



**Village of
Stockbridge
Calumet County
Comprehensive Plan
2003-2023**

**Adopted
May 6, 2003**

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Comprehensive Plan
2003-2023**

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PURPOSE OF THE COMPREHENSIVE PLAN

Why Plan?

General Dwight D. Eisenhower was quoted as saying, "In preparing for battle I have always found that plans are useless, but planning is indispensable."

Well, General, perhaps plans are not "useless," but the point is true. The real benefit of planning, community or otherwise, is working through the process, not the production of a map or document at the end. In this context, the word "plan" is a verb, not a noun; it is an action, not a result.

Good planning brings people together to talk about what responsible growth looks and feels like. It encourages discussion among citizens, agencies, and governments. It presents choices on how and where to live; how to get to and from work, school, home, and play; and how a community will look, function, and feel.

The planning process identifies what is and what can be, and fosters discussion on how the past influenced the present and can guide the future. It is an opportunity to discuss options and develop common goals. It provides a focus for finding and discussing innovative ways to meet diverse community needs.

The "finished" plan – the map or report – is really little more than the documentation of the planning process. It records facts and describes a scenario for the future. It displays how financial and human resources might be allocated. It illustrates the planning process's discussion and findings.

A good plan is not the end of a process but the beginning of a new one. It is the starting point for implementation, a guide for change. It cannot be viewed strictly as "law," but, rather, as a reference for future decision-making. The plan is a tool, not just a product.

Comprehensive Planning Legislation

The most complete planning legislation in Wisconsin's history was included in the State of Wisconsin Biennial Budget for 1999-2001 and was revised in May 2000 for technical changes.

The planning legislation found in State Statute 66.1001 provides local governmental units with the framework to develop comprehensive plans and assists the community in making informed land use decisions. The framework includes nine specific elements and fourteen goals. By January 1, 2010, all communities which make land use decisions will need to base those decisions on an adopted comprehensive plan based on the legislation.

The State of Wisconsin also offers a comprehensive planning grant program (ss. 16.965 and 16.9615) that provides communities with an incentive to undertake a comprehensive planning process.

Planning in the Village of Stockbridge

The Village of Stockbridge's first plan was prepared in the late 1970's by the Village Planning Committee with assistance from the Calumet County Planning Department.

Wisconsin Statutes 16.965 and 16.9615, which provide for planning grants, and 66.1001, the comprehensive planning legislation, guided the preparation of this comprehensive plan. It is intended to direct the growth of the community for the next twenty years, with a review of its objectives on an annual basis and a full update every ten years. This plan incorporated input from residents of the Village of Stockbridge while encouraging efficient government and facilitating intergovernmental cooperation. It will be a blueprint for future development that will help citizens, developers and all other entities know what to expect about the future of the Village of Stockbridge.

The Village of Stockbridge Plan Commission on February 4, 2003, by resolution, recommended the adoption of the Village of Stockbridge Comprehensive Plan to the Village Board of the Village of Stockbridge. On May 6, 2003, the Village Board held a public hearing on the Village of Stockbridge Comprehensive Plan and adopted the Comprehensive Plan by Ordinance No. 61.

FUTURE LAND USE PLAN

Major Findings and Recommendations

The land use plan for the Village of Stockbridge is the visual representation of existing and planned development. Here is where the impact of the population projections; the historical and projected changes in the demographics of the community; the projected densities of different types of residential development; the development of tourism and recreation-based commercial projects; the protection of natural resources and more become real for the residents of the Village of Stockbridge.

The best opportunities for growth in the Village of Stockbridge appear to be in residential development and in commercial development that is based on the recreation and tourism possibilities associated with Lake Winnebago. Industrial growth will be welcomed and accommodated, but not actively pursued.

Based on the vision for the village, the existing characteristics of the land use in the village, and the issues that were identified by the Planning Commission, the following programs and actions are recommended:

Agricultural

The changing face of agriculture is a concern. On the commercial side, there is the trend toward “mega” farms. The village has a large amount of agricultural land within its borders and the possibility of a “mega” farm has been discussed. On the other end of the spectrum, there is a trend toward hobby farms with horses or other types of animals that are kept for recreational or small commercial purposes.

