

TOWN OF GILMAN

COMPREHENSIVE PLAN

December 1, 2009

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Introduction

Wisconsin Act 9 of 1999 and its subsequent revisions set in place the comprehensive planning process in the State of Wisconsin. By Wisconsin State law, as of January 1, 2010, all land use related actions by a Town Board must be consistent with an adopted Comprehensive Plan. If the Town has not adopted its own plan by that time, then the county Comprehensive Plan must be followed and all land use actions checked for consistency with that county Comprehensive Plan.

In 2008 the Gilman Town Board appointed a Gilman Plan Commission to draft a Comprehensive Plan for Gilman which will then be subject to Town Board approval. The Town Plan Commission is only an advisory board that makes reports and recommendations to the Town Board.

A Comprehensive Plan is a framework for a governing body to use when addressing the issues of land use, public policies about development, and infrastructure requirements. Private interest groups (such as developers) will also find the plan useful to assure conformity with the plan's objectives.

Comprehensive means that the plan must address all areas of the community as well as all activities associated with regulating development. There are nine elements required in a comprehensive plan (issues and opportunities, housing, transportation, utilities and community resources, agricultural, natural, and cultural resources, economic development, intergovernmental cooperation, land use, and implementation).

The plan has evolved through a process of public input, data collection, analysis of potential alternatives, and the formation of goals, objectives, recommendations, and policies. The plan can be amended by the Town Board and will be updated at least once every 10 years.

Comprehensive planning law requires each plan to include a public participation plan. Effective public input is important for plan implementation. The more broad based community support is achieved for the plan, the easier it will be to implement. A copy of the Public Participation Plan adopted by the Gilman Plan Commission is shown in the appendix of this Comprehensive Plan.

Pierce County conducted a Community Attitudes Survey in 2007. Highlights of the Gilman portion of this survey follow.

I. ISSUES AND OPPORTUNITIES

A. Introduction

This element provides background information on the Town of Gilman and a statement of overall goals, objectives, and policies to guide the future development of Gilman over a 20 year planning period. Also included are a listing of issues and opportunities identified during the planning process as well as a Gilman Vision Statement.

B. Existing Conditions

The population of the Gilman grew at a moderate rate from 1960 through 1980. This was followed by a 16.6% decline in the 1980's largely due to annexation of some residences by the Village of Spring Valley. In the period of 1990 through 2000 Gilman experienced a small population increase, followed by rapid growth of 20.9% from 2000 to 2009. The growth of Gilman's population was considerably slower than that of Pierce County as a whole from 1960 to 2000, but has been nearly double that of the county from 2000 to 2009.

Table 1.1 Population Trends

		1960	1970	1980	1990	2000	2009
Gilman	Number	819	842	914	762	772	933
	% change		2.8%	8.6%	-16.6%	1.3%	20.9%
Pierce County*	Number	22,503	26,652	31,149	32,765	36,804	40,704
	% change		18.4%	16.9%	5.2%	12.3%	10.6%

Sources: U.S. Census; Demographic Services Center, Wisconsin Department of Administration.

The age distribution of Gilman's population is similar to that of Pierce County, with the highest percentage of residents in the 35 to 44 year old age bracket.

Table 1.2 Population • Age Distribution (by percent)

	Under 5 yrs.	5 to 10 yrs	10 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84	85 and over
Gilman	7.0	7.8	7.1	7.3	4.8	10.6	20.6	14.2	5.8	4.1	5.3	4.7	0.6
Pierce County	5.7	6.7	7.4	10.4	11.2	12.1	16.0	13.3	4.2	3.4	4.8	3.5	1.3

Source: U.S. Census

The Wisconsin Department of Administration growth rate projections published in 2004 forecast a moderate population increase for the Town of Gilman, with the population of Gilman increasing by about 7% by the year 2025 (Table 1.3). However, as seen in Table 1.1, the 2009 Gilman population already exceeds the forecasted 2025 population. If growth continues at the rate of the last 9 years, the 2025 population would be something between the moderate and high growth rate figures given in Table 1.3. It should be

noted that many unforeseen factors can affect population growth rates, and periods of decline can even occur as in the 1980's in Gilman.

Table 1.3 Population Projections • 2000–2025

	2015	2020	2025	High Growth Rate Projection** 2025
Gilman	818	835	856	1,792
Pierce County	41,190*	42,655	44,368	

*Includes city and village data.

Source: Demographic Services Center, Wisconsin Department of Administration, January 2004

** Based on average number of residential building permits issued between 1999 and 2004, divided by 5 (years), multiplied by 20 (years) X the average household size of an owner-occupied dwelling unit.

Table 1.4 Household Poverty Trends

Household poverty levels in Gilman have steadily declined in recent decades. The 1999 level of 3.7% was well below the Pierce County level of 7.7%.

	1979		1989		1999	
	No. in poverty	% in poverty	No. in poverty	% in poverty	No. In poverty	% in poverty
Gilman	166	18.16%	54	7.14%	29	3.7%
Pierce County*	3,226	10.36%	3,183	10.42%	2,652	7.7%

*Includes city and village data.

Source: U.S. Department of Commerce—Bureau of the Census

The median household income of \$49,250 for Gilman residents is similar to the county average. The majority of this income is from salaries and wages.

Table 1.5 Income Characteristics (2000 Population Census)

Percent of Total 1999 Town Resident Income Form:

	Median Household Income	Mean Household Income	Self-Employment	Salaries and Wages	Social Security Payments
Gilman	\$49,250	\$51,979	9.5%	78.7%	8.3%
Pierce County	\$49,375	\$58,302	14.3%	74.4%	5.4%

Source: Program on Agricultural Studies (PATs), UW Madison.

Additional background information on educational levels and employment characteristics can be found in the Economic Development section of this document.

C. Vision Statement:

A “vision statement” should be an expression of what residents would like their town to be in the coming 20 years. The vision statement below was developed by the plan commission with input received from town residents through the public participation process. The vision statement establishes a broad ideal from which the objectives and policies of the comprehensive plan are developed.

Vision Statement: *The Town of Gilman is a rural community with an agricultural base. We seek to maintain a community of family-oriented hard-working citizens. We expect limited residential and commercial/industrial development as long as this development is planned and managed to protect our natural resources and agricultural land.*

D. Overall Goals

In order to attain the town's vision for the future, officials and citizens of the Town of Gilman will seek to:

1. Maintain and improve the community's quality of life by promoting the comfort, safety, health, prosperity, and general welfare of town residents
2. Protect and preserve the town's ground and surface waters, air, soil, agricultural land, green space, woodlands, and scenic value
3. Provide for orderly development

E. Issues and Opportunities

The following issues and opportunities were identified during the planning process:

Issues:

1. The pace of development: The Town of Gilman's proximity to the Twin Cities and Eau Claire metro areas has led to significant residential growth in recent years. Some residents would like to see this growth continue, while others feel the pace of development has been too fast.
2. Preservation of farmland: Some feel there should be few restrictions on subdividing and developing land, (for example, farmers wishing to sell land to provide money for retirement). Others are more concerned about the effects that housing developments would have on farmland preservation, farm land affordability for beginning farmers, the town's rural character, infrastructure needs, and the environment. Rapid, poorly planned development has led to significant difficulties both nearby and throughout Wisconsin.
3. Employment opportunities: We need greater local employment opportunities.
4. Cost of services: There are many demands on the Town's budget such as road maintenance, mandated bridge improvements, materials and equipment, payments for ambulance and fire protection services, etc. Given recent trends, these costs are likely to continue to increase.

Opportunities:

1. Accessibility: The Town of Gilman's proximity to the Twin Cities and Eau Claire metro areas as well as access to major highways provides good opportunities for marketing of agricultural and other products.
2. Support for ground water protection: The Community Attitudes Survey showed that ground water protection through land use regulations is widely supported in the town.
3. Support for planning process: Many Town residents have expressed support for planning for a future which maintains the desired attributes of the Town while minimizing conflicts.
4. Environmental amenities: The Town of Gilman is located in an area of scenic beauty with artistic communities (artists, crafts people, music and stage, etc.), orchards and farmers markets, recreational areas (hunting, fishing, camping), restaurants, lodging businesses. These serve as a draw to visitors and new residents and businesses.
5. Available workforce: The local, hard-working, well-educated workforce is a plus for quality businesses looking for a solid employee base and stable long term growth

II. HOUSING

A. Introduction

It is important for a community to provide adequate and safe housing for all of its residents. As stages of life, health, family, marital status and financial circumstances change, so do housing needs. Gilman will require a mixture of housing types to meet individual requirements of preference, age, family size, and income. This will be necessary in order that each family and individual may find suitable housing at a location convenient to jobs, recreation, and commercial facilities. A person should be able to live and work in the same community and not be forced to look outside the community for housing.

When discussing the rate at which the area is growing, it is not only important to consider the speed at which growth is occurring but also the location within a given geographic region where growth is taking place. The location of growth provides insight as to future development, as well as indicating the factors that precipitated the initial growth.

The impact of many “local” development activities is felt beyond the local borders, sooner or later. For example, cars from a new subdivision or shopping area do not stop at any one jurisdictional border; school districts may have a hard time planning for the influx of students coming from the new residential developments approved by the multiple towns, cities and villages that make up a district.

Different land uses generate demands for different services. The issue here is housing. While population and density determine the aggregate level of demand, the configuration and location of dwelling units may determine how, where, and at what cost services may be delivered. Sewer, water, schools, streets, traffic and noise regulation, and police and fire protection are among the services that typically must be provided to residential areas. Because local governments can also regulate land-use, they have a means by which they can intervene, and to some extent, pattern the effective demand and costs for these services.

B. Existing Conditions

Current Housing Ordinances and zoning categories found in the Town of Gilman are:

- 1). Two houses per forty acres on land zoned primary agriculture.
- 2). Four houses per forty acres on land zoned general rural.
- 3). Two acres minimum lot size
- 4). Seventy-five foot set back from road center line.
- 5). New driveways must be 200 feet from existing driveways and intersections and have 500 feet of clear visibility both directions.
- 6). Mobile homes must be placed on a permanent foundation and meet Uniform Building Code standards.

There are additional applicable county regulations.

Housing numbers in the Town of Gilman saw substantial increases in the 1970s and again from 2000 to 2009. In the 1980's numbers declined, followed by moderate growth in the 1990's (Table 2.1). The number of houses in Gilman in 2009 already exceeds the number projected for the year 2025 by the Demographic Services Center of Wisconsin (Table 2.2).

Table 2.1 Housing Trends-Number of Housing Units

		1970	1980	1990	2000	2009
Gilman	Number	241	304	276	289	373
	Percent change		26.1%	-9.2%	4.7%	29%
Pierce Co.	Number	7,826	10,354	11,536	13,493	15,853
	Percent change		32.3%	11.4%	17%	17.5%

Source: US Department of Commerce-Bureau of the Census; Town of Gilman data

Table 2.2 Household Projections-2000-2025

	Census 2000	Projection 2005	Projection 2010	Projection 2015	Projection 2020	Projection 2025
Gilman	283	295	309	321	333	344
Pierce Co.	13,015	13,829	14,782	15,656	16,539	17,339

Source: Demographic Services Center, Wisconsin Department of Administration. January 2004

Occupancy Characteristics

Of the over 13,000 occupied housing units in the county, 73% are owner-occupied. This figure includes city and village data. By contrast, owner-occupied units in the Towns range from a low of 83% (Union) to a high of almost 98% (Martell).

Table 2.3 Housing Tenure

	Occupied Housing Units No.	Owner-Occupied Housing Units		Renter-occupied Housing Units	
		No.	%	No.	%
Gilman	283	246	86%	37	13.1%
Pierce County	13,015	9,514	73.1%	3,501	26.9%

Source: US Census 2000

Age and Condition Characteristics

The age of a home is a simplistic measure for the likelihood of problems or repair needs. Older homes, even when well cared for, are generally less energy efficient than more recently-built homes and are more likely to have components now known to be made unsafe, such as lead pipes, lead paint and asbestos products.

Table 2.4 Housing Stock-Year Structure Built

	1939 or earlier		1940-1959		1960-1969		1970-1979		1980-1989		1990-1994		1995-1998		1999-March 2000	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Gilman	121	42.2%	26	9.1%	10	3.5%	40	13.9%	46	16%	19	6.6%	17	5.9%	8	2.8%
Pierce Co.		27.2%		10.9%		9.6%		18.3%		14.9%		7.2%		9.4%		2.4%

Source: US Census 2000

Structural Characteristics

As of the 2000 census, almost 75% of county housing units were single-family homes. As is expected, single-family homes in the Towns range from 81.9% (Diamond Bluff) to 97% (El Paso).

Table 2.5 Housing Units by Type

	Single Family		Two Family		Multi-Family		Mobile Home	
	No.	%	No.	%	No.	%	No.	%
Gilman	258	89.9%	1	0.3%	0	0%	28	9.8%
Pierce County	10,072	74.6%	656	4.9%	1,949	14.4%	806	6%

Source: US Census, 2000

Value Characteristics

The 2000 median value for specified owner-occupied homes in Pierce County was \$123,100. Home values rose dramatically in the 1990's, mostly due to the influx of disproportionately valuable new home construction.

