



COMPREHENSIVE PLAN UPDATE

Village of Harrison

FEBRUARY 2017



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ACKNOWLEDGEMENTS

We would like to thank the Village Board, the Plan Commission and Village Staff for their role in this Plan Process.

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INTRODUCTION

Introduction

Purpose of the Plan

The Village of Harrison Comprehensive Plan establishes a vision for the newly incorporated Village of Harrison. The Village of Harrison incorporated in 2013 from the Town of Harrison and Town of Buchanan. The Town of Harrison completed a Comprehensive Plan in 2004 with an update in January of 2010. However, considering the incorporation of the Village of Harrison and the growth impacting the community, it was prudent to complete a new Comprehensive Plan for the Village.

The Comprehensive Plan is a guide for the physical development, future land use, and quality of life in the Village. This plan is a long-range plan that contains data and information about the community including housing, transportation, utilities and community facilities, agricultural resources, natural and cultural resources, economic development, intergovernmental cooperation, and land use.

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

1. Reflect a cooperative planning effort between the village and surrounding municipalities.
2. Establish a basis for requesting amendments to the Sewer Service Area boundary for the Darboy and Waverly Sanitary Districts.

The Comprehensive Plan is more than a list of policies. The Comprehensive Plan contains goals, objectives, policies, and an implementation plan that utilizes the best available resources and guide decisions to improve the quality of life for citizens, businesses, workforce, and visitors. Think of Goals, Objectives, and Policies as a pyramid that has goals at the very top with objectives and policies below (Figure 1). Many of the strategies in the plan relate to new or continued initiatives to build upon the community vision.

Figure 1: Goal Pyramid



This Comprehensive Plan for the Village of Harrison is needed to guide and accommodate growth and development in a manner that forwards the long-term Initiatives of the community. If the projected growth trends for the next 20 years occur, the Village should be able to accommodate development within its boundaries effectively. These documents do not provide detailed recommendations necessary to review and control specific development proposals. When used in combination with development regulations, public investments, and coordinated cross-jurisdictional planning efforts, local master comprehensive plans are very effective in achieving a future which best fulfills the desires of the community and the region as a whole.

By creating this plan, the Village seeks to encourage community-wide engagement and intergovernmental coordination with implementation strategies. Implementation is the set of actions that carry out the proposals of the comprehensive plan over time. Accountable implementation ties these actions to defined timetables, activities, budgets, and agencies. This plan does more than provide activities for zoning and development regulations.

Planning Process

The Village contracted with Vierbicher to complete a Comprehensive Plan, and a potential Village Center commercial and community district plan. Additionally, Vierbicher provided a Market Analysis for the Village.

The Market Analysis is intended to provide Harrison with a coordinated and efficient system for addressing Harrison's specific issues and developing a sense of place for the Village Center.

The consultant and the Village staff reviewed past policies and initiatives for accomplishments and lessons learned. The following are Village successes since the last Comprehensive Plan update:

- Adopted a Zoning Ordinance.
- Adopted Stormwater Management Ordinances and Erosion Control Ordinance.
- Developed landscape standards for new developments.
- Developed design standards for exterior aesthetics for new developments.
- Adopted a site plan review process to ensure that all new developments comply with the landscaping and building materials regulations.
- Created appropriate standards for the development of lot sizes for various housing types.
- Developed a future road map to reserve adequate rights-of-way for future street improvements.
- In the process of developing a Five-Year Capital Improvement Program to establish project priorities.
- Regularly update the PASER Program that inventories road pavement conditions.
- Require installment of sidewalks and/or paths with all new developments.
- Developed a subdivision ordinance that strives to improve connections between developments by encouraging street connections rather than cul-de-sacs and dead-end roads.
- Developed a Comprehensive Outdoor Recreation Plan.

- In the process of locating and developing parks, trails, and open space throughout the community to ensure all neighborhoods have access to recreational choices.
- Developed an economic and social profile of Harrison to make available on the website. Additional effort will be made to maintain and update this information as it changes.
- Work with the County and surrounding communities and schools to arrange for services for mutual benefits.
- Supported infrastructure improvements (Noe Road trail, Friendship Trail, and Highline Trail) to improve walkability and create connections between subdivisions.
- Continuously reviewing and revising existing ordinances to implement the goals and objectives of the Comprehensive Plan.
- Developed necessary utilities to support new development.

The elements were updated to reflect current data and information. The Plan Commission, Village staff, public meeting participants and community survey respondents identified issues, opportunities, and constraints for elements. This plan contains updated Goals, Objectives, and Policies for each element. Additionally, an implementation table with actions and recommendations is available as a guide for the Village, Village partners, and the Community.

Public Participation

As part of the planning process, Vierbicher and officials from the Village of Harrison organized a series of meetings with stakeholders and residents to inform, engage, and obtain feedback on initiatives and plans for the Comprehensive Plan and the future Village Center. These meetings took several different forms, including small group discussions, presentations, and stakeholder interviews.

Vierbicher facilitated four public meetings, six steering committee meetings, and a public hearing on the Comprehensive Plan and the Village Center. Additionally, Vierbicher produced a community survey that covered the nine elements of the Comprehensive Plan, important entryways to Harrison, and provided opportunities to comment on future needs. Each

element presents information from the community survey. The full community survey results are available in the Appendix.

During the third public meeting, meeting participants established the village vision. A vision statement captures what community members most value about their community and the shared image of what they want their community to become. A thoughtful vision statement is one of the elements needed to form a forward-looking strategic framework that gives councils or boards the long-term comprehensive perspective necessary to make rational and disciplined tactical/incremental decisions on community issues as they arise. The Village of Harrison Comprehensive Plan vision is as follows:

“The Village of Harrison is a growing, family-oriented community of choice, with highly-rated schools and welcoming neighborhoods that strives to meet the needs of its citizens, its businesses, and its workforce.”
- Community Survey Participant

Background

Location, Access and Recent History

The Village of Harrison, located in the northwestern portion of Calumet County, is a predominantly rural community feeling and experiencing considerable urban growth pressures. Harrison is located on the northeast shore of Lake Winnebago and is part of both the Appleton Metropolitan Statistical Area, which includes Outagamie and Calumet Counties and the greater Fox Valley, with strong connections to other major service and manufacturing centers in eastern Wisconsin. Harrison is served by several major highways, including US Highway 10, State Highways 55 and 114, and County Highways KK, LP, AP, N, and M.

Harrison has experienced considerable residential development over the last 20 years, due in part to its proximity to the Fox Cities and the communities of Appleton and Menasha. Much of this development has occurred within the boundaries of the Darboy and Waverly Sanitary Districts, which were created in the 1980s to provide “urban services” to the newly developing areas. The impact resulted in a flurry of residential subdivisions being developed both in Harrison and Buchanan, and a single-family housing boom occurring simultaneously in both communities.

Recognizing the dramatic changes that were occurring in their respective towns, officials from Harrison and Buchanan met and discussed the prospects for long range comprehensive planning that would benefit both towns. In March 2013, the State of Wisconsin issued an incorporation certificate for the Village of Harrison, recognizing the Village as an independent Wisconsin Municipality consisting of lands that were formerly located in the Town of Harrison and the Town of Buchanan.

This Plan presents data for the Town of Harrison, and where available, the Village of Harrison. All data previous to 2013 represents the Town of Harrison. As of 2010, The Town had a population of 10,839 and encompassed a land area of nearly thirty square miles or approximately 19,000 acres. The Town of Harrison’s population increased substantially since 1990, annexations to adjacent cities and villages resulted in major losses of potential growth areas, especially commercial and industrial land areas to Appleton, and residential areas to Menasha and Sherwood. The Village of Harrison shares a common boundary with the cities of Appleton, Kaukauna and Menasha, and the Towns of Harrison, Menasha, Buchanan, Woodville, and Stockbridge. The Village is nearly divided by the Village of Sherwood (see Map 1).



ISSUES & OPPORTUNITIES

Issues & Opportunities

The Issues and Opportunities element of the Comprehensive Plan provides the identified potential issues and opportunities that will affect future growth and development of the Village of Harrison. This element provides an overview of population trends and forecasts, including age, gender, racial distribution, as well as household trends and forecasts, educational attainment levels, employment trends and forecasts, and a summary of the Calumet County health impact assessment. This chapter ends with additional issues and opportunities that will be further developed in each subsequent element.

Community Survey

Almost 50% of respondents agreed that Harrison should continue to develop with lower housing densities and roads with shoulders and ditches. However, this question should have been followed up with an additional question about community design considering the community has been developing areas with curbs and gutters for several years. Furthermore, a total of 84.4% that agree that keeping the community's character and quality of life should be Harrison's top priority. Respondents were split on whether the Village should extend utilities to undeveloped areas; 39.1% agree that the Village should not extend the utilities, 36.2% disagree that the Village should not extend utilities, and 24.7% neither agreed nor disagreed.

Population & Housing

As of 2016, The Village of Harrison's population totaled 10,749, while the Town's population totaled 1,188. The Village's population has steadily increased throughout recent decades, and continued growth is expected through 2040. According to the Wisconsin Department of Administration (DOA), by 2025 the population is projected to be 13,190 in the Village and 1,740 in the Town, a 78% increase and a 52% decline respectively since 2014. However, by 2040 both the Village and Town population will increase.

Table 1: Population Trends

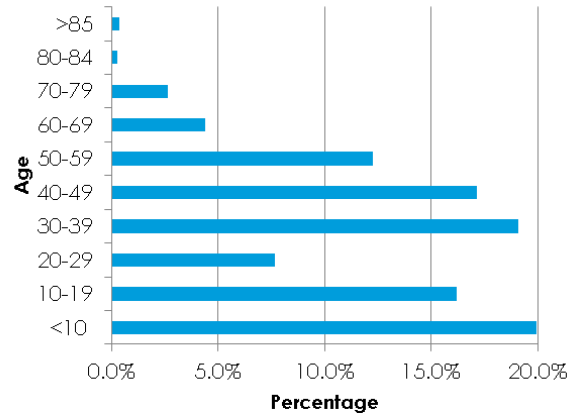
Year	Town of Harrison	Village of Harrison	Calumet County
1980	3,541	-	30,867
1990	3,195	-	34,291
1995	3,718	-	36,824
2000	5,756	-	40,631
2005	8,223	-	45,168
2010	10,839	-	47,902
2014	3,635	7,401	49,288
2025	1,740	13,190	58,010
2040	2,185	16,550	64,210

Source: US Census Bureau, ACS, and DOA

Age Distribution

According to the 2014 American Community Survey, the Village of Harrison has a young population with 36% of residents 19 years or younger. Over half, (56.3%) of the population is within the working age group (20 to 59 years old). Those aged 60 and older comprise 7.7% of the population.

Figure 2: Village of Harrison Age Distribution



Source: ACS, 2014

Educational Attainment

Harrison is a well-educated community. Nearly half of all citizens in the Village age 25 or older possess at least a Bachelor's degree and 32% hold an Associate's degree or technical college certification. Only 22 out of 4,399 people in this cohort have not attained a high school diploma or its equivalent.

The concentration of colleges and universities within an hour of Harrison contributes to its positive educational attainment statistics. Fox Valley Technical College, Lawrence University, St. Norbert College and three University of Wisconsin campuses (Fox Valley, Oshkosh, and Green Bay) provide higher educational opportunities to residents of Harrison and the region.

Housing & Households

As of the 2014 American Community Survey (ACS), there were 2,359 housing units available in the Village of Harrison. Due to the incorporation of the Village of Harrison, there isn't enough data about housing vacancy from the 2014 ACS. However, a 5% vacancy rate is suggested for keeping a sustainable community. Vacancy rates play important roles in communities. At a large geographic scale, very low vacancy rates may cause housing prices to increase at unaffordable rates as demand surpasses supply. In 2010, the Town of Harrison had a 4.3% vacancy rate. At that time, there were 3,644 total occupied units with 3,412 owner-occupied units and 232 renter-occupied units with a 2.1% vacancy rate.

The Village of Harrison household size was 2.9 in 2014, which is higher than the County (2.6) and the State (2.0). Nearly a third of the housing units in the Village were built between 1980 and 1999. About 20% of the units were built at least 75 years ago. Twenty-two percent of all dwellings in the Village were built after the new millennium. Many Wisconsin communities have significant portions of their housing stock that were built before 1969. Older homes are less energy efficient than new construction and will require remodeling or replacement in the years ahead.

Table 2: Residential Building Permits Issued, 2009 – 2015

Residential	2009	2010	2011	2012	2013	2014	2015
Single-Family	38	27	16	38	52	66	64
Two-Family	2	0	1	0	0	1	3
Multi-Family	0	0	0	0	0	1	1
Additions	10	15	21	17	18	14	11
Acc. Structures	30	37	23	18	23	30	19
Miscellaneous	56	34	32	40	32	53	39
Total Residential	136	113	93	113	125	165	137
Com./Ind.	2009	2010	2011	2012	2013	2014	2015
New	3	1	2	1	1	2	1
Additions	4	1	0	2	0	0	3
Acc. Structures	1	0	1	3	2	1	1
Miscellaneous	9	4	9	8	12	10	10
Total Com./Ind.	17	6	12	14	15	13	15
Combined Total	153	119	105	127	140	178	152

Source: Calumet County

It is evident from the number of sanitary permits and building permits that Harrison is growing. Since 2008, 33 new sanitary systems have been built, and 75 sanitary systems have been replaced in the Town of Harrison. Since 2009, the number of residential building permits ranged from 93 (2013) to 165 (2014) in the Town and Village of Harrison (Table 2). The number of households within the Village is anticipated to grow well into the future. According to the DOA in 2015, there were 3,746 households. The DOA projects the number of households to be 6,178 in 2040, a 65% increase in households.

Workforce & Industry

Employment has grown in the region over the past few years. Harrison is projected to be one of the fastest growing municipalities in Wisconsin through 2040. Many of the new residents hold professional and service-oriented jobs elsewhere in the Appleton metro and commute to other communities for work, mainly from the northwest corner of Harrison, where most development has occurred.

Harrison is over-represented when compared to the State of Wisconsin in the sectors of agriculture, wholesale trade, and information. In all of these sectors, Harrison hosts at least 50% more jobs than would be expected according to the average distribution of jobs across these sectors for the State as a whole. Approximately 180 businesses employing about 1,600 total workers are located in Harrison. Fewer than 400 of these workers reside in the Village.

Unemployment within Harrison is at 2.4%, lower than the 3.5% rate in Calumet County, and much lower than the 7.2% rate in Wisconsin. There is a significant degree of mismatch between available workers and available jobs. Within the Village, the biggest mismatches between jobs and available positions are in the services, manufacturing, and FIRE (finance, insurance, and real estate) sectors. Conversely, there are fewer residents employed in

agricultural and manufacturing professions than there are jobs in the Village. This is the only sector in which there is a net inflow of workers into Harrison.

Table 3 shows the location quotient, the factor of comparison between locational business activity and that of a larger region. This shows Harrison's employment and skill strengths. Harrison is over-represented when compared to the State of Wisconsin, in the sectors of information, manufacturing, FIRE, wholesale trade, and construction. Some industries are not likely to locate in the community because of a need for proximity to other businesses or customer populations.

Table 3: Harrison Location Quotient

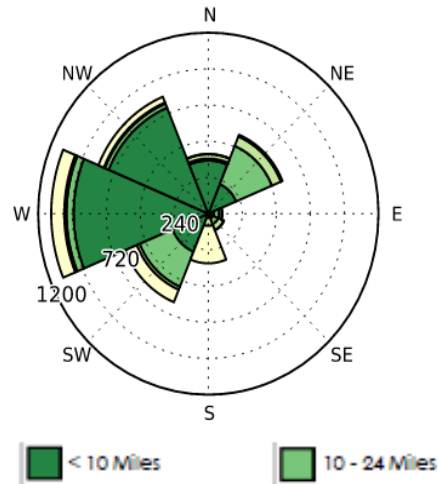
Sector	Harrison	Wisconsin	LQ
Information	2.40%	1.40%	1.7
Manufacturing	25.60%	18.70%	1.4
Finance/Insurance/Real Estate	8.30%	6.60%	1.3
Wholesale Trade	3.00%	2.50%	1.2
Construction	5.20%	4.90%	1.1
Transportation/Utilities	3.80%	4.20%	0.9
Services	40.20%	45.30%	0.9
Retail Trade	8.60%	10.90%	0.8
Public Administration	2.50%	3.40%	0.7
Agriculture/Mining	0.50%	2.20%	0.2

Source: ESRI

Commuting Patterns

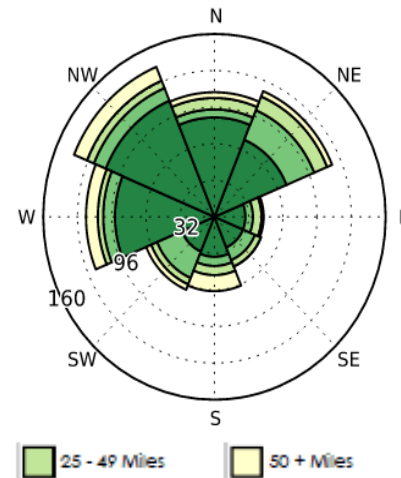
Radial graphs show the geographic commuting patterns for people commuting into and out of Harrison for work. Figure 3 shows the directions and distances for which workers in Harrison commute to the Village for work. This graph illustrates how the large majority of working residents in Harrison commute less than ten miles to the west and northwest into the central portions of the Appleton metro. Figure 4 shows the directions and distances of workers that commute into Harrison. A much smaller number of metro residents commute into Harrison, as is seen in this graph.

Figure 3: Harrison Residents: Place of Work



Source: ESRI

Figure 4: Harrison Residents: Place of Residence



Source: ESRI

Income

As shown in Table 4, the median household income for Village of Harrison residents is \$89,505 with a family income of \$84,071. In 2014, the Town of Harrison median household income increased 25.2% to \$82,733 from \$66,094 in 1999. This exceeds the median household income of the state at \$52,738 (Table 5).

Table 4: Income Range, 2000 and 2010

Income range in dollars	Town of Harrison				Village of Harrison	
	2000		2010		2014	
	No.	%	No.	%	No.	%
<\$10,000	18	1%	7	0%	17	1%
10,000-14,999	37	2%	23	1%	0	0%
15,000-24,999	68	3%	150	4%	55	2%
25,000-34,999	187	9%	169	5%	38	2%
35,000-49,999	263	13%	366	11%	254	11%
50,000-74,999	755	37%	626	18%	553	23%
75,000-99,999	373	18%	848	25%	416	18%
100,000-149,999	267	13%	891	26%	754	32%
150,000 or more	88	4%	305	9%	272	12%
Total	2,056	100%	3,385	100%	2,359	100%

Source: US Census Bureau, and ACS

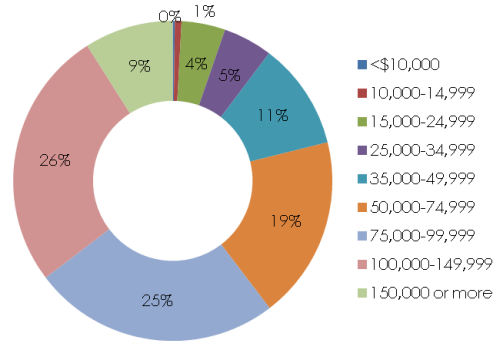
Table 5: Income Range, 2000 and 2010

Income range in dollars	Calumet County				Wisconsin			
	2000		2010		2000		2010	
	No.	%	No.	%	No.	%	No.	%
<\$10,000	564	4%	499	3%	148,964	7%	136,864	6%
10,000-14,999	567	4%	575	3%	121,366	6%	121,728	5%
15,000-24,999	1,279	9%	1,519	8%	264,897	13%	249,823	11%
25,000-34,999	1,728	12%	1,584	9%	276,033	13%	250,913	11%
35,000-49,999	2,780	19%	2,701	15%	377,749	18%	341,884	15%
50,000-74,999	4,480	30%	4,254	23%	474,299	23%	468,400	21%
75,000-99,999	2,087	14%	3,363	18%	226,374	11%	312,071	14%
100,000-149,999	1,004	7%	2,734	15%	133,719	6%	263,913	12%
150,000 or more	463	3%	1,036	6%	62,903	3%	129,015	6%
Total	14,952	100%	18,265	100%	2,086,304	100%	2,274,611	100%

Source: US Census Bureau, and ACS

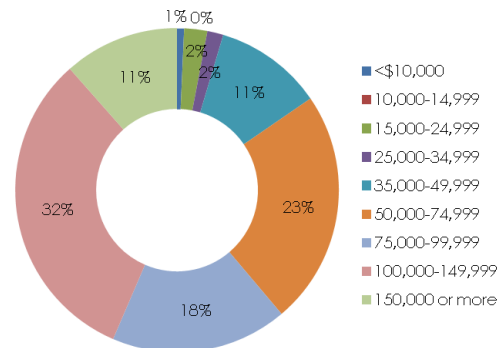
In 2010, 25% of Town of Harrison residents made between \$75,000 and \$99,000. In 2014, 32% of Village of Harrison residents made between \$100,000 and \$149,999 (Figure 5).

Figure 5: Income Range Percentages Town of Harrison



Source: US Census Bureau, 2010

Figure 6: Income Range Percentages Village of Harrison



Source: ACS, 2014

According to the 2014 ACS, 44 Village of Harrison residents were below the poverty level. The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it are considered in poverty.

Calumet County Health Impact Assessment

Communities across the U.S. are including sections, chapters, or stand-alone plans to address public health in the built environment, to make communities more liveable, increase the quality of life, reduce health issues, and mitigate rising healthcare costs. Calumet County completed a Community Health Improvement

Planning Process¹ (CHIP) in 2011 called Healthiest Calumet County. The County began updating the Plan in 2015. At the time of writing this plan, the new Community Health Assessment was not available. However, updated data was available to include in this Plan. CHIP identifies, prioritizes, and develops a plan to address identified health needs in a community. In 2012, community forums were held to discuss, tabulate, and select the top health improvement priorities in Calumet County. The top two priorities selected for improvement were:

- Excessive Alcohol Consumption
- Physical Activity and Nutrition



According to the 2013 County Health Rankings, Calumet County has the highest rate of binge drinking of any county in Wisconsin, and Calumet County's rate of adult obesity is higher than the state average. Two community action committees formed to address these two priority areas: Reducing Excessive Alcohol Consumption for Health (REACH) and Calumet County Activity and Nutrition Coalition (U-CAN).

The Village of Harrison can address the physical activity portion by promoting healthier lifestyles with parks, open spaces, recreation, and the built environment by encouraging compact, contiguous mixed-use development and requiring sidewalks for future developments. The Outdoor Recreation Plan provides detailed park, open space, and trail planning. The future Village Center should reflect the identified concept in the Village Center Plan that demonstrates compact, contiguous mixed-use development. Programming that can be offered in the Village Center to support healthy lifestyles include community gardens and a farmer's market.

1

<http://www.co.calumet.wi.us/DocumentCenter/View/1352>

Schools

One opportunity for the Village is the potential for Kaukauna and Kimberly School Districts to collaborate when locating new schools within the community. Kaukauna completed a long-range school facilities plan scoping study. This plan discusses the school district's needs to prepare and analyze future school facility options by considering the construction of a new elementary school in Harrison or Sherwood. If the school is built in Harrison, careful consideration must be given for the location. A new school will spur residential development. Properly locating the school will allow the right amount of growth.

Goal, Objectives, Policies

Goal

To encourage a balance of high-quality, architecturally pleasing, planned development between residential, commercial, and industrial uses in the urbanized area of the Village while protecting the image and atmosphere of the rural areas to create a sense of community.

Objectives

1. Encourage a pattern of planned growth and orderly development in the village.
2. Provide a transportation system that includes a network of quality highways, and village roads, and pedestrian/bicycle trails that allow safe movement and accessibility throughout the community.
3. Provide an adequate level of police protection, fire protection, community services, and facilities that will attract quality new development and serve the current residents while maintaining a low tax rate.
4. Address the need for a future wastewater system and treatment facility expansion to ensure that anticipated areas of the village are adequately served.
5. Cooperate with neighboring communities to coordinate present and future planning activities and development.

Policies

1. The Village of Harrison Comprehensive Plan shall serve as the official guide to encourage future growth and development in the community.
2. Coordinate and integrate future village studies and plans to make sure there is consistency with the Village Comprehensive Plan.
3. Village ordinances and policies shall be consistent with the intent of the Village of Harrison Comprehensive Plan.
4. Limit the number of multi-lot platted subdivisions and single-lot rural residential development outside of the Sewer Service Area to avoid single-lot development in the middle of farmland but instead, encourage single-lot development on the edges of farmland.
5. Establish a capital improvement plan to map out the village's future transportation, utilities, and other infrastructure needs.
6. Regularly review the level of service of municipal services provided by the Village. Explore ways to share services and costs with surrounding municipalities.
7. Explore options for the future development of one or more Village business/industrial parks.
8. Preserve and enhance the attractiveness of entry corridors into the Harrison area.



HOUSING

Housing

Introduction

The Housing Element provides an overview of housing conditions, housing value, housing tenure, affordability, and future needs. Additionally, this element provides information about the regional housing plan. By studying the relationship and changes in these factors over time, we can identify current and future gaps in supply based on household need. For instance, rental housing, affordable housing, and active senior and retirement communities are areas of future need in our aging society. Recent trends show that employees want to live closer to their place of employment, new households are forming as a result of children exiting their parent's household, and seniors are moving to areas closer to accessible services and medical care.

Harrison experienced a housing boom in the 1990s and 2000s and is still experiencing strong single-family housing growth. Housing construction peaked in 2002 when 333 single-family homes were built.

Regional Plan

In 2008, the East Central Regional Planning Commission completed a Regional Comprehensive Plan that covers ten counties including Calumet County. Housing choices are limited, particularly in rural areas. Most housing is geared toward the two-parent, two-child household, yet the need for other types of households are growing far more rapidly in the region. This has resulted in a lack of housing choices for singles, one-parent families, and young people. Another key finding is that housing affordability is one of the largest issues facing the region. Current trends indicate that although a rise in property values is placing many existing homes out of the reach of first-time home buyers, fewer starter homes are being constructed.

Community Survey

As part of the community survey, respondents were asked about housing types. A majority of respondents (69%) disagreed with providing a greater mix of housing types, including apartments, row houses, townhomes, and single-family detached homes. However, in the open-ended responses and at public meetings, respondents and participants mention the need for a greater mix of living with senior living options, condos, and housing types that provide for a range of options for existing and future residents with varying incomes with a focus on single-family detached homes.

Housing Conditions

The Village of Harrison's housing may be characterized as predominantly single-family homes (96%) with a third of the homes built between 1980 and 1999 (Table 6). Twenty-two percent of all dwellings in the Village were built after the new millennium. The age of homes in the Village of Harrison is consistent with the age of homes in Calumet County. However, Wisconsin as a whole has a greater percentage of homes built before 1960.

Table 6: Year Structure Built

Period	Village of Harrison	
	No.	% of Total
2000 to 2014	303	21.7%
1980 to 1999	464	33.2%
1960 to 1979	252	18.1%
1940 to 1959	111	7.9%
1939 or earlier	266	19.1%
Total Occupied	1,396	100%

Source: ACS 2014

Over 300 single-family building permits have been issued since 2009. However, in 2014 and 2015, building permits were issued for two-family and multi-family residences. The Village of Harrison has seen steady growth in home construction since 2009.

Table 7: Residential Building Permits Issued

Year	Single-Family	Two-Family	Multi-Family
2009	38	2	0
2010	27	0	0
2011	16	1	0
2012	38	0	0
2013	52	0	0
2014	66	1	1
2015	64	3	1
Total	301	7	2

Source: Calumet County

As of the 2014 American Community Survey, there were 2,359 housing units available in the Village of Harrison. All housing units were occupied with zero vacant units. A total of 93% of the homes has three bedrooms or more. A majority of the homes (89.5%) fuel their homes with utility gas. Only 26 homes have no telephone services available.

Housing Value

The Village's owner-occupied median housing value is \$209,400. Calumet County median housing value is \$165,900, while the State of Wisconsin median housing value is \$165,700. The majority (45%) of housing value is between \$200,000 and \$299,999. Median contract rent is \$1,252 in the Village compared to the county at \$567 and the state at \$648.

Table 8: Owner-occupied Median Housing Value

	Number	Percentage
Owner Occupied	3,469	100%
Less than \$50,000	80	2.30%
\$50,000 to \$99,999	126	3.60%
\$100,000 to \$149,999	215	6.20%
\$150,000 to \$199,999	1,105	31.90%
\$200,000 to \$299,999	1,563	45.10%
\$300,000 to \$499,999	301	8.70%
\$500,000 and more	79	2.30%
Median	\$209,400	-

Source: ACS, 2014

Tenure

Harrison currently has a considerably larger owner-occupied housing market than the rental

market. It is very likely that based on national and state trends; there is significant demand for residential rental units in Harrison. According to the 2014 American Community Survey, in the Village of Harrison, only 151 units are renter-occupied, which is 6% of the occupied housing units.

Housing Affordability

Housing affordability is the amount that a household can comfortably afford to spend on housing. Financial planners throughout the country advise that households should not spend more than 30% of their income on related housing expenses. Households spending more than 30% of their income on housing are often referred to as "burdened." Household income is a critical factor impacting housing demand. The ability of local households to afford existing housing stock influences the decision to rent or purchase. Table 9 shows that nearly one-fifth of households with mortgages are burdened by their housing costs. Roughly the same proportion of renters is similarly burdened.

Table 9: Housing Costs, Owner-Occupied (w/mortgage)

	Owner Occupied (w/ mortgage)
Households	2,656
Less than 20%	55.50%
20.0% to 24.9%	19.50%
25.0% to 29.9%	7.30%
30.0% to 34.9%	3.50%
35.0% or more	14.20%

Source: ACS, 2014

Table 10: Housing Costs, Owner-Occupied (w/out mortgage)

	Owner Occupied (w/out mortgage)
Households	813
Less than 10%	27.2%
10.0% to 14.9%	32.2%
15.0% to 19.9%	19.8%
20.0% to 24.9%	1.8%
25.0 to 29.9%	7.6%
30.0% to 34.9%	4.4%
35.0% or more	6.9%

Source: ACS, 2014

Table 11: Housing Costs, Renter-Occupied

	Renter Occupied
Households	195
Less than 15%	12.8%
15.0% to 19.9%	16.9%
20.0% to 24.9%	0.0%
25.0 to 29.9%	50.8%
30.0% to 34.9%	0.0%
35.0% or more	19.5%

Source: ACS, 2014

Housing Demand

The Wisconsin DOA projects the number of households in the Village and Town to increase from approximately 3,980 in 2015 to 4,670 in 2020 and over 6,000 by 2030. Therefore, Harrison should prepare to add 100-150 units per year based on these estimates. The proposed Village Center contains 560 units that will be built in phases. These units are primarily townhomes and condominiums.

National Trends

Generation labels are simply a lens through which people observe a loosely defined segment of the population; however, research over the past few decades indicates

statistically significant commonalities in housing preferences for individuals within defined generations. The four different generation segments include:

- War-Baby/Silent Generation aged 69 and older
- Baby-Boomer aged 50 to 68
- Generation X aged 35 to 49
- Generation Y (commonly referred to as Millennials) aged 19 to 35

According to a 2015 study conducted by the Urban Land Institute, 48% of all Americans and 73% of Millennials report they are very or somewhat likely to move in the next five years. This is vital, as 53% of Americans (63% of Millennials, 49% of Baby Boomers, and 64% of general renters) would prefer to live in a place where they do not need to use a car as often. This finding does not preclude people from residing in well-positioned rural regions or small

and mid-sized cities, but simply states that the personal vehicles (and large garages) will have less impact on housing choices over the next several decades.

Two-thirds of Millennials see themselves transitioning into single-family homeownership over the next five years; however, they remain less likely to move into single-family ownership than Generation Xers and Baby Boomers. National trends also indicate that War-Baby/Silent Generation members are most likely to move into rental housing over the next five years (from 77% owner occupied in 2015 to 59% owner occupied in 2020).

Single-family homes remain the top housing preference for buyers (61% rented or owned), however, over the past several years, townhomes and duplexes started to take a larger share of the housing market. The proportion of townhomes and duplexes increased to 19% – a 6% increase over several years ago.

“With the baby boomers aging, Harrison should consider opportunities for 55+ and/or retirement communities. Multifamily housing should be in a walkable mixed-use environment.”

- Community Survey Participant

Future Needs

Age and family status are the most influential factors for households considering renting instead of owning. More than three-quarters of the households headed by individuals under 30 opt to rent, and nearly half of households headed by individuals 30-44 now rent. Adults aged 75 and over have seen steady increases in the percentage of households renting. In contrast to homeowners, renters have greater choice in housing types. Within the renter pool, there are differences in the type of units preferred. A majority of young renters (under 30) live in larger apartment buildings of five or more units, while middle-aged renters prefer single-family homes or buildings with less than four units. Elderly renters are split between smaller buildings and larger senior housing apartment buildings. Larger properties typically offer a combination of

amenities, limited upkeep, and social opportunities which are attractive to both young and old age groups. These are the types of developments, along with a mix of smaller building types, such as townhouses, that are most appropriate for inclusion within or near the Village Center in an effort to create a “live-in” market for Village Center businesses.

Goal, Objectives, Policies

Goal

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

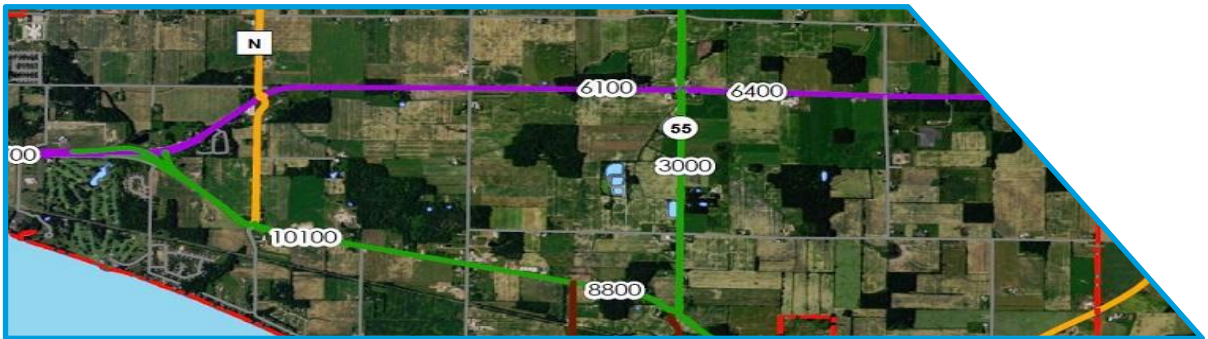
Objectives

1. Encourage housing development in the Darboy Sanitary District or Waverly Sanitary District sewer service areas.
2. Encourage new residential development to be done in a planned and orderly fashion near existing infrastructure and roads in areas identified as residential on the Future Land Use Map.
3. Provide opportunities for retirement facilities, elderly housing, and specialized housing such as nursing homes or community-based residential facilities, and ensure that they are adequately served with transit service, pedestrian facilities, bicycle facilities, recreational facilities, and convenient, nearby shopping, service and entertainment areas.
4. Encourage a coordinated planning effort to bridge rural areas with newly developed residential areas within the Village.
5. Encourage a mix of housing types throughout the Village that provide a range of options for existing and future residents with varying incomes.

Policies

1. Utilize the patterns presented on the Future Land Use Maps as a guide for development approvals.

2. New housing should be built in areas of the Village with convenient access to commercial and recreational facilities, transportation systems, schools, employment opportunities, and other necessary facilities and services.
3. New subdivision developments should provide parkland/open space or pay fees in lieu of dedication.
4. Create appropriate standards for the development of lot sizes for various housing types.
5. Develop and enforce Village ordinances and the Uniform Building Code to ensure that properties are in good condition to safeguard the health, safety, and welfare of Village residents.
6. Require pedestrian and bicycle access and amenities (e.g., trails and sidewalks) to be considered as part of all residential development projects as provided in the Village of Harrison Comprehensive Outdoor Recreation Plan. This includes considering location choices for developments catering to individuals of all ages that provide opportunities to walk or bike to important destinations like schools, parks, and shopping.
7. Increase the variety in housing stock so that types and prices of housing can satisfy the needs and preferences of a wide variety of residents, including young families and seniors, while maintaining the single-family detached dwelling as the basic form of housing.
8. Ensure that only development which are thoughtfully designed with respect to internal traffic generation, congestion, and interconnected patterns will be allowed.
9. Allow only developments that are adequately designed with respect to the topographical and drainage conditions of the proposed area.
10. Stabilize the physical condition of existing neighborhoods by creating and enforcing property maintenance codes, researching for grants that are geared toward housing rehabilitation and maintenance, and buffering residential areas from incompatible land uses.



TRANSPORTATION NETWORK

Transportation

Introduction

Transportation is a principle component of the Comprehensive Plan and is greatly influenced by the plans of other jurisdictions—such as counties, transportation authorities, and the State of Wisconsin. This chapter highlights those plans and seeks to align Harrison's local initiatives with them. It addresses multiple modes of transportation, including automobile, bicycle, pedestrian, and coordinated services for the elderly and disabled public. A reliable and efficient multi-modal transportation system is a vital part of a functioning community. While Harrison's streets and highways will remain a top priority, the Village is committed to ensuring a range of transportation options is available to residents and visitors. This commitment is driven by public health concerns, environmental sustainability, and a desire for greater choice regarding mobility options.

