

Village of Somerset

Comprehensive Plan 2012 - 2032

Prepared by:
Village of Somerset Plan Commission

Adopted by:
Somerset Village
Board November 13,
2012

Chapter 8 Revised:
December 18, 2018

Planning assistance
provided by:



Menomonie Madison Green Bay

Chapter 8 Updated with Assistance from:



Ordinance No. A-650

An Ordinance to Adopt the amended Comprehensive Plan of the Village of Somerset, St. Croix County, Wisconsin.

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

Section 1. Pursuant to Sec. 61.35 Wis. Stats. and Sec. 62.23(2) and (3), Wis. Stats., the Village of Somerset is authorized to prepare, amend, and adopt a comprehensive plan as defined in Sec. 66.1001(1)(a) and Sec. 66.1001(2), Wis. Stats.

Section 2. The Plan Commission of the Village of Somerset, in compliance with Sec. 66.1001(4)(b), Wis. Stats., by a majority vote recorded in the official minutes dated December 6, 2018, has adopted a resolution recommending to the Village Board the adoption of the document entitled AVillage of Somerset Comprehensive Plan 2012 – 2032@ containing all of the elements specified in Sec. 66.1001(2), Wis. Stats.

Section 3. The Village held a public hearing on December 6, 2018, regarding this ordinance, in compliance with the requirements of Sec. 66.1001(4)(d), Wis. Stats.

Section 4. The Village Board of the Village of Somerset, Wisconsin, does, by enactment of this ordinance, formally adopt the document entitled, AVillage of Somerset Comprehensive Plan 2012 – 2032@ pursuant to Sec. 66.1001(4)(c), Wis. Stats.

Section 5. This ordinance shall take effect upon passage by a majority vote of the members-elect of the Village Board and publication as required by law.

Section 6. The Village Board hereby authorizes and directs the Village Clerk to provide copies of the amended Comprehensive Plan as adopted herein to governmental bodies and other persons as required in Sec. 66.1001(4)(b), Wis. Stats.

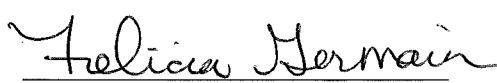
Adopted by the Village Board of the Village of Somerset this 18th day of December, 2018.

AYES 6 NO 0 ABSTAIN 0 ABSENT 0

APPROVED:


John Melvin, Village President

ATTEST:


Felicia Germain, Village Clerk

Adopted: 12/18/2018

Published: 12/27/2018

Ordinance No. A-604

An Ordinance to Adopt the amended Comprehensive Plan of the Village of Somerset, St. Croix County, Wisconsin.

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

Section 1. Pursuant to Sec. 61.35 Wis. Stats. and Sec. 62.23(2) and (3), Wis. Stats., the Village of Somerset is authorized to prepare, amend, and adopt a comprehensive plan as defined in Sec. 66.1001(1)(a) and Sec. 66.1001(2), Wis. Stats.

Section 2. The Plan Commission of the Village of Somerset, in compliance with Sec. 66.1001(4)(b), Wis. Stats., by a majority vote recorded in the official minutes dated October 8, 2012, has adopted a resolution recommending to the Village Board the adoption of the document entitled AVillage of Somerset Comprehensive Plan 2012 – 2032@ containing all of the elements specified in Sec. 66.1001(2), Wis. Stats.

Section 3. The Village held a public hearing on October 8, 2012, regarding this ordinance, in compliance with the requirements of Sec. 66.1001(4)(d), Wis. Stats.

Section 4. The Village Board of the Village of Somerset, Wisconsin, does, by enactment of this ordinance, formally adopt the document entitled, AVillage of Somerset Comprehensive Plan 2012 – 2032@ pursuant to Sec. 66.1001(4)(c), Wis. Stats.

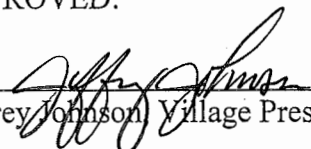
Section 5. This ordinance shall take effect upon passage by a majority vote of the members-elect of the Village Board and publication as required by law.

Section 6. The Village Board hereby authorizes and directs the Village Clerk to provide copies of the amended Comprehensive Plan as adopted herein to governmental bodies and other persons as required in Sec. 66.1001(4)(b), Wis. Stats.

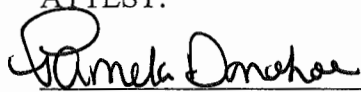
Adopted by the Village Board of the Village of Somerset this 16th day of October, 2012.

AYES 6 NO 0 ABSTAIN 0 ABSENT 1

APPROVED:


Jeffrey Johnson, Village President

ATTEST:


Pamela Donohoe, Village Clerk

Adopted: 11/13/12

Published: 11/29/12

I certify that this is a true + correct copy of Ordinance A 604 adopted by the village board on 11/13/12.  11/19/12

Village of Somerset 2012-2032 Comprehensive Plan

Prepared by:
Somerset Plan Commission

Adopted by:
Somerset Village Board
November 13, 2012

Chapter 8 Revised:
December 18, 2018

Planning Assistance Provided by:

Cedar Corporation
604 Wilson Avenue
Menomonie, WI 54751
(715) 235-9081



Menomonie Madison Green Bay

Chapter 8 Updated with Assistance from:



**Village of Somerset
2012-2032 Comprehensive Plan**

Prepared Under the Direction of:

Somerset Plan Commission

Jeffrey Johnson, Chairman
Laine Belter
James Chandler
Richard Kohler
Greg Sayers
Ryan Sicard
Dan Vanasse

Adopted by the Somerset Village Board

Jeffery Johnson, President
Bob Campbell
Dave Carufel
Bob Krueger
Bartt Palmer
Greg Sayers
Ryan Sicard
Pam Donohoe, Clerk

Note on Comprehensive Plan Limitations

The Comprehensive Plan is intended to act as a guide for the future growth and development of the Village of Somerset. It should be noted that although the planning period is 20 years, there will be a need for reviews and revisions on a periodic basis to adjust for deviations from population and other growth forecasts and unforeseen variables.

Maps and drawings found within the Comprehensive Plan are a compilation and reproduction of various sources and data. The maps are intended to be used for general reference purposes only and should not be used as a substitute for an accurate site survey.

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Overall Goals

The overall goals were created during a visioning session and will be used to help guide the development of the Village of Somerset Comprehensive Plan.

1. To create a stronger tax base within the community by encouraging economic development.
2. To maintain a friendly atmosphere while promoting a sense of community pride.
3. To enhance and develop recreational resources to promote a healthy and vibrant community.
4. To protect the overall health and safety of the community through the continued maintenance and development of public facilities.
5. To promote adequate and affordable housing opportunities.
6. To maintain existing relationships and continually look for ways to improve the working relationships with the School District, County, and surrounding Townships.

Chapter 1

Introduction

Introduction

The Village of Somerset is located in northwestern St. Croix County, along the Apple River (see Map 1-1). The Village is approximately 25 miles northeast of the Minneapolis/St. Paul metropolitan area, and eight miles northeast of Stillwater, Minnesota. Somerset is located in the western upland region of Wisconsin, which is characterized by a landscape of rolling hills to rugged terrain. The Apple River Valley forms a moderately level plain.

The landscape is a major community asset for the Village of Somerset, which attracts tourists and new residents to the community. The numerous surface water resources in Somerset provide recreational opportunities and aesthetic benefits to the community.

History

Founded in 1856 by General Samuel Harriman, the Village of Somerset has a long, rich history that is reflected in Somerset's small town character and ethnic heritage. The Village site chosen by Harriman was in close proximity to the Apple River, which made an ideal location for a lumber mill.

The first settlers in Somerset were lured to the area by the promise of land for homesteading and farming. For 25 cents per acre, these homestead lands were issued to settlers who laid claim to the forests and soils of the Apple River Valley.

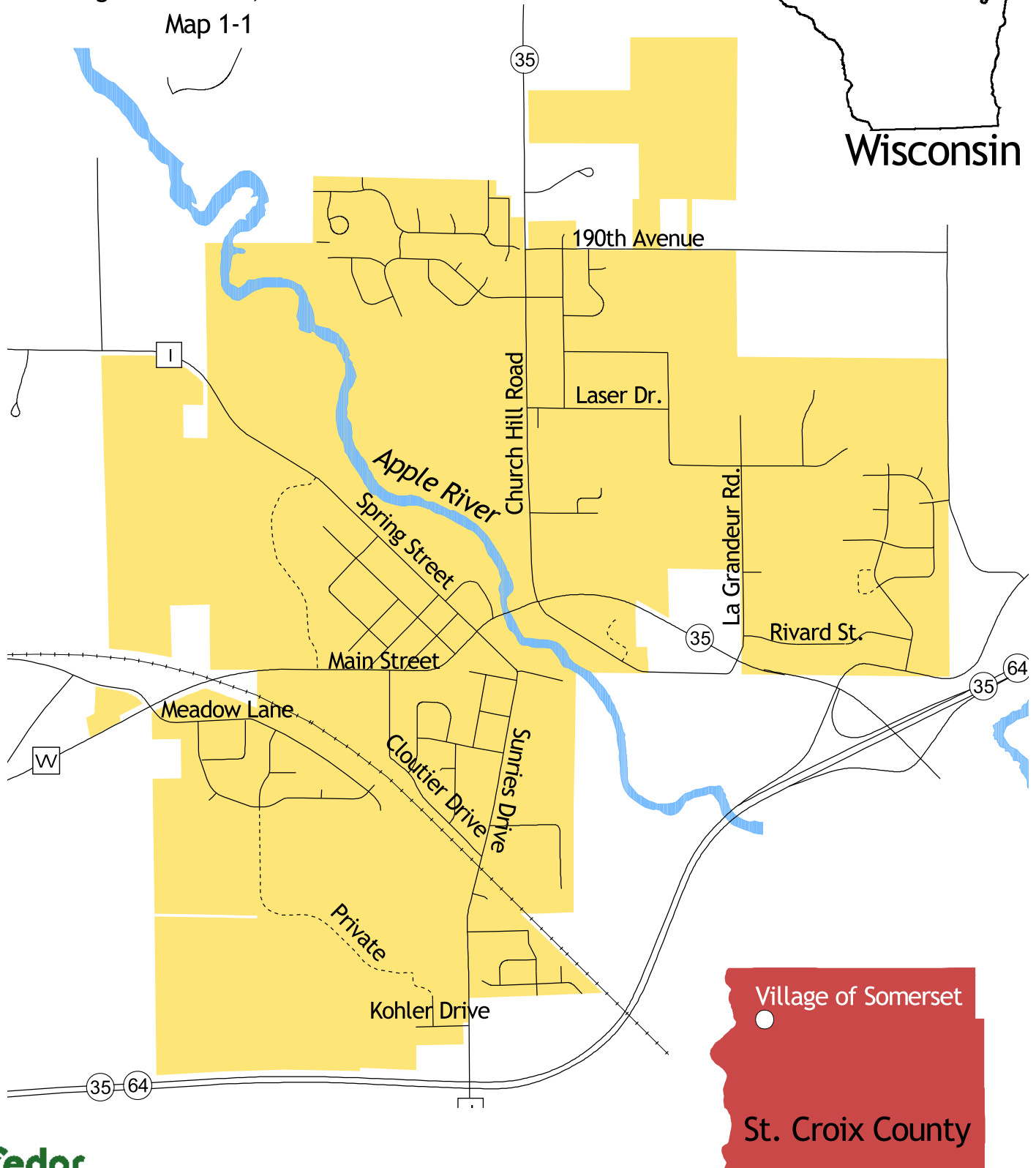
The pioneers of Somerset were French-speaking immigrants arriving from the Canadian province of Quebec, who had migrated to the area in search of farmlands. Originally establishing communities at the confluence of the St. Croix and Apple Rivers, the settlers gradually migrated up river to present day Somerset. Settlers cleared the pine forests to plant wheat and grain, built cabins, and established many businesses, which flourished in Somerset.

Early residents of Somerset saw the need for infrastructure and facilities, but felt the county seat at Hudson was located too far away to manage these affairs. The Town of Somerset was formed through petition in 1856 to provide government services and grant autonomy from St. Croix County. The formation of the town led to the construction of new roads and bridges in the area, providing interconnectivity for commerce and transit.

Project Location

Village of Somerset, Wisconsin

Map 1-1



The logging industry peaked in the Apple River Valley between 1870 to 1900. Harriman's Mill in Somerset was producing 800,000 feet of lumber per year during this period. The logging industry was truly a 'boom' for the Village of Somerset, as this period marked a time of great expansion and growth in the history of the village.

The Need for a Comprehensive Plan

Today, the Village of Somerset is located in one of the most rapidly urbanizing areas of the state. Close proximity to the larger metropolitan centers to the west is driving growth and development in the Village. According to the US census figures, St. Croix County is the fastest growing county in the State of Wisconsin and Somerset has grown from 531 residents in 1950 to 2,635 residents in 2010. Population projections for the future of the area indicate growth will continue to occur.

The implications of increased growth and development in the Village of Somerset are many. As the population increases, the demand for facilities and services increases. New roads may need to be constructed, and failing infrastructure upgraded or replaced. Lack of land use controls, ordinances, and comprehensive growth plans leave communities unprepared to deal with growth pressures resulting in poor land allocation decisions, loss of environmental assets, and increased costs to tax payers.

It is the purpose of the Village of Somerset Comprehensive Plan 2012-2032 to review and revise the previous Comprehensive Plan, adopted in 2003, and to continue to address growth and development issues, provide least cost approaches to development, preserve environmental assets, and protect the quality of life for residents while being in compliance with Wisconsin Statutes 66.1001 (Smart Growth Law). The plan will provide a guide to the future and allow citizens to decide the character of their hometown.

Smart Growth

In October of 1999, the State of Wisconsin enacted legislation requiring every town, village, and city to be guided by a comprehensive plan by the year 2010. Wisconsin's "Smart Growth" planning initiatives were enacted to, not only, require long range growth planning, but to give communities a voice and allow them to define their own destiny. Prior to legislation only about a quarter of Wisconsin communities had adopted comprehensive plans. Many of these plans were simply outdated, inconsistent, or poorly conceived. As communities began to experience rapid and consistent growth in the 1990's it became apparent that a statewide initiative was needed to provide communities with tools needed to accommodate growth and development.

Smart Growth planning is designed to provide a road map to the future. State statutes require these plans to contain several “elements”, each focusing on a unique sector of community composition. These planning elements required by the State of Wisconsin are:

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

Each element is to be addressed in a manner, which provides fluidity and consistency with the other elements, existing local and regional plans, and local and regional objectives. Communities must adopt all nine elements by January 1, 2010.

Smart Growth planning also requires citizen participation and involvement throughout the planning process ensuring that the local stakeholders are provided with a voice in the planning process. Through visioning and goal setting, a community not only determines where it wants to go, but also accepts the policies and requirements needed in order to realize this vision.

The goals of Smart Growth are to ensure that planning is responsible and comprehensive. Community objectives such as protection of environmental resources, sprawl control, urban renewal, and downtown revitalization can be accomplished thus enhancing the health and welfare of Wisconsin communities.

The Planning Process and Public Participation

Information was compiled in order to get a picture of all aspects of community composition. Data gathered included population statistics, income ranges, and housing characteristics. These data were obtained from the U.S. Census Bureau and other sources when available. Information gathered could then be compiled against data from previous census years in order to make comparisons, show trends, and to make predictions.

The original Comprehensive Plan overall goals were created with the assistance of a Citizen Advisory Board that helped create the overall goals in the beginning of this document. It was determined that these overall goals were still relevant and reflected the vision of the community.

Chapter 2

Issues and Opportunities

Introduction

The Issues and Opportunities chapter examines available Village demographic data to be used to create a comprehensive plan that anticipates the future needs in the Village of Somerset and identifies implementation strategies to address those needs.

Most demographic information used in this chapter was obtained from the 1990, 2000, and 2010 (when available) US Census. The US Census Bureau collects information from residents every ten years. The 2010 US Census did not collect the extent of information as previous censuses. Therefore, limited information is available to compare data between 1990 and 2010. Efforts have been made to supplement this information from other available sources.

Historic Population and Projections

The Village of Somerset is located in St. Croix County, the fastest growing county in Wisconsin. The proximity of western Wisconsin to the Twin Cities Metropolitan Area (TCMA) greatly influences population growth. People are able to live in smaller communities with affordable housing in Wisconsin and have access to greater employment opportunities across the border.

The population of the Village has grown continuously over the past 60 years (*Table 2-1*). The growth pattern reflects a dramatic rise in population from 1990 to 2010. Between 2000 and 2010, the Village of Somerset experienced a 69.3% increase in population despite a nationwide housing and economic downturn that began in 2007.

Table 2-1 : Historical Population - Village of Somerset

Year	1950	1960	1970	1980	1990	2000	2010*
Population	531	729	778	860	1,065	1,556	2,635
% Change		37.3%	6.7%	10.5%	23.8%	46.1%	69.3%

Source: Wisconsin Department Of Administration, * 2010 US Census

Large population growth between 2000 and 2010 has also been notable for the Town of Somerset and St. Croix County (*Table 2-2*)

Table 2-2 : Population Growth Comparisons

Community	2000	2010	Number Difference	% Change
Town of Somerset	2,644	4,036	1,392	52.6%
St. Croix County	63,155	84,345	21,190	33.6%

Source: Wisconsin Department Of Administration

The Wisconsin Department of Administration provides population and housing projections for all municipalities in Wisconsin. Table 2-3 shows that the Village is projected to grow to 4,860 residents, 2,225 residents between 2010 and 2030 (84%). A growing population will require additional housing and may require expanded parks, additional wastewater treatment plant capacity, or attract new businesses and industries. Population projections in the 2010 Impact Fee Needs Assessment Update have projected 5,169 residents by 2030. For planning purposes, we will use the projections provided by the Wisconsin Department of Administration because they derive housing data based on these projections.

Table 2-3 : Population Projections

Year	2000	2005	2010*	2015	2020	2025	2030
Population	1,556	2,204	2,635	3,225	3,790	4,339	4,860

Source: Wisconsin Dept. of Administration, *2010 US Census

Household Projections

Growing population results in more households. Table 2-4 shows household projections for the Village. Between 2010 and 2030 it is projected that the Village will have an additional 987 households. A single household equates to a single dwelling unit. These new households will require a variety of housing options to meet their needs.

Table 2-4 : Household Projections

Year	2000	2005	2010*	2015	2020	2025	2030
Households	635	903	1,102	1,347	1,596	1,839	2,089

Source: Wisconsin Dept. of Administration, *2010 US Census

Age Distribution

From 1990 to 2010, all age groups of residents have increased in number except for the 75 to 79 year old age group. The largest increases can be seen in the under 5 to 19 year old age group and the 25 to 59 year old age group (*Table 2-5 and Figure 2-1*). Growth in these age ranges can be attributed to in-migration of individuals from the TCMA area with children or are having children while living in Somerset. This accounts for about two-thirds of the population growth in St. Croix County.

The Village has experienced less growth in residents aged 65 and older. This group may be leaving the Village and retiring elsewhere, moving closer to their children, or may not be able to find the type of housing that meets their needs.

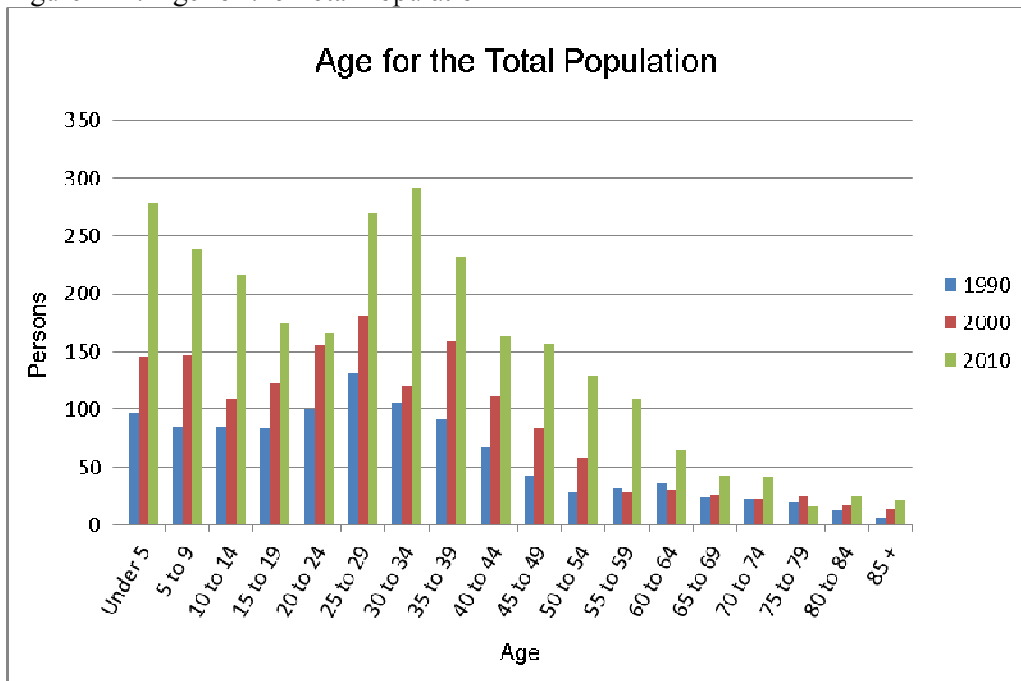
Table 2-5 : Age for the Total Population

Age	1990	2000	2010	Numerical Change between 1990 - 2010	% Change between 1990 - 2010
Under 5	97	145	278	181	186.6%
5 to 9	84	146	239	155	184.5%
10 to 14	85	109	217	132	155.3%
15 to 19	83	122	175	92	110.8%
20 to 24	100	155	165	65	65.0%
25 to 29	131	182	270	139	106.1%
30 to 34	106	120	292	186	175.5%
35 to 39	91	159	232	141	154.9%
40 to 44	67	111	163	96	143.3%
45 to 49	42	83	156	114	271.4%
50 to 54	29	58	129	100	344.8%
55 to 59	32	28	108	76	237.5%
60 to 64	35	31	65	30	85.7%
65 to 69	24	26	42	18	75.0%
70 to 74	23	23	41	18	78.3%
75 to 79	19	25	16	-3	-15.8%
80 to 84	12	17	25	13	108.3%
85 +	6	14	22	16	266.7%
Total	1,066	1,554	2,635	1,569	147.2%

Source: 1990, 2000, and 2010 US Census

Age distribution is important because different age groups have different needs when it comes to transportation, housing, recreation, and jobs.

