: U.S. Bureau of the Census, 1990.

Housing Trends

The dynamics of the housing market in the Town of St. Joseph are directly related to the strong growth in population and households. As household sizes have declined, the Town has added housing units at a greater rate than population. During the 1980's, housing in the Town expanded by almost 30% to just under 1,000 housing units. The accompanying tables illustrate the type, value and cost of housing in the Town of St. Joseph, as well as vacancy rates.

- Single-family dwellings are the predominant type of housing in the Town of St. Joseph, comprising about 90% of the housing stock.
- During the last decade, total housing units in the Town increased at a rate somewhat higher than the county as a whole.
- During the 1980's, single-family units in the Town increased at twice the rate as the county as a whole, while multi-family units increased at half the rate of the county.
- Renter-occupied units actually declined during the last decade.
- Owner and rental vacancy rates are both relatively very low and have been declining.
- From 1970 to 1990, the median housing value in the Town increased by more than 500% to over \$100,000, the greatest rate of increase among all towns in western St. Croix County.

**TABLE 11
HOUSING CHARACTERISTICS, 1980 - 1990
TOWN OF ST. JOSEPH AND ST. CROIX COUNTY**

Housing Characteristic	Town of St. Joseph			St. Croix County		
	1980	1990	%Change	1980	1990	%Change
Total Housing Units	759	974	28.3	14,924	18,519	24.1
Owner Occupied	585	804	37.4	10,795	13,212	22.8
Renter Occupied	83	81	-2.4	3,364	4,426	31.6
Owner Vacancy Rate	1.7%	0.7%	-58.8	1.2%	0.8%	-33.3
Rental Vacancy Rate	6.7%	2.4%	-64.2	4.5%	3.8%	-15.6
Single-Family Units	615	875	42.3	11,583	13,907	20.1
Multi-Family Units	34	41	20.6	2,307	3,310	43.5
Mobile Homes	54	58	7.4	820	1,302	58.8
Median Value	\$70,700	\$102,800	45.4	\$54,800	\$74,400	35.8
Median Rent	218	383	75.7	184	352	91.3

Source: U.S. Bureau of the Census, 1980 - 1990

**TABLE 12
MEDIAN VALUE OF HOUSING, 1970 - 1990
WESTERN TOWNS OF ST. CROIX COUNTY**

	1970	1990	%Change
<u>Westernmost Towns</u>			
Troy	\$26,969	\$100,400	272.3
Hudson	25,750	107,200	316.3
St. Joseph	16,810	102,800	511.5
Somerset	14,832	83,700	464.3
<u>Adjacent Towns</u>			
Kinnickinnic	\$22,500	\$86,500	284.4
Warren	14,642	83,800	472.3
Richmond	21,319	71,800	236.8
Star Prairie	14,317	74,500	420.4
<u>St. Croix County</u>	\$17,000	\$74,400	337.6

Source: U.S. Census of Housing, 1970 - 1990

Land Use & Development

The population growth in the Town of St. Joseph has led to corresponding demands for development land and changes in land use. The accompanying charts and map illustrate recent trends in land use change, densities of typical residential developments, alternative development capacities and current zoning. These factors interact to determine the extent and location of development in the future. A review of the information leads to the following observations:

- The major land use trend for several years has been the continuing shift of land from agriculture to residential.
- Residential land use has increased by over 1,000 acres during the last decade and now constitutes over 20% of the land use in the Town.
- Manufacturing and commercial land use in the Town actually declined during the 1980's.
- Major plat developments provide for more compact development at an average density of under four acres per lot, whereas lot splits and minor surveys create a more spread out development density of 10 to 12 acres per lot.
- The Town currently has just over 9,150 acres zoned for a mixture of agriculture and large-lot residential development.
- The land currently zoned as Ag-Residential could provide for 915 to 4,575 additional lots and 2,516 to 12,580 additional residents, depending on the average density of development.
- Agricultural land use and zoning is focused in the northern and eastern portions of the Town.
- Residential land use and zoning is concentrated in the western and central portions of the Town, as well as around Bass Lake.
- Willow River State Park provides a major, natural area buffer along the Town's southern border.
- The concentration of developed land uses in Houlton and the potential impact of the new bridge approach and interchange warrant more detailed land use planning for the Houlton area.

**TABLE 13
LAND USE CHANGES, 1980 - 1990
TOWN OF ST. JOSEPH**

Land Use	1980		1985		1990	
	Acres	Percent	Acres	Percent	Acres	Percent
Agricultural	12,922	70.4	11,690	65.7	11,340	63.5
Residential	2,704	14.7	3,149	17.7	3,775	21.2
Forest	2,360	12.9	2,530	14.2	2,340	13.1
Commercial	221	1.2	236	1.3	217	1.2
Manufacturing	9	+	4	+	4	+
Swamp & Waste	136	0.7	181	1.0	169	0.9
Total	18,352	100.0	17,790	100.0	17,845	100.0

Source: Wisconsin Department of Revenue; + = less than 0.1%.

**TABLE 14
TOWN OF ST. JOSEPH
TYPICAL RESIDENTIAL DENSITIES**

	Acreage	Lots	*Gross Density	*Net Density
Major Plats				
Bass Lake North	23.5	6	3.92	3.61
Deerfield	55	14	3.93	3.03
Perch Lake Ridge	120	32	3.75	3.64
Splits/CSM's				
NW 1/4 Sec. 6, T29N, R19W	147.5	14	10.54	
pt. N 1/2 Sec. 29, T30N, R19W	187	15	12.47	

* Acres Per Lot

**TABLE 15
TOWN OF ST. JOSEPH
RESIDENTIAL BUILDOUT SCENARIOS
9,150 ACRES ZONED AG-RESIDENTIAL**

Average Gross Density*	Maximum Number of Lots	Population Growth @ 2.75 PPH**
2	4,575	12,580
4	2,288	6,290
6	1,525	4,194
8	1,144	3,145
10	915	2,516

* Acres per Lot

** Persons per Household

TOWN OF ST. JOSEPH CURRENT ZONING

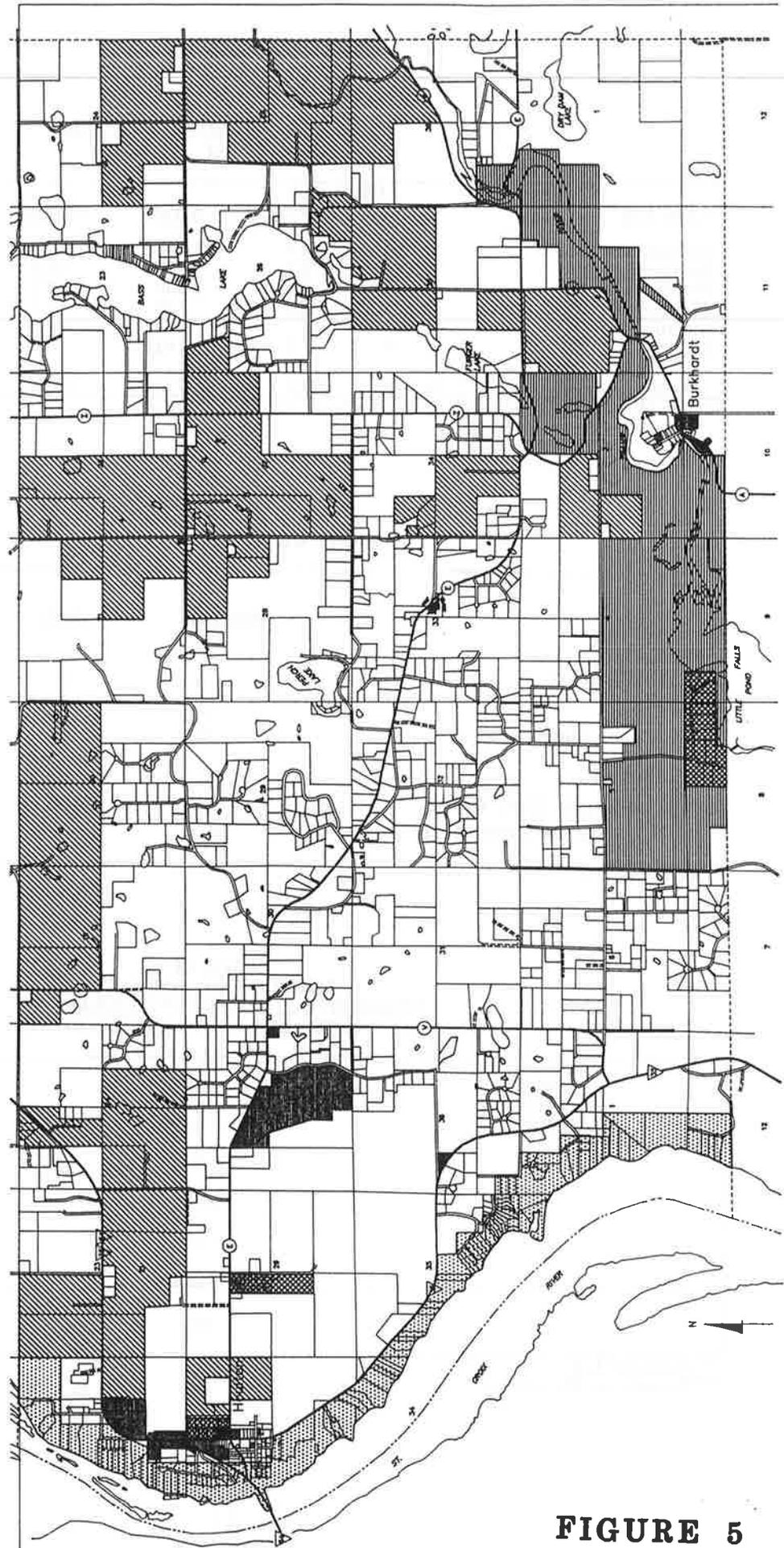
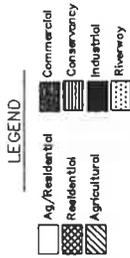


FIGURE 5



Transportation

Major transportation facilities that are expected to be constructed within the next ten years could have a dramatic impact on growth and development in the Town of St. Joseph. Most notably, the proposed Houlton to Stillwater bridge will significantly increase access and mobility between the Town and the larger metropolitan area. Expansion of the State Trunk Highway 35/64 corridor to a four lane expressway will generate greater levels of through traffic in the Town. Maps of the most recent designs of these facilities are provided for review.

The most significant transportation responsibility of the Town of St. Joseph is the development and maintenance of the town road system. Design and construction of town roads prior to dedication is the responsibility of private developers. To guide the overall design of a town road system, the Town has developed and adopted a Town Road Corridor Plan. The Plan identifies the general layout of future town road corridors and connections within the system and is used in reviewing and approving proposed subdivisions.

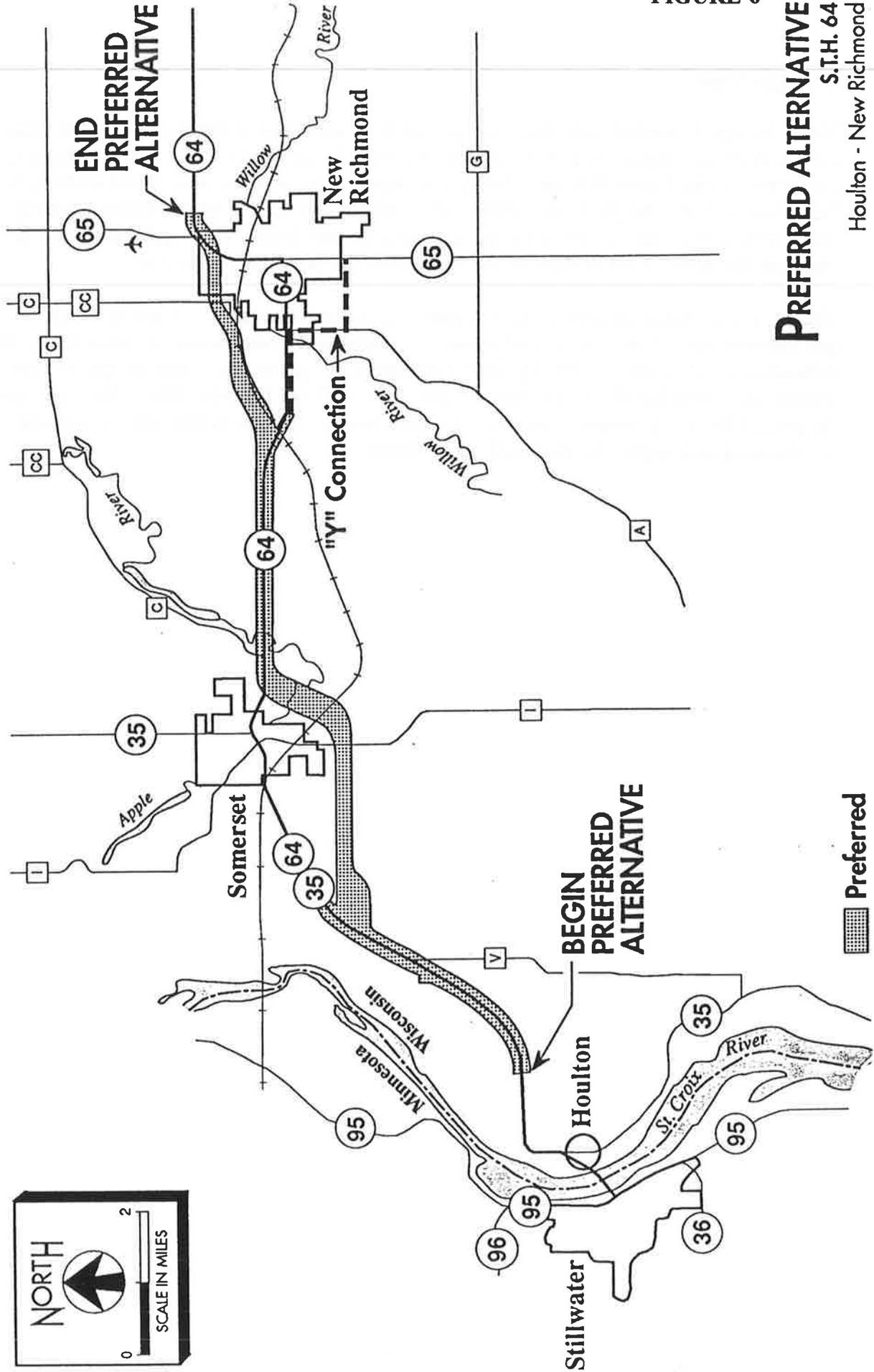


FIGURE 6

PREFERRED ALTERNATIVE

S.T.H. 64

Houlton - New Richmond

Environmental Features

There are a variety of land and water-related features that can either limit land use or be impacted by development. These features include topography, woodlands, surface waters, soil characteristics and groundwater. The accompanying maps illustrate the nature, extent and location of various environmental features. Some key observations about these environmental features include:

- The Town of St. Joseph has very rolling topography which contributes greatly to the Town's aesthetic appeal, but it can cause erosion and water quality problems when land is disturbed by development activities.
- Areas of extreme slopes are found in generally linear patterns throughout the Town and usually require significant and expensive management measures to be soundly developed to any degree.
- Even more extensive areas of the Town have moderate slopes, which provide attractive development sites, but still require careful management to protect soil and water resources.
- There are significant areas of woodlands in the central and eastern portions of the Town. The largest area is in Willow River State Park. Many of the private woodlands have been developed as rural homesites, however, there are still a few extensive woodland parcels in private ownership.
- The major surface water features include the St. Croix and Willow Rivers, Bass and Perch Lakes, and an extensive collection of wetlands.
- There are over 40 acres of wetlands scattered throughout the Town, but most are located in the north central portion and around Bass Lake.
- Soil permeability and depth to groundwater are particularly important in the Town because of the universal reliance on on-site waste disposal systems for wastewater treatment.
- Areas of high permeability and/or shallow depth to groundwater warrant special attention for locating, designing and maintaining wastewater systems needed to serve development.
- Groundwater generally flows to the west and somewhat to the south throughout the Town, and it is often relatively close to the surface near the surface waters in the Town.