Besides moving people, the transportation system is also designed to aid the flow of freight products into and out of the Village. Currently in Harrison, most freight is transported using trucks. However, rail and air transport are also used to a lesser degree. Both modes are expected to assume a larger share of freight traffic by 2030. The regional plan section details the Department of Transportation's plan for the region over the next 15 years.

Regional Plans

Connections 2030

The Wisconsin Department of Transportation's (WisDOT) *Connections 2030* document serves as the state's long-range multimodal transportation plan. The document places Harrison within the Lake to Lake Corridor and the Fox Cities Metropolitan Planning region. The plan envisions continued service for the Outagamie County and Manitowoc County Regional Airports, along with infrastructure projects to support additional jet traffic. The plan also envisions improved traffic movement along US 10, as can be seen in Figures

7 and 8.

Figure 7: Lake to Lake Corridor Improved Transportation



Source: WisDOT Connections 2030 Plan

Regional public transit services include the Valley Transit bus system based in Appleton, which serves several communities in the Fox Cities. Currently, Harrison falls outside the system's service area. As the Village grows and the transit system attempts to capture a greater percentage of residents in its service area, Harrison may be incorporated into future transit routes.

Figure 8: Lake to Lake Corridor Improved Transportation



Source: WisDOT Connections 2030 Plan

Connections 2030 also outlines intercity bus and passenger rail plans for the region, including plans for rail service between Chicago, IL and St. Paul, MN with a stop in Appleton. Existing intercity bus services are to be continued along with new services planned between Madison and Green Bay by way of Appleton. Ports, harbors, and ferries are to continue present service, along with preservation, maintenance, and improvement of infrastructure. Bicycle and pedestrian accommodations are to be enhanced, with greater linkages and accessibility along and across existing facilities.

Six-Year Highway Improvement Plan

WisDOT administers its six-year highway improvement plan. The 2016-2021 highway improvement program covers only the 11,766-mile state highway system which is administered and maintained by WisDOT. While WisDOT has allocated more than \$300 million for infrastructure projects in the Northeast Region (Brown, Calumet, Door, Fond du Lac, Kewaunee, Manitowoc, Marinette, Oconto, Outagamie, Sheboygan, and Winnebago Counties) of Wisconsin from 2016 to 2021, the plan does not include any improvements in the Village of Harrison.

WisDOT began a long-range planning study of the WIS 114 corridor in Calumet County from the US 10/WIS 114 interchange to the WIS 114/WIS 55 split south of Sherwood in May 2009. The corridor is 5.2 miles long and travels through the Village of Harrison and Village of Sherwood.

The goal of the study was to select a preferred alternative for the corridor that would reduce traffic congestion and improve mobility and safety through Year 2035. The results of the study were to be contained in an environmental document and developed into design plans. Conceptual and preliminary alternatives were developed for the WIS 114 corridor and the US 10/WIS 114 interchange. One build alternative, *Improve Existing Route*, advanced to the preliminary alternatives stage. This alternative proposed to expand the existing two-lane highway to a four-lane divided highway in the rural area and a four-lane urban roadway in the urban area. At the US 10/WIS 114 interchange, a reconstructed interchange with WIS 114 as the dominant highway was proposed.

Two public information meetings, three stakeholder group meetings, and several local official meetings were held over the course of two years. Public participation was substantial throughout the study. The majority of the people who participated in the public involvement process expressed opposition to a four-lane roadway through downtown Sherwood and favored a bypass of Sherwood (This was dismissed due to cost and impacts).

Environmental investigations were conducted within the WIS 114 project limits. Numerous wetland areas, upland natural communities, protected species, and hazardous materials sites were identified. An architecture/history survey identified two potentially eligible properties in the urban section, and one previously identified historic cemetery/burial site was identified.

In August 2011, the study was suspended indefinitely for the following reasons:

- Municipalities along the route raised some concerns about the direction of the study.
- There are no immediate operational issues on this corridor that must be addressed.
- Improvements being built in 2012 by WisDOT at the intersection of WIS 114 and County N, and in 2013 at the intersection of WIS 114 and WIS 55 will help improve traffic flow along this highway for the foreseeable future.
- The information already collected for the study will help WisDOT, should operational issues change along this corridor.
- To allow WisDOT's Northeast Region to refocus its resources toward more immediate needs.

WisDOT stated that should safety/operational issues become apparent in the future, the department can use the information to look again at possible alternatives for WIS 114.

County Improvements Plan

County Trunk Highway (CTH) LP will be reconfigured in 2019 from United States Highway (USH) 10 to CTH AP with a roundabout at Manitowoc Road. Calumet County is also working on a design for a 2017 overhaul of Eisenhower Drive and a potential roundabout on CTH AP. Additional plans for a midway road on CTH AP from Lake Park to Coop Road for an overlay zone are also currently underway.

Community Survey

More than 70% of respondents agreed that the Village should focus more on providing bicycle and pedestrian facilities. About 79% of residents thought vehicle traffic in Harrison is acceptable, and only 8% thought it is congested. Close to 99% of respondents believed that vehicles in the village drive at or above the speed limit. More than half of respondents either agreed or felt

neutral that the Village should focus on providing more public transportation options.

Transportation Modes

Highways

Streets and highways in Wisconsin are classified according to their main function, whether moving vehicles or serving adjacent land. Arterials accommodate the flow of traffic, while local streets are intended to provide access to individual parcels of land. Collectors serve both local streets and through traffic by connecting arterials and local streets. The following sections of the transportation plan element will account for and describe the Village of Harrison's street system and its function in the community. Map 2 displays the functional class and daily traffic volumes for the Village of Harrison.

Traffic Volumes

The highest traffic volumes in Harrison run along the Village's principal arterial roads. United States Highway (USH) 10 and State Trunk Highway (STH) 114 support volumes of close to 15,000 vehicles per day on average in some areas. The following section explores these traffic volumes more closely.

Principal Arterials:

- **(USH) 10 and (STH) 114**, between Oneida Street and where USH 10 and STH 114 split, are classified as Rural Principal Arterial streets. Just west of the intersection with CTH "LP," traffic counts on USH 10/STH 114 increased from 12,900 vehicles per day in 2007 to 13,700 vehicles per day in 2016. East of the 10/114 split, USH 10 carried 6,100 vehicles per day in 2016.
- Under the Urban Functional Classification System, **Oneida Street (USH 10)**, running north to south along the western boundary of the village, is classified as a principal arterial. In 2016, traffic averaged 12,900 vehicle trips per day in this area, down from 14,100 vehicles per day in 2007.
- **County Highway "KK"** traffic counts decreased slightly just west of CTH "N," from 16,900 vehicles per day in 2007 to 16,200 vehicles per day in 2016. East of USH 441, the traffic counts for CTH "KK" for the same time frame increased from 32,600 vehicles to 33,200 vehicles per day in 2016. Much of the

traffic volume increase can be attributed to the residential growth in the Darboy Area (Towns of Buchanan and Harrison) and the new commercial development along CTH "KK" that includes a Wal-Mart Super Store, The Home Depot, and a host of restaurants and other retail establishments.

Minor Arterials:

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

- **STH 55** in the eastern half of the village runs north and south. Annual average daily traffic is 3,400 north of USH 10 in 2016 (3,700 in 2007), and 3,000 south of USH 10 in 2016 (also 3,000 in 1991).
- **STH 55**, after its split from STH 114 south of Sherwood, carried 3,700 vehicles per day in 2007 but decreased to 3,400 vehicles per day in 2016.
- **STH 114** between USH 10 and CTH "N," carried 7,700 vehicles per day in 2016, down from 9,900 vehicles per day in 2007. South of Sherwood, STH 114 carried 4,500 vehicles per day, up from 4,100 vehicles per day in 2007.

Major Collectors:

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

- **CTH "KK"** east of CTH "N" runs east to west and is part of the northern boundary of the village. Traffic volumes average 5,500 vehicles per day east of State Park Road, and 3,900 per day east of STH 55.
- **CTH "N"** between CTH "KK" and STH 114 runs north and south in the north-central part of the village. Traffic volumes north of the intersection with Schmidt Road average 7,100 per day. Traffic volumes average 2,900 per day on CTH "N," south of USH 10.
- **CTH "M"** north of its intersection with STH 55 and STH 114 runs in a northeasterly direction. Traffic volumes average 640 per day north of Schaefer Road.
- **CTH "LP"** north of USH 10/STH runs north and south, and carries 4,100 cars per day in 2016.

Minor Collectors:

The Village of Harrison has three rural minor collectors:

- State Park Road south of STH 114 runs

generally in a north/south direction. Traffic volumes average 920 per day in 2016.

- Stommel Road south of STH 55 runs generally in a north/south direction. Traffic volumes average 1,100 per day in 2016.
- CTH "B" from the Village of Sherwood to the village line runs east and west, and carries 1,200 cars per day.

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

Future Road Improvements

Planning efforts over the next several years will focus on calming traffic speeds and providing greater connections for local roads in the Village and between existing US highways. Kuepper Road is expected to be extended, running from the confluence of US 10 and WIS 114 in the west to WIS 55 in the east. Extension of Pigeon Road running north of WIS 114 to CTH KK is also a project expected to develop in the future. Fire Lane 13, which presently runs from the shore of Lake Winnebago to WIS 114, is expected to be extended going north toward the urban portion of the Village, traversing Kuepper Road and US 10. Several additional infrastructure projects are on the horizon for the coming years, most of which improve connections within residential areas along the northern Village border and within the urban core. These additional roads largely mirror the proposed connections for additional bicycle capacity shown in Figure 3.

Coordinated Services

Federal Transit Administration (FTA) rules stipulate that public transportation planning documents must include "assessment of the transportation needs of individuals with disabilities and older adults." As part of this commitment, the Village of Harrison has included provisions to ensure that elderly and disabled citizens enjoy levels of mobility comparable to other residents in the community.

Calumet County Transportation Services provides a transportation program for seniors and residents with disabilities. The program operates wheelchairs, five minibusses, and volunteer personal vehicles. The program operates Monday through Friday from 8:00 am to 5:00 pm.

Additionally, Calumet County Social Services contracts with Valley Transit in Appleton to provide transportation to seniors and residents suffering from mobility issues through their "Call-A-Ride" program. The program provides both cars and vans that meet the standards of the Americans with Disabilities Act (ADA). The program operates Monday through Friday from 9:00 am to 5:00 pm for seniors and 5:30 am to 10:00 pm for people with disabilities. The service also operates from 7:30 am to 10:00 pm on Saturday and 7:30 am to 2:00 pm on Sunday for people with disabilities. There is no service on weekends or major holidays for seniors under this service.

Pedestrian & Bicycle

Existing bicycle facilities are primarily limited to local roads within the community, such as Noe Road and Mile Long Drive. As part of the 2014 East Central Wisconsin Regional Plan Commission Bicycle and Pedestrian Plan, additional facilities have been planned to follow more heavily used highways, like Manitowoc Road and Schmidt Road.

Figure 9: Bicycle and Pedestrian Plan



Source: East Central Wisconsin RPC

As shown in Figure 9, existing facilities are marked with red lines, planned facilities with orange lines, recommended facilities with blue lines, and the regional bike and pedestrian network with green lines. Other facilities have been proposed along USH 10 and STH 114 to link areas along the east and northeast banks of Lake Winnebago with Appleton, Menasha, and Neenah. The Village continues to work with the Kimberly School

District and Calumet County to provide a useful Safe Routes to School Plan that provides children with convenient and safe paths to and from school as an alternative to busing or driving cars.

“We need more bike paths and walkways. These are things people look to for quality of life and feeling connected. Runners and bikers use Manitowoc Rd. extensively as an east/west corridor to get to High Cliff State Park. We should work with Sherwood to make a connection to High Cliff without having to travel on roads.”

-Community Survey Participant

Trucking

There are currently no trucking services based in the Village; however, the potential exists for companies to locate facilities along arterial routes such as USH 10, STH 114, and County Highway KK. Services are currently provided to the Village by multiple carriers located throughout the Fox Cities region.

Air

The Outagamie County Regional Airport is located approximately 10 miles northwest of Harrison and serves as the Village's primary resource for small commercial flights. The airport services the entire Fox Cities region and is located on a large parcel of land near USH 76, STH 96, and CTH "CB." Given the current size of Harrison and the Fox Cities area, the airport provides adequate services to meet the needs of the region. However, rapid growth in the Fox Cities area means that future upgrades to the facility may be needed.

Railroads

There are currently no passenger or freight services provided to any developments located in the Village or Town of Harrison. In 2010, the federal government announced plans for a high-speed rail network to link major cities around the country, including a line running from the Twin Cities, MN to Chicago, IL. The State of Wisconsin

declined federal grant money to add sections of this line to link Milwaukee, Madison, and other areas of the state to this rail network. Despite this, future linkages to this regional high-speed network could be added in the Fox Cities to provide passenger rail access from Green Bay to other major cities in the Midwest.

Water

Water transportation is currently unavailable in the Village of Harrison. Lake Winnebago functions as the southwestern boundary of the Village and provides public and private beach and boat launch access to Wisconsin's largest inland lake. Recreational fishing and boating are common, and ice fishing and snowmobiling take place during the winter months. Commercial shipping access is provided by the Port of Green Bay, located in Brown County. Shipping facilities are located at the mouth of the Fox River, where it empties into Green Bay. The Port of Green Bay is located roughly 35 miles northeast of Harrison.

Goal, Objectives, Policies

Goal

To provide the Village of Harrison a transportation network will be a safe, efficient, and environmentally sound system that provides multi-modal personal mobility for all segments of the population as well as the movement of goods for business and industry.

Objectives

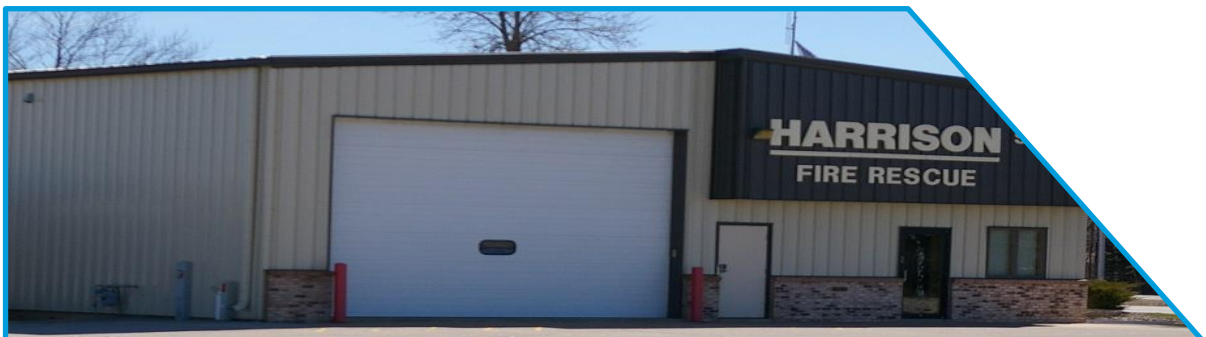
1. Provide a street and highway system that, together with other transportation facilities, will meet short and long-range needs, interests, and objectives of the village's citizens in a cost-effective manner.
2. Develop new portions of the transportation system to be compatible with existing and future land use patterns.
3. Develop and maintain infrastructure to support biking, walking and other modes of transportation throughout the Village and the surrounding region.

4. Promote safe and efficient movement of truck traffic through the Village.
5. Work cooperatively with other agencies to develop a local and regional transportation network that provides safe options for traveling to, from, and through the Village.
6. Encourage development of a transportation system that minimizes environmental disruption and strives to maintain a quality environment.

Policies

1. Provide and require a broad range of transportation choices, including quality roads, highways, sidewalks and trails to meet the diverse needs of residents.
2. Provide and require a transportation network that will strengthen access between interdependent land uses such as commercial, industrial, residential, and recreational.
3. Improve connections between developments by encouraging grid-like street patterns as opposed to multiple cul-de-sacs and dead end roads.
4. Communicate and coordinate transportation improvements and plans with adjacent units of government, Wisconsin Department of Transportation, the Calumet County Highway Department, and the Outagamie County Highway Department at any opportunity presented.
5. Promote compatibility of local, regional and state transportation policies and plans.
6. Continue to support the efforts of law enforcement officials to achieve heightened enforcement for required stops and speed limits.
7. Discourage creation of new private roads.
8. The Village should use its Official Mapping powers (State Statute 62.23) to reserve adequate rights-of-way for future reconstructed or newly constructed streets and pedestrian and bicycle facilities.
9. Coordinate future street improvements with proposed bicycle/multi-purpose recreational

- trails to adequately serve residential subdivisions, schools, parks, and other related community facilities.
10. Evaluate the need for the development of a trail system that connects the Village with other area trails.
11. Budget funds annually to ensure that all Village roads are improved and maintained for safe vehicle travel and access. Prepare and adopt a Five-Year Capital Improvements Program to establish project priorities in such areas as infrastructure and transportation improvements.
12. Discourage the development of roadways in environmentally sensitive areas such as wetlands, floodplains, prime agricultural lands, scientific areas, and on soils with severe engineering limitations.
13. Support private transportation providers that serve the population that are unable, or do not have access to, personal vehicles, such as the elderly, homebound, sick, or disabled.



UTILITIES & COMMUNITY FACILITIES

Utilities & Community Facilities

Introduction

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

Emergency Services

Fire and Rescue

Harrison Fire Rescue includes a 72-member volunteer roster that protects 15,000 residents and numerous other visitors and travelers through the 36+ square mile district. Service is provided to all or part of four municipalities (Village of Harrison, Town of Harrison, Village of Sherwood, and the Town of Woodville) from Station 60 and Station 70. Station 60 is located at W469 Clifton Road in the Village of Sherwood. Station 70 is located on the corner of Lake Park Road and Highway 114 in the Village of Harrison.

The Fire and Rescue Department completed a Strategic Plan (2015-2020) that includes a plan for training advancement, training facility key action, marketing and communicating actions, staffing design and retention actions, facility expansion and relocation actions, and capital equipment and apparatus acquisition.

Through the strategic plan process, it was determined that Station 70 is at capacity and limited in providing support for staffing and apparatus needs. Response times in the western portion of the fire district are an increasing

challenge, with most volunteers living more than six minutes from the current Station 70 location. As the population center has shifted, Station 70 now sits on the outer-fringe of the primary coverage area. This issue has serious implications for the department's ISO rating.

Considering this issue and opportunity, a new Fire Station combined with a new municipal building is suggested as part of the Village Center proposed concept design.

Police

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

Ambulance

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

Schools

Map 3 shows that Harrison is serviced by the Appleton, Hilbert, Kaukauna, and Stockbridge school districts, along with the Kimberly Area School District, which continues to be a residential development driver due to their academic and extracurricular excellence. Over the past 20 years, increased development in the Village and Town of Harrison and surrounding areas has prompted additional schools to be built such as Sunrise Elementary School, and Woodland Elementary and Intermediate School.

The Kaukauna School District finished a Long Range Facilities Plan¹ in 2015 that identified the need for another school. The Long Range Facilities Plan notes that most of Harrison's residential development has occurred within the Kimberly Area School District, generally west of Highway N. This development occurred around the newly built Sunrise and Woodland Schools. The Long Range Facilities Plan notes that the Village of Harrison is a potential location for a new school. The Village should keep lines of communication open with the school districts and plans.

Additionally, there are three parochial grade schools in the area, Holy Angels Catholic School in Darboy, Mount Calvary Lutheran School, and Sacred Heart Catholic School in Sherwood.

Parks

The East Central Wisconsin Regional Planning Commission completed a Comprehensive Outdoor Recreation Plan (CORP) 2015-2019 that inventories existing parks and facilities, determines deficiencies and surpluses with the system and identifies future recreational needs. The CORP should be referenced for current and future facilities.

The Village and Town of Harrison maintain three parks with 58 acres, six special use boat launches, and access areas. Map 4 displays the Harrison Community Park locations along with other community facilities.

Clover Ridge

Clover Ridge is a 6.5-acre park with a playground, picnic areas, and trails. The adjacent utility corridor provides for future trail connection and park access.

Clover Ridge Park



Source: Google Maps

Darboy Community Park

Darboy Community Park is 17.6 acres with basketball courts, softball diamonds, soccer fields, a shelter, playground equipment and a picnic area. There is also a walking/hiking trail. This park is jointly owned by the Town of Buchanan and the Village and Town of Harrison.

Harrison Athletic Association

The Harrison Athletic Association has 16.5 acres with a pavilion, a lighted softball diamond with spectator seating for 300, a pressbox, a scoreboard, and an unlighted baseball diamond with spectator seating for 100, concessions, picnic facilities, playground equipment, a lighted sand volleyball court, and restroom facilities.

Darboy Community Park



Source: Google Maps

High Cliff State Park

The largest park and open space available to Village and Town residents is High Cliff State Park with 1,140 acres. The Park is within a 15-minute drive of Harrison residents. The park contains an observation tower, 85-slip marina with six launch ramps, swimming beach with bathhouse, two shelters, 112 campsites, and several miles of trails and historical features.

¹

http://www.kaukauna.k12.wi.us/cms_files/resources/FacilitiesScoping.pdf

Private Recreational Areas

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

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

School Park Amenities

Harrison Schools have just over 40 acres of recreational land available for the schools and the general public. Also, private facilities include one golf course providing just over 163 acres, a private park, a sports complex, and church facilities with playing fields.

Boat Landings and Access

The Village has three boat landings; Faro Springs Boat Landing, Firelane 8 Boat Landing, and the State Park Boat Landing. There are three access points; Firelane 12 and 13 public access to Lake Winnebago, and the Ledgewood Acres access serves as public access to Lake Winnebago.

Future Park Amenities

During this Comprehensive Plan process, The Village of Harrison was in the process of starting a Park Planning and Design Master Plan for a new park along Manitowoc Road. The new park contains 18 acres along Manitowoc Road, between County N and N. Coop Road. The Village completed a wetland delineation on the property and had an application pending with the Wisconsin Department of Natural Resources Wetland Concurrence program.

Additionally, the proposed Village Center contains 15 acres for a park and potential dog park along with 4.3-acre Village Green. The Village Green has the opportunity for many programming events such as farmer's markets, concerts, festivals, movies in the park, music in the park, outdoor fitness classes and more. The Village Green has the potential to be a third place for residents and visitors. A third place is an informal gathering place outside of home and

work that allows people to gather and interact and creates community vitality.

Trails

The Village has three trails; Highland (1.12 miles), Noe Road (1.07 miles), and Friendship State Trail (6.7 miles). Additionally, there are snowmobile trails following an east-west direction mostly south of USH 10, then to High Cliff State Park and Lake Winnebago.

Libraries

There are no libraries in the Village or Town of Harrison. However, there are five public libraries that Harrison residents can utilize: Elisha D. Smith Public Library in Menasha, Appleton Public Library, Kimberly Village Public Library, Little Chute Public Library, and the Kaukauna Public Library. Through taxes, Harrison supports the Calumet Public Libraries. Additionally, the Calumet Library has intersystem agreements with the Manitowoc-Calumet Library, Outagamie Waupaca Library System, and the Winnefox Library System.

Cemeteries

There are several cemeteries located in the Town of Harrison.

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

Health Care Facilities

Since the 2009 update, ThedaCare Physicians opened off of State Park Road. There are Ascension Health Facilities available in Appleton, Kaukauna, and Menasha. Dental and

chiropractic offices are in the Darboy Plaza.

Childcare Facilities

There are two licensed childcare facilities in Harrison; these are Little Inspirations Childcare Center and Kiddie Korner Family Day Care.

Governmental Facilities

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

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

Additionally, The Village Center Plan provides details about the potential new 27,000 square foot municipal building which will combine the Village Hall, Fire Station, and EMS.

Sanitary Sewer Service and Water Supply

Sanitary Districts

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

The system consists of primarily 8-inch PVC gravity sewer pipe. There are no lift stations or force mains in the Darboy system at this time. The collection system conveys the wastewater to an interceptor system consisting of pipes ranging in size from 10 inches to 27 inches in diameter.

The Waverly Sanitary District is located on the north shore of Lake Winnebago in Calumet County. It was created by the Town of Harrison as a Town Sanitary District in 1972, became operational in 1984, and continues to provide sewer and water to an area east of Oneida Street comprised of portions of the Town and Village of Harrison, City of Menasha, and City of Appleton.

In 2016, a lift station feasibility analysis was completed. The Village began discussions with the Waverly Sanitary District about the infrastructure costs and payments. The lift station is expected to serve the area from Hwy 10/114 north to Manitowoc Road from S. Coop Road to CTH N, as well as the triangle area surrounded by Hwy 10, Hwy 114, and CTH N. The lift station is proposed to be on the north side of Hwy 110/114 near the split of the two highways.

The two sanitary districts provide water for domestic use. Additionally, the Village primarily receives water from the City of Appleton water system. In emergency situations, water can also be provided through hook-ups to the City of Menasha system.

Sewer Service Areas

East Central Wisconsin Regional Planning Commission develops Sewer Service Area plans for 208 Water Quality Areas. These plans assist in maintaining and improving water quality within the State by outlining areas which can accommodate sewer development in a well-managed environment as well as delineating Environmentally Sensitive Areas which preclude such development.

Harrison lies within the Heart of the Valley and Neenah-Menasha Sewer Service Area. The Darboy Sanitary District lies in the Heart of the Valley Sewer Service Area and the Waverly Sanitary District lies in the Neenah-Menasha Sewer Service Area (Map 5). As a requirement for consideration for future expanded growth allocations for the Sewer Service Area and approval for amendment requests, an approved comprehensive plan with follow through on its implementation has become a requirement.

Private Septic Systems

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

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

Since 2008, Calumet County issued 33 permits for private disposal systems and issued 75 permits for replacement systems. The data for 2016 is only until August of 2016.

Table 12: Septic Permits Issued

Year	New System	Replacement System
2008	3	7
2009	4	8
2010	1	4
2011	2	9
2012	6	9
2013	3	9
2014	2	9
2015	8	14
2016	4	6
Total	33	75

Source: Calumet County

Stormwater Management

Stormwater runoff occurs when precipitation from rain or snowmelt flows over the land surface. The addition of roads, driveways, parking lots, rooftops, and other surfaces that prevent water from soaking into the ground to our landscape

greatly increased the runoff volume created during storms. Stormwater is the number one cause of stream impairment in urban areas. Without proper management, increased stormwater runoff can cause overloading of the existing natural and man-made stormwater drainage system and increase flooding potential.

The Village completed a Stormwater Management Plan along with implementing stormwater ordinances and erosion control ordinances. A Stormwater Management Plan has been completed for the Garner's Creek drainage basin. The Garners Creek Stormwater Utility area of control is on the northern side of Harrison (Figure 9).

The Utility has authority to regulate activities or storage of materials to ensure efficient and effective transportation of storm water runoff along Garners Creek. A permit is required for the area of control if the work includes: any channel change, encroachment, filling, grading, excavating, or construction of any structure.

Figure 10: Garners Creek Storm Water Utility Area



Source: Garners Creek Utility

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

Refuse, Recycling, and Yard Waste Services

The Village and Town garbage and recycling service is contracted to Advanced Disposal. Garbage and recycling pick-up is done weekly on the same day.

Harrison provides a yard waste site that is opened seasonally mid-April to mid-November for the disposal of yard clippings. The site is also open during the month of January for Christmas tree disposal. The Harrison Public Works Department will pick up branches and large brush piles during the designated season.

Calumet County offers a clean sweep – hazardous waste disposal in the spring and early summer of each year. Unwanted, unused, or damaged products that are stored can be taken to a clean sweep site.

Telecommunications Facilities

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

Six cell phone towers have been constructed in Harrison:

- The intersection of County Roads "AP" & "LP."
- Section 17 along Schaffer Road.
- Section 20 along Kesler Road.
- Section 15 along the frontage road.
- On the top of the Darboy Sanitary District Water Tower.
- The Sunrise School property.

The Village and Town of Harrison concurs with the Calumet County Telecommunications Facilities Requirements (Ordinance No. 66, Section 11.07) in that all towers should provide access for more than one server, and that each tower be totally occupied with potential antennas before another tower can be built. While Harrison acknowledges the need for communication towers, it also recognizes the importance of protecting the aesthetic value of the village and town.

Electrical Power and Natural Gas Utilities

WE Energies provide Harrison with natural gas

and electric service. Wisconsin Electric Power Company provides electricity.

Goal, Objectives, Policies

Goal

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

Objectives

1. Continue to maintain a low Village tax rate by economically providing a quality level of public facilities and services to Village residents. Achieve this goal with careful planning and financial management.
2. Maximize the effectiveness and efficiency of existing Village infrastructure investments by channeling growth into already served or planned service areas and carefully regulating new growth and development. Promote development within sanitary districts.
3. Maintain police services to meet community needs and provide an appropriate level of fire and emergency medical services.
4. Encourage high-quality health-related services.
5. Work with the surrounding school districts to maintain a high level of service and adequately plan for the growing needs of the community.
6. Foster cooperation and coordination in the provision of services where efficiency, equity and economies of scale can be obtained with other entities.

Policies

1. Pursue shared service opportunities when mutually beneficial (e.g. cost savings) to improve the efficiency and quality of utilities, parks, and community facilities.
2. Locate park, trail and open space areas throughout the community to ensure all neighborhoods have access to recreational choices.
3. Encourage the involvement of citizens in the planning and improvement of Village parks and recreation facilities.
4. Ensure that only developments which are thoughtfully designed with respect to drainage and storm water management will be allowed.
5. Utilize the Village of Harrison Stormwater Management Plan and Comprehensive Outdoor Recreation Plan.
6. Develop new village parks with groundwater control and facilities for stormwater management of surface water run-off.
7. Use Impact Fees to assist in the cost of utility and infrastructure development.
8. Restrict new development from locating in areas that cannot be efficiently and economically served by existing and planned Village streets, sanitary sewer, public water mains, public facilities and stormwater management facilities.
9. Evaluate new development proposals by their fiscal impact and their impact on service levels elsewhere in the community.
10. Encourage water conservation methods and practices and promote recycling of domestic and commercial waste.
11. Continue to review all options for providing police services that meet the needs of residents.
12. Annually meet with neighboring jurisdictions to review fire protection and ambulance service mutual aid and/or contractual intergovernmental services.
13. Work cooperatively with the area school districts to ensure that future facility expansion meets the needs of all stakeholders. Identify and evaluate the impact that future school sites would have for future growth of the school districts while

also meeting the Village's sustainable growth needs.



**AGRICULTURAL, NATURAL, &
CULTURAL RESOURCES**

Agricultural, Natural, & Cultural Resources

Agriculture

In Calumet County, there are 719 farms, which are 13 farms less than in 2007. Harrison is 33 square miles with roughly 21,694 acres. A total of 69% of Harrison's land use is dedicated to agriculture. The majority of farms in the village have dairy as their primary purpose. As Harrison continues to grow, the agricultural land use will decrease. The future land use map (Map 13) shows that agriculture is still the dominant land use with a 49% share of the Village. Map 6 displays the prime farmland areas based on soils. Prime farmland is considered prime if all the soil properties are favorable for row crop production. Non-prime soils can be productive with proper management controls.

*“Nice to be able to buy local from a farm...
Grass fed beef would be wonderful!!”
- Community Survey Participant*

Soils

Soils form the foundation of agriculture and urban development within the Village. Understanding the characteristics of soil types is tremendously important when evaluating the productive capacity of crops, the feasibility of building construction, and the installation of utility infrastructure. The following section highlights the five types of soil associations that exist within Harrison and provides information about each as it pertains to land use. See Map 7 for the spatial distribution of these five soil associations.

Kewaunee-Manawa-Poygan:

This group of soils is found in high concentrations along Lake Winnebago in the northeastern portion of Calumet County. During the Wisconsin Glaciation, these soils formed in the red glacial till that was deposited in the area. The subsoil layer is predominantly composed of clay and clay loam, and drainage depends on the slope of the

landscape and depth to the water table. Due to variation in drainage, excess precipitation can cause flooding and runoff over the land surface. Excessive soil erosion can occur when the runoff occurs on steeper slopes. Fertilizer, clay particles, and waste materials can be carried into surface waters, causing hypertrophication, cloudy water, and sedimentation to occur in lakes and streams. The soils have good potential for cultivated crops such as corn, small grains, and alfalfa. The steeper soils and undrained wet soils are used for pasture or as wildlife habitat. The main management concerns are controlling water erosion, improving drainage, and maintaining tilth and fertility.

Granby-Oakville-Tedrow:

This group of soils is found along the northern shore of Lake Winnebago. They were formed in sandy matter that was deposited by melting glaciers. Drainage ability for these soils depends on the landscape. These soils have the poor potential for cultivating the dominant crops grown in the area and are not ideal for woodland. Concerns over maintaining fertility and controlling soil blowing exist with this group as well.

Channahon-Whalan-Kolberg:

This group of soils is found sporadically throughout the High Cliff area and other portions of southeastern Calumet County, though recent evidence shows that it may exist in larger quantities elsewhere. This group is comprised of loamy soils that have a dolomite substratum. All three soils are well-drained. However, these soils are very thin and make poor filters for pollutants originating at the surface, which may be carried through to the groundwater. This intrusion often causes groundwater to become high in nitrates. The soils have fair to the poor potential for use as cropland and good potential for use as woodland.

Wasepi-Plainfield-Boyer:

This group of soils is found throughout western Calumet County, in the southwestern corner of Harrison. These soils formed in sand deposits originating from glacial meltwater and ice. Sand and loam permeates these soils throughout all

layers and can range from excessive drainage to poor drainage depending on their landscape location. Like Channahon-Whalan-Kolberg soils, surface pollutants may be transported down through the subsoil to the groundwater, causing contamination of wells and aquifers.

Hochheim-Lamartine-Mayville:

This group of soils is primarily found in the southeastern portion of Calumet County. These soils are composed of loam throughout all layers and contain gravel and other coarse particles in their lower layers. Drainage for these soils is typically high, depending on location, and precipitation rapidly permeates down into the soil. Applied fertilizers will often permeate downward as well, and can sometimes intrude on local groundwater sources, causing excessive nitrification.

Septic Systems

Soil suitability affects the type of septic systems that can be installed. The Soil Conservation Service considers properties and features that affect absorption of the effluent, such as permeability, depth to the seasonal high water table, depth to bedrock (Map 8), and susceptibility to flooding. Stones, boulders, and shallowness to bedrock interfere with installation. Excessive slope can cause lateral seepage and surfacing of the effluent. Septic system types are divided into three categories which are noted below:

Slight: Septic system could be built. A few isolated sites throughout the Village fall under this category, with a high number concentrated immediately south of Darboy.

Moderate: Soils that would not be favorable for below-grade septic tank absorption fields. A mound system or other above-ground sanitary system would be required. This category is also scattered throughout the Village and is slightly more numerous than the "slight" category.

Severe: Soils are not acceptable for a conventional septic system. This category covers most of the soils in Harrison. Sites falling within this category may need an on-site waste disposal system (mound or above-ground) if public sewage connection is not available.

Natural Resources

Protecting Harrison's natural resource base is of vital importance for sustaining a healthy economy, local environment, and quality of life. Ecological features such as mineral deposits, surface and groundwater resources, wildlife habitats, and topography are central determinants that govern a place's suitability for development. The following section covers these and various other environmental aspects of the Village and surrounding areas.

Metallic/Non-Metallic

The Village of Harrison has an abundance of gravel and quarry stone due to the nearby Niagara Escarpment. The region serves as an excellent source of building raw materials for buildings and infrastructure projects at low costs. Calumet County and the State of Wisconsin regulate all gravel pit and quarry operations in the Village through the extraction provisions (Sec 17.47) of the Calumet County Zoning Code. There are two gravel pits/quarries in Harrison: the Sherwood Quarry (limestone), and Browns Quarry (limestone). Both quarries are in the southern portion of Harrison.

Surface water

The Village lies along the northern and western shores of Lake Winnebago, and the northwest portion of the Village is drained by several streams that comprise the Garner's Creek drainage basin. Northeast Harrison falls within the Kankapot Creek drainage basin. Lake Winnebago, Garner's Creek, and Kankapot Creek all discharge into the Fox River, which composes part of the wider Fox-Wolf River watershed. A small portion on the southern end of the Village falls within the Killsnake River drainage basin, which empties into the Manitowoc River, eventually flowing into Lake Michigan.

Groundwater

Harrison is fortunate to have plentiful quality sources of groundwater (Map 9) from which to draw, most of which comes from deposits left over from the Wisconsin Glacial Period and underlying bedrock foundation. The four aquifers that lie within the Village are listed below.

The Water Table Aquifer:

This aquifer exists throughout the Village, consisting of sediments deposited by the advance of the Wisconsin Glacier. The aquifer varies in depth, with the highest depth over pre-glacial bedrock valleys and least over topographic peaks in the bedrock surface. Paths through sand and gravel may transmit adequate amounts of water for private wells and groundwater sources.

The Niagara Aquifer:

This aquifer is bounded by a layer of Maquoketa shale, which is highly impervious, and acts as a confining agent between the Niagara Aquifer and the greater Sandstone Aquifer that spans much of eastern Wisconsin. Water is stored in crevices and fissures throughout the rock, making it highly susceptible to pollution. Human activity and land use activities often occur near aquifer recharge zones, allowing contaminants to diffuse into the aquifer from the surface with few barriers to stop them. Groundwater contamination is known to be high-risk throughout most of the Niagara Escarpment.

The Platteville-Galena Aquifer:

This aquifer lies underneath the Water Table and Niagara Aquifers, falling within all boundaries of the Village. West of the Niagara Escarpment, this aquifer is covered only by the Water Table, and adequately supplies most private water wells through fractures in the dolomite.