Table 2.6 Housing Trends-Median Value of Owner-Occupied Units

	1980	1990	2000	% change 1980-90	% change 1990-00
Gilman	35,000	54,400	99,000	55.4%	82%
Pierce County	47,900	65,500	123,100	36.7%	87.9%

Source: US Department of Commerce-Bureau of the Census

Table 2.7: Year Householder Moved Into Unit

	1969 or earlier		1970-79		1980-89		1990-94		1995-98		1999 to March 2000	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Gilman	41	14.5%	54	19.1%	55	19.4%	41	14.5%	56	19.8%	36	12.7%
Pierce County		10.2%		11%		16.2%		17%		27.6%		18%

Source: US Census, 2000

Housing Affordability Characteristics

Housing is considered to be affordable when the owners or renters monthly costs do not exceed 30 percent of their gross monthly income. Among county households that own their homes, 17.8% exceeded the “affordable” threshold in 2000.

Table 2.8 Selected Monthly Owner Costs as a Percentage of Household Income (1999)

	Less than 15.0%	15-19.9%	20-24.9%	25-29.9%	30-34.9%	35% or more
Gilman	40.2%	21.8%	17.2%	4.6%	4.6%	11.5%
Pierce County	34.4%	18.1%	18.1%	11.6%	5.5%	12.3%

Source: US Census, 2000

Table 2.9 Gross Rent as a Percentage of Household Income (1999)

	Less than 15.0%	15-19.9%	20-24.9%	25-29.9%	30-34.9%	35% or more	Not Computed
Gilman	24%	24%	24%	0.0%	12%	8%	8%
Pierce Co.	24.2%	19.6%	14.9%	9.2%	5%	21.5%	5.6%

Source: US Census, 2000

Housing Values

Table 2.10 outlines the values of owner-occupied housing units within Pierce County towns. The median home value in the county is \$123,000. The Town of Union has the least expensive homes with a median home value of \$78,600, while the Town of Clifton had the highest median home value of \$207,300.

Table 2.10 Housing Unit Values-Owner Occupied (1999)

	Less than 50,000	50,000 to \$99,999	\$100,000-\$149,999	\$150,000-\$199,999	\$200,000-\$299,999	\$300,000-\$499,999	\$500,000-\$999,999	\$1,000,000 or more	Median
Gilman	2.3%	48.3%	33.3%	9.2%	4.6%	2.3%	0%	0%	\$99,000
Pierce Co.	4.2%	29.3%	36.9%	16.4%	9.5%	3.3%	0.3%	0%	\$123,000

Source: US Department of Commerce-Bureau of the Census

C. Goals, Objectives and Recommendations

Goal 1: Encourage and support a variety of affordable housing choices in the Town of Gilman.

Objectives:

1. Support affordable housing options to attract future residents and first time home buyers.
2. Support alternative housing options to meet the future needs of current residents.
3. Support housing that meets the physical and financial needs of residents.
4. Encourage the rehabilitation and maintenance of the existing housing stock.

Policies and Recommendations:

1. Discuss options for different housing types when meeting with developers.
2. Provide referral information to residents seeking assistance from County, State, or Federal programs.
3. Encourage homeowners to retain and maintain historical architectural features and structures.
4. Develop a subdivision ordinance which addresses, among other things, the following:
 - a. standards to ensure proper topographical and drainage conditions to the proposed area.
 - b. proper handling of traffic generation and congestion, travel patterns, and road maintenance;
 - c. preservation of agricultural lands;
 - d. the protection of natural resources, especially ground water.

Goal 2: Support subdivision practices that maintain the Town's agricultural and natural resources.

Objectives:

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

Policies and Recommendations:

1. Encourage the infill of vacant lots in existing subdivisions.
2. Support conservation subdivisions/cluster subdivisions to preserve valuable natural resources and farmland by, for example,

- a. limiting the placement of homes and buildings on exposed bluffs and ridge lands near the Rush River;
 - b. encouraging Best Management Practices (BMPs) for storm water management. Typical BMPs include natural landscaping to increase infiltration and reduce runoff, bio-infiltration systems, residential roof runoff directed to previous yard areas, and minimizing impervious surface ratios for development sites.
3. Support measures that allow the preservation of land by allowing denser residential development such as cluster housing and that do not fragment farmland or other natural resources.
4. Work with Pierce County to update land use regulations to guide the location of future residential development and protect important agricultural and natural features.
5. Guide development away from prime farmlands.
6. Encourage the use of Purchase of Development Rights (PDR) and other conservation easements to conserve agricultural and natural lands.
7. Encourage new construction to blend in with the environment and rural character by utilizing such methods as:
 - a. Encouraging vegetative buffers between building sites and sensitive environmental areas.
 - b. Preserving mature trees, vegetation, and other attributes that relate to the site's history or natural character.
 - c. Maximizing visually significant, unfragmented woodlands and open spaces.
8. Encourage housing developments to be located along highways 29 and on trunk roads near Highway 63.
9. Identify areas of the town with unique agricultural, natural or cultural resources which could be adversely affected by housing developments.

Housing Programs

There are programs available to the Town of Gilman to maintain and improve housing conditions and satisfy the needs of all residents. First, to ensure that existing and future housing units are safe and adequate for occupancy, building and housing codes could be reviewed and updated. Second, to meet the needs of low and moderate income houses, the Town could explore the feasibility of participating in Federal, State and County housing programs that make available loans and grants to build, repair or obtain adequate housing. A couple of programs are listed below.

- WHEDA

The Wisconsin Housing and Economic Development Authority (WHEDA) provides a listing of numerous housing programs including low interest loans and tax credit programs for the elderly and low-income family housing.

- CDBG-Small Cities Housing Program

The Wisconsin Community Development Block Grant (CDBG) program, administered by the Wisconsin Department of Commerce, Division of Housing and Community Development (DHCD), provides grants to general purpose units of local government for housing programs which principally benefits low and moderate income (LMI) households. CDBG dollars are flexible and responsive to local needs.

III. TRANSPORTATION

A. Introduction

The ability to get where we want to go is a key element in the functional operation of our community. An effective and efficient system of roads, bridges, bike paths, railroads, and other transit options result in long term costs savings, efficiency, safety, and overall desirability of the community as a place to live and work.

In analyzing our transportation system, we have considered traffic patterns through traffic counts, accident reports, discussion with community members, and planning by other local, county, regional, and state government agencies.

Particular concerns in our mostly rural community are

- Mobility needs of people who are elderly or disabled
- Mobility of freight
- Connectivity with larger transportation systems, in particular Interstate 94
- Supporting economic development
- Transportation safety
- Agricultural vehicle mobility
- Recreational transportation uses
- Tourism (including preservation of rural views)

The transportation in the Town of Gilman is composed of three levels of government jurisdiction: The Town system of local roads, the Pierce County system of trunk highways, and the Wisconsin highway system. County trunk highways and local town roads comprise the majority of roadways in the Town of Gilman. The Town currently maintains 48.41 miles of road under its jurisdiction. The County currently maintains 15.35 miles of road in Gilman under its jurisdiction. The State of Wisconsin maintains Highway 29 and Highway 63 is under the Federal Highway Administration.

B. Existing Conditions

1. Functional Road Classification

The United States Department of Transportation has a functional classification system that groups roads and highways according to the character of service that they provide, i.e. the mobility and efficiency of travel and access to properties. It also helps determine eligibility for federal aid. Classifications are divided into urban and rural categories, based on population. The Town of Gilman falls under the rural functional classification system.

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

Principal Arterials accommodate interstate and interregional trips.
Minor Arterials accommodate interregional and inter-area traffic movements.
Major Collectors serve moderate-sized communities and intra-area traffic generators.
Minor Collectors link local roads to higher capacity roads and smaller communities.
Local Roads provide access to residential, commercial, and industrial development.

HWY 63 is a principal arterial road. HWY 29 is a minor arterial road. County Road B, BB, CC, and I are major collectors. County N is a minor collector. All other roadways in the township are Local Roads. See map 3.1.

2. Costs

Compared to other states, Wisconsin has more local roads, the majority of them are paved, and they must be maintained through four seasons. According to Federal Highway Administration (FHWA) data, Wisconsin's per capita spending on local road systems is second only to Minnesota's spending. Wisconsin towns spend on average \$234 per capita annually to maintain and improve our roads. The national average is \$123.

Transportation needs are a considerable cost to Town residents and constitute a significant portion of the annual Town budget.

3. State Highway Improvements

Portions of Highway 29 underwent a major improvement and resurfacing in the Town of Gilman in 2007. Highway 63 was resurfaced and improved in 2009.

4. Transportation Service for Seniors, Veterans, and People with Disabilities

In our area there are few intercity services. Due to aging baby-boomers, the needs of seniors who no longer drive is projected to increase during the next twenty years. Wisconsin's Section 85.21 program currently provides some funding to counties for Elderly/Disabled Transportation Programs. Transit service for people who are elderly or disabled is provided by the Pierce County Aging and Disabilities Resource Center.

The Pierce County Veterans Service also provides transportation for Pierce County veterans to and from the Minneapolis VA Medical Center. The service is provided daily but requires veterans to schedule their ride appointments ahead of time. The service also charges all riders a fee, primarily based on income. This service has been active for over twenty years and will continue into the foreseeable future.

5. Railroad Service

There are no rail services in the Town of Gilman. Town businesses can access freight lines that connect with Madison to the east and to Prairie du Chien and the Mississippi River on the west. Connection points for freight service include Prescott, Diamond Bluff, Hager City, New Richmond, and Bay City in Wisconsin, and Hastings and Red Wing in Minnesota.

Passenger rail service is available from Amtrak in Red Wing and St. Paul, Minnesota.

High-speed rail transport for passengers and freight between the Minneapolis/St. Paul metropolitan area and Chicago is now being planned. Potential station sites are located in Menomonie and Hudson.

6. Water Transportation

No significant water transportation serves Town residents.

7. Air Transportation

Airports in the area surrounding Gilman that serve Town residents include the following:

Chippewa Valley Regional Airport – Eau Claire, WI

Menomonie Airport – Menomonie, WI

Minneapolis/St. Paul International Airport – Bloomington, MN

Red Wing Regional Airport – Bay City, WI

River Falls private airfield – River Falls, WI

St. Paul Downtown Airport – St. Paul, MN

In addition there are small private airfields in both Baldwin and River Falls.

8. Trucking

WisDOT classifies STHs 29 and 63 as Truck Routes. Although commercial vehicles account for less than 10% of all vehicle miles traveled, truck traffic is growing faster than passenger vehicle traffic according to the Federal Highway Administration. This share will grow during the next twenty-five years and may even double according to a 2002 report to the United States Congress. K & D Transport, Shelby Express, Mattison Transport, and Vanasse Transport operate from Spring Valley and numerous other trucking companies operate in Pierce County.

9. Bicycles and Pedestrians on Local Roads

Children under the age of 16, the elderly, and those with disabilities are the greater portion of the public using pedestrian facilities. Many youth, and some commuters, ride bicycles as their regular means of transportation. In rural areas, both bicyclists and pedestrians share the road with motor vehicles. The limited experience of children, and the limited physical ability of the elderly and disabled, should be considered when making road improvements.

The *Wisconsin Bicycle Facility Design Handbook* provides information to assist local jurisdictions to determine if paved shoulders are necessary. For rural highways, a methodology or rating index should be used whenever traffic volumes on town and county roads increase beyond approximately 500 vehicles per day. Another resource is the Wisconsin Bike Map, which rates roadways for their bicycle compatibility using traffic volumes and the width of the roadway. On quiet country roads - including town roads and many county trunk highways - little improvement is necessary to create excellent bicycling routes. Very-low-volume rural roads (those with average daily traffic below 700) seldom require special provisions like paved shoulders for bicyclists. A motorist needing to move left to pass a bicyclist is unlikely to face oncoming traffic and may simply shift over and bicyclists can ride far enough from the pavement edge to avoid

hazards. State trunk highways, and some county trunk highways, tend to have more traffic and a higher percentage of trucks. As a result, the addition of paved shoulders may be appropriate in these areas. In special cases, shoulders may be beneficial - on a town road connecting a school and a nearby development or a hilly low-volume highway serving truck traffic, for example. And paved shoulders should be seriously considered where low-volume town roads are being overtaken by new suburban development.

The U.S. and State Highways are not recommended for use as bicycle or pedestrian routes (unless one has a marked bicycle path) because of high volume traffic and narrow shoulders.

The Town of Gilman has seen an increase in bicycle and pedestrian traffic on local roads. In addition, recent improvements to HWY 29 near the Village of Spring Valley included a pedestrian path that is popular with Town and Village residents.