TOWN OF ST. JOSEPH SLOPE CATEGORIES

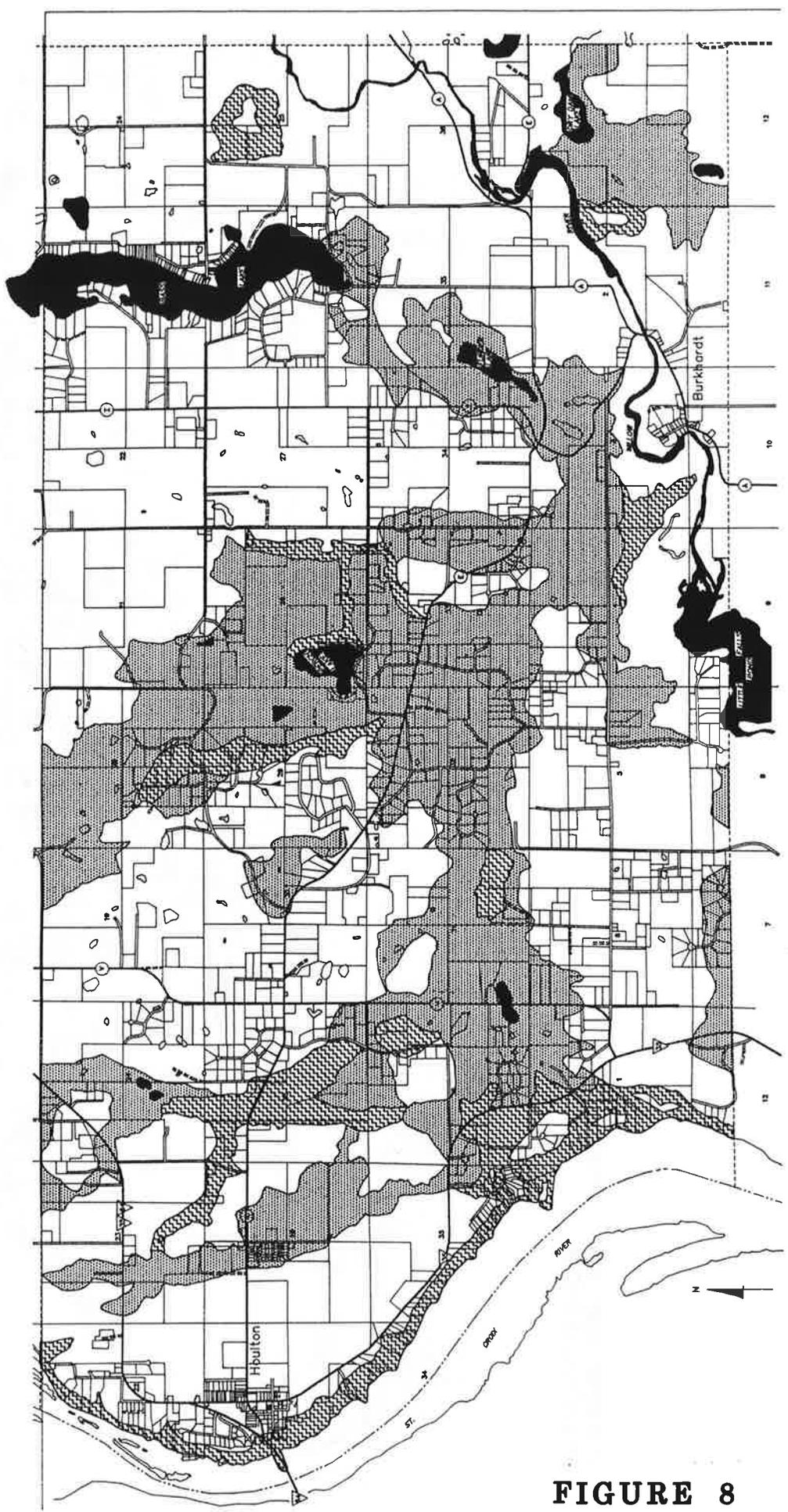
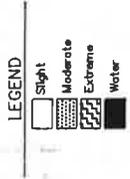


FIGURE 8



TOWN OF ST. JOSEPH WOODLANDS

LEGEND
Non-Wooded
Wooded

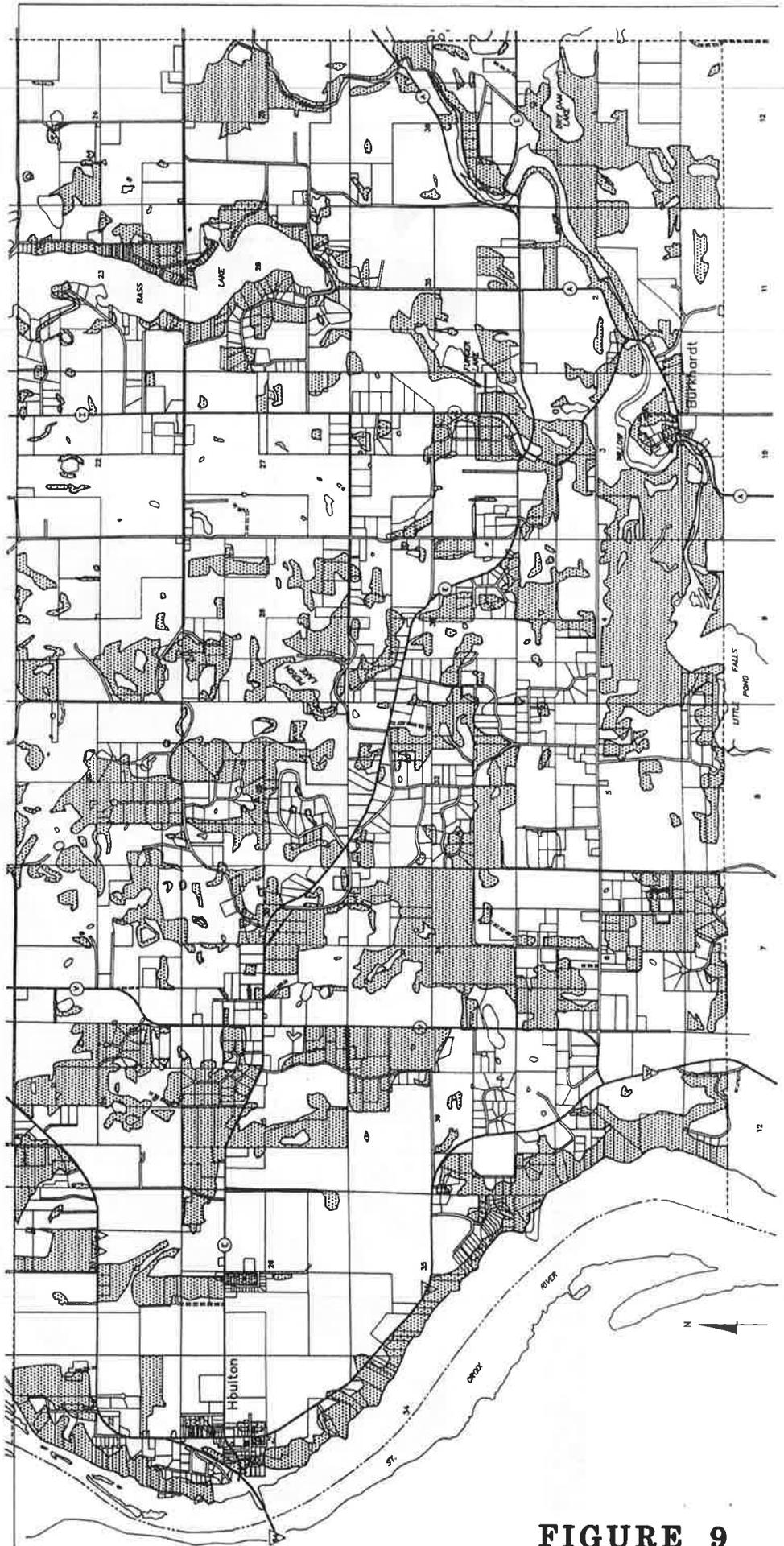


FIGURE 9

0 1/4 1/2 3/4 1
Scale in miles

TOWN OF ST. JOSEPH SURFACE WATER FEATURES

- SURFACE WATER FEATURES**
- Wetlands
 - Closed Depressions
 - Class II Designated Trout Stream
 - Subwatershed Boundaries
- SUBWATER SHED NAMES**
- 1 Willow River
 - 2 Central Wetlands
 - 3 St. Croix River
 - 4 Bass Lake
 - 5 Birch Lake
 - 6 Southeast Wetlands

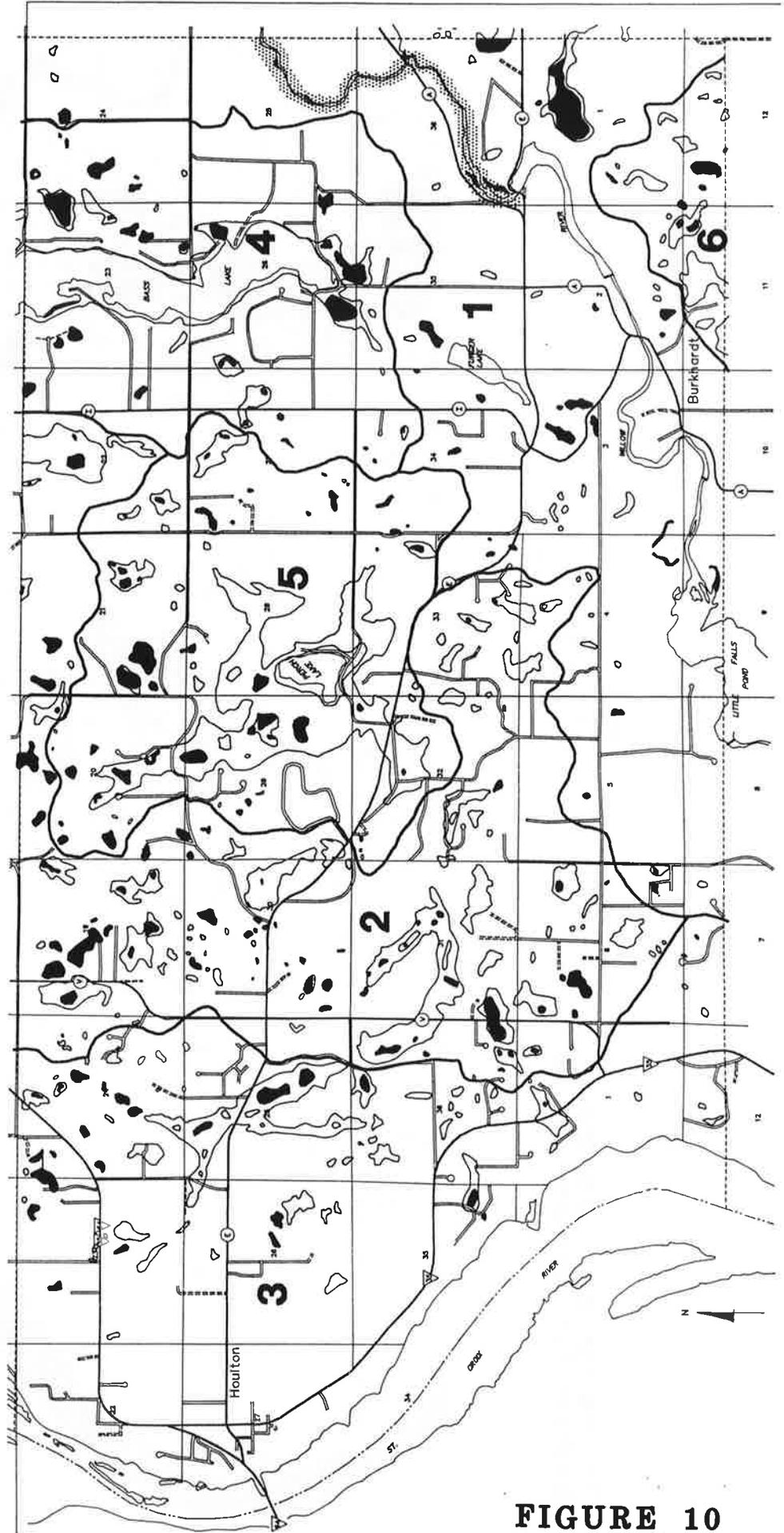


FIGURE 10

TOWN OF ST. JOSEPH DEPTH TO GROUNDWATER

LEGEND

- 0 to 10 feet below the land surface
- 11 to 60 feet below the land surface
- > 60 feet below the land surface