The Cambrian (St. Peter's) Sandstone Aquifer:

This aquifer is the thickest in the area, and is the principal water source for Northwestern Calumet County. Compared to the other three aquifers in the Village, it is the most widely used for sustained high-capacity municipal and industrial purposes. Vertical flows of groundwater exist in all areas of the Village, except areas where Maquoketa shale impedes access. Horizontally, most groundwater flows toward Lake Winnebago.

Wetlands & Floodplains

Wetlands are land areas that are saturated with water, either year-round or seasonally, to the point of assuming their ecosystem. The groundwater table is found above, below, or level with the land surface and aquatic or

amphibious organisms are found throughout the ecosystem. Wetlands serve many vital ecological functions, including habitat conservation for plants and animals, flood control, water filtration, and groundwater recharge.

The DNR identifies several wetland areas within the Village according to its Wetland Inventory Maps. Areas along U.S. 10 and STH 114 between Oneida Street and CTH LP form some of the most extensive wetland areas in the Village. These wetlands are heavily wooded, with broad-leaved hardwoods and saturated soils.

Areas at high-risk for flooding are considered unsuitable for development due to threats to human life and property. The current Flood Insurance Rate Map for Calumet County identifies areas along Lake Winnebago below the high water mark, and areas northeast of Sherwood as subject to enhanced flood risk. The Calumet County Board has adopted a Shoreland-Floodplain Zoning Ordinance requiring land use provisions in such flood hazard areas. The ordinance designates floodplain districts as created by the Official Floodplain Zoning Maps for Calumet County. Land that falls in the Floodplain/Floodways zone on the map has significant development restrictions attached to it. Residents in this zone are eligible to apply for the federal government's Flood Insurance Administrations insurance program. Map 9 displays the wetlands and floodplains.

Stream Corridors

Stream corridors are important because they maintain habitat that is necessary for wildlife and inter-connectivity to maintain wildlife species. Stream corridors are the lands that border streams; these borders play a critical role in protecting water quality, soil, fish, and wildlife.

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

erosion, sedimentation, and pollution of the County's water resources.

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

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

Forest and Woodlands

Woodlands were prevalent in Harrison before settlement, with a diverse mix of hardwoods including maple, beech, basswood, oak, cedar, and ash trees enveloping the land. Woodland is a vital part of the ecosystem, as it performs many functions including:

- Providing habitat for wildlife
- Preventing soil erosion
- Providing nutrients to the soil and surrounding aquatic habitats
- Acting as a "carbon sink."
- Shading and cooling the land cover beneath it

The Wisconsin DNR lists several potential issues related to woodlands in Harrison and Calumet County. This include:

- Deforestation and habitat fragmentation

- Invasive species and non-native planting
- Lack of plant diversity
- Invasions of gypsy moth, Dutch elm disease, and emerald ash borer

As the village grows, woodlands not impacted by subdivisions need to be preserved for wildlife, recreation, and to grow fiber.

Environmentally Sensitive Areas

Waverly Beach, Utowana Beach, and a handful of other areas along Lake Winnebago would be considered environmentally sensitive due to the presence of wetlands and woodlands that provide ecological benefits to the area. Other areas, including the southeast corner of the Village, fall under similar protections due to the interplay of woodlands and wetlands.

Threatened Endangered Species

The Wisconsin DNR keeps a list of threatened and endangered species for each county on its website. As of November 2016, the National Heritage Inventory Map shows that none of the residential, commercial, or industrial growth areas identified in the future land use map are in areas that may have an endangered aquatic or terrestrial species. Endangered and threatened species require special protection because of the threat to their existence and their low population numbers.

Topography

Much of the topography of the Harrison area is controlled by the underlying bedrock. Most of the surface features in the Village are the result of glacial activity. The thickness of the glacial deposits is quite variable in the village and immediate area ranging from zero to 150 feet.

The land varies from flat to gently rolling with surface elevations averaging 856 feet above mean sea level. There is a variation of elevation of approximately 300 feet in the town. The lowest elevations range from 700 to 730 feet above sea level near the northeast corner of the village. The highest elevation, which is about 1,000 feet above sea level, is located near High Cliff Road. The elevations north and west of Sherwood range from 750 to 850 feet above sea level. Elevations south and west of High Cliff range from a maximum of about 1,000 feet above sea level

to about 930 feet above sea level in the far southeast corner of the village.

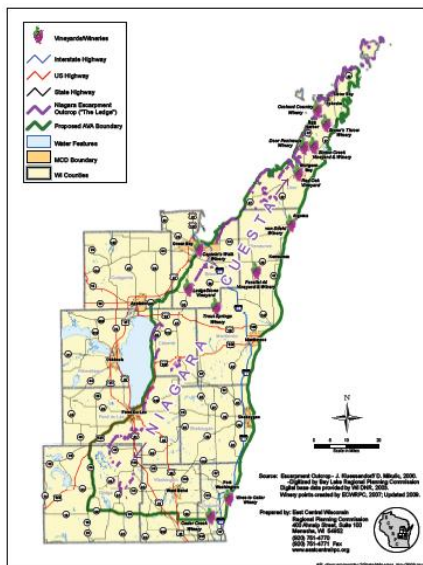
Niagara Escarpment

The Niagara Escarpment is a significant geologic resource which lies partly in northeastern Wisconsin. It is an important resource of groundwater and drinking water. According to the Niagara Escarpment Resource Network (NERN):

The Niagara Escarpment is considered to be a 'karst' landscape, which means it has highly fractured and dissolvable – dolomite geology. This type of geology causes fractures, sinkholes, and caves to appear and creates an environment where groundwater is highly prone to contamination. Private wells must be maintained and tested regularly, and the impacts of new or existing land uses need to be carefully considered when living along the Escarpment corridor.

NERN has developed and submitted an application for a federally designated American Viticultural Area (AVA). An AVA recognizes the unique qualities of a landscape that allow it to grow quality grapes for winemaking. If the area is so designated, then this would be a tremendous economic opportunity (Figure 11).

Figure 11: Proposed American Viticultural Area



Source: Niagara Escarpment Resource Network

Historical and Cultural Resources

The Village of Harrison is home to old and unique architectural buildings dating as far back as the 1850's. The Village was chartered in 1853 as the Town of Lima and changed its name to Harrison in 1858. The first Town meeting was held at a place called Pratt Farm, just south of Sherwood. Since that time, the community has steadily grown since its incorporation in 2013.

Partnerships

As the village continues to grow, it will be necessary for the Village to reach out and partner with the Wisconsin Department of Natural Resources (DNR), and Natural Resources Conservation Service (NRCS) to conduct joint planning and service agreements.

Goal, Objectives, Policies

Goal

To protect the productive agricultural lands in the Village for long-term farm use and maintain agriculture as a major economic activity and way of life outside the sewer service area; to conserve, protect, and enhance the natural resources and environmentally sensitive areas that exist in the Village; and to balance responsible growth with protection of resources in the Village based on community needs.

Objectives

1. Encourage individual lot development on farmland to the edges of farm fields to preserve contiguous blocks of productive farmland.
2. Support preservation of productive farmland and agricultural practices that protect natural resources from runoff and chemical contamination.
3. Preserve and protect natural areas, including wetlands, wildlife habitats, open spaces, slopes, surface and groundwater resources, environmental amenities, and agricultural lands which contribute to the maintenance of the ecological balance, natural beauty,

- and economic well-being of the Village.
4. Maintain and enhance the attractiveness of parks, natural areas, public open spaces, and streetscapes.
 5. Preserve, improve and expand the Village of Harrison Park system.
 6. Maintain the health, integrity, and function of area wetlands and preserve wetlands as public conservancy areas.
 7. Maintain naturally-occurring floodwater storage areas and flood discharge mechanisms by preventing filling and construction in regional floodplains.
 8. Promote practices which protect the environment and natural resources.
 9. Promote recycling of domestic and commercial waste.
 10. Review and enforce stormwater management plans for any new development. Update Village Ordinances as necessary.
 11. Encourage residents to purchase native, non-invasive plant species for landscaping and proper tree planting and maintenance.
 12. Establish management practices that mitigate stormwater impacts on surface waters, minimize erosion, and maintain ecosystem function.

Policies

1. Limit residential development to areas with soils to support foundations and septic systems, or areas located within the sanitary district.
2. Work to ensure the future protection of Harrison's environmental corridors. Require conservation easements for wetlands, streams, major woodlands or other environmentally sensitive areas on all land divisions. Acquire wetland parcels or development rights of critical habitat when feasible.
3. The Village should not support the creation of any new landfill or quarry/gravel pit operations within the village boundaries.
4. Protect floodplains and other areas having severe soil restrictions from development through local ordinances.
5. Plan for and support the extension of public services in an orderly manner to discourage scattered rural development.
6. Use site plan review process that analyzes how stormwater will be managed, and how site plans will protect and enhance the environmental conditions of a future site.
7. Encourage farmers and agricultural landowners to continue participation in state and federal agency programs that provide benefits for keeping land in agricultural production.
8. Encourage the preservation of farmlands, woodlands and wetlands by continually enhancing our knowledge of federal, state, county and village rules and regulations.



ECONOMIC DEVELOPMENT

Economic Development

Introduction

Economic development involves anticipating change, diversifying industries, and redefining opportunities and challenges. It is an outcome of the direct actions of elected and appointed officials in concert with the private sector aimed at promoting the quality of life and economic vitality of the community. These actions involve the interdependent variables of regional competitiveness, human capital, environmental sustainability, workforce development, education, social services, tax base retention and expansion, physical infrastructure, and health and safety.

There are a variety of initiatives, projects, programs, business opportunities, and industry sectors that Harrison can pursue to achieve its economic development objectives. Economic development expenditures are a community investment that affects the quality of life; such as schools, parks and recreation, retention and attraction of residents and businesses, and safe and walkable streets. It is critical that Harrison identifies and plans for the future quality of life needs for the community.

The purpose of this chapter is to describe the current economic conditions of the Village of Harrison, identify opportunities to enhance and diversify the economic base, and create a roadmap for future economic development prosperity.

The Village of Harrison is a rapidly growing community with a diverse economic base. Agricultural uses are scattered throughout the existing Town and Village with heavy concentrations on highways 55, 110, and 114. The Village does have existing land reserved and zoned for an industrial park along Highway N, 114, and Manitowoc Road. The Village also captures part of the tourism economy with the proximity of Lake Winnebago to the southwest and High Cliff State Park to the southeast.

Commercial/Retail development is very limited in the Village and is concentrated to the northern border along the County Rd KK corridor. This is attributable to the existing retail trade area and high traffic exposure of HWY 441 and KK, which will continuously draw retail into this cluster and away from outlying singular areas. However, opportunities exist to create a destination retail development within the Village Center which would create a new attraction model and retail cluster to attract development.

The Village of Harrison can be characterized as 'metropolitanizing' with aspects of a 'dependent' economy. Metropolitanizing communities are defined as communities experiencing a high amount of residential development which causes concern about decreasing land supplies, loss of community identity, maintaining small town character, and avoiding becoming a bedroom community. Dependent communities are characterized as typically an unincorporated area outside of the suburban ring of development. The economic vitality of the community depends on the economic success of the larger adjacent community. The primary challenge for dependent communities is handling local residential development pressure. The Village of Harrison is the newest incorporated municipality in Calumet County and is in competition with adjacent communities in the Fox Valley for economic development opportunities.

Trade Area and Laborshed Population Trends

The demand for local housing, goods, services and employment are derived from the Village of Harrison's trade area. A trade area is defined as the region from which a majority of this demand is generated. The Primary trade area represents the area from which the bulk of consumer demand is generated, or from which at least 50 percent of all consumers within the boundary are most likely to travel to Harrison to shop. The primary trade area is only intended to represent the area in which residents will shop in Harrison for their regular retail needs; larger or specialty items will usually be purchased in larger or more specialized trade centers with trade areas that

overlap Harrison for those types of goods or services.

The Harrison Trade Area is heavily influenced by the market forces of Appleton and the other trade centers in the Appleton Metropolitan Area. The trade area is also influenced by other nearby competing communities like Sherwood. Because of these local market forces and the current lack of significant commercial activity, the Village's trade area likely does not extend beyond the Village's boundaries, particularly in the Northwest, where much of the remaining portions of the Town do not fall within the Harrison primary trade area at all.

The distance that Harrison businesses extend to draw employees is another relevant regional boundary referenced in this document.

Commonly referred to as the laborshed, the size, demographics, education and occupation of individuals within this area are important factors in company decisions to locate or expand in a region based on the perceived ability to recruit qualified workers at competitive wages.

Information from the 2010 Economic Census, 2015 Esri estimates, 2015 Applied Geographic Solutions estimates, and the UW-Extension Center for Community and Economic Development is used to determine worker characteristics and flows within the region. The size and composition of an area's laborshed significantly influences the type of employers which may be attracted to Harrison based on a need for skilled labor. These daily commuters also represent a significant pool of potential customers for local retailers. On average, workers in rural communities spend approximately \$100 per week on trips associated with the work day. Of course, the availability of retail significantly influences these habits.

There is a significant labor pool available in many sectors which could benefit from Harrison's location and employee base. There are several sectors in which employment in Harrison is more concentrated than in the county, state, or both. Harrison is over-represented in the sectors of agriculture, wholesale trade, and information when compared to the State of Wisconsin. In all of these sectors, Harrison hosts at least 50% more jobs than would be expected according to the average distribution of jobs across these sectors for the state as a whole. Harrison is

underrepresented by at least 25% in the services and finances, insurance, and real estate sectors. Detailed demographic data associated with the Village of Harrison's laborshed and population trends are detailed further in the Market Analysis. Highlights from this section include:

- In 2013, the UW-Madison Applied Population Laboratory and Wisconsin DOA Administration issued a report which projected that Harrison's population would increase by 70% between 2010 and 2040, the fourth fastest rate in Wisconsin.
- The DOA's projections assume the Village and Town of Harrison will continue to exist as separate jurisdictions. As this may not likely be the case if the Town and Village merge, this study includes the total population of both jurisdictions. DOA's projections show Harrison exceeding 15,000 residents before 2030.
- One of the biggest demographic and residential trends facing many communities is an aging population. However, the median age in Harrison is expected to stay relatively stable due to the number of younger families moving into the Harrison area.
- The number of households and families in Harrison are expected to increase at a slower pace than population growth, bucking the larger trends seen in both Wisconsin and the nation toward smaller households and families.
- The number of housing units could increase by 500 or more units by 2020.
- Approximately 180 businesses employing about 1600 total workers are located in Harrison.
- Fewer than 400 of the 1600 employed workers reside in the Village. This 1200-worker difference is fulfilled by workers commuting into Harrison from nearby communities.
- Unemployment within Harrison, at 2.4%, is lower than the 3.5% rate in Calumet County and much lower than the 7.2% rate in Wisconsin. There is a significant degree of mismatch between available workers and available jobs.

Socioeconomic Market Segmentation

Demographics firm Esri's Tapestry Segmentation system divides geographic areas into 67 distinctive segments based on their socioeconomic and demographic composition, detailing the diversity of the American population and providing an accurate, detailed description of America's communities and neighborhoods. The populations within segments exhibit certain socioeconomic traits and similar demographic, education, and housing choice characteristics. By grouping and segmenting populations based on these characteristics, these segments can guide marketing, planning, and economic development by summarizing markets that share similar traits.

Soccer Moms (58.2% of households)

This is an affluent, family-oriented segment with a country flavor. Residents are partial to new housing away from the bustle of the city but close enough to commute to professional job centers. Life in the suburbs offsets the hectic pace of two working parents with growing children. They favor time-saving devices, like banking online, and housekeeping services, and enjoy family-oriented pursuits.

Boomburbs (35.6% of households)

This is a new growth market: young professionals with families that have opted to trade up to the newest housing in the suburbs. Similar neighborhoods began growing in the 1990s and continued through the peak of the housing boom and are fully developed now. This is an affluent market but with a higher proportion of mortgages. Rapid growth still distinguishes these neighborhoods, although the boom is more subdued now than it was ten years ago, as is the housing market. Residents are well-educated professionals with a running start on prosperity.

Green Acres (6.2% of households)

The Green Acres lifestyle features country living and self-reliance. They are avid do-it-yourselfers, maintaining and remodeling their homes and gardens, with all the necessary power tools to accomplish the jobs. Outdoor living also features a variety of sports: hunting and fishing, motorcycling, hiking, camping, and golf. Self-

described conservatives, residents are pessimistic about the future but are invested in it.

Economic Development Strategies

The remainder of this chapter focuses on strategies to achieve the types of commercial, retail, and industrial development desired within the community and details the economic development tools that could aid in Harrison's success.

Business Attraction

Attracting businesses from other communities is a common economic development tool used by communities; however, the recruitment tools vary depending on the business sector. With the market analysis completed for the Village, target industry segments to recruit are manufacturing, agriculture related services, retail, wholesale trade, hospitality, healthcare, and finance. These are industries that would traditionally occupy industrial parks and retail and office locations along a corridor or downtown retail cluster such as a village center.

Harrison should look to create a business recruitment and expansion (BRE) program to attract and grow businesses. The strategy of the BRE program should focus on industry segments that fit the market analysis of needed businesses for the community. One strategy is to recruit businesses that are looking to expand to additional locations within a 50-mile radius of Harrison or their existing locations to take advantage of logistics models.

Another strategy the Village should focus on is economic gardening. Economic gardening is an entrepreneurial approach to economic development that seeks to grow the local economy from within. With economic gardening, local entrepreneurs create the companies that can potentially deliver new jobs, tax revenues, higher incomes, and economic growth for the community.

Marketing and Branding

Many communities make the necessary fiscal and physical improvements to enhance the quality of life for residents and businesses. However, lots of communities fail to advertise or

convey their positive aspects to the wider world. Creating and marketing a brand is critical for current and long-term community success. Harrison should include in its overall marketing plan the quality of life attributes that attract residents and businesses such as: low tax rates, quality schools, natural and environmental areas, safety, utility rates, tax incentives, and a new village center.

Establish a Business Incubator in the Village Center

Harrison has the need for more businesses providing goods and services to the local community, as well as diversified employment. One strategy that may address both of these issues is the establishment of a business incubator in the Village Center. A business incubator is an organization designed to accelerate the growth and success of new businesses through an array of business support resources and services that could include physical space, capital, coaching, common services, and networking connections. Business incubators are often sponsored by municipal entities and public institutions, such as colleges and universities. Their goal is to help create and grow young businesses by providing them with the necessary support and financial and technical services. Incubators provide numerous benefits to owners of startup businesses. Office and manufacturing space can be offered at below-market rates; and advice, expertise, and mentoring in developing business and marketing plans is usually provided in some manner; as well as tools to help fund new businesses. Businesses using incubators will typically spend an average of two years in the incubator, during which time they often share utility, secretarial/office, and equipment expenses with other startup companies, to reduce all users' overhead and operational costs. The incubator space concept has been used in Hillsboro before with some success. An office or services business incubator could be located in a Village Center building, while a manufacturing or agricultural products incubator could be located in a building in the industrial park site south of the Village Center.

Establish a Co-Working Center in Village Center

Creating a co-working space gives some independent professionals a space they can share whenever they need business services or office/meeting space. The business users of a co-working space not only reduce their costs but also benefit from the creative interaction and networking such a shared space provides. This, in turn, can improve the viability of many businesses through innovation and increase the number of services available in Harrison. Creating a coworking space would have the added advantage of attracting so-called "lone entrepreneurs." These are small, home-based businesses usually composed of only a single individual, and such a space would offer them an opportunity to grow and share resources with other people in similar situations.

The organizational structure of a co-working facility established in Harrison would need to be determined based on several factors. It could be operated either as non-profit or a business organized as an LLC. Whatever the organizational structure chose, a Harrison co-working facility must provide flexibility of space, preferably providing 24/7 access to members/clients, with a minimum of 1,500 square feet of gross space, divided into short- and long-term rental offices, meeting rooms, and common spaces. The work center would ideally provide access to high-speed internet and good cellular service.

After a period of stabilization, approximately 3,000-4,000 square feet of space would be ideal. However, it is important not to make the facility too big so that it can accommodate moderate growth within a 12-24 month ramp-up period, allowing for a sustained period of stabilization. Space rental prices for a co-working space in Harrison would vary depending on amenities. The following is a suggested "menu" of leasing options for interested business people.

- \$100-\$250/month for full-time dedicated space with office amenities and services
- \$50-\$150/month for full-time shared space
- \$10/day or \$50/month for occasionally shared space access

- \$10-\$50/hour for meeting rooms

Capture a Greater Share of Regional Tourism Market

Re-focusing on the Harrison area's tourism draws can build on existing market and economic development efforts in the area. Harrison has shoreline access along the northeast of Lake Winnebago and access to High Cliff State Park with is rich with natural resources and beautiful landscapes. Harrison provides easy access to motorcycling, bicycling, canoeing, and kayaking opportunities. Further, Harrison is located in a strong Fox Valley area providing many cultural attractions. Marketing itself as a gateway resource and retail center for users of all these natural and cultural opportunities extends Harrison's economic reach. Development of the Village Center is a good beginning, but Harrison must draw out-of-town tourists coming for the recreation provided by the area's natural features to enjoy the services provided by the Harrison community. Capitalizing on large events like ChickenFest, fishing tournaments, and regional sporting tournaments can create a larger customer base by making a good impression on visitors and drawing them to existing community businesses.

Economic Development Partnerships

Calumet County

The County economic development program assists existing businesses and new businesses through low-interest loans, grants, technical assistance, workforce training, and other types of assistance as needed.

Fox Cities Chamber of Commerce

The Fox Cities Convention and Visitors Bureau is an economic development organization that seeks to boost tourism and visitation to the area through sales, marketing and destination development. In addition to its media and event promotional efforts, the CVB is a partner in developing local resources such as the future Fox Cities Exhibition Center.

Fox Cities Convention and Visitors Bureau

The Fox Cities are 20 communities along the Fox River in East Central Wisconsin. We're known as

Wisconsin's Shopping Place. The Fox Cities Convention & Visitors Bureau is an economic development organization that strengthens the Fox Cities by attracting visitors in the convention, sports and leisure markets through sales, marketing and destination development

Fox Cities Regional Partnership

The Fox Cities Regional Partnership is an organization committed to helping businesses locate and expand in the Fox Cities Region, and supported by public and private sector partners from around the region. The organization was founded in 2012 as an affiliate of the Fox Cities Chamber of Commerce.

The New North

The New North is a regional partnership made up of private and public sector partners from 18 counties in northeastern Wisconsin. It is supported by over 100 private investors in the region and state. These investors provide vital resources, talent, and support to the New North organization to promote the New North region. It is established as a non-profit corporation with a mission to "harness and promote the region's resources, talents, and creativity for the purpose of sustaining and growing our regional economy." The New North accomplishes this by fostering regional collaboration, focusing on targeted growth opportunities, supporting an entrepreneurial climate, encouraging educational attainment, encouraging and embracing diverse talents, and promoting the regional brand.

Wisconsin Economic Development Corporation (WEDC)

WEDC is Wisconsin's primary economic development agency. It provides a variety of assistance including business and community development programs, industry advancement, export assistance, and minority and start-up business assistance.

Wisconsin Department of Administration (DOA)

The DOA administers the Community Development Block Grant program, which is used to support a variety of housing, community, and economic development programs.

Economic Development Programs

Calumet County Revolving Loan Fund

The revolving loan program is intended to create jobs within the county. Business owners may apply to receive small loans.

Urban Nonpoint Source & Storm Water Management Grant (WDNR)

Tentative Deadline: April 2017
Maximum grant: \$150,000 + \$50,000 for acquisition.

Eligible planning projects: urban stormwater management plans, ordinance development, the creation of stormwater utilities & public information.

Eligible construction projects: stormwater BMPs, engineering, land acquisition, stream bank & shoreline stabilization.

Lake Planning Grant (WDNR)

Deadline: December 2016
Maximum grant: \$25,000 (\$50,000/year/lake).
Requires 33% local match.

Eligible projects: municipal storm water management plans, lake management plans, water quality monitoring and the creation of lake protection districts.

Lake Protection Grant (WDNR)

Deadline: Annual
Maximum grant: \$200,000. Requires 25% local match.

Eligible projects: Conservation easements, wetland & shoreland restoration, ordinance development, watershed management and lake restoration.

River Planning Grant (WDNR)

Deadline: Annual
Maximum grant: \$10,000. Requires 25% local match.

Eligible projects: river management plans, public education, ordinance development and creation of river protection groups.

River Management Grant (WDNR)

Deadline: Annual
Maximum grant: \$50,000. Requires 25% local match.

Eligible projects: municipal stormwater BMPs,

ordinance development, in-stream and shoreline habitat and land acquisition.

Brownfield Grants (WEDC)

No Deadline.
Grants for redeveloping commercial and industrial sites with environmental contamination.

Brownfield Site Assessment Grants (WEDC)

No Deadline.
Grants for environmental investigations, demolition of structures and tank removal.

Community Development Investment Grants (WEDC)

Tentative Deadline: Annual
Maximum grant: \$250,000. 75% local match required.
Grants to incentivize economic development programs with an emphasis on downtown revitalization.

Idle Industrial Sites Redevelopment Grants (WEDC)

Tentative Deadline: November each year.

Connect Communities Program (WEDC)

Connect Communities helps local leaders leverage the unique assets of their downtowns and commercial districts, providing access to resources and networking opportunities to local leaders interested in starting a district revitalization effort.

Goal, Objectives, Policies

Goal

To retain and attract businesses and strengthen the Village of Harrison's local economy by balancing commercial and industrial development through investment and attraction with residential and agricultural development to create a more vibrant economic climate and livable village.

Objectives

1. Diversify the local economic base so that it

keeps pace with the realities of a rapidly changing world economy and does not become threatened by economic downturns in various sectors of the economic base. Diversify the mixture of commercial uses in the village to meet unique market niches and better serve existing neighborhoods.

2. Develop and maintain a physical, cultural, educational, and recreational environment in the Village that is conducive to business and residential development.
3. Take advantage of the economic development potential of the Village's proximity to the regional highway network. Ensure appropriate transportation connections and appropriate parking facilities to serve retail, commercial and industrial land uses and their needs.
4. Develop and maintain an infrastructure that will support current and future commercial activities.
5. Increase the proportion of commercial/manufacturing tax base relative to residential tax base. Provide adequate sites for desired commercial/manufacturing/industrial businesses, including a new business/industrial park. This includes maintaining the infrastructure, codes, and ordinances required for the vitality and growth of these types of activities.
6. Create a new Village center/central business district.
7. Encourage improvement of the visual quality of existing commercial and industrial establishments in the Village of Harrison to enhance the "image of the village" to visitors, residents and potential new investors.

Policies

1. Develop a set of design standards for commercial and industrial developments to encourage quality, aesthetically pleasing development that will create a sense of place in the community.
2. Develop a business retention and expansion program.
3. Use the Village website as an economic development and marketing tool. Develop

and maintain a socioeconomic profile of the Village to make available on the website.

4. Design the Village's transportation network to meet the needs of commercial and industrial development traffic.
5. Determine through the land use planning process the highest and best use of vacant or under-utilized properties within the village and map on the future land use map.
6. Recruit new industries by aggressively marketing the village's unique locational attributes, skilled labor force, and full range of municipal services.
7. Encourage the use of innovative regional economic development strategies and tax base sharing tools in the Fox Cities region.
8. Encourage intergovernmental cooperation and regional coordination in the area of economic development.
9. Monitor and analyze tax base changes on an annual basis.
10. Use state and federal programs to the fullest extent possible in achieving economic development goals.
11. Identify new opportunities to use tax increment financing to assist with economic development and growth. When a new site is under consideration for a business or industrial park, analyze the opportunity to use tax incremental financing.
12. Encourage commercial activities and development that are fiscally sound and meet the needs of the community.



INTERGOVERNMENTAL COOPERATION

Intergovernmental Cooperation

Introduction

Intergovernmental cooperation may be defined as any arrangement through which two or more municipalities communicate visions and coordinate plans, policies, and programs to address and resolve issues of mutual interest. It can include the sharing of information, facilities, and equipment, or involve entering into formal intergovernmental agreements.

The purpose of the intergovernmental cooperation chapter of the comprehensive plan is to describe existing intergovernmental agreements, explore opportunities for future collaboration, and identify potential areas of conflict between the Village and its governmental neighbors

The Village of Harrison recognizes the importance of intergovernmental cooperation and deliberately commenced its comprehensive planning process at a time when Calumet County and many municipalities and towns in the County were undergoing a parallel planning process. Intergovernmental cooperation is a critical component of this planning effort and the future well-being of the Village. Local services and planning strategies can be strengthened by cooperative relationships throughout the County

Adjacent Governmental Units

Municipalities

The Village of Harrison is located in Calumet County in northeast Wisconsin, and shares boundaries with the following municipalities:

- Cities of Appleton, Menasha, and Kaukauna.
- The village of Sherwood.
- Towns of Harrison, Stockbridge, Woodville, and Buchannan.

Harrison maintains a positive working relationship with each of its municipal neighbors.

County

Calumet County is located on the eastern shore of Lake Winnebago and is the 29th largest county in Wisconsin with a total population of 51,669. Calumet County provides some services to its municipalities such as:

- Highway maintenance and improvement
- Human Services
- Parks and Recreation
- Law enforcement services

School Districts

There are five school districts that service the Village of Harrison. The boundaries of the Kaukauna Area School District encompass the eastern portion of the Village from Highway N to the south and east. The boundaries of the Kimberly School District encompass the western portion of the Village starting at Highway N and continue to the west and south of the Village. The Appleton School District is west of County Highway LP. The Hilbert School District is in the southern half of the Village.

Quasi-Governmental Units

The Village and Town receive potable water from the Waverly Sanitary Sewage District and Darbov Sanitary Sewage District. The Village is a member of the East Central Regional Planning Commission, a multi-service planning organization established under Chapter 66.0309, Wis. Stats.

Intergovernmental Cooperation

Current Intergovernmental Agreements

As of 2016 the Village of Harrison is party to the following intergovernmental programs:

- The city of Appleton- Establish fixed boundaries and provide orderly development.
- Waverly Sanitation District- Provide sewer and water services to the Village and Town.
- Town of Harrison- Continue the adequate provision of municipal services.
- Town of Buchannan- Intergovernmental cooperation in joint planning for best use of land and natural resources.

- Darboy Joint Sanitation District- Provide sewer and water services to the Village and Town.
- City of Menasha- Establish fixed boundaries, provide for the orderly development, provide cost effective municipal services, and maximize capacity for current infrastructure for sewer and water services.

“I support intergovernmental cooperation with Cities of Appleton and Menasha, the Village of Sherwood, or the Towns of Woodville, Stockbridge, Buchanan, and Menasha in regard to utilities, such as water, sanitary sewer, storm sewer, power, or gas to take advantage of economies of scale and geographical advantages afforded to each jurisdiction.”

- Community Survey Participant

3. The Village will continue to meet with the Cities of Appleton, Menasha, and Kaukauna, the Village of Sherwood, and the Towns of Buchanan and Woodville, regarding boundary issues and any other mutual interests regarding long-term borders and/or boundary agreements.
4. Assess opportunities to work cooperatively with other units of government in maintaining and improving community services when there is the potential to improve cost-effectiveness or service levels through cooperative multi-municipality agreements. Additionally, identify specific projects that can be accomplished, improved, or implemented at reduced cost with the cooperation of other units of government.
5. Work with surrounding communities to develop an intergovernmental cooperative plan that deals with watershed and stormwater management issues.
6. Maintain open, clear lines of communication and professional relationships with staff and officials from other units of government.

Goal, Objectives, Policies

Goal

That the Village of Harrison will strive to communicate and work with surrounding government entities, seeking ways to conduct joint planning and service agreements.

Objectives

1. On a continuing basis, the Village of Harrison will strive to communicate with surrounding political subdivisions, school districts, the County, and other entities to seek ways to provide services jointly.
2. Work with the Town of Harrison to come to an outcome resulting in a mutually agreeable arrangement of annexation, merger, boundary agreements, or sharing of services.

Policies

1. The Village of Harrison will seek to cooperate with all neighboring municipalities, Calumet County, Outagamie & Winnebago County (when appropriate), East Central Regional Planning Commission, state agencies, and the school districts for mutual benefit.
2. Work with surrounding jurisdictions to encourage an orderly, efficient land use pattern that minimizes conflicts between urban and rural uses and to develop the non-motorized bike and pedestrian walkways and trails.
3. Develop, clarify and adopt boundary agreements with adjacent municipalities.
4. Work with Darboy and Waverly sanitary districts and other special districts to provide appropriate services and utilities to residents and businesses.
5. Discuss Village planning and zoning issues, as needed, with adjacent and overlapping units of government.
6. Hold periodic meetings with contiguous government entities to discuss common issues and review progress.

7. Liaisons representing government, citizens, and non-governmental organizations should be established to coordinate on issues of land use planning and others.
8. Remain open to opportunities to work cooperatively with other units of government, where reduced costs or improved service levels offer the Village of Harrison fiscal or performance advantages. Such services that could be contracted jointly include fire protection, emergency medical services, mutual aid, emergency government services, and others.
9. Any existing or future intergovernmental agreements should be reviewed and renewed, where appropriate, on a regular basis.
10. Finalize annexation, incorporation, merger, boundary agreement, and services sharing between the Town and Village of Harrison.



LAND USE

Land Use

Introduction

Considering the rapid growth of the community, the village staff gave careful thought to future land use. Public participants had opportunities to review future land use proposals at public meetings. The land use element is essential for creating a useful tool for decision makers to guide growth and development in their communities. The future land use map is also essential for developers to see where the growth is expected.

Community Survey

Over 54% of respondents agree the Village should enforce community-wide aesthetic requirements for development. 51.7% agree the different types of land uses should be strictly separated. This relates to the overwhelming response of 82.1% that agree the environmentally sensitive areas should be protected from development pressures. The respondents were consistent with their community design and appearance by agreeing that the Village should limit its residential development to mostly single-family detached houses, and limit the development of apartment buildings.

Existing Land Use Patterns

Existing land use patterns are those that are presently found at a location. Land use is different from zoning. Land use is a broad term that describes the general nature of the activity that exists or may occur on a parcel. Zoning is a specific set of regulations that narrowly defines the specific uses, as well as setbacks, height, floor area ratios, and other site characteristics. For example, a residential land use category might include single-family and multifamily zoning districts. The existing land use patterns for the Village of Harrison are displayed in Map 12.

As discussed before, Harrison land use is predominantly Agricultural (69%) shown in figure 12, followed by residential land use (17%), and

wetlands (13%). Single-family sewered land use is the predominant residential land use (65%) shown in figure 13.

Figure 12: Village of Harrison Land Use Distribution

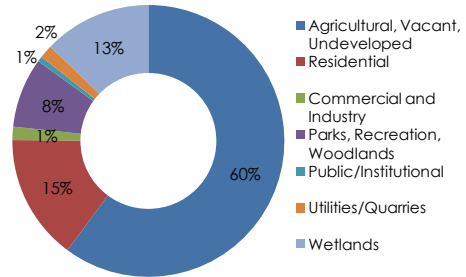
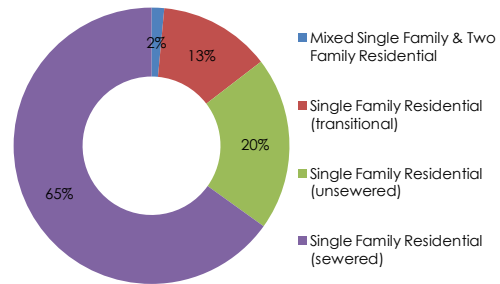


Figure 13: Village of Harrison Residential Land Use Distribution



Wetlands, Floodplains, and Soil Limitations

The wetlands land use category represents the third largest acreage for land area in the village. Although the wetland sites are scattered throughout the village, three distinct areas have a greater concentration of the acreage as the Floodplain and Wetlands map reveals.

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

Sherwood, particularly the area located between Kees Road and South Harwood Road. The land area lying south of Harrison Road also has acreage designated as woodlands and wetlands, with surrounding agricultural lands.

A major challenge facing the Village of Harrison during the planning period will be developing strategies and Village policies that could ensure the preservation of these important, and yet unique land areas.

Areas where soil characteristics may create limitations of varying degrees in the development of building sites are shown on Map 11.

Slight – limitations are minor and easily overcome.

Moderate – limitations can be overcome or minimized by special planning and design.

Severe – development is necessary, a major increase in construction effort, special design, or intensive maintenance is required.

Much of the future development will be encroaching into soils that are considered either severe-moderate or severe. This does not mean development cannot occur, but that construction technique will need to take into account the type of soil in these areas.

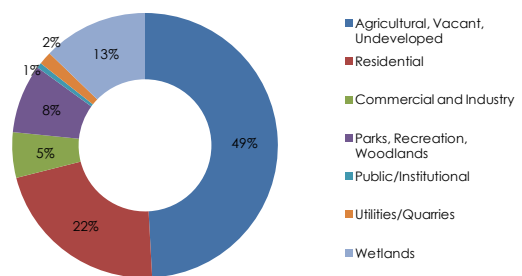
Future Development Demand

Considering the Village and Town are expected to increase from approximately 3,980 in 2015 to 4,670 in 2020 and over 6,000 by 2030. Harrison should prepare to add 100-150 units per year based on these estimates. That ranges from 1,200 to 1,800 units over a 12 year period. The Village Center plan includes a suggested 560 units with three phases for development. This leaves between 711 and 1,311 units that will need to be built over that time frame. These new homes will consume a varying amount of land depending upon the density of development, as measured in units per acre.

Future Land Use Patterns

Considering the incorporation and expected growth, future land use will change the existing land use patterns. Agricultural, vacant, and undeveloped land will experience an 18.5% decrease. However, the agricultural, vacant, and undeveloped land will be the predominant land use. Single-family sewerred and single-family unsewerred will experience increases in their land use categories, 62.8%, and 37.9%, respectively.