10. Commute to Work Patterns

Nearly three quarters (72.5%) of the employed persons in the Town of Gilman drive to work alone. Approximately nine percent carpool. Town residents' commute to work varies:

Less than 10 minutes	18.7%
10-14 minutes	14.2
15-19 minutes	7.5
20-24 minutes	12.6
25-29 minutes	7.0
30-34 minutes	8.0
35-44 minutes	8.6
45-59 minutes	13.1
60-89 minutes	8.0
90 or more	2.4

There are no Wisconsin Department of Transportation van and car pool lots in the Town of Gilman. The development of such a lot may benefit Town residents.

The Wisconsin Department of Administration, however, oversees a Vanpool/Ridesharing program for commuters. Shared-ride commuters often make informal arrangements to accommodate carpooling.

11. State and Regional Transportation Plans

Wisconsin Statutes ss 66.1001(2) (c) requires communities to compare the local governmental units objectives, policies, goals and programs to state and regional transportation plans. It also requires communities to incorporate applicable state, regional, and other transportation plans into our Comprehensive Plan.

Plans reviewed in the creations of this element in the Town of Gilman Comprehensive Plan include the Wisconsin Bicycle Transportation Plan 2020, the 2002-2008 Transit Improvement Program and the Wisconsin Pedestrian Policy Plan 2020 among others.

WisDOT returns roughly thirty percent of all state-collected transportation revenues such as fuel taxes and vehicle registration fees to local governments in the form of General Transportation Aids (GTA). In 2009 Gilman received \$44,000 in State shared revenues and \$97,000 in State Highway Aid to help offset costs of construction, maintenance, and bridge improvements. GTA funds are distributed on a six-year average or a statutorily set rate-per-mile.

12. Traffic Safety

The majority of rural roads were not designed to handle current traffic volumes. In 2002, according to Wisconsin's Transportation Development Association (TDA), 64% of all vehicle crashes in Wisconsin occur on the state's local road system. According to TDA's 2004 report, better lane markings and signage, wider shoulders and lanes, additional guard rails and reduced speeds would make rural and two lane roads safer and reduce and personal and financial loss that results from vehicle crashes.

13. Access Management

Studies show a strong correlation between 1) an increase in vehicle crashes, 2) and increase in the number of commercial establishments, and 3) an increase in the total number of driveways per mile. Studies show that a single-family home generates 9.5 trips per day. On a town road, one new home may not make any difference but ten new homes can have a significant impact on safety and ag-vehicle mobility.

14. Recent Changes in Local Responsibility for Mobility & Safety

In 2004, the legislature suspended sections of the Transportation Rule commonly referred to as Trans 233. With the suspension of the state's authority, local jurisdictions have increased responsibilities when making decisions that could impact mobility and safety. According to WisDOT, its District offices will no longer: 1) apply Trans 233 standards to land that is not being subdivided, but is adjacent to the land being subdivided and owned by the same entity; 2) review Certified Survey Maps (CSM), condominium plats, and other land divisions that do not qualify as subdivisions; 3) review subdivision plats if the plats do not touch a state highway or connecting highway (this includes subdivision plats that are separated from the highway by unplatted land or a service road). In addition, WisDOT no longer has the authority to: 4) ban improvements (other than buildings) within the setback; 5) declare some land divisions as "technical land divisions"; 6) prohibit access onto service roads; 7) require a notice to be placed on land division maps notifying property owners of possible excessive noise levels; 8) or to require vision corners at intersections and driveways.

WisDOT will still review "subdivision" plats, as defined in Chapter 236 of the statutes (5 or more lots of 1 1/2 acre or less within a 5-year period) if such plats directly touch a state highway or connecting highway. This authority includes:

Restricting access to the state highway or connecting highway
Considering access requirements of adjacent and contiguous lands
Regulating surface drainage
Requiring a “desirable traffic access pattern”
Requiring a recordable covenant on other unplatted lands of the property owner
Conducting conceptual reviews, if desired by land divider
Issuing temporary connection permits
Prohibiting buildings in the setback area
Granting special exceptions
Requiring performance bonds to insure construction of improvements that may impact state highways

15. Transportation and Agriculture

Transportation is critical for agriculture, yet ag-related transportation needs and impacts are often overlooked in rural planning and zoning discussions. Ag-related transportation is multifaceted, from the movement of machinery on the system of local roads to the movement of commodities to markets. Transportation planning related to agriculture may consider:

Efficient access for agricultural suppliers, processors, agricultural service providers, and bulk transporters.

Efficient transport of farm produce to local, regional, national, and international markets.

Ways to reduce conflicts with other traffic and increase safety on public roads when moving.

Both rural residential development and new or expanding agricultural operations may affect traffic safety and necessitate unplanned improvements to the system of local roads.

16. Recreational Roadways.

The Town of Gilman currently has one approved All-Terrain Vehicle (ATV) route, see map 3.2. Snowmobile trails throughout Gilman are designated and maintained by the Pierce County Snowmobile Council. Trail maps are available through the Pierce County Nugget Lake Parks Office.

The Town of Gilman may want to consider roadways adjacent to the Rush Creek for designation as Rustic Roads in order to increase tourism.

C. Goals, Objectives, and Policies/Recommendations

Goal 1: Establish and maintain a safe, quality, and economical transportation system for the residents of the Town of Gilman.

Objectives

1. Provide quality roads that meet the needs of farmers and other town residents.
2. Maintain our system of roads so that it is both safe and aesthetic.

3. Support long-range transportation planning for the future.
4. Ensure that developers and not the Town carry increased costs incurred from development.

Recommendations:

1. Coordinate transportation issues such as management of corridors and expenditures with the Wisconsin Department of Transportation and the Pierce County Department of Transportation. For example, work to ensure that Pierce County includes the Town of Gilman in its Capital Improvements Program.
2. Utilize grants to offset the costs of road construction and reconstruction.
3. Use the Pavement Surface Evaluation and Rating (PASER) system to efficiently plan future infrastructure expenditures.
4. Explore creation of a park and ride facility and other means to promote carpooling.
5. Monitor noise levels of transportation means such as air traffic and dirt bike tracks to prevent unacceptable noise levels.
6. Consider “rustic road” designations for the circle of Town roads near the Rush River: 490th to 770th to 760th to 450th to 690th to 530th to 730th.
7. Limit visual obstacles along roadways.
8. Post weight restrictions where needed and review weight restrictions regularly to protect roadways.
9. Place and maintain road signs in compliance with the Federal Manual of Uniform Traffic Control Devices, being sure to offset signage so as to provide adequate clearance for farm equipment.
10. Provide efficient access for agricultural suppliers, processors, agricultural service providers, and bulk haulers to farm operations.
11. Study means to reduce conflicts with other traffic and increase safety on public roads when moving machinery to and from farm fields.
12. Create a Town Subdivision Ordinance which requires the following:
 - a. Road design layout standards and criteria for the amount of new development allowed along Town roads (including but not limited to discouraging subdivisions with wide, long, winding streets in order to reduce the cost of maintenance).
 - b. Each lot, structure, or other land use within the new development has adequate access to a public street.
 - c. The proposed development, vehicular access points, and parking arrangement do not create traffic congestion on the roads surrounding the proposed development. If such congestion seems likely to occur, surrounding roads should be improved by the developer to accommodate the development.
 - d. Areas of historic pedestrian or recreational trail use; improvements of or connections to the bicycle and pedestrian trail system are provided through dedicated public trail easements and are proposed with appropriate improvements and maintenance.

- e. Adequate access to significant public lands and waterways are provided through dedicated public trail easements and are proposed with appropriate improvements and maintenance.
- f. Prospect development along U.S. and state highways is regulated by District 1 DOT, which shall be consulted.
- g. Develop plans to provide safe pedestrian walkways and bicycle travel both within the development and by paving shoulders on adjacent local roads.
- h. Require developers to provide bonds to repair damage to town roads caused by construction traffic.

Goal 2: Provide and maintain a multi-modal system for the public that can be used for both recreational and transportation uses.

Objectives:

- 1. Expand means of transportation for all residents of the town of Gilman.
- 2. Encourage the expansion of safe bicycle/pedestrian routes and trails within the County bicycle route system.

Recommendations:

- 1. Enhance transportation services for seniors and people with disabilities.
- 2. Encourage an increase intercity and intertown bus service to area towns and cities including Ellsworth, River Falls, Menomonie, Eau Claire, and the Twin Cities metropolitan area.
- 3. Explore the prospect of creating and implementing a regional bicycle/pedestrian path system in Pierce County in collaboration with other local governments in Pierce County.
- 4. Ensure safety of pedestrians and bicyclists through properly marked routes, crossings, and signage, and promoting law enforcement and safety education programs.
- 5. Consider widening shoulders along designated bicycle routes.
- 6. Support the creation and maintenance of railroad infrastructure for both passengers and freight, including a high-speed passenger line between Minneapolis and Chicago.
- 7. Utilize available State and Federal funding options for all of the above.

D. Comparison of our objectives, policies, and goals with state and regional plans

This plan is meant to further communication and cooperation with multi-jurisdictional transportation agencies on every level of government and has been prepared in a manner to synchronize rather than conflict with county, regional, state and federal transportation policies.

E. Other Funding Programs

The **Transportation Economic Assistance (TEA)** program provides 50% state grants to governing bodies, private businesses and consortiums for road, rail, harbor, and airport projects that help attract employers to Wisconsin or encourage business and industry to remain and expand in the state.

Wisconsin Department of Natural Resources (WDNR) provides multiple grants for the development of ATV, snowmobile, and recreational trails and trail maintenance. See the DNR website for grant opportunities.

Bicycle and Pedestrian Facilities Program (BFPF) funds projects that construct or plan for bicycle or bicycle/pedestrian facilities. BFPF is managed in conjunction with the Transportation Enhancements (TE) program. Additional information is available at <http://www.dot.wisconsin.gov/localgov/aid/bike-ped-funding.htm>.

The **Local Roads Improvement Program (LRIP)** assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets. The competitive reimbursement program pays up to 50% of total eligible costs with local governments providing the balance. The program has three basic components: County Highway Improvement (CHIP); Town Road Improvement (TRIP); and Municipal Street Improvement (MSIP).

Pavement Surface Evaluation & Rating

Software tools help jurisdictions to prioritize their transportation projects. Information collected as part of the **PASER** (Pavement Surface Evaluation & Rating) system helps establish budget parameters, select possible projects, and evaluate the implications of maintenance decisions. This information is submitted to WisDOT every two years and is integrated into the state's **WISLR** (Wisconsin Information System for Local Roads) database.

Planning for Capital Improvements

A Capital Improvement Program (CIP) can assist in planning for major project costs by creating a multi-year scheduling plan for physical public improvements including transportation. The schedule is based on the projection of fiscal resources and prioritization of improvements five to six years into the future. Capital improvements include new or expanded physical facilities that are relatively large in size, expensive, and permanent.

The **Wisconsin Department of Transportation** administers a variety of state and federal programs, including:

- Rural and Small Urban Public Transportation Assistance
- Rural Transportation Assistance Program (RTAP)
- Rustic Roads Program

- Surface Transportation Discretionary Program (STP-D)
- Surface Transportation Program - Rural (STP-R) & Urban (STP-U)
- Traffic Signing and Marking Enhancement Grants Program
 - General Transportation Aids (GTA)
 - Highways and Bridges Assistance
 - Local Bridge Improvement Assistance
 - Local Transportation Enhancements Connecting Highway Aids (TE)
 - Railroad Crossing Improvements

IV. UTILITIES AND COMMUNITY FACILITIES

A. Introduction

The purpose of this section is to inventory, map, and forecast utilities and community facilities in the Town of Gilman. Utilities and community facilities, often referred to as public works, consist of the physical infrastructure that allows a community to function and grow. Such services and facilities affect and are measurements of a community's quality of life. These services are also commonly affected and/or stressed by development and growth.

Community facilities and public utilities may include storm water and waste water treatment management, solid waste disposal, sewer services, garbage collection, all water supply mechanisms, recycling facilities, parks, telecommunications, power plants and transmission lines, cemeteries, healthcare services, childcare services, police/fire/rescue services, municipal offices, libraries, schools, parks, and other government facilities.

It is difficult to determine whether the Town of Gilman will grow in the next twenty years. During the last four decades the town has experienced both rapid growth in population (8.6% increase from 1970 to 1980) and precipitous decline (16.6% decrease from 1980-1990). Assuming that population continues to spread from the Twin Cities megatropolis east, Gilman might expect a modest increase in population during the next twenty years.

B. Existing Conditions

Water Supply

Groundwater is stored in underground aquifers and can be drawn out through a well. Groundwater is recharged through rainfall and snow melt. Nearly all drinking water for the residents of the Town of Gilman comes from private wells. A permanent easement on three parcels of land at W2555 State Road 29 requires the Village of Spring Valley to provide water and sewer to those parcels. The parcels are currently owned by Team Oil.