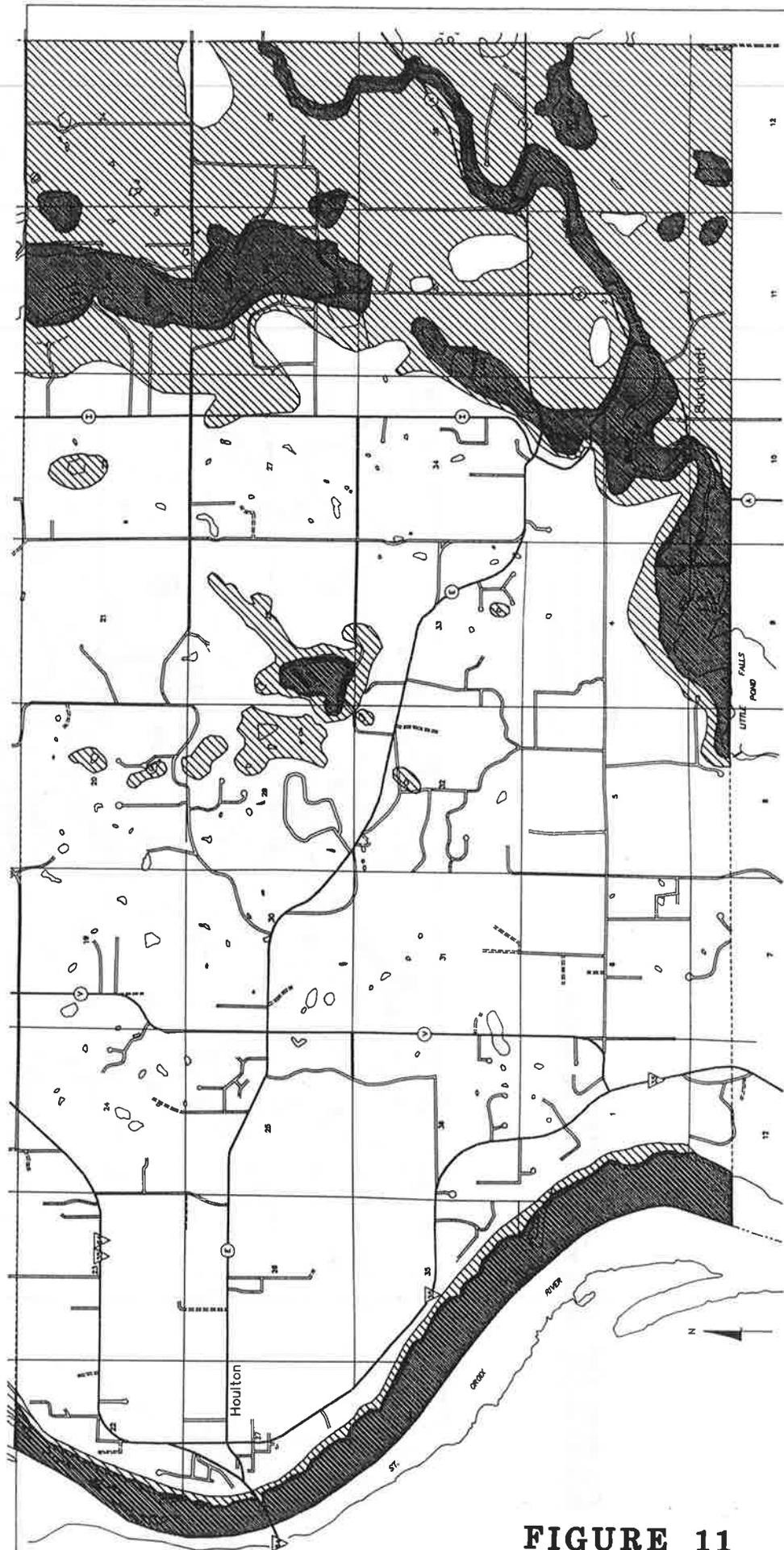


FIGURE 11

0 1/4 1/2 3/4
Scale in miles

TOWN OF ST. JOSEPH GROUNDWATER FEATURES

WATER TABLE ELEVATION

- 760' ————— Average elevation of water table in feet — accurate within 0.5 miles on the land surface
- 740' - - - - - Average elevation of water table in feet — accurate within 1.0 miles on the land surface
- General direction of groundwater flow
- 705 = Well number and location

SURFACE GEOLOGY

- End moraine
- ▨ Pitted outwash

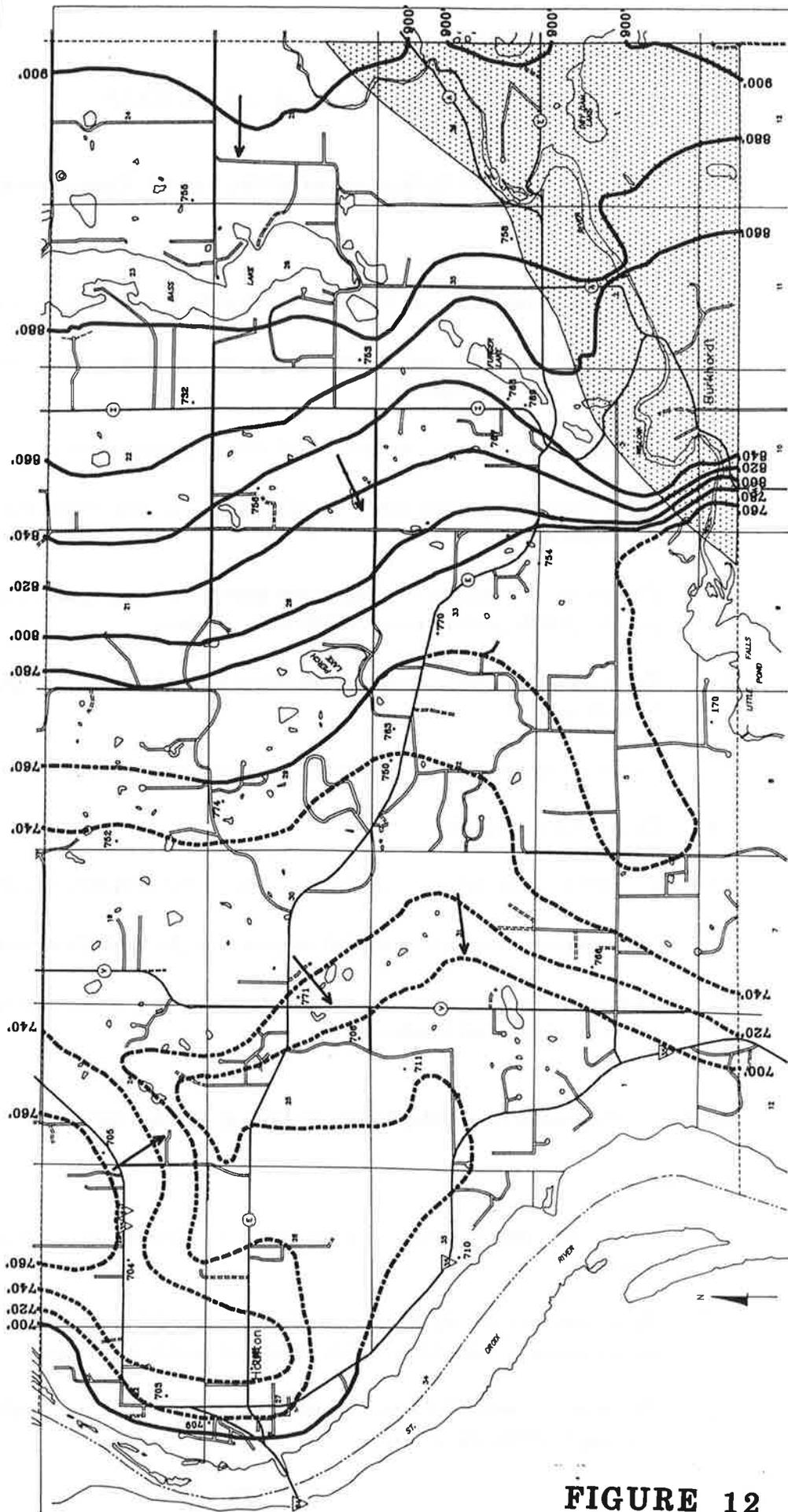


FIGURE 12

Source: Generalized Water Table Map of St. Croix County, Michigan, Geological and Natural History Survey Data, Map 23, 1960, Bureau, U.S. Geological Survey, Water Resources of St. Croix County, Michigan, 1974.

GOALS & OBJECTIVES

Goal 1 Protection and Enhancement of the Town's Environmental Quality

Objectives

- 1.1 *To protect, maintain and improve the quality of surface waters in the area.*
- 1.2 *To protect, maintain and improve the quality of groundwater resources that originate or flow through the community.*
- 1.3 *To identify and protect wetlands and their natural functions.*
- 1.4 *To protect the natural functions of floodplains and avoid the eventual costs of their development.*
- 1.5 *To control erosion and sedimentation from development activities that can impact water quality, public facilities and neighboring property.*
- 1.6 *To conserve woodland resources and their related benefits for open space, wildlife habitat and air quality.*
- 1.7 *To conserve open space and protect unique open space areas.*
- 1.8 *To protect air quality.*
- 1.9 *To minimize the noise impacts of land uses and activities within the community.*
- 1.10 *To promote sound soil conservation practices for both farm and non-farm activities.*
- 1.11 *To protect the natural and scenic qualities of the St. Croix River, taking into account the interests of affected landowners.*

Goal 2 Provision of a Safe, Efficient Transportation System

Objectives

- 2.1 *To develop and maintain a functional classification of roads and highways within the Town.*
- 2.2 *To cooperate with the Wisconsin Department of Transportation in the development and maintenance of federal and state highways within the Town.*
- 2.3 *To cooperate with St. Croix County in the development and maintenance of County trunk highways within the Town.*

- 2.4 *To develop and maintain a system of Town roads that provide safe and efficient access for Town residents to the area road network.*
- 2.5 *To discourage the proliferation of private roads and to ensure that private roads are constructed and maintained according to established Town standards.*
- 2.6 *To incorporate the design and construction of the new interstate bridge between Houlton and Stillwater into planning for local transportation facilities and community development.*
- 2.7 *To promote the development of appropriate transit and park & ride facilities with increased transportation access to the metropolitan area.*
- 2.8 *To encourage the Wisconsin Department of Transportation to maintain and improve the wayside facilities on STH 35.*

Goal 3 Provision of Basic Public Facilities and Services

Objectives

- 3.1 *To maintain and improve the Town Hall as the focus of Town business and community activities.*
- 3.2 *To provide adequate fire protection for Town residents and businesses.*
- 3.3 *To provide adequate law enforcement through Town constables and cooperation with the St. Croix County Sheriff's Department.*
- 3.4 *To provide adequate emergency medical services to Town residents.*
- 3.5 *To promote the development of efficient, cost-effective and environmentally sound sewer and water facilities.*
- 3.6 *To provide for the proper disposal and recycling of solid wastes.*
- 3.7 *To cooperate with area school systems in providing quality education and community recreation programs.*
- 3.8 *To support the cooperative, equitable provision of library services.*

Goal 4 Provision of Community Recreational Facilities

Objectives

- 4.1 *To incorporate the Town Park & Outdoor Recreation Plan as an element of the Comprehensive Plan.*

- 4.2 *To develop and maintain the Town Hall park as the Town's principal recreational facility.*
- 4.3 *To promote the development and maintenance of bicycle routes throughout the community as part of the overall transportation system.*
- 4.4 *To cooperate with the Wisconsin Department of Natural Resources in the development and maintenance of the Willow River State Park.*
- 4.5 *To encourage the development of appropriate private recreational facilities.*

Goal 5 Conservation of Agricultural Resources

Objectives

- 5.1 *To direct non-farm land uses to less productive lands.*
- 5.2 *To support more equitable taxation for prime agricultural lands.*
- 5.3 *To promote appropriate soil and water conservation practices for all agricultural lands.*
- 5.4 *To support the continuation of farming by controlling the use of special assessments that increase costs to farmers disproportionately to the services received.*
- 5.5 *To build awareness among non-farmers of farmers' operations and schedules.*

Goal 6 Provision of Suitable Residential Development Areas

Objectives

- 6.1 *To provide for low density, residential development as the predominant form of residential development throughout the Town.*
- 6.2 *To provide for multi-family and clustered housing when the necessary facilities and services are available to support them.*
- 6.3 *To encourage the design of efficient housing and residential developments.*
- 6.4 *To support efforts to provide affordable housing and diversity of housing options.*
- 6.5 *To accommodate the use of manufactured housing in developments with suitable design and facilities.*

Goal 7 Provision of Suitable Commercial Development

Objectives

- 7.1 *To provide for the development of compact, commercial land uses in designated areas with appropriate facilities and access.*
- 7.2 *To provide for limited commercial development for goods and services appropriate to the immediate community.*

Goal 8 Support the Provision of Private Utilities

Objectives

- 8.1 *To promote the provision of electrical service to community residents as an indispensable energy resource.*
- 8.2 *To support the distribution of natural gas as an economical energy resource.*
- 8.3 *To support the provision of basic telephone service to Town residents.*
- 8.4 *To support the provision of cable television service where feasible subject to appropriate regulations and local ordinance.*
- 8.5 *To cooperate with the siting of telecommunications facilities and transmission lines with consideration given to neighbors and adjoining property owners.*

Goal 9 Support Community Institutions

Objectives

- 9.1 *To encourage local school systems to improve and maintain quality facilities and services for Town residents.*
- 9.2 *To cooperate with the efforts of community churches to appropriately site facilities and provide services to Town residents.*
- 9.3 *To support public and private efforts to locate and maintain sites for cemeteries that serve present and future residents.*

LAND USE PLAN AND POLICIES

The culmination of the planning process is the development of the land use plan. The land use plan consists of a map delineating where future development should or should not occur and policies that should apply to different types of land uses. The land use plan is not a zoning ordinance or other regulation, and the mapped areas are not zoning districts. The map and policies are advisory and should be used as guides for future land use decisions, such as zoning ordinance amendments and subdivision reviews.

The plan map shows what types of land uses are best suited to various types of land. In developing this map, all of the inventory information is used including probable amounts of land to be used for residential development, soils limitations and capabilities, topography, existing land uses, property lines and subdivisions, and general physical features. The present and proposed road system is crucial to location of development areas and development densities. A second plan map is included as an overlay to identify environmental areas that should be considered for protection and conservation as surrounding lands are developed.

The second part of the land use plan consists of policies that can be used by the Town to guide development. These policies can be used to determine where development occurs as well as how it occurs. Adherence to the plan will guide and manage the growth that is certain to come to the Town of St. Joseph.

The land use map and policies are built within the framework of the community goals and objectives. It is to these goals and objectives, which are expressions of the will of the citizens of the Town of St. Joseph, that the plan and policies are directed.