Figure 2-1 : Age for the Total Population



Source: 1990, 2000, and 2010 US Census

Income Levels

Table 2-6 shows that between 1990 and 2000, median household income levels rose 40% and 21% between 2000 and 2010. Rising median household income levels may have slowed due residents who may have lost jobs due to the economic downturn or have taken new jobs that do not pay as much as their previous job.

Table 2-6: Median Household Income - Village of Somerset

Year	1990	2000	2006-2010
Median Household Income	\$29,032	\$40,625	\$49,366

Source: 1990 & 2000 U.S. Census, 2006-2010 American Community Survey Estimates

Education Levels

An individual's education level will influence many aspects of their life including income, housing, and employment choices. These choices, in turn, affect how a community will grow and prosper. The Village of Somerset has seen the largest changes in the educational attainment of persons 25 years or older in the category of persons who have attended some college but have received no degree (*Table 2-7*). This may reflect the types of employment opportunities in the area.

Table 2-7: Educational Attainment Population 25 and Older

	1990	2000	2006-2010
Less than 9th Grade	4.9%	3.3%	0.4%
9th to 12th Grade (No Diploma)	14.9%	11.1%	4.4%
High School Graduation (Includes Equivalency)	48.8%	44.3%	34.4%
Some College, No Degree	10.8%	20.9%	28.7%
Associate Degree	9.3%	9.4%	10.1%
Bachelor's Degree	6.9%	9.5%	16.3%
Graduate or Professional Degree	4.4%	1.5%	5.8%

Source: 1990 & 2000 U.S. Census, 2006-2010 American Community Survey Estimates

Table 2-8 shows the percentage of residents who have attained high school graduation or higher continues to rise. In 2010, 95% of residents 25 years and older obtained a high school degree or higher and 22% of residents 25 years and older obtained a bachelor's degree or higher.

Table 2-8: High School Graduate or Higher Attainment

	1990	2000	2006-2010
High School Graduate or Higher	80.0%	85.6%	95.3%
Bachelor's Degree or Higher	11.3%	11.0%	22.1%

Source: 1990 & 2000 U.S. Census, 2006-2010 American Community Survey Estimates

Employment Forecasts and Characteristics

Table 2-9 shows the number of employed residents, 16 years and older, and their occupations. Occupation refers to the job that they perform. It does not indicate where these jobs are located.

In 2010, the occupations with the most employed residents were related to management/professional/related sales/office and service occupations.

Table 2-9 : Employed Civilian Population 16 Years And Older by Occupation

Occupation	2006-2010	%
Management, Business, Science, and Art Occupations	395	28.0%
Service Occupations	326	23.1%
Sales and Office Occupations	271	19.2%
Natural Resources, Construction, and Maintenance Occupations	198	14.0%
Production, Transportation, and Material Moving Occupations	222	15.7%
Totals	1,412	100.0%

Source: 2006-2010 American Community Survey Estimates

Table 2-10 shows the number of employed residents, 16 years and older, and the industry their occupation is found. It does not indicate where these industries are located.

In 2010, the industries with the most employed residents included manufacturing, education/health/social services, information, and retail trade. This reflects strong manufacturing, public employment, high tech, and retail sectors located in the area influenced by a good transportation system and high population.

Table 2-10 : Employed Civilian Population 16 Years And Older by Industry

Industry	2006-2010	%
Manufacturing	280	19.8%
Educational, health care, and social services	251	17.8%
Retail trade	250	17.7%
Transportation, warehousing, and utilities	30	2.1%
Finance, insurance, real estate, and rental and leasing	29	2.1%
Construction	154	10.9%
Professional, scientific, management, administrative, and waste management	53	3.8%
Arts, entertainment, recreation, accommodation, and food service	105	7.4%
Wholesale trade	18	1.3%
Other services (except public administration)	148	10.5%
Public administration	64	4.5%
Information	8	0.6%
Agriculture, forestry, fishing and hunting, and mining	22	1.6%
Totals	1,412	100%

Source: 2006-2010 American Community Survey Estimates

Since the 2000 US Census and specifically starting in 2007, the strong local economy and building boom has slid into a nationwide recession. The St. Croix County Workforce Profile 2009 makes these observations regarding the employment landscape.

1. The economy has been negatively impacted by a falling demand in housing construction and then a related financial crisis
2. All sectors of employment suffered job losses since 2007 except health care
3. St. Croix County was one of a few counties that gained a small percentage of new jobs since 2007
4. The large population growth in the area required the growth of school districts and more retail businesses
5. St. Croix County is a net exporter of labor and this continues to accelerate.

Table 2-11 shows employment projections for 2008-2018 covering Barron, Chippewa, Clark, Dunn, Eau Claire, Pepin, Pierce, Polk, and St. Croix counties.

The projections show slow growth in most industries with the exception of hospitals and education. Decreases are shown in manufacturing, fabricated products, plastics, and trade.

Table 2-11: West Central Wisconsin Workforce Development Area Industry Employment Projections - 2008-2018

Industry Title	Employment			
	2008 Estimate	2018 Projection	Change	% Change
Total, All Nonfarm Industries	181,180	187,090	5,910	3.3%
Construction/Mining/Natural Resources	7,460	7,840	380	5.1%
Manufacturing	33,370	30,210	- 3,160	- 9.5%
Food Manufacturing	5,670	5,670	10	0.1%
Fabricated Metal Product Manufacturing	5,130	4,620	- 510	- 10.0%
Plastics and Rubber Products Manufacturing	3,970	3,730	- 240	- 6.0%
Trade	29,280	29,170	- 100	- 0.4%
General Merchandise Stores	5,580	5,820	250	4.4%
Transportation and Utilities (Including US Postal)	8,290	8,690	410	4.9%
Financial Activities	7,720	7,870	150	2.0%
Education and Health Services (Including State and Local Government)	40,560	45,510	4,950	12.2%
Educational Services (Including State and Local Government)	16,480	16,700	220	1.3%
Hospitals (Including State and Local Government)	8,340	9,390	1,050	12.6%
Leisure and Hospitality	17,450	18,510	1,060	6.1%
Information/Prof. Services/Other Services	23,970	25,780	1,810	7.5%
Government (Excluding US Postal, State and Local Education and Hospitals) ⁽²⁾	13,080	13,490	410	3.2%

Overall, the housing market and overall economy is predicted to continue to struggle though St. Croix County and the TCMA has fared better than many parts of the state and country.

Demographic Summary

Since 2000, the Village of Somerset has continued to experience large population growth. This is projected to continue as TCMA residents continue to move into the area and a natural population increase. Currently, in-migration accounts for two-thirds of population growth in St. Croix County.

The Village's age distribution shows the growth of younger adults and families. Age distribution will affect transportation, housing, recreation, and employment needs of residents.

Although there has been a nationwide recession since 2007, western Wisconsin and the TCMA has fared better than many parts of the state and nation. Area strengths include a good transportation system, educated workforce, and access to good schools, technical colleges, and universities. There is also a long history of a strong manufacturing sector and high tech industries.

Chapter 3

Housing

Introduction

For most people, housing expenditures consume the largest share of their personal income. Community growth and vitality is linked directly with the quantity and quality of available housing. Communities with rapid growth can experience housing shortages, which can cause prices to rise. At the same time, an oversupply of housing can lead to lower values and vacancies.

Housing costs can also influence growth and development patterns in the Village. These types of housing patterns contribute to urban sprawl, increased traffic congestion, and affect community character.

The Housing chapter will evaluate the current housing stock and household characteristics to evaluate future needs.

Housing Occupancy

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

Since the original Comprehensive Plan was adopted in 2003, an effort was made by the Village to increase the percentage of owner-occupied homes in the Village. The 2000 US Census showed that only 50% of housing units in the Village were owner-occupied. To do this, the Village required at least 70% of homes in any new subdivision must be single family.

Table 3-1 shows that that policy has helped increase the number of owner-occupied homes in the Village. At the same time, the number of vacant homes in 2010 has greatly increased. This is due to a residential building boom that suddenly collapsed in 2007 leaving many homes for sale or rent. At the same time, the number of available homes has had a negative impact on their values making it difficult to sell them and cover the mortgage costs.

Table 3-1: Housing Occupancy

	2000	% of Total	2010	% of Total
Owner-Occupied Housing Units	333	50.5%	573	52.0%
Renter-Occupied Housing Units	302	45.8%	417	37.8%
Vacant	24	3.6%	112	10.2%
Total	659	100.0%	1,102	100.0%

Source: 2000 and 2010 US Census

The oversupply in housing is reflected in the homeowner and rental vacancy rates shown in Table 3-2. The relatively low vacancy rates in 1990 and 2000 indicated a high demand for housing in the Village. In 2010, the vacancy rates are much higher and are related to the economic downturn.

Table 3-2: Vacancy Rates

	1990	2000	2010
Homeowner Vacancy Rate	1.4%	0.9%	3.4%
Rental Vacancy Rate	2.1%	1.9%	12.8%

Source: 1990, 2000, and 2010 US Census

Age Characteristics

Age characteristics indicate when a structure (home) was built. An aging housing stock may show a need to replace windows, siding, furnaces, or make other repairs. Homes built before 1980 are assumed to have lead-based paint in them and may take special mitigation measures during remodeling.

The 2010 US Census did not provide updated data for age characteristics so information collected from Village building permits issued between 2000 and 2010 was used to supplement the data.

Table 3-3 shows that 35% of homes in the Village of Somerset were built between 1999 and 2004. This coincides with the rapid population growth of the Village when Twin Cities Metropolitan Area (TCMA) residents began moving into western Wisconsin for affordable housing, cheaper land, and reasonable commutes to work across the border. In general, the Village's housing stock is fairly new.

Table 3-3 : Year Structure Constructed

Year Built	Homes	Percent
Total	1050	100.0%
2005 to 2010	72	6.9%
1999 to 2004	366	34.9%
1995 to 1998	128	12.2%
1990 to 1994	101	9.6%
1980 to 1989	91	8.7%
1970 to 1979	103	9.8%
1960 to 1969	27	2.6%
1940 to 1959	79	7.5%
1939 or earlier	83	7.9%

Source: 2000 US Census Bureau and Village Building Permits

Structural Characteristics

The type of heating fuel used in homes can indicate potential energy expenditures and condition of a structure. Table 3-4 shows that almost 70% of dwellings in the Village used utility gas as their main heating source in 2010. This was followed by electricity (28.8%). The high use of electricity is likely related to the number of rental units in the Village.

Homes using LP gas may have been converted over to utility gas in the last ten years resulting in the drop in percentage. If energy costs continue to rise, the Village may see an interest in the use of solar energy in the future.

Table 3-4: Types of House Heating Fuel - Village of Somerset

Fuel Type	2000	2006-2010
Utility Gas	51.2%	69.8%
Bottled, Tank, or LP Gas	1.8%	0.8%
Electricity	40.8%	28.8%
Fuel Oil, Kerosene, Etc.	5.9%	0.6%
Coal or Coke	0.0%	0.0%
Wood	0.0%	0.0%
Solar Energy	0.0%	0.0%
Other Fuel	0.0%	0.0%
No Fuel	0.0%	0.0%

Source: 2000 U.S. Census, 2006-2010 American Community Survey Estimates

Table 3-5 shows the number of housing units in a structure. This table can be used to confirm housing related observations made so far. A small majority (51.3%) of dwellings in the Village are 1 unit detached homes. A 1 unit detached home is a single family home where all sides of the home are exposed to the outdoors. For comparison, a 1 Unit attached structure that has one or more walls extending from ground to roof separating it from adjoining structures.

Table 3-5 shows that multi-family units make up a significant portion (27.3%) of the housing market in the Village.

It should be noted that there are no mobile homes in the Village of Somerset though there are mobile homes in the Town of Somerset. Table 3-5 may have incorporated Town information by mistake or residents may have answered the question regarding type of structure incorrectly.

Also, the data for 2010 was collected by sampling residents over a five-year period. That may be the reason Table 3-5 shows that there are 19 dwelling units in the Village that are part of structures that contain 20 or more units.

Table 3-5 : Housing Units in a Structure

Structure	Units	Percent
Total Housing Units	1,127	100.0%
1 Unit, detached	578	51.3%
1 Unit, attached	229	20.3%
2 Units	62	5.5%
3 or 4 Units	21	1.9%
5 to 9 Units	198	17.6%
10 to 19 Units	7	0.6%
20 or more Units	19	1.7%
Mobile Home	13	1.2%
Boat, RV, Van, etc	0	0.0%

Source: 2006-2010 American Community Survey Estimates

Value Characteristics

It is difficult to assess the current value of homes in the Village. In 2000, the median value of an owner occupied home in Somerset was \$106,200. Since then, over 400 new dwellings were built during the residential building boom and subsequent crash that followed.

After 2000, home values were artificially high as builders tried to keep up with the demand for new homes as many people from the TCMA moved into Wisconsin, including Somerset. After the housing crash in 2007, home values have dropped, in many cases, to below the original purchase price. The Village of Somerset is having a reappraisal of all properties (residential, commercial, industrial) done in 2011 which may help determine a more accurate median value.

Household Forecasts

As mentioned in Chapter 2, a growing population results in more households. Table 3-6 shows household projections for the Village. Between 2010 and 2030 it is projected that the Village will have an additional 987 households. A single household equates to

a single dwelling unit. These new households will require a variety of housing options to meet their needs.

Table 3-6: Household Projections

Year	2000	2005	2010*	2015	2020	2025	2030
Households	635	903	1,102	1,347	1,596	1,839	2,089

Source: Wisconsin Dept. of Administration, *2010 US Census

Housing Affordability Analysis

The US Department of Housing and Urban Development (HUD) defines affordable housing as housing (for rent or purchase) for which the occupant is paying no more than 30% of their household income for gross housing costs.

Table 3-7 reveals that about 57% of residents owning homes paid less than 30% of their household income for housing costs in 2010 meaning housing was affordable for them. This was a drop from about 82% in 2000. The drop may be due to the economic downturn and homeowners losing a wage earner, a homeowner working but at a lower wage or salary, or homeowners having an adjustable rate mortgage who were not able to refinance after their mortgage rate increased.

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

Table 3-7: Monthly Housing Costs-Percentage of Household Income

	1999	2006-2010
Less than 20%	53.0%	20.2%
20 to 24%	16.3%	22.3%
25 to 29%	13.1%	14.4%
30 to 34%	5.7%	12.3%
35% or more	12.0%	30.9%
Not computed	0.0%	0.0%

Source: 2000 US Census, 2006-2010 American Community Survey 5-Year Estimates

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

Gross rent is the amount of the contract rent plus the estimated average monthly cost of utilities (electricity, gas, water and sewer) and fuels if these are paid for by the renter or for the renter by someone else (*Table 3-8*). Approximately 62% of the households that rent are paying less than 30% of their income on housing in 2010. This was a slight decrease since 2000 (68%).

Table 3-8: Gross Rent-Percentage of Household Income

Year 1999	2006-2010
Less than 15%	5.5%
15 to 19.9%	22.8%
20 to 24.9%	24.0%
25 to 29.9%	9.9%
30 to 34.9% or more	11.3%
35% or more	26.4%

Source: 2006-2010 American Community Survey 5-Year Estimates

Housing Availability

A growing population and increased households can create a demand for land needed for residential development. The Village has an adequate supply of land designated for residential development to meet the household projections for at least the next ten years.

Table 3-9 shows the newer subdivisions in the Village along with the number of vacant developed lots and the potential number of additional lots that were designed but not built. Together, there are 138 vacant lots and 207 potential lots in the Village. This, along with approximately 85 acres of vacant land on the southwest side of the Village, will meet the foreseeable needs for housing.

Table 3-9: Vacant and Potential Residential Lots

Subdivision	Vacant Lots	Potential Additional Lots
Riverhills	26	79
Somerset Meadows	1	99
Somerset Villas	13	0
Whispering Pines	39	0
Whispering Pines North	59	29
Total	138	207

Source: Cedar Corporation

Housing Programs

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

Community Development Block Grant (CDBG) - Rehab RLFs

The CDBG program provides grants to local governments and housing authorities for housing rehabilitation through revolving loan funds that primarily benefit low and moderate-income households.

Funding can be used to assist homeowners and property owners in making essential improvements to properties and can assist rental households in purchasing homes. When funds are available, the Village of can assist residents through this program.

Section 8 Program

This federal program provides rent assistance to eligible low-income households based on family size, income, and fair market rents. Typically, a tenant's share of the total rent payment does not exceed 30 percent of his/her annual income. The Section 8 program is administered locally by many public housing authorities, local banks, and through the Wisconsin Housing and Economic Development Authority (WHEDA).

Rural Development -United States Department of Agriculture

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

Wisconsin Housing and Economic Development Authority (WHEDA)

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

West CAP

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

Movin' Out

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

Habitat for Humanity

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

Low Income Energy Assistance Program (LIEAP)

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

Housing Cost Reduction Initiative (HCRI)

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

Housing Goals, Objectives, and Policies

Goal 1

Support diverse quality housing opportunities to accommodate the varied financial capabilities, and needs of Village residents.

Objectives

1. The Village supports affordable housing options for various income groups and will not isolate any income group to a particular area of the village.
2. Support sufficient low-moderate income housing to meet demand.
3. Support quality housing.
4. Support housing development that meets the projected needs of the Village.

Policies

1. Promote and encourage developments providing low-moderate income housing options to the extent that they are compatible with surrounding development and existing infrastructure.
2. Encourage housing development located within walking distance to the downtown.
3. Evaluate and revise zoning regulations to allow for a wide range of housing options.

Goal 2

Maintain an adequate supply of developable land.

Objectives

1. To maintain a steady, controlled, planned, and desirable growth patterns.
2. Control housing costs.

Policies

1. Locate housing developments within existing service areas where possible.
2. Encourage the rehabilitation of older housing.
3. Allow new residential development only if it provides needed housing opportunities and maintains the quality of life for Village residents.

Goal 3

Provide a balance between single and multi-family housing units.

Objectives

1. Protect the small town character and aesthetics.
2. Control housing density.
3. Protect property values.

Policies

1. Limit new residential construction to needed housing.

2. The Village will maintain the desired owner/renter ratios. Approval of new multi-family residential development is limited to that which will not cause a significant imbalance in the desired own/rent ratios in the Comprehensive Plan.

Goal 4

Support traditional neighborhood design.

Objectives

1. Promote a “sense of community” within the Village of Somerset.
2. Reduce land consumption commonly associated with contemporary subdivision design.
3. Preserve small town character.

Policies

1. Discourage large homogeneous housing developments, in favor of smaller mixed variety housing options where appropriate.

Goal 5

Promote and maintain a variety of quality, affordable housing choices to meet the needs of Somerset’s seniors, low to moderate income persons, and disabled residents.

Objectives

1. Support the development of housing opportunities for seniors.

Policies

1. Locate areas for senior housing that will be near public facilities and business areas.
2. Utilize and continue to apply for existing housing grant and assistance programs.
3. Support adult group homes for the disabled.

Chapter 4

Transportation

Introduction

When analyzing a transportation system, the automobile immediately comes to mind. A transportation system encompasses much more than the automobile. It also takes into account the different modes of transportation, jurisdictional control, long-term maintenance, environmental impact, needs of residents, and future transportation corridors.

A well-planned transportation system provides for the efficient and safe movement of people and goods through various modes and lays the foundation for growth, quality of life, and economic success of the Village. Though the best possible multi-modal transportation system is desired, it does not come without a price. Construction of new roads, bridges, and trails, can be expensive and after these are built, they have to be maintained on a regular basis.

Since the original comprehensive plan was adopted in 2003, major transportation changes have occurred. The State Trunk Highway (S.T.H.) 35/64 Bypass has been completed, the ownership of the Apple River Bridge has been transferred to the Village, and joint transportation corridor planning was completed with the Town of Somerset.

The Transportation chapter will assess the effectiveness of the initial transportation planning efforts by identifying the successes, recognizing where improvements can be made, evaluating how ten years of regional growth has affected the Village, and looking at the long-range trends and needs of Somerset.