Wells are regulated by the state. NR812, the Wisconsin Administrative Code for Well Construction and Pump Installation is administered by the DNR. The Well Code is based on the premise that if a well and water system is properly located, constructed, installed, and maintained, the well should provide safe water continuously without need for treatment. Groundwater protection is important because contamination can be very expensive to mitigate. Sixty-two percent of respondents to the Community Attitudes Survey conducted by Pierce County in 2007 (hereinafter CAS) support additional land use regulation to protect groundwater. The future demand for water will depend on the number of new homes that are built.

Storm Water Management

Since there is no public water system in the Town of Gilman, storm water is handled by ditches, swales, and culverts before pouring into the local streams and creeks. Storm water run off from roads and other paved surfaces can cause sediment and contaminants to pollute surface and ground waters. Some agricultural practices can also lead to erosion and contamination through the overuse of pesticides, herbicides, chemical fertilizers, and manure.

Sanitary Sewer Service

Town residents' wastewater is treated through private onsite wastewater treatment systems. (POWTS). POWTS, also called septic systems or holding tanks, treat domestic wastewater that includes sanitary, bath, laundry, dishwashing, garbage disposal, etc. POWTS are regulated under Wisconsin Administrative Code Chapter COMM-83. Permits are issued by the Wisconsin Department of Commerce and the Wisconsin Department of Natural Resources (DNR). All systems with a final discharge upon the ground surface or into surface waters are subject to DNR regulations.

Recycling and Solid Waste Disposal

The DNR authorizes solid waste disposal pursuant to Wis. Stats. 389.35 and numerous Wisconsin Administrative Codes. The Town of Gilman maintains a drop off point for recycled materials and solid waste disposal at the Town shop. Numerous private companies also are available to town residents who prefer a pick up at their residence. Pierce County provides a Recycling Guide pamphlet to all residents to help us recycle all items properly.

Parks and Recreational Facilities

There are no public parks in the Town of Gilman; there are also no DNR regulated parks or State lands within the Town. The Pierce County Educational Forest is located on Highway 29 in Gilman. Also, the Rush River affords many residents and tourists with ample opportunity for outdoor activities such as fishing and bird watching. Of the Gilman residents who responded to the CAS, 46.8% favored an increase in tourism in Pierce County while 51.8% thought that tourism in the county should remain at current levels.

Telecommunications Facilities

The availability of infrastructure such as high-speed Internet service and cell phone reception is an important factor for attracting new business, students and other residents who may wish to telecommute. Still, only 17.8% of Gilman respondents to the CSA indicated that telecommunications should be encouraged in the township. Several companies provide telecommunications services (telephone, cell phone, internet, and cable television) to Town residents, including Baldwin Telecom, Spring Valley Telephone, Century Telephone and a host of cell phone service providers. Currently, reception for cell phone service is spotty throughout the Town. There currently are no cell phone towers in the Town of

Gilman. High speed internet access is currently becoming available to most residents.

Power Plants and Transmission Lines

Dairyland Electric, St. Croix Electric, Excel Energy and Pierce Pepin Electric provide electricity to Town residents. Various transmission lines traverse the township.

Pipelines

There are currently no natural gas or other pipelines in the Town of Gilman.

Alternative Energy Sources

There is one wind turbine in the Town of Gilman located on private property at the corner of 490th and 730th streets and there are several in nearby communities. The use of solar technology to provide electrical services has not been studied in the Town.

Cemeteries

Gilman Township currently has one cemetery located next to the Gilman Lutheran Church at the intersection of highway 29 and 330th street.

Postal Service

There are no post offices located in the Town of Gilman. Post offices closest to the Town of Gilman may be found in Spring Valley, Baldwin, and Ellsworth.

Municipal Buildings

The Town of Gilman maintains both a town shop and a town hall at W3616 770th Avenue, Spring Valley, WI.

Police, Fire, and Rescue Services

The Town of Gilman does not have a Town Constable. Instead, the Pierce County Sheriff's Department provides patrol services in the Town of Gilman, as well as providing crime and welfare fraud investigations, anti-drug abuse enforcement and education, traffic enforcement including accident reports and water and snowmobile patrol, and a twenty-four hour dispatch center which also handles 911 emergency calls.

The Town of Gilman has a contract with the Village of Spring Valley for services from the Spring Valley fire department. Some Gilman residents serve as volunteer fire fighters.

The Town of Spring Lake, the Village of Spring Valley, the Town of Cady, and the Town of Gilman jointly operate the Spring Valley Area Ambulance Service. The service has volunteer Emergency Medical Technicians and First Responders, many of whom are Gilman residents.

Libraries

In 1971 the Wisconsin State Legislature created seventeen library systems in Wisconsin. Town residents are served by the MORE library system which connects Gilman residents with forty-two public libraries in west central Wisconsin that have combined their catalogs and provide service online as well as at area libraries such as those in Spring Valley, River Falls, Ellsworth and Baldwin. We expect the MORE system to have greater demand on its services and resources throughout the next twenty years.

Schools

There are no schools in the Town of Gilman. Town students attend Spring Valley Elementary, Middle, and High School and residents are taxed accordingly. The Town of Gilman had 170 school age students in 2000. The Wisconsin Department of Aging projects Gilman will have 190 such students in 2025.

There are no institutions of higher learning in the Town of Gilman but Town residents have easy access to the University of Wisconsin River Falls, the University of Wisconsin Stout (in Menomonie) and various institutions in the Twin Cities metropolitan area in Minnesota. The University of Minnesota-Twin Cities, for example, has 19 colleges and offers 161 bachelor's degrees, 218 master's degrees, 114 doctoral degrees, and 5 professional degrees.

Child Care

There are no licensed childcare facilities in the Town of Gilman. Residents can find many licensed childcare facilities nearby in Spring Valley, Ellsworth, and River Falls.

Health Care

There are no health care facilities in the Town of Gilman. Residents can receive health care (including chiropractic, dental, massage and acupuncture) at various local clinics including the Red Cedar Clinic in Menomonie and Elmwood, the Fairview Ellsworth Clinic, the Ellsworth Medical Clinic, and the Spring Valley Clinic. Local hospitals include the Baldwin Area Hospital, the River Falls Hospital, and the Red Cedar Medical Center in Menomonie.

C. Goal, Objectives, and Policies

Goal 1: Provide adequate utilities and community facilities to serve the residents of the Town of Gilman.

Objectives:

1. Maintain existing utilities and community facilities in the township.

2. Increase community facilities for underserved populations, including seniors, people with disabilities, and children in need of childcare.
3. Discourage the monopoly of available telecommunication services to reduce user fees and costs.
4. Plan for development of new utilities and community facilities needed to serve town residents in advance of anticipated growth.
5. Expand Town services only as development warrants such expansions as Town residents and taxpayers request higher levels of services from the Town.

Recommendations

1. Consider developing a method to determine the community facilities needed or denied by town residents.
2. Work with surrounding communities and agencies to continue to provide quality police, fire, and emergency medical services to the Town.
3. Maintain a strong working relationship with the Spring Valley School District.
4. Encourage the use of and support the development of additional public facilities and parks in neighboring communities.
5. Support telecommunications facilities that would better enable residents to establish home-based businesses if the towers/antennae do not detract from the rural aesthetics of the Town, including access to affordable high speed internet.
6. Develop and adopt a subdivision ordinance that requires new utilities (such as power lines) to be located underground.
7. Develop and adopt a land subdivision ordinance that regulates the division of land and establishes standards for basic improvements (e.g. roads, driveways, parks and open space, adequate public facilities etc.) that would serve any new development.

Goal 2: Protect the surface and groundwater supplies used by Gilman residents from pollution or depletion.

Objectives

1. Ensure safe drinking water for residents in the Town of Gilman.
2. Encourage routine testing services for local wells and surface waters.

Policies and Recommendations

1. Support inspection and maintenance of wells, private septic systems, and holding tanks.
2. Consider developing a subdivision ordinance that manages storm water run-off through retention or detention drainage pools, rights of way for open ditch storm water, and protection of natural drainage ways.
3. Support farm run-off best management practices.
4. Consider limiting COMM-83 rules which allow development to occur in areas where private, on-site waste disposal systems were previously not feasible due to poor soil conditions.

Goal 3: Encourage the development of alternative energy sources within the Town of Gilman.

Objectives:

1. Support alternative energy sources that will decrease energy costs.
2. Support alternative energy sources that may be more environmentally sound than burning fossil fuels.
3. Support opportunities for residents to develop alternative energy sources that will be self-sustaining.

Policies and Recommendations

1. Work with Pierce County to allow the development of wind turbines and alternative fuel processing facilities.
2. Support and regulate the development of wind turbines/wind energy.
3. Support and regulate the conversion of animal waste gasses and other biomass sources into useable fuels.
4. Support and regulate the use of solar panels and solar energy.

D. Utilities and Community Agencies and Funding Programs

There are numerous state and federal agencies and programs to assist the Town of Gilman with public work projects. Below are brief descriptions of various agencies and programs.

United States Department of Agriculture – Rural Development (USDA-RD)

1. Community Facilities Direct Grant Program

The community facilities grant program provides grants to assist the development of essential community facilities in rural areas and towns of up to 20,000 people. The objective of the agency is to construct, enlarge, extend, or otherwise improve community facilities providing essential services to rural residents. This can include the purchase of equipment required for a facility's operation. All projects that are funded by the RHS grant program must be for public use.

2. Community Facilities Guaranteed Loan Program

The community facilities loan program is similar to the grant program in that it provides funding for essential community facilities, such as schools, roads, fire halls, etc. Again local jurisdictions must have a population of less than 20,000 to be able to apply. Applications are funded based on a statewide priority point system.

United States Department of Agriculture – Rural Utilities

There are a number of available programs through USDA-RUS as part of the Water and Environmental Programs (WEP). WEP provides loans, grants, and loan guarantees for drinking water, sanitary sewer, solid waste, and storm drainage facilities in rural areas, cities, and towns of 10,000 or less. Public bodies, non-profit organizations and recognized Indian Tribes may qualify for assistance. WEP also makes grants to nonprofit organizations to provide technical assistance and training to assist rural communities with their water, wastewater, and solid waste programs. Some of the available programs include:

1. Water and Waste Disposal Direct and Guaranteed Loans
2. Water and Waste Disposal Grants
3. Technical Assistance and Training Grants
4. Solid Waste Management Grants
5. Rural Water Circuit Ride Technical Assistance

United States Department of Agriculture (USDA Natural Resource Conservation (NRCS) United States Environmental Protection Agency US EPA) Cooperative State Research Education Extension Services (CSREES)

1. **Farm *A* System** is a national program cooperatively supported by the above agencies. The program enables one to prevent pollution on farms, ranches, and in homes using confidential environmental assessments. Farm*A*Syst is a voluntary program, so one can decide whether or not to assess one's property. This program has been nationally and internationally recognized for its common-sense approach to managing environmental risks. This program can help determine risks. A system of fact sheets and worksheets helps one identify the behaviors and practices that are creating risks. Some of the issues Farm*A*Syst can help address include:

- a. Quality of well water, new wells, and abandoned wells
- b. Livestock waste storage
- c. Storage and handling of petroleum products
- d. Managing hazardous wastes
- e. Nutrient management

2. **Home *A* Syst** is also available through the cooperative efforts of USDA, NRCS, CSREES, and US EPA is the national Home*A*Syst program. This program is

very similar to the Farm*A*Syst program explained above, but instead is specific to one's home. The program begins with a checklist to identify risks including safety of drinking water, use and storage of hazardous chemicals, and lead based paint. The program can help one develop an action plan to reduce risks.

Wisconsin Department of Natural Resources

1. The **Bureau of Community Financial Assistance** (DNR-CFA) administers a number of grant and loan programs. The Bureau supports projects that protect the public health and the environment and provide recreational opportunities. The Bureau has loan programs which cover loans for managing drinking water, wastewater, and brown field projects; for non-point runoff pollution, recycling, lakes, rivers, municipal flood control, and well compensation; and for conservation, restoration, parks, stewardship, acquisition of land and easements for conservation purposes, recreational facilities and trails, hunter education, forestry, forest fire protection, gypsy moth control, household hazardous waste collection, dam rehabilitation and abandonment, dry cleaner remediation, and urban wildlife damage.

2. **Wisconsin Well Compensation Grant Program** enables people who own a contaminated private water supply that serves a residence or is used for watering livestock to secure partial cost sharing for water testing if it shows the well is contaminated, reconstructing a contaminated well, constructing a new well, connecting to an existing private or public water supply, installing a new pump and piping, equipment for water treatment and getting temporary bottled or trucked in water.

Wisconsin Department of Commerce

1. **Wisconsin Community Development Block Grant Program for Public Facilities (CDBG-PF)** is designed to assist small communities with public facility improvements. Eligible activities would include publicly owned utility system improvements, streets, sidewalks, disability accessibility projects, and community centers. Local governments including towns, villages, cities, and counties are eligible. Entitlement cities, over 50,000 in population, are not eligible. Federal grant funds are made available on an annual basis. The maximum grant for any single applicant is \$750,000. Grants are only available up to the amount that is adequately justified and documented with engineering or vendor estimates.