Figure 14: Village of Harrison Future Land Use Distribution



The future residential land use category adds 1,513 acres of land for future residential development. Table 13 displays the increased acreage for land use categories that will expand in the future.

Table 13: Village of Harrison Increased Acreage

Land Use Classification	Acreage Needs
Commercial	500
Industrial	360
Parks and Recreation	22
Single Family Residential (sewerred)	1,273
Single Family Residential (transitional)	240

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

Objectives identified include ensuring that growth is orderly and that development occurs in a planned and coordinated manner; and ensuring that development is compatible with neighboring land uses and the natural environment and preserves the character of existing neighborhoods, all while considering long-term implications.

Thus, the future land use is to be structured around these two basic premises, the existing conditions and development goals and objectives. The Future Land Use map (Map 13) illustrates the proposed scheme for land use development. This plan map is discussed in the following sections for each land use category.

Residential

Residential development in the Village has been significant in recent years and is perhaps affecting the greatest pressure on the Village rural agricultural character. Because of the Village location with relatively convenient access to the Fox Cities and the communities of Appleton and Menasha, as well as the potential Village Center, and the availability of large acreage for future development, Harrison will continue to experience residential growth. The aim of the land use plan is to guide the growth to appropriate portions of the village and influence the type and design of such development.

Recent residential development has been a mixture of "suburban" residential subdivisions served by public sewer services and rural residential development without public sewer. To achieve the desired mix of residential development, the Village should continue to plan areas for each type of development. Regarding potential residential development served by public sewer and water, the availability of such public utilities is the greatest factor influencing development. The Village has significant control over the location of such facilities and, thus, can help implement the land use plan more easily through the timing and placement of services.

To meet the village's goals and objectives and ensure high-quality orderly growth, several development policies are put forth in this plan.

This section discusses the recommended locations for various types of residential development and the corresponding policies for each type. The recommended future residential development is divided into three areas, each with its own set of guidelines for development. These are described as follows:

Sewered residential

This future land use category is proposed for regions that either already are, or are proposed to be, served by public sewer and water. Because areas either have or are planned to have public sewer services, it is recommended that only development served by public sewer be allowed. Development utilizing private on-site wastewater treatment systems should be discouraged. Because of the inefficiencies and greater costs associated with providing sewer and water services to previously developed areas, it is recommended that limited development occurs in these regions until actual services can be provided.

Parts of this region are included in the Heart of the Valley and Neenah-Menasha Sewer Service Area, which makes such land available to receive actual sewer service. As properties develop, sewer service area amendments should be sought to extend the Sewer Service Area to other parts of this region. The Village will need to reach out to the East Central Regional Planning Commission to prioritize new areas to receive sewer service based on achieving orderly growth, as well as economic and engineering factors. Ideally, growth would occur gradually outward from the existing developed core rather than sporadic and scattered pockets of growth.

Future development served by public sewer should follow the density and standards of the Harrison Zoning Ordinance. That ordinance specifies a maximum density for the following zones:

Table 14: Village of Harrison Zoning Maximum Density

Zoning Districts	Units per Acre
Single-family Residential (RS-1)	3.6
Single-family Residential (RS-2)	5.8
Two-family Residential (RT)	4
Multiple-Family Residential (RM)	6 to 15

The proposed Village Center is a great location for multi-family residences, duplexes, and apartments and townhouses that will act as a transition between industrial, commercial and mixed-use regions and single family residential areas. Multifamily development should be accomplished using the Planned Development overlay district. In this way, the Village will retain control over the location and site design of such uses.

Transitional residential area

The second residential land use category is known as the transitional residential area. This region encompasses the north central portion of the village. These areas are planned to receive public sewer and water service by 2030 according to the Sewer Service Area Plans. To balance the need to serve these areas efficiently in the future with the competing pressure for rural residential development before sewer service, the recommendations of this category are geared toward promoting a transition from non-sewered development to eventual hook-up to public sewer service.

Preferably, most of this region will remain undeveloped until public services can be provided, but because of the longer timeframe to extend such services and the pressure for rural residential development, it is recognized that restricting all non-sewered development might not prove feasible. Thus, the recommendation is that limited amounts of non-sewered development should be allowed, but subject to several conditions.

First, all major developments should be established using conservation by design subdivisions. This development technique will allow the development to be shifted to one or a few parts of the overall property, creating community-wide networks of open space. By

grouping the actual home sites, it will be easier to retrofit the development with public utilities since frontages and individual lot sizes will be smaller. Also, conservation by design methods might facilitate the use of cluster systems which in turn would facilitate future changeover to public sewer service.

The second recommended condition for allowing development in this region is that a lower residential density and a minimum amount of undeveloped open space should be established to allow for additional development at the time that sewer service is provided. The general idea of this recommendation is to limit the overall amount of non-sewered development that occurs before public sewer service and to allow for greater density to be achieved when service is provided. The open space that is required for conservation by design subdivisions should be divided into two categories. The first category is permanent open space integrated with the non-sewered development. The second category is additional open space that is set aside for future development when the public sewer is provided. In this way, there will always be open space associated with the initial non-sewered development, yet additional growth is permitted that can allow these regions to be more efficiently and economically served by public sewer.

The details of this approach need to be spelled out within the Village's zoning and subdivision ordinance, although one suggested scenario is to require a maximum density of roughly one lot per 5 acres owned with a maximum lot size of 60,000 square feet. This scenario would allow for some development potential to be realized before the actual provision of sewer service while allowing the created lots to be more efficiently retrofitted with public sewer service at a later date. The balance of the development would be open space. However, once sewer service becomes available, then a portion of the open space would be allowed to develop at the density for property served by public sewer.

A third recommended condition for non-sewered development within the Transitional Residential

Area is to engineer developments with future sewer service in mind. Proper street grades, utility easements, the location of holding tanks and drain fields and other factors should all be examined at the time of development so that it is easier to accomplish hook-up to the public sewer in the future. The village might also consider requiring the installation of the infrastructure so that when sewer service arrives, all that is needed is to connect the pipes.

The Transitional Residential region is envisioned to receive public sewer service eventually. As the Sewered Residential region develops to a degree, then the Village should look to extend sewers to this region. A phasing plan should be developed to determine which specific parts of this region should be serviced first. Once sewer service is provided, development should proceed according to the guidelines for Sewered Residential.

Parts of the Transitional Residential region have been previously developed with on-site systems. Some of these systems are older and there have been some failing systems reported. To prevent pollution problems and to make system upgrades more cost effective for property owners, the Village should extend public sewer service to any areas with known or suspected failures. There are some sewage holding tanks and individual on-site septic systems within the Neenah/Menasha Planning Area and in the Heart of the Valley Planning Area. There are no large holding tanks present in the Neenah/Menasha Planning Area, and only one large holding tank in the Heart of the Valley Planning Area.

Unsewered residential

The third proposed residential area of the Village is the unsewered residential area. The areas are the Northeast portion of the village east of Hwy 55, and the Southeast portion of the village south of Hwy 10. This region is largely rural residential development and is not slated to receive public sewer service in the foreseeable future. Because public sewer service is not expected, rural residential development served by private on-site wastewater treatment systems should be permitted. This unsewered residential

development will allow for the Village to continue providing a mixture of residential types without seriously compromising areas planned for eventual sewer service. It is further recommended that utilizing conservation by design subdivisions is encouraged to promote the preservation of open space and natural areas as well as give greater design flexibility.

Secondly, it is recommended that the total amount of growth within this region is monitored and restricted, if necessary. Although some rural residential development without public services is expected and desirable, a greater share of the future residential development should be steered toward the region served by public sewer service. This approach will allow Harrison to extend needed services in a cost-effective manner, while simultaneously promoting orderly and efficient development that maintains the village's open spaces for a longer period.

In order to achieve the objectives of the land use plan, the Village should strive for a percentage of 75% sewered lots. Growth management techniques such as the sensible use of rezonings from agriculture, limits on the number of non-sewered lots created, establishing primary growth areas, and other restrictions should be employed in the non-sewered regions to achieve this aim.

Like the Transitional Residential region, there may be previously developed areas with failing on-site septic systems. If it proves cost effective, the Village should strive to extend public sewers to serve neighborhoods with known problems.

Commercial

The Commercial areas are planned in the vicinity of County Road KK, Highway 55 near County Road KK, east of Lake Park Rd, and the Village Center. The commercial development along the southern strip of County Road KK and both sides of Highway 55 will allow existing and future business to take advantage of existing natural features and pockets of residential development to break up the commercial development. There are Commercial District design standards included in the zoning ordinance.

Commercial development served by public sewer is preferred for most of the commercial areas. In particular, the County Road KK, and Highway 55 should be reserved for development served by public sewer. These areas are critical for commercial development in the village, and thus high-value, high-employment uses should be directed there. As the population of Harrison rises, there will be a need for more neighborhood-type commercial activities. This type of use would be geared more toward the retail and service needs of the nearby residents as opposed to the highway commercial uses serving the needs of the highway user and entire region. The Village Center is one area for neighborhood-type commercial activities. Examples include grocery stores, hardware stores, and services such as a dental office or banking facilities.

Industrial

The future industrial regions of the Plan are considered light to medium industrial activities. Each of these categories has distinct purposes and recommendations. One of the light industrial locations is north of Hwy 10, allowing convenient access for future businesses. This industrial area is near the Lift Station study area, which will allow for businesses with public water and sewer service needs.

There are four small lot parcels scattered throughout the village with the industrial designation. These parcels are light industrial businesses. However, it is highly recommended to cluster any new industrial businesses in the industrial zoning district.

Mixed-use

The Future Land Use map calls for mixed-use areas along County N from Manitowoc Road to Highway 10, and along Lake Park Road from Woodland Road to Sonny Drive. Only development served by public sewer should be permitted to ensure high-quality high-value developments. The Village should develop a plan to prioritize future expansions of sewer service and to achieve orderly growth outward from the existing development. These mixed-use areas should blend residential, commercial, cultural, institutional, where those functions are

physically and functionally integrated, and that provides pedestrian connections.

Village Center

The proposed Village Center location is along Manitowoc Road. This area is a commercial/mixed-use area that will serve as the Village's commercial and social center. The location has convenient access and high visibility to County Highway N. As discussed in the Commercial uses section, there may be a need for a future neighborhood commercial area. A portion of the mixed-used category should contain neighborhood commercial area. Examples include grocery stores, hardware stores, and services such as a dental office or banking facilities. Also, the Village Center will contain residential units, a village square, parks, and a network of trails for pedestrians and bicyclists. Refer to the Village Center Plan noted as Appendix C of this Plan.

Agricultural

Agriculture is the largest current land use category in the village and will continue to be the largest land use even with the future development. As development pressure slowly erodes the amount of farmland, the predominance of agriculture in Harrison will remain evident for some time. The preservation of active farming regions helps to direct development to other parts of open space, which partly define the village's character.

The southeastern portion of the village is planned for agricultural usage. This large region contains no intensive development or subdividing activity. Also, this area is not in a sewer service plan area. The primary recommendation is direct future growth away from this region for other parts of the village. Limited amounts of new scattered residential parcels should be allowed, but rural residential subdivisions should be disallowed until other parts of the village develop to a greater degree.

Institutional

For educational facilities, the Village of Harrison is served by the Kimberly School District and Kaukauna School District. Currently, Sunrise Elementary and Woodland Elementary & Intermediate School are both located in the

Village of Harrison. According to the Kaukauna Area School District (KASD) Long Range Facilities Plan, dependent on growth and sanitary and water service, the area between Highway KK, Highway 55, State Park Road, and Manitowoc Road may provide a potential site for a new KASD school. It is recommended that Harrison meet with officials of the KASD to discuss any other potential school sites and take appropriate actions to identify and reserve sites.

Currently, Village offices are located at the intersection of Highway 114 and State Park Road. There are two fire stations, one that serves the southeastern area of the village, and another that serves the western half of the village. The Waverly Sanitary District office is in the village. The Village Center concept plan includes a Municipal Building that house the Village offices and fire station.

Recreational

There are four park sites in the Village of Harrison. Clover Ridge (mini-park), Darboy Community Park and Harrison Athletic Association Fields are Neighborhood Parks, and High Cliff is a State Park based on state classifications. Also, the Village maintains six special use boat launches and access areas. These recreational areas total over 58 acres. The Harrison schools also have recreational land available for public use. There is a Golf Course, a private park, a sports complex, and church facilities with playing fields.

According to the Town and Village of Harrison Comprehensive Outdoor Recreation Plan 2015-2019 (CORP), the village is in need of additional recreational space. The future land use map shows areas for additional park spaces and pedestrian corridors. As seen in the CORP, there is potential for a regional park with connected trails throughout the community. Also, the Village Center provides additional recreational areas and pedestrian corridors.

Potential Land Use Conflicts

At this time, the Village Center and Industrial Park areas have not been developed. The village staff will need to make sure to enforce design standards for the industrial park parcels that face the Village Center.

Goal, Objectives, Policies

Goal

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

Objectives

1. Ensure that growth is orderly and that development occurs in a planned and coordinated manner. Make land use decisions in accordance with the approved and adopted Comprehensive Plan, as well as any other pertinent development plans that are approved and adopted. Consider long-term implications of land use decisions.
2. Ensure that development is compatible with neighboring land uses and the natural environment and preserves the character of existing neighborhoods. Maintain separation of incompatible land uses.
3. Encourage and strengthen business districts and general urban function by channeling new developments to the appropriate zoning districts set aside for those land use purposes. This includes developing a vibrant Village Center district with mixed uses, and which makes use of high-quality multi-use buildings, features, and natural resources, while encouraging architectural integrity and community character.
4. Maintain and enhance the general community appearance and aesthetics of Harrison.
5. Maintain the efficient and economical delivery of Village utilities by ensuring that new development is coordinated with existing and planned services.
6. Participate in local and regional planning efforts to achieve a well-planned regional land-use pattern.

7. Involve community residents in planning future growth and enhancing existing districts.
8. Protect environmentally and culturally important areas from development, such as environmental corridors.

Policies

1. Develop a Encourage new development be located where Village services such as streets, sanitary sewers, public water mains, and stormwater facilities can meet the needs of the new development. Develop or revise regulatory tools needed to promote compact development in areas that can be efficiently served by existing Village services.
2. Amend the existing zoning map to be consistent with the recommendations of the Comprehensive Plan.
3. Require developers to pay their "fair share" for improvements needed to support new development requests.
4. Require that all new non-agricultural development located within the Village of Harrison's Sewer Service Area be served by municipal services.
5. Encourage, and provide land for industrial development that through appropriate zoning district designation and adherence to proper planning principles will foster a diversified economic base while not being detrimental to the Village's aesthetics and quality of life.
6. Regularly review the Land Use chapter of the Comprehensive Plan to identify amendments needed for the Plan to continue to effectively guide land use development decisions. Approve major deviations from the recommendations in the Plan only through a formal amendment.
7. Promote architecturally compatible commercial and residential building types to enhance the aesthetics of the Village. Develop a set of building and design standards as needed.
8. Identify, establish, and map environmental corridors. Preserve and enhance the attractiveness of natural features and environmental corridors in order to protect water quality and wildlife habitat, and to

maintain the rural character of the community.

9. Encourage large ownership parcels to be developed as planned developments, rather than subdivided into lots without a coordinated development plan.
10. Incorporate the concerns of community residents in planning future growth and development in the Village.
11. Require new development to bury power utility and telephone lines.
12. Continue to enforce the sign ordinance in the Village to regulate the location, size, and appearance of signs.



IMPLEMENTATION

Implementation

Creating a Comprehensive Plan is just the first step in directing community growth. Subsequent efforts must focus on providing direct connections between the Plan's recommendations and actual development. The

The plan requires on-going guidance from qualified personnel, be they elected, appointed, paid staff or outside consultants. The implementation element of the plan gives decision-makers, landowners, and others a road map to move the plan to action.

An effective way to accomplish these goals is to establish an Implementation Committee. The Implementation Committee will be tasked with determining the structure of implementation and will work with village Staff from all departments to solidify prioritization, timelines, partners and potential funding sources. This Comprehensive Plan should be reviewed annually with the budget process and capital improvements process. Another option is to have the Plan Commission monitor the Comprehensive Plan Implementation on a yearly schedule and have a report prepared to identify the progress on objectives.

Community Engagement is a key process in long term success. Ensuring that the implementation committee represents the village's demographics or the committee reaches out to the missing voices provides perspective into the various projects and needs. Celebrate the village's plan accomplishments by posting about them on social media.

Other effective ways of accomplishing these goals are to adopt development regulations which directly implement planning actions. Then, the Plan Commission may evaluate all development proposals (annexations, land divisions, rezonings, conditional uses, planned developments, and public investment and service decisions) based on their consistency with this Plan. Reference of decisions to Plan recommendations will help establish both their

legal defensibility and their economic efficiency.

Many recommendations of this Plan will require specific implementation activities. This section of the Plan summarizes these topics. The activities will be required by the Village of Harrison. These implementation steps are addressed directly in this Plan for two reasons. First, addressing these topics in the Plan will help establish their legal defensibility. Further, it helps link goals and actions of the Plan with specific implementation techniques used by the village at a later date.

To guide municipal growth, the Village has a zoning ordinance and subdivision ordinance. The following implementation strategies are designed to be easily amended and updated as time passes for the Village. Finally, to be effective, this The plan should be continuously evaluated and amended as needed to keep current with changes brought about by time. The Village should evaluate this Plan on a three-to-five-year cycle.

Each element contained issues; goals, objectives, and policies. Many of the policies are items that should be accomplished immediately and will be ongoing until the next Comprehensive Plan update. The recommendations that have various time frames and have a significant impact on the Community are included in the Implementation Table, which provides policies and recommendations for each element, time frame, and responsible parties (Table 15). The time frame is determined by short-term (0-4 years), long-term (5-15 years), and ongoing. Accountable implementation ensures that responsibilities for carrying out the plan are clearly stated, along with metrics for evaluating progress in achieving desired outcomes. The most effective programs reach outside the local government to engage partners in the public, private, and nonprofit sectors in implementation.

Village of Harrison Implementation Plan			
Element	Description	Time frame	Responsible Parties
Issues & Opportunities	Establish a Capital Improvement Plan to map out the villages' future transportation, utilities, and other infrastructure needs.	Short-Term	Village Administrator, Planning & Zoning, Public Works
	Explore options for the future development of one or more Village business/industrial parks.	Short-Term	Village Administrator, Planning & Zoning, Public Works
	Preserve and enhance the attractiveness of entry corridors into the Harrison area.	Ongoing	Village Planning & Zoning, Public Works
Housing	Develop and enforce the Village ordinances and the Uniform Building Code to ensure that properties are in good condition.	Short-Term	Village Planning & Zoning, Building Inspector
	Ensure development provides a range of housing styles, types, and price range to meet the needs and preferences of the village residents.	Ongoing	Village Planning & Zoning
	Require pedestrian and bicycle access and amenities (e.g., trails and sidewalks) to be considered as part of all residential development projects.	Ongoing	Village Planning & Zoning, Public Works
	Encourage the maintenance and repair of existing housing units to promote the utilization of existing structure and to safeguard the health, safety, and welfare of Village residents.	Ongoing	Village Administrator, Planning & Zoning, Building Inspector
	Stabilize the physical condition of existing neighborhoods by creating and enforcing property maintenance codes, researching for grants that are geared toward housing rehabilitation and maintenance, and buffering residential areas from incompatible land uses.	Short-Term	Village Administrator, Planning & Zoning, Building Inspector
Transportation	Develop and maintain infrastructure to support biking, walking and other modes of transportation throughout the Village and the surrounding region.	Ongoing	Village Public Works, Planning & Zoning, Calumet County Planning- Zoning and Land Information
	Work cooperatively with other agencies to develop a local and regional transportation network that provides safe options for traveling to, from and through the Village.	Short-Term	Village Public Works, Planning & Zoning, Calumet County Planning - Zoning and Land Information
	Improve connections between developments by encouraging grid-like street patterns as opposed to multiple cul-de-sacs and dead end roads.	Ongoing	Village Public Works, Planning & Zoning

Village of Harrison Implementation Plan			
Element	Description	Time frame	Responsible Parties
Utilities & Community Facilities	Work with the surrounding school districts to maintain a high level of service and adequately plan for the growing needs of the community.	Ongoing	Village Administrator, Planning & Zoning, School Districts
	Provide safe community gathering areas in parks and open spaces.	Short-Term	Village Planning & Zoning
	Maximize the effectiveness and efficiency of existing Village infrastructure investments by channeling growth into already served or planned service areas and carefully regulating new growth and development. Promote development within sanitary districts.	Ongoing	Village Public Works
	Ensure that only developments which are thoughtfully designed with respect to drainage and storm water management will be allowed.	Ongoing	Village Administrator, Planning & Zoning, Public Works
	Develop a parks capital improvements program that is consistent with this Plan.	Short-Term	Village Administrator
Agricultural, Natural, and Cultural Resources	Review all development plans in or adjacent to important natural features, with the intent of preserving those features.	Ongoing	Village Administrator, Planning & Zoning
	Plan for and support the extension of public services in an orderly manner to discourage scattered rural development.	Long-term	Village Administrator, Public Works
	Protect floodplains and other areas having severe soil restrictions from development through local ordinances.	Ongoing	Village Public Works
	Develop and provide a local landscaping guide. Encourage residents to purchase native, non-invasive plant species for landscaping and proper tree planting and maintenance.	Short-Term	Village Public Works
	Encourage the preservation of farmlands, woodlands and wetlands by continually enhancing our knowledge of federal, state, county and village rules and regulations.	Ongoing	Village Planning & Zoning, DNR, DATCP
	Promote recycling of domestic and commercial waste.	Ongoing	Village Public Works
	Preserve and Protect natural areas.	Ongoing	Village Planning & Zoning, DNR, DATCP
	Preserve, improve and expand the Village park system.	Ongoing	Village Planning & Zoning, Public Works

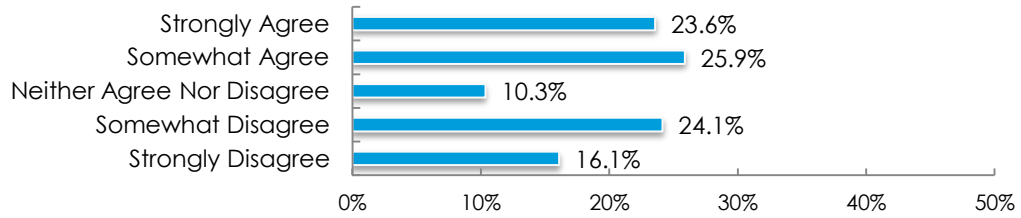
Village of Harrison Implementation Plan			
Element	Description	Time frame	Responsible Parties
Economic Development	Create a Business Recruitment and Expansion (BRE) program to attract and grow businesses.	Short-term	Village Administrator, Planning & Zoning, Calumet Economic Development, Fox Cities Chamber of Commerce, Heart of the Valley Chamber of Commerce, Fox Cities Convention and Visitors Bureau, Fox Cities Regional Partnership
	Consider Economic Gardening opportunities.	Short-term	Village Administrator, Planning & Zoning, Calumet Economic Development, Fox Cities Chamber of Commerce, Heart of the Valley Chamber of Commerce, Fox Cities Convention and Visitors Bureau, Fox Cities Regional Partnership
	Create a Marketing Plan that focuses on new residents, visitors, and tourists.	Short-term	Village Administrator, Planning & Zoning, Calumet Economic Development, Fox Cities Chamber of Commerce, Heart of the Valley Chamber of Commerce, Fox Cities Convention and Visitors Bureau, Fox Cities Regional Partnership
	Establish a Business Incubator in Village Center.	Long-term	Village Administrator, Planning & Zoning, VentureCenter
Intergovernmental Cooperation	Consider establishing a Co-working Center in Village Center.	Long-term	Village Administrator, Planning & Zoning,
	Develop, clarify and adopt boundary agreements with adjacent municipalities.	Short-term	Village Administrator, surrounding communities
	Liaisons representing government, citizens, and non-governmental organizations should be established to coordinate on issues of land use planning and others.	Short-term	Village Administrator, Planning & Zoning, Village and Town Boards
	Finalize annexation, incorporation, merger, boundary agreement, and services sharing between the Town and Village of Harrison.	Short-term	Village Administrator, Planning & Zoning, Village and Town Boards, surrounding communities
Land Use	Make land use decisions in accordance with the approved and adopted Comprehensive Plan, as well as any other pertinent development plans that are approved and adopted.	Ongoing	Village Planning & Zoning
	Encourage and strengthen business districts and general urban function by channeling new developments to the appropriate zoning districts set aside for those land use purposes.	Ongoing	Village Administrator, Planning & Zoning

Village of Harrison Implementation Plan			
Element	Description	Time frame	Responsible Parties
Land Use	Maintain and implement the Comprehensive Outdoor Recreation Plan to ensure adequate recreational opportunities for new and existing development.	Ongoing	Village Administrator, Planning & Zoning, Public Works
	Support infrastructure improvements to improve the walkability of the community and to create connections between residential developments.	Ongoing	Village Public Works
	Encourage a broad range of residential land use densities to satisfy the housing needs and preferences and income levels of all residents.	Ongoing	Village Administrator, Planning & Zoning
	Encourage, and provide land for industrial development that through appropriate zoning district designation and adherence to proper planning principles will foster a diversified economic base while not being detrimental to the Village's aesthetics and quality of life.	Ongoing	Village Administrator, Planning & Zoning
	Regularly review the Land Use chapter of the Comprehensive Plan to identify amendments needed for the Plan to continue to effectively guide land use development decisions. Approve major deviations from the recommendations in the Plan only through a formal amendment.	Ongoing	Village Administrator, Planning & Zoning
	Develop a set of building and design standards as needed to promote architecturally compatible commercial and residential building types to enhance the aesthetics of the Village.	Long-term	Village Administrator, Planning & Zoning,
	Identify, establish, and map environmental corridors. Preserve and enhance the attractiveness of natural features and environmental corridors to protect water quality and wildlife habitat, and to maintain the rural character of the community.	Ongoing	Village Administrator, Planning & Zoning, Calumet County Planning - Zoning and Land Information
	Encourage a mix of uses that provide services to residents, strengthen the local economy, and promote a strong quality of life.	Ongoing	Village Planning & Zoning
	Amend the existing zoning map to be consistent with the recommendations of the Comprehensive Plan.	Short-term	Village Planning & Zoning, Village Board
	Developing a vibrant village center district with mixed uses, and which makes use of high-quality multi-use buildings, features, and natural resources, while encouraging architectural integrity and community character.	Long-term	Village Administrator, Planning & Zoning
	Involve community residents in planning future growth and enhancing existing districts.	Ongoing	Village Administrator, Planning & Zoning, Community residents
Develop or revise regulatory tools needed to promote compact development in areas that can be efficiently served by existing Village services.	Short-term	Village Planning & Zoning	

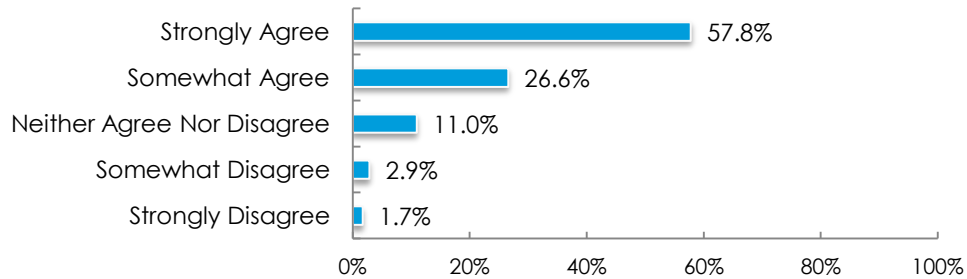


APPENDIX A - COMMUNITY SURVEY RESULTS

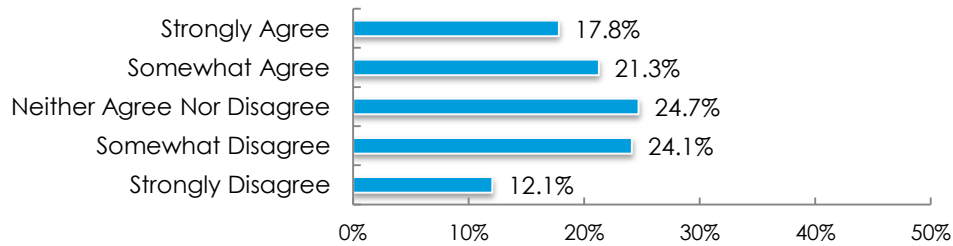
Harrison should continue to develop with lower housing densities and roads with shoulders and ditches rather than curbs and sidewalks.



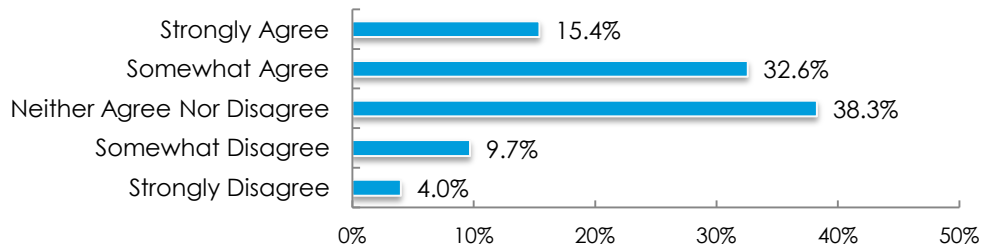
Protection of the community's character and quality of life should be Harrison's top priority.



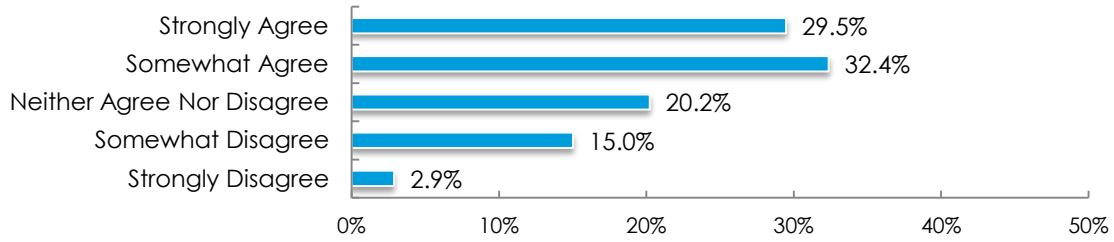
The Village should not extend utilities such as sewer and water to undeveloped areas.



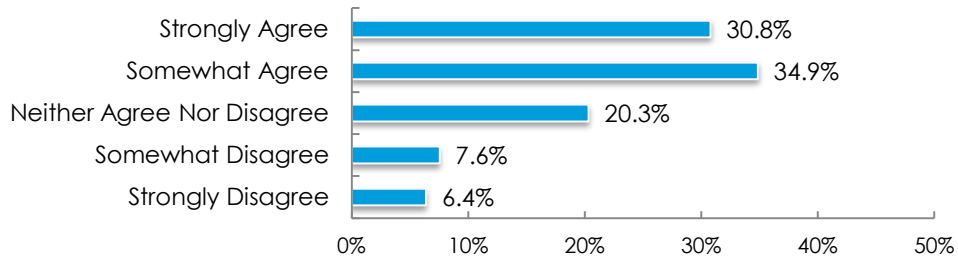
The Village should put more effort toward attracting new businesses rather than toward expanding existing businesses.



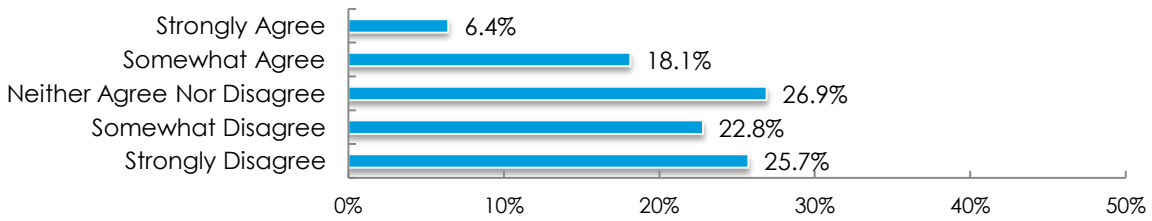
Agricultural resources should be protected from development pressures.



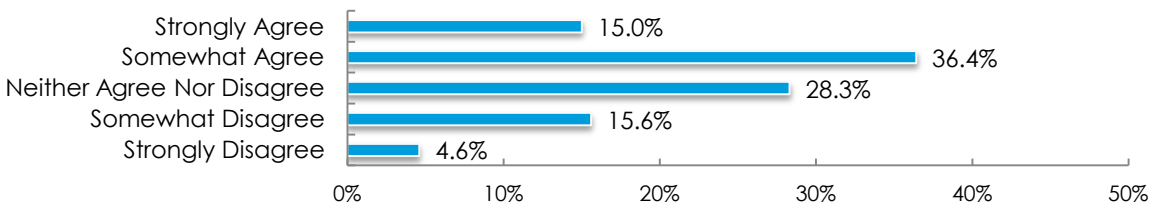
The Village should make efforts to preserve and protect historic structures and sites in Harrison.



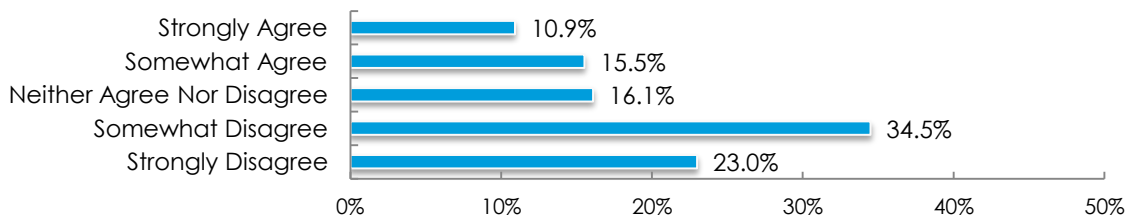
The Village should focus on providing more public transportation options.



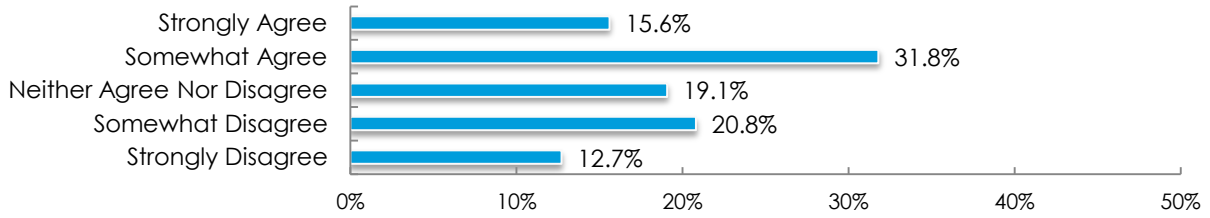
New development and growth in Harrison should be accommodated on sites nearest Appleton and Menasha.



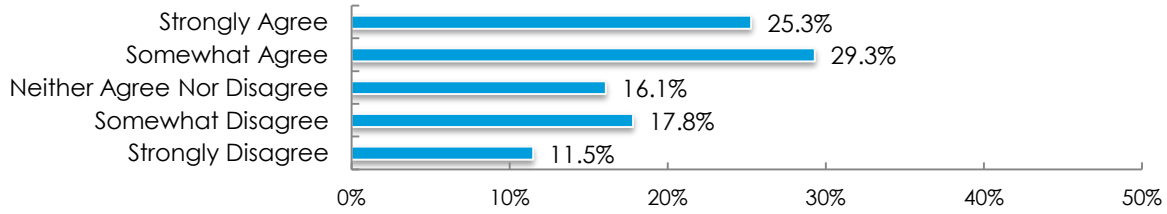
There are enough park sites in Harrison.



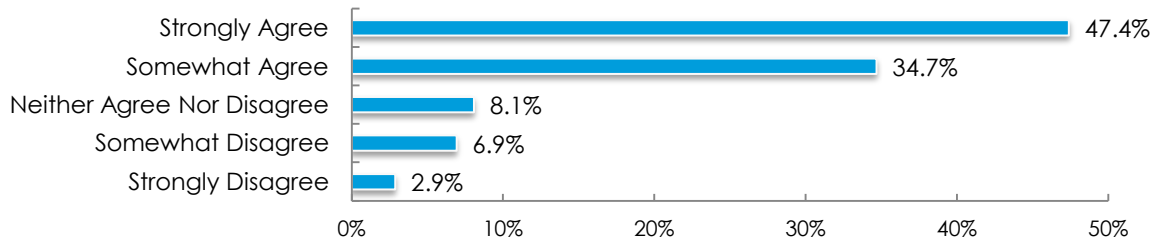
Harrison needs more commercial activity - more jobs and shopping.



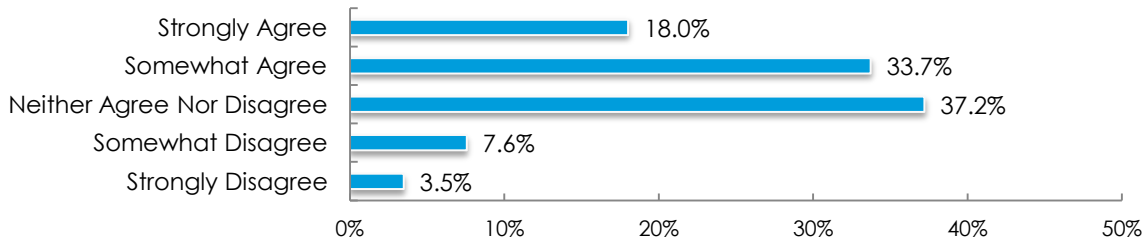
The Village should enforce community-wide aesthetic requirements for development, such as landscaping, signage, lighting, screening, storage, and building exterior design requirements.