Modes of Transportation

The movement of people and goods is accomplished through a variety of transportation modes. These modes include cars, trucks, rail, public transportation, ships, air, bicycles, and walking. Generally, each mode fits a particular need.

Automobiles function as the dominant mode for the movement of people. Trucking provides for the rapid movement of goods and products over highways and interstates. Air travel helps to move people and lightweight products quickly over long distances. The railroad functions primarily for the movement of bulk

Plan Successes!

A central goal of the Village's original comprehensive plan was to improve pedestrian, bicycle safety, and provide alternative options for travel within the community. Since the comprehensive plan was adopted in 2003, the Village of Somerset has added over nine miles of sidewalk and two miles of trails.

commodities over long distances while bicycle paths and sidewalks provide for the movement of people over shorter distances.

Local Streets and Highways

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

Functional Road Classification System (Rural <5000 Population)

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

- Interstate highways.
- Other principal arterials.

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

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

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

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



Source: WisDOT 7/7/2007

Somerset Arterials, Collectors, and Local Roads

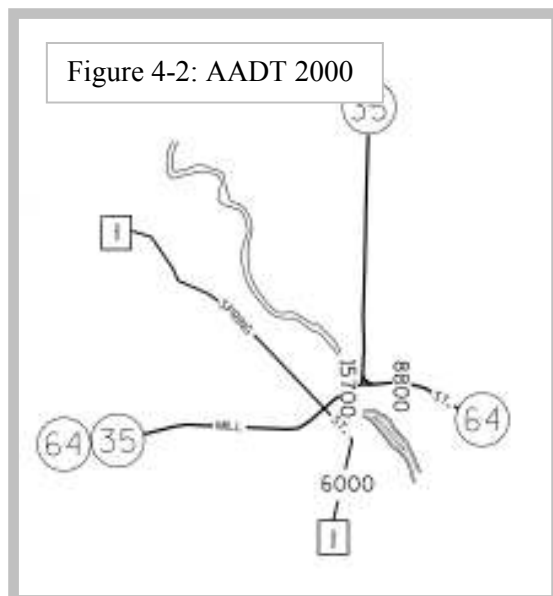
The WisDOT reclassified roads in St. Croix County in 2007 after the S.T.H. 35/64 bypass opened in 2006.

In Somerset, both S.T.H. 35 and S.T.H. 64 are classified as principal arterials and are the largest traffic carriers in the area. The highways are under WisDOT jurisdiction. C.T.H. VV and C.T.H. I (Sunrise Drive), are classified as major collectors. These are under St. Croix County jurisdiction. C.T.H. I (Spring Street) is classified as a minor collector. All other roads are classified as local and fall under Village jurisdiction (*Figure 4-1*).

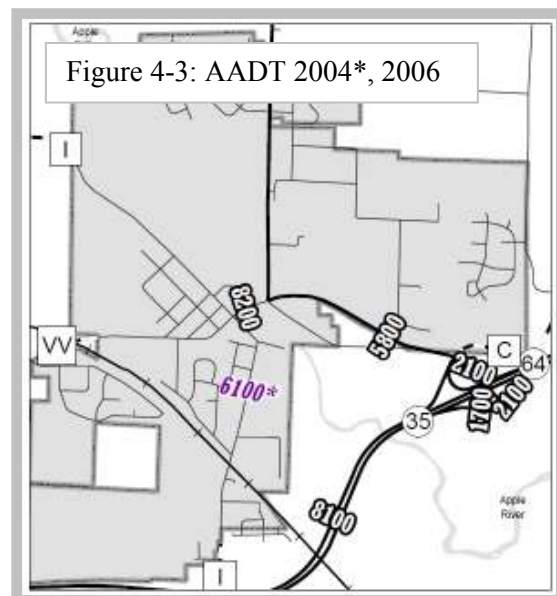
Primary access points S.T.H. 35, S.T.H. 64, C.T.H. VV, and C.T.H. I serve the Village. A network of local roads and streets provides access to property within the Village. Access points along arterial and collector roads should be limited to maintain their function.

Traffic Volumes

The opening of S.T.H. 35/64 bypass in 2006 has affected traffic volumes in the Somerset area. Figure 4-2 shows Average Annual Daily Traffic (AADT) volumes in 2000. Main Street (shown as Mill Street) had an AADT of 15,700 vehicles to the west side of S.T.H. 35 and 8,800 vehicles on the east side. In 2006, those counts dropped to 8,200 vehicles and 5,800 vehicles respectively.



Source: WisDOT 2000



Source: WisDOT 2004, 2006

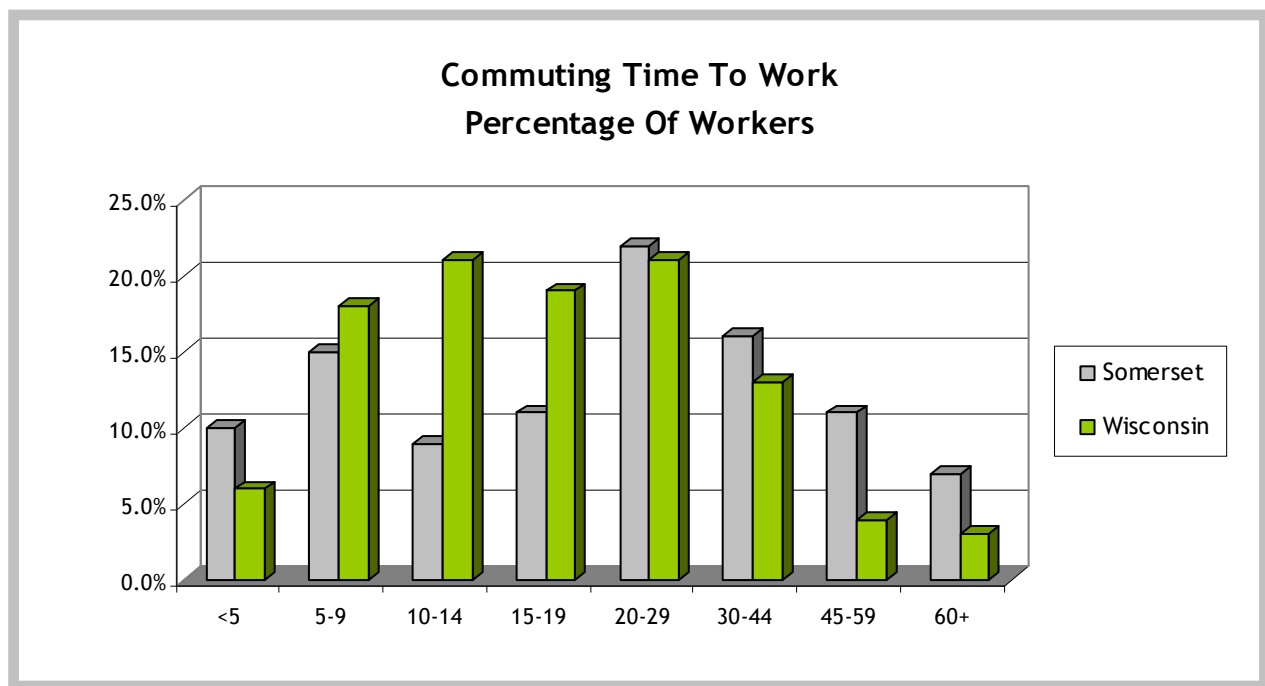
Commuting Patterns

Commuting patterns in the Village of Somerset model commuting patterns for much of western Wisconsin. A majority of Somerset residents commute to the Minneapolis-St. Paul metropolitan area. Travel time to work varies substantially, with many residents driving 45 minutes or more (*Figure 4-4*).

Transportation choices reflect access to services and distances traveled for work. Single-occupant vehicles are the dominant mode of transit, with few residents using multi-occupant modes such as carpooling (*Table 4-1*). As the growth of Somerset continues, the demand and impact on the transportation network will increase also.

Eventual construction of a new four-lane bridge linking Stillwater, Minnesota and Houlton, Wisconsin will influence transportation volumes in the planning area. If the bridge is constructed, elevated traffic volumes may cause increased congestion in and around Somerset. In addition, as residential and commercial development patterns are influenced by improved access to neighboring communities, transportation needs must be anticipated and planned accordingly.

Figure 4-4: Commuting Time to Work



Source: U.S. Census Bureau 2000

Table 4-1: Commuting to Work 16 Years and Older

	2006-2010
Car, truck, or van - drove alone	84.7%
Car, truck, or van - carpooled	9.4%
Walked	1.7%
Public Transportation	0.3%
Worked at home	3.4%

Source: 2006-2010 American Community Survey

Proposed Road Corridors

Map 4-1 shows proposed road corridors within the planning area. The proposed road corridors were designated using the criteria for future road corridors listed at the end of this section. These corridors were agreed upon after reviewing the Village's Official Map and past completed transportation projects.

The corridors are generalized to show the connection of two points while taking into consideration the topography, land uses, and wetlands in the area. One goal of the proposed road corridors is to have local and surrounding roads line up as developed areas in the Township and Village grow towards each other.

Official Mapping

In 2004, the Village met with the Town of Somerset to create an Official Map. The Official Map highlighted general locations for future road corridors to ensure that roads traveling through the Village and Town would connect to maintain smooth traffic flow.

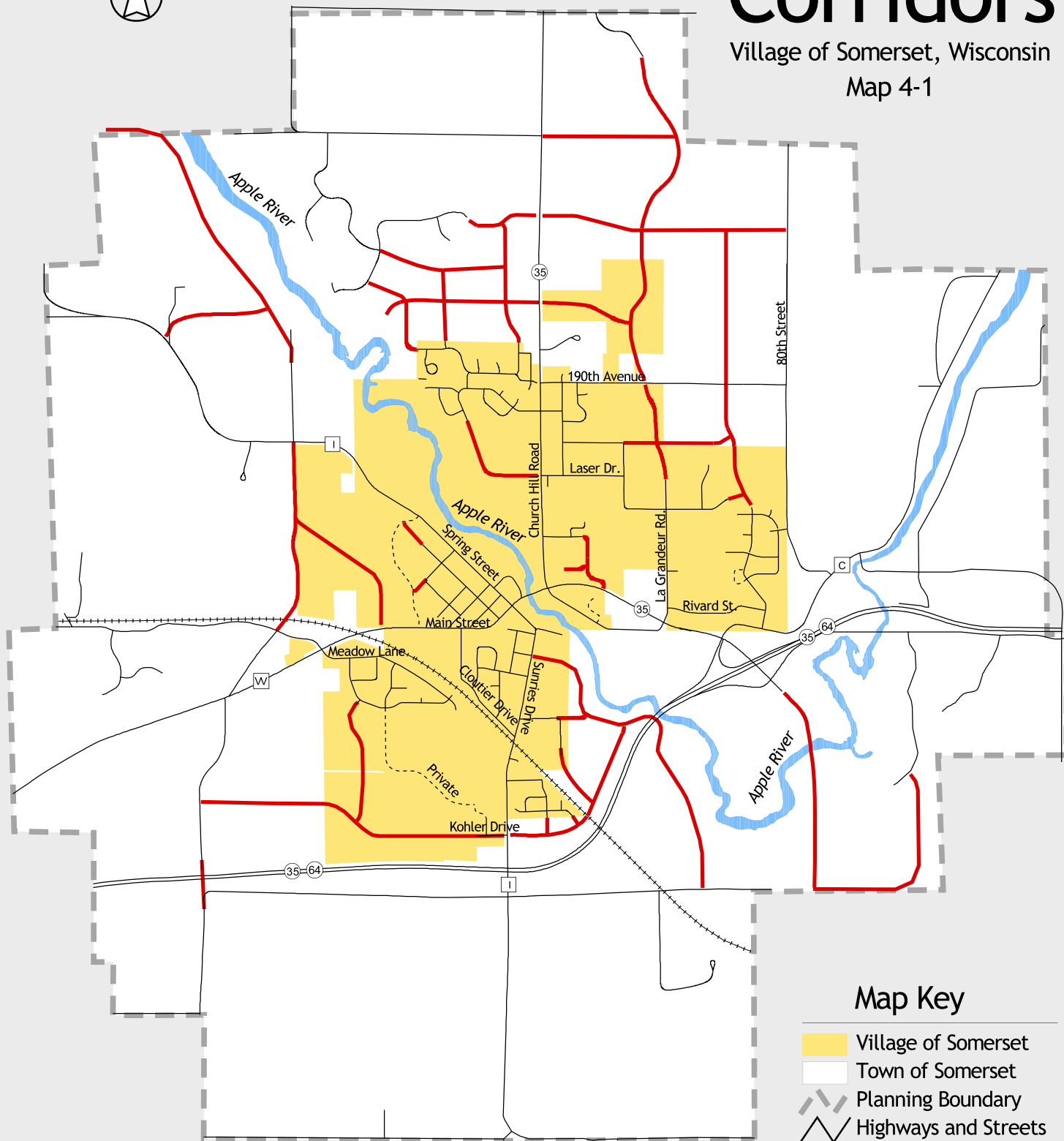
The Village adopted the Official Map on December 21, 2004. The Town of Somerset passed a resolution supporting the Official Map. As development occurs in each community, these road corridors must be maintained or constructed.

These concepts should be considered when proposed road corridors are identified:

- Connect dead ends and stub roads to existing/future roads where possible
- Require multiple access points for large-scale developments
- Increase/improve east-west, north-south corridors throughout the planning area
- Follow the natural features and topography of the land to reduce grading

Proposed Road Corridors

Village of Somerset, Wisconsin
Map 4-1



2000 0 2000 Feet

Source: Somerset Public Works Committee and Cedar Corporation

Connections 2030

The Wisconsin Department of Transportation (WDOT) has updated its long-range plan titled *Connections 2030 Long Range Multi-modal Transportation Plan* in 2009.

The plan identifies trends and challenges that will pose difficulties as the department plans for Wisconsin's future transportation needs. Wisconsin's growing and aging population, rising costs, and increasing traffic congestion support the need for transportation alternatives such as transit. Land use and commuting patterns, as well as substantial projected increases in freight truck traffic, also need to be considered. Statewide, the trends and challenges listed below will affect Somerset.

Trends

1. Wisconsin's population is growing and aging
2. Wisconsin's travel patterns are influenced by fuel cost, land use, mode choice and other factors
3. Wisconsin's economy will continue growing through 2030
4. Energy, environmental, and transportation policies are increasingly in the spotlight

Challenges

1. Transportation infrastructure is aging
2. Transportation system will experience increased use
3. Transportation system needs continue to exceed available resources
4. Lack of coordination and cooperation leads to system inefficiencies
5. Driver behavior continues to be a safety concern

Sidewalks and Bike Trails

The Village has been planning for future sidewalk and bike trails since 2002. The main purpose of this planning was to address the safety of pedestrians and bicyclists and to create a transportation infrastructure that was connected to main traffic generators such as schools, commercial areas, and parks.

The Village has made great strides in sidewalk improvements over the past several years. In 2002, the Village had approximately two miles (10,930') of existing sidewalk, in 2007, the total length has increased to seven miles (36,840') of constructed sidewalk and more have been added since. An additional nine miles of sidewalks and three miles of trails are proposed within the Somerset. The Proposed Sidewalks & Bicycle Trails map is found in the Village of Somerset Outdoor Recreation Plan.

Many people see sidewalks and trails as quality of life indicators for determining where they will live. These improvements can influence people to move into and stay in the village.

Providing safe routes for residents to walk and bike can provide economic, social, safety, and health benefits to the community.

Economic

1. Biking and walking can reduce traffic, parking needs, and energy consumption
2. Biking and walking reduces health care costs

Social

1. Walking helps students and adults decompress after a long day
2. Walking creates community interaction and connectedness.
3. The elderly are more likely to walk to nearby services and socialize in their community. It also offers them more independence.

Safety

1. Pedestrians separated from motorized traffic
2. Appropriate signage and markings make motorists aware of possible pedestrian or bicyclist traffic

Health

1. Biking and walking are easy ways to get short sessions of exercise.
2. Active children tend to remain active.
3. Biking and walking helps fight obesity.

In the Outdoor Recreation Plan, the proposed sidewalks and trails are categorized into three main classifications:

- Greatest Needs Areas: Areas where the village has high safety concerns for its citizens and would provide access to public buildings and downtown businesses. Somerset would like to see these in place as soon as possible.
- High Priority: Areas that address safety and connectivity issues but are not needed immediately. These would connect to Greatest Needs Areas after they are completed.
- Planned: Part of the village's long-range plan for a connected pedestrian inspired transportation plan.

The Sidewalks and Bike Trails map considers these factors:

1. Providing safe passage to generators of traffic including parks, schools, public buildings, restaurants, and retail stores.
2. Locate sidewalks along roads with heavy traffic such as arterials and collectors.
3. Build sidewalks that provide connectivity to other sidewalks.
4. Provide adequate road width and shoulder space for safe sharing of road space with vehicles.
5. Establish trails that link park and conservancy areas and provide parking for non-resident use.

Public Transportation

The Village of Somerset currently does not have bus services for the disabled, a taxi service, shuttle service to the Twin Cities, or a designated park and ride lot for carpooling.

The WDOT is currently looking into possible locations adjacent to the STH 35/64 bypass for a car/van pool lot. These sites would be located in areas of excess right-of-way. After potential sites are located, the Village can accept one of these locations or decide on their own. According to the WDOT, a car/van pool lot would most likely be funded entirely by the State. If the Village should choose their own site, it is possible that the State could provide for the grading and surfacing.

According to the St. Croix County Department on Aging, a van with a lift has just been purchased through volunteer efforts. The van will be available to pick up older residents and transport them to their senior dining location.

With a high amount of commuter traffic for the Somerset area to the Twin Cities Metropolitan Area, the WDOT's Connections 2030 plan identifies the Northern Lakes Corridor-Twin Cities, MN to Lake Superior as a major transportation that connects the Twin Cities metropolitan area with northern Wisconsin.

The Village of Somerset is part of this corridor. Current and proposed plans in this corridor that affect Somerset are a Twin Cities Metropolitan Council study of potential commuter rail service to Somerset (2008-2013) and construction of passing lanes along S.T.H. 35 from Main Street to S.T.H 243 in Osceola. The possibility of passenger rail will greatly affect land use and traffic patterns near a station.

Rail Transportation

The Canadian National Railway runs through the Village of Somerset and makes regularly scheduled stops but does not offer passenger service. The railway can be contacted to drop off or pick up freight. Amtrak passenger rail service is accessible from St. Paul, MN.

Air Transportation

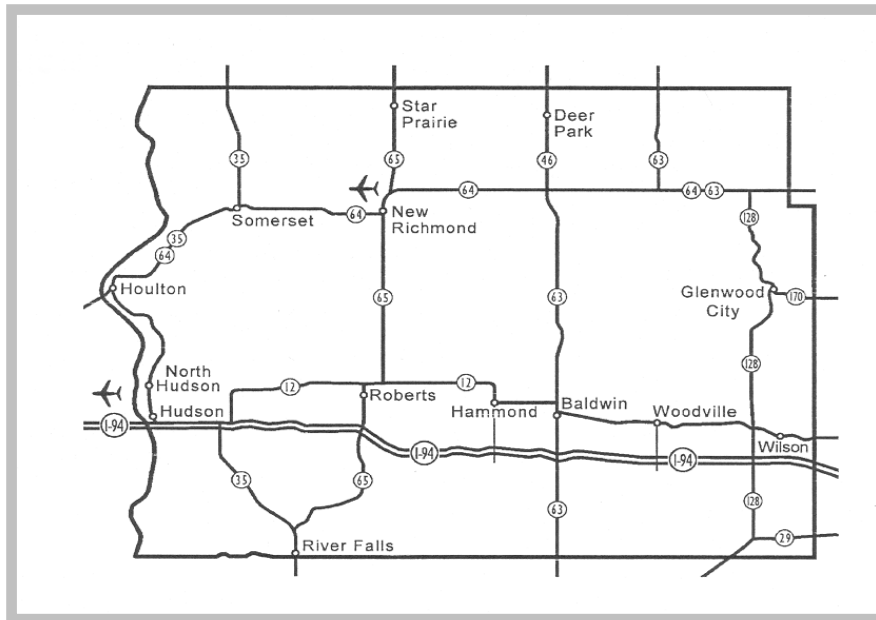
The closest public air access facility is located two miles north of the City of New Richmond (*Figure 4-5*).

The New Richmond Regional Airport (NRRA) is the only public use airport in St. Croix County. NRRA is located in the City of New Richmond and is approximately 30 miles northeast of Minneapolis-St. Paul. Over 180 aircraft are based in privately owned hangars.

The airport has two runways. Runway 14-32 is 5,507'x75' and is has an asphalt surface. Runway 4-22 is 2,110'x75' and has a turf surface.

NRRA is home to ten aviation related businesses and several business aircraft. The airport contributes over nine million dollars per year to the New Richmond area economy. NRRA will continue to provide private aircraft service for area residents.

Figure 4-5: St. Croix County Airports



Access to commercial air service is provided through the Minneapolis-St. Paul International Airport (MSP). MSP provides direct access to 175 domestic destinations, as well as many international access points and furnishes the primary air transportation needs for the Village of Somerset.