3. **Wisconsin Community Development Block Grant Program Public Facilities and Economic Development (CDBG-PFED)** helps underwrite the cost of municipal infrastructure necessary for business development. This program requires that the result of the project will ultimately induce businesses, create jobs, and invest in the community. More information is available from the Wisconsin Department of Commerce.

V. AGRICULTURAL, NATURAL AND CULTURAL RESOURCES

A. Introduction

The Town of Gilman's significant agricultural, natural, and cultural resources define the town's identity. Town residents understand that these resources are irreplaceable and are dedicated to their preservation.

Since the mid-1800s, the Town of Gilman has had an agricultural base. Town residents seek to maintain that characteristic.

Natural resources, such as water, air, land, forests, fish, wildlife, topsoil, and minerals are materials occurring in nature and are essential or useful to human beings. They are combined into the recognized systems in which we exist. These systems, or combinations of natural materials, may be referred to as "natural environments," "ecosystems," "biomes," or "natural habitats". Human activities can strongly effect the natural environment.

Prior to white settlement, the Rush River Watershed, (which includes much of the Town of Gilman) was approximately 85% virgin deciduous forest, 12% prairie/brush and the rest water and wetlands. During the next century, stream habitat and water quality were severely degraded by deforestation, logging and milling, dams, agriculture activities and wastewater affluent. Flooding became rampant and the Rush River became dependent on stocking to support a sport fishery. Over time the small dams washed out.

Conservation practices begun in the 1930s-soil erosion and flood programs, natural reforestation, wastewater treatment, and improved farming practices have reduced flooding and improved filtration. Today, forested areas, the Rush River, and the many natural springs are just a few of the natural resources residents continue to maintain and enjoy.

Cultural resources can include a structure, area, site, object, or community that has historic, archeological, architectural, cultural, or social significance. Historical preservation means protection, preservation, rehabilitation, and reconstruction of cultural resources. Preservation gives character, pride, and a sense of meaning to communities and citizens. There are also economic reasons for preservation, such as an increase in tourism, increase in property values, and it can also be cheaper than building new.

Rural communities often seek new development and want to protect the natural environment and preserve the rural character of the area. At first, development may have only a limited impact on the natural landscape, but as it continues, the visual and environmental impacts become increasingly apparent. According to the Pierce County Community Attitude Survey, Gilman residents are split approximately fifty/fifty-those that want more development and those that want no development.

Per the Wisconsin comprehensive planning legislative requirements, this element includes goals, objectives, policies, and programs for the conservation and promotion of

effective management of agricultural, natural, historical, and cultural resources in the Town of Gilman.

Existing Conditions sections of this element will summarize current agricultural, natural, and cultural resources in the Town of Gilman. Each segment is then followed by goals, objectives and policies/recommendations. This element closes with a list of programs which the Town and its residents may utilize to enhance and maintain our agricultural, natural, and cultural resources.

B. Agriculture

Existing Conditions

Farmers started to settle in the Gilman area in the 1850's. Norwegian and German immigrants chose this area because of its rich farm land, natural springs, and stately wooded areas. With markets within reach, wheat soon became the areas staple crop. With the increase of wheat diseases farmers then became dependent on dairy for their primary income. Timber cutting in the land best suited for trees was also an income producer.

Family farms continue to exist. Today traditional farms tend to be much larger, fewer in number, and more specialized. Farmers with less land under cultivation tend to grow cash crops such as corn with one of the owners holding a job away from the farm. A diversity of other agricultural-type enterprises (nurseries, green houses, orchards) also exist. Much of the interest and success, both to availability of outside jobs and to these alternative enterprises, is due to the reasonably close proximity to Interstate 94. The freeway allows access to additional markets in adjoining towns and the Twin Cities Metropolitan area.

While access to the Twin Cities and other rapidly developing areas allows opportunities for emerging markets, the proximity also provides access to the area for the more urban residents. Current residents tend to enjoy the quiet rural atmosphere. Getting into agriculture requires a considerable capital investment. This deters older farmers from finding buyers who plan to farm. In addition, people moving into Gilman often come with ready cash. These two factors tend to support development and pose a threat to the rural qualities of Gilman.

Table 5.1 Gilman Township: Agricultural Land Values (not including improvements valuation)

245 Acres sold total, 4 parcels over 40 acres,

Average per acre value of \$2278,

Agricultural 184 acres @ \$2207 average value

Forest 57 acres @ \$2407 average value.

Wisconsin Department of Revenue, Bureau of Equalization, 2008

Table 5.2 Gilman Agricultural Lands: Change in Size & Commodity Values.

	2007	2002	%change
Number of Farms	1,531	1,510	+1
Land in Farms	271,178 acres	267,311 acres	+1
Average Size of Farm	117 acres	117 acres	0
Market Value of Products Sold	\$115,194,000	\$72,329,000	+59
Crop Sales \$38,539,000	(33 percent)		
Livestock Sales \$76,659,000	(67 percent)		
Average Per Farm Reporting Sales	\$75,241	\$47,900	+57
Government Payments	\$4,235,000	\$4,610,000	-8
Average Per Farm Receiving Payments	\$4,124	\$5,792	-29

2007 Census of Agriculture, Pierce County, Wisconsin

Table 5.3 Land in Farms by Types of Land

Cropland	65.64%
Woodland	20.64%
Pasture	8.53%
Other	5.19%

Pierce County, 2007 Census

C. Agricultural Goals, Objectives, and Recommendations/Policies

Agricultural Goal: Develop and maintain a strong agricultural base for the Town of Gilman.

Agricultural Objectives:

1. Protect tracts of prime farmland.
2. Promote separation of residential, commercial and industrial development from agriculture areas in order to decrease traffic, noise, and odor conflicts.
3. Encourage a diverse agricultural base including orchards, aquaculture, value-added agriculture enterprises, traditional cash crops, alternative crops such as sunflowers and vegetables, value added agricultural products, agro-tourism, and animal agriculture.
4. Promote involvement in programs that require sound resource management practices and provide economic or tax incentives to farmers and landowners (Farmland Preservation, Managed Forest, CRP, etc.).

5. Encourage cottage industries compatible with agricultural land use.

Agricultural Recommendations:

1. Notify all new building applicants about the Right to Farm Law and that this is a farming community with associated smell, noise and dust.
2. Ensure that the size and location of livestock production facilities in Gilman allow manure to be managed in a way that is environmentally safe and compatible with neighboring land uses.
3. Future revisions of zoning regulations and possible future ordinances concerning development should allow residential or commercial/industrial development only in locations, forms and densities which allow the preservation of productive agricultural lands.
4. Consider adoption of the Livestock Facility Siting ordinance.

D. Natural Resources

Existing Conditions:

In the 1960s stocking redeveloped the trout populations in the Rush River. Today, watershed conditions, infiltration rates and coldwater base flow have improved to the point that natural reproduction of trout is common in the tributaries and portions of the mainstream of the Rush River.

New threats to the watershed include urban growth, intensive farming, animal waste runoff and fishkills. Failure to address stormwater and infiltration may negatively alter stream temperature and habitat.

Large dairy operations and the associated increase in herd and forage supply farms have brought intensive farming practices back to the watershed. Lands formerly placed in set-aside programs are being tilled again. In some cases, gullies allowed to heal are now used as pasture and are showing signs of severe erosion. Nutrient and manure management present a challenge on soils and topography that is subject to runoff. Failure to apply best management practices will lead to degraded water quality and impaired sport fisheries.

Table 5.4 Gilman Endangered and Threatened Plant and Terrestrial Wildlife Review

<u>Common name</u>	<u>Scientific name</u>	<u>Group</u>	<u>Status</u>
Great Indian plantain	<u>Cacalia muehlenbergii</u>	Plant	State Concern (SC)
American gromwell	<u>Lithospermum latifolium</u>	Plant	SC
Snowy Campion	<u>Silene nivea</u>	Plant	Threatened (THR)
Glade mallow	<u>Napaea dioica</u>	Plant	SC
Wood turtle	<u>Glyptemys insculpta</u>	Turtle	THR
Bald eagle	<u>Haliaeetus leucocephalus</u>	Bird	SC/Protected
Eastern pipistrelle bat	<u>Pipistrellus subflavus</u>	Mammal	SC/Protected
Bat Hibernaculum		Other	SC

Notes: Species occurrences are in target township and/or w/in 1-mile buffer surrounding Town of Gilman.

This review found that most of the sensitive species listed above occur within or near the riparian zone of the Rush River.

Also, any abandoned mine shafts pose potential bat hibernaculum sites and should be protected.

For additional information or if details are needed, please contact : Wisconsin Bureau of Endangered Resources(Bureau.EndangeredResources@dnr.state.wi.us) at 608-266-7012.

Summary prepared by: Harvey Halvorsen, Wildlife biologist-Senior

Wisconsin Department of Natural Resources Sept. 2009

Geological and Mineral Resources

In June of 2001, all Wisconsin counties were obliged to adopt an ordinance for nonmetallic mine reclamation. The purpose of the ordinance was to achieve an approved post-mining land use, which would be in compliance with uniform reclamation standards. Uniform reclamation standards address environmental protection measures including topsoil salvage and storage, surface and groundwater protection, and concurrent reclamation to minimize acreage exposed to wind and water erosion. There is currently no mining in the Town of Gilman.

E. Natural Resources Goals, Objectives, & Policy/Recommendations

Natural Resource Goal: Preserve Gilman’s natural resources, including agricultural lands, woodlands, grasslands, surface and groundwater, and air quality to provide a long-lasting and high-quality natural setting.

Natural Resource Objectives:

1. Coordinate public and private sector actions and efforts to protect Gilman’s natural resources.
2. Protect habitats of threatened and endangered species.

3. Encourage the management and protection of woodlands and wildlife for their economic, ecological, and environmental importance in the present and the future.
4. Encourage environmentally appropriate land uses that protect all the resources of the Town.
5. Separate planned residential areas from environmentally sensitive areas.
6. Protect groundwater and surface waters within Gilman.
7. Recognize the environment as an integrated system of land, water, and air resources. The destruction or disturbance of any part of these can affect the community, in the short and long term, by destroying important public resources and habitat, or damaging productive lands and property.

Natural Resource Recommendations:

1. Consider creating ordinances and other incentives to ensure that conservation development planning and design can be implemented, which include alternative storm water management practices, preservation and restoration of native landscape, and inclusion of open space components in developments.
2. Identify and protect critical, unique, and sensitive resources in Gilman.
3. Recommend implementation of Best Management Practices in agriculture, residential and commercial land use activities, particularly the use of well-designed buffers on highly erodable soils. Best Management Practices (BMPs) are measures used to control the adverse storm water-related effects of development. BMPs include structural devices that temporarily store or treat storm water runoff to remove pollutants, reduce flooding, and protect aquatic habitats. BMPs also include non-structural approaches, such as public education efforts to prevent the dumping of household chemicals.
4. Future revisions of zoning regulations and possible future ordinances concerning development should allow residential or commercial/industrial development only in locations, forms, and densities which support the preservation of woodlands, wetlands, steep slopes, surface and ground water.
5. Proposed development must be compatible with soil characteristics of the location, with particular reference to the soil infiltration rates for the protection of ground water.

F. Cultural Resources

Existing Conditions:

The Wisconsin Historical Society maintains an Architecture and History Inventory (AHI) for the entire state. The inventory is a collection of information on historic buildings, structures, sites, objects and historic districts. Most properties become part of the inventory as a result of a systematic architectural and historical survey.

Sites not listed on the AHL, but still of historical and cultural significance, are also included in Table 5.5. Determinations on what constituted a cultural site worthy of preservation followed this methodology from the Wisconsin Historical Society:

- Be a good local example of an architectural style. To be individually eligible in the area of architecture, a property must retain the majority of its original architectural features and be a good example of the style and period.
- Be associated with a person important in our past. The property must be the resource most clearly related to the person's period and area of importance.
- Represent an important period, movement or trend in local, state or national history.
- Have the potential to yield information; these types of properties are primarily archaeological sites.

Table 5.5 Historical Sites in the Town of Gilman

House (clapboard)	Cross gabled	890 th Ave..S side, .8 mi E of Co. B
Mines School (clapboard)	Front gabled	850 th Ave., N side,.6 W of Co B
House (clapboard)	American foursquare	850th, N side,.3 mi. W of BB
House (clapboard)	Front gabled	850th N side, .3 mi.W of 410 th St.
House (clapboard)	Two story cube	890th, S side, .1mi E of USH 63
House Clapboard)	Front gabled	USH 63 and STH 29, NE corner
House (clapboard)	Gabled ell	850 th Ave., S side, .5 mi. W of 410th St.
House (stucco)	Two story cube	850 th Ave, S side, .4 mi. E of BB
Lutheran Church of Gilman	Neogothic revival	STH 29 and 330 th St., NW corner
Outbuildings (clapboard)	Astylistic utilitarian building	850 th Ave. , S side, .1 mi. of Co. B and Co. I
Gilman Town Hall	Front gabled	770 th Ave., N side, .2 mi. E of Co. BB
Old Lone Balsam School(clapboard)	Front gabled	770 th Ave. and Co. N, NE corner
House (clapboard)	Front gabled	410 th St. and STH 29, SW corner
Log House		490 th and 770 th , 1 mile S of STH 29

The section of 450th Street near the river which was constructed of large limestone slabs by the Works Project Administration during the Great Depression may also be of historical interest. That area is locally known as Stonehammer due to the hand labor of the men who built it.