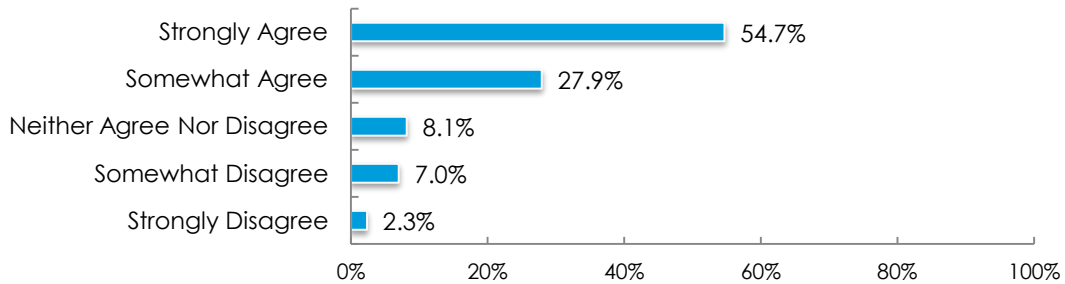
Wetlands, wooded areas, steep slopes, and environmentally sensitive areas should be protected from development pressures.



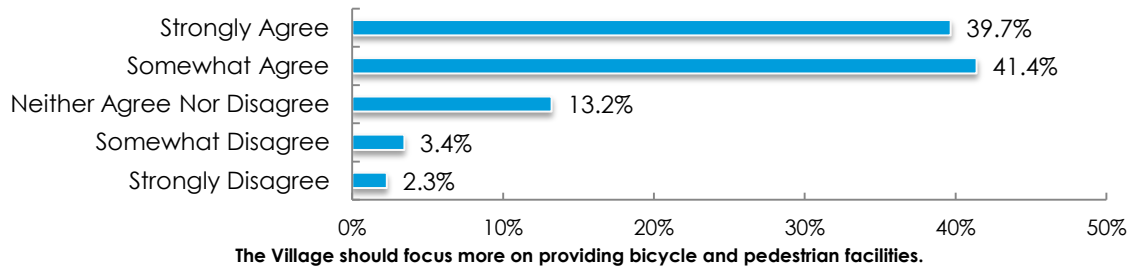
Different types of land uses should be strictly separated.



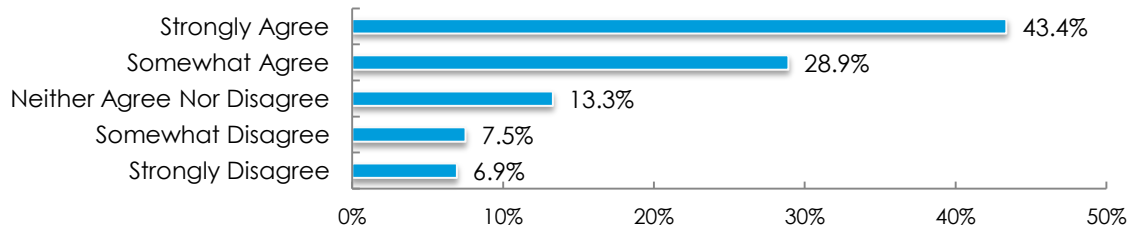
The Village should limit its residential development to mostly single-family detached houses, and limit the development of apartment buildings



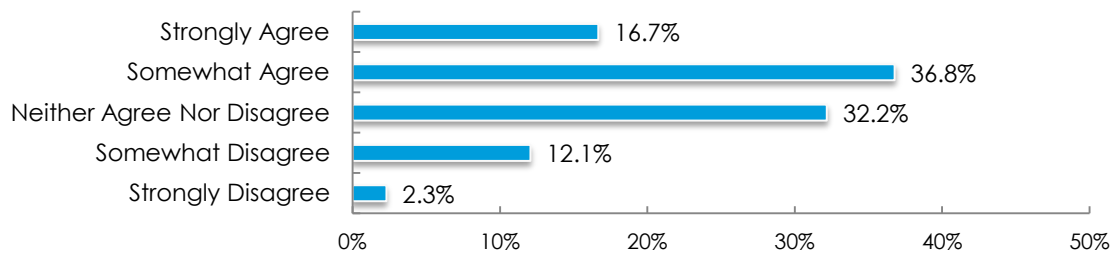
The Village of Harrison should work more closely with Appleton, Menasha, Sherwood, and the surrounding Towns to share service costs.



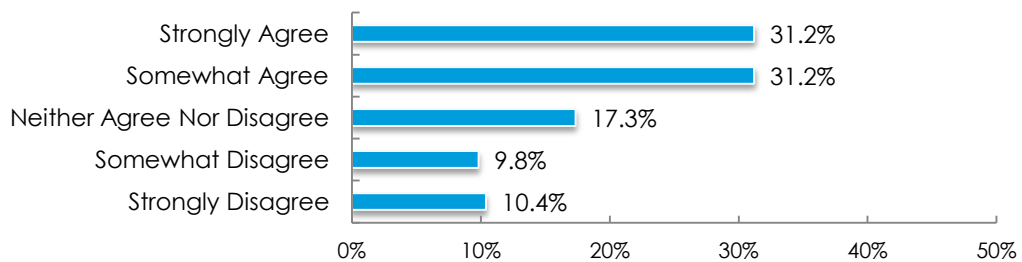
The Village should focus more on providing bicycle and pedestrian facilities.



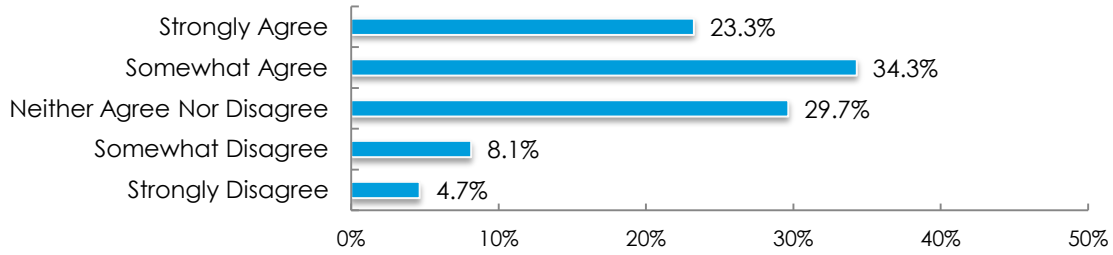
There are adequate housing choices at all price points.



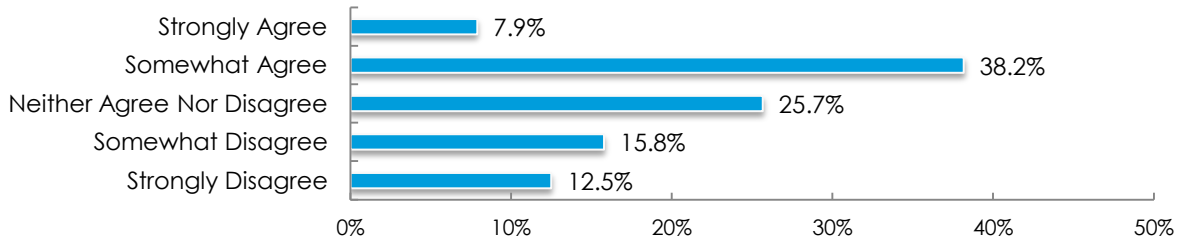
The Village should pursue establishing a regional park on Lake Winnebago.



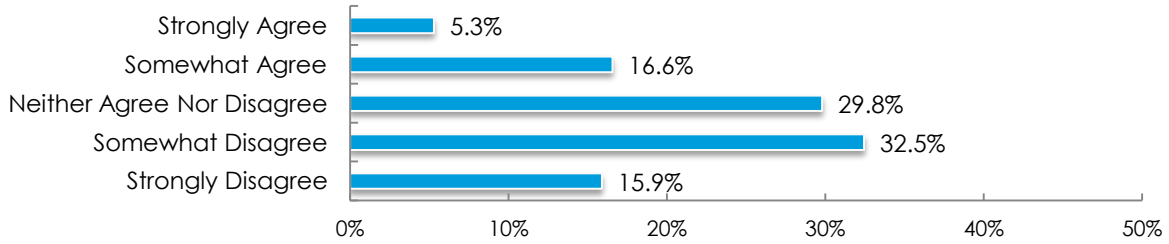
The Village should hold development at important entryways to Harrison to a higher standard than other areas.



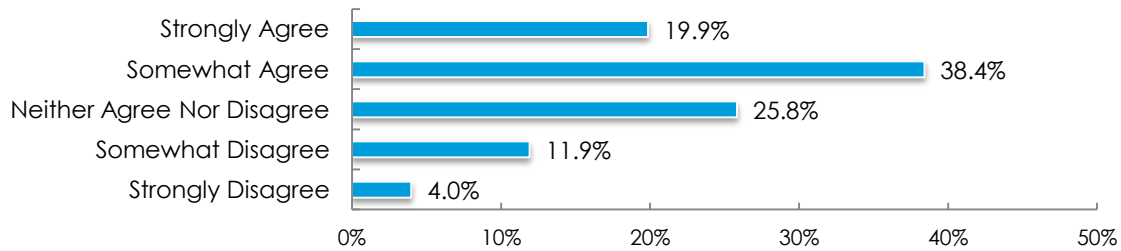
The Village should extend utilities to undeveloped areas to encourage growth.



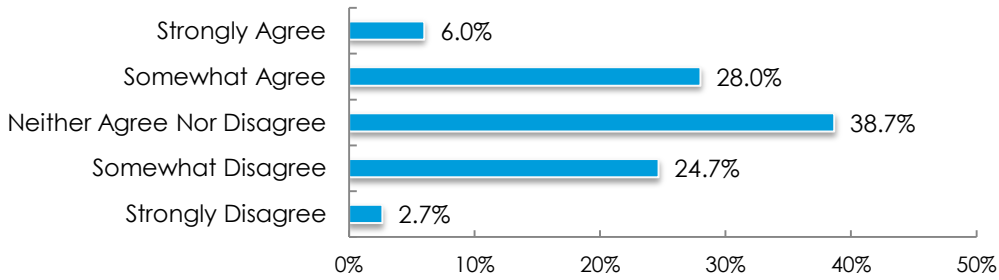
The Village should promote the construction of more affordable housing.



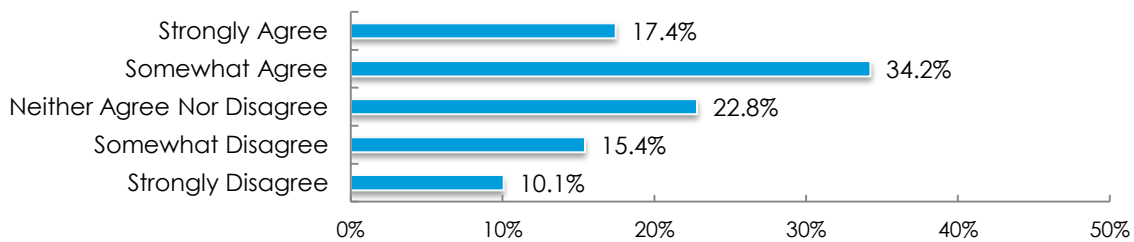
The municipal/community buildings and facilities in Harrison are adequate.



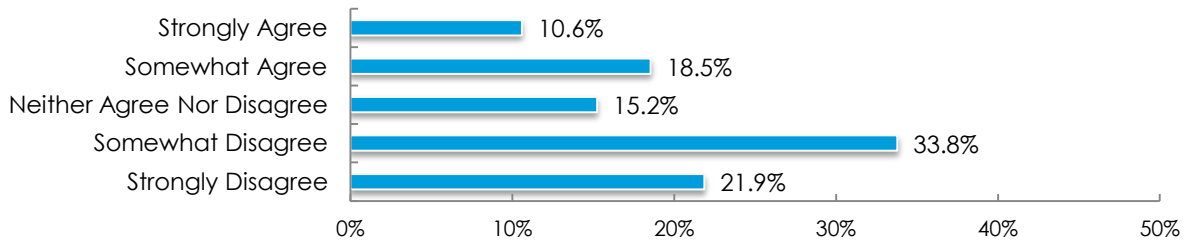
The Village should put more effort into retaining and expanding existing businesses rather than toward attracting new businesses.



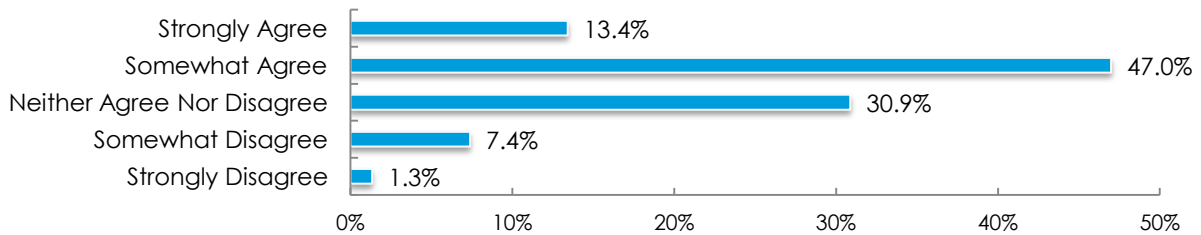
Harrison should take advantage of its location in the Appleton metropolitan area to encourage strong and rapid growth.



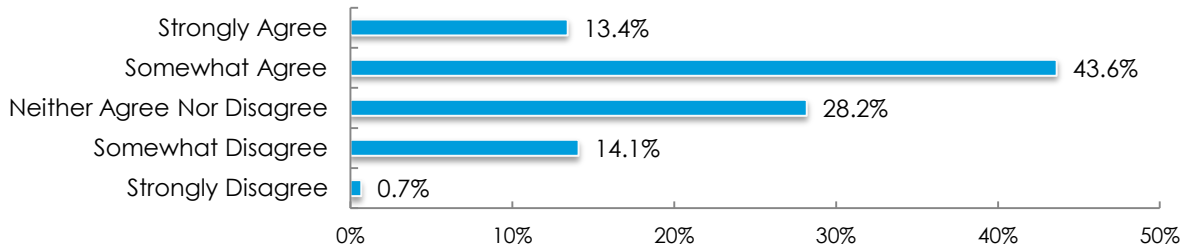
There are enough park facilities (ball fields, basketball/volleyball/tennis courts, playgrounds, shelters, etc.) in Harrison.



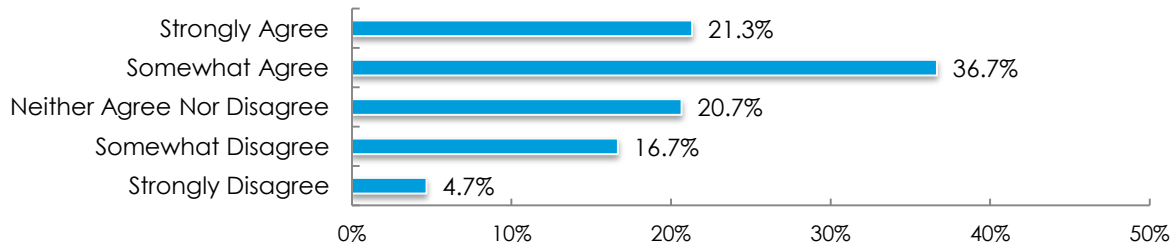
New development and growth in Harrison should be accommodated on empty sites or new development areas around the Village.



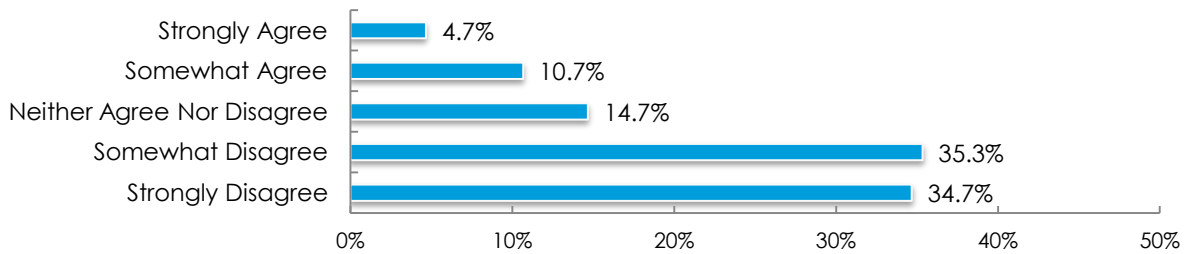
Educational and agricultural opportunities in Harrison are adequate.



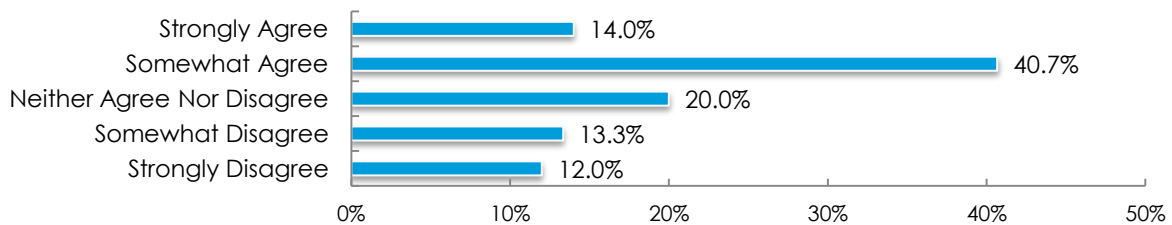
Sewer and water service in the Village is adequate.



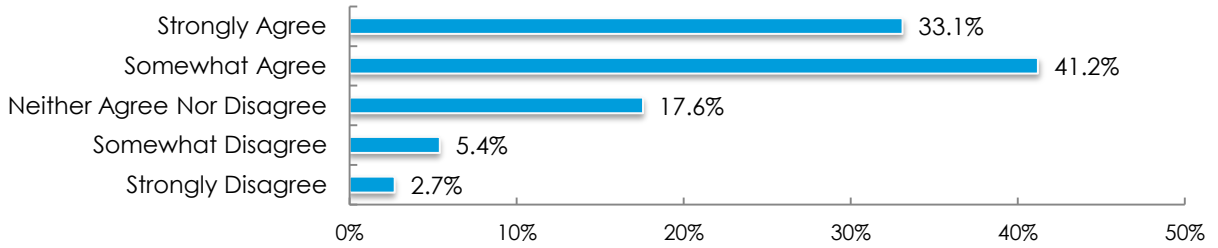
The Village should encourage a greater mix of housing types, including apartments, row houses, townhomes, and single-family detached houses.



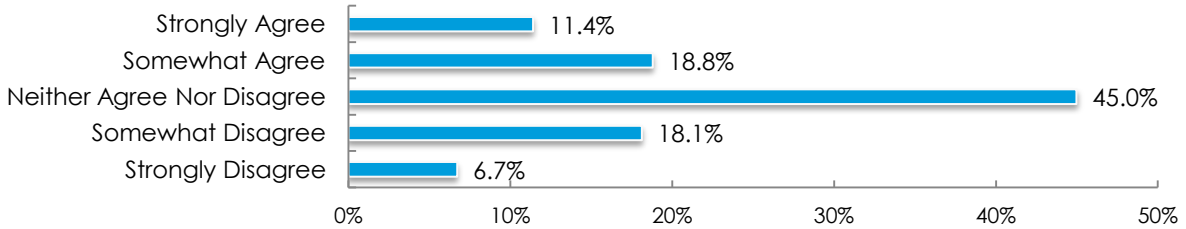
The Village should offer financial incentives to grow existing businesses and attract new businesses to Harrison.



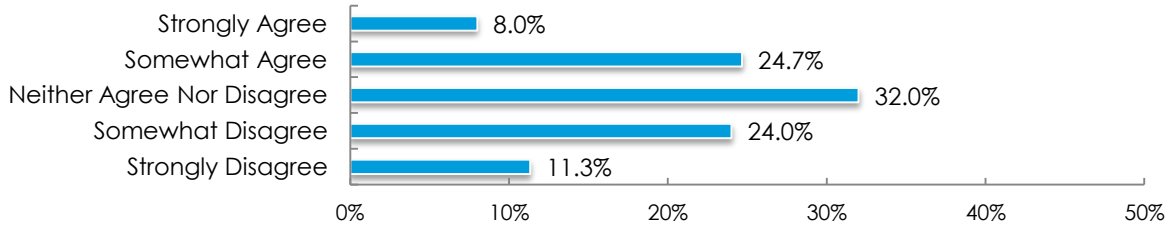
The Village of Harrison should work closely with surrounding Towns to protect its character.



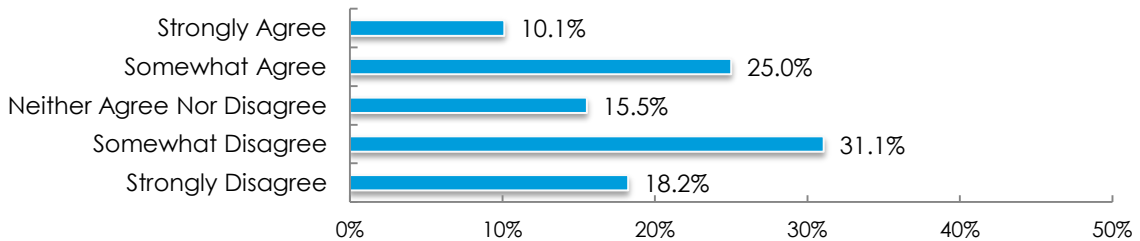
The Village should make the development and construction process easier.



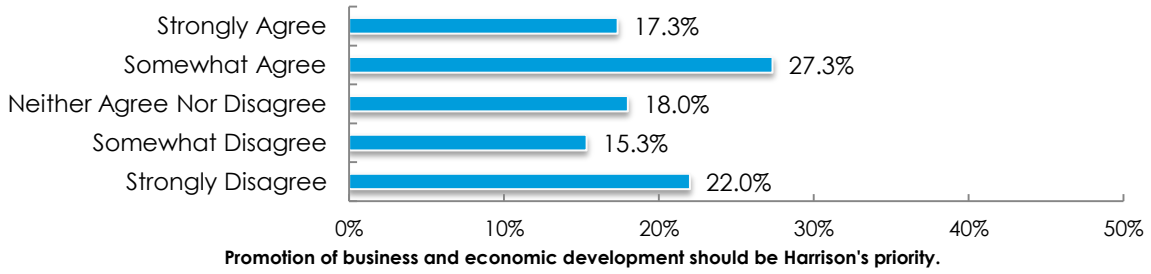
The Village should make more sites available for manufacturing and light industrial businesses.



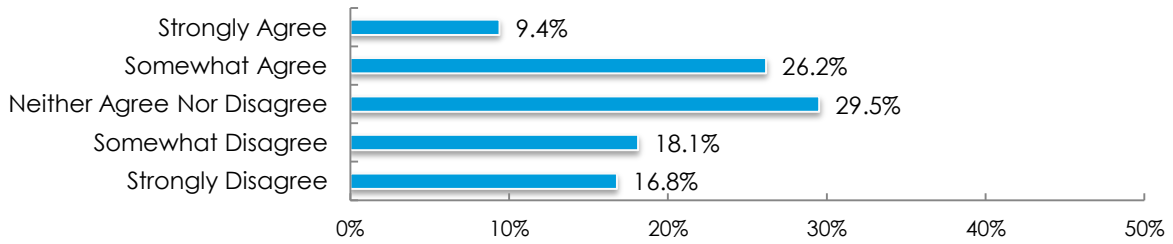
It is sometimes appropriate for businesses and residences to be co-mingled.



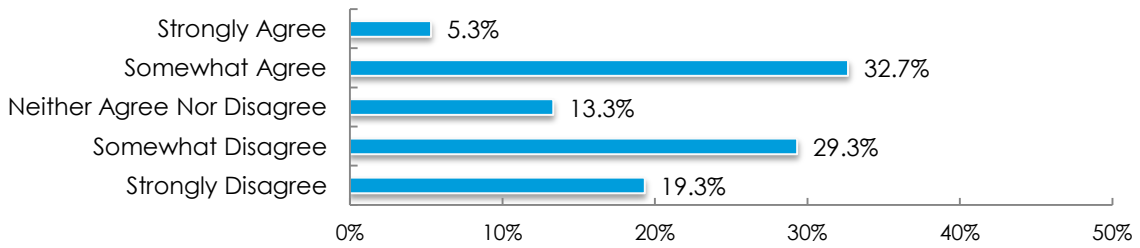
Harrison is in need of a Village center with public facilities and dining and shopping options.



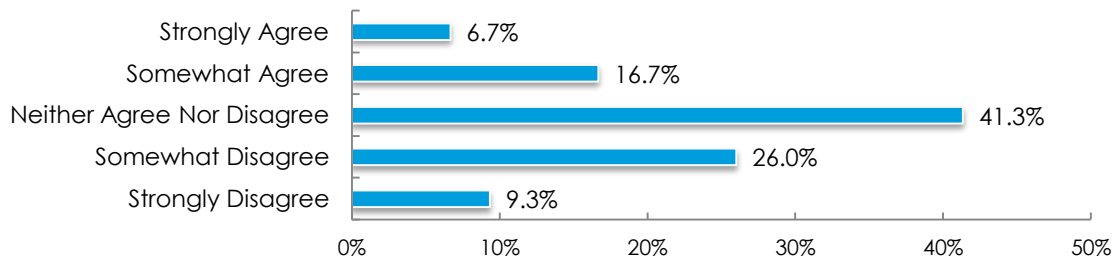
Promotion of business and economic development should be Harrison's priority.



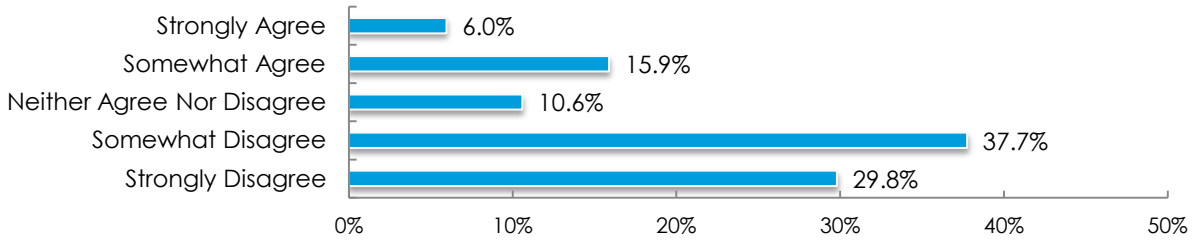
Street and pavement quality in Harrison is acceptable.



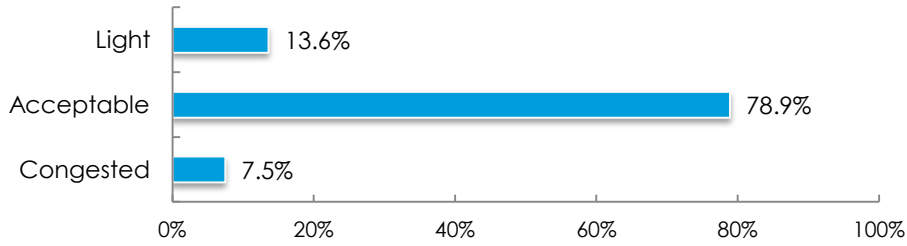
There are enough good jobs in Harrison for those who want them.



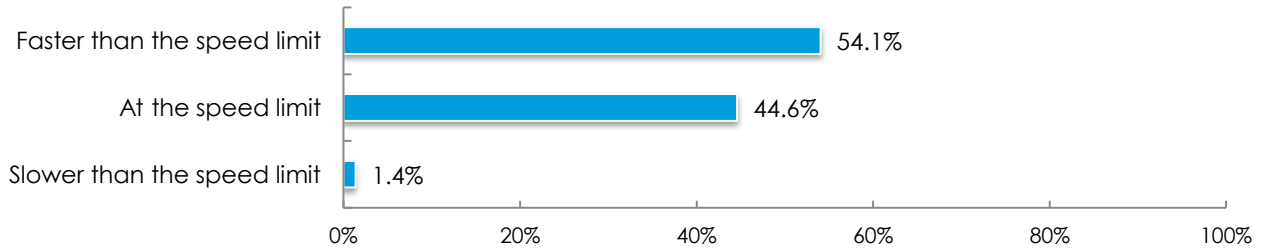
Land owners should be able to develop their property anywhere in Harrison when and however they'd like.



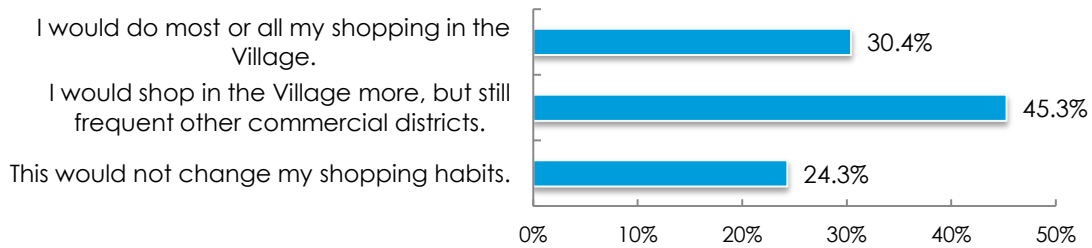
Vehicle traffic in Harrison is:



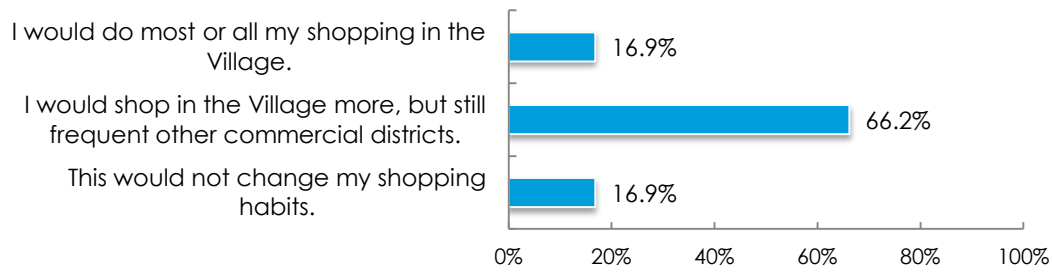
Vehicles in Harrison tend to:



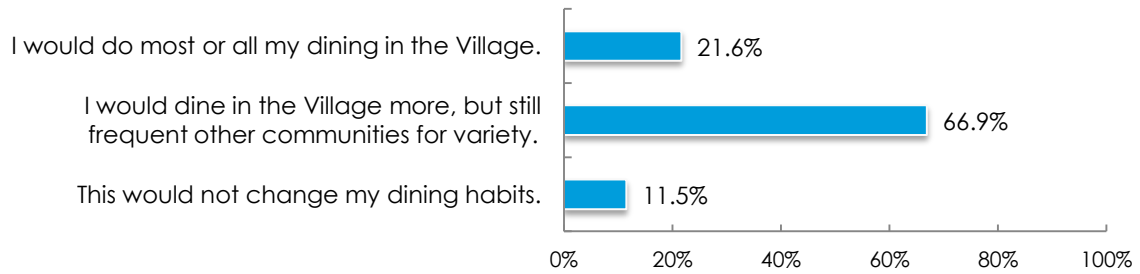
If there were big box retail options (such as Costco, Target, Lowes, etc.) available in Harrison, would you do more of your shopping in the Village?



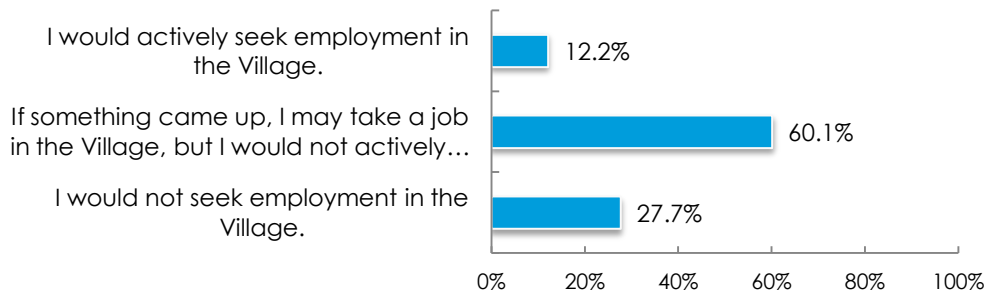
If there were local retail options (small, locally-owned shops, boutiques, specialty shops) available in Harrison, would you do more of your shopping in the Village?



If there were more restaurants available in Harrison, would you do more of your dining in the Village?



If there were more employment opportunities available in Harrison, would you look for jobs in the Village?



Part of this planning process is the conceptual planning for a village center, which would act as the civic center and commercial core of the Village. Please identify any retail, service, or other commercial needs (i.e. drug store, dry cleaner, dentist, etc.) you'd like to see addressed in the village center.

A civic center would be a complete waste of money.
A Costco, Fleet Farm or Woodman's would be great.
A good mix of retail and personal services usually works well. To keep us small but with many opportunities, would suggest small businesses.
A Mall like Center , a Sams Club, A Fleet Farm , a Community Center
A post office would be great
All are currently locally available.
Any repair services
Boutique type storefronts. Yoga studio. Major retail outlets already exist and are close and not needed.
Café style restaurants, ice cream shop, drug store, coffee shop, post office.
chiropractor, small businesses, etc..
Coffee shop
Coffee shop Local restaurant
Coffee shop, boutique shops or restaurants
Coffee shop/cafe
Commercial opportunities are limited currently to gas stations/strip malls.
Craft store, sports store, hunting/fishing store
Dentist, healthcare
Doctor offices, Dentist, Salon, Costco, Sams Club, Kohls, Drug Stores, Antique Shops
Drug store
Drug store (like a Shopko Express), a convenience store, coffee shop/cafe.
Drug store like Walgreens.
Drug store, Bakery, Coffee shop, Diner
drug store, coffee shops, sit down restaurants, brew pub, exercise facilities, specialty stores like soccer and running
Drug store, Doctors and dentists, fitness center, coffee shop, deli grocery
Drug Store, grocery.
drug store, hardware, assundries
Drug store, restaurants, shops
Drug store, Restaurants/Bar, smaller grocery such as Dicks Foods or Aldi
Dry cleaner, healthier food restaurant
family friendly restaurant, hardware store, small pharmacy, batting cages, sports complex for community use,
Family owned businesses, specialty shops, restaurants.
Fix your roads
Florist, fabric store
Gas station, hospital, clothing store, grocery store, bank
Gas station/convenience store Cafe, coffee shop, restaurants
Gas stations
Grocery and hardware store
Grocery store, a restaurant beyond a bar
Hotel, fast food restaurant

Part of this planning process is the conceptual planning for a village center, which would act as the civic center and commercial core of the Village. Please identify any retail, service, or other commercial needs (i.e. drug store, dry cleaner, dentist, etc.) you'd like to see addressed in the village center.

I do not agree with the need for a city center.
I do not support the use of any TIF or other Village of Harrison money to be used for the development of a 'village center' and see such exploration and consideration a complete waste of the taxpayer's money. The provided examples of 'needs' (i.e. drug store, dry cleaner, dentist, etc.) are seemingly adequate in the East Appleton / East Menasha area and quite accessible and readily available to Village of Harrison residents.
I don't think the village needs a village center. We already have a few strip malls that are not full. Can't we try to get those types of businesses to open there? (Such as a dry cleaner?) I think the village is already getting too developed. I like its semi-rural vibe and don't like seeing corn fields replaced by houses. I do think, however, that if you are looking to 'build' something, it should be a soccer complex. We need a site with multiple soccer fields so KASA could host a tournament -- that is something that would bring more people to the village.
I think that most services are already generally available within a brief (5-10 minute) drive - even if they are in other communities
I think the village should stay is - a semi-rural area with housing. There is no need for a village center.
I would love to see locally owned small businesses of all types: restaurants, bakery, boutique clothing, coffee shop. If 'big box' retail is a goal, would love to see those that are new to the Appleton metro area such as a Trader Joe's or Whole Foods. We don't need another Walmart, Target or any new or used car lots.
I would need to see more data regarding types of retail stores already close to Harrison. Then base suggestions on what would thrive in Harrison
Kwik trip at corner of LP & 114/10
Living north side of the Village, I don't know that you can compete with Target, Festival, Home Depot, Walmart or even Walgreens.
Meat market
more grocery store options
More of a mall type center. A Fleet Farm. Sam's club.
None
None fine the way it is
None needed.
None, no need.
pharmacy, restaurants, more gas stations
Restaurants
Restaurants from Mall area that are always busy - could be on this side of town in Harrison - Chili's Red Lobster, Texas Road House. Also a Woodman's over here would help - Festival is too expensive. How about a Book/Media retailer like Barnes and Noble - people like to spend time at Barnes and Noble, and it brings people to the area. More restaurants on the water.
Restaurants, cafes, high end specialty shops
restaurants, health care
Resturaunt, Wal-Greens, bank
Retail small Stores and Business. Public Gathering Places.
Shops that would complement the use of high cliff park, bicycle, kayak rental facility
Small local businesses, mid range price restaurants,
Sporting Goods Store
Sr. Center Hardware store
The Village of Sherwood is trying to achieve similar goals. Why not work in conjunction with them since Sherwood is at the center of the Town/Village.

Part of this planning process is the conceptual planning for a village center, which would act as the civic center and commercial core of the Village. Please identify any retail, service, or other commercial needs (i.e. drug store, dry cleaner, dentist, etc.) you'd like to see addressed in the village center.