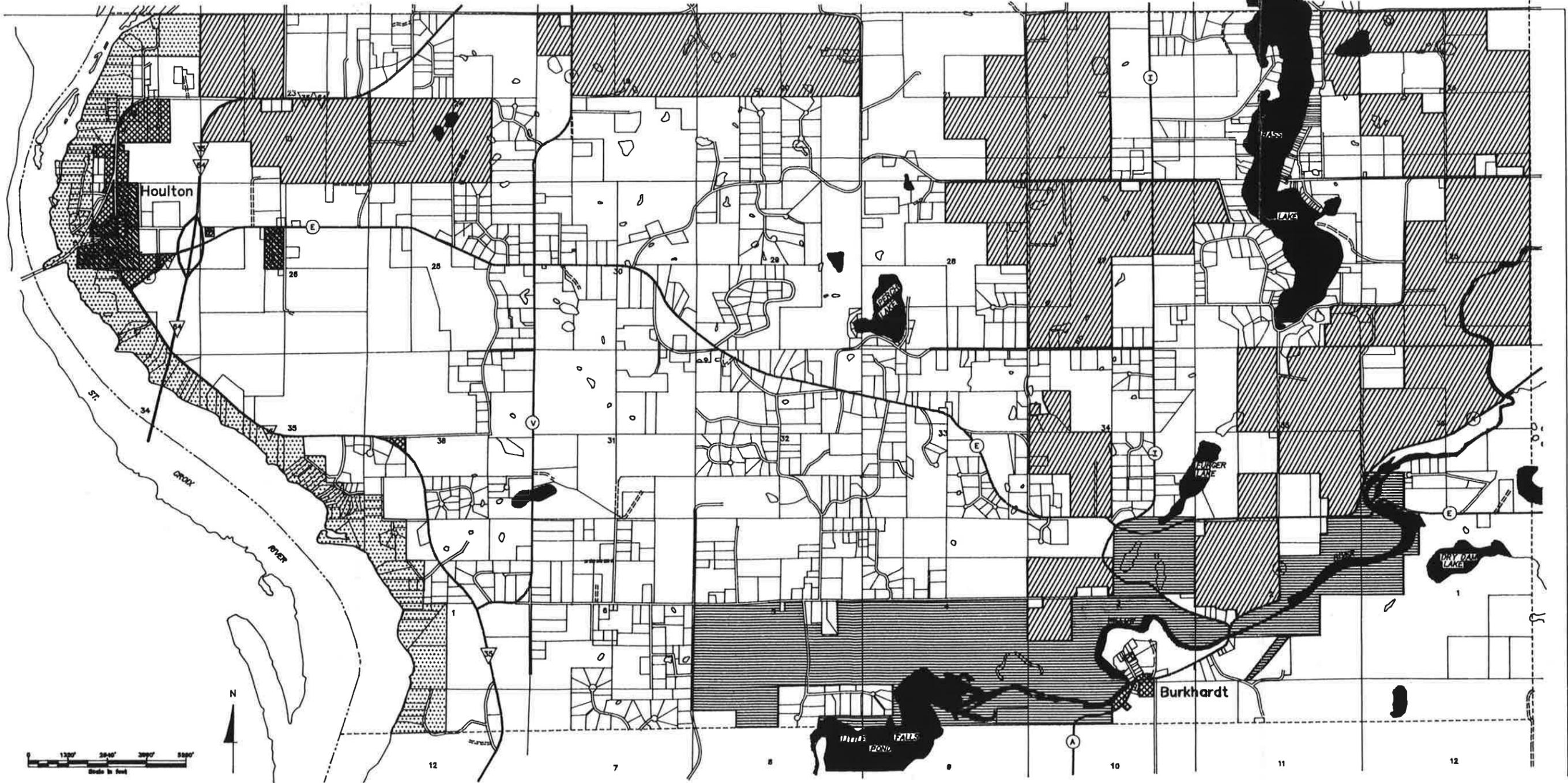
The land use plan for the Town of St. Joseph is divided into land use categories. These categories will be described and appropriate policies listed.

Light industrial development was an important issue for discussion and debate during the Town planning forums and drafting of the plan. The Planning Committee's initial draft of the plan included light industrial areas to be developed in phases, depending on the future availability of public sewer and water facilities. Based on community reactions during the planning forums and the Town elections, plans for light industrial areas are not included in the plan.

TOWN OF ST. JOSEPH LAND USE PLAN

LEGEND

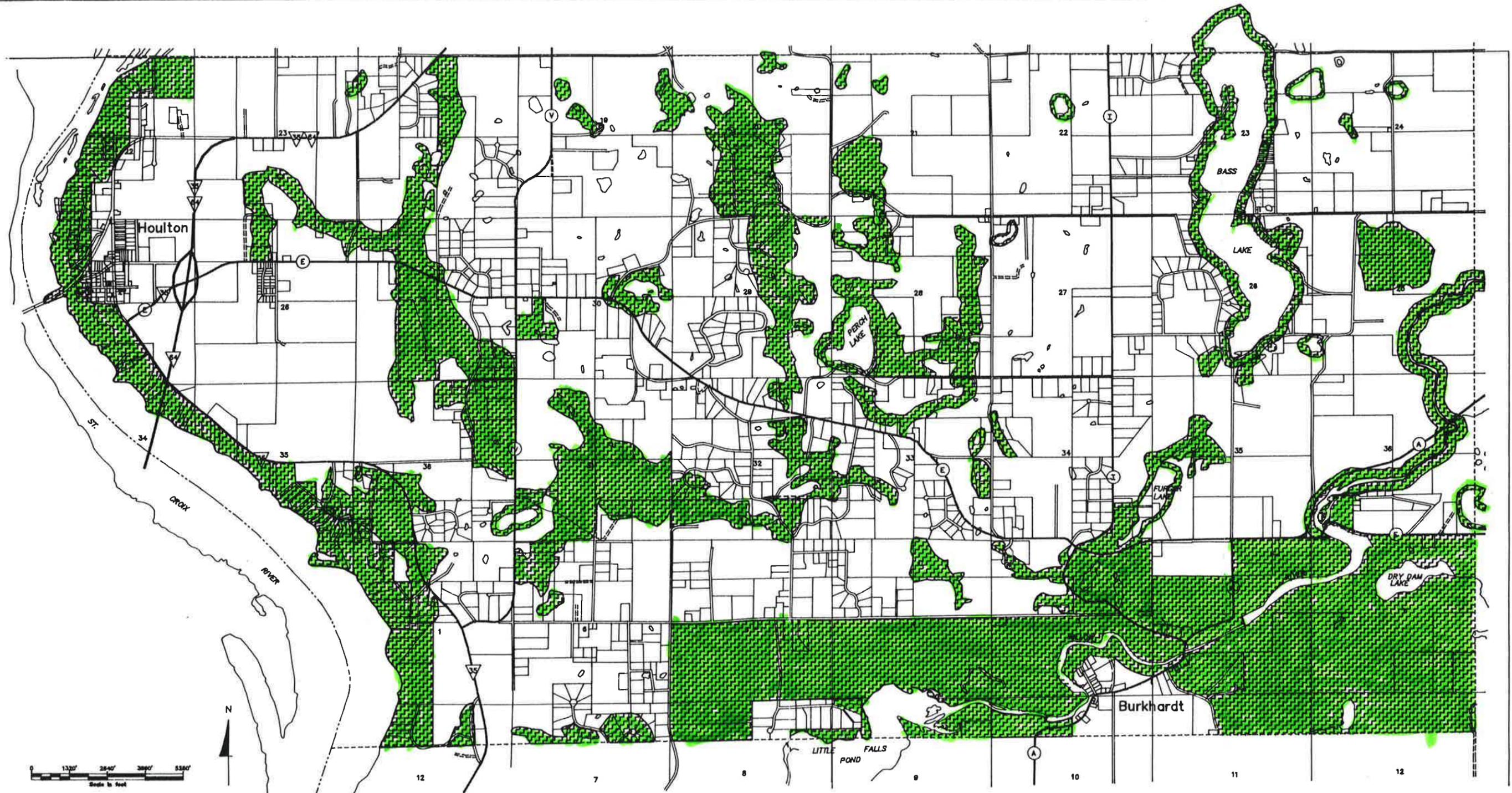
- | | |
|--|--|
|  Ag/Residential |  Commercial |
|  Residential |  State Park Conservancy |
|  Agricultural |  Riverway |



UPDATE:
OCTOBER 1985

TOWN OF ST. JOSEPH ENVIRONMENTAL AREAS

Environmental Areas include floodplains, shorelands, severe slopes, woodlands on moderate slopes, wetlands of five or more acres, and existing and planned parks.



Agricultural Area

This area includes land which has agriculture as its primary, long-term function. It will provide for the preservation of productive agricultural lands and for the discouragement of non-farm land uses. This designation intends to encourage continued, long-term investment in agriculture. This planning area includes a substantial amount of land in the Town of St. Joseph with the greatest concentrations in the northern and eastern portions of the Town.

Policies

- a. *Non-farm development in agricultural areas should be discouraged. Certain agricultural-related uses that need a rural location may be permitted where consistent with county codes and state laws.*
- b. *The Town will work with the County to establish additional agricultural zoning district(s) for smaller-scale agriculture that can be applied to agricultural lands that involve smaller parcels or marginal farmlands.*
- c. *Non-farm residential development in the Agricultural Area should be restricted to lands with soils not classified as prime or good farmlands. In the Town of St. Joseph, prime or good farmlands shall include Class I, II and III soils as described in the St. Croix County Soil Survey. Any residential lot created must be not less than three acres in size and shall not be at a density of more than one lot per forty (40) acres within a farm unit. Such lot shall be rezoned and a certified survey map shall be prepared.*
- d. *A parcel of land may be rezoned from the Exclusive Agricultural zoning district only if it meets one or more of the following criteria:*
 1. *The parcel is too small to be used for agricultural purposes or is inaccessible for farm machinery needed to produce and harvest agricultural products;*
 2. *The parcel has not had a history of economically viable farming activities; or*
 3. *The predominant soils are less productive than NRCS classes I, II and III.*
- e. *Any rezoning of land from the Exclusive Agricultural zoning district shall give consideration to the preservation of woodlands and wildlife areas.*
- f. *Roads and driveways may be permitted to cross agricultural land to reach non-farm development only if:*
 1. *Minimal amounts of land are removed from agricultural use for the road or driveway;*
 2. *The road or driveway does not interfere with agricultural activities on adjacent land; and*
 3. *The road or driveway is constructed with accepted erosion control practices, is suitable for emergency vehicle travel, and has safe access to existing roadways.*
- g. *Any rezoning from the Exclusive Agricultural zoning district shall require a recommendation for approval or disapproval from the Town of St. Joseph Planning and Zoning Committees and St. Joseph Town Board.*

- h. Special assessments should not be levied on agricultural properties when agricultural purposes are not served and the related facilities largely benefit the development needs of other properties.*
- i. The Town of St. Joseph supports the participation of landowners in the Wisconsin Farmland Preservation Program.*

Agriculture-Residential Area

This designation provides for a mixing of farm and non-farm residential uses. This area is characterized by a substantial amount of existing, low density residential development and represents the most appropriate location for such development in the future. This area is primarily located in the western and central portions of the Town.

Policies

- a. Rural residential development and small-scale agriculture should be encouraged in this area.*
- b. Rural residential lot sizes shall not be less than three acres.*
- c. Farm animals shall be allowed within this area in accordance with provisions of the St. Croix County Zoning Ordinance.*

Residential Area

This area includes planned residential development that will be primarily urban in character. The designation of residential areas is currently limited to existing residential areas in the Houlton area. Designation of additional residential areas will be dependent upon the future availability of public sanitary sewer facilities.

Policies

- a. Lands within this area should not be subdivided into lots less than three acres in size unless public sanitary sewer facilities become available.*
- b. The addition or expansion of residential areas should be considered in the Houlton area if and when public sanitary sewer facilities are developed.*
- c. Farm animals shall not be allowed within this area.*

Commercial Area

This designation provides for limited commercial uses that will provide goods and services that meet the immediate needs of Town residents. Planned expansion of commercial areas is limited to the Houlton area. The additional commercial uses in Houlton would include infill of vacant, existing commercial land, limited expansion of the commercial area in northeast Houlton on existing STH "35/64", and a small area just west of the proposed interchange formed by the new bridge approach and CTH "E".

Policies

- a. Additional commercial development should locate in the Houlton area adjacent to proposed new transportation facilities or existing commercial land uses.*
- b. Development of additional commercial land uses shall be contingent upon the adoption of appropriate zoning regulations by the Town of St. Joseph and/or St. Croix County to adequately control the potential community and environmental impacts of commercial land uses.*
- c. In the absence of public sanitary sewer and water facilities, commercial development should be limited to businesses that do not generate large amounts of wastewater.*
- d. Spot commercial development and strip commercial development along roadways should be discouraged.*
- e. Commercial development should be compatible with adjacent land uses.*
- f. Proper screening by the use of plantings, berms, fencing, etc. should be undertaken to eliminate adverse effects on adjacent land uses.*

Environmental Area

Environmental areas are established to identify and conserve environmentally sensitive lands which perform important environmental functions and contribute to the rural landscape that is very important to community residents. Conservation of these areas is not only intended to manage their environmental values, but to also protect property owners, the Town, and the County from the costs and consequences of unsuitable development in such areas. Features that were automatically included as part of the Environmental Area include floodplains, shorelands, severe slopes, existing and planned parks, and wetlands of five or more acres. Also included were woodlands on moderate slopes. Other features may be added as the County and Town complete more detailed analyses.

Policies

- a. *Environmental areas should be included in appropriate zoning districts under the County Zoning Ordinance.*
- b. *The Town will give consideration to potential impacts on identified natural features when making decisions or administering provisions of Town and County regulations within the designated environmental areas.*
- c. *The Town will work with the County and adjoining communities to prepare more detailed inventories of features to be considered for designation as environmental areas.*
- d. *Where lands designated as environmental areas are faced with use conversion, the Town should explore all possible avenues and policies for maintaining and protecting affected environmental features.*

Riverway Area

This area includes lands that are generally adjacent to the St. Croix River as delineated in the Lower St. Croix River Management Plan and the St. Croix County Zoning Ordinance. Although the area is protected through the selective, voluntary acquisition of lands and scenic easements, zoning will be the primary tool to be used for protection.

Policies

- a. *County standards for riverway development as provided in the St. Croix County Zoning Ordinance should be supported by the Town.*
- b. *Existing public access points to the river should be maintained.*

TRANSPORTATION PLAN AND POLICIES

The planning process has also resulted in the development of a transportation plan for the Town of St. Joseph. The transportation plan consists of a map of the basic transportation features in the Town and policies that should apply to those features.