G. Cultural Resources Goals, Objectives, & Policies/Recommendations

Cultural Resource Goal: Maintain, preserve, and enhance the cultural, historical, and archeological resources of the Town of Gilman.

Cultural Resources Objectives:

1. Encourage preservation of natural and historic areas.
2. Work with Pierce County Historical Society to identify and record historically significant properties.

Recommendations:

1. Identify archaeological sites and resources so that their archaeological significance may be protected.
2. Encourage private landowners to protect and rehabilitate identified cultural, historic and archeological resources when specific sites are proposed for development.

H. Programs

Conservation Programs

The following is a list of the active conservation programs available in Pierce County. These programs are administered through the cooperative effort of various federal, state and local agencies.

Wisconsin Nonpoint Source Priority Watershed Program (NPS)

Purpose: to improve and protect water quality.

Wetland Reserve Program (WRP)

Purpose: to restore drained wetland and protect them with a 30-year or perpetual easement.

Wildlife Habitat Incentives Program (WHIP)

Purpose: to develop or improve wildlife habitat on privately owned land.

Natural Resource Agencies and Programs

There are a number of available state and federal programs to assist with agricultural, natural and cultural resource planning and protection. Below are brief descriptions. To find out more specific information or which program best fits needs, contact the agency directly.

Wisconsin Department of Natural Resources (WI-DNR)

The Wisconsin Department of Natural Resources is dedicated to the preservation, protection, effective maintenance of Wisconsin's natural resources. It is responsible for implementing the laws of the state and, where applicable, the laws of the federal government that protect and enhance the natural resources of our state. The Wisconsin DNR has a number of programs available ranging from threatened and endangered species to water quality to parks and open spaces to wetlands. The DNR is available to provide information on endangered and threatened species.

Wisconsin Department of Trade and Consumer Protection (DATCP)

Specifically DATCP has two divisions that relate directly to the agricultural and natural resources section of this comprehensive plan. The Environmental Division focuses on insects, land and water, as well as plants and animals. The Agriculture division focuses on animals, crops, agriculture, land and water resources.

Wisconsin Natural Resources Conservation Service (NRCS)

NRCS is part of the U.S. Department of Agriculture, formerly the Soil Conservation Service or "SCS". Nearly three-fourths of the technical assistance provided goes to helping farmers and ranchers develop conservation plans suited to their lands and individual ways of doing. The agency also assists other private landowners and rural and urban communities to reduce erosion, conserve and protect water, and solve other resource problems.

Environmental Protection Agency (EPA) Region 5

EPA is a federal agency of the United States government, responsible for regulating environmental pollution and environmental quality. The EPA has been one of the lead agencies within the United States Government on the climate change issue.

Historic Home Owners Tax Credit

The Wisconsin Historical Society's Division of Historic Preservation (DHP) administers a program of 25 percent tax credits for repair and rehabilitation of historic homes in Wisconsin. Contact Historical Society for minimum requirements.

Historic Preservation Tax Credits for Income-Producing Historic Buildings

Owners of historic income producing properties in Wisconsin may be eligible for two income tax credits that can help pay for their buildings rehabilitation. The Wisconsin Historical Society's Division of Historic Preservation (DHP) administers both programs in conjunction with the National Park Service (NPS). The programs are, Federal Historic Preservation Credit, and Wisconsin Supplemental Historic Preservation Credit. Contact the Historical Society for more details.

VI. ECONOMIC DEVELOPMENT

A. Introduction

The economic viability of a community is essential to quality of life and to the ability of government to finance services needed by residents and businesses. The Gilman area's economy has changed considerably in the last fifty years. The consolidation in agriculture, increasing commute times, and increasing employment opportunities due to commercial/industrial growth along the Twin Cities to Eau Claire I-94 corridor have greatly reduced the percentage of Gilman residents whose primary income is from farming. Up to the present time, however, there has been little commercial or industrial development in the town itself. Appropriate economic growth within the Town of Gilman and the adjacent Village of Spring Valley could provide significant job possibilities and diminish the cost and environmental impact of long daily commutes for Gilman residents.

Citizen input during the preparation of this plan and the Community Attitudes Survey administered during 2007 by Pierce County indicated that many Gilman residents are concerned about the pace of development in the town and would like to see the agrarian and rural character of the town maintained.

A diversified agriculture with alternatives such as orchards, vegetables, greenhouses and nurseries in addition to conventional crops and livestock may provide a way for the agricultural sector to grow. Agriculture-related businesses, as well as tourism, recreation, and various home-based businesses could provide additional opportunities while maintaining the town's rural character. Other commercial or manufacturing enterprises could be considered if they could be operated without adverse environmental effects or conflicts with neighboring land owners. The need for municipal services, utilities and transportation must also be considered when evaluating the types of economic growth desired in the town.

Gilman's proximity to major metropolitan areas, and its access to major transportation corridors should help attract new businesses to the town. With economic growth, new businesses would start to pay a share of local property taxes, as well as providing employment for local residents. However, the type, location, and pace of new business growth must be managed in as way that preserves the town's agricultural base and rural character. Economic growth possibilities for Gilman are explored in the Goals, Objectives and Recommendations section.

B. Existing Conditions

Economic Base

Historically, the economy of the Town of Gilman has been rooted in agriculture. While agriculture continues to have a strong presence in Gilman, only 4% of employed Gilman

residents listed farming or forestry as their occupation in the 2000 U.S. Census, (Table 6-1).

As seen in Tables 6-1 and 6-2, Gilman residents are employed in a wide range of industries and occupations. 59% of working Gilman residents have commute times of 20 minutes or longer (Table 6.3). Clearly, the majority of employed Gilman residents work outside of Gilman. Economic growth along the I94 corridor and other parts of Pierce and St. Croix counties has provided increased employment opportunities within reasonable driving distances.

Table 6.1 Employment by Occupation in Town of Gilman

OCCUPATION	PERCENT
Management, professional, and related occupations	33.6%
Service occupations	12.8%
Sales and office occupations	17.6%
Farming, fishing, and forestry occupations	4.1%
Construction, extraction, and maintenance occupations	10.5%
Production, transportation, and material moving occupations	21.5%

Source: U.S. Census, 2000

Table 6.2 Employment by Industry in Town of Gilman

INDUSTRY	PERCENT
Agriculture, forestry, fishing and hunting, and mining	15.3%
Construction	6.8%
Manufacturing	28.8%
Wholesale trade	1.6%
Retail trade	8.0%
Transportation and warehousing, and utilities	2.7%
Information	1.4%
Finance, insurance, real estate, and rental and leasing	2.7%
Professional, scientific, management, administrative and waste management services	8.0%
Educational, health and social services	14.2%
Arts, entertainment, recreation, accommodation and food services	2.3%
Other services (except public administration)	5.3%
Public administration	3.0%

Source: U.S. Census, 2000

Table 6.3 Commute times for Gilman residents who do not work at home.

TRAVEL TIME TO WORK	PERCENT
Less than 10 minutes	18.7%
10 to 14 minutes	14.2%
15 to 19 minutes	7.5%
20 to 24 minutes	12.6%
25 to 29 minutes	7.0%
30 to 34 minutes	8.0%
35 to 44 minutes	8.6%
45 to 59 minutes	13.1%
60 to 89 minutes	8.0%
90 or more minutes	2.4%

Source: U.S. Census, 2000

Labor Force

Educational attainment is an important component of a community's labor force. 91% of Gilman residents (25 years or older) have at least a high school education, and 25% have college degrees (Table 6.4).

Table 6.4 Educational Attainment of Gilman Residents

	Number	Percent
Population 25 years and over	504	100.0%
Less than grade 9	20	4.0%
Grade 9-12, no diploma	24	4.8%
High school graduate (includes equivalency)	212	42.1%
Some college, no degree	117	23.2%
Associate degree	47	9.3%
Bachelor's degree	60	11.9%
Graduate or professional degree	24	4.8%

Source: U.S. Census 2000

Strengths and Weaknesses of Town of Gilman's Economy

In analyzing a community's possibilities for economic development, it is important to assess strengths and weaknesses with respect to attracting and retaining businesses and industries. The strengths can be used to promote the Town's economic possibilities, while efforts can be made to minimize any weaknesses.

Strengths and weaknesses of Gilman identified during the comprehensive planning process are listed below:

Strengths

- Proximity to Twin Cities and Eau Claire metro areas.
- Access to major transportation corridors, allowing easy access to the area for employees and for freight transport.
- Attractive rural setting.

Weaknesses

- Lack of public water and sewer services.
- Limited sites for commercial/industrial development under current zoning.

Environmentally Contaminated Sites

The Comprehensive Planning Law requires communities to evaluate and promote the use of environmentally contaminated sites for commercial or industrial uses. The Wisconsin Department of Natural Resources list of contaminated sites includes one site in the Town of Gilman involving a leaking underground storage tank located at 7815 County Road N.

C. Goals, Objectives, and Policies/Recommendations

Economic Development Goal: Support economic development activities which strengthen the local economy while maintaining the town's agricultural base, rural character, and healthy environment.

Economic Development Objectives:

1. Focus economic development efforts on a diverse agriculture base including agriculture-related businesses in appropriate locations.
2. Promote recreation, tourism and other small businesses which can operate while maintaining a clean rural environment.

3. Minimize land use conflicts with neighboring properties.

Recommendations/Policies:

1. Consider the following in future land use decisions or revisions of zoning regulations:
 - a. Directing commercial or industrial development to areas having access to major roads such as highways 29 and 63.
 - b. Avoiding encroachment of such development into actively farmed areas.
 - c. Minimizing environmental impacts of proposed developments, with special consideration given to more environmentally sensitive areas, such as sites adjacent to waterways or sites with steep, highly erodible terrain.
 - d. Minimizing possible conflicts of proposed land use with neighboring properties.
2. Work with Pierce County Development Corporation in exploring the economic development possibilities for the Town of Gilman and ways to attract the desired types of enterprises to the area.
3. Utilize various county, regional, state, and federal economic development financial programs and incentives.
4. Work with the neighboring communities, especially the Village of Spring Valley and the Towns of Martell, Spring Lake, and Eau Galle in the possible development of businesses along Highways 29 and 63.
5. Consult with the Wisconsin Department of Natural Resources and the U.S. Fish and Wildlife Service when determining environmental impacts of proposed development.

D. Programs

Tax Incremental Financing (TIF)

This program assists towns in attracting tourists, forestry, and agricultural development. A town can designate a specific area within its boundaries as a TIF district and develop a plan to improve its property values. Taxes generated by the increased property values pay for land acquisition or needed public works.

The Early Planning Grant Program (EPG)

This program helps individual entrepreneurs and small businesses throughout Wisconsin obtain the professional services necessary to evaluate the feasibility of a proposed start up or expansion.

WHEDA-Linked Deposit Loan Subsidy (LIDL)

This program helps women and minority-owned businesses by offering low interest loans through local lenders. The LIDL Program can be used for expenses including land, buildings and equipment.

WHEDA-Small Business Guarantee Program

This program offers a pledge of support on a bank loan. Loan proceeds can be used to expand or acquire a small business. It can also be used to start a day care business.

Wisconsin Financing Alternatives

The State of Wisconsin is an active partner with new, existing, and start-up businesses offering financing and incentive programs. The Dept. of Commerce has a broad range of financial assistance for businesses. Most of the programs are low interest loans that are repaid to a local unit of government. Grants or forgivable loans are also offered on a limited basis.

Small Business Administration (SBA) Financing

Wisconsin Business Development Corporation (WBD) is a private, non-profit corporation serving the long term credit needs of small businesses. WBD is certified by SBA as a “development company,” thereby enabling it to package certain SBA loan programs that are blended with bank loans and a down payment from the business owner.

VII. INTERGOVERNMENTAL COOPERATION

A. Introduction

For this comprehensive plan to be successfully implemented, our vision and planning must extend beyond the Town of Gilman boundaries into areas for which neighboring towns, Pierce County and the State of Wisconsin also have visions and responsibilities. Zoning regulations, roads and highways, schools, environmental and agricultural regulations are some examples in which other units of government can have substantial influence on our town.

Intergovernmental cooperation is an effective way for local governments to respond to changing and diverse needs. This can be accomplished by a local government working together with their neighboring governments while maintaining their own identity. Good communication among governmental units is essential for effective intergovernmental cooperation to occur. Intergovernmental cooperation may range from formal joint power agreements to unwritten understandings. If an agreement can be reached among two or more units of government, services can often be provided with substantial cost savings. Cooperation can also eliminate unnecessary duplication of services or purchasing of equipment. Intergovernmental cooperation can also help keep our Town's citizens informed about and having a voice in issues or operations where another governmental unit has authority.