Parking Requirements

Parking is needed no matter what the land use is. Often, the minimum parking requirements specified in a community's code is more than enough to meet the daily needs of the development.

Parking lots create large amounts of impervious surfaces that create runoff and require stormwater management through the construction of storm sewers, ditches, and ponds. By looking at ways of reducing parking lots areas, less infrastructure is needed and water quality is improved. Listed below are several examples of ways the Village can look at ways of reducing the amount of parking spaces required in development.

1. Allow shared parking based on peak hours of existing and proposed businesses
2. Higher building densities and sidewalks promote walking and reduce the need for parking
3. Create trade-offs for reduced parking such as reduce the number of parking stalls in exchange for bicycle racks
4. Consider centralized parking versus individual parking lots

5. Construct a portion of the required parking as long as the concept shows where parking can be expanded if needed.
6. Use the Village code as a maximum requirement

Design Guidelines

The Village has a number of local street design guidelines in its code of ordinances pertaining to right-of-way widths and construction materials. With the rapid growth of the Village several years ago and current slowdown in housing, the Village can evaluate the various aspects of development and list design preferences to apply to future growth.

Most developers prefer mountable curb. Mountable curb allows property owners to place their driveway in the location that best suits their structure without having to cut the curb. It is also less expensive to construct than barrier curb. At the same time, mountable curb is more difficult to plow and property owners report damage to their lawns in the spring after the snow has melted.

In the future, the Village would prefer all curb to be barrier curb. Barrier curb provides an edge for snow plows to follow, convey stormwater better, and stop people from accidentally parking on lawns, which may cause damage.

Currently, Somerset does not have any standards for street widths. Depending on the situation, narrow streets may be preferable over wide street widths and vice-versa. Narrow width streets may be appropriate in new residential subdivision where new homes have large driveways that can accommodate a large number of cars. It may also be appropriate where traffic is limited and the ability to expand a development is impeded by a river, railroad, or other development.

Wider streets may be appropriate for local collector roads where more traffic is normal. It may also be appropriate where parking is needed in both sides of the roads. Each case should be evaluated individually to look at capacity, age of neighborhood, land use, and future growth potential.

Benefits of taking a closer look at street widths is that the Village may be able to reduce the amount of impervious surfaces, which would have a positive impact on stormwater quantity and quality. This would require less stormwater infrastructure and maintenance over time. Street widths will also influence the cost of constructing or reconstruction streets. Table 4-2 shows street widths in relation to storm water impacts and construction quantities. As street widths get wider, the storm water impacts and construction quantities increase. The information in this table should be considered before determining street widths in any future development.

Table 4-2: Street Widths

Street Geometry			Storm Water Impacts		Construction Quantities					Notes:
Right of Way (FT)	Street Width (FT)	Total Sidewalk Width (FT)	% Impervious of ROW	% Reduction	Excavation (CY/FT)	Road Base Materials (CY/FT)	% Reduction	Asphalt Surface (SY/FT)	% Reduction	
66	44	5	75.8%	3.0%	4.8	1.9	3.8%	4.6	4.9%	
66	42	5	72.7%	3.0%	4.6	1.9	4.0%	4.3	5.1%	
66	40	5	69.7%	6.1%	4.4	1.8	8.3%	4.1	10.8%	
66	36	5	63.6%	3.0%	4.1	1.6	4.5%	3.7	6.1%	
66	34	5	60.6%	3.0%	3.9	1.6	4.8%	3.4	6.5%	
66	32	5	57.6%	3.0%	3.7	1.5	5.0%	3.2	6.9%	
66	30	5	54.5%	3.0%	3.5	1.4	5.3%	3.0	7.4%	
66	28	5	51.5%		3.3	1.3		2.8		
Major Village Collectors with on-street parking on both sides										
Major Village Collectors with on-street parking on both sides										
Minor Village Collectors with on-street parking on both sides										
Minor Village Collectors with on-street parking on both sides										
Minor Village Collectors with limited on-street parking										
Major Access Streets with limited on-street parking										
Major Access Streets with limited on-street parking										
Minor Access Streets with limited on-street parking										

Road Expenditure Planning

With infrastructure comes maintenance. A sound transportation plan should be able to foresee and responsibly plan for upcoming expenses. Two ways of doing this is by participating in the PASER program and devising long-range public works plans. The Village of Somerset does both.

Pavement ratings can be used for planning maintenance and budgets for local roadways. In 2001, a state statute was passed that requires municipalities and counties to assess the physical pavement condition of their local roads. A common method of doing this is referred to as Pavement Surface Evaluation and Rating or PASER. PASER rates roadways from Failed (needs total reconstruction) to Excellent (no visible stress). PASER allows for better allocation of resources, a better understanding of pavement conditions, and allows for long term planning.

The Village also develops a Public Works Five-Year Plan that lists possible projects as well as their estimated costs. This list is continually updated.

Possible Funding Sources

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

- State Shared Revenue
- Local General Funds
- Community Development Block Grants
- DNR Stewardship Grants
- Safe Routes to School Grants
- Enhancement Grants
- Private Foundations
- Corporate Foundations

Transportation Goals, Objectives, and Policies

Goal 1: Provide for the ease of movement within and through the Village of Somerset.

Objectives

1. Increase connectivity of roads to encourage dispersing of traffic.
2. Limit access points on major traffic carriers.
3. Limit dead ends and cul-de-sacs.

Policies

1. Review development plans to ensure there are adequate access points.
2. Encourage developers to design subdivisions that fit into the Village's future transportation plan.

Goal 2: Provide for safe pedestrian and bicycle movement.

Objectives

1. Develop designated bike routes.
2. Clearly mark bike and pedestrian crossings.
3. Identify major traffic generators and make them accessible to bikes and pedestrians.

Policies

1. Require new developments to include sidewalks or trails that connect to those identified in the future sidewalk and bike trail map.
2. Provide safe road crossings for pedestrians and bicyclists by utilizing signs, lights, striping and eliminating view obstructions.
3. Follow and improve on future sidewalk and bike trails.

Goal 3: Promote transportation alternatives.

Objectives

1. Encourage pedestrian and bicycle use as viable means of commuting and recreation.
2. Develop an official park-and-ride lot for commuters.
3. Promote a bike, walk, or carpool to work week.
4. Support a county or regional shuttle bus service for the elderly and disabled.

Policies

1. Provide the infrastructure that allows for alternative means of transportation outside of the automobile.
2. Work with the WisDOT and Town of Somerset to find a suitable site for a Park and Ride Lot in conjunction with the STH 35/64 Bypass project.
3. Explore funding sources and volunteer opportunities to meet the transportation needs for the elderly and disabled citizens of Somerset.

4. Continue to participate in St. Croix County bicycle and pedestrian planning.

Goal 4: Promote environmentally and fiscally responsible road design.

Objectives

1. Coordinate street and highway improvement work with municipal utility needs.
2. Take into consideration topography and natural features.

Policies

1. Seek out transportation design that minimizes the need for tree removal and earth movement.
2. Pursue available grant monies to help offset the cost of infrastructure upgrades.
3. Identify all future transportation projects that coincide with utility needs so they can be prioritized and done at the same time to minimize costs.

Chapter 5

Natural, Agricultural, and Cultural Resources

Introduction

A review and inventory of the natural resources in the planning area will provide a general overview of the physiographic features of the Village of Somerset. Natural features such as rivers, lakes, wetlands, steep slopes, and soil characteristics present barriers to development. Often times it is very costly and time consuming to overcome these obstacles. Through the identification and analysis of these features, development can be guided to the most appropriate locations, thus saving both time and money. Development should be concentrated in the areas most suitable for the intended use, thus avoiding the environmental limiting factors. The data compiled in this element is for generalized classification, and should not be a substitute for site-specific analysis.

A thorough inventory and analysis of the natural and cultural resources of the Village of Somerset will serve to:

- Protect environmentally sensitive areas from development.
- Preserve and enhance waterways and other natural areas.
- Coordinate with the land use plan.
- Protect and enhance the Village's recreational opportunities.
- Protect and enhance the community's cultural and historical resources.

Topography

Topography of the Village of Somerset was shaped through glacial activity over thousands of years. The rolling and sloping terrain is the result of glacial sculpting and deposition of glacial drift.

Elevation data for the Village of Somerset was obtained through aerial photography flown in April of 2001. Surface elevation ranges from 786 to 1076 feet above sea level (see Map 5-1). This elevation data can be used to calculate slope, define drainage patterns, and determine potential flood prone areas.

Lands surrounding the Village of Somerset drain into the Lower Apple River, with the exception of the far southern fringe of the planning areas, which drains into the Lower Willow River. Drainage patterns must be taken into account when siting potential development. Development in areas with steep slopes may cause excessive

erosion as runoff carries sediment from the construction site.

The impermeable surfaces created by development also pose potential erosion hazards, as rain and melt water flows unobstructed across these surfaces. If these areas are developed for urban uses, erosion control and sediment control plans should be implemented for these sites. The use of natural vegetative cover to minimize the effects of runoff is common practice in these situations.

Construction of grassed waterways and/or the use of mechanical measures such as sediment basins and sediment traps can slow water velocities and allow sediments to settle out. Interruption of natural drainage patterns can cause flooding problems. As the natural hydrodynamics of a site are disrupted, water can pool, filling basements and inundating property. Sites should be examined closely to determine flood potential and areas that periodically flood should be avoided.

Soils

Soil characteristics vary widely across a given land area, but generalizations can be made based on the grouping of common soil properties. These generalizations form the basis for rating likely soil performance given certain development scenarios. Soil properties that affect potential land use decisions include permeability rating, depth to bedrock, slope class, surface water and wetlands, or the presence of a limiting factor within the soil profile.

In order to guide land use in the Village of Somerset, it is necessary to examine the soil properties and understand the restrictive characteristics of certain soil types. Soil data has been collected by the Natural Resource Conservation Service (NRCS). These data were collected through field survey and interpretation of NRCS soil scientists.

The dominant soils in the Somerset area tend to be soils of the Burhardt-Chetek-Sattre association, and those of the Amery-Cromwell association. The NRCS defines these soil classifications as follows:

Amery-Cromwell-Association: Well drained and somewhat excessively drained, gently sloping to steep, medium textured and moderately coarse textured soils on glacial drift plains.

Burkhardt-Chetek-Sattre Association: Well drained and somewhat excessively drained, nearly level to steep, medium textured and moderately coarse textured soils on outwash plains and stream terraces.

Land Use Limitations

Unsewered Residential Development

Septic tank absorption fields are subsurface systems of tile or perforated pipe, which distribute effluent from a septic tank into the soil. Soil properties are evaluated for both construction of the system and the absorption of effluent. Soil suitability ratings for septic tank absorption fields are generally moderate to severe in the area. The limiting factors are determined to be slope and the rapid permeability of soils found near Somerset.

Due to the problems associated with septic tank absorption fields, it is recommended that those soils exhibiting severe limitations not be opened up to development until municipal sewers can be extended to provide service. It should be noted that special site planning and/or system design can accommodate development, but this is often at a greater cost. (see Map 5-2).

Construction of Dwellings With Basements

Soils are rated for the construction of dwellings fewer than three stories in height, which are supported by footings placed in undisturbed soil. Factors such as soil capacity to support load, resistance to settling, and ease of excavation are examined to assess soil suitability. Soil ratings range from slight to severe in the Village of Somerset, depending on location. In cases of a slight or moderate rating, slope is generally the limiting factor. (see Map 5-3).

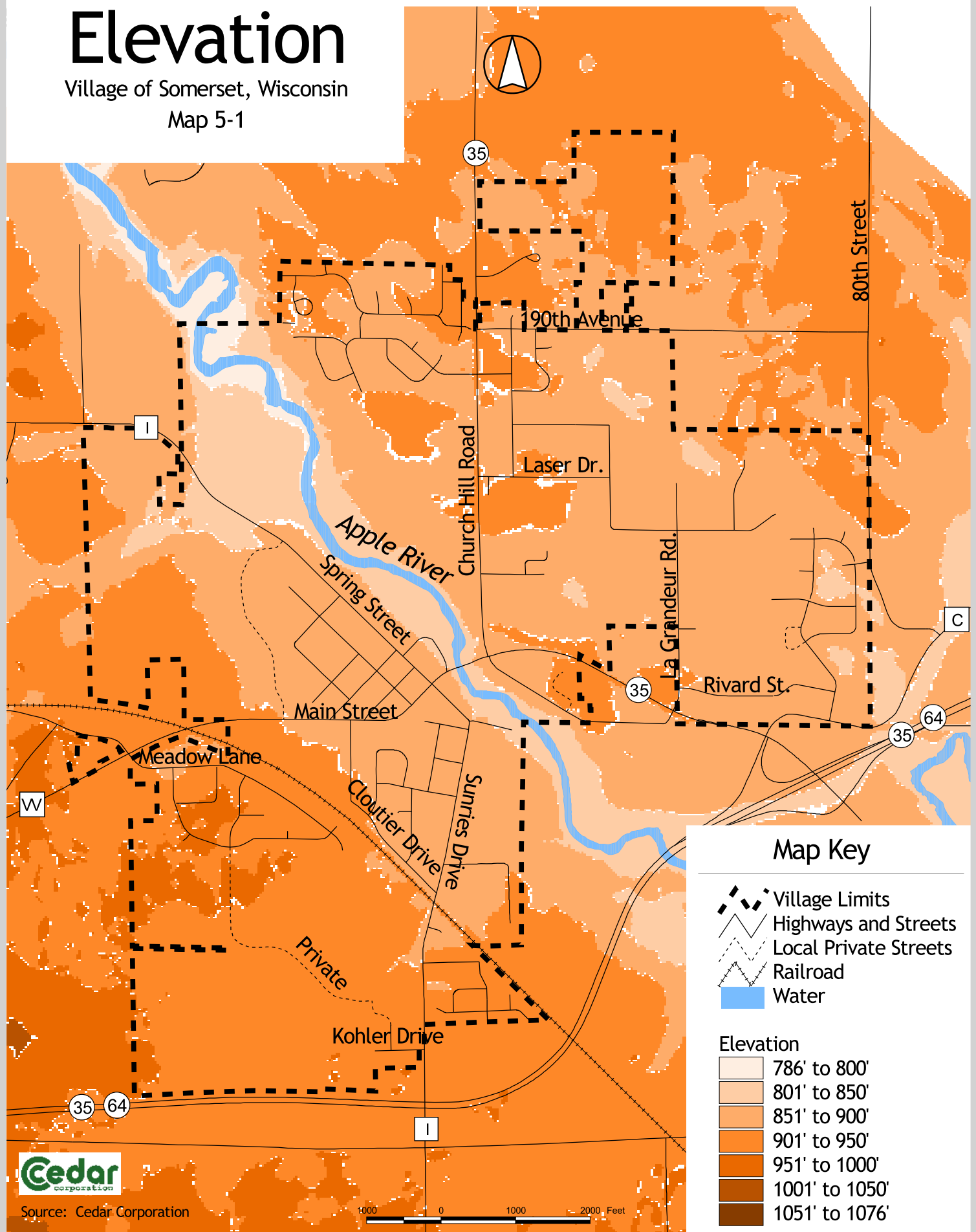
Slope

The presence of steep slopes (generally greater than 20%), marks a potential barrier to future land development. Excessive sloping can pose an erosion hazard when these lands are developed, which in turn, can lead to increased sediment and pollutant deposits in waterways. Removal of hillside vegetative cover and mechanical cut/fill operations can disturb the natural drainage regime, resulting in excessive runoff and increased erosion.

Steep slope lands also are considered to be valuable habitats for a wide range of plant and animal species who occupy the many microhabitats found on these slopes. Also, development of steep sloping/bluff lands may be undesirable due to the high visibility of these locations. Steep slopes in the Village are mainly located along the Apple River.

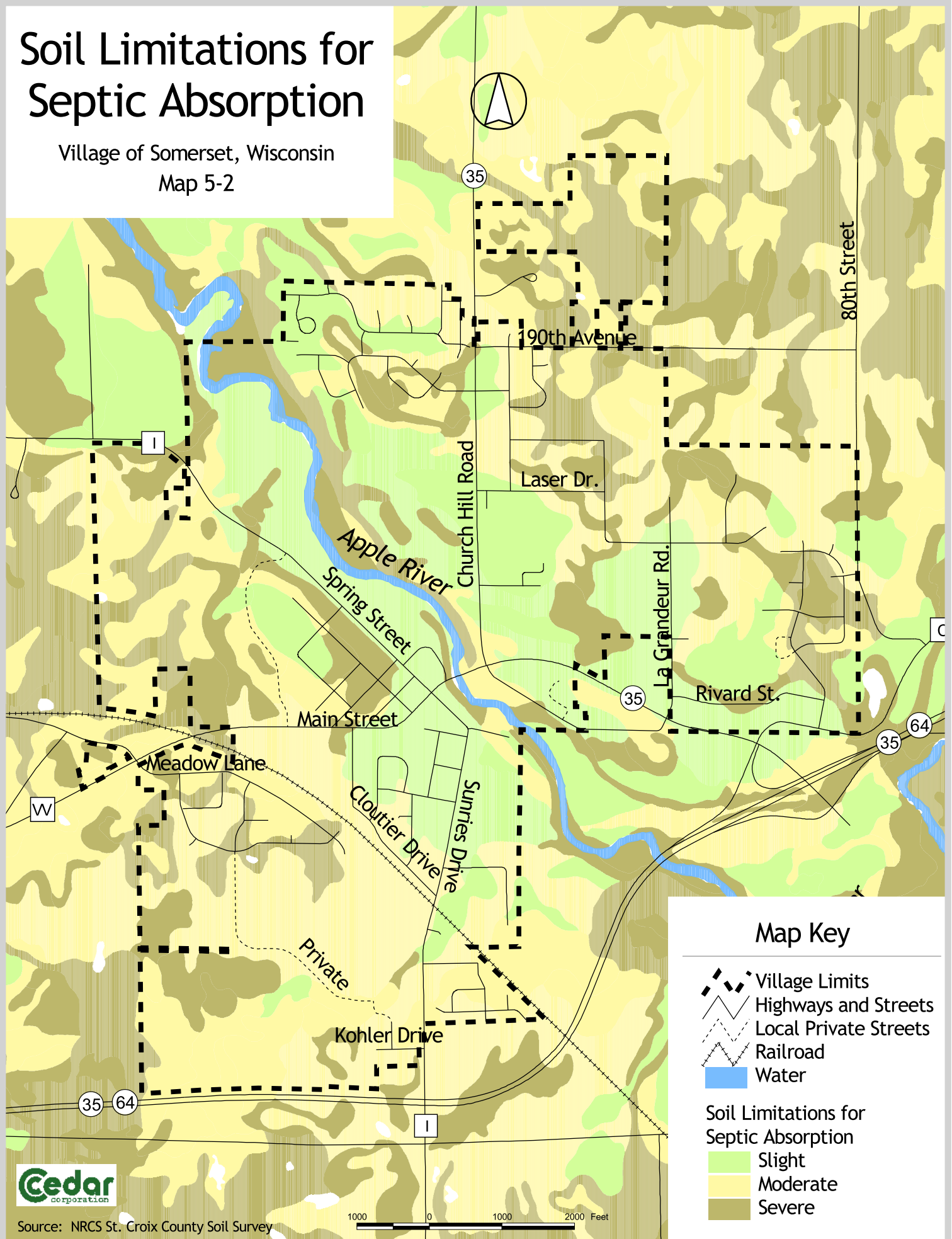
Elevation

Village of Somerset, Wisconsin
Map 5-1



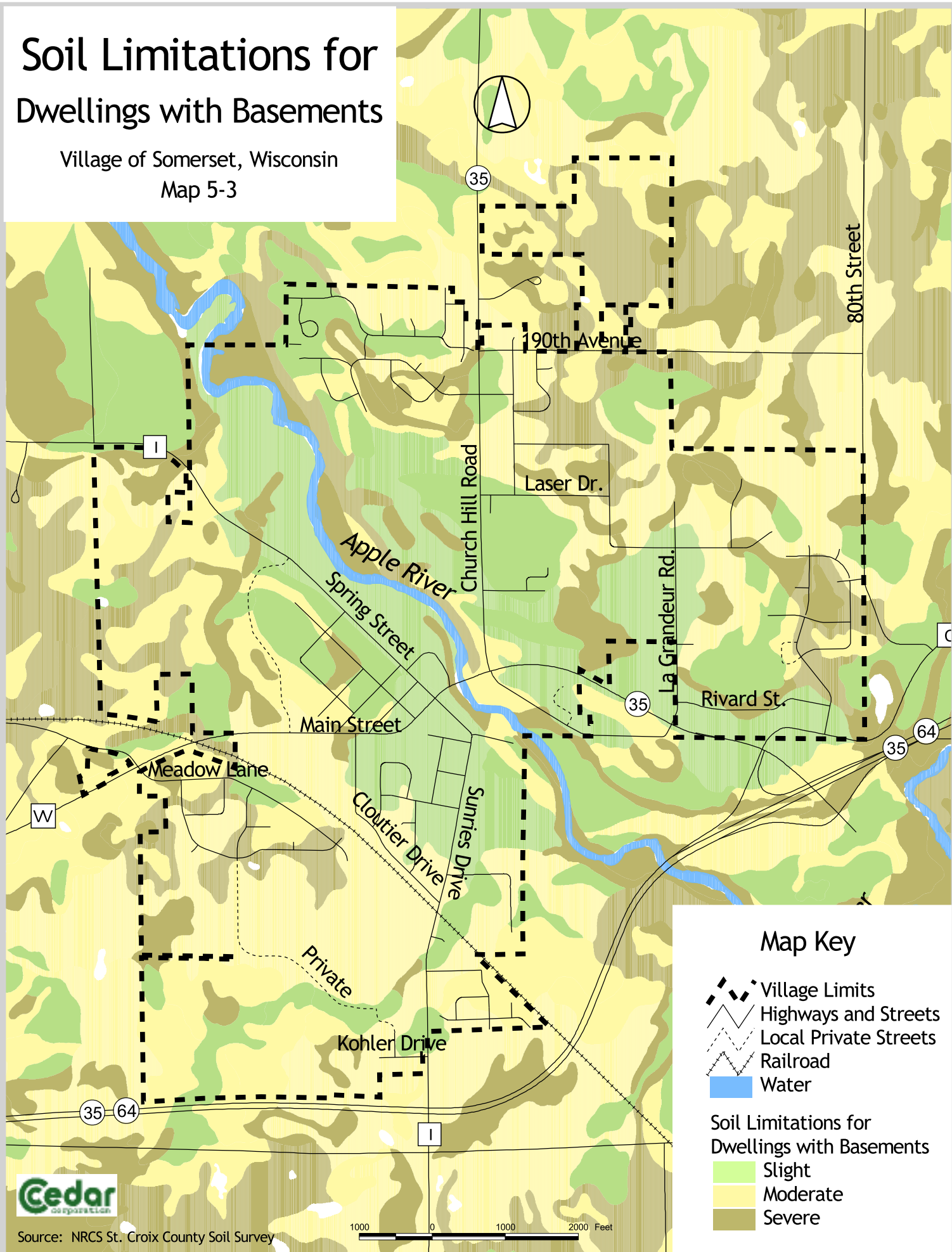
Soil Limitations for Septic Absorption

Village of Somerset, Wisconsin
Map 5-2



Soil Limitations for Dwellings with Basements

Village of Somerset, Wisconsin
Map 5-3



Source: NRCS St. Croix County Soil Survey

Watersheds and Surface Water

The Village of Somerset is located in a region with abundant surface water resources. Lakes, rivers, streams, ponds, and intermittent watercourses are the primary hydrologic features found in the area. The study area is located in the Lower Apple River and Lower Willow River watersheds. These waterways are part of the Lower St. Croix River Basin, which drains to the Mississippi River.