The vast majority of transportation needs of St. Joseph residents are served by the local and regional network of roads and highways. There are no current or anticipated air, rail or transit facilities available within the town. Park and ride facilities for commuter carpooling are being designed as part of the new bridge and interchange facilities for relocated STH 64. The principal concerns for the Town of St. Joseph involve the development and maintenance of the functional classification of the road system and the development of new local roads for which the Town assumes responsibility.

The road system in the Town of St. Joseph includes the classifications of arterials, collectors and local roads, which represent the functional levels of roadway service identified in the figure below. Arterials primarily move traffic to and through an area. Collectors distribute traffic within an area and connect local roads to the regional network. Local roads generally provide access to adjoining properties.

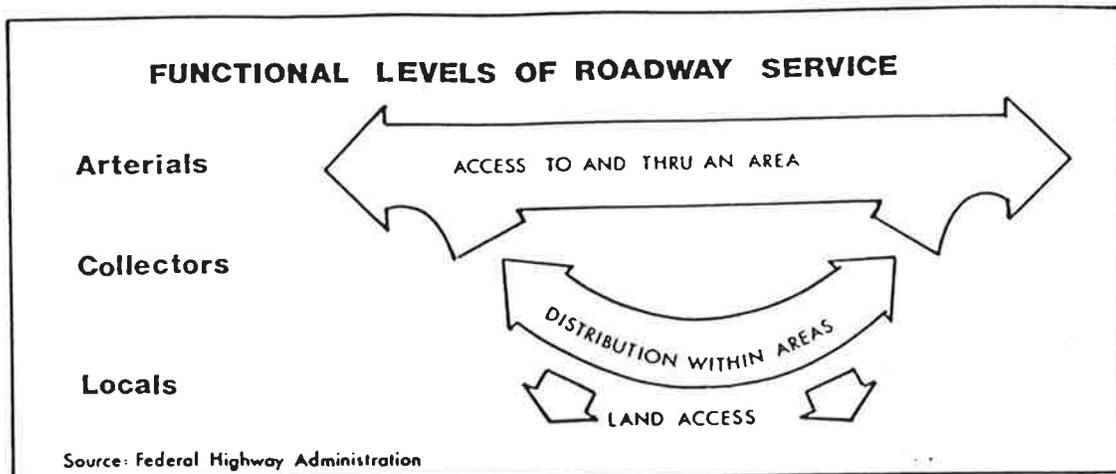
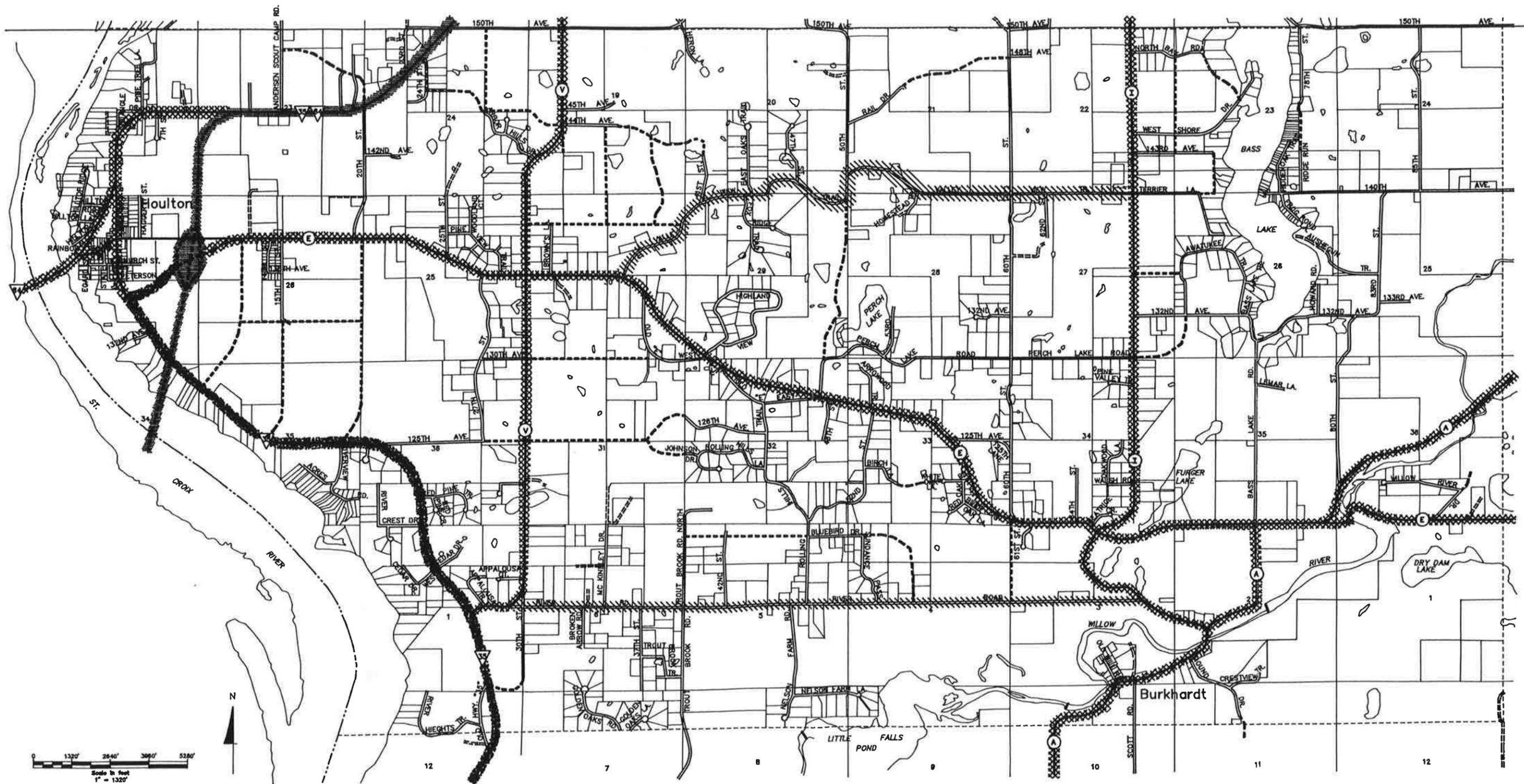


Figure 15.

The Town is primarily concerned and responsible for the development and maintenance of the local road system. Design, construction and dedication requirements for local roads have been established through the Town's subdivision regulations. The principal function of the transportation plan is to identify future local road corridors in areas of likely development to ensure an overall safe and efficient system of local roads.

TOWN OF ST. JOSEPH PROPOSED TRANSPORTATION PLAN

- LEGEND**
- Future Road Corridors
 - ▨ Principal Arterial
 - ▧ Minor Arterial
 - ▩ Major Collector
 - Minor Collector



Arterial Roads

In the Town of St. Joseph, STH 64 and STH 35 are classified as arterials. State Trunk Highway 64 is designated as a principal arterial and will be upgraded to four-lane expressway standards as part of the Houlton-Stillwater bridge project. A major interchange just east of Houlton will be developed with relocated STH 35 and CTH "E". It will be critical to coordinate future development decisions with these new facilities to preserve their function and safety.

Policies

- a. The Town should not allow commercial or light industrial development outside of designated areas on scattered sites along arterial roadways.*
- b. The Town should cooperate with the County and State to limit access to arterials within the Town to maintain the flow and safety of through traffic.*
- c. Where access for adjoining development is necessary along the new STH 64 corridor, frontage roads or interior streets should be required.*
- d. The Town should support and conform to the access and setback requirements of the St. Croix County land use ordinances and the statutory access controls for state highways under s. 84.25, Wisconsin Statutes.*

Collector Roads

County Trunk Highways A, E, I and V are classified as major collectors. River Road and Valley View Trail are Town roads that are classified as minor collectors. It is expected that remnant sections of STH 64 and STH 35 in Houlton will continue to serve as major collectors following corresponding route relocations upon new construction. Since the principal function of these roads is to distribute traffic throughout the town, the mobility function of these roads should be protected.

Policies

- a. The Town should require that service roads or interior streets be required for major or minor subdivisions adjoining collector roads.*
- b. The Town should support and conform to applicable access control and setback requirements for all collector roads.*
- c. The Town should cooperate with the County in designating appropriate bicycle routes along designated collector roads.*

Local Roads

All Town roads other than River Road and Valley View Trail are designated as local roads. The local road system is generally in good condition. Since the local road network continues to expand, the Town should ensure that any new local roads are built to appropriate standards so they do not create a burden for Town taxpayers. The transportation plan includes the general location of future road corridors in areas where the plan anticipates development. Exact road locations may vary somewhat based on more detailed road design, but the Town will expect alternative alignments to still provide the projected connections to the existing road network.

Policies

- a. All new local roads must be consistent with the future road corridors identified in the transportation plan.*
- b. All new roads must be built to Town, County and statutory road standards before road dedications will be accepted by the Town.*
- c. The Town will continue a six-year road improvement plan to upgrade and maintain existing local roads.*
- d. The Town will enforce spring weight restrictions when necessary to minimize damage to local road surfaces.*
- e. The Town will ensure that all roads are properly named and signed.*

OUTDOOR RECREATION PLAN

A separate outdoor recreation plan was developed in 1992 to analyze the Town of St. Joseph's present recreation needs, and to foresee and plan for its future recreation needs. The plan will be a guide for future public decisions regarding recreation in the community, and it will help maintain a pleasant and satisfying environment for future generations. A summary of existing areas and the related action plan are included as part of the comprehensive plan.

Existing Recreation Areas

The first step in developing a recreation planning program involves the inventory of the community's recreation facilities. The inventory includes an estimate of acreage of publicly and privately owned properties developed or designated for public recreational use. It includes an analysis of the number and condition of existing facilities and of land development potential for parks within the community.

The Town of St. Joseph is bordered to the west by the St. Croix National Scenic Riverway and to the southeast by the Willow River. Also located within the town is Bass Lake, a very popular and heavily developed resource. The rivers and lake are major components of the area's attraction to homeowners. The recreational use of the rivers is very high.

The town directly provides only a very limited amount of recreational parks, playgrounds or acreage to its residents. Although extensive recreational opportunities are offered within the town, for the most part, these are private, state or federal facilities and access is limited to members or those able to afford entrance fees. Figure 17 indicates the location of existing recreational areas. A description of the town's existing recreational areas follows.

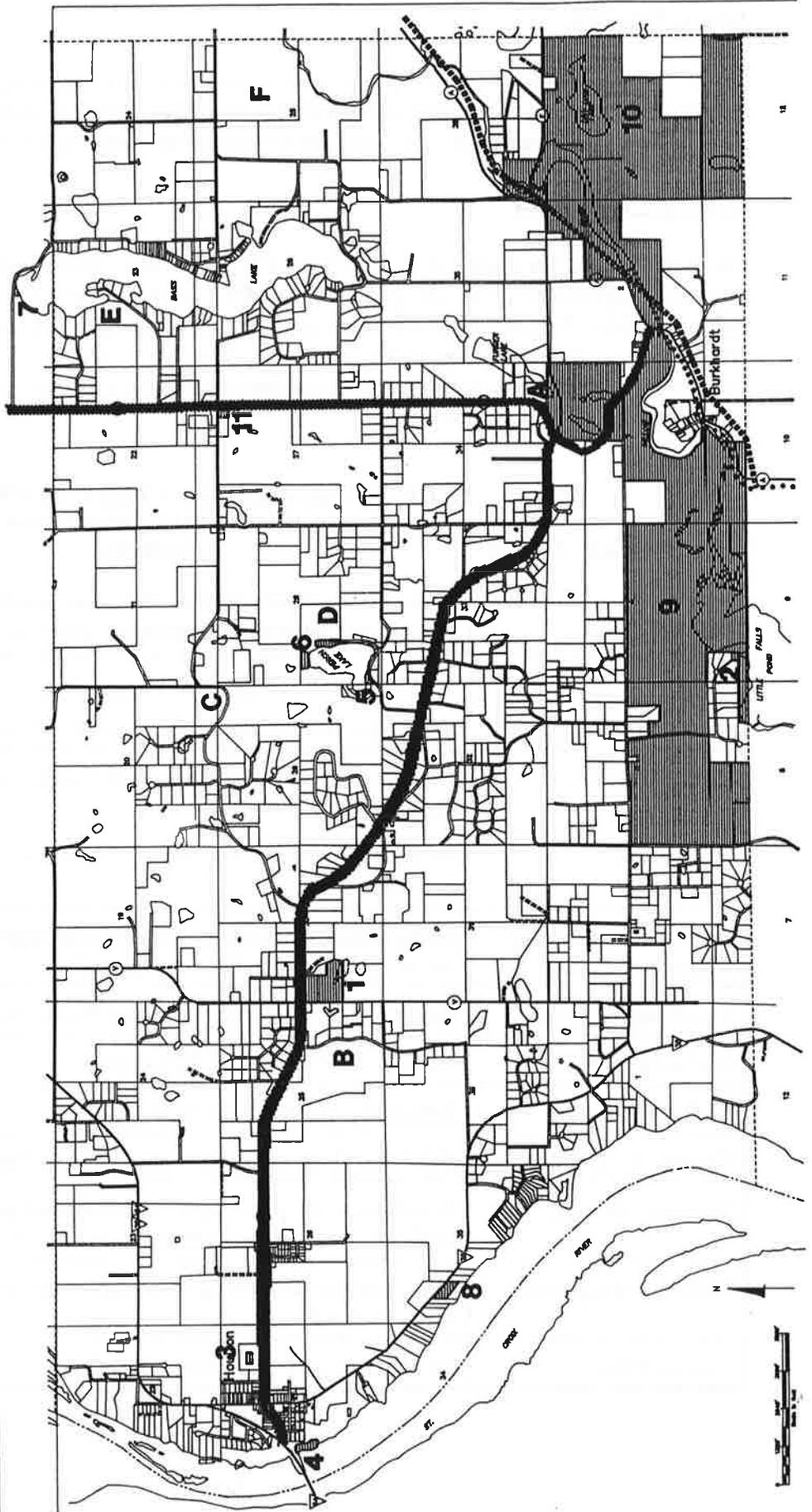
Name	Acres	Access	Facilities
St. Joseph Town Park, adjacent to the town hall, at the intersection of CTH E&V	9.6	Public	Softball/Little League Baseball diamond, benches, winter sliding, cross-country skiing, used by 4-H for recreational purposes.
Nelson Farm Road Park Homeowners' Association maintains	1.5	Semi-Public	Undeveloped open space.
Houlton Elementary School	10	Public	Two log, playground structures, ballfield with backstop & basketball court.
City of Stillwater's Legion Beach, West of Houlton on the St. Croix	20	Semi-Public	None

Name	Acres	Access	Facilities
Perch Lake Boat Landing, south end of the lake	.5	Public	Landing, parking lot & waste receptacle.
Homestead Parklands, north end of Perch Lake	10	Public, User fees	Camping, canoe rentals, fishing, swimming beach, boat launch, toilet facilities.
Bass Lake Boat Landing, north end of the lake, Somerset Town	.5	Public	Landing, parking lot & waste receptacle.
Scenic Overlook/Wayside, STH 35, overlooking St. Croix River, DOT maintains	.5	Public, closed in winter	Water, toilets, picnic tables, parking, signage.
Willow River State Park Department of Natural Resources maintains & operates	1,600 of 2800	Public, State-park user fees	Two lakes, trout stream, boat launch, picnicking, 78 camp sites, bath house & beach, nature center, parking, restrooms, hiking trails, sightseeing & passive recreation areas, ice skating, sliding, tobogganing, & cross-country skiing.
Game Unlimited	760 of 827	Semi- Public	Members-only, licensed shooting preserve. Chalet, hunting, cross-country skiing.
Private Ballfield	5	4-H Club	Softball field.
Bicycle Routes/Trails	County Highways E, I & A.		
Snowmobiling Routes Local club maintains	Southeast section of town, along the Willow River.		
Scenic Routes	Trout Brook Road, R13.		