This idea is a waste of valuable monetary resources. The town is nearly surrounded by 'village centers' . Harrison is a bedroom community, not a village or small city. Its what attracted most of us to live here in the first place. Had we wanted a village of city atmosphere, we'd have moved to any one of the myriad already established communities that surroubd the Town of Harrison. As it currently sits, there is so much low density sub division, tgaatvthere will never be any more of a vibrant 'core area' than what already exists on Calumet street. Trying to develop a small town or 'village' after the majority of development has already ocured is wasteful misuse of public funds, and it makes me seriously question tge abilities of those who are making decisions in whatever this municipality is called this week.

To be blunt, this is a dumb idea.

Unique stores and restaurants in an environment that would attract people from outside the village.

Utilize existing Darboy Plaza and other commercials buildings and areas that exist.

Village Center Not needed.

We do not need Village center. All surrounding City centers are to congested and difficult, because of traffic get to and parking is a deterrent to going to frequenting those areas

We don't need one.

We just moved to Harrison within the last 6 months and are pleased with the area.

Please identify any civic needs or public facilities (i.e. library, community center, etc.) you'd like to see addressed in the village center plan.

Would like to have a library in the village so we don't have to drive to Kimberly or Appleton.

We have such a wonderful outdoor area, more trails and parks would work.

We don't need one.

We are close enough to the surrounding communities that it would be cost prohibitive for us to built anything they could draw people away for the current facilities to our new ones

Village offices moved to higher population density area of village. Regional park by Woodland School.

those suggestions are good, library & community center should get a lot of use. we are running to Kimberly & Little Chute libraries all the time

Tennis courts, biking/walking trails

Sports park, Soccer, baseball, volleyball, basketball areas.

Sports complex (baseball/softball/soccer)

Soccer park

Recreational facilities

Recreation options, such as golf, soccer fields, tennis courts, etc. The Darboy Community Park could be updated to offer more sport options.

Rec center and/or community center
More activities for young children

Public swimming pool, pavilion for picnics/gatherings in a park like setting.

Possible bigger community center

Pool.

Place for family to take kids, and preteens/teens. Public Pool

Parks
Splash Pad

Other surrounding communities already have these. I want our taxes to stay low.

None, don't waste our tax dollars to build and maintain these things.

none there is enough.

None needed.

Please identify any civic needs or public facilities (i.e. library, community center, etc.) you'd like to see addressed in the village center plan.

No need for public facilities such as a community center or library. Those services are provided by neighboring communities. Consider partnering with Combined Locks, Kimberly, etc to have combined services to increase what is offered with a smaller financial impact to taxpayers. Focus on developing parks, green space, trails, etc that are attractive for the families who moved here or would be interested in moving here for quiet, safe, semi-rural suburban living.

No additional tax payer funded facilities are needed.

More softball facilities

more park space

More dog friendly parks and possible Archery range

Meeting rooms, swimming pool, Park,

Maybe a small YMCA similar to Apple Creek on the northside; a joint library & senior center; permanent farmers market; or aquatic park.

Linked trail system for walking and bicycles

Library, recreation department w/ children/adult programs

library, parks

Library, parks

Library, community center, additional parks

Library, Community Center,

Library, community center

Library, community center

library!

Library would be great

Library Branch

Pool

Library

Library

Library

Library

Library

Library

Library

Large meeting spaces for town gatherings, elections and rental for private events. A park with a pavilion and parking lot. I think it would be adequate to partner with another local library system, no need to build one. The Menasha, Kimberly or Little Chute libraries are close to the Village and a great resource.

I'm not sure there is a need for any additional facilities. I'd rather see low tax rates than investment being put into civic/public facilities in Harrison. The surrounding communities have the type of civic/public facilities that our family would utilize and they are already within a reasonable driving distance.

I'm not for duplicating public facilities that are available in other nearby communities.

I'd like to see the plan dropped.

I do not support any public funds to develop public facilities (i.e. library, community center, etc.) in the Village of Harrison. All of these needs are adequately met by surrounding municipalities and private businesses such as the Darboy Club. Many individuals choose to locate outside of the bordering cities (as in the Town/Village of Harrison) as we want lower taxes, less population density and do not see the aforementioned public facilities as a necessity.

I do not agree with the need for a city center.

I can't think of any. We don't need a library -- there are plenty nearby.

Green space

Full Time Police Dept.

Please identify any civic needs or public facilities (i.e. library, community center, etc.) you'd like to see addressed in the village center plan.

Fix your roads
Fire Department, Municipal Building, Community Center
community fitness center,
Community Center/recreation programming
Community Center/Nature center available for rental/multi function use. Ideally in a location with a larger retailer nearby.
Community center. Exercise facility, pool
Community Center, soccer field complex
Community Center, Public Park, Library, YMCA
Community center, parks
Community center, park space, plaza
Community center, library
Community center,
Community center, plaza, space for farmer market and fair type activities (plays, art shows, concerts)
Community Center with more spaces to rent and an inviting, nicely-landscaped building would be great.
Community Center with meeting spaces that community members and organizations can rent to use for cheap or free. More places to vote - tried to vote 2x last week - too long of lines each time, and could not wait - had to leave.
Community Center that could be rented out for gatherings with a nice outdoor area for picnics or family reunions.
Community center for kids, Fire Station, Meeting area, play area. Soccer/football/basketball area
Community Center would be worth looking into.
As village grows a central community center/ village hall, fire and rescue would be nice. Not sure that we need that in the next five years.
Again I would need to do much more analysis. Population demographics vs offered facilities. I am sure there is data out there that can help drive these needs.
Ability to walk or bike to it from the Darboy area rather than have to drive everywhere all the time.
A public pool would be wonderful as we are non residents for all of the local pools. More baseball fields and some basketball courts (indoor as well) would be a huge asset. A library would be great too.
A new upgraded public safety center with a the ability to house gold cross rescue.....
A library would be awesome!!
A Library
A bigger Community Center with a large outdoor area for rental for family reunions or family gatherings. Also a spot for Community Gardens .?.... NO GARDENS IN THE NEIGHBORHOODS .THEY ARE EYE SORES. No RAILROAD TIES ALOUD IN NEIGHBORHOODS.,especially around Gardens. ,and especially not near waterways or creeks ,they Smell of creosote and the ties creosote is running into our waterways.

Identify the most appropriate areas for civic space and a "downtown-style" commercial development within the Village of Harrison.

Woodland Dr./Sonny Dr. area
We already have a plethora of commercial goods and services in this area. New commercial development must come as a result of increased demand - which we do not have at this time.
We absolutely do not need a 'downtown'!
Utilize existing areas and buildings.
There is vacant land to the east of Hwy N currently for sale. Alternatively, a downtown area could be constructed near the existing village hall.
There is none, leave the Village alone.
The Village of Sherwood. Alternatively, on the east side of south Lake Park Road.
The fields northwest or southeast of Woodland Elementary.

Identify the most appropriate areas for civic space and a "downtown-style" commercial development within the Village of Harrison.
Such as area already exists in downtown Appleton and I see no need for a 'downtown-style' commercial development within the Village of Harrison.
South of Manitowoc Rd., East of Woodland school and West of N.
Somewhere where walking trails could be made to connect it to major sub divisions. Would love to see the village become a community where you can easily walk to the downtown.
Somewhere central to current and future residential development would be ideal - such as Highway N around Manitowoc Rd. However, I wouldn't want to see the speed limits drop along Highway N, so it probably couldn't be on Highway N itself.
Somewhere along Highway N north of Highway 10
Schmidt Rd & CTY N, or 114/10 &CTY N, or Manitowoc Rd and CTY N.
Probably by KK and N, but there is already a strip mall there that's not full.
perhaps the area where 114 and N meet
Not sure
Not necessary
Northeast corner of Midway and Highway 55.
None, we do not need a downtown.
None we don't need a downtown
None
No where.
No need, keep it simple.
Near woodland elementary
Near the Lake Park area, there is already a known presence there with the restaurants and the fitness center.
near intersection of midway and lake park roads.
N and midway road
Midway Road & County N
Lakepark Road / 114 between N and State Park
lakefront
Lake Park road between Manitawoc and Hwy 114. Highway N between KK and Hwy 10
If you must, and mind you I hate the thought of it being so close to my house, the roundabout intersection near Hwy N, 10, 114.
I'd like to see something near Hwy 114 and Cty LP.
If you are going to do it. Lake Front. No one else has a Lake Front downtown. It would be a draw.
I would like to see these efforts focused near the intersection of 10 & 114, which, in my opinion, is the most marketable undeveloped area for mixed-use development in the village. Plus, there are already a couple churches and schools in this area. I think a development of this type should be part of a larger master planned area that has housing density, walkability, and a mix of unit types. I think effort should be made to make this development something unique to the Fox Cities in order to increase marketability. I would also encourage as many connections to Lake Winnebago as possible, even if that means acquiring existing residences. Smith's Crossing or Grandview Commons near Madison might be good case studies.
I don't foresee a downtown region being a big draw or success.
I do not agree with the need for a city center.
Hwy N & Midway Rd. Intersection. Include a walking bridge over Hwy N, so students can reach Sunrise & Woodland easier.
hwy N & 10 intersection
Hwy n
Hwy N
Hwy 10/Lake Park Road. Nice start to community facilities already and lots of space available.
Hwy 10 and Cty N

Identify the most appropriate areas for civic space and a "downtown-style" commercial development within the Village of Harrison.
Highway N south of 10 or State Park Road south of Manitowoc or Midway Road between Eisenhower and Lake Park
Highway N and/ or Hwy 10
High cliff area
Good where it is
Fix your roads
Extend Eisenhower from Midway to Manitowoc and have commercial development by Appleton commercial zone.
East of N North of Schmidt Rd
Doesn't fit the population density. Would need a lot more population for density.
Darboy plaza
Cty rd N at Manitowoc Rd
Cty Hwy 114 at Hwy N
cty n and manitowoc
CTY N and CTY KK
CTH N, Eisenhower Dr.
CTH N corridor
County Rds, KK & N.
County Rd N or County Rd KK, otherwise don't bother.
County N & Manitowoc N & 10
County N
County N
Close to 441
Central part of the Village
Cannot think of an area that would be good for something like this.
by the town hall
By KK & N. Also by Oneida/114 intersection
At hwy 10 and N, Hwy 114 and N,
Any already 'downtown' in any of the areas that already exist around the town of Harrison.
an area near Hwy 10/114/N would seem appropriate
Along Cty Rd N or on Schmidt Rd/Manitowoc Rd East of N.
Along County Road N, Manitowoc, Midway
A Civic Center near Highcliff area would be beautiful and would be attractive for new development . People relocating would love it as well as the community
114/10 and n triangle.
Identify the most appropriate areas and corridors for general commercial development.
Your roads fix them
Woodland, Lake Park area or Midway Rd Eisenhower Drive
The western and northern regions closest to Appleton/Menasha/Kimberly would certainly be the best places to expand development.
The Village of Sherwood is trying to achieve similar goals. Why not work in conjunction with them since Sherwood is at the center of the Town/Village.
The best available land that is excepted by the public & business owners.
STH 114
Sherwood, due to high traffic volume

Identify the most appropriate areas and corridors for general commercial development.

See above answer.
outskirt areas - closer to Appleton
Outer parts of village adjacent to Appleton and Menasha
Only along Hwy KK or Hwy 114. Leave the rest for housing. Don't mix housing with commercial development.
Not Sure
None.
None
No more new development, utilize and maintain what we currently have.
Near Hwy KK and 55.
Near hwy 10
Near highway 10 or along KK towards Kaukauna
Midway road between Coop and LP south to Hwy 10
Manitowoc Rd. Cty Hwy N
Maintain current areas.
LP/10
Lakepark Road / 114. Between N and State Park
Lake Park Road, int of N and 114
Lake Park Road, Hwy 10, Hwy 114 and Hwy N
KK, Hwy 10/114, Eisenhower.
Kk 10 n 55
In order to make the commercial development viable for the business owners, it should be in locations that other surrounding high-density communities will also use the services. Since the bulk of the Fox Cities' high density population is to the west and north, I would say the western side of Midway Rd (i.e. between Lake Park and Coop Roads). Although, I see that the Town of Harrison and Appleton own the undeveloped areas along the western side of Midway Rd.
If private individuals and/or investors identify or propose a commercial development, each instance should be considered regard less of the proposed area. Proposed commercial development should be considered on a case by case basis.
I think general commercial should be focused in small nodes near major intersections. Harrison is unlikely to have major commercial corridors without a huge increase in population density. Major commercial development will continue to cluster around 441 in Appleton due to access and visibility.
Hwy LP/10 and Hwy 55 south of Kaukauna
Hwy 10, Hwy 55, Hwy 114
Hwy 10 Hwy 114 Hwy 55 Cty KK Cty N
Hwy 10 Cty hwy N Hwy 114
hwy 10 in the east end and hwy 114 south and east of sherwood.
Hwy 10 and Lake Park Rd.
Hwy 10 -114 corridor. Future Eisenhower Dr. corridor.
Highway KK, Highway 10
Highway 10 or highway 114.
Extend Eisenhower from Midway to Manitowoc and have commercial development by Appleton commercial zone.
East of county N.

Identify the most appropriate areas and corridors for general commercial development.

Cty Rd KK, Cty Rd N, Midway Rd, State Rd 55, US 10
Cty N or HWY 10. These areas have a lot of traffic that could draw business opportunities. Seems liek 95% of Harrison is just houses with relatively little commerical/industry
Cty N & KK, Cty LP & 114
Cty LP
CTY KK, HWY 55
CTH KK, Hwy 10/114
CTH KK, CTH N, STH 55, STH 114, STH 10
County n. 114
County N
County LP, Hwy 114
Corner of N and 10 or N and 114.
Commercial development would be appropriate along main highway type roads such as Hwy 10/114, Hwy N, or near existing commercial developments on Lake Park Road.
Close to 441
Calumet east of State Park Rd
Between N and Hwy 55
between 55 and State Park
area bounded by State Park/'10'/'N'and Manitowoc Roads
Area around N & KK.
Any areas off of Calumet St, CTH KK, or off STH 114.
Along major transportation corridors. Buffered from residential
Along Hwy N
Along CTY N or HWYs 10/114
Along County Road N
Along County Hwy N
114

Please comment about any additional issues or opportunities you see in Harrison in regard to housing

Would like to see smaller tracts of land dedicated to small (tiny) housing.
With the existing construction of multi-family housing, I would like to see the village move toward attracting high end single family homes.
With the baby boomers aging, Harrison should consider opportunities for 55+ and/or retirement communities. Multifamily housing should be in a walkable mixed-use environment.
With the addition of large apartment complexes and some new subdivisions, a good mix of income level housing is being reached.
We have plenty. A lot of People obviously want to live here just the way it is, why are wasting money on trying to subject current residents to massive changes they may or may not actually result in any increased tax base, but for sure will and have already costed us a lot of money?
We do not need more duplexes or apartment buildings.
Too many apartment type and multi-family dwellings.
This is more of a rural setting so I really don't think apartments fit in. Keep building one family homes. Apartments take away from the smaller neighborhoods and floods it with a concentrated number of people in one spot.
The Village of Harrison attracts new residents with it's well planned housing developments and low tax rates due to restraint from excessive growth of government. This promotes strong neighborhood housing growth.
Specialty housing. Senior Living facilities. Modern apartment or row houses.
Sidewalks are a great improvement

Please comment about any additional issues or opportunities you see in Harrison in regard to housing

Senior community-based housing, condos
Round a bout on state park road and Calumet
Roads could be fixed
Restrict multi-family housing.
Refrain from apartment buildings and leave development for single family or duplex dwellings.
quit being so strict on 'Lot Coverage 'in residential areas
Possible Assisted Living or Senior apartments so current residents as they age can stay in an area they are familiar with and want to live.
nothing wrong with more town houses like what is by 114 west of christ the rock church but there need to be park space near for outdoor use
None.
None growing at a faster than normal pace which is ok
No sidewalks
No row housing, less apartments, I really would like to avoid low income housing to come to our area. Condos fine.
No more apartments
Neighborhoods could really use some street lights and side walks. There are really nice places by at night it's so uninviting. Street Lights!
Need some bigger houses to offset all small houses.
multi family or apartment/condos need to be a higher upscale style and price.
More walking paths and biking paths or trails for walking for longer runs or rides without having to run or bike on the streets in traffic. Also connecting our village trails to other community trails would give us a greater range and more opportunity
More single family housing, not apartments
More Single Family Homes
More new housing in Harrison that is within the Kaukauna school district
Mentioned this before .NO GARDENS IN NEIGHBORHOODS. ESPECIALLY ON THE CREEKS. BIG EYE SORES. No COMPOST IN NEIGHBORHOODS EYE SORE. PEOPLE LEAVING GARBAGE CANS OUTSIDE ON THEIR DRIVEWAYS all week long.
Low income housing brings low income issues. We have enough and met that need.
Less apartments - TOO Many just exploded all over.
Keep the 'small hometown but big opportunities' feel with more single detached homes. Stress family and your families with income will come to shop, play and work here.
Keep the rural flavor, that is why most of us are here.
Keep it to single family vs. apartment buildings.
Keep it mostly single housing or if you do add apartments, keep them along 10.
It's fine, or larger SINGLE family lots.
I'm not a fan of people leaving their boats, motor homes, etc. parked out on their driveways. I think it devalues the look of the subdivisions.
I'd like to see some luxury condos go up somewhere.
I'd like to see less jamming in of houses and bigger lots available at an affordable price. Single Residence Housing is ideal.
I would love to see curb and gutter put in our neighborhood. We have a lot of children in our neighborhood and there are deep ditches which are unsafe for small kids.
I think we have a nice mix
I think the village should set minimum lot size standard. The subdivision on Papermaker Pass is ridiculous. The homes are so squeezed together it looks like Milwaukee. Many rural towns and villages do this so that there villages don't turn into metro looking areas as developers will try to do this to get more money.
i think most of the village should be single family or duplex, with a few areas like the apartments near Hwy KK & State Park

Please comment about any additional issues or opportunities you see in Harrison in regard to housing

I like the type of development that is around the Darboy community park. There aren't tremendously rigid design standards, yet most of the homes seem to meet certain standards. There aren't ditches along the road. There aren't sidewalks, yet there is a common bike/pedestrian path along Noe road. I wouldn't want to add a lot of lower income housing.

I like the current mix, which is mostly single family housing. Apartments and duplexes should obviously be part of the mix, but not to too large of an extent.

I don't like idea of more apartments. Apartments usually bring in people who can't afford houses n don't care as much for the community. Also doesn't upkeep there place n hurts values of home owners

House Siding of a different material other than Tupperware, such as Stone or Wood.

Homes built too close in proximity to each other

Homeowners with more than an acre should have more liberties. Residences and yards should have better curb appeal, not look 'junky.'

High rise apartment buildings overlooking the lake.

Focus on single family homes. There is a direct correlation to multi-family homes and crime rates.

enough apartments already. Single family subdivisions with at least .5 acre lots with public green spaces (with trees or interesting features not just a barren wasteland of grass) drive prop values up!!

Encourage smaller single family homes.

Dont want apartments which would grow costs without tax revenue

Don't make Harrison like Menaha- 35% rental property

Development with 1+ acre lots and larger custom homes.

Building permits high

A lot of apartments are going in on Midway and Lake Park, we shouldn't need any more in Harrison.

Please comment about any additional issues or opportunities you see in Harrison in regard to transportation.

Would like to see a 'protected' bike or walking path on Coop Rd. Also more stop signs or (only one) round about to slow down traffic. This will soon become a speedway.

Would be nice to have busses in the future

Work with Valley Transit and have more opportunities for bus routes to businesses.

Will need to address future congestion and speed on State Highway 114. The intersection of Highway 10 and the entrance to Christ the Rock is dangerous. Also various driveways onto Highway 114 between Sherwood and highway 10 are dangerous.

We need more sidewalks on busy roads like Lake Park, Manitowoc, Woodland. They are unsafe for children to walk on, which they need to do to and from school.

We need more bike paths and walkways. These are things people look to for quality of life and feeling connected. Runners and bikers use Manitowoc Rd. extensively as an east/west corridor to get to High Cliff State Park. We should work with Sherwood to make a connection to High Cliff without having to travel on roads.

We need bike/running lanes for people to stay safe on major road ways.

we need a road between Eishenower and Coop Rd. running east/west hooking up with 'AP' ??

We are in a great school district and taxes and crime are low. We should strive to keep it that way.

transportation issues are not our main concern. spots here and there like the safe of manitowoc road (no shoulder). It would be great to bike to High Cliff from SE Appleton without taking your life in your hands)

Transportation is pretty good currently. I would try to maintain (or increase) the speed limits entering into the village - particularly along major arterial corridors to the freeway (441) and from the higher density population areas in surrounding communities. One example would be the western side of Midway Rd. Increase the speed limit there to 45 mph. Another opportunity to increase speed limit would be along Coop Rd (south of Calumet). Understandably, increasing the speed limits might require upgrades to these roads. However, the ease of access to Harrison from the freeway and surrounding communities will be an important consideration when growing the community.

Transportation in this area is excellent today.

Trails on major corridors is a must. Manitowoc Road is a death trap right now for bikers, runners, etc. That road needs a serious upgrade. Coop is another nice spot for a trail as is Midway and N.

Please comment about any additional issues or opportunities you see in Harrison in regard to transportation.

Traffic on Hwy 114 is absolutely out of control especially at rush hour. The roundabouts have not slowed traffic for safe crossing from State Park or Pigeon Rd.

Traffic isn't too bad yet. The most dangerous intersection I see is the one with Manitowoc and Hwy N. A street lamp would be nice to light it up.

Those who choose to move to this area realize there is no public transportation. That should stay the same. Provide more options for non-motorized transportation - bike/walking/hiking trails. The condition of many roads in the village area is poor, many because the roads were not installed properly the first time (i.e. heaving from storm sewers). It will be expensive for homeowners to make the necessary improvements. Harrison should consider a wheel tax like the City of Appleton to make street improvements.

They need to change the name to Darboy for more area reconition

The west side of the village (just east of Lake Park) are locked in in terms of accessing the rest of the village by foot or bicycle. A path along Woodland or Manitowoc would allow those residents to safely access Woodland School and Darboy park along with other developments. (The sidewalks in Papermaker Pass are 'sidewalks to nowhere' as they do not link up with any safe path on Manitowoc. Adding a walking path to that road would fit nicely with the sidewalks already in place.)

The road I live on hasn't had any work done on it since I have lived there! I have will have been there for 13 years now. My culvert was bad then, it's a big big problem now. I have to go into my driveway at an angle so that I don't scrape the bottom of my car. The road is deteriorating it's bad and it pisses me off!!

The lack of bicycle and pedestrian facilities is huge hindrance to quality of life

Some higher-traffic roads need to be redone.

Snow plowing is awful and not timely. Road repair not done.

Sidewalks on both sides of Cty N from KK Midway, trail on N from Midway to Friendship Trail. Bike lane(s) on State Park Rd. Plowing is great, maintenance is ok. The community would be a lot better if we didn't have to watch kids risking their lives to get to school or even just down the street!

Round about at LP/Manitowoc and Midway/Coop. Extend Eisenhower from Midway to Manitowoc.

roads need better bike lanes

Right now not many people use public transportation. Our roads are in need of repair but have to figure out a better way to fund.

Public transportation needs to be addressed. Nothing currently exists.

Population in the town is far too widespread to make any sort of public transportation project anything more than a waste of money. This is a commuter based bedroom community adjacent to established cities and villages, not a developing stand alone metro area. It should be managed as such, and, again, it bothers me that supposedly 'educated' people are trying so hard and spending so much money in an effort to turn it into something different. I'm not anti responsible development, or anti spending funds to encourage it, but I am anti wasting money on a vision that ignores reality.

Please add a lot of bike trails and bike lanes. County N and LP, for example, are tough for bicyclists because of the lack of separation from traffic.

Outdoor activities for biking, running, skateboarding, etc. and have amenities and businesses along the way or in central points to attract for people and make it more fun and convenient to use trails. Small businesses or shops or food are all good ideas.

Non-motorized accommodations are needed. It is a residential community and people cannot safely get around without using a car.

None.

None

None

None

Noe Road is heavily travelled and road is in rough shape at intersection of Midway and Noe and South on Noe. The stretch of Midway from Noe to N where the drain runs under the road every spring sinks and causes a significant depression in the road that needs repair.

No comment

More side walks

Please comment about any additional issues or opportunities you see in Harrison in regard to transportation.

More places/routes that are bike and pedestrian friendly
More patrolling. Not stopping at stop signs a major traffic issue in this village.
More interconnected recreational trails for walking and biking
More biking options, no sidewalk, no public transportation necessary
More biking lanes.
More bike trails.
more bike lanes/trails
More bike lanes. Fix the roads they are too bumpy and wavy...
Lower the speed limit on village roads that lead into residential areas.
KK is always congested
Keep up what we have.
it's a suburban / rural community, public transportation is a waste of time and money in the village. However more bicycle lanes & trails should be encouraged. Riding a bike in the village now is risking your life because there are so few safe places to ride
I think the transportation available is good.
I hope new sidewalks are not built in every subdivision. That would hurt my home value and destroy landscaping that has been built over a decade.
I feel the Town/Village needs to make basic maintenance of existing infrastructure a priority. Snow removal, shouldering of roads, road maintenance such as tarring of cracks, et cetera needs improvement and further consideration ahead of other frivolous, redundant development projects.
Fix roads
Establish a bike route through the Village
Eisenhower Dr. extension will open up more area for development.
Don't need anything unless it becomes further developed.
County LP should be a 4 lane, 45 mph blvd.
Construction of Eisenhower Dr.
Chickenfest roads need to be addressed. To many incidents in or around the neighborhoods with parking.
Bus/Public Transportation would help a lot
Bus stops 2 times daily by park and ride lots
Blacktop roads are aging and showing heavy signs of wear in many neighborhoods. Resurfacing or concrete should be a big priority.
Bike paths and sidewalks needed on busy streets such as woodland, Manitowoc, lake park, coop.
Bike path or walkway on Manitowoc rd and Coop
Bike lanes and walking areas are DESPERATELY needed in several areas, namely Coop Road, Midway and Manitowoc, and probably Schmidt Rd. So many bikers and walkers are taking their lives into their own hands on these roads, as they are the only connections to our neighboring communities. Frankly it's pretty embarrassing that this issue hasn't been addressed on so many obvious roads for this amount of time.
Valley Transit buses come no closer than the corner of Calumet St and Buchanan Rd, so the Village is not serviced by them at all. It would be interesting to see if there is a need for this in our community.
Bike and walking paths on the roads for safe passage. Often go to areas outside of our Village to ride my bike. Main roads to get outside of heavy traffic like Manitowoc Schmidt, Coop State Park Road can be scary to ride on at 5:00 pm
bike and pedestrian facilities are near non-existent
Better links to mass transit
at this time i see no need for public transportation. in future perhaps extend bus routes outward from appleton.
A focus on complete streets and multi-use trails.
Works fine

Please comment any additional issues or about opportunities you see in Harrison in regard to utilities, such as water, sanitary sewer, storm sewer, power, or gas.

Wold be nice if we could concrete end of driveways and rid of the Culverts .
Wish all of Harrison was on Waverly sanitary district. 2 different water sources which some do not like.
We need to expand sewer and water service but need to be mindful of the cost/payback ratio
Utilities are great
Utilities are good.
there are too many people that do not have water or sewer
There are areas of Harrison without clean drinking water and this is ridiculous. We should look into solar power.
The water is not good quality.
The section of town by Colin Street, there was poor planning when these houses went up. Ditches are not the answer, they are messy, smelly and make Harrison not an 'upscale' sub-division.
Street lights should be placed in some areas that are main roads, like Midway, Manitowoc, Noe, State Park. I do not believe street lights are necessary on side streets in neighborhoods, nor are sidewalks!
Storm water improvements have been good, less flooding in the older parts of the village. Ditches in original 'Darboy' need some work. Extending the sanitary district to block another municipalities development is going to cost us ALOT more than it would have them.
Storm drainage/flooding seems to be a problem on the north side of 114 near the railroad tracks. It seems like some detention might be needed.
Stop pushing to extend sanitary districts.
Some storm ditches at the rear of properties are compromised because of landscaping of people on Thierry property.
Quality of water is terrible
Please do not add sidewalks and curbs.
Our water is too hard.
Open ditches in residential areas reduce the desirability of existing homes vs new home with curb and gutter.
None
None
No Wind Farms
No comment
Need sidewalks so we can walk and bike safely on roads. Make a trail to high cliff.
More oversite on construction. Keep power below ground in neighborhoods.
Merge Sanitary Districts into an Utility, storm sewers where drainage is a problem
Make sure to deliver CLEAN water!
Keep prices low
It's all good.
Internet?
In new developments consider installing Water Mains in the Right of Ways;instead of under the pavement area. If a Main would break the repair would be out of the roadway ;thus less road repair now and future years down the road (settling & patching).
I think storm sewer, curb and gutter should be done in the neighborhoods. We don't need sidewalks or street lights! NO street lights!
I think it would be reasonable to expand utilities to identified areas of future development if the opportunity arises
I support intergovernmental cooperation with Cities of Appleton and Menasha, the Village of Sherwood, or the Towns of Woodville, Stockbridge, Buchanan, and Menasha in regard to utilities, such as water, sanitary sewer, storm sewer, power, or gas to take advantage of economies of scale and geographical advantages afforded to each jurisdiction.

Please comment any additional issues or about opportunities you see in Harrison in regard to utilities, such as water, sanitary sewer, storm sewer, power, or gas.

I like the fact that my electric lines are buried underground - it seems more reliable than above ground lines.
 Where I live, there is no access to high speed DSL. That seems strange given that I live approximately 1/2 mile south of Darboy Community Park (i.e. very dense population). I would like to see the telecommunication system updated.
 I'm not sure if it is feasible, but a public broadband system would also be attractive.
 Finally, it would be nice for Harrison to add some windmills, so that the community was more self sufficient for energy.

Harrison water, sewer and storm sewer should be extended throughout during new construction and as desired with existing home owners. Power lines should be buried for aesthetic reasons as well as consistency of service.

Focus on adding sewer and water to existing residential areas before developing new areas. Find a way to get state and federal money to add those services.

Fix roads

extend utilities as development progresses do not extend like town of menasha did with no development to go in.

Existing wells and septic/holding tanks should be allowed to be upgraded and maintained. Keep Rural areas!

electrical costs are high and the water quality is low. There is a need for higher quality water that is soft, not hard.

Darboy Water Dist. dose a Outstanding job now. Power and Gas service is good but Very Expensive.

Convert to curb and gutters!

Better water.....our water is very hard on fixtures and appliances.

Better water quality and pressure. Look at areas with ditches and project storm sewer tubing with half curbing.

All utilities are good.

More sewer and water available to more people.

Please comment about any issues or opportunities you see in Harrison with regard to community facilities. These can include schools, churches, government buildings, and similar facilities.

Would like to see more parks, trails, and possibly a swimming pool/splash pad.

Work with Buchanan to connect Sunrise and Woodland schools to the existing trail/sidewalk network in each town. Opportunities exist for commercial development along KK and N.

Why can't we change the name to Darboy? No one knows where Harrison is.

We pay a lot of tax already for not having full time police and fire protection. Where is the tax money going? Why was it so bad for subdivided areas to just be annexed into cities who already have the proposals you are making already in place? There's a reason cities annex and people agree to it, and its not because they believe that one set of municipality government is better than another.

We love the Kimberly School district and would love to see additional schools built in Harrison.

We have plenty of wonderful parks in this area today.

We have plenty and they are in good shape

we have a nice town/village hall. need will come for more park space as population density increases from addition of apts and town houses. regional park/pavilion maybe on winnebago lake if any green space left between menasha and sherwood.

Village owned buildings should be kept to a minimum.

There should be trail access along Manitowoc Rd to get to Woodland school (from Noe Rd. for example).

The fire station is not a club house for drunk firemen.

Surprised that there isn't another church in Harrison other than Christ the Rock Church. Town/Village Hall should be more centrally located instead of SW of district, same goes for the Fire Station #70 on Lake Park.

sports park and park dept. trail to high cliff

Some of these could be included in Civic Center.

Should be clustered together in a Village Center area as a way to create a sense of community that I think is currently lacking in Harrison.

School system is great!

Relocate the 'yard' at the Village/Town Hall away from Highway 10.

Police station or a public safety building

Parks needed
 Paths to school

Please comment about any issues or opportunities you see in Harrison with regard to community facilities. These can include schools, churches, government buildings, and similar facilities.
Park land has been bought but need to partner to build parks. Those clubs that will benefit from parks need to help with costs. I think our government buildings suit our needs for now.
None
No comment
New municipal complex which includes fire station.
More Voting Sites. Public-access meeting rooms that are free or affordable to town and village residents to use.
More than adequate community facilities are available already, no need for more.
More schools are needed in Harrison
More Police surveillance from the county.
More community parks that are centralized for the citizens is a must. We are a growing young community and the kids need parks to play in. A nice community center would be nice as well...it would give people a place to rent and have parties.
Library with a park close to LP
Library and additional parks are needed. The Village Hall should look at least as good as what the zoning code prescribes for commercial development
I support expanded hours and year round operation of the yard waste disposal site. Or at least adjust the operation of the site based on the weather and seasonal needs. For example, the yard waste disposal site often closes for the season before all the deciduous trees lose their leaves in the fall leaving property owners nowhere to properly dispose of them.
I do not support any plans for additional government buildings or churches. There may be a need for another school with all of the new housing and the desirability of the Kimberly School District.
Harrison has a high number of kids in hockey programs, so one of the parks should have ice skating facilities with a warming shelter and hockey rink with boards.
Fire stations are at each end which is adequately safe.
Established boundaries coupled with aging facilities allows the Village to place community facilities in the appropriate location to best serve the community.
Determine if keeping Town/Village equipment joint or what cost is to separate as two identities. Amazing how we have the same community benefits as Town, but Village pays higher tax.
Area communities are addressing the education needs. Churches will build as they want. Possible joint buildings for Harrison, Buchanan, Kaukauna, Appleton, Menasha for efficient, cost effective service.
Again, we have access to great community facilities already - even if they are within adjacent communities. As the population continues to grow, I think it will be necessary to expand police services. I believe we currently rely upon Calumet County sheriff for these services. However, there is quite a distance to Chilton (the sheriff's headquarters).
A Fire station more centrally located(somebody said this was in the works)??
A community swimming pool would be a major improvement and could be the centerpiece of a town center.
A civic center like the one in Combined Locks with meeting rooms available to community residents would be a huge plus
Please comment about any issues or opportunities you see in Harrison with regard to agricultural resources.
The village status allows Harrison to preserve agricultural resources for future generations. Identify these areas and creating ordinances to preserve those parts of the community.
I would support reforestation efforts and adding green space.
It would be nice to see a public garden area.
Keep the farms! Don't push them out.
None
No huge dairies.
I would like to see Harrison implement a greenbelt/ag area similar to Greenville.
preserve ag. areas, dairy farms
none
Preserve farmland east of Hwy 55 and south of Sherwood.

Please comment about any issues or opportunities you see in Harrison with regard to agricultural resources.

Not sure why we annexed all the farms in the 'village.'

Most farmers do a good job controlling runoff, but others do not, does the village enforce anything? Ag protection outside of the 'Darboy' area and without sewer service should be a priority.

More attention needs to be paid to protecting drainageways from the erosion that occurs from adjacent agricultural fields.

I don't want us to lose our rural feel.

Don't know enough about this to comment.

There is a wealth of agricultural area in the village and the town. The remaining agricultural lands in the NW corner could be developed without much impact

Let land owners manage their land as they wish.

I do not see any additional issues/opportunities. I like the fact that the smell from the existing agricultural resources is minimal and does not carry into residential areas.

Please keep our cornfields.

Fine

After taking this survey and reading the newsletters over the past several years. It seems to me like you've been trying to 'phase out' agricultural opportunities as quickly as you can.

No mega farms; the smell and insects would be a huge detriment.

enact and enforce 'eyesore' ordinances.

None

We need to maintain the rural heritage of the eastern half of the village.

There is plenty of Ag resources beyond the Harrison boundaries if needed.

do not destroy ag land without decent development plan cannot chase away farms.

Curb agricultural runoff to reduce algae bloom in Lake Winnebago.

None

Would love a little farmers market

No Mega Farms

Nice to be able to buy local from a farm... Grass fed beef would be wonderful!!

Community garden.

Please comment about any issues or opportunities you see in Harrison with regard to cultural resources.

There are plenty of cultural resources available within a 30 minute drive.

Fix roads

We have all the cultural needed.

More development of facilities inside county parks to encourage use such as recreational rentals of skis, bikes, boats, canoes, kayaks, etc

I believe a new community center would be a great asset for the growing families in Harrison. Appleton/Kimberly/Combined Locks has activity for kids all the time and Harrison has nothing.

Promote your high school and school activities. This will open the area up to families with jobs. Your schools are creating a wonderful, affordable cultural area.

a community center with facilities for meetings, civic group, small local productions, concerts, etc. help to gather community

I'm not aware of any cultural resources in Harrison.

None, it is great as it is.

Library

Need a dedicated bike trail to get to High Cliff. Bikers on or crossing 10 is a hazard.

I don't see an issue.

nothing really comes to mind

People moved here to be in a more rural setting, yet close enough to Cultural resources in surrounding areas.

Please comment about any issues or opportunities you see in Harrison with regard to cultural resources.