The desire of the community is to create and preserve the character of a lakefront village that offers a variety of residential options and a commercial sector based on tourism and recreation. Allowing commercial agricultural operations with animals would not be compatible with the vision of the community. The keeping of domestic farm animals for non-commercial purposes, while consistent with the vision, would be limited to agricultural areas.

It is recommended that dairying and other agricultural operations involving animals and livestock not be permitted in the Village of Stockbridge. Cash cropping would be allowed to continue in the agricultural zoning district and existing dairying operations would be allowed to continue with some restrictions.

Residential

Critical issues involved in the location of future residential growth include the efficient and economical provision of municipal services; encouraging residential growth in areas currently served by municipal services; equitable development standards in the various zoning districts in which residential development can occur; and the avoidance of potential conflicts between different types of uses and/or between older and newer areas of residential development.

The Village has made a significant investment in providing water and sewer, an investment necessitated by the lineal pattern of residential development along Lake Winnebago. In order to provide water and sewer to the lakefront, the lines had to run past significant amounts of undeveloped land. The Village would like to encourage the development of this land in order to recoup the investment in water and sewer lines.

It is recommended that areas be designated within the village to accommodate a wide variety of housing options. Urban residential would include developments with lot sizes of less than one acre. This is the type of development found west of Military Road and north of Lake Street in the downtown area.

Rural residential will also be encouraged. Examples of this type of development would include the residential areas north and south of Lake Street and west of Lakeshore Drive and several areas along Lake Winnebago. Larger lots and homes would characterize this type of residential development. Two different levels of rural residential will be developed based on the minimum size of the lot and the minimum size of the house. While connections to the Village's water and sewer system will be required where they are available, the use of private wells and septic systems will be allowed where they are not.

Agricultural residential will also be encouraged but with a minimum lot size of five acres. Typically large lots do not have municipal water and sewer. There are some areas of the village, however, where the availability of municipal water and sewer may attract growth that would otherwise not occur in the Village of Stockbridge. While connections to the Village's water and sewer system will be required where they are available, the use of private wells and septic systems will be allowed where they are not.

Commercial

Future commercial development is projected to be associated with the promotion of the Village of Stockbridge as a recreation and tourism destination. The Stockbridge Harbor is a significant existing asset. There is potential for a mixed use project that would incorporate the harbor along with a golf course, retail shops and a combination of single family and condominium residential development located adjacent to and within the golf course.

It is recommended that land in the area of the Stockbridge Harbor be designated for development associated with fishing, boating and golfing.

Industrial

While the Village has determined it will not actively seek new industry, it will designate an area of the community in which the expansion of existing industries and the location of potential new industries will be encouraged.

It is recommended that land west of STH 55 just to the north of the southern village limits be designated for future manufacturing, wholesale and distribution and other business-to-business firms.

Goals, Objectives and Policies

Goal

To provide for orderly growth and development that ensures the character, magnitude and location of all land uses are considered in achieving a balanced natural, physical, and economic environment.

Objectives

1. Develop and adopt a Land Use Plan that guides the public and private sectors in making decisions on the development and redevelopment of land in the Village of Stockbridge.
2. Provide for a complete range of land uses in the areas most appropriate for such uses.
3. Develop and adopt new regulatory tools, and revise and re-adopt existing regulatory tools, that are needed to guide and promote development patterns recommended in the Comprehensive Plan.
4. Amend the existing zoning ordinance and map to be consistent with the recommendations of the Comprehensive Plan.
5. Where necessary, draft and adopt new ordinances and development standards to implement the goals, objectives, and recommendations of the Comprehensive Plan.

Policies

1. The Village of Stockbridge shall require all decisions and actions concerning land use development and redevelopment in the village to **be consistent with the Comprehensive Plan**.
2. The Village shall **