Watersheds can be defined as the land area, which drains to a nearby lake or stream. Land uses within a watershed can dramatically affect water quality in that watershed. As rain or melt water flows across roads, parking lots or agricultural fields, chemicals and sediments are transported to lakes and rivers where they are deposited, disrupting the natural system.

The Wisconsin Department of Natural Resources has ranked the Apple River as having high status in the Wisconsin Nonpoint Source Water Pollution Abatement Program. A priority watershed is eligible for grants related to best management practices (BMP), which serve to reduce the pollutant load in lakes and streams. Surface waters also provide habitat for a wide variety of animals and plants, which also serve to attract tourism and recreation. Protection of surface water resources is critical to maintaining the water quality, and diversity of life, which attracts people to these resources. Development in the watershed should take into account the impact on the function of natural systems, and address potential pollution problems through the use of best management practices such as shoreland buffers and the preservation of natural environmental corridors. Urban best management practices designed to control storm water runoff rates, volumes, and discharge quality can be used to protect water resources in developed areas. Examples of these practices include oil-water separators, sediment chambers, sand filtration units, and infiltration basins.

Surface water resources also play an important economic role within the planning district. Recreational opportunities provided by these natural resources provide revenue and lure visitors from outside of the planning district.

Map 5-4 depicts the surface water features of the planning district with shoreland buffering. Shorelands are vital components to the relationship between the land and the water. Shoreland areas serve as environmental buffer zones, serving to catch potential pollutants and filter runoff before it enters the waterway. These buffer zones also provide habitat for a wide range of plant and animal species and would be considered environmentally sensitive areas. Shoreland areas are also very attractive as housing sites, and the demand for waterfront property is placing evermore pressure on these fragile areas. In St. Croix County, shoreland zoning applies to all lands within 300' of a river or stream or to the landward edge of the floodplain or within 1000' of a

lake, pond, flowage, or the St. Croix River. Shoreland zoning affects the type and amount of permitted development within the jurisdictional boundary, and regulates general land uses within this boundary.

Groundwater

Groundwater is a significant and abundant natural resource in the planning district. The primary source for all water used for domestic, industrial, and agricultural purpose within the planning district is groundwater. The need for clean, reliable water supplies grows as a community expands. Groundwater is stored in underground aquifers and drawn out through a well. These water supplies are recharged through rainfall and melt water, which seeps through the porous soil under the force of gravity, settling at an impervious layer such as bedrock. Recharge areas are typically located in the upland areas, with the low-lying areas being discharge zones such as lakes, streams, and wetlands.

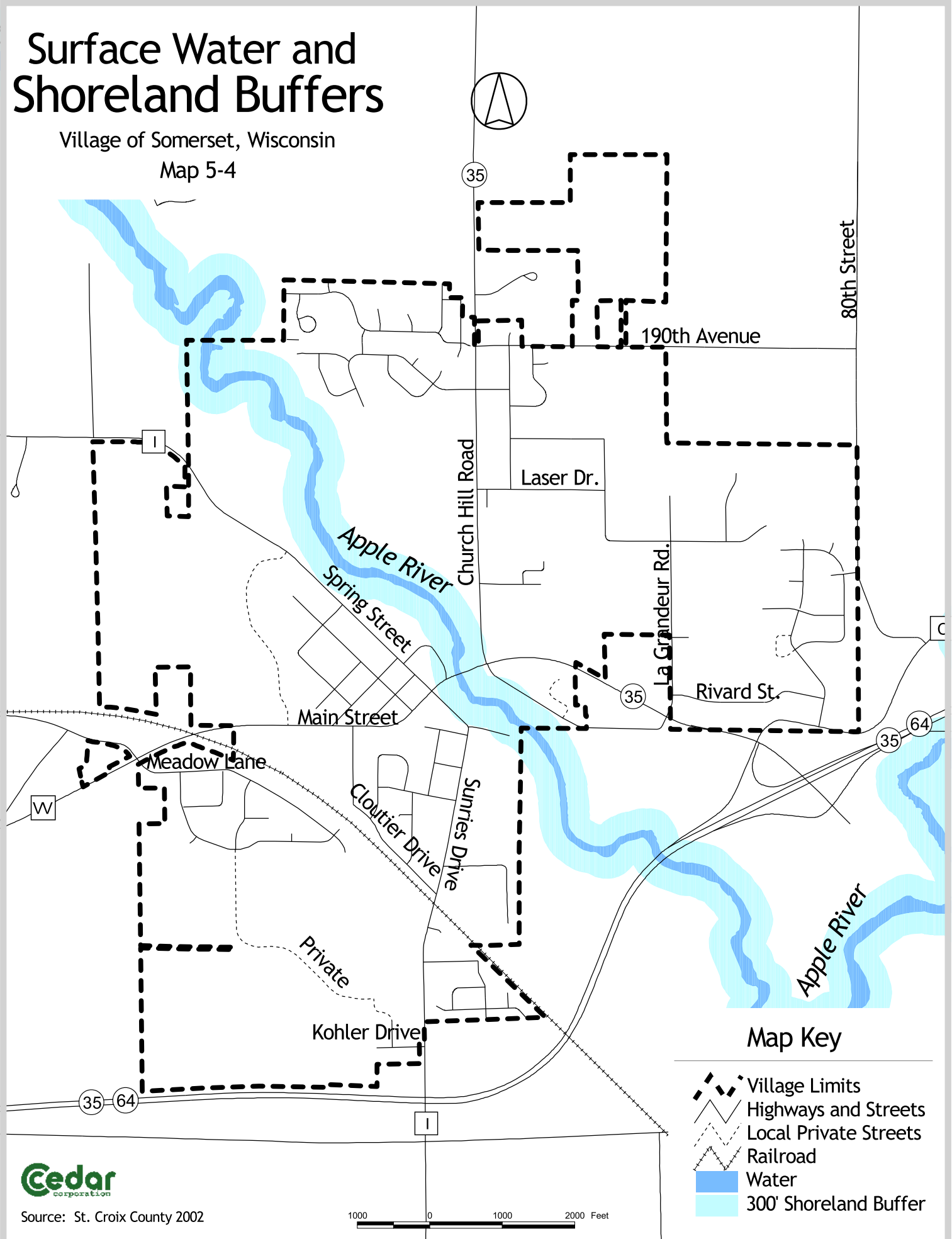
Groundwater flow patterns typically follow the surface topography as the water slowly seeps to the discharge areas. Groundwater contamination potential is influenced by soil characteristics such as chemistry, permeability, slope, and the ability of the unconsolidated materials overlying bedrock to filter contaminants (attenuation capacity). The bedrock geology of the area is predominantly sandstone varying in depth from 1-40 meters. Contamination concerns in the planning district should be focused on areas where the bedrock depth is shallow, thus limiting the soil available to filter potential contaminants. Groundwater quality is closely linked to land use practices. Substances deposited on the land surface are transported through the porous soil to the aquifer where they may contaminate the water supply. Fertilizers, oil, lead, gasoline, and pesticides can leach into the aquifer causing contamination. Within the planning district, groundwater depths range from 0 feet at the Apple River to 300 feet in the uplands of the southwest part of the planning district.

It is important to be aware of potential contamination risks when future land uses are considered as groundwater contamination can be very expensive and/or difficult to overcome. Development in areas where the soil has a limited capacity to attenuate contaminants or within the groundwater recharge areas should be monitored to ensure protection of the resource.

Surface Water and Shoreland Buffers

Village of Somerset, Wisconsin

Map 5-4



Closed Depressions

Closed depressions are common features in St. Croix County. According to the UW-River Falls Department of Plant and Earth Science, depressions are due in part to the formation of Karst. Karst development occurs in highly soluble bedrock and results in distinctive landforms such as sinkholes. Glacial action can also result in the landscape marked by closed depressions referred to as kettles which develop when large blocks of glacier ice are buried within glacial deposits and then melt. These areas offer less resistance to water and contaminants as they seep into the water table. The understanding of these environmentally sensitive areas and the use of buffer zones should reduce the potential for groundwater contamination.

Wetlands

Wisconsin statutes define a wetland as "an area where water is at, near, or above the land surface long enough to be capable of supporting aquatic or hydrophytic (water-loving) vegetation and which has soils indicative of wet conditions." Wetlands act as natural filters, removing sediments and contaminants from water. Wetlands also regulate water levels by containing water during periods of excessive rain or snow melt. These unique environments are host to wide variety of plant and animal communities, including some threatened and endangered species. Wetlands also serve as rest areas for migratory waterfowl during the fall and spring months.

There are many different types of wetlands located within the planning district including forested wetlands, emergent/wet meadow, and scrub/shrub wetlands. Wetlands are also found along the Apple River within the Village limits (see Map 5-5). Historically, wetlands have been viewed as wastelands with no real economic potential. This has resulted in wetlands being drained or filled and converted to other land uses. In the past decade, however, strict regulation of wetland conversion has slowed the loss of habitat and made conversion to other uses too expensive and impractical. Wetlands within the planning district should be managed in accordance with the benefits they provide. Consideration of future land uses in the planning district should include emphasis on wetland habitats, and development should be guided to more appropriate areas.

Floodplains

Flood plains are areas, which have been, or may become inundated with water during a regional flood. Flood plains are comprised of two components, the floodway and floodfringe. Floodways are areas, which directly adjoin the channel of a stream and are characterized by deep, fast moving water. The floodway is typically the most dangerous part of a flood plain, and uses in this area should be limited to conservation

areas or open space. The floodfringe is generally associated with standing, or slow flowing water adjacent to the floodway. Development within the floodfringe is generally accepted, provided adequate flood proofing measures are in place.

Section 87.30, Wisconsin statutes direct all Wisconsin counties, cities, and Villages to adopt flood plain zoning ordinances. The Federal Emergency Management Agency (FEMA) has mapped flood plains in the planning district (see Map 5-6). These maps delineate the entire flood plain boundary, and do not distinguish between floodway and floodfringe. Within the planning district, the majority of flood plain is along the Apple River.

Prime Agricultural Land

Prime agricultural lands provide economic benefit, as well as providing open space and aesthetic value. Preservation of these lands is important for the continued production of food and fiber. For developers, farmland is attractive for development because it is relatively flat and already cleared. In the Village, farmland within its boundary is viewed as a land bank for future development.

Threatened or Endangered Species

The planning area contains three sections with known occurrences of endangered resources. These sites are broad in nature and provide a general location for rare, threatened, or endangered species as well as high-quality natural communities. The Wisconsin Natural Heritage Inventory Program maintains this data on the location and status of natural features, rare species, and natural communities in Wisconsin.

In order to preserve these areas, it is recommended that the Wisconsin DNR be contacted for the exact location of these areas so they are not disturbed or destroyed by human use of the landscape and natural resources. Such areas may be incorporated into an environmental corridor or preserved for educational purposes.

Parks and Open Space

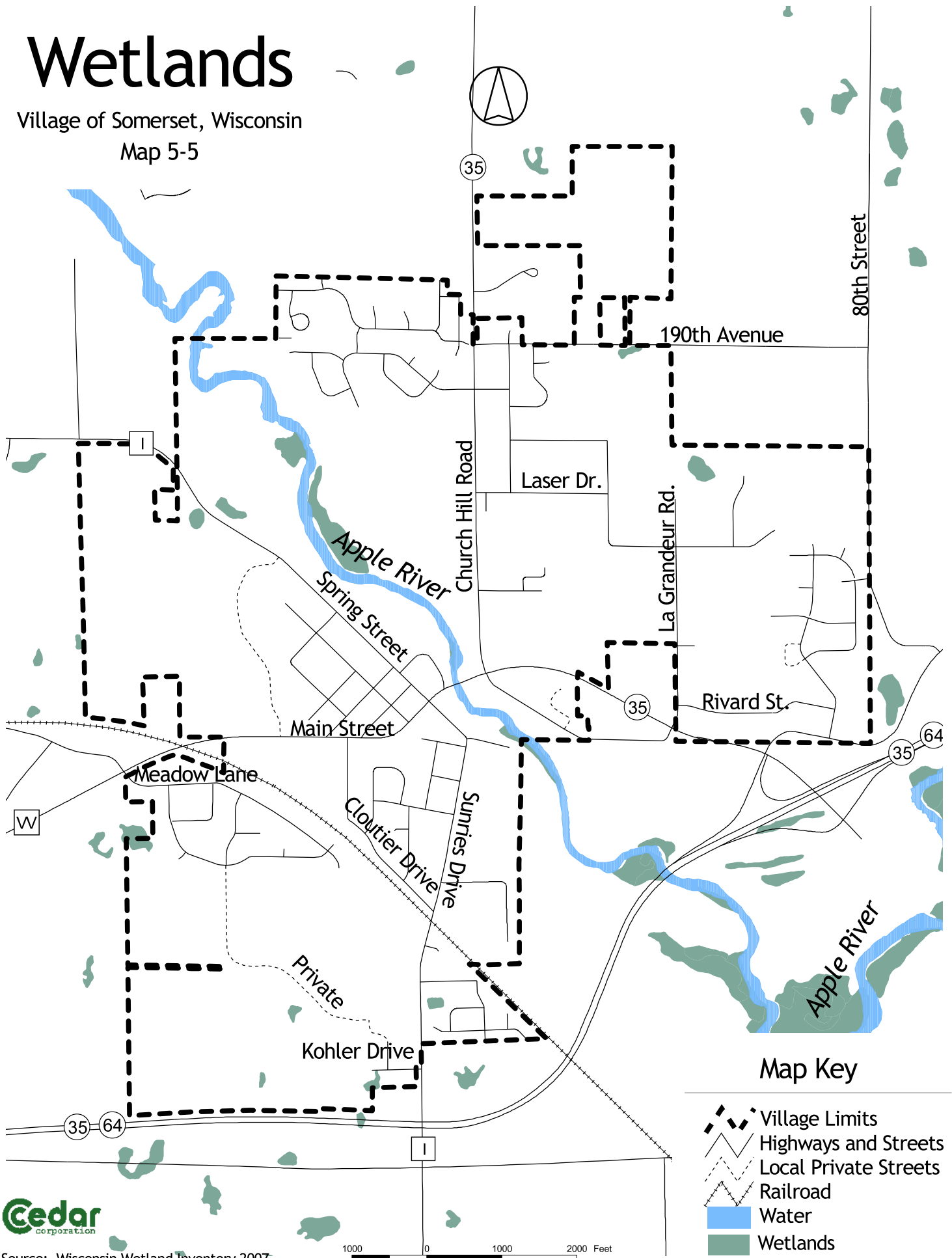
The Village of Somerset acknowledges the important roles recreation and open space play as vital components of the quality of life. This is evident when considering the existing system of parks, open spaces and trails throughout the area

Park facility categories and standards have been developed based on factors such as site function, size, use, service area, and degree of facility development in order to analyze and evaluate the adequacy of a community's municipal park and open space system. Relating these categories to quantifiable standards provide a method of

Wetlands

Village of Somerset, Wisconsin

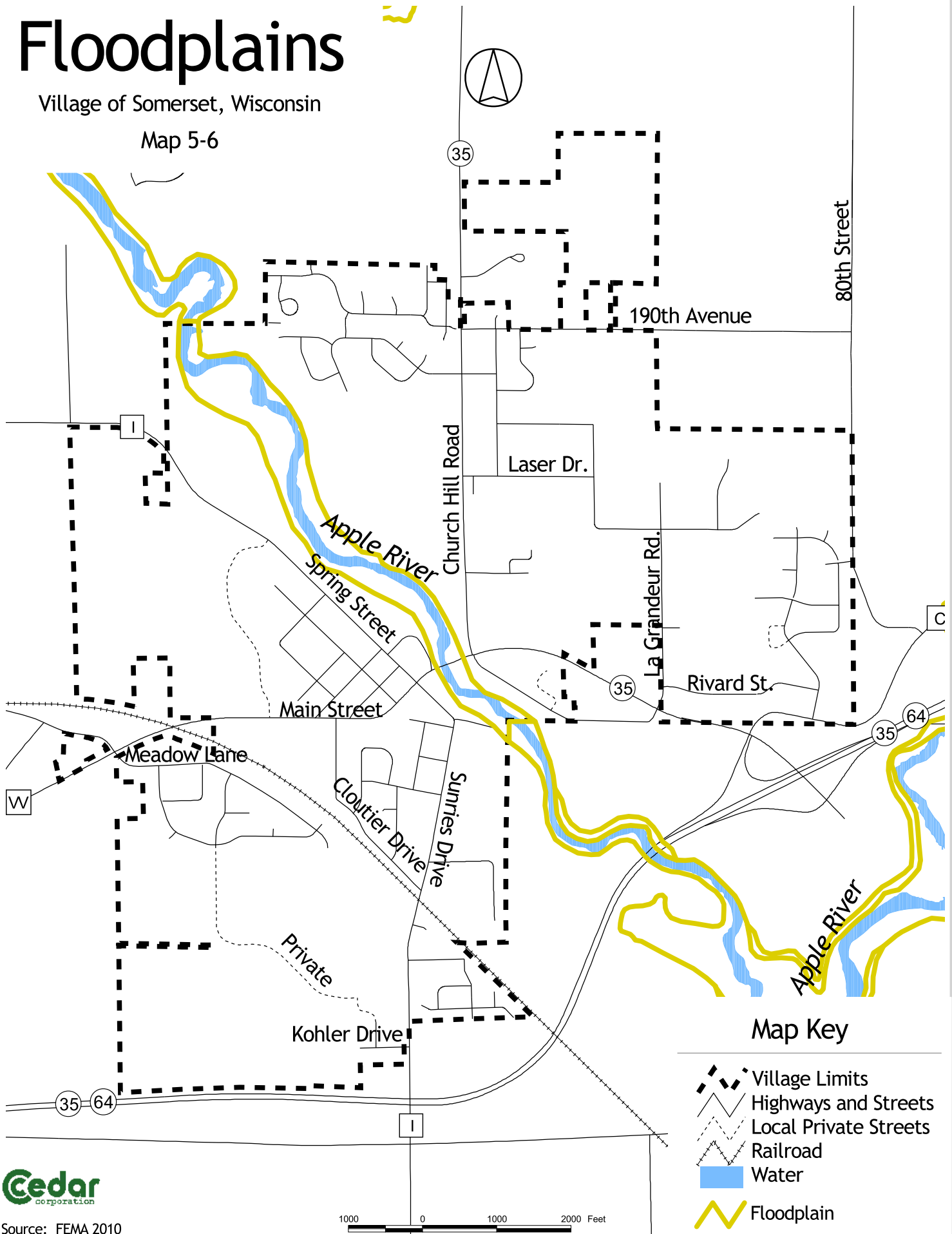
Map 5-5



Floodplains

Village of Somerset, Wisconsin

Map 5-6



assessing the municipal park and open space needs and deficiencies of the community. Such criteria and standards, when used appropriately, can also serve to promote an equitable distribution of these facilities throughout the community.