**TOWN OF ST. JOSEPH
EXISTING & POTENTIAL
RECREATION AREAS**

LEGEND

- 1 St. Joseph Town Park
 - 2 Nelson Farm Road Park
 - 3 Heaton Elementary School
 - 4 Lehigh Beach
 - 5 Parish Lake Landing
 - 6 Saint's Beach
 - 7 Boas Lake Boat Landing
 - 8 Scenic Overlook/Wayside
 - 9 Willow River State Park
 - 10 Game Unlimited
 - 11 Private Botfield
-
- Bicycle Routes
 - Bicycle Trails
 - Snowmobile Routes
 - A-F Potential Future Park Sites



Action Program

Based on the inventory of existing recreation areas and a corresponding needs assessment, several recommendations for recreation improvements were developed as part of the Outdoor recreation Plan. The recommendations for each improvement are presented below.

St. Joseph Town Park

The town park is the center of many community activities. Development of this facility should continue. Improvements to the park will be done over the next five years, as outlined in the following chart. Figure 18 shows the existing site development and expansion plan for the park. The park plan will need to be updated and revised now that the Town has acquired an additional 24 acres. To avoid high maintenance costs alternatives, such as contracting for services and part-time help should be considered.

PARK IMPROVEMENT 5-YEAR PLAN

Improvement Project	Features	Year
Entrance Signs	Hours, regulations, maintenance, usage & contacts	Done
Bleachers	Two aluminum units	Done
24 Additional Acres	Wetlands, natural open space, south of existing park	Done
Picnic Shelters	Cement slab base, tables & grills, some handicapped accessible	2
Playground Equipment	Some handicapped accessible, timber border & park benches	2
Improve Picnic Area Parking	Gravel base, directional signs, handicapped parking space, parking stops & bicycle rack	2
Landscaping Plan	Shade trees, bushes & perennial flower borders	2
Horseshoe Pits	Sand pit base & wood backstop	2
Volleyball Court	Standards and sand pit base	3
Double Tennis Court	Rubberized court surface, standards & fence	3
Increase Parking	Directional & speed signs, handicapped parking spaces, parking stops, some lighting & bicycle racks	4
Hiking/Biking Trails	Handicapped accessible to connect play areas, picnic areas & fields	4
Soccer Field	Level base, sod & movable standards	5

ST. JOSEPH TOWN HALL PARK

Proposed site development and expansion plan

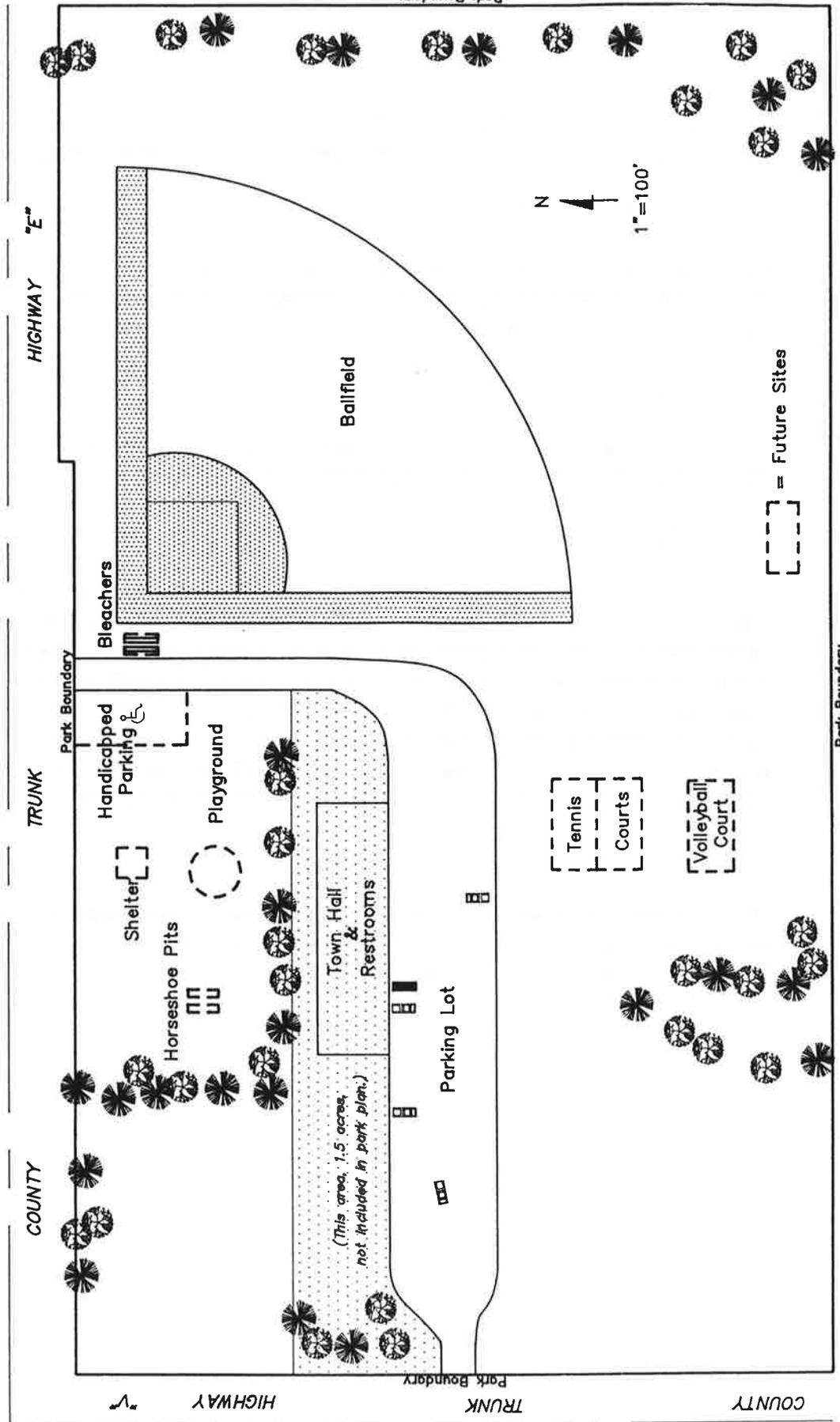


FIGURE 18

Nelson Farm Road Park

The Homeowners' Association should be encouraged to provide this park with playground equipment and picnic tables to provide passive recreation for the neighborhood.

Perch Lake Boat Landing

The landing should be improved by removing a tree stump, installing a cement or planked boat ramp and paving the parking lot. This project may be taken on the Sportsmen's Alliance and the Department of Natural Resources.

Bass Lake Boat Landing

The boat landing should have new landing planks and a paved parking area. This project may be done by the Sportsmen's Alliance in the near future.

Future Park Sites

The town should set up a land acquisition program and fund for park sites. The town planning committee should carefully examine each new subdivision looking for suitable land to purchase for neighborhood and community parks. The town should evaluate all sites for future residential development needs so that adequate parks are provided for future generations. Sites with unique natural beauty, which would make excellent parks, have been identified by the town. They are shown on Figure 16. Site A, which is already owned by the State of Wisconsin and is part of the Willow River State Park, should be made into a boat landing and parking area for Furger Lake. Also Furger Lake will need an aeration unit to improve the fishery.

Walking/Biking/Snowmobiling

The town should evaluate designated walking, biking and snowmobiling trails to establish a trail system that is safe for residents. The town should make use of state and county trails and should work with those agencies to extend and improve the routes.

IMPLEMENTATION

The development and adoption of a community plan become meaningful if the plan is used and implemented. The plan is best implemented when it is used as a guide for future decisions and kept current with new information as it becomes available. Beyond the maintenance of the plan itself, the plan can be used to guide the Town's development decisions for zoning and subdivision regulations, as well as serve as a focal point for continued community involvement.

St. Joseph Comprehensive Plan

The plan is meant to be a guide for all types of community development decisions. With adoption by the Town Planning Committee, Town Board and County Board, the plan becomes the official policy of the Town and County for planning and development issues in St. Joseph. Each development proposal should be evaluated and judged according to the goals, objectives and related policies in the plan. Development of a community happens incrementally, one development, and sometimes, one parcel at a time. In addition, decision-making committees and boards responsible for making development decisions change over time. Therefore, using the plan as a guide for individual development decisions will build consistency, continuity and legal protections into the development process.

The plan should also be kept current to be kept relevant. Important transportation facilities will be designed and constructed within the planning horizon of the plan. In addition, the County will be developing new planning information and policies within the next two years. The results of these activities and other new information about the community should be incorporated into the plan as they become available. The plan is being formatted and produced in a way to make revisions easy and convenient.

Zoning

The Town of St. Joseph is a participant in the St. Croix County Zoning Ordinance. Important zoning regulations are needed to carry out the plan, particularly the policies on commercial areas. Appropriate zoning policies must be developed by the Town and/or County to effectively implement the plan. Once those new policies are in place, the goals, objectives and policies of the plan should be used as a guide for decisions by the Town and County for rezonings, special exceptions and variances under the zoning ordinance.

As population and the related demand for additional development continue to grow, the need for more sophisticated zoning provisions increases as well. The Town of St. Joseph and St. Croix County should work together to develop additional new zoning districts and standards that will make the zoning ordinance more appropriate and relevant to increasingly complex land development issues and real estate market.

Subdivision Regulations

Developments that create new parcels in the Town of St. Joseph are subject to both Town and County subdivision regulations. One of the requirements of these ordinances is that proposed subdivisions are to be consistent with adopted local plans and ordinances. Therefore, the review of subdivisions by the Town and County should include a comparison of the proposed subdivision to the goals, objectives and policies of the plan.

Community Involvement

The development of the Town's comprehensive plan has included a considerable amount of community involvement and has generated a great deal of community interest in development issues. This is a healthy response. The plan can continue as a focus for community decision-making for development issues. Citizens should be encouraged to participate in the ongoing implementation and review of the plan. As the need or demand for amendments to the plan develops, the Town will provide ample opportunity for the community to be informed and involved.

APPENDICES

ST. JOSEPH



CITIZEN SURVEY

JANUARY, 1992

INTRODUCTION AND PURPOSE OF SURVEY

The Citizen Opinion Survey was undertaken as part of the citizen participation portion of the St. Joseph Development Plan. The purpose was to identify the opinions and attitudes of St. Joseph citizens relating to land use, development, and public services in the Town.

St. Joseph is located on the western edge of St. Croix County, which is one of the fastest growing counties in Wisconsin due to its proximity to St. Paul-Minneapolis. In turn, St. Joseph is one of the fastest growing areas within the county, having increased by nearly 500 residents or 22 percent between 1980 and 1990. In comparison the State grew 4 percent and St. Croix County as a whole grew 16 percent.

It is likely that St. Joseph will continue to grow rapidly, especially if a new bridge is constructed across the St. Croix River, bypassing the congestion in downtown Stillwater and making St. Joseph even more accessible to the Twin Cities. Citizen participation in the development of local public policy about growth and development is critical if the plan is to take into account the opinions of the residents

METHODOLOGY

After reviewing several alternatives, the Town Planning Committee and Zoning Committee decided to use a mail survey. This technique was chosen because it would gather information from a broad cross-section of the residents of the Town. Unlike other methods, such as public meetings that attract those who take the time or have an interest in the issue, this technique samples a representative cross-section of the residents.

The survey used a scientific random sample of the households in the Town. The sample was drawn from the Town house numbering file. Each household was assigned a sequential number, beginning at 1 and those selected for the survey were determined by matching these assigned numbers with numbers from a computer generated random digits table. This process continued until a sample of 305 households were selected from the total of slightly less than 1,100 residences on the house numbering list.

According to statistical analysis, in St. Joseph a sample size of approximately 280 is needed to have an accuracy of plus or minus 5 percent of the total population of the Town. In the past a very large sample of 800 would have been drawn, assuming that 35 percent of the sample would respond. More recent research has shown that the opinions of the people who respond are different from those who didn't respond. Thus, the survey data would be biased and not representative.

To correct this flaw, new methods have been developed. The methods involve selecting a random sample that is the same size as the desired return and to work hard to get responses from nearly all of the sample. Such efforts include extensive follow-up with those who do not return their survey initially.

A sample size of 305 was chosen, which is 25 more than the required sample size. This was done in order to make allowances for vacant residences. The original mailing was sent on October 23, 1991, which included a cover letter, survey, and postage-paid return envelope. Each survey questionnaire had a plainly marked serial number on the front page. The cover letter explained that the serial number would be used only to determine who had returned their survey so that unnecessary follow-up requests would not be sent to those who responded. A follow-up postcard was sent one week later. The post card contained a "thank you" message to those who had already responded and a reminder for those who had yet to respond to please return their survey.

A follow-up was sent on November 7, 1991 to all who had not yet responded. Another follow-up was sent on November 15, 1991 to those whose surveys had not yet been received. Both follow-ups contained a cover letter, another questionnaire, and a postage-paid return envelope.

About 30 households had not returned a survey by the end of November. Those households were contacted by telephone or by personal contact for those few houses with unlisted telephone numbers.