B. Existing Conditions

The Town of Gilman is located in Pierce County. The Town shares a border with the Town of Eau Galle (St. Croix County), the Town of Martell, the Town of Spring Lake, the Town of El Paso, and the Village of Spring Valley. Relations between Gilman and Pierce County, the neighboring towns and the Village of Spring Valley have been satisfactory. If residential growth continues in the area of Gilman adjacent to Spring Valley, annexation related issues may need to be addressed. At this time there are no formal boundary agreements between Gilman and Spring Valley.

The Town receives law enforcement services from the Pierce County Sheriff's Department, and contracts with the Spring Valley Volunteer Fire Department for fire protection services.

The Town of Spring Lake, the Village of Spring Valley, the Town of Cady, and the Town of Gilman jointly operate the Spring Valley Area Ambulance Service. The service has volunteer Emergency Medical Technicians, and First Responders, many of whom are Gilman residents.

The Town of Gilman and the Town of Martell have a written agreement to share 50/50 the work and costs of maintaining the Gilman/Martell town line road (490th St.).

The Town is served by the school district of Spring Valley, located in the Village of

Spring Valley.

C. Goal, Objectives, and Policies/Recommendations

Goal: Establish and maintain effective and beneficial intergovernmental relations with the Village of Spring Valley, surrounding towns, Pierce County, and the State of Wisconsin.

Objectives:

1. Maintain open communication with neighboring towns and the county on all issues addressed in this comprehensive plan.
2. Explore the possibilities for shared public service agreements where such agreements will provide improved services and/or lower costs.
3. Seek communication and cooperation with the Village of Spring Valley on issues related to the boundary area such as annexation and water/sewer services.

Policies/Recommendations

1. Examine the comprehensive plans of neighboring towns, the Village of Spring Valley, and Pierce County. Work to resolve any actual or potential conflicts between the plans through open dialog, cooperative initiatives, and amendments or future revisions of the Town of Gilman's Comprehensive Plan where appropriate.
2. Continue to work with Pierce County, Village of Spring Valley and surrounding towns to identify joint services and facilities where consolidating, coordinating, or sharing services or facilities will result in better services and/or cost savings.
3. Explore cooperative boundary agreements, shared revenue agreements, annexation standards, and growth area agreements as possible tools for resolving any issues concerning annexation and the boundary area with the Village of Spring Valley.
4. Communicate and cooperate with other local governmental units in the possible development of a subdivision ordinance.
5. Ask the Pierce County and State of Wisconsin Highway Departments to provide advance notification to the Town of Gilman when they will be doing any significant road or bridge maintenance within the township.

VIII. LAND USE

A. Introduction

The land use element contains a compilation of objectives, policies, goals, maps, and programs to guide the future development and redevelopment of public and private property.

A key consideration in the preparation of the land use element for a community is the identification of the goals that reflect the collective values and attitudes held regarding future development. These goals and the more specific objectives and policies are intended to represent a collective statement expressing what is desirable in relation to future development.

Land use is often one of the more controversial issues confronting communities. In many instances, communities were originally platted and land use decisions were made with little regard to natural limitations on development or the interests of the community as a whole. Today, with better knowledge of these limitations and interests, communities are faced with making more intelligent choices as to where future development should occur. The land use decisions in this plan are also meant to take into account the knowledge and policies of the other elements in this plan.

This chapter is intended to satisfy the statutory requirements in full and to address local planning needs of the Town of Gilman. It is the expressed intent of this Comprehensive Plan to maintain the agrarian and rural character of the Town of Gilman. Town residents identified this direction in: 1) the 2007 Community Attitudes Survey for the Town of Gilman administered by Pierce County, 2) the Gilman Plan Commission, and 3) citizen input during public hearings and the preparation of this plan.

When taken together, the direction given by the majority of respondents in all these cases indicates both a long-standing and a continued desire to maintain the rural character of the town and to the extent possible, to keep the town as it is.

Terms and Definitions

A. Residential Land Use

Lands with structures built for human habitation. These include single family and seasonal residences, mobile homes, duplexes, and farm residences or farmsteads.

B. Commercial/Office Land Use

Commercial development accounts for a small amount of land use in the Town. These lands include uses such as; retail and sales establishments, restaurants, taverns, offices, and other professional services.

C. Manufacturing (also known as Industrial)

Manufacturing land refers to business and industry that is engaged in processing, manufacturing, packaging, treatment, or fabrication of materials and products.

D. Agricultural

The primary use of these lands is agricultural. Lands in this category include irrigated and non-irrigated croplands, dairy farms, livestock operations, and lands that have structures used to store agricultural equipment or products.

E. Government/Institutional

These lands include existing municipal and government-owned structures, public schools, educational research lands, churches, cemeteries and fire stations.

F. Road (right-of-way)

This land use category includes the road surface and all of the right-of-way for the Town.

G. Parks and Recreation

These lands could be publicly or privately owned. Public lands may include State, County, or Town Parks, nature preserves, or public fishing.

H. Non-Metallic Mineral Extraction

These include lands that are currently being used to extract sub-surface materials such as sand, gravel, clay, or other aggregates.

I. Undeveloped

Lands in this category include privately owned wooded and non-wooded areas, fallow fields, wetlands, marshes, and lowlands brush land.

J. Other

Remaining land types that do not fall into the above categories, including federal, state, and county lands, school property, and cemeteries.

B. Existing Conditions

The largest single land use in the Gilman Township is agriculture (67%), followed by residential (5%). In total there are 961 acres of residentially developed land, 14,020 acres of agriculturally developed land, 25 acres of commercially developed, and 53 acres of manufacturing land. The percentages show it is a very rural community supported by some urban amenities.

Table 8.1 Land Use Intensity (Acres)

	Total Acres 2002	Percent of Land Area 2002	Total Acres 2005	Percent of Land Area 2005
Residential	831	4%	961	5%
Commercial	16	<1%	25	<1%
Manufacturing	54	<1%	53	<1%
Agricultural	15,178	73%	14,020	67%

Source: Wisconsin Department of Revenue

Development Limitations

Development should only take place in suitable areas, which is determined by several criteria, including: a community’s vision statement, land use goals and policies, surrounding uses, special requirements of the proposed development, the ability to provide utility & community services to the area, transportation and economic development factors, cultural resource constraints, and various physical constraints.

Slope Limitations

A review of the Map on Slopes (see Appendix) reveals areas where development limitations occur due to steep slopes. Slope is an important limitation to consider since it is a measure of how steep land is. Problems for development are usually associated with areas having little or no slope (due to potential drainage problems) and areas with extreme slope (because of erosion and other factors). In general, areas with slopes under 12 percent are best suited for development.

Septic Limitations

The engineering interpretations in the soil survey indicate the degree to which sub-grade materials are influenced by surface drainage, depth of frost penetrations, and other factors. These limitations apply to domestic sewage disposal systems, primarily filter fields and seepage beds. How well a sewage disposal system functions depends largely on the rate at which effluent from the tank moves into and through the soil. If permeability is moderately slow, sewage effluent is likely to flow along the surface of the soil. If permeability is moderately rapid or rapid, effluent is likely to flow into the aquifer. Detailed testing at specific site locations may reveal pockets with fewer restrictions than indicated.

Depth To Bedrock

The depth to bedrock is an important factor that influences other limitations such as those pertaining to septic tanks and building foundations. Bedrock that is too close to the surface not only hampers the absorption of surface water by the soil, but it poses an obstacle to construction.

C. Gilman Real Estate Equalized Values

Table 8.2

1980	1990	2000	2004	2005	2007	2008
22,576,500	19,196,800	41,361,300	68,131,900	71,820,600	83,371,200	83,920,300

Source: Wisconsin Department of Revenue

Equalized Value Assessment - The estimated value of all taxable real and personal property. The value represents market value (most probable selling price), except for agricultural property, which is based on its use (ability to generate agricultural income) and agricultural forest and undeveloped lands, which are based on 50% of their full (fair market value).

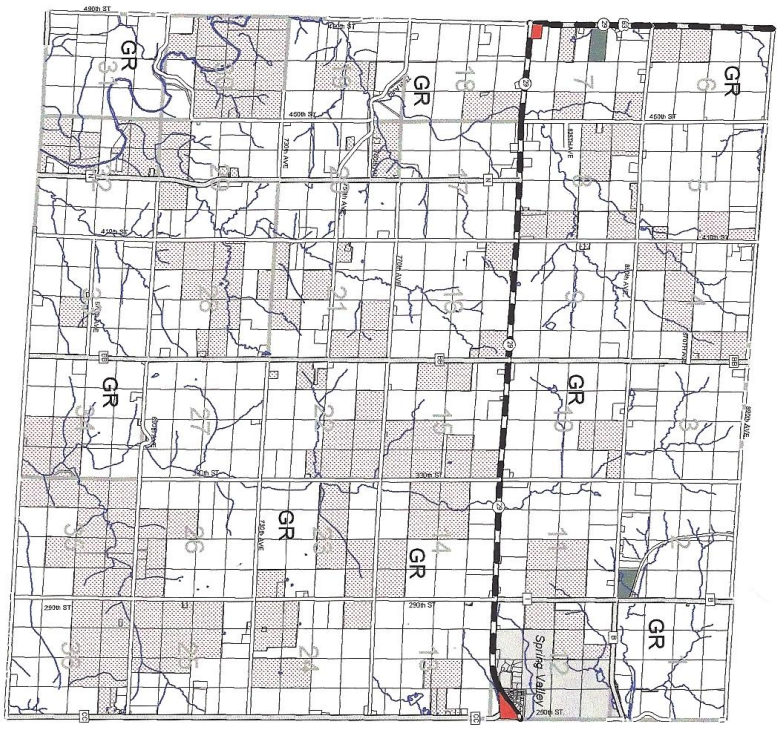
D. Opportunities For Redevelopment

Being a rural town, there are few opportunities for redevelopment.

E. Future Land Use

To adequately plan for the future growth, a community must be aware of what its future needs will be in terms of additional land. To project what land may be needed, the Town will need to consider several factors including but not limited to: historical community growth trends, population forecasts, anticipated economic and land use trends, and community needs. Since a number of outside factors affect the rate of growth of a community, assumptions and the resulting forecasts can only be used as a flexible tool for charting future courses of action. Given the above limitations, a simple method of forecasting will be used to arrive at future land needs.

Zoning Districts Town of Gilman



Legend	
	Primary Agriculture
	General Rural
	Commercial
	Industrial

Prepared by the Department of Land Management
 5/19/02
 Adopted 7/23/02

Table 8.3 Current Land Use

In the zoning map for future land use it shows there is light industrial area along Hwy 63 in the North West corner and a small area in the South East corner for commercial business. The vast majority of the land use is used for farming. Future residential growth can be the entire Gilman area. The growth will be guided by market forces.

Table 8.4 Land Use Permit Applications 1999-2008

	Const. Value	Dwelli ng	Add/ Dw	Utility	Add/ Util	Garage	Mobile	Busin	Misc	Total
1999	1,488,300	12	3	9	1	3	2	0	7	37
2000	1,344,540	10	3	9	0	1	1	1	1	26
2001	2,009,030	19	5	7	0	2	0	0	2	35
2002	2,050,300	18	7	13	2	2	0	3	0	45
2003	1,962,857	15	9	12	1	3	0	0	2	42
2004	2,400,961	17	9	10	1	5	0	1	0	43
2006		10								
2007		8								
2008		6								

Source: Pierce County

Future Land Use Projections

One method that can be used to estimate future land needs is to look at the change in land uses from 2002 to 2005. Table 8.1 shown previously identifies how the land area has changed per classification over the last 4 years.

Assuming that growth will continue as in the past the percent changes in land use can be used to forecast the amount of land needed in the future for each classification. For the purposes of this plan, the four-year percent change in land area (2002-05) will be used to forecast the amount of land needed in five-year increments for the next 20 years.

As noted previously, caution should be given as the Wisconsin Department of Revenue has periodically switched the way that they have reported certain land classifications over the years. These changes can make it difficult to forecast the future land needs of the community.

Table 8.5 Forecasted Future Land Area Needed Per Land Use Classification

	Forecasted Acres-2010	Forecasted Acres-2015	Forecasted Acres-2020	Forecasted Acres-2025
Residential	59	50	50	46
Commercial	2	1.5	1.5	1
Manufacturing	3	2.5	2.5	2
Agricultural	13,961	13,911	13,861	13,815

The calculations are based on the following assumptions:

- Based on State of Wisconsin Department of Administration - Population and Housing Growth Projections
- Residential Density based on number of housing units per acre, 2000. Note the estimates for residential growth may be inflated due to the recent downward correction in the housing market.
- Commercial and Industrial Uses are based on the 2000 ratio to residential development

Existing & Potential Land Use Conflicts

There are a variety of land uses that can potentially cause land use conflicts. There are two common acronyms used to describe land use conflicts – NIMBY’s (Not In My Back Yard) and LULU’s (Locally Unwanted Land Uses). One of the most common occurrences, especially in a rural setting, is the presence of agricultural operations near non-farm populations.