The Village created an Outdoor Recreation Plan in 2007. This Plan acts as the main guide for parks and opens space in the community.

Non-Metallic Mining

Non-metallic mineral resources are naturally occurring sources of non-metallic (rock or sand and gravel) materials. When economically viable, these materials may be removed through mining. There is one gravel pit in the Village of Somerset which is owned by St. Croix County. It is unlikely that additional gravel pits are viable in the Village.

Historical Sites

Historic and archeological sites provide links to our past. These sites provide cultural, educational, aesthetic, and in some cases commercial value. Preservation of historic and archeological sites is important in a rapidly modernizing society.

Within the planning district, four sites of historical or archeological significance have been identified by the State Historical Society of Wisconsin. It is recommended that the Wisconsin State Historical Society be contacted for their exact location. Development within the planning district should not compromise the integrity of these sites. The Village of Somerset also has a number of homes listed with the Wisconsin Architecture and History Inventory.

Natural, Agricultural, and Cultural Resource Goals, Objectives and Policies

Goal 1

Protect sensitive environmental resources through conscious decision-making.

Objectives

1. Preserve and protect surface waters, wetlands, shorelands, floodplains, and groundwater resources.
2. Preserve open space.
3. Maintain landscape topography.
4. Encourage development which maximizes environmental protection
5. Conserve natural areas.

Policies

1. Protect the quantity and quality of wetlands.
2. Discourage development that will significantly alter the topography of the landscape.
3. Minimize the impact of development on environmentally sensitive areas such as excessive slopes, waterways, environmental corridors, and wetlands.
4. Maintain and update, as needed, the Village's Wellhead Protection Ordinance.

Goal 2

Promote awareness of environmental issues in the Village of Somerset.

Objectives

1. Preserve naturally functioning systems.
2. Conserve natural areas, soils, buffer zones, and sensitive habitat areas.

Policies

1. Educate the general public, landowners, and developers in policies which affect land use and site alteration, and propose alternative solutions.

Goal 3

Enhance access to natural resources.

Objectives

1. Acquire additional park lands.
2. Preserve open space.
3. Provide recreational opportunities.
4. Conserve natural areas and habitats.
5. Protect sensitive resources such as remnant prairie habitats.

Policies

1. Seek to acquire lands of environmental significance for public use where feasible.
2. Consider the use of land purchase, easements, and cooperative agreements to acquire or provide access to the Village's natural resources.
3. Maintain and expand the Village's trail network on public lands or right-of-ways.
4. Explore available environmental protection grants to assist in securing property for resource conservation and public benefit.
5. Continue to improve and enhance parks and recreation opportunities.
6. Continue to update the Village's Outdoor Recreation Plan

Goal 4

Protect and enhance sites of cultural or historical significance.

Objectives

1. Maintain historical identity and links to the past.
2. Protect sensitive resources.
3. Provide educational opportunities.

Policies

1. Work to protect sites of historical significance from development.

Goal 5

Protect the Apple River.

Objectives

1. Preserve open space along the river.
2. Preserve and protect surface waters, wetlands, shorelands, floodplains, and groundwater resources.
3. Provide educational opportunities for landowners, citizens, and developers.
4. Protect drainage ways and areas that drain to the river from pollutants.

Policies

1. Ensure that wetlands, man-made ponds, open drainage ditches, swales, and natural watercourses are used to convey and detain drainage to the maximum extent feasible for the benefits of filtration, aesthetics, wildlife habitat, and cost.
2. Regulate runoff from development in accordance with state and federal laws.
3. Continue to regulate the location, type, size, vegetative cutting, and grading of developments along the perimeter of waterways.
4. Maintain and update, as needed, the Village's Stormwater Management Master Plan.

Goal 6

Promote green space.

Objectives

1. Preserve and enhance naturally functioning systems such as groundwater recharge systems, wetlands, and drainage systems.

Policies

1. Encourage forms of development which maximize the retention of open space, forested lands, and other undeveloped areas.

Chapter 6

Economic Development

Introduction

The Village of Somerset has a diverse economy that reflects the makeup of its people, landscape, and influence of the Twin Cities metropolitan area. Somerset has a thriving industrial park and a local government that works well with potential new businesses. The Apple River attracts tourists who float down on inner tubes in the summers. Summer concerts also draw people from all over Wisconsin and Minnesota. In addition, retail trade, services, and government sectors all add to the economy. The proximity to the Twin Cities also offers residents greater access to job diversity and higher.

The economic activity within and around Somerset has a direct impact on the growth and development of Somerset. As the Village of Somerset plans for the future, opportunities for new development and the redevelopment of areas will be examined.

Educational Attainment

The educational attainment of residents, 25 years and over, shows that more residents have achieved higher levels of education in 2010 than in 2000 (see Table 6-1). The increase is due to people moving into the Village who commute to jobs in the Twin Cities Metropolitan Area or within St. Croix County.

Table 6-1: Education Attainment-Persons 25 Years And Over

	2000	2006-2010	% Change
Less than 9 th Grade	3.3%	0.3%	-3.0%
9 th to 12 th Grade (No Diploma)	11.1%	4.4%	-6.7%
High School Graduate (Includes Equivalency)	44.3%	34.4%	-9.9%
Some College, No Degree	20.9%	28.7%	+7.8%
Associate Degree	9.4%	10.1%	+0.7%
Bachelor's Degree	9.5%	16.3%	+6.8%
Graduate or Professional Degree	1.5%	5.8%	+4.3%
Totals	100.0%	100.0%	

Source: 2006-2010 American Community Survey

Occupation

Table 6-2 shows the occupations of residents, 16 years and older. Occupation refers to what a person does for a living but does not indicate where these jobs are located. Twenty-eight percent of employed residents have management, business, science, or art occupations. This represents the highest percentage of residents in an occupation. This is followed by service occupations (23%).

Table 6-2: Occupation - Employed Civilian Population 16 Years And Older

Occupation	2006-2010	%
Management, Business, Science, and Art Occupations	395	28.0%
Service Occupations	326	23.1%
Sales and Office Occupations	271	19.2%
Natural Resources, Construction, and Maintenance Occupations	198	14.0%
Production, Transportation, and Material Moving Occupations	222	15.7%
Totals	1,412	100%

Source: 2006-2010 American Community Survey

Industry

Table 6-3 shows the industries the occupations are part of. Like occupation, the industries listed do not indicate where these are located. The biggest industry Residents are employed in is manufacturing. This reflects the strong manufacturing base, not only in the Village of Somerset, but the western Wisconsin and Twin City Metropolitan Area. The next largest industries are educational/health care/social services and retail trade industries.

Table 6-3: Industry - Employed Civilian Population 16 Years And Older

Industry	2006-2010	%
Manufacturing	280	19.8%
Educational, health care, and social services	251	17.8%
Retail trade	250	17.7%
Transportation, warehousing, and utilities	30	2.1%
Finance, insurance, real estate, and rental and leasing	29	2.1%
Construction	154	10.9%
Professional, scientific, management, administrative, and waste management	53	3.8%
Arts, entertainment, recreation, accommodation, and food service	105	7.4%
Wholesale trade	18	1.3%
Other services (except public administration)	148	10.5%
Public administration	64	4.5%
Information	8	0.6%
Agriculture, forestry, fishing and hunting, and mining	22	1.6%
Totals	1,412	100%

Source: 2006-2010 American Community Survey

Although there has been a global economic downturn starting in 2007, western Wisconsin and Twin City Metropolitan Area fared better than many parts of the country and state. This is due to the diversity of the economy that has strong manufacturing and high-tech sectors.

Income Levels

Income levels as well as the number of households earning more money have increased between 1990 and 2010 (see Table 6-4). Most of this can be attributed to people earning higher wages and salaries from working in the Twin Cities area. There

are several implications to this fact. First, people earning more money are able to afford larger homes. This raises local property values but may reduce the amount of affordable housing. Second, residents have more disposable income to spend in local businesses but if a large portion of the workforce is employed outside of Somerset, then these residents are likely spending a portion of their disposable income outside of the Village.

Table 6-4: Median Household Income

Year	1990	2000	2006-2010
Median Household Income	\$29,032	\$40,625	\$49,366

Source: 1990 & 2000 U.S. Census, 2006-2010 American Community Survey Estimates

Economic Base

Somerset's economic base encompasses everything including seasonal work, health care, education, retail, and industry. It is important to keep in mind the needs of not only the community, but also the county, state, region, and country when looking for new business opportunities to relocate or start up locally. Businesses matching the education levels and goals of Somerset should be given preference. The Village of Somerset has several strengths and weaknesses with respect to attracting and retaining businesses and industries.

Strengths include:

- ✓ Strong school district
- ✓ Utilization of a TIF districts to provide incentives for new businesses
- ✓ Highway system that includes the STH 35/64 Bypass
- ✓ Family oriented community
- ✓ Local government that is proactive in attracting new businesses into the area.
- ✓ Modern and expanding industrial park
- ✓ New commercial development by the STH 35/64 interchange
- ✓ Other financial incentives such as the Revolving Loan Fund Program.

Weaknesses include:

- ✓ Draw on workforce by higher wages and more work opportunities in the Twin Cities Metropolitan Area and elsewhere in St. Croix County.

Recreation and Entertainment

The Apple River is an asset to the community and the surrounding area. Not only for its scenic beauty, but also for the economic benefits it generates. There are a number of businesses that offer inner tube rental and transportation for floating down the Apple River. Inner tubing attracts visitors from all over the area and creates seasonal jobs. The visitors also frequent area restaurants, gas stations, and other retail businesses.

The Somerset Amphitheater attracts audiences from Wisconsin and Minnesota for concerts and events. The amphitheater has a capacity of 40,000 people and features permanent bathrooms, seating, and camping areas.

Redevelopment Opportunities

In 2009, the Village created the Apple River Waterfront Development Plan. The purpose of the Plan is to create a strategy and appropriate implementation tools to revitalize Somerset's Central Business District (CBD) and promote its proximity to the Apple River.

The Plan addresses several key components including improvements to Village Park, the inclusion of a downtown trail system, mixed-used redevelopment, and façade improvements.

The Apple River Waterfront Development Plan is designed to create synergy between the CBD and Apple River to form a seamless area that blends businesses, housing, and parks to create a downtown center that residents and visitors can identify with and enjoy. The Plan should act as the main planning document for downtown redevelopment.

Industrial Park

The Somerset Industrial Park is located north of STH 64 and west of Church Hill Road (see Map 6-1). The 270-acre site includes a wide range of businesses and industries and provides adequate space for continued growth and development. The Village actively pursues new businesses that are involved in manufacturing and light industrial that require five or less acres of land. In 2008, the Village purchased 100 acres north of 190th Avenue because there were few undeveloped lots in the Industrial Park.

The Village has been active in developing areas for future business and industry. Improvements include streets and utilities. The Village also uses TIF Districts to provide incentives for new and existing businesses.

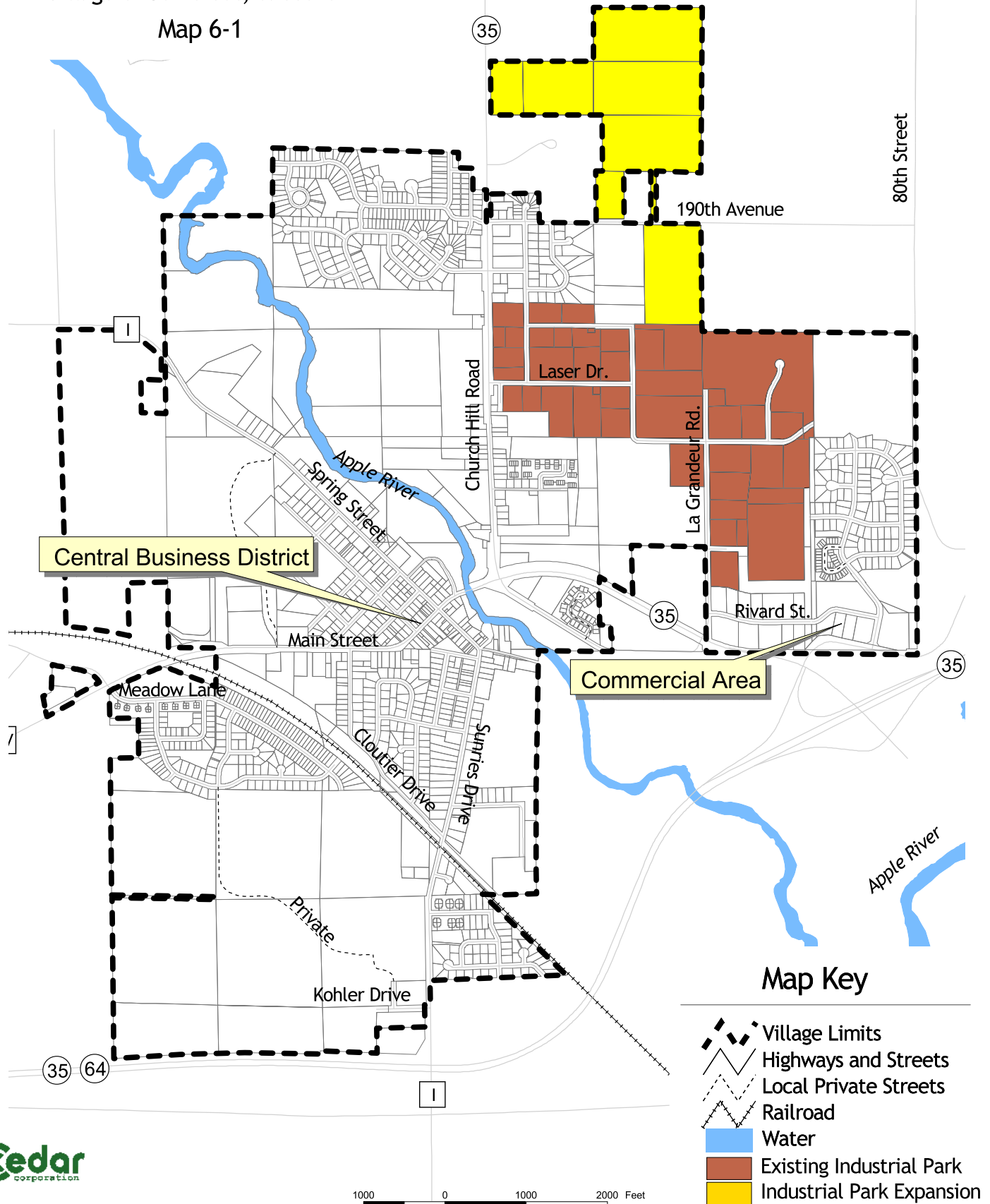
Commercial Areas

Local commercial sectors are located in two areas, the Central Business District (CBD) and the STH 35/64 Interchange area on the east side of the Village.

Industrial Park & Commercial Areas

Village of Somerset, Wisconsin

Map 6-1



Central Business District

The Central Business District is an area that centers on Main Street and Spring Street. Representative businesses include eating establishments, convenience stores, a hardware store, and other retail businesses. The Village Hall, Police Department, and Public Library are also located here. This is the original downtown area. In addition to businesses and local institutions, the Village Park is located between the downtown and Apple River.

In 2005, the Village began reconstruction of the downtown that included decorative lighting, banners, sidewalk accents, benches, trash receptacles, and include traffic calming design elements to make the downtown more pedestrian friendly. As mentioned earlier, the Apple River Waterfront Development Plan built on the success of the downtown reconstruction project to include redevelopment ideas for the entire area.

STH 35/64 Interchange

The STH 35/64 corridor has seen several new businesses start up including a bank, clinic, strip mall, convenience store, post office, veterinarian, and business center. Although most commercial development has stalled because of the economic downturn, this area was seeing the largest commercial growth and should continue to do so due when the economy turns around.

Economic Development Programs

There are many local, county, regional, and state programs available to provide incentives or financial help for attracting businesses. The most common are listed below.

The Regional Business Fund

The Regional Business Fund (RBF) offers loan funds to businesses within the Wisconsin counties of Barron, Chippewa, Clark, Dunn, Eau Claire, Polk, and St. Croix that expand, add new technology, create quality jobs, and make capital investments in the region. The Regional Business Fund is administered by the West Central Wisconsin Regional Planning Commission.

In 2008 counties, cities, villages, and towns consolidated 28 different State-funded CDBG revolving loan fund dollars into the Regional Business Fund. This created a larger and more diverse fund that includes the following loan fund programs:

Revolving Loan Fund Program

The Revolving Loan Fund (RLF) is a flexible source of loan funds for commercial and industrial projects. The purpose is to encourage the creation of quality jobs and to increase the tax base.

Micro Loan Fund Program

The Micro Loan Fund Program provides small loans to startup, newly established, or

growing small businesses. The key objective is to assist business owners, who have traditionally had difficulty accessing debt financing, by affording them another alternative to obtain credit.

Downtown Facade Loan Program

The Downtown Facade Loan Program provides financial assistance to encourage property and business owners in core downtowns to revitalize downtown commercial buildings within the towns, cities, and villages of west central Wisconsin.

Technology Enterprise Fund Program

The Technology Enterprise Fund (TEF) is a “quasi-equity”, or a patient debt, revolving loan fund that provides creative financing to new and emerging technology companies.

EDA Revolving Loan Fund Program

The Economic Development Administration (EDA) Loan Fund has been managed by the RBF, Inc. since 1995. The program provides low-interest loan funds to expanding businesses that are creating jobs and making a capital investment. For more information on eligibility, terms and conditions, and application procedures please view the Regional Business Fund website’s programs page at

Wisconsin Economic Development Corporation

The Wisconsin Economic Development Corporation (WEDC) is the state’s main economic development organization. It replaced the Wisconsin Department of Commerce. The WEDC cultivates business growth and job creation in Wisconsin by providing resources, technical support, and financial assistance to companies, partners and the communities they serve. The WEDC provided funding through the Community Development Block Grant-for Economic Development program.

Wisconsin I-94 Corridor Technology Zone

High-Technology Businesses in the Wisconsin I-94 Corridor Technology Zone (Chippewa, Dunn, Eau Claire, Pierce, Polk and St. Croix Counties) may be eligible for state tax credits, through the WEDC and the Department of Revenue, based on their ability to create jobs and investments that support the development of high-tech industries in the region.

The following high-technology clusters have been identified in the Wisconsin I-94 Corridor Technology Zone:

- Computers & Electronic Technologies
- Medical Technology & Devices
- Materials Technologies
- Information Technologies
- Telecommunications & Utilities
- Machinery, Equipment & Electrical
- Automation & Precision Fabrication
- Biotechnology

Tax Incremental Financing

The Village of Somerset utilizes Industrial and Blighted Tax Incremental Financing (TIF) Districts. TIF districts can help municipalities undertake a public project to stimulate beneficial development or redevelopment that would not otherwise occur. It is a mechanism for financing local economic development projects in underdeveloped and blighted areas. Taxes generated by the increased property values pay for land acquisitions or needed public works.

Economic Development Goals, Objectives, and Policies

Goal 1

To promote and maintain the economic health of commercial and industrial activities that contribute to the community's quality of life and that fit within Somerset's goals and needs.

Objectives

1. Work to maintain and expand the tax base by identifying areas suitable for development and redevelopment.
2. Continue to support and revitalize Somerset's existing businesses and structures.
3. Promote opportunities for industrial expansion in the Village Industrial Park.
4. Develop and improve infrastructure to meet business needs.

Policies

1. Consider the use of incentives for commercial businesses and industries through the use of Tax Incremental Financing Districts, revolving loan funds, and reduced costs of land.
2. Continue to expand and upgrade the industrial park to meet future needs.
3. Maintain and plan for future infrastructure vital to businesses.
4. Implement the recommendations in the Apple River Waterfront Development Plan when feasible.
5. Continue to work with entities such as the St. Croix County Economic Development Corporation, West Central Wisconsin Regional Planning Commission, and the Somerset Industrial Park Committee to promote the Somerset Industrial Park and attract businesses.
6. Maintain marketing materials that promote business and industry opportunities in the Village while promoting the Village as a great place to live.
7. Utilize grants such as Community Development Block Grants and WDOT Transportation Economic Assistance Program to help fund infrastructure costs.

Chapter 7

Public Utilities and Facilities

Introduction

The capacity and quality of public utilities and facilities are one of the most important factors affecting a community's growth. As the population grows, facilities outgrow their physical space, more workers need to be hired, and utilities have to be expanded to accommodate housing and industry. Like many communities in western Wisconsin, the Village of Somerset is experiencing the pressures of heavy demand on their community-wide services and facilities. It is an immense challenge for local officials to meet the growing needs of the community at a reasonable cost. Some of these costs have been offset by the implementation of impacts fees on new development. The Public Utilities and Facilities Element will inventory existing facilities in the Village of Somerset and assess their future needs.

Community Facilities

Village Hall

The Somerset Village Hall moved into the former Bank of Somerset in 1997 and is located at 110 Spring Street (see Map 7-1). The Village Hall houses the offices of the Village Clerk and Treasurer. An addition was added in 1997 to accommodate the police department. The Somerset Police Department Site Analysis completed in 2010 addressed future needs for the Village Hall.