This process yielded 287 useable returns, which is a 94 per cent response rate. Of the 18 remaining non-responders, 16 were determined to be vacant residences, and 2 declined to respond. Since the number of responses already exceeded the number needed for statistical representativeness, no additional households were surveyed.

Surveys were returned to the Rural Development Institute at the University of Wisconsin-River Falls. The survey data was entered into a computer and tabulated at the Institute. The use of the Institute served another important purpose in that it provided another layer of protection for the confidentiality of the respondents. The master list of individual names and serial numbers was kept at the St. Croix County UW-Cooperative Extension Office in Baldwin. The persons examining the completed surveys in River Falls had no access to the information needed to connect a name with a particular survey.

SURVEY HIGHLIGHTS

The following is a summary of key findings of the survey data. A complete tabulation of the data is given in Appendix A.

- * A strong majority believe St. Joseph is a good place to live and don't want much change. The most frequently mentioned items that are liked are the rural atmosphere and nearness to metropolitan area. The most frequently mentioned item that is disliked is the high property taxes.
- * A majority do not think additional commercial development is needed.
- * There is interest in having more light industry, preferably located in a designated industrial area near Houlton.
- * 60 Percent favor retaining the current 3 acre minimum lot size.
- * A majority do not favor allowing clustered housing on lots smaller than 3 acres as long as the overall density is at least 3 acres per house.
- * A majority do not see a need for multi-family housing or subsidized housing.
- * The citizens are generally quite satisfied with the public services that are available.
- * There was no clear conclusion about the need for additional recreational facilities for Town residents. A sizeable proportion (26%) was in the "not sure" category. The remainder of the responses were evenly split between those who saw a need and those who did not.
- * The responses to the recreation question were broken down by age categories and by length of residence in the Town to see if there was a portion of the Town residents who had an identifiably different response to this question.
- * There was a tendency for older families to see less of a need for recreational facilities and for younger families to be more undecided about the need than older families. However, this tendency was weak and not "statistically significant", meaning the differences are not large enough to safely conclude that they are representative of the whole population in the Town.

- * There was an association between length of residence in the Town and opinions about the need for recreational facilities. The pattern of the association was nearly the same as the association between age groups and the need for additional recreation described in the above paragraph. Newer residents were somewhat more likely to be undecided or to see a need for recreational facilities than long term residents, who were more likely to not see a need for recreational facilities. This association was barely "statistically significant".
- * Regardless of the grouping, a significant portion of all groups still responded in the "not sure" category, when asked about the need for additional recreational facilities.
- * There was not a clear conclusion about the need for sewer and water in Houlton. Again a large portion (23%) of the responses were in the "not sure" category.
- * Responses from Houlton residents regarding sewer and water were not significantly different from residents in the rest of the town.

As noted earlier, several questions had an unusually high number of responses in the "not sure" category. This points out one of the weaknesses of a mail out survey. While a mail out survey has the advantage of being representative of the whole population, it is difficult for some people to respond definitively to a general question about some public policies. For these people, their opinion hinges on the specifics of a particular situation. In a mail survey, it is not feasible to ask follow-up questions to determine the specific factors that would affect the responses for this group of people who are "on the fence".

ST. JOSEPH COMMUNITY OPINION SURVEY

Please CIRCLE your response to the following statements using the numbers which match your response.
1) Strongly agree 2) Agree 3) Not sure 4) Disagree 5) Strongly disagree NR) No Response

Q-1 Generally speaking St. Joseph is a good place to live.

1 (39%) 2 (55%) 3 (3%) 4 (1%) 5 (1%) NR) (1%)

Q-2 Additional commercial businesses are needed in St. Joseph to meet the needs of local residents.

1 (12%) 2 (21%) 3 (16%) 4 (24%) 5 (25%) NR) (1%)

Q-3 Additional commercial development that attracts customers from outside the Town should be encouraged in St. Joseph.

1 (9%) 2 (14%) 3 (18%) 4 (20%) 5 (37%) NR) (2%)

Q-4 Only a limited amount of new commercial development should be permitted in the area of the proposed new Stillwater bridge and along the proposed new route for Highway 35/64.

1 (35%) 2 (37%) 3 (10%) 4 (9%) 5 (7%) NR) (1%)

Q-5 Light industry should be permitted in St. Joseph. (Light industry means manufacturing that does not produce water or air pollution or noise)

1 (18%) 2 (40%) 3 (13%) 4 (9%) 5 (19%) NR) (2%)

Q-6 If light industry is permitted in St. Joseph, it should be allowed only in a designated industrial area.

1 (31%) 2 (32%) 3 (11%) 4 (3%) 5 (3%) NR) (19%)

If you circled 1 or 2
answer Q-6(b) below

If you circled 3, 4, or 5
please skip to Q-7

Q-6(b) If you think there should be a designated industrial area in the Town, where should it be located?

*186 surveys had written answers to this question.

*The most frequent answer was Houlton.

*Many other responses listed locations in or near Houlton

*Below is a listing of any location that was mentioned 8 times or more.

33 Houlton
28 Highway 35/64
21 Non-residential area
20 Not sure/Don't know
19 New Highway 24/64
13 New Bridge area
12 Near Country Boy, Drive-In Theater, Holcomb's
11 Burkhardt
10 In an Industrial area (no specific location)
8 Near existing industry and commercial areas

Q-7 Additional recreational facilities are needed for St. Joseph residents.
1 (11%) 2 (20%) 3 (26%) 4 (21%) 5 (13%) NR) (9%)

If you circled 1 or 2
answer Q-7(b) below

If you circled 3, 4, or 5
please skip to Q-8

Q-7(b) If you think that additional recreational facilities are needed, what TYPE of facilities should be developed and WHERE should they be located?

*107 surveys had written answers to this question.

*23 listed family park

*22 listed bike trail

*15 listed tennis court

*11 listed ballfield

* 9 listed playground for children

* 8 listed acquiring Birch Park for a multi-purpose park

* All comments will be printed in the final report.

Q-8 Each new major subdivision should be required to provide it own recreation area.
1 (15%) 2 (32%) 3 (18%) 4 (20%) 5 (11%) NR) (4%)

Q-9 Clustered housing with open space should be permitted on lots that are less than 3 acres as long as the overall density of the subdivision is at least 3 acres per house.
1 (6%) 2 (25%) 3 (15%) 4 (22%) 5 (30%) NR) (1%)

Q-10 Public sewer and water should be constructed in Houlton for existing and new development.
1 (13%) 2 (19%) 3 (23%) 4 (21%) 5 (20%) NR) (5%)

Q-11 Additional areas of St. Joseph outside of Houlton should be designated for public sewer and water to serve new development.
1 (5%) 2 (9%) 3 (28%) 4 (25%) 5 (22%) NR) (11%)

If you circled 1 or 2
answer Q-11(b) below

If you circled 3, 4, or 5
please skip to Q-12

Q-11(b) If you think that additional areas should be designated for public sewer and water, where should these areas be located?

*46 Written responses were given

* 5 Wherever population density is high

* 4 Expand around Houlton

* 4 Burkhardt

* 4 Not sure

* Many other locations were given which could not be grouped into categories.

* All suggestions will be listed in the final report.

Q-12 There is a need for additional multi-family housing units in St. Joseph to serve the needs of local residents.

1 (3%) 2 (12%) 3 (23%) 4 (24%) 5 (33%) NR) (5%)

Q-13 There is a need to plan for subsidized housing in St. Joseph.

1 (2%) 2 (9%) 3 (23%) 4 (26%) 5 (37%) NR) (3%)

Q-14 The zoning ordinances are well-enforced in St. Joseph?

1 (3%) 2 (29%) 3 (44%) 4 (12%) 5 (7%) NR (4%)

Q-15 St. Joseph Town Government should share expenses with neighboring communities for:

Q-15(a) Joint Hudson Library

1 (15%) 2 (36%) 3 (15%) 4 (13%) 5 (16%) NR (4%)

Q-15(b) Ambulance Service

1 (21%) 2 (51%) 3 (11%) 4 (5%) 5 (9%) NR (4%)

Q-15(c) Hudson Recreation Complex (Boody Park)

1 (6%) 2 (22%) 3 (24%) 4 (22%) 5 (21%) NR (5%)

Q-16 The road system in the St. Joseph is satisfactory.

1 (12%) 2 (54%) 3 (14%) 4 (11%) 5 (5%) NR (5%)

If you circled 1, 2, or 3
skip to Q-17 on the next page

If you circled 4 or 5
answer Q-16(b) below

Q-16(b) If you think that the road system is not satisfactory, what changes would you like to see?

*46 surveys had written answers to this question

*13 Improve winter plowing, sanding, etc.

*12 Better road surface repair and maintenance

*6 Widen certain roads for safety

*All answers will be listen in the final report

Please CIRCLE your response to the following.

Q-17 The current minimum residential lot size in St. Joseph is 3 acres. The minimum lot size should be:

- | | |
|-------------------------|-------|
| 1) LESS THAN 3 ACRES | (14%) |
| 2) 3 ACRES | (61%) |
| 3) 5 ACRES | (17%) |
| 4) GREATER THAN 5 ACRES | (5%) |
| 5) NR | (3%) |

Q-18 Commercial development in St. Joseph should be permitted in the following areas:

(Circle as many as apply)

- | | |
|------------------------|-----|
| 1) HOULTON | 138 |
| 2) BURKHARDT | 99 |
| 3) NEW BRIDGE AREA | 123 |
| 4) ALONG HIGHWAY 35/64 | 125 |
| 5) SCATTERED | 24 |
| 6) OTHER | 43 |

*16 "Other" responses stated that they wanted no more commercial development.

* All "Other" responses will be in the final report

Please CIRCLE the number that matches your satisfaction level with the following community services.
 1) Very satisfied 2) Satisfied 3) Mixed feelings 4) Dissatisfied 5) Very dissatisfied 6) Not applicable

Q-19 Police service	1 (11%)	2 (57%)	3 (19%)	4 (6%)	5 (2%)	6 (XX) NR	(5%)
Q-20 Fire protection	1 (21%)	2 (58%)	3 (14%)	4 (1%)	5 (1%)	6 (XX) NR	(4%)
Q-21 First responder/ambulance	1 (20%)	2 (57%)	3 (16%)	4 (0%)	5 (1%)	6 (XX) NR	(6%)
Q-22 Sanitation/garbage disposal	1 (20%)	2 (53%)	3 (13%)	4 (6%)	5 (4%)	6 (XX) NR	(4%)
Q-23 Library	1 (8%)	2 (38%)	3 (27%)	4 (12%)	5 (6%)	6 (XXX) NR	(8%)
Q-24 Road maintenance	1 (12%)	2 (53%)	3 (21%)	4 (7%)	5 (5%)	6 (XX) NR	(3%)
Q-25 Zoning	1 (5%)	2 (42%)	3 (33%)	4 (8%)	5 (6%)	6 (XX) NR	(6%)
Q-27 Cable television	1 (7%)	2 (25%)	3 (22%)	4 (15%)	5 (20%)	6 (XXX) NR	(11%)
Q-28 Natural gas	1 (15%)	2 (50%)	3 (17%)	4 (5%)	5 (6%)	6 (XXX) NR	(7%)

Q-29 What do you like about living in St. Joseph?

- *258 surveys had a response to this question
- *227 comments referred to the rural atmosphere
- * 78 comments mentioned living in the country while being near to the Twin Cities and places to purchase needed services and products
- * 29 listed friendly people or nice neighbors

Q-30 What do you not like about living in St. Joseph?

- *124 surveys had responses to this question
- * 97 listed high property taxes
- * 22 listed too much growth in the town
- * 19 listed traffic congestion at Stillwater
- * 15 listed winter road maintenance
- *All responses to this question will be printed in the final report

Please CIRCLE the number that matches your response to the following.

Q-31 How long have you lived in St. Joseph?

- 1) LESS THAN 5 YEARS (24%)
- 2) 5 to 10 YEARS (21%)
- 3) 11 to 15 YEARS (15%)
- 4) 16 to 20 YEARS (10%)
- 5) OVER 20 YEARS (23%)
- 6) NR (8%)

Q-32 Where do you work?

- 1) ST. CROIX COUNTY (17%)
- 2) WASHINGTON COUNTY (21%)
- 3) OTHER WISCONSIN (2%)
- 4) OTHER MINNESOTA (37%)
- 5) NOT EMPLOYED (6%)
- 6) OTHER _____ (8%)
- 7) NR (9%)

Q-33 What is your occupation?

- | | |
|--------------------------------------|-------|
| 1) EQUIPMENT OPERATOR/FACTORY WORKER | (16%) |
| 2) FULL-TIME HOMEMAKER | (3%) |
| 3) FARMER | (3%) |
| 4) MANAGERIAL/PROFESSIONAL | (36%) |
| 5) TECHNICAL/SERVICE | (13%) |
| 6) RETIRED | (12%) |
| 7) CLERICAL/SALES | (5%) |
| 8) UNEMPLOYED AND NO RESPONSE | (12%) |

Q-34 What is your gender?

- | | |
|-----------|-------|
| 1) FEMALE | (38%) |
| 2) MALE | (62%) |

Q-35 How many people in each of the following age groups are currently living in your household?

236	___	UNDER 18 YEARS OLD
53	___	19-24 YEARS OLD
283	___	25-44 YEARS OLD
173	___	45-64 YEARS OLD
41	___	65 YEARS OLD AND OLDER

Please use the space below for any comments that you would like to make.