Agriculture can affect adjoining small rural lots, which are used essentially for residential purposes. Similarly, the presence of small rural lots creates an adverse influence on the continued operation of agriculture enterprise. The issue of rural-urban conflict can arise when there is no separation between incompatible uses. Land use conflicts may arise in such situations through noise, odor, farm chemicals, light, visual amenity, dogs, stock damage and weed infestation, lack of understanding, and lack of communication to name a few.

However conflicts can arise from more than agriculture/residential situations:

- Landfills or Waste Facilities
- Jails or Prisons
- Halfway Houses or Group Homes
- Airports, Highways, Rail Lines
- Low Income Housing
- Strip Malls and Shopping Centers
- “Cell” Towers, Electrical Transmission Lines
- Wind Farms
- Large Livestock Operations
- Industrial or Manufacturing Operations

F. Goals, Objectives, Policies and Recommendations

Goal 1: Preserve and protect productive farmland.

Objectives:

1. Encourage programs that protect agriculture as a viable economy.
2. Encourage creating and adhering to a Town Sub-Division Ordinance that will help to protect agricultural areas.
3. Encourage cooperation with adjacent municipalities to protect productive agricultural areas.

Policies and Recommendations

1. Support farmers right to travel on roads to transport farm equipment.
2. Recommend new non-farm residences to build at least 200 feet from lands which produce dust, noise, spreading of animal waste, and ground spraying, irrigation, etc.

Goal 2: To promote a higher quality of life for current and future residents of Gilman Township through the exercise of sound planning and zoning by administering and enforcing township land use plans.

Objectives:

1. Encourage the preservation and protection of productive farmland
2. Encourage compatible land use development
3. Encourage maintaining the towns rural character
4. Encourage the protection of the natural resources in the town

Policies and Recommendations:

1. Maintain a balance between the public interest and private property rights
2. Encourage creating a subdivision ordinance
3. Encourage creating a noise disturbance ordinance which doesn't include farm noises

G. Land Use Agencies and Programs

There are a number of available state agencies and programs to assist communities with land use projects. Below are brief descriptions of various agencies and programs.

Center for Land Use Education (CLUE)

The Center for Land Use Education is a joint venture of Cooperative Extension and the College of Natural Resources at the University of Wisconsin-Stevens Point. The Center for Land Use Education uses a team-based approach to accomplish its dual missions in campus based undergraduate and graduate education and Extension outreach teaching related to:

- land use planning,

- plan and ordinance administration,
- project impact and regional trends analysis and
- public involvement in local land use policy development.

Wisconsin Land Council – WI Department of Administration

The Wisconsin Land Council was created to gather and analyze land use and planning related information, coordinate high priority state initiatives including the development of a Wisconsin land information system and provide recommendations to the governor for improvements to the existing statewide planning framework. The Council is dedicated to identifying ways to enhance and facilitate planning efforts of Wisconsin's local governments and to improve the coordination and cooperation of state agencies in their land use activities.

University of Wisconsin

The UW-Madison has a department of Urban Planning that can provide research and outreach services to area communities. The University also has a Land Information & Computer Graphics Facility (LICGF). The overall mission of the Land Information and Computer Graphics Facility is to provide research, training, and outreach in the use of land and geographic information systems (LIS/GIS). Their mission focuses on land records modernization, land and natural resource management applications, and the use of information for land-use decision making.

IX. IMPLEMENTATION

A. Background

This Comprehensive Plan is a guide for future development decisions. Its real value, however, will be measured in the results it produces. To accomplish the goals, objectives, and policies of the plan, specific implementation measures must be taken to ensure the Town of Gilman's actions meet the desires of its Comprehensive Plan.

B. Plan Adoption, Monitoring, Amendments and Updates

Plan Adoption

The first official action toward plan implementation is adoption of the plan document by the Town Plan Commission. After the Plan Commission adopts the Plan by resolution, the Town Board must adopt the plan by ordinance. This action formalizes the plan document as the current basic frame of reference for general development decisions over the next twenty years. The plan, thereby, becomes a tool for communicating the community's land use policy and for coordinating various individual decisions into a consistent set of actions to shape the area's continued growth in a harmonious and desired manner.

Plan Monitoring

This Plan should be evaluated by the Plan Commission once every year to determine the Town's progress toward implementing the Plan and identify areas that need to be updated. A joint meeting of the Town Board and Plan Commission should be conducted every three years to perform the evaluation. The evaluation should consist of reviewing actions taken to implement the plan, including their successes, failures, and costs. It should also include an updated timetable of actions not yet taken and their projected costs.

Plan Amendments

This Comprehensive Plan may be amended at any time by the Town Board following the procedures set forth in Wisconsin Statutes §66.0295(4). Amendments are generally defined as minor changes to the plan maps or text. Amendments may be needed for a variety of reasons including:

- Changes in Town goals, objectives, policies and recommendations
- Unique opportunities presented by private development proposals
- Changes in Town programs and services
- Changes in state or federal laws

Any proposed amendments should be submitted to the Plan Commission for their review and recommendations, prior to being considered by the Town Board for final action.

Plan Update

Wisconsin's Comprehensive Planning Law requires that the comprehensive plan be updated at least once every ten years. An update is different than an amendment because the update is often a substantial rewrite of the plan document and maps. In addition, on

January 1, 2010, “any program or action that affects land use” must be consistent with locally-adopted comprehensive plans, including zoning and land division ordinances. The Town should continue to monitor any changes to the language or interpretations of the State Law over the next several years.

C. Integration

The goals, objectives, and policies contained within the preceding eight elements of this Comprehensive Plan, along with the accompanying inventory and analysis, have been thoroughly reviewed and approved by the Gilman Plan Commission and Town Board. Throughout the drafting and review process, great care was taken to include all issues and concerns from Board and Commission members, as well as from the community at large. Special attention was then given to making sure that the policies required to address the individual issues or concerns did not conflict, either with each other within the chapter, or between the different chapters. The future revision of any Comprehensive Plan goal, objective, or policy shall receive the same level of deliberation and analysis as the original Plan; special attention shall be given so that the new adopted language does not create conflicts within or between chapters.

D. Action Plan

What	Who	When
Implement Comprehensive Plan	Town Board/Plan Commission	Ongoing
Review Plan Goals, Objectives and Policies	Plan Commission	Once a year
Explore identification of Environmentally Sensitive areas.	Plan Commission	Year two
Evaluate Implementation	Joint meeting with Town Board and Plan Commission	Once every three years
Consider adopting a Town Land Subdivision Ordinance	Plan Commission drafts Town Board reviews	Year one

What	Who	When
Create a Comprehensive Plan text and map amendment application form	Plan Commission	Year two
Explore adopting livestock siting ordinance	Plan Commission and Town Board	Year three
Plan Update	Plan Commission/Town Board	Year nine and ten

X. APPENDICIES

Appendix A

PUBLIC PARTICIPATION PLAN

Introduction

The Gilman Plan Commission's Public Participation Plan is the basis for achieving an interactive dialogue between Town citizens and this Commission in developing and implementing a Comprehensive Plan for the Town of Gilman. This Public Participation Plan delineates strategies which will be utilized by the Commission to solicit public input and review during the Commission's development of a Comprehensive Plan to be recommended to the Gilman Town Board. Creation of the Public Participation Plan is the first step in meeting the requirements of Wisconsin's Comprehensive Planning Legislation.

Objectives for Public Involvement

The following is a list of objectives for public participation during the development of a Comprehensive Plan for the Town of Gilman to be recommended by the Gilman Plan Commission to the Gilman Town Board:

1. All residents of the Town of Gilman become aware of the importance of participating in the development of the Comprehensive Plan.
2. The public participation process is designed to engage people of all races, ethnic backgrounds, and income levels.
3. The public has opportunities to provide their input (both formally and informally) to members of the Gilman Plan Commission.
4. The members of the Gilman Plan Commission have input from the broadest range of perspectives and interests in the community as possible.
5. Such input is elicited through a variety of means (electronic, printed, and oral) in such a way that it may be carefully considered and responded to in a timely fashion.
6. This process of public involvement strengthens the sense of community present in the Town of Gilman and furthers the vision of active and positive participation by all citizens in the decision making and civic life of our Town over the long term.

Public Participation Guidelines

The main goal of this Public Participation Plan is to make all citizens of the Town of Gilman aware of the process and progress of the Gilman Plan Commission's comprehensive plan recommendations to the Town Board and to offer the public opportunities to make suggestions or comments during that process.

Taken individually, the activities described in this Public Participation Plan are not expected to reach and inform each and every resident of the Town of Gilman. Collectively, however, the plan activities are designed to effectively and efficiently provide a broad-based dissemination of information and maximize the opportunity for citizen involvement and comment.

1. Public Meetings.

The Gilman Plan Commission will hold a minimum of ten meetings open to the public where public participation is welcome. Public meetings provide opportunities for citizens to discuss comprehensive planning issues with members of the Gilman Plan Commission and with each other. Citizens may comment on the comprehensive plan and the process to create it.

Persons speaking at meetings will be asked to express their comments concisely and provide specific details.

2. Educational Community Meetings

The first community meeting will be held in March 2009 to educate citizens regarding the Gilman Plan Commission process for creating a Comprehensive Plan and to solicit further input from town citizens in an informal and celebratory setting.

The second community meeting will be held midway through the Plan Commission's work on the Gilman Comprehensive Plan.

3. Public Hearings

The Gilman Plan Commission will hold two public hearings to allow public testimony on the draft Gilman Comprehensive Plan. One hearing will be held approximately half way through the Commission's work on the draft Gilman Comprehensive Plan.

A final public hearing will be held after the Commission has a complete draft of a comprehensive plan for the Town of Gilman, but before that document has been finalized and forwarded to the Town Board.

Persons testifying will be encouraged to express their comments concisely and provide specific details in a written format.

Notice of these Public hearings will be disseminated with the notice procedures noted below. In addition, notice of these public hearings will appear in local print media as well.

4. Town Annual Meeting

Gilman Plan Commission will also take public comments at the Gilman Town Annual Meeting in April 2009.

5. Accessibility

Gilman Plan Commission meetings will take place at the Gilman Town Hall in order to create an accessible, central, familiar, and convenient meeting location.

6. Notice

Notices of any meeting or hearing of the Gilman Plan Commission will contain the following:

- a. Name of the governmental body that will meet.
- b. Date, time, and location of the meeting
- c. General description and purpose of the meeting
- d. A contact person for further information about the meeting
- e. A referral to information and updates on the Gilman Township website

Gilman Plan Commission meeting notices will be posted at least forty-eight hours before each meeting at the following locations:

- a. Town of Gilman Town Hall
- b. The Red Barn
- c. Team Oil
- d. On the Town of Gilman Website:
http://www.co.pierce.wi.us/Municipal%20Government/Gilman_Folder/Gilman_index.htm

Notice of meetings and hearings will be published in the Spring Valley Sun Argus.

Accessibility

Gilman Plan Commission meetings will take place at the Gilman Town Hall in order to create an accessible, central, familiar, and convenient meeting location.

Special arrangements will be made under the provisions of the Americans with Disabilities Act (ADA) with sufficient advance notice.

Written Comments

All meetings and hearing notices will include the following:

Written comments are welcome. Send such comments to
Tom Rauch – Chairperson,
W4627 Hwy 29,
Spring Valley, WI 54767

Email Tom Rauch at rauchbor@svtel.net or contact Tom by telephone at (715) 778-5057.

Deadlines for written comments are twenty-four hours before the next scheduled meeting or public hearing.

Provisions for Open Discussions

An agenda will be established that clearly defines the purpose of the public meeting or hearing, the items to be discussed, and any actions that may be taken.

The scheduled date, time, and place of the meeting will be convenient to encourage the maximum participation by residents.

A clearly identifiable facilitator or chair will conduct the meeting or hearing in an orderly fashion to ensure that all attendees have an opportunity to offer comments, discuss issues, or provide testimony when appropriate.

The facilitator or chair will provide opening remarks that clearly outline the purpose of the meeting or hearing, describe procedures attendees should use during the meeting or hearing when offering input, and describe how the public input will be used.

As appropriate, an overview of documents or proposals to be considered will be discussed.

All persons attending the meetings or hearing that desire to participate should be allowed to do so. However, specific factors, such as the meeting or hearing purpose, number of attendees, time limitations, or future opportunities to participate may require that appropriate constraints be applied to testimony. These constraints will be clearly outlined by the facilitator or chair if the need arises.

All attendees will be encouraged to sign in using a provided sign-in sheet.

Survey

Results from the Community Attitudes Survey conducted by Pierce County in 2007 are hereby incorporated into this public participation plan.