Police Department

The Somerset Police Department shares a building with the Village Hall. In 2010, the Somerset Police Department had five full time and twelve part time employees. Full time staff includes a Chief, School Resources Officer, Sergeant/Investigator, and two Officers

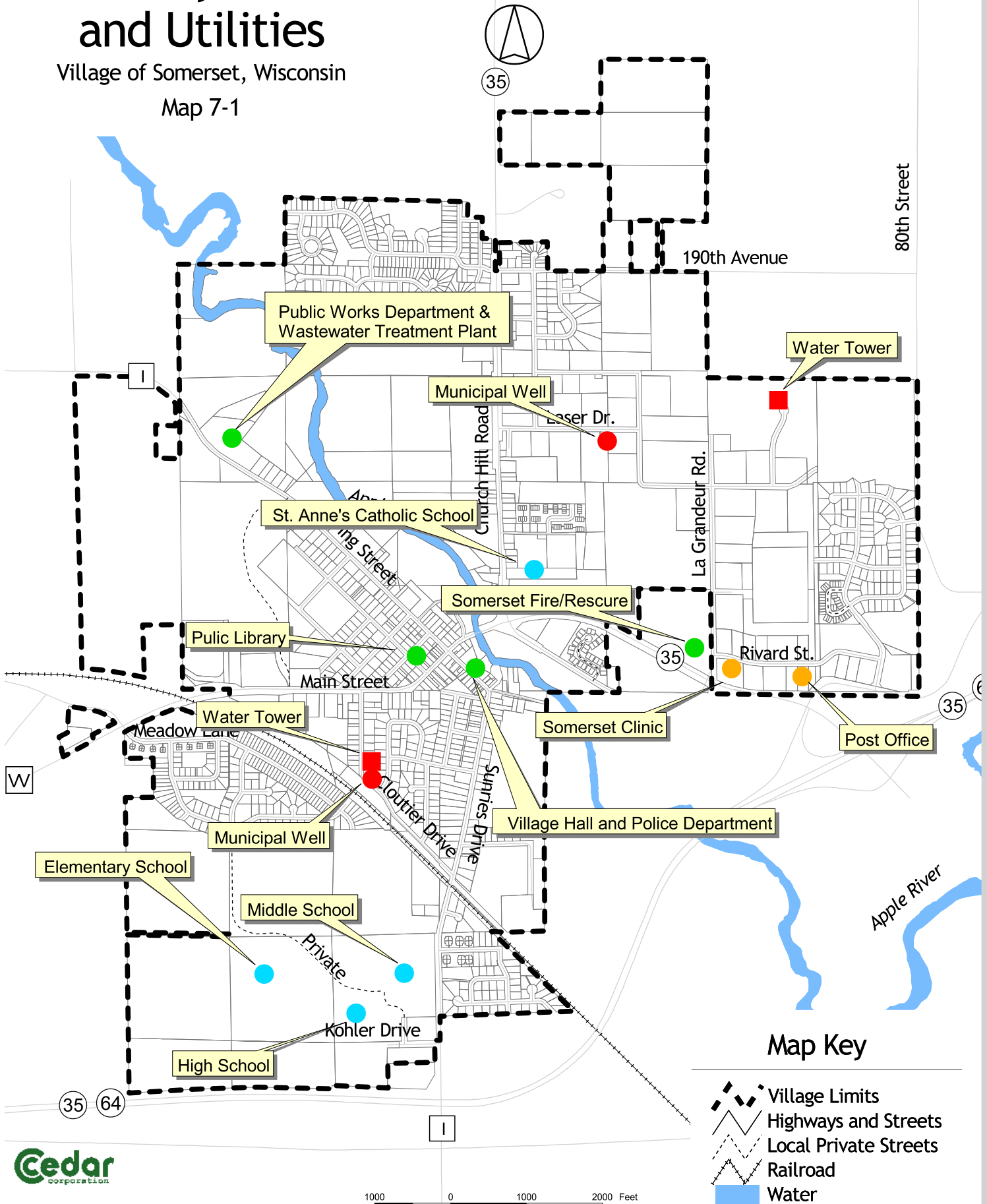
In 1997, the Police Department moved into a new addition on the east side of the Village Hall. The Somerset Police Department Site Analysis completed in 2010 showed additional needs for garage space, an evidence room, and a work room. Currently, the garage and evidence room are being constructed.

Fire Department

Somerset Fire/Rescue is responsible for protecting approximately 46 square miles of land with a population of about 5,600 people. It is a paid on call department with 26 current active members, consisting of a Fire Chief, Assistant Fire Chief, two Captains, a Secretary/Treasurer, and 21 Firefighters/EMS personnel, five cadets, and one honorary member. Somerset

Community Facilities and Utilities

Village of Somerset, Wisconsin
Map 7-1



Fire/Rescue responds to fires, do fire inspections, provides fire prevention/education, rescue, and EMS services. It has been at its current location since the 1970's.

Rescue/Ambulance

Lakeview Hospital in Stillwater, Minnesota provides ambulance service for the Village of Somerset. The Somerset Fire Department also provides EMS services.

Post Office

The Somerset Post Office has a new facility located at 750 Rivard Street. There are no plans for expansion at this time.

Somerset Clinic

Part of the Stillwater Medical Group, the Somerset Clinic opened on April 3, 2000. The Clinic is located at 700 Rivard Street. The Clinic has expanded once since it opened.

Child Care Facilities

There are several licensed day care facilities in Somerset. Child care needs are met by local people as well who will watch and care for children in their homes.

Public and Parochial Schools

The Village of Somerset is served by the Somerset School District. The Elementary, Middle, and High Schools are relatively new with the High School being built in 1996, Elementary School in 2001, and the Middle School being built in 1975 but added on to and remodeled in 2001.

The Somerset School District purchased approximately 70 acres to the north of the existing school properties to ensure space for future needs. The three schools are located on the south end of the Village on Sunrise Drive.

Saint Anne's Catholic School was founded in 1890 and has been at its present location since 1957. The school provides education for grades Pre-K through 8. Saint Anne's is located at 139 Church Hill Road.

Libraries

The Somerset Public Library moved into its new building at 208 Hud Street in 1993. The Somerset Public Library is part of an active inter-library loan program. The Library provides services such as internet access and photocopies, as well as special programs including pre-school story hour and book discussion.

The 3,500 sq. ft. handicap accessible building is at full capacity and a recent needs assessment found that a 5,000 sq. ft. building is necessary to house all

materials. Property behind the Library has been purchased and the home has been removed in order to provide space for future expansion.

Parks

The Village of Somerset has eight developed parks and numerous areas of green space totaling approximately one hundred acres. The various parks provide playground equipment, ball fields, disk golf, trails, basketball courts, tennis courts, and picnic shelters.

The Village has an Outdoor Recreation Plan that provides guidance for future park improvements.

Cemeteries

The Village of Somerset has two cemeteries.

St. Anne's Cemetery is managed by a four-person board with the Dioceses of Superior being the overseer of the cemetery. The cemetery is funded through perpetual care meaning that a percentage of money from plot sales goes into a fund to maintain the cemetery. Presently, St. Anne's has enough capacity for at least 25 years with additional land owned by not yet developed.

Hillside Cemetery is owned and managed by the Hillside Cemetery Association which has seven members. It is funded by lot sales and burial fees and is maintained by volunteers. The cemetery has a space available for future burials but would have no room to expand when the need arises. There are no plans at this time to acquire additional land.

Somerset Utilities and Infrastructure

The Village maintains infrastructure and public services to residential, commercial, institution, and industrial areas within the municipal boundary. This includes: streets, traffic signals, street lighting, bridges, trails, sidewalks, drinking water and wastewater systems, and storm sewer management. To maintain these facilities and plan to allow for future growth, the Village maintains and reviews a five year capital improvement plan. This plan is reviewed annually by the Public Works Committee which prioritizes and recommends projects for the Village Board to authorize.

Wastewater Treatment Plant (WWTP) and Sanitary Sewer

The Village wastewater treatment system is made up of a pipe network, lift stations, and a treatment plant. Nearly every home, business, or institutional building in the village is directly connected to this system. The Village maintains a Sewer Utility, billing users quarterly to cover the costs of operating and maintaining the system.

The Village is actively planning to expand the capacity of the current system to accommodate, and allow for future growth. In 2010 the Village completed a study of the existing wastewater system in concert with the revised Needs Assessment report. The Public Works Committee annually reviews the five year capital improvement plan which includes an inventory of facilities, forecasts future needs, and plans for the location of future investments.

Water Supply

The Village water supply system is made up of a pipe network, wells, and water towers. Nearly every home, business, or institutional building in the village is directly connected to this system. The Village maintains a Water Utility, billing users quarterly to cover the costs of operating and maintaining the system.

The Village is actively planning to expand the capacity of the current system to accommodate, and allow for future growth. In 2010 the Village completed a study of the existing water system in concert with the revised Needs Assessment report. The Public Works Committee annually reviews the five year capital improvement plan which includes an inventory of facilities, forecasts future needs, and plans for the location of future investments.

Stormwater

The Village stormwater management system is comprised of network of pipes, swales, ditches, and constructed stormwater ponds. The Village ordinances and State laws require that developments mitigate stormwater running off of properties and entering the Village system. The cost of maintenance of this system is currently funded through property tax collections. However, the Village has begun planning for a Stormwater Utility which would be established to fund the maintenance of the stormwater management system by charging a user fee. There is not currently an adoption schedule for this Utility.

The Public Works Committee annually reviews the five year capital improvement plan which includes an inventory of facilities, forecasts future needs, and plans for the location of future investments.

Village Streets and Traffic Control

The Village maintains over 20 miles of streets, the Apple River Bridge, and the associated traffic signals and street lighting, as well as more than eight miles of sidewalks and trails. The Village utilizes several funding mechanisms for major reconstruction projects and new street extensions including, state and federal grants, Village general funds, TIF funds, and private funding in new developments. The winter plowing and general maintenance of street surfaces is primarily funded through the Village general funds.

The Village is actively planning to expand the capabilities of the current traffic system to accommodate, and allow for future growth. The Village has identified an Official Map which serves to preserve corridors for future major

connecting roadways. The 2007 Outdoor Recreation Plan identifies corridors for future trail and sidewalks. Village ordinances require and ensure that privately constructed streets are constructed in accordance with Village standards. The Village has completed a Park Plan

The Public Works Committee annually reviews the five year capital improvement plan which includes an inventory of facilities, forecasts future needs, and plans for the location of future investments.

Telecommunications Facilities

The Somerset Telephone Company (STC) provides the Somerset area with local phone, long distance, internet, fiber optics, and cable TV services.

Power Plants/Transmission Lines

Power is provided to the Village of Somerset by Xcel Energy of St. Paul, MN via a feeder line in Hudson, WI. Xcel has purchased property in the Somerset Industrial Park for a future sub-station.

Recycling

Somerset contracts with Olson Sanitation to pick up all refuse and recyclables for 1, 2, 3, and 4 family dwellings. They will also pick up white goods, furniture, and construction materials for a separate fee.

Public Utilities and Facilities Goals, Objectives, and Policies

Goal 1: To maintain and provide public utilities and facilities for Village residents at a reasonable cost.

Objectives

1. To continue to provide adequate police, fire, and emergency government protection, and medical care to all areas of the community.
2. Provide adequate space to house the Village's public facilities including, but not limited to, Village government, police, fire, library, and wastewater treatment.
3. Increase recreational areas and open spaces.
4. Maintain a Public Works 5-Year Capital Improvements Plan when planning public expenditures on infrastructure and coinciding utility upgrades.

Policies

1. Ensure that new public buildings have ample room to expand through land acquisition and building design.
2. Coordinate utility improvement projects with road construction.

3. Pursue funding and financial assistance through grants, private foundations, and volunteerism to offset costs for public projects such as park improvements.
4. Explore opportunities to share services with other communities or agencies such as the Somerset School District, Town of Somerset, and St. Croix County in order to reduce costs.

Chapter 8

Land Use

Introduction

The Land Use Element inventories existing land uses within the Village of Somerset to identify land use patterns and densities. This information is important to address future land use needs and their preferred locations. The Village will consider anticipated residential, industrial, and commercial needs while considering valuable natural resources to determine future land use patterns.

Population Growth and Land Use

Population increases are the single most influential factor driving the physical growth and development of the Village of Somerset. The growing population has influenced housing needs, commercial development, industry, schools, and parks.

The foreseeable trend in the Village of Somerset is continued population growth. This growth will take place on existing subdivided land and available vacant land within and outside the Village Limits. Early identification of suitable development area and restrictive natural features can guide future development into the most suitable areas and reduce the likelihood of conflicting land uses.

Analysis

Land uses within the Village of Somerset were derived and updated through a visual survey (“windshield survey”), reviewing aerial photographs, and discussion with the Plan Commission (see Table 8-1 and Map 8-1).

Classifications were assigned based on interpretation of existing land uses. Analysis of the existing land use within the Village’s planning area will provide insight into development patterns, identify existing and potential land use conflicts, and determine future development scenarios. Classification of land uses is divided into ten categories.

Single-family: All lands and associated structures for single-family residential uses, including rural non-farm.

Multi-family: All lands and associated structures used for multiple family dwellings. These typically include apartment complexes and elderly apartments.

Twin Home: All lands and associated structures used for homes containing two separate dwelling units with a common wall.

Commercial: All lands and associated structures used for commercial purposes. Commercial land uses can include retail establishments, personal service businesses, restaurants, banks, taverns, and other service businesses.

Industrial: All lands and associated structures used for industrial purposes. These include factories, warehouses, and distribution facilities.

Institutional: All lands and associated structures used for quasi-public and instituted use such as churches, schools, hospitals, libraries, and cemeteries.

Public: All lands and associated structures used for government services. The lands include wastewater treatment facilities, police, fire, and other government services.

Parks: All lands and associated structures used for normal park uses including: playgrounds, ball fields, passive open space, and boat landings.

Agriculture: All lands and associated structures used for agricultural purposes including crop production, farmhouses, and farm-related structures.

Vacant: All lands which are primarily undeveloped.

Right-of-Way: All lands and associated with streets, highways, and the Apple River.

Existing Land Use

The last land use inventory was done in 2005 and updated in 2012. Table 8-1 shows how land uses have changed, since the Village's Comprehensive Plan was adopted.

Table 8-1 Existing Land Use Comparison

Existing Land Use	Acres 2005	Acres 2012	Percentage 2005	Percentage 2012	Percent Increase
Single Family	213	235	13.8%	13.1%	-0.7%
Multi-Family	33	33	2.1%	1.8%	-0.3%
Twin Homes	29	29	1.9%	1.6%	-0.3%
Commercial	255	380	16.5%	21.2%	+4.7%
Industrial	91	105	5.9%	5.8%	-0.1%
Institutional	101	170	6.5%	9.5%	+3.0%
Parks	95	100	6.2%	5.6%	-0.6%
Public	18	50	1.2%	2.8%	+1.6%
Agriculture	24	100	1.6%	5.6%	+4.0%
Vacant	536	440	34.8%	24.5%	-10.3%
Right-of-Way	147	153	9.5%	8.5%	-1.0%
Total	1,542	1,795	100.0%	100.0%	

Source: Village of Somerset and Cedar Corporation 2012

The Village of Somerset grew by approximately 253 acres between 2005 and 2012. This had little effect on the distribution of land uses as a percentage except for a decrease in vacant land due to development during this period. In 2005, Vacant, Commercial, and Single Family land uses occupied the largest areas of land. This remained the same in 2012.

Existing Residential

Single Family properties are one of the largest uses of land in the Village of Somerset. The type, condition, size, character, and cost of housing are greatly influenced by the incomes residents earn.

In 2005, Single Family, Multi-Family, and Twin Homes, combined, comprised 17.8% of total land use in the Village. To increase the percentage of owner-occupied housing, the Village has been requiring a majority of new dwelling units be single family homes.

Existing residential development is located in the area of the original plat of the Village and new subdivisions in the north (Whispering Pines and Whispering Pines North), the east (River Hills) and the south (Somerset Meadows and Somerset Villas).

Existing Agricultural

There is little agricultural land in the Village of Somerset. Approximately 100 acres are still used for growing hay. Much of this land is owned by a developer with the intent of it becoming residential someday.

Existing Commercial

Commercial properties within the Village of Somerset provide employment opportunities for area residents, goods and services, and tax revenue for the municipality.

In 2012, the Village had 380 acres (21.2% of total) used for commercial purposes. The Village of Somerset currently has three commercial districts that differ greatly. The first district is located on Main Street and is referred to as the Central Business District (CBD). The CBD is home to a number of tavern and eating establishments, convenience stores, and service businesses. The second and more recent district is located near the STH 35/64 Interchange. This area has seen a significant number of new professional buildings. The third district is along State Trunk Highway 35 to the north of the Village. Businesses in this area include a carpet store, auto repair business, and tire store.

Existing Industrial

Industrial development provides employment opportunities for Village of Somerset and area residents. These industries offer a significant source of tax revenue for the Village. Industrial land use may also be a source of potential conflict within the Village, as this type of development poses transportation and utility challenges and has the potential to affect the aesthetic character of the landscape.

Industrial land use accounts for 5.9% of land used in the Village of Somerset. The Somerset Industrial Park is located north of STH 35 and east of Church Hill Road. Approximately 100 acres were purchased in 2008 to provide additional land for industrial growth.

Existing Institutional

Institutional land uses in the Village of Somerset are represented by schools, a clinic, cemeteries, and churches. These land uses provide valuable and needed services to area residents and are often viewed as Village assets. These uses tend not to conflict with most other land uses and thus, may be located within most other districts. Institutional land use planning requires consideration of traffic and pedestrian safety along with community needs and desires.

Within the Village of Somerset, Institutional land use accounts for 170 acres, or 9.5% of the total developed land. These properties can be found scattered throughout the Village.

Existing Parks

Recreational and parklands provide valuable community services. These lands are used, by both residents and visitors for activities such as baseball, softball, walking, jogging, hiking, biking, and many forms of passive recreation. These areas also serve as meeting and community gathering places for picnics, family reunions, and other social events.

The Village of Somerset recognizes the benefits of park areas and facilities. In 2012, the Village had 100 acres of parkland.

Numerous park and recreation facilities are dispersed throughout the community, including several city parks and conservancy areas.

Existing Public

Public facilities include all those lands that are used for government purposes. This includes police and fire service facilities, public works buildings, gravel pit, and government offices (local, state, and federal). Lands used for public purposes comprise 2.8% of developed land within the Village of Somerset.

Existing Vacant

Lands included within this classification are primarily undeveloped areas such as woodlots and fields (not used for agricultural purposes). Vacant lands can also be areas with abandoned structures, brownfields, and other reclamation sites. Vacant lands are extremely important to a community’s land base, as these are the land bank for future development and growth. Infill and re- development of vacant lands is a mechanism commonly used to promote cost effective growth while conserving undeveloped lands.

The Village of Somerset has approximately 440 acres of vacant lands, which make up the largest community land use (24.5%). Not all vacant lands within the Village are considered developable lands. Environmental constraints such as excessive sloping, shallow depth to bedrock, lands with drainage problems, and floodplains present development limitations. Aesthetic and ecological concerns are also issues that must be considered before vacant lands are developed. Furthermore, the preservation of natural systems must be considered, in accordance with the benefits that these systems provide (flood control, drainage, contaminant attenuation, etc.).

Future Land Needs Analysis

The future land needs analysis for Somerset will attempt to display a overall look to the Village by projecting general locations of land use patterns out to the year 2032 (see Map 8-2). The map should not be used as a strict end all, but rather as a tool to help shape the community’s growth. The analysis will also estimate acreage out to the year 2032 for residential, agricultural, commercial, and industrial land uses.

Since 2000, the Village of Somerset has been growing at a faster rate than the already impressive rate of 46.1% between 1990 and 2000. In 2005, the Village’s population was estimated to be 2,188. This represents a 40.6% increase in population in only five years. If this trend continues, land, specifically for residential, commercial, institutional, and industrial uses, will be in high demand. In 2018, a new category, Interchange Mixed Use, was created to accommodate new growth patterns and changes in land use. Land previously designated for other uses was converted to this new category.

Future Residential

The minimum amount of land needed to accommodate the projected population can be estimated based on the population projections, number of persons per household, and the density of development. The first step is to estimate the number of housing units needed. Using the population projections in Table 8-2, the Village of Somerset will need an additional 987 housing units between 2010 and 2030.