Fine
See above statements.
Cultural Resources also be included in Civic Center.
regional park on winnebago lake could be a big draw.
Support live music when possible.
We have plenty of wonderful cultural resources in this area today.
We are a small village not a metropolitan center
Harrison has the opportunity to better promote Lake Winnebago and High Cliff State park. Also have the opportunity to make better use of those resources.
I would support reforestation efforts and the creation of more green space.
Fix the roads
Keep a good amount, percentage wise to growth.
Need better access to Lake Winnebago than Firelane 8. Maybe another business (like waverly Beach) with water access would help during all seasons.
Again, take advantage of our open farmland and tall older trees. These are great places for families to gather.
Focus on Lake Winnebago and all this resource gives back to our community economically (tourism, fishing, recreation, etc.). Additionally, we need to preserve this resource and jealously guard against pollution from commerce and agriculture.
Focus efforts on the Village's unique amenities - Lake Winnebago and High Cliff.
if we have so much wet land area we should designate it as a refuge??area like Menasha's Lopas area on Plank Rd.
Natural resources are great as is too, don't change anything.
Trails so people can safely walk around Harrison
The plan needs to dovetail with the newly issued masterplan for High Cliff State Park.
Look into solar power or wind power...utility bills are way too high.
Lots of wetlands to build around.
Harrison needs to enforce storm water and other construction ordinances
Preserve what we have.
Purchase of wetlands to offset loss of wetlands to development. These areas could be co-managed by area conservation clubs and Ducks Unlimited.
see comments below about land use
Maintain and Protect!!
natural fishing spot for kids
Connection to parks via walkways/bike paths. The Village/Town should be buying up or using right of way land next to roadways to make connections. For example, west of N. Coop from Manitowoc towards KK.
Fine
See statement on agriculture.
take advantage of the lake and the state park. That is the way the village should be oriented.
More parks to keep the resource alive in community.
Protect the beauty of our natural resources.
We need to address the non-point runoff pollution of Village creeks by liquid manure that is spread and left over winter to flow into streams in spring and after heavy rains.
Natural Resources are fine as is.
Harrison has a lot of flat land in need of many, many trees. Lake Winnebago is underutilized from a business perspective. A lake front restaurant with a dock would be wonderful.
Preserve green space in residential areas, build more parks and nature trails.
Protect and maintain the shores of Lake Winnebago.

Please comment about any issues or opportunities you see in Harrison with regard to cultural resources.

Great lake frontage but none to little is available as Village public lands. Could be such a great recreational amenity for residents

More walking trails. Safe passage on the highline trail across hwy N via over walk or tunnel.

Don't push the wildlife out. Maintain green space.

Harrison has a very low business climate. Is a bedroom community to Appleton and the Fox Valley. However, may exist in ag and manufacturing fields for more development.

Please comment about any issues or opportunities you see in Harrison with regard to business and economic development.

Specialty retail and restaurant businesses. Minimal amount of light industrial.

Roads fixed more jobs would come

Keep separate from residential.

Taking advantage of lake Winnebago with resort type shops and activities

Develop for more business/industrial than houses. It's great we are growing but relatively no one stays in the area as there are little to no jobs in Harrison.

None

It would be great to get a Costco or Sam's club type of store in the village.

Businesses in the village should be able to create more activities in the village.

More commercial and retail. Opportunity to attract corporate headquarters or industrial.

Harrison is great, there is no need for economic development.

Development is good, but unless the village intends to provide more services, ie police and fire - the use of TIF districts should be used for infilling or run down areas, not greenfield development, then it is just a handout.

Fast food resturants

Harrison is huge and it leaves for a lot of room for the influx of new businesses. We need a plan to bring new businesses in to lessen the tax load on the residents.

Would like to attract more business to attract more tax base.

I think business development along the major corridors would be good. An east side Fleet Farm along Hwy 10 for example.

Fix up current roads! Our roads would need upgrades to bring in development. Keep taxes low!

A post office -- even a small one -- would be nice or at least add postal services at the gas station at KK/N

keep businesses small to retain our feeling of calm and openness.

Diversity of businesses is important. Not just bars and manufacturing...

No industry or big commercial business

Grow, Grow, Grow.. Allow for expansion.

We need to maintain the rural heritage of the Village.

Harrison is more of a Housing Community than business and economic. Keep most of business were it is. KK & Hwy 441. If you want a bigger Tax Base, build more housing.

More 'sit down' family restaurants *not fast food* - like Chili's, Texas Road House, etc... Bring a Woodmans over here - Festival is too expensive!

Don't go nuts -- modest and reasoned expansion is what the Village's citizens prefer. We're here for the low taxes and being on the quiet side of town, not risky expansion investments like the City of Menasha.

No comment

None

Don't want speculative investing/borrowing to attract business. Dont trust a few in government to gamble freely. Am open to specific negotiations on a case by case basis to encourage the right kind of growth - TBD through open meeting discussions

Do not turn the village into a business district.

Promote small businesses.

No new development.

Please comment about any issues or opportunities you see in Harrison with regard to land use.

Certain land development seems haphazard. Would like to see more control of aesthetics, especially for commercial/industrial businesses.
Don't allow developers to put a massive house on a tiny lot...drives me crazy to see that there is no variety of housing developments.
Don't co-mingle single family homes with apartments/condos which are more transitory.
Enforce yard maintenance.
existing land uses not compatible with newer uses around them
Finish connecting the new walking trail along Hwy 114 to the trail system in Sherwood/High Cliff
Flooding is an issue here. Help to prevent basements, etc. from flooding!
Focus on connectivity of neighborhoods and developing in a manner that creates a sense of place.
Go up not out.
Housing not Business.
I did not agree with following Calumet County Ordinances for land usage in regards to amount of property which can be covered a roof. I believe the 20% was too restrictive and should be more like 40%, allows for someone to have an external shed, gazebo or acceptable size living space in most subdivision 1/3 to 1/2 acre lots.
I really think we should build a soccer complex with multiple fields.
Keep wildlife, keep woods, low lands, don't commercialize around Lake Winnebago.
Land use is fine in Harrison. Don't force the farmers to sell out. Our food has to come from somewhere.
Limit storage shed (large) siting
More parks
More parks are needed within walking distance of the East side of hwy N. Could expand the high line park with better facilities but crossing hwy N on foot is not possible. Maybe a roundabout on the corner of midway and N or jochman and N would slow traffic enough to allow for safe passage.
More parks, walking trails, connect up the village/town. Create unity
Need a good plan for future organization.
Need for communities with larger lots, developments look too much the same, and sloppy without roads, sidewalk and lights. Makes them look cheap and not complete
No comment
No industry or big commercial business
NO MEGA FARMS
No more low income housing or apartment buildings. Enough.
No sidewalks or street lights
None
None
None
Prepare for a 'downtown' district before the farmland recedes more.
Preserve and develop green space
Respect Property Owners and don't force them to put in recreational trails.
Since much of Harrison is undeveloped, it will be much easier to regulate land use for the highest and best use.
Soccer fields would be great
The mix of dense residential and rural agriculture is a positive. Un-sewered subdivisions should not be considered. Large tracts of commercial or industrial do not make a community. Local commercial and mixed use should be incorporated as well.
Thoughtful land use is critical to long term success of both residential and business endeavors. I would love to see designated commercial spaces separate from residential spaces. No one want to live near an unsightly business, nor does the business want to be buried in a neighborhood.
We moved here to be 10 miles from the city, i.e. country living.

Please comment about any issues or opportunities you see in Harrison with regard to land use.

We need more parks and more green space. I have heard discussions of a regional sports park which I think is a great idea because it would bring people to the area through tournaments. If it was close to a village center visitors would dine and visit stores in the center

We need to be careful with how many new subdivisions we build...before you know it we'll have no open land left to build on. There needs to be a balance of open land and used land so that we don't kill our environment.

We need to plan ahead on where resources should be located before all available land is sold and developed.

Work with Appleton to have a joint Community Park. Continue the Noe trail to join others.

Would like to see more accessible trails for biking/running/walking.

Would love to see a large sports complex developed to include soccer fields and tennis courts.

Please comment about any issues or opportunities you see with regard to the relationship and intergovernmental cooperation between the Village of Harrison and Town of Harrison.

After legal issues are resolved, the Village should annex remaining Town properties into Village.

Again, fire station not a club house.

Annex all of the Town Of Harrison in the Village of Harrison

Annex Town of Harrison

Bring the rest of the Town in and then their won't be issues. Let Town people know how to request to enter the village.

continue shared services. or annex balance of town into village if feasible.

Good relationship. They seem to work together very well.

Harrison's isolationism with regard to adjacent communities is a complete embarrassment to its residents.

Hopefully we can become one community.

I am not personally knowledgeable

I believe that the Town should annex into the Village and dissolve the Town. They keep all the same laws. I only see it hurting the residents.

I can't tell the difference between the two. Would the village ever annex the rest of the town?

I think we do business well together. Still hoping for the rest of the Town to be annexed into the Village.

I'm unsure of what the issues/opportunities are. Would appreciate clarification of why two separate entities exist.

Is there much town left? The instant annexing of after the Village was formed sure seemed suspect.

It would be nice if the Town of Harrison joined the Village of Harrison.

Keep them working together to make a better Harrison. Have the 2 of them become one.

More separation, Village offices should move from Town building.

No comment

No comment

none

None

Not sure why or what is a difference between town and village. I'm not even sure which one I live in. Can't it all just be the same?

Please combine these entities into one (Village). Don't rename Harrison (to Darboy).

Seems fine

Share resources where it makes sense to reduce costs

Share resources, keep taxes low.

The relationship is a little confusing to me - as it seems that the two municipalities are still one in many areas. But, it seems that keeps the taxes low, so I am happy with that. It might be nice to have an explanation in the community Newsletter though of how the two relate.

The spots of the town of Harrison that aren't able to be annexed in to the Village should be annexed in to Menasha or Appleton and the Town dissolved.

Please comment about any issues or opportunities you see with regard to the relationship and intergovernmental cooperation between the Village of Harrison and Town of Harrison.

The town areas should be encouraged or even incentivized to annex to the nearest municipality. All of the town islands cost more to provide services than the rest of the contiguous village.

the town needs to be dissolved. we are a village now.

The village and town should always be working together, but the village should push to be a village and the town should stay rural

They seem to get along from what I hear.

Unite and work as one.

Village and town are working on coming together. Keep Appleton, Kaukauna, Menasha and other surrounding areas from annexing Town of Harrison land.

We should all work together best we can.

we should annex ALL of town areas into the Village; it's just going to get more expensive as time goes on to operate the town

Who got the snow plows? My street used to be plowed by 6 am now it is not before 9 am. Not acceptable.

Please comment about any issues or opportunities you see in Harrison with regard to intergovernmental cooperation with Cities of Appleton and Menasha, the Village of Sherwood, or the Towns of Woodville, Stockbridge, Buchanan, and Menasha.

Appleton already took our tax base away with the properties along KK, I don't know how much they can be trusted. Other villages and towns should always be cooperated with and involved in major decisions that affect them

Be independent, Stand alone and Proud.

Cooperate as much as possible to reduce costs

Cooperation should be used to keep costs and taxes as low as possible.

Cooperation to give taxpayers a break and still get the services we all need.

Development of a small police force. Response time of the Calumet County Sheriff can be an issue depending on their location at the time of the call.

Don't force growth to justify your jobs. Most people I know love the village the way it is. If you add all these features and raise the taxes to cover it, you will see dissatisfaction. There is a reason people moved to Harrison, and that reason was not to be in a big growth area with high taxes.

Establish Village boundaries on major roads like CTY LP are in Town/Village of Harrison, City of Appleton, City of Menasha

Everyone should work together for the residents. Cut down on duplicate services and most cost effective way to serve.

I am not personally knowledgeable

I don't know how Harrison does it, if it is intergovernmental cooperation or something else, but I like the low tax rates. Great job.

I highly recommend cooperation with the Village of Sherwood. The south end of the Town, south of Sherwood, has Menasha mailing addresses. This is very confusing.

I know we have many Sheriff Dept and State Patrol people living in Harrison, which is great but it might be a good idea to have a local patrol from Appleton PD in our area or have a unit for Harrison and Sherwood area. Buchanan needs to decide if they want to continue helping with Darboy Community Park or else release them and make it our own. Buchanan is stuck and can not grow so they are capped on what they can do.

I support intergovernmental cooperation with Cities of Appleton and Menasha, the Village of Sherwood, or the Towns of Woodville, Stockbridge, Buchanan, and Menasha in regard to utilities, as well as police, fire and emergency medical services.

I think it's time for Appleton and Menasha to realize that the residents do not wish to be part of either city and let the boarder agreements become null and void. I would be interested in talking with Sherwood, Woodville, Stockbridge and Buchanan to see if building some regional partnerships for community services would be a good fit.

I think there should be a strong working relationship with Sherwood to develop that area in a way that builds off the unique amenities associated with High Cliff. More could be done to make this area a bigger tourist destination.

I'd like to see municipalities work together more to provide better services at lower cost. For example, could Harrison work with Kimberly/Appleton/Sherwood/Combined Locks, etc to make a combined Park and Rec department? More services could then be offered, but the overall cost to taxpayers would be low. Same goes for all municipal services - by combining with other governments, the cost could be lowered yet better services provided.

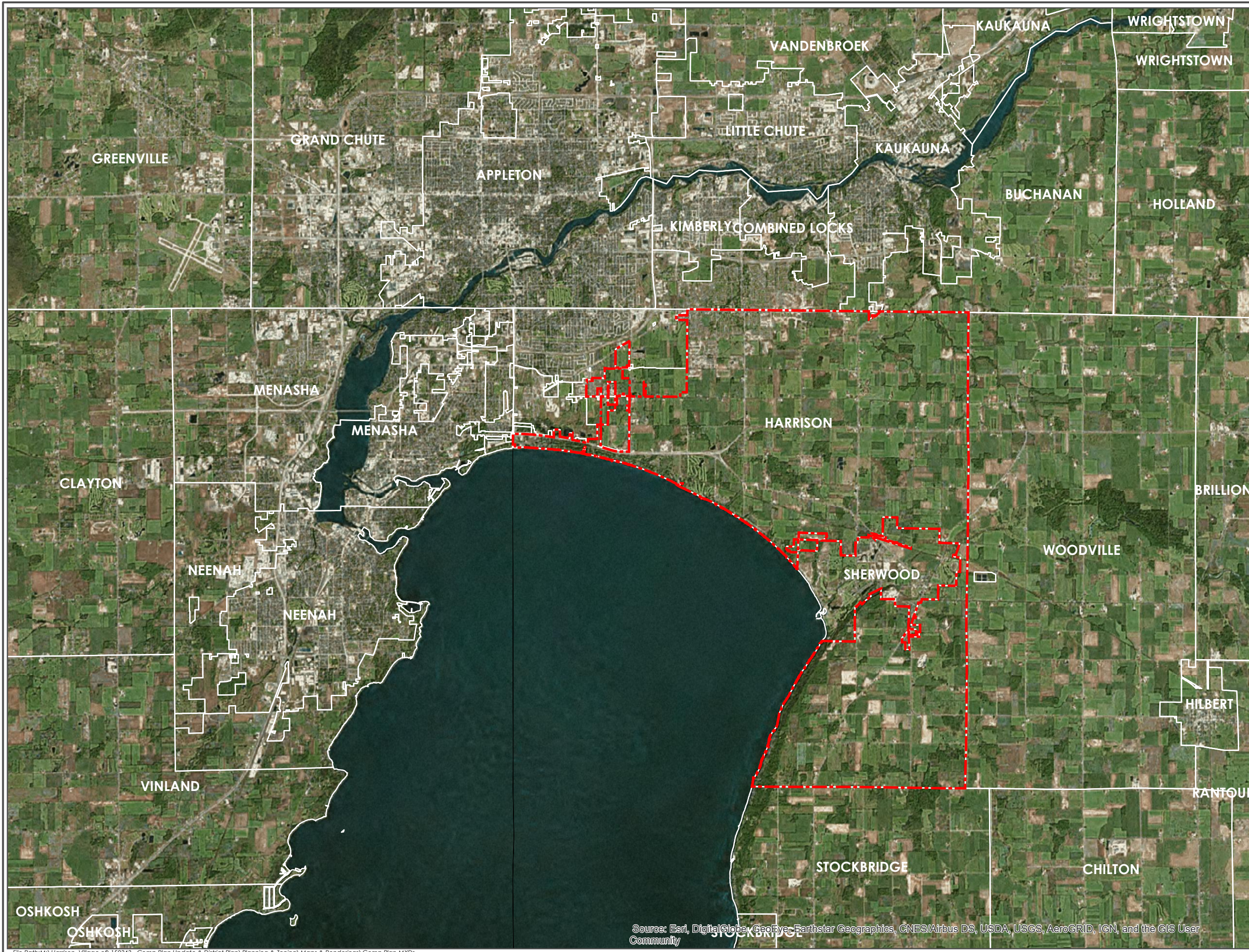
intergovernmental cooperation on ALL service levels could/can keep service costs at a reasonable level.

Please comment about any issues or opportunities you see in Harrison with regard to intergovernmental cooperation with Cities of Appleton and Menasha, the Village of Sherwood, or the Towns of Woodville, Stockbridge, Buchanan, and Menasha.

It's not a fight, get along or we'll replace you.
Joint Fire Protection. Sewer and Water.
Joint fire station and staff with Buchanan. Should consider a joint municipal complex with them as well. Town staff and elected officials should act like neighbors, not enemies.
Many opportunities to work together with surrounding communities. However, some bad feelings exist with some communities over Harrison's incorporation.
more concerted effort to provide utilities and services between governing bodies, for example snow removal agreements along bordering communities, Menasha, Harrison and Appleton all clear parts of Kernan Ave.
More cooperation with Sherwood.
Need relationships with surrounding communities.
need to abide by boundary agreements that were made with neighboring communities, need to have regular boundaries to have cost effective service provision
No comment
None
None
None
Police and Fire departments.
Pool reassures to fix my road
Prioritize working with others on expanding Coop, Midway and Manitowoc for bike lanes and walking areas in the very near future before lives are lost.
Seems to be an open dialogue
Share resources to reduce costs and duplication of resources
Thank you for becoming a Village so we don't get annexed or 'swallowed up' by neighboring communities.
There is a possibility of working with other groups to get water, a regionalized park and other regionalized offerings.
There still seems to be a riff between Sherwood and Harrison, going back a very long time. Both communities need to move forward, let issues of the past be in the past. Harrison should take the lead - be the one to try to reach out and resolve what may be the real or imagined grievance.
They need to all work together as neighbors but don't allow the cities to bully Harrison
try to combine some services
Work together with each other and not against
Work together. Shared services. Be neighborly. Things we teach our children, but as adults it's forgotten!
Work with all of them to ensure that our roads are repaired, infrastructure is upgraded, and sewer and water is extended.
Work with the other towns to improve the horrible condition of roads and to Extend Eisenhower from Midway to Manitowoc.



APPENDIX B – MAPS

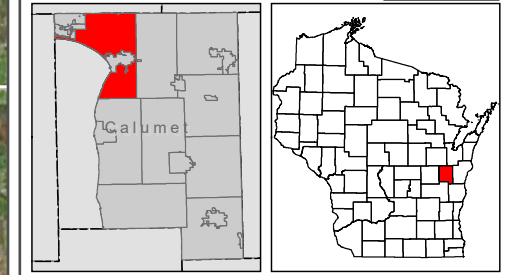




Location & Proximity

Village of Harrison

 Village Boundary

Map 1




 Date Created: 12/22/2016
 Date Amended:
 Data Sources: Calumet County, & Vierbicher










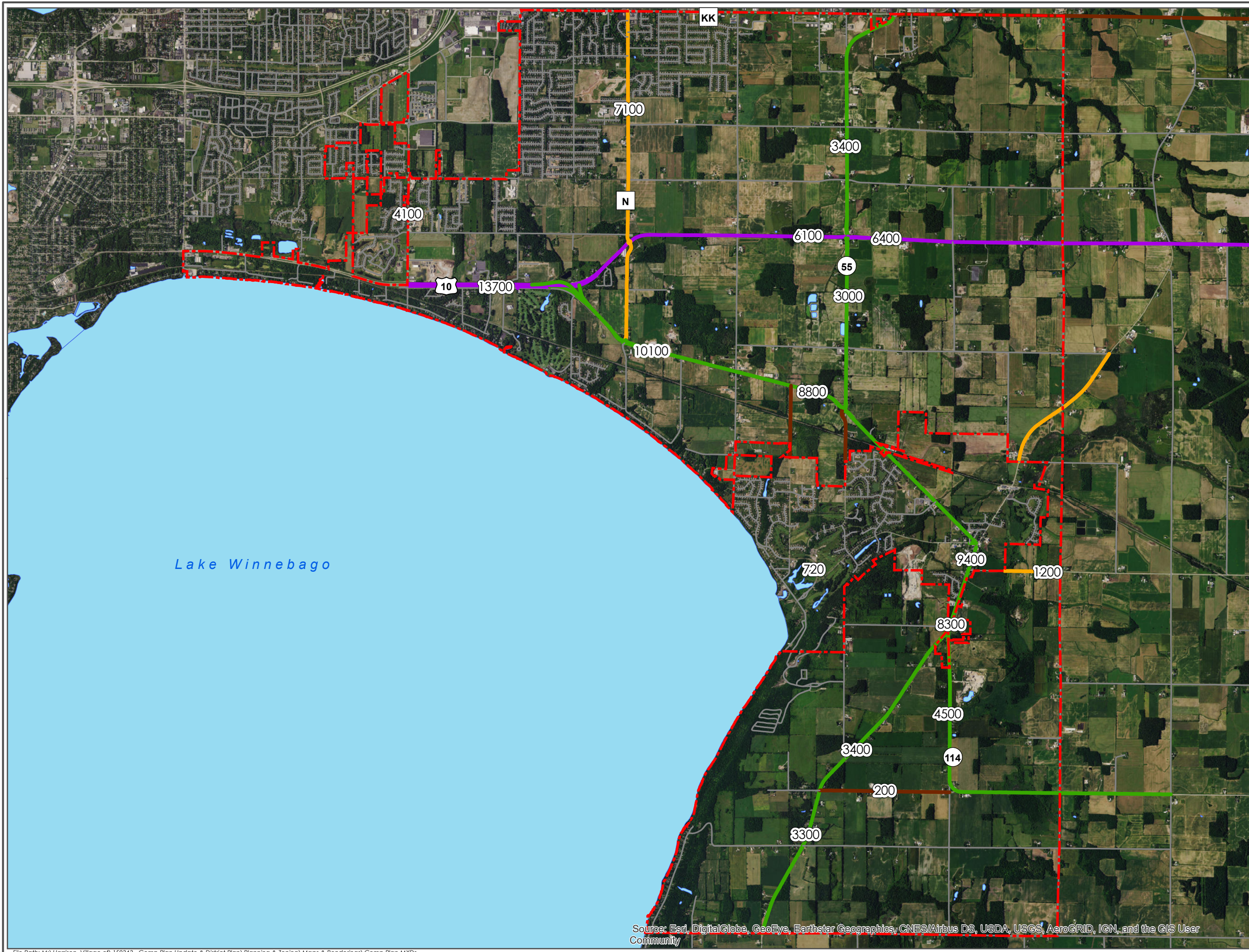
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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

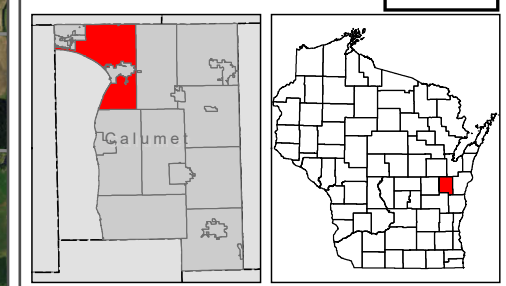
Functional Class & Daily Traffic Volumes


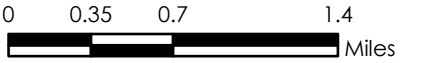
Village of Harrison

-  Major Collector
-  Minor Collector
-  Principal Arterial
-  Minor Arterial
-  Local
-  Village Boundary



Map 2

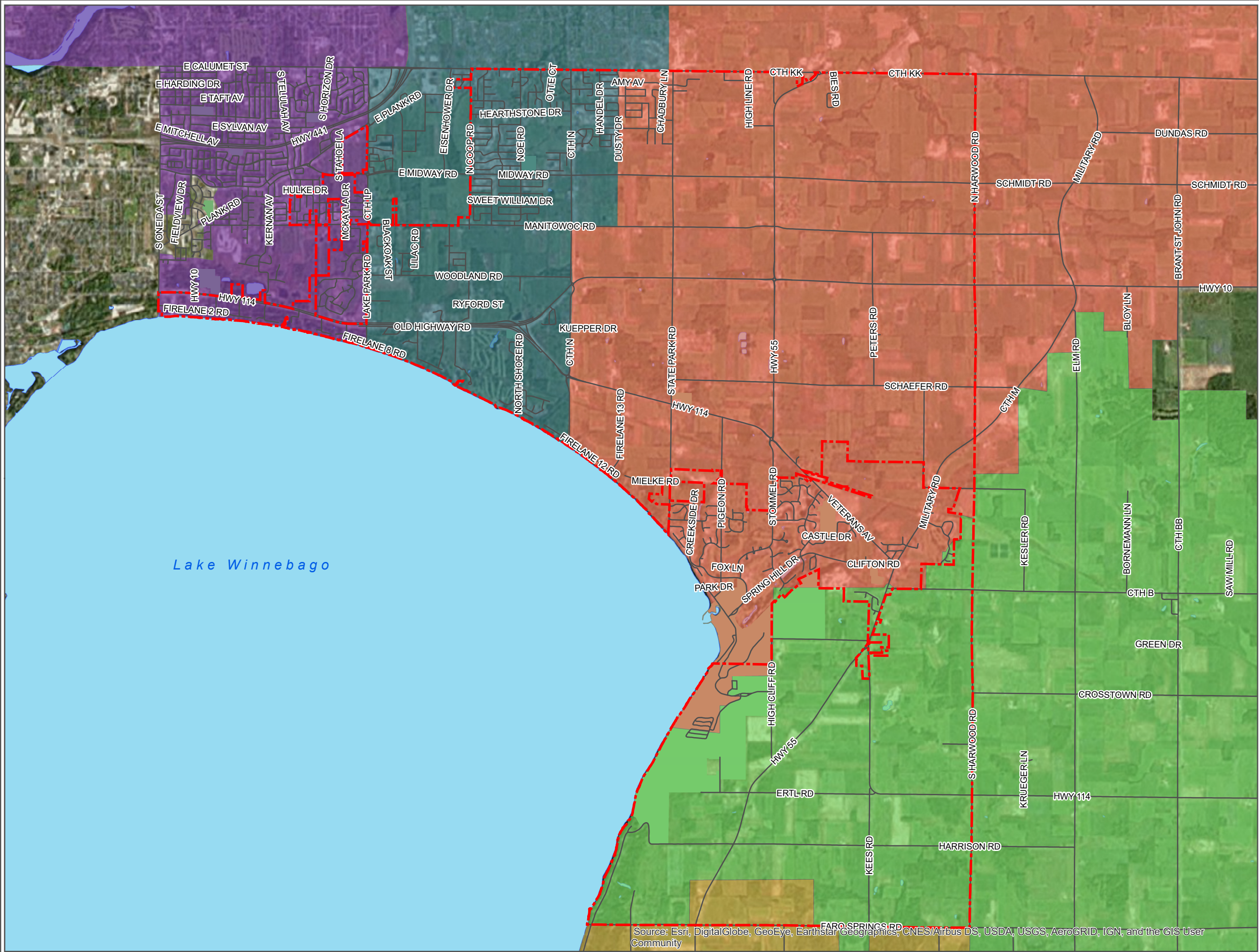



 Date Created: 11/14/2016
 Date Amended:
 Data Sources: WisDOT, Calumet County, & Vierbicher

 0 0.35 0.7 1.4 Miles









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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

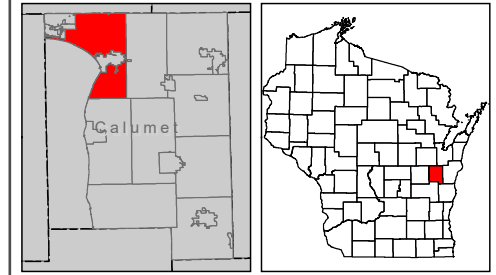



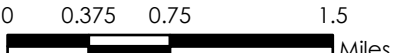
School Districts

Village of Harrison

-  Village Boundary
-  Appleton Area School District
-  Kimberly Area School District
-  Kaukauna Area School District
-  Hilbert School District
-  Stockbridge School District

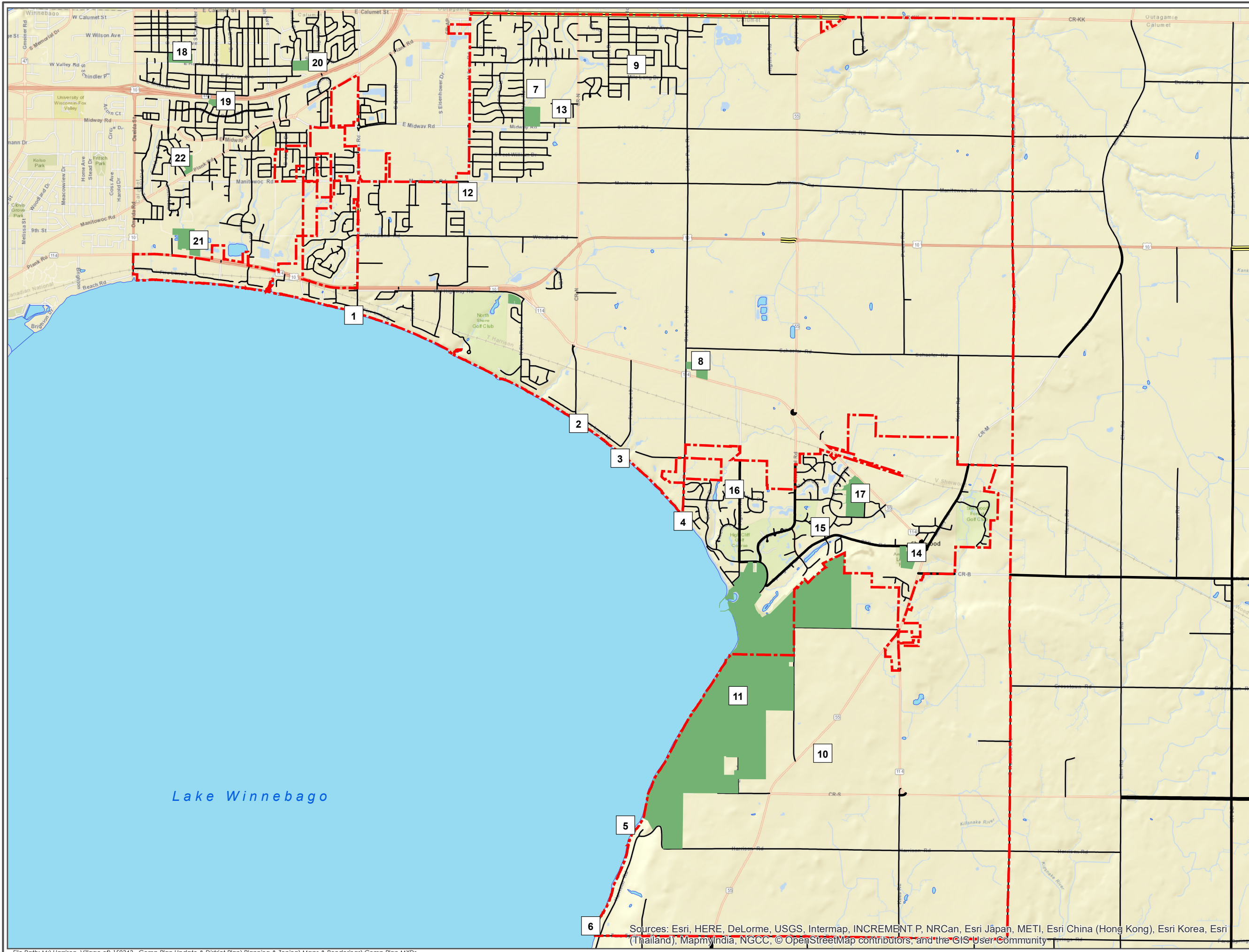
Map 3




Date Created: 10/13/16
Date Amended:
 Data Sources: DPI, Calumet County GIS, & Vierbicher.
 0 0.375 0.75 1.5 Miles

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Community Parks

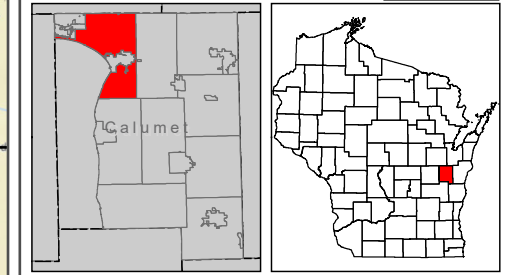
Village of Harrison

 Village Boundary

- Harrison Parks**
1. Firelane 8 Boat Landing
 2. Firelane 12 Access
 3. Firelane 13 Access
 4. State Park Road Boat Landing
 5. Ledgewood Acres Access
 6. Faro Springs Boat Landing
 7. Darboy Community Park
 8. Harrison Athletic Association Park
 9. Clover Ridge Park
 10. Cemetery
 11. High Cliff State Park
 12. Woodland Elementary School
 13. Sunrise Elementary School

- Adjacent Parks & Open Space**
14. American Legion Park
 15. Schneider Memorial Park
 16. Gosz Memorial Park
 17. Wannick Park
 18. Hover Park
 19. Green Meadows Park
 20. Woodland Park
 21. Menasha Conservancy
 22. Barker Farm Park

Map 4



Date Created: 11/14/2016
Date Amended:
 Data Sources: Calumet County, Village of Harrison & Vierbicher

0 0.35 0.7 1.4
 Miles




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File Path: M:\Harrison, Village of\150343 - Comp Plan Update & District Plan\Planning & Zoning\Maps & Renderings\Comp Plan MXDs
 Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

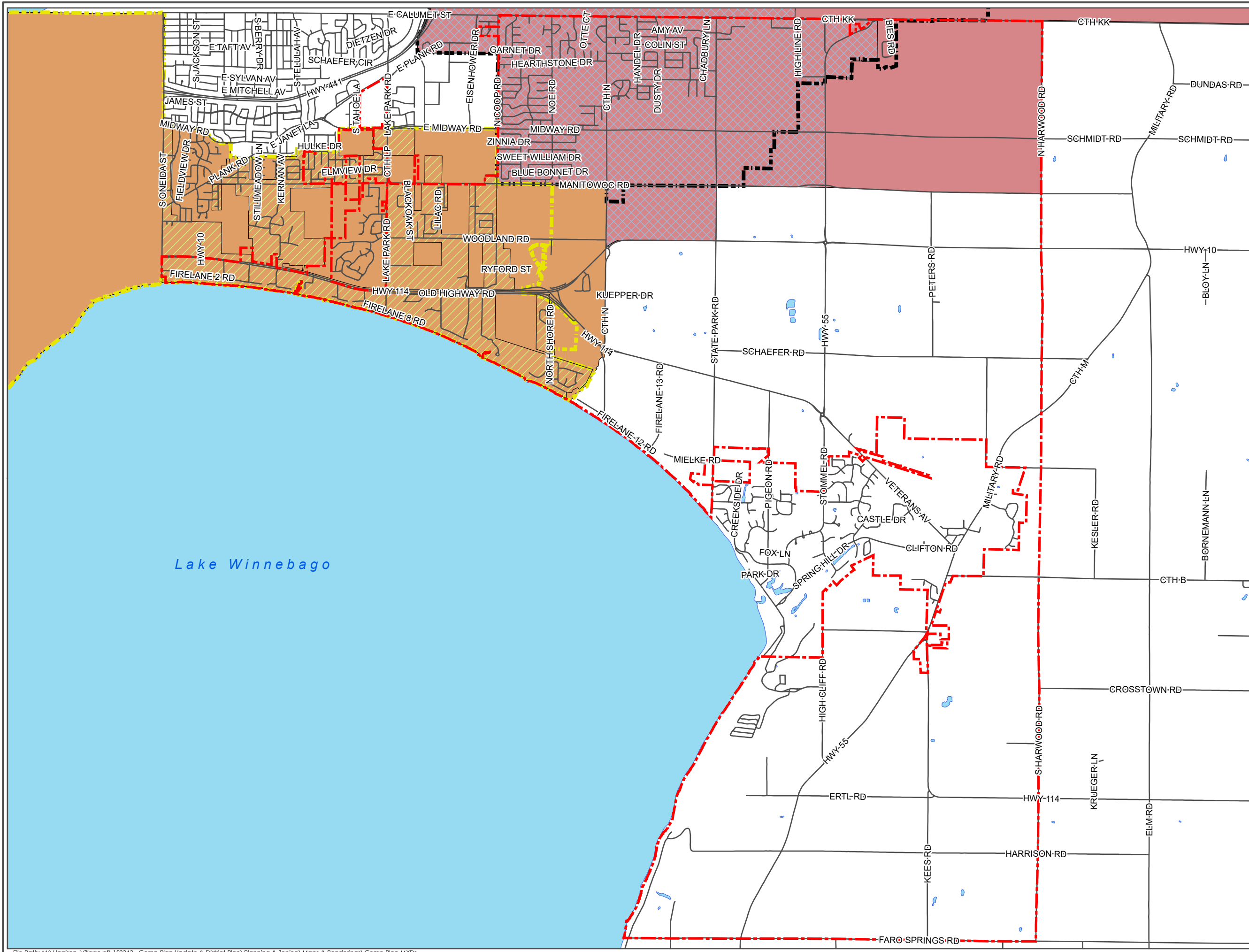
Sewer Service Areas Village of Harrison

Heart of the Valley SSA

-  Sewer Service Area
-  Sanitary District
-  Planning Area

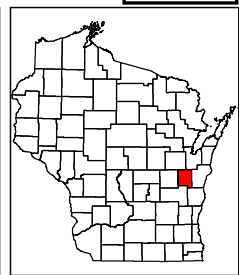
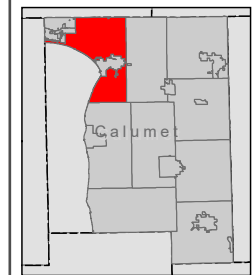
Neenah-Menasha SSA


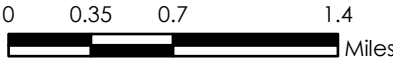
-  Sewer Service Area
-  Sanitary District
-  Planning Area
-  Village Boundary



Lake Winnebago

Map 5

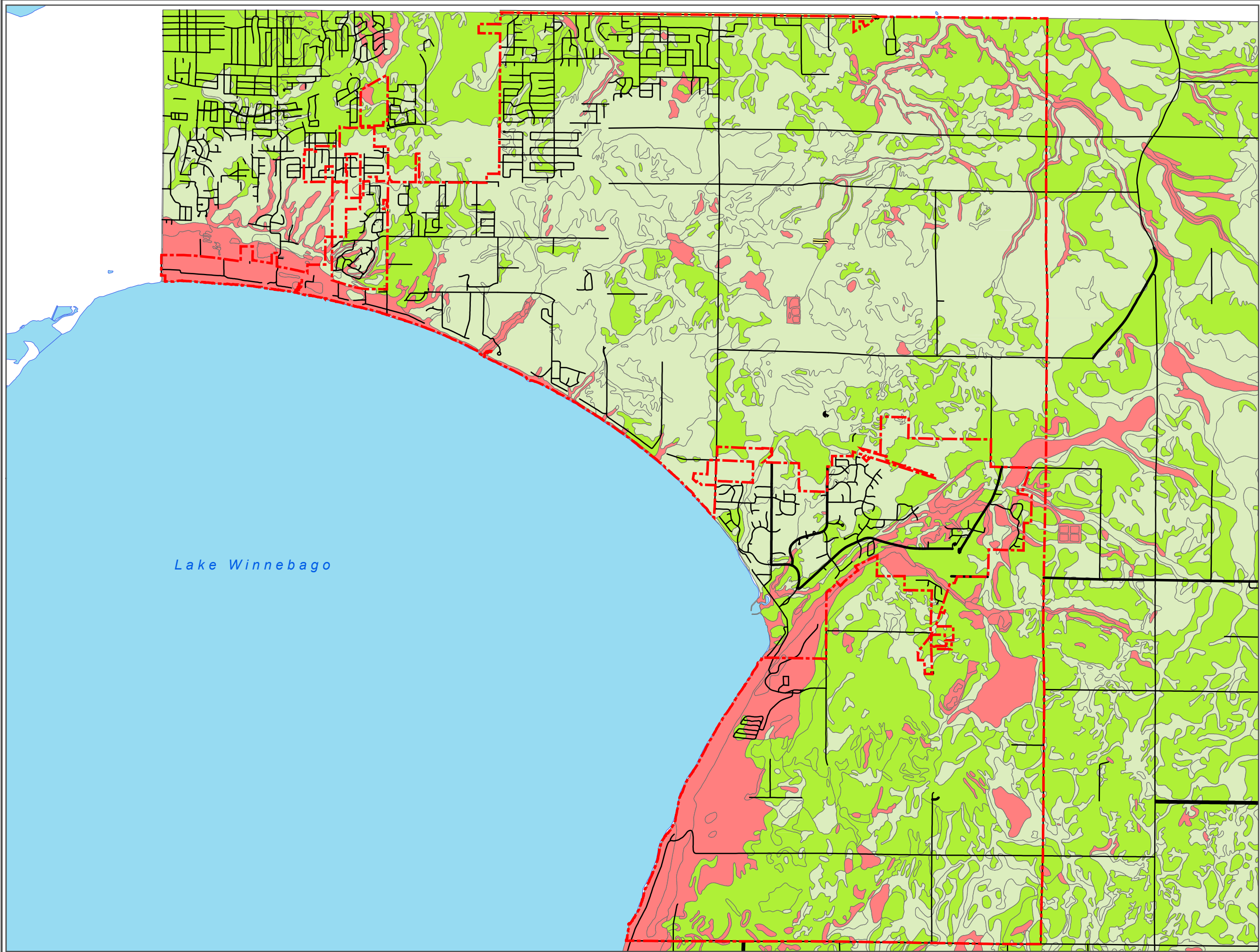



Date Created: 11/17/2016
Date Amended:
Data Sources: Calumet County GIS, and Vierbicher








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Soil Suitability for Agriculture
Village of Harrison

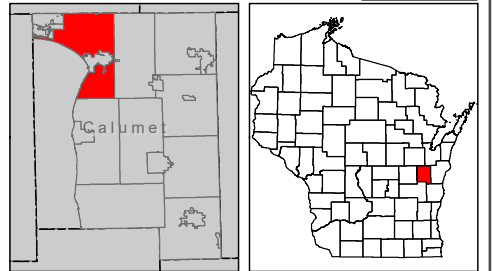
-  Not prime farmland
-  Prime farmland
-  Prime if drained and not flooded
-  Village Boundary


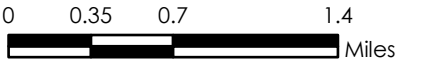
Prime Farmland is considered Prime if all the soil properties are favorable for row crop production.