***99 surveys had written comments at the end**

***31 had comments related to concerns about population growth, environmental quality, loss of rural atmosphere**

***11 had comments about property taxes**

**The Town of St. Joseph
Ad-hoc Industrial Development Committee**

June 9, 1994 Presentation
to the Town Board, Zoning Committee and Planning Committee

Prepared by

Mark Alfuth
Kevin Moelter
Bob Orf
Agnes Ring

The Industrial Development Committee evaluated the following alternatives:

- ① -- do nothing; no adopted plan for development
- ② -- residential development only
- ③ -- select an area devoted to business development that complements residential development

Alternative 1: Do nothing; no adopted plan

- No direction to make decisions which could result in inconsistent decisions
- Lose control over the development standards
- This will cause confusion because individuals do not know the direction the township is taking

Alternative 2: Residential development only

- Projected density could cause environmental damage (e.g. irreversible ground water pollution) without proper sewer and water systems
- Increased demands on schools
- Increased demands on public services
- Economic pressures may create higher value for land uses other than low density residential

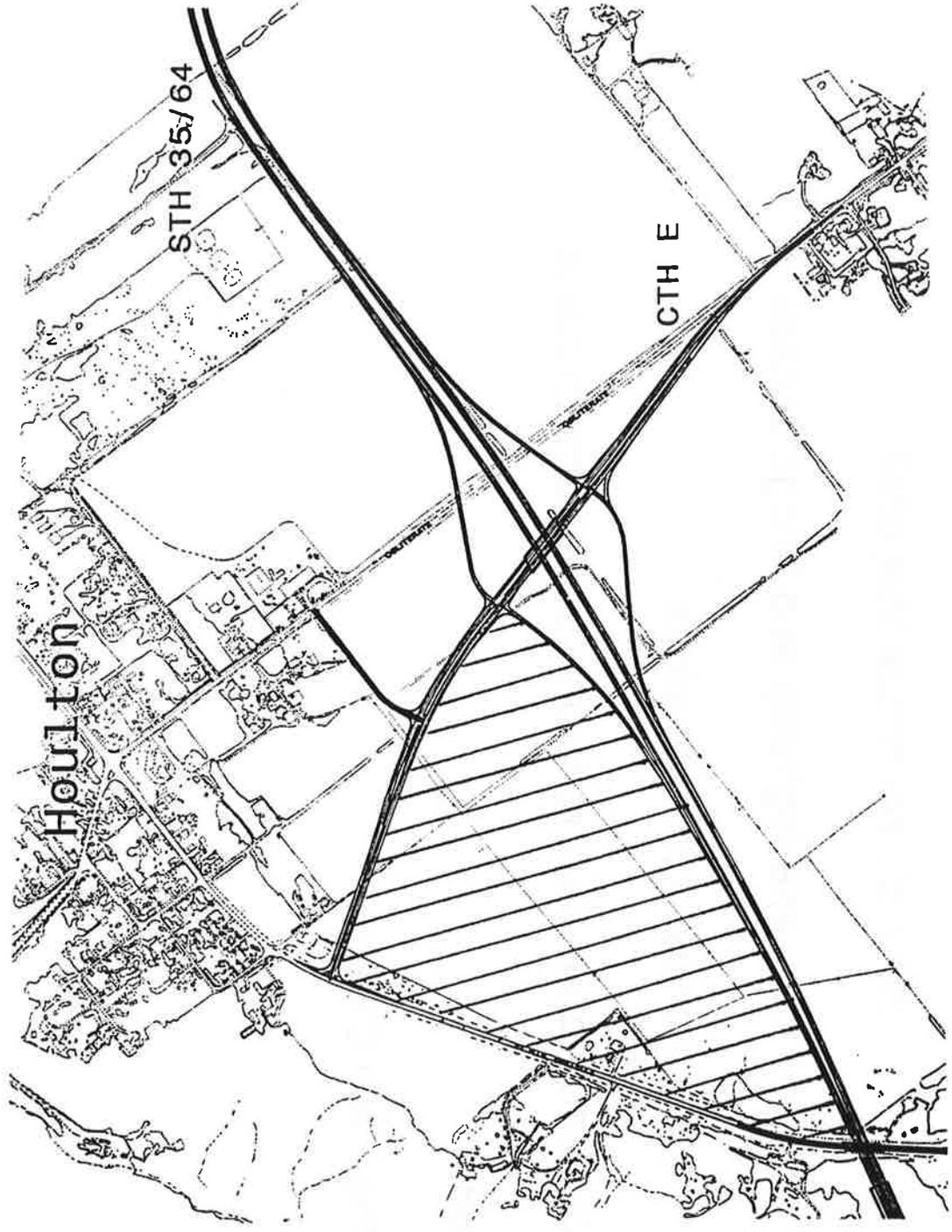
Alternative 3: Select an area devoted to business development

Based on our studies, the Industrial Development Committee believes a specifically designated area for light industry business development be established. We recommend land (approximately 60-100 acres) identified later in this document be planned and zoned as a light industry business development area and purchased as soon as possible by the Town.

We believe this for many reasons, including, but not limited to, the following:

- ↳ An area specifically devoted to industry will enable development of businesses in a controlled environment
- ↳ Business growth pressure will be inevitable when the new bridge is completed
- ↳ By defining a controlled development area, we can maintain the rural quality of life our residents want
- ↳ Town owned park will allow for greater control through covenants and other methods (e.g. roads, type of business, type of buildings, landscaping, etc.)

Recommended Site for Light Industrial Park



Why did we chose this site?

- Location to proposed four-lane highway and bridge access
- Bounded by major roadways on three sides
- Relatively level topography thus reducing development costs
- Good drainage
- Proximity to the Twin Cities

There are some potential issues that you need to be aware of with this alternative:

- ↳ Environmental issues (e.g. ground water, noise, air, traffic, etc.)
- ↳ Sewer and water
- ↳ Increased demands on public services
- ↳ No one knows the impact of taxes; however we feel business development will expand the tax base thus slowing the increase of taxes

Given the current school aid and tax formula, industry will not lower taxes however it will add to the tax base thus keeping increases down.

In the Hudson School District it costs approximately \$5600 per year to educate one student. For example, a residence with one child in school, paying approximately \$3000 in real estate taxes (of which 70% or \$2100 goes to the school), pays approximately 1/3 of one child's education. Thus more residential development will actually increase taxes.

As an example of how industrial development can offset increases, the recent 14 million dollar bond issue in Hudson was proposed to cost \$1.75 per \$1000 valuation. However, due to the increase in valuation (mostly industrial) and state aid change, it increased taxes only 48 cents per \$1000 valuation.

Thus, industrial development will give us a broader valuation base without adding to the school tax.

Potential Next Steps for the Town Board

- ① Employ a research company to perform a market feasibility study to examine the potential for industrial development in the Town. We have information on a company and the estimated range of cost is \$5,000 - \$10,000.

Employ an engineering company to perform a site engineering study--we have information on a company and the estimated range of cost is \$5,000 - \$10,000.

Cost sharing grants are available for the above studies.
- ② Monitor County Board action on light industry zoning ordinance and rezone property.
- ③ Incorporate this recommendation into the comprehensive plan for the Town.
- ④ Hold Town forum(s) to update residents.

Potential Next Steps of the Town Board
(continued)

- ⑤ Open dialogue with Wisconsin and Minnesota for waste water treatment options through Metropolitan Waste Control Facilities.
- ⑥ As work progresses, continue to update information on the tax impact of an industrial center.
- ⑦ At a minimum road design/layout, access to and from the park, storm water runoff, and building requirements need to be addressed now. Elements of the infrastructure will be developed during the engineering study.

Future consideration to a municipal water and sewer system should be included in your overall plan. Potential for future park enlargement should also be part of the overall plan.
- ⑧ Appoint a permanent committee to assist the Town Board in administering the light industrial park and coordinate with other active committees and government agencies.

**REPORT OF FOCUS GROUPS
ST. JOSEPH TOWNSHIP**

**Dr. Larry Swain
James Janke**

TOPICS ADDRESSED

**Industrial Development Issues
Sewer and Water Issues
Parks and Recreation**

CONDUCTED FEBRUARY 7-8, 1994

INTRODUCTION

The purpose of conducting focus groups for this situation is to develop information from citizens in regard to three specific issues. The issues were developed from information received from a written survey conducted in 1992 and meetings held in 1993 regarding needs and wants of citizens of St. Joseph Township. The information requested of citizens is and will be used to develop and enhance the planning process dealing with future change.

The first focus group addressed two issues on the evening of February 7, 1994. Thirteen individuals were present to discuss and address first, the issue of industrial development and second, the issue of water and sewer needs. A second focus group was held on February 8, 1994 to address the issue of parks and recreation in St. Joseph Township.

Participants were selected by both volunteering and recruitment. This process was conducted to give further information on these specific issues that emerged from the 1992 survey of residents of the area.

This paper will focus on the three focus group discussions and comments by participants.

FOCUS GROUP I - INDUSTRIAL DEVELOPMENT ISSUES

DEFINITION OF LIGHT INDUSTRY

The group defined light industry by a relatively strict definition.

Light Industry - Manufacturing or assembly plants that:

- * have minimal use of area natural resources (i.e. water, air)
- * do not require heavy treatment of effluent.
- * does not require disposal of effluent from the manufacturing process.
- * minimum pollution, minimum sewer usage (employee use of bathrooms)

Examples of light industry given by participants include: tool and die operation, machining, electronic assembly, plastics production, and publications production. The Osceola industrial park was cited as an example of the right way to set up an industrial park.

NEED FOR LIGHT INDUSTRIAL DEVELOPMENT

The group was somewhat split on the need for industrial development in St. Joseph Township. A slight majority indicated that little need existed presently for industrial development. Several of the people who preferred no development indicated this was probably a short run position.

Increased pressure from the new bridge, when completed, at Stillwater will certainly push for development.

The group consensus was that some sort of relief is and will be needed for high taxes.

A slight minority indicated a current need for development to provide employment and possible tax relief.

General comments from the discussion indicated a need to look further into the future and to have control over the development process.

BENEFITS FROM DEVELOPMENT

The possible benefits from development, if successful, are listed below.

- possible jobs created
- services for the community
- increased tax base
- a plan will be developed because it will probably happen no matter what and we should have control of the situation.

Six of the participants indicated that no benefits will accrue and it shouldn't be done, no matter what the benefits are.

COSTS OF DEVELOPMENT

The group felt that, in the short term, it will cost more to develop an industrial area than the returns received. It was felt that it may take 10-15 years to see the benefits of light industrial development. Other comments made were:

- more residential development will increase school costs and taxes.
- sewer and water costs will be high and hard to recover.
- the town government will incur costs from development.
- environmental damage of unquantifiable costs may occur.

IMPACT ON PROPERTY TAXES

A general consensus was that development will increase taxes. Returns on the development and broadening of the tax base will not be enough to offset additional taxes required to build the infrastructure.

Sewer construction and water line construction should be separated as not all situations will need both.

Private citizens should not pay for the development of infrastructure for private industries. Business and industry should pay for their own development. Comment: Zone the property and then let private landowners make their own deals with development groups for additional services.

WHERE SHOULD DEVELOPMENT TAKE PLACE?

Again, a general consensus indicated that development should only take place along the new highway corridor from Hwy E to the junction of the new Hwy 35/64 with the old Hwy 35/64.

No other options were considered or brought up as possibilities for light industrial development sites in St. Joseph Township.

HOW TO CONTROL THE PROCESS AND POTENTIAL ENVIRONMENTAL IMPACTS

Comments were as follows:

1. can't control the companies -- DNR won't enforce
2. can't police or control it
3. put tough restrictions on the industries by limiting the type of industry.
4. by limiting the type of industry you can limit the potential for environmental damage.
5. be fussy who you let in
6. noise restrictions are easy to enforce
7. not many houses in the area suggested
8. must screen all potential inhabitants

PUBLIC vs PRIVATE OWNERSHIP OF INDUSTRIAL PARKS

The consensus was that the industrial park should be privately owned rather than publicly owned.

FOCUS GROUP II - SEWER AND WATER ISSUES

SEWER AND WATER NEEDS

The Houlton sewer and water was mentioned as a possible need for upgrading or reconstruction, primarily in the old platted part of the community. A question to be answered is whether the problem is from old wells or polluted ground water.

It was reiterated here that sewer and water issues should be separated and considered independently.

There appears to be some water pollution in some wells in the Houlton area.

The area on 15th St. was mentioned as a future problem possibility. Some high tests exist now in wells in that area.

The mobile home park in Houlton was mentioned as a potential problem for water quality. There appears to be a strong possibility that the sewage disposal system for the mobile home park is not operating as it should and may be a source of pollution.

FUTURE DEVELOPMENT

The potential for new development of water and sewer exists only in the Houlton area. Because any public development of new sewer and/or water would probably raise taxes, the group felt the development should be privately financed. Whoever uses it should pay for it. Investigation should be done to see what financial assistance may be available.

It was felt that three acre home lots were sufficient to handle sewage needs for home use.

ENVIRONMENTAL CONCERNS

Concerns were expressed by a majority of the participants that ground water quality be protected. Declining ground water quality means declining property values.

Another concern expressed the need for higher standards on well casings. It is suspected that many wells through bedrock do not have casings deep enough to protect the water from surface pollution.

ORGANIZATIONAL STRUCTURE

A committee should be established to:

- see what others are doing
- determine who are successful
- determine who should share the cost

Other Comments

Water costs should be based on the usage not on the size of lot.

Farmland should not be taxed higher but lower.

Sewer fluids from treatment should go to the river instead of in the ground water.

The quality of all treatment should produce acceptable quality output.

FOCUS GROUP III - PARKS AND RECREATION ISSUES

NEED FOR ADDITIONAL PARK SITES

More is better.

Should there be some concern about reserving some land for future parks?

There should be lots of citizen input about new parks.

NEED FOR ADDITIONAL FACILITIES

Expansion could be done around the Town Hall. i.e. ice-skating, tennis courts, sand volley ball, horse shoes, concession stand for fund raisers by groups.

The current parks should be more fully developed before adding new facilities.

Any additions should be done where the facilities are very visible to help hinder vandalism. Construction should be done to minimize the possibility of vandalism.

There is a need for additional facilities at Perch Lake and Bass Lake. Possibly acquire Tom Seim property for a park.

Need an additional bike lane built on to Hwy E. The present bike route is very dangerous for bikers!!

Contact Kelly Cain at UW-River Falls for design help on parks and facilities. He has classes that might be able help with this type of project.

It might also be a good idea to investigate the old railroad bed for possible new trails for biking, etc.

NEW PARK POSSIBILITIES

It is probably not feasible or necessary to put parks in the subdivisions. It would be better to centralize and add to the current parks. It might even be possible to find some grant monies to help add to and improve the present facilities and trails.

SPECIFIC FACILITIES NEEDED

A committee should be established to design and develop the park and recreation areas. Specific facilities that should be addressed are additional bike trails and a place for roller bladers.

OPEN SPACES

There is already plenty of green and open spaces available in the Township. If we are to address any open space it should be for wildlife habitat or preservation purposes.

WILLOW RIVER STATE PARK

A representative of the park indicated there was a need for increased numbers of volunteers to help at the park.

The park can not do activities outside of the park boundaries.

The park is trying to purchase more land in the future.

There was lot's of appreciation for Willow River State Park by the participants. They felt it was a real asset for the Town.

SIGNAGE

There is a need to have better signs to guide people to park sites. There is also a need to have better signs to direct people to Perch Lake and Bass Lake. Signs are also need to direct people to the Town Hall. Maybe a sign program like the city of Hudson has would be a good idea for St. Joseph Township.

OTHER COMMENTS

- Have a township celebration each year.
- Organize committees to clean up roadsides.
- Is recycling going to be a topic? We should have a program.