Table 8-2: Housing Needs

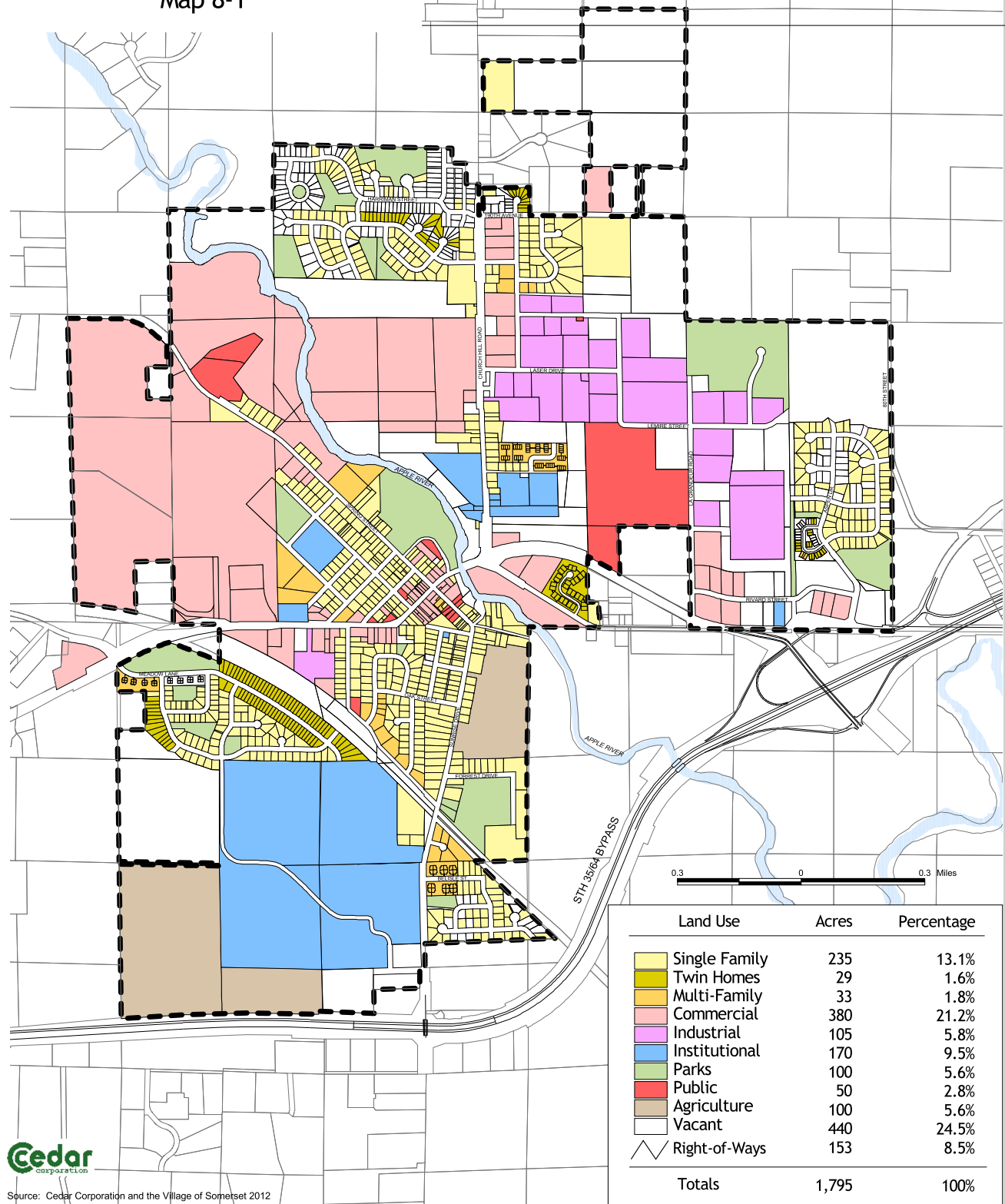
Year	2010*	2015	2020	2025	2030
Total Number Of Households	1,102	1,347	1,596	1,839	2,089
Additional Housing Needed	-	245	249	243	250

Source: Wisconsin Department of Administration

Existing Land Use 2012

Village of Somerset, Wisconsin

Map 8-1



Source: Cedar Corporation and the Village of Somerset 2012

The amount of land needed for the projected housing units depends on the density of the development. Table 8-3 shows the number of acres needed if future residential development will be single family housing and that 987 new households will be added over the next 20 years.

Table 8-3: Additional Acreage Needed for Housing by 2030

Density		Acreage Needed
High	(0.33 acres per household)	325 Acres
Medium	(0.5 acres per household)	494 Acres
Low	(1.0 acres per household)	987 Acres

Source: Cedar Corporation

Table 8-3 represents the maximum amount of land needed under each density. Any future multi-family housing will reduce the acreage needed because they are built to a much higher density and require less land.

Currently there are not enough developed residential lots to accommodate this future growth. There are four main areas outside the Village Limits identified as suitable for residential growth (see Map 8-2). These were chosen because they represent the largest parcels of vacant land adjacent to the Village. The areas are:

- East of the River Hills subdivision.
- Surrounding the interchange south and east of the Village for high density residential.
- West of the Village between the railroad tracks and County Highway I.
- West of the Somerset Meadows Subdivision.

At this time, the Village of Somerset would prefer to see existing subdivisions provide future residential in order to maximize the capacity of the Wastewater Treatment Plant.

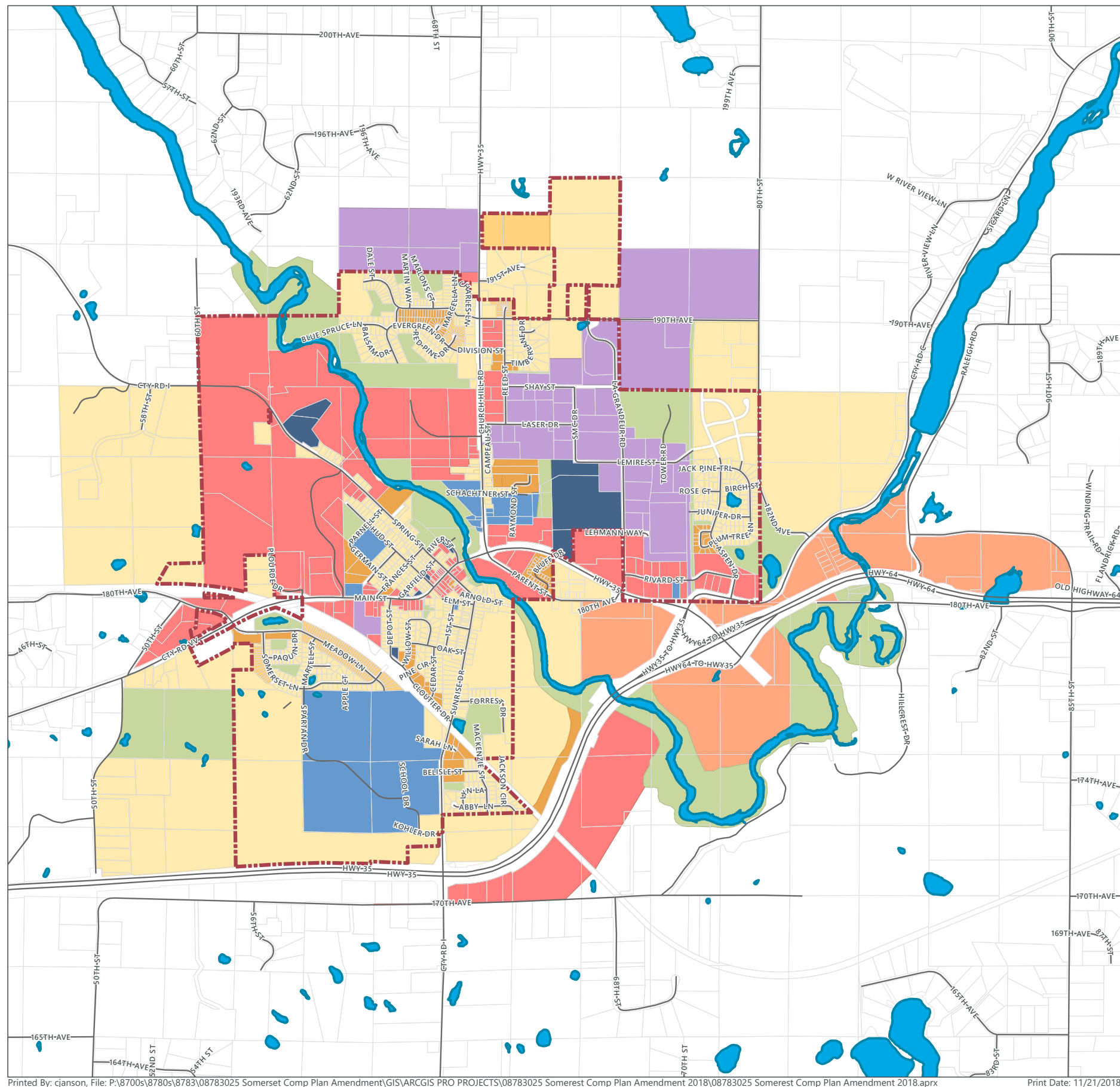
Future Commercial

The need for commercial land in the Village of Somerset will increase as the population increases. Sites must be made available for expanded retail, services, and wholesale operations. It is difficult to predict the amount of land that will be needed for commercial expansion, but the need should be anticipated and suitable land must be identified to accommodate the growth.

As illustrated in Map 8-2, there are three distinct areas for commercial expansion. Small areas of commercial have been located near CTH VV, the CTH I overpass, and a continuing adjacent to existing commercial development in the Village will accommodate future commercial needs.

Future Interchange Mixed Use

Located around the State Trunk Highway 35/64 interchange, and east along the highway, this category was created to accommodate the unique growth and type of development associated with the four-lane highway and associated interchange and its large volume of traffic. This district will provide land appropriate for highway-commercial uses, well designed for the capacity of large volumes of traffic. It also provides the opportunity for high density residential units. Most of the projects within this district should be developed through a Planned Unit Development (PUD) to ensure best use practices of connectivity of land uses, transportation, and utilities.



FUTURE LAND USE MAP 8-2

2018 Comprehensive Plan Update

VILLAGE OF SOMERSET
ST. CROIX COUNTY, WISCONSIN

- Roadways
- ▬ Village Boundaries
- ▬ Lakes, Rivers + Streams
- Future Land Uses
- Single Family
- Twin Homes
- Multi-Family
- Commercial
- Interchange Mixed Use
- Industrial
- Institutional
- Public
- Parks

Data Sources:
Village of Somerset
MSA Professional Services, Inc.



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Future Industrial

The Somerset Industrial Park acquired an additional 100 acres in 2008 to ensure room for future industrial needs.

Future Agriculture

The Village of Somerset has approximately 100 acres classified as Agricultural lands which are located in the Village. As the population grows, these lands will likely be converted into residential areas.

Future Institutional

The growth of the Village of Somerset has caused existing schools to need additional classrooms for new students. The Somerset School District acquired approximately 70 acres north of the existing Elementary, Middle, and High Schools for expansion.

20-Year Projections For Land Use Acreage Totals

Table 8-4 shows the projected total acreage needed for specific land uses over the next 20 years. The acreages for 2010 represent existing land use totals.

Future residential land use was calculated by using the high density development calculations in Table 8-3. Developments with lower densities could increase the acreage needed significantly.

Because of the location of agricultural land within the Village Limits and surrounded by other development, it is unlikely that there will be any agricultural land left by 2030. Portions of this land may be turned into park space or conservancy areas.

Commercial land use needs are likely to increase with the STH 35/64 bypass opening and the new Stillwater Bridge recently approved for construction. A demand for commercial property should coincide with population increases and the general demand for more local goods and services. Commercial needs will be estimated at five acres a year based on recent trends.

Industrial land use is predicted to increase by an average of five acres per year. This is based off of historical demand.

Table 8-4: Total Projected Acreage Needed

Land Use	2010	2015	2020	2025	2030
Residential	297 Acres	378 Acres	459 Acres	540 Acres	621 Acres
Agriculture	100 Acres	75 Acres	50 Acres	25 Acres	0 Acres
Commercial	380 Acres	405 Acres	430 Acres	455 Acres	480 Acres
Industrial	105 Acres	130 Acres	155 Acres	180 Acres	205 Acres

Source: Cedar Corporation

The introduction of the Interstate Mixed Use category in 2018 did not necessarily remove land from these categories, but better defined within. Therefore, the projections are still viable, but more clearly and specifically defined between Residential and Commercial on the Future Land Use Map.

Land Use Goals, Objectives, and Policies

Goal 1: Work to promote fiscally responsible housing developments.

Objective

1. Promote development within the Village consistent with the Village plans for street, utilities and land use.

Policies

1. Develop land according to community standards for curb, gutters, parks, street widths, storm sewers, etc.
2. Encourage land use and roadway patterns compatible with existing neighborhoods.
3. Strictly enforce codes that protect the safety, property values, and physical appearance of the neighborhood.
4. Encourage the use of available housing programs to assist with the maintenance and rehabilitation of local housing.
5. Promote preservation of greenspace within existing and proposed developments

Goal 2: Encourage a variety of housing types and densities that will help meet the needs of all residents in the community.

Objective

1. Provide opportunities for housing options for the elderly, disabled, single people, and families.

Policies

1. Review existing zoning ordinances to ensure current classifications will allow the housing needs of the community.
2. Allow duplex development providing it is consistent with the character of the neighboring residences.
3. Encourage a range of choices in housing types, designs, and costs.
4. Continue to provide ongoing housing renewal, rehabilitation, and revitalization programs.

Goal 3: To provide local and area residents with viable shopping areas that are clean, attractive, safe, and convenient.

Objective

1. Work to create well-designed, attractive and efficient business districts.

Policies

1. Designate the STH 35/64 interchange area and STH 35/64/Main Street as areas for future commercial development and redevelopment.
2. Take into consideration the neighborhoods, land use, and circulation patterns when locating new shopping areas.
3. Define boundaries of commercial districts to prevent intrusion into residential areas; commercial areas must be properly screened to prevent detrimental effects on adjacent and nearby residential areas.
4. Review and update Village ordinances for lighting, signage and parking, to ensure a more aesthetically pleasing commercial development.
5. Ensure adequate services are available to serve expanding commercial districts at minimal expense to the Village.
6. Ensure commercial areas are not developed at the expense of others, and that there is an effort made to try to link the districts together.

Goal 4: To attract and maintain industry which will provide local employment opportunities and contribute to the Village tax base.

Objective

1. Maintain and expand the industrial park without adversely affecting the character of the community or the quality of the environment.

Policies

1. Encourage industry to locate in areas designated industrial in the Village of Somerset's land use plan.
2. Develop industrial park areas in an aesthetically pleasing manner.
3. Discourage residential developments in areas designated industrial.
4. Require buffers in areas of potential land use conflicts.

Goal 5: Public and institutional uses should be compatible with surrounding land uses.

Objective

1. Plan for and place future buildings so that they are accessible by the majority of people over the shortest distance.

Policies

1. Ensure that all community facilities be developed at the same aesthetic standards required for the development of private property and shall be subjected to review by the Village Board and Planning Commission.
2. Work with the Somerset School District in planning for future building sites.
3. Study the full impact of placing structures before they are constructed.
4. Ensure governmental uses should be compatible with surrounding land uses.
5. Ensure transportation corridors are sufficient for the proposed use.

Goal 6: To provide quality park facilities and a variety of recreational opportunities and experiences to meet the needs of the community's residents.

Objectives

1. Work to maintain the high amounts of park space available to the community and continue to update and utilize the Somerset Outdoor Recreation and Plan.

Policies

1. Ensure that parks are located and designed to serve the needs of all residents.
2. Continue to develop the idea of a biking/walking trail along the Apple River.
3. Provide adequate parking for public recreational areas.
4. Obtain when possible, sites for open space and playgrounds.
5. Develop and maintain neighborhood recreational facilities in order to serve the community's changing needs.
6. Ensure areas not suitable for development such as wetlands and steep slopes should remain in a natural condition.
7. Provide for passive parks to meet the needs of the elderly residents as well as persons with disabilities.

Chapter 9

Intergovernmental Cooperation

Introduction

The Intergovernmental Cooperation Element allows the Village of Somerset to coordinate with other communities and governmental agencies to promote consistency between their planning efforts. Conflicting policies may cause ill will between communities and may become difficult to rectify if handled poorly. Intergovernmental cooperation is designed to avoid these situations. Cooperation can come in many forms; sharing information, resources, public services, and revenue are all potential areas.

The Village of Somerset has already entered several formal and informal agreements on multi-jurisdictional issues. Continued cooperation with surrounding communities and governmental agencies can have long-term positive results such as:

- Cost Savings
- Early Identification of Issues
- Consistency
- Understanding
- Trust
- Respect

Existing / In Process / Informal Intergovernmental Agreements

The Village of Somerset recognizes the value of cooperating with its neighbors. The success of this cooperation ensures that the Village will continue to achieve the positive results listed above.

Fire Protection: The Village of Somerset currently has an agreement with the Town of Somerset for the Town to provide fire protection.

Public Facilities: The Somerset Library offers free library cards to all Wisconsin residents. Materials not owned by the Somerset Library may be obtained through interlibrary loan.

St. Croix County: The Village coordinates the purchase for salt and sand with St. Croix County. The Village also coordinates blacktopping and bridge inspections.

Somerset School District: The Village worked with the Somerset School District to create the Safe Routes to School Plan.

Quarterly Meetings: The Village meets quarterly with the Town of Somerset to discuss issues of mutual concern. Past joint planning efforts include the creation of an Official Map and potential future park locations.

Potential Intergovernmental Agreement Opportunities

The Village of Somerset's Comprehensive Plan addresses numerous issues that will require multi-jurisdictional cooperation. Listed below are some potential areas that may require working with surrounding communities and governmental agencies.

Annexation: As the Village of Somerset expands outward the possibility of land annexation will continue to increase. As annexations occur, there will be a number of issues that will need to be addressed, some of which include the extension of municipal services, loss of property tax revenue for the Town of Somerset, zoning and land use differences, housing densities and types of development that will occur upon the annexed property.

Economic Development: The promotion of economic development in the Village may require coordinating plans, promotion, and funding with the Wisconsin Economic Development Corporation, St. Croix County Economic Development Corporation, or others.

Transportation: The Village may want to coordinate future roads, trails, traffic lights, and transit services with the Wisconsin Department of Transportation, St. Croix County, and surrounding communities.

Resolving Disputes: Over time, the Village of Somerset may find that it has differing ideas and visions than neighboring communities. But conflicting ideas can have positive effects. Resolution in a positive manner can increase future communication and foster mutual respect. The Village should be part of any organized meetings to discuss potential or existing disputes to determine a process to discuss and mitigate them.

Intergovernmental Cooperation Goals, Objectives, and Policies

Goal 1

To maintain existing relationships and continually look for ways to improve the working relationships with the Somerset School District, St. Croix County, and surrounding municipalities.

Objectives

1. Identify areas of potential and/or existing conflicts between communities and government agencies.
2. Examine ways in which intergovernmental cooperation may reduce costs in future projects.

Policies

1. Evaluate current and future projects to determine which, if any, communities or governmental agencies may need to be involved. Respective representatives will be informed of the issue and provided a chance to listen and give input on the matter.
2. Analyze ways to enhance the sharing of recreational areas between the School District and the Village.
3. Work with the Town of Somerset for the future siting of a regional park.

Chapter 10

Plan Implementation

Introduction

The Village of Somerset Comprehensive Plan is designed to guide the Village in future land use decisions. It is the accumulation of the goals, objectives, policies and vision of its citizens in their common goal of creating a better community. After the Comprehensive Plan is formally adopted, tools have to be in place that detail how the plan will be carried out. The planning process is continuous and will require reviews and adjustments along the way accompanied with a long-term commitment to the vision by Village officials who will oversee the implementation. Plan implementation can be accomplished through, but not limited to, the following tools.

Implementation Tools

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

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

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

Official Map Ordinances: The official map is a legal document. It shows existing and future streets, right-of-ways, parks, school sites, and other public facilities. It ensures that future development does not infringe on planned streets and public facilities. In conjunction with the Comprehensive Plan, the Official Map can be a very effective implementation tool.

Sign Ordinances: A sign ordinance controls the placement of signs within a community and contributes to the community's aesthetics and character. The

ordinance restricts the size, location, and types of signs. As well as the material a sign can be made of.

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

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

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

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

Financial Tools

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

Tax Increment Financing (TIF): A TIF program allows the Village to use the taxes collected on the increase in the value of taxable property for financing additional property improvements. Often used in industrial parks, the taxes collected from new business go towards the improvements needed to draw them there. When the improvements are paid for, a new area can be developed. A TIF District can be used as an incentive tool to draw new business into the area. A blighted TIF allows for redevelopment within a community.

Community Development Block Grants (CDBG): CDBGs are used to improve local housing and public buildings. Several state and federal programs are available for various housing needs.

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

Existing Implementation Tools

- Zoning Codes
- Floodplain Zoning
- Subdivision Regulations
- Impact Fees
- Building Codes
- Erosion Control
- Minimum Property Maintenance Code
- Commercial Property Exterior Maintenance code
- Historic Preservation
- Site Plan Reviews

Potential Implementation Tools

- TIF Districts
- Sidewalk Ordinance
- Official Map

Local Action

Local Citizens: The Village of Somerset encourages ideas from its citizens that will result in the betterment of the community. Situations change and new ideas evolve and with this, the Comprehensive Plan will need to be updated. Therefore, public participation will always be needed and welcomed.

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

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

Plan Updates

On-going evaluation and monitoring is important to maintain the integrity of the Comprehensive Plan. The needs of the community today may not match the needs twenty years from now. Therefore, the Plan Commission will need to monitor the progress of the plan implementation. Revisions or amendments to the plan can be addressed at any time by following the procedures for adopting a comprehensive plan under Wisconsin Statutes and the adapted public participation procedures. It is recommended that the Comprehensive Plan be reviewed yearly. The state statute requires updates no less than every 10 years.