Non-Prime soils can be productive with proper management controls.

Lake Winnebago

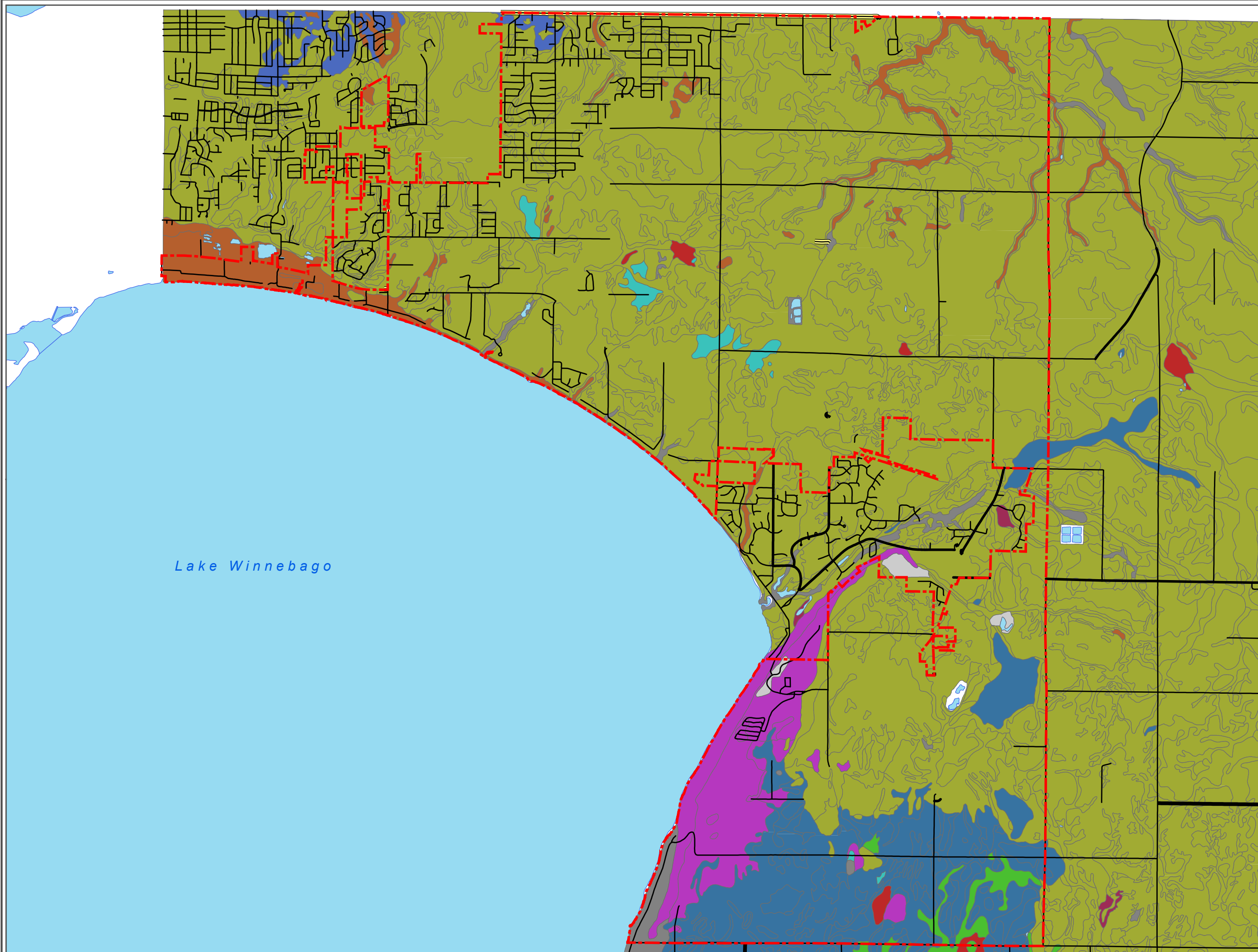
Map 6




Date Created: 09/07/16
Date Amended:
Data Sources: NRCS, Calumet County GIS, & Vierbicher




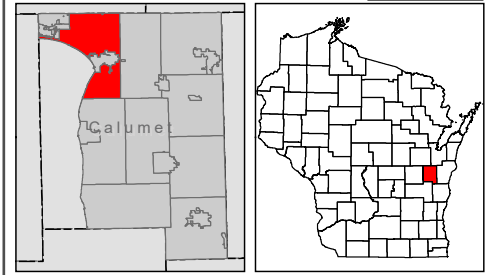
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- ### Soil Associations
- Village of Harrison*
-  Channahon-Whalan-Kolberg
 -  Granby-Oakville-Tedrow
 -  Hochheim-Larmartine-Mayville
 -  Kewaunee-Manawa-Poygan
 -  Wasepi-Plainfield-Boyer
 -  Briggsville soils
 -  Brookston soils
 -  Palms Muck soil
 -  Pits, Quarries, Gravel
 -  Shiocton soils
 -  Miscellaneous
 -  Water
 -  Village Boundary

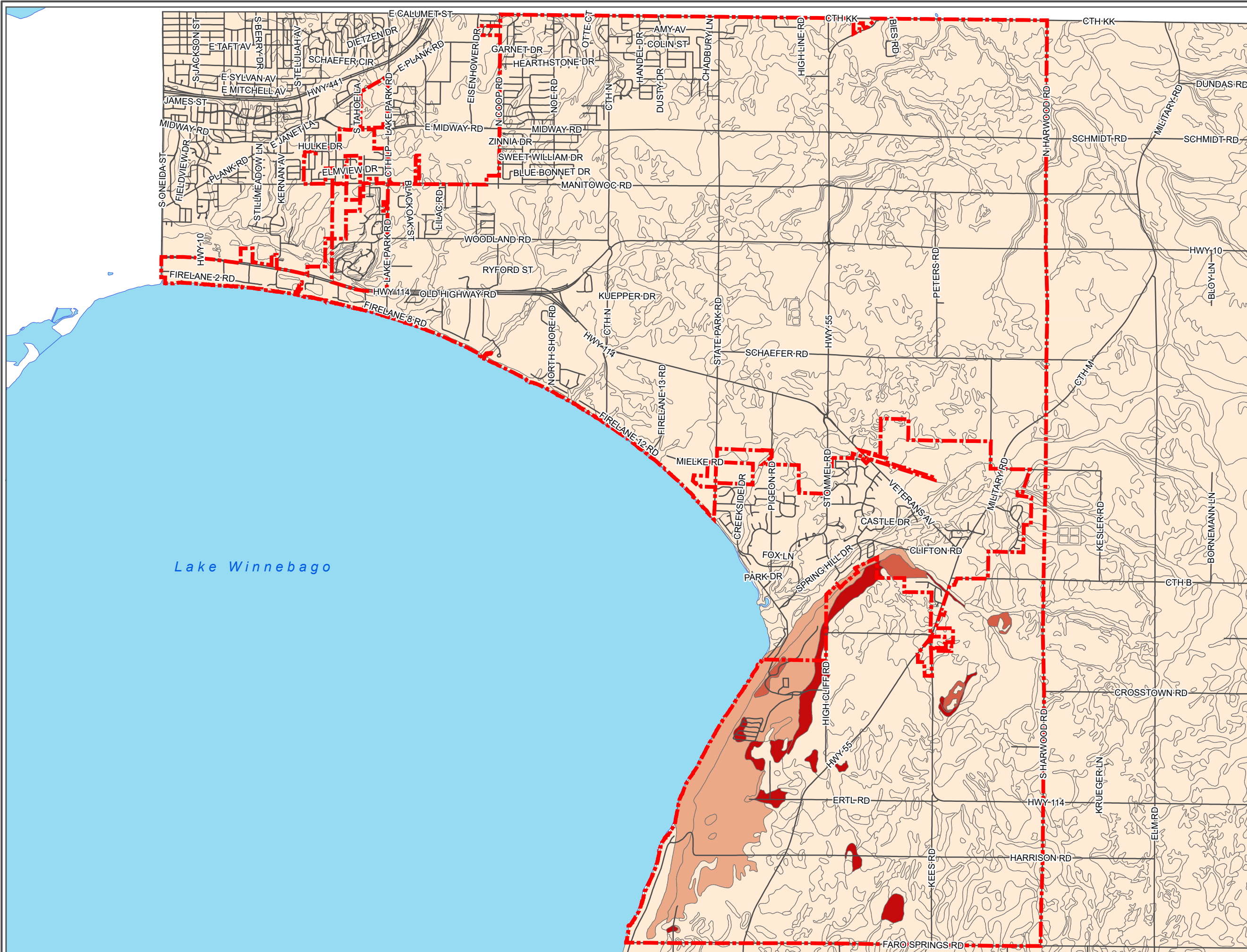
Lake Winnebago

Map 7








 Date Created: 11/18/16
 Date Amended:
 Data Sources: Calumet County GIS, & Vierbicher
 0 0.35 0.7 1.4
 Miles

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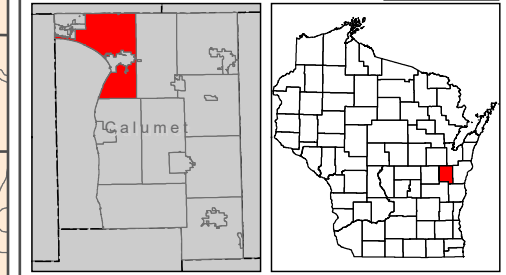


Depth of Bedrock

Village of Harrison

-  0-2 in.
-  3-15 in.
-  16-30 in.
-  >30 in.

Map 8

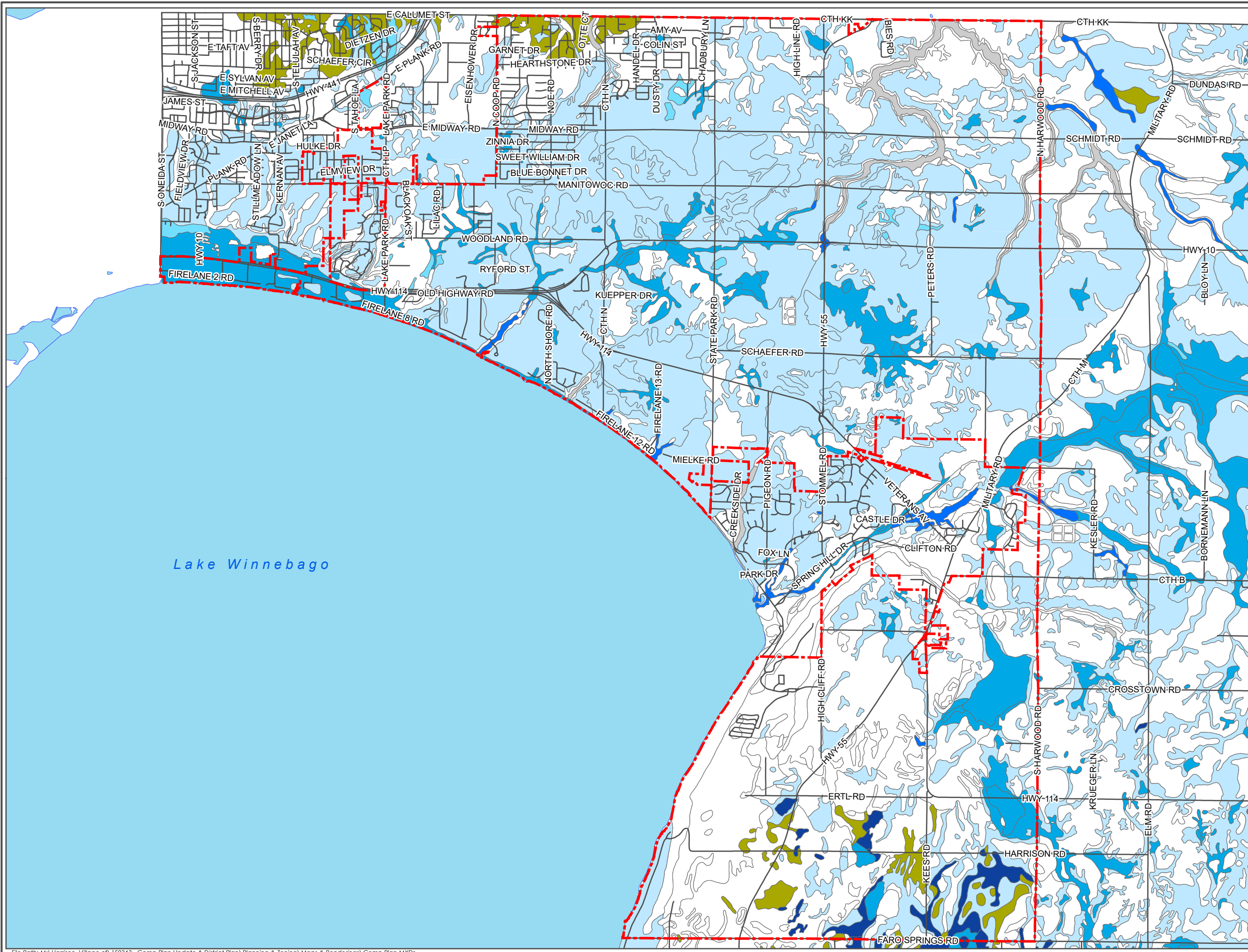


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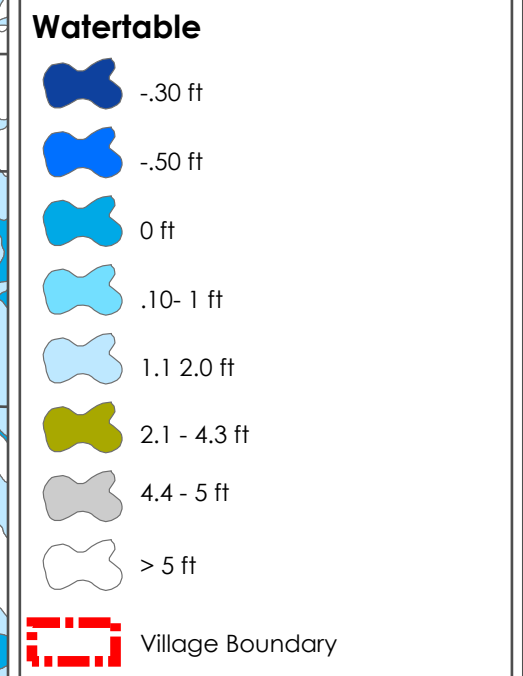
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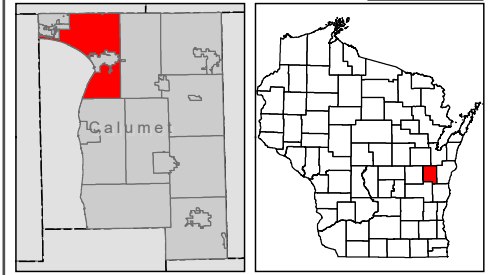
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Areas of High Groundwater
Village of Harrison



Map 9

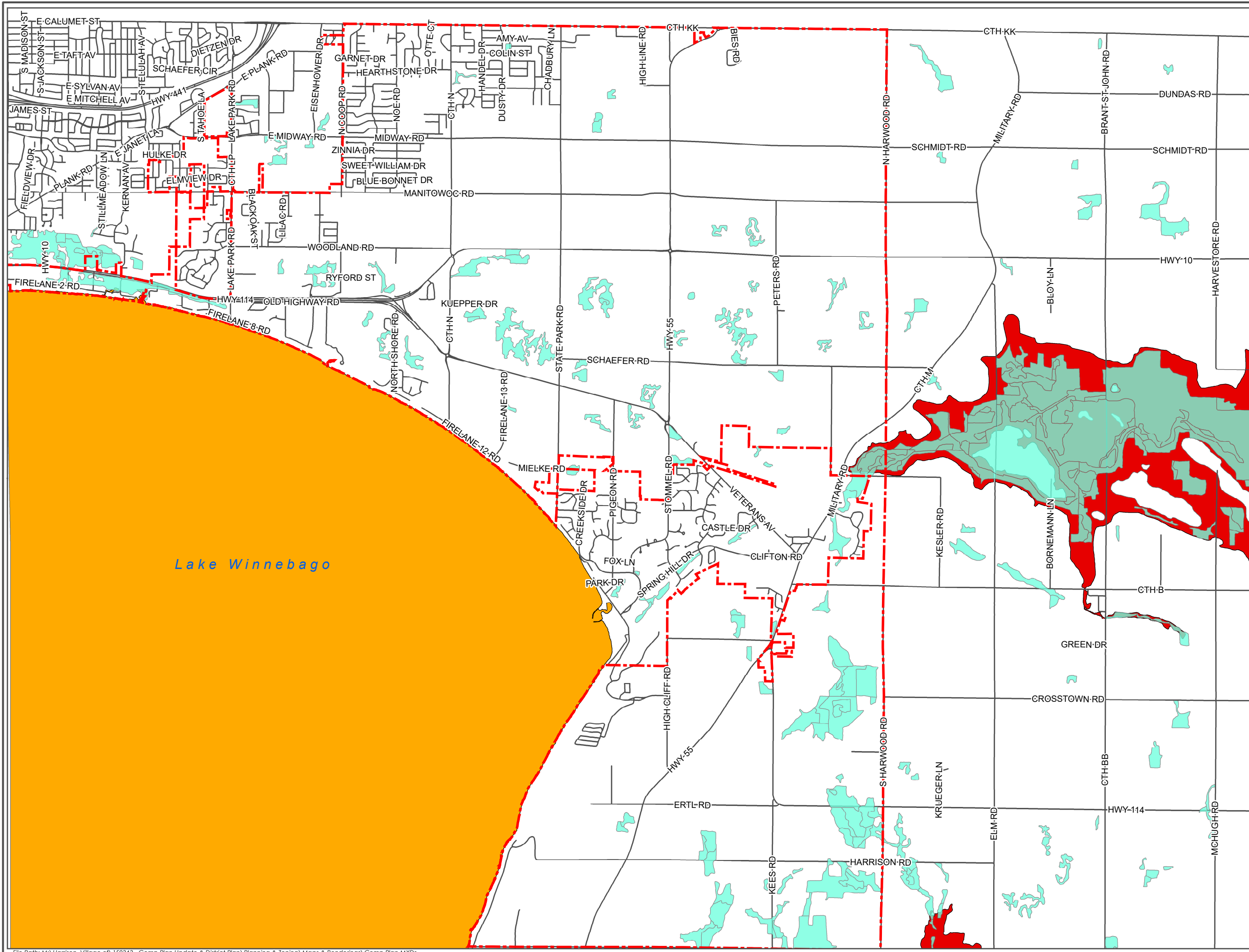


Date Created: 09/07/16
Date Amended:
Data Sources: Calumet County GIS, & Vierbicher

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File Path: M:\Harrison, Village of\150343 - Comp Plan Update & District Plan\Planning & Zoning\Maps & Renderings\Comp Plan MXDs



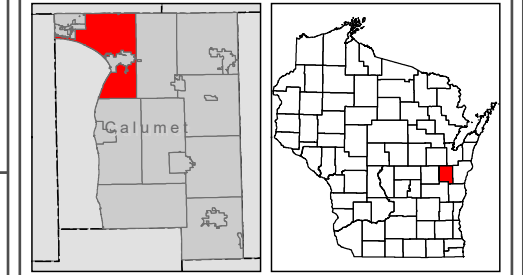
Floodplain & Wetland
Village of Harrison

Flood Zone

- 0.2 pct annual chance flood hazard
- A
- AE
- X
- Wetlands
- Village Boundary

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

Map 10



Date Created: 09/14/16
Date Amended:

Data Sources: Calumet County GIS, & Vierbicher

0 0.35 0.7 1.4
Miles

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Soil Limitations For Building Development Village of Harrison

-  Severe
-  Severe-Moderate
-  Moderate
-  Slight
-  Village Boundary

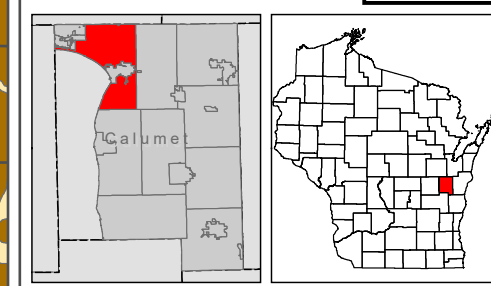
The Degree of Soil Limitations are:

Slight indicates that soil properties generally are favorable and that limitations are minor and easily overcome.

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

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

Map 11



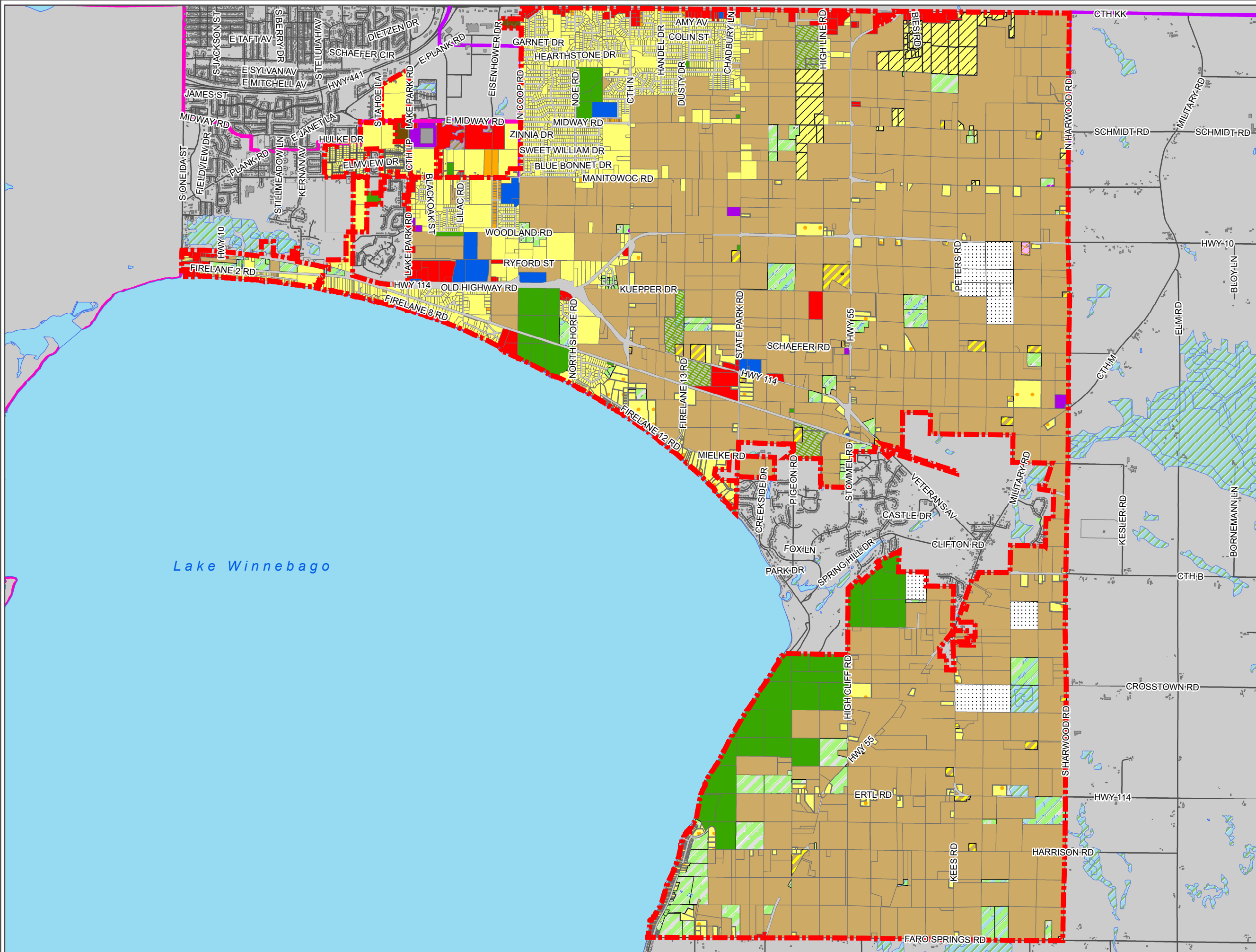
Date Created: 09/07/16
 Date Amended:
 Data Sources: Calumet County GIS, & Vierbicher

0 0.35 0.7 1.4
 Miles

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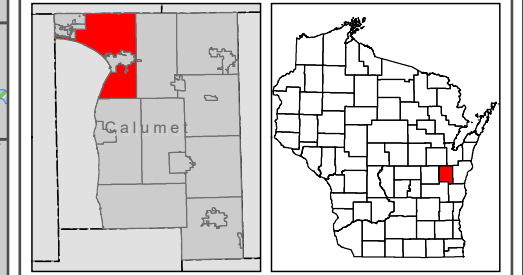
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Existing Land Use
Village of Harrison

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

Map 12



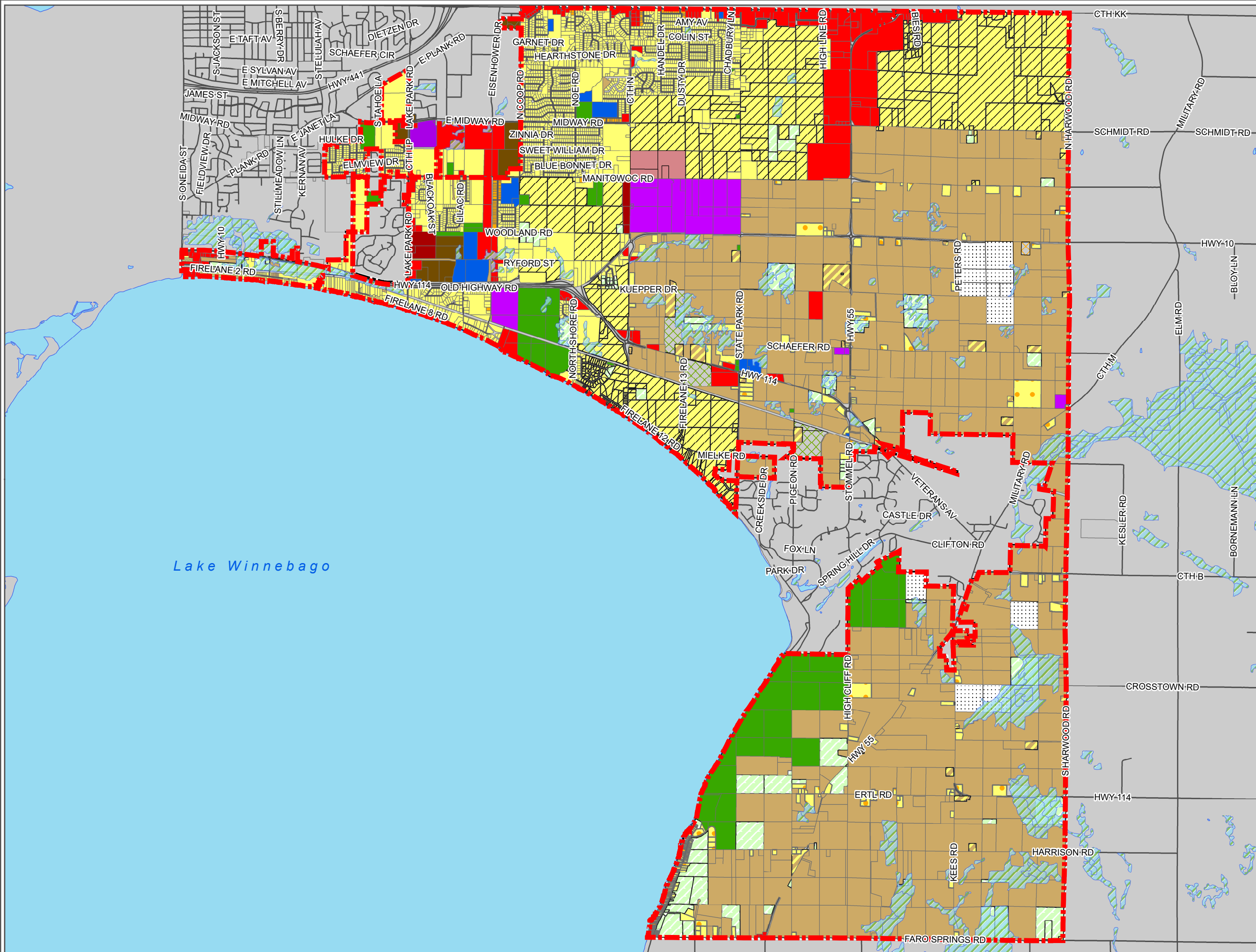
Date Created: 12/22/2016
 Date Amended:
 Data Sources: Data Sources: Harrison, Calumet County, & Vierbicher

0 0.35 0.7 1.4
 Miles

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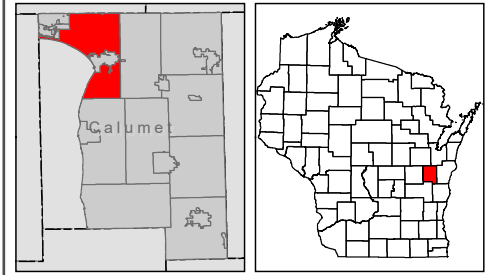
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- ### Future Land Use Village of Harrison
- Single-Family Residential (sewered)
 - Single-Family Residential (transitional)
 - Single-Family Residential (unsewered)
 - Two-Family Residential
 - Multi-Family Residential
 - Mobile Home Park
 - Farmstead Homes
 - Village Center
 - Commercial
 - Mixed Use
 - Parks and Recreation
 - Industrial
 - Public/Institutional
 - Ag, Vacant, Undeveloped
 - Special Ag/Nurseries
 - Woodlands
 - Utilities/Quarries
 - Village Boundary

Lake Winnebago

Map 13



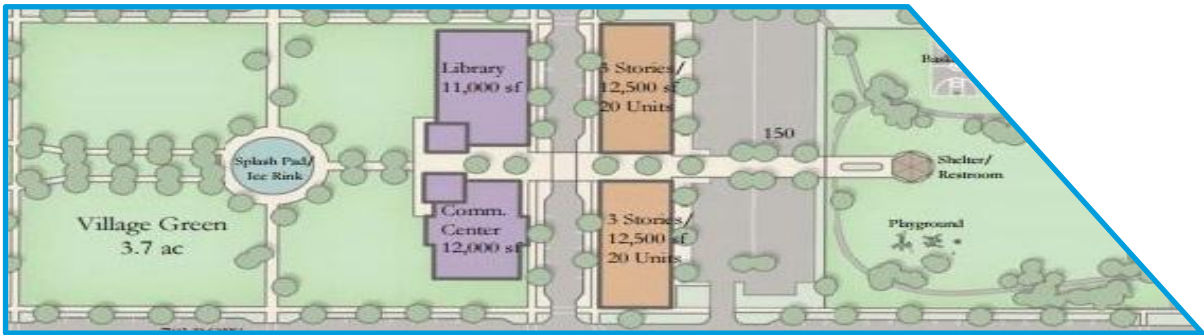
Date Created: 12/22/2016
 Date Amended: 02/17/17
 Data Sources: Data Sources: Harrison, Calumet County, & Vierbicher

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APPENDIX C – VILLAGE CENTER PLAN

ORDINANCE V17-03

AN ORDINANCE ADOPTING AMENDMENTS TO THE COMPREHENSIVE PLAN FOR THE VILLAGE OF HARRISON, WISCONSIN.

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

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

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

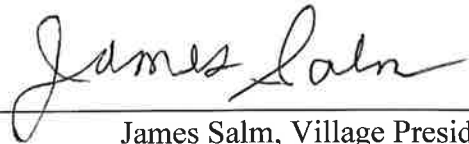
Section 3. The plan commission of the Village of Harrison, by a majority vote of the entire commission recorded in its official minutes, has adopted a resolution recommending to the Village Board the adoption of the document entitled "Comprehensive Plan Update of the Village of Harrison" containing all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

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

Section 5. The Village Board of the Village of Harrison, Wisconsin, does, by enactment of this ordinance, formally adopt the document entitled, "Comprehensive Plan Update of the Village of Harrison" pursuant to section 66.1001(4)(c) of the Wisconsin Statutes.

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

Adopted by the Village Board of the Village of Harrison, Wisconsin this 28th day of February, 2017.



James Salm, Village President



Attest: Jennifer Weyenberg, Village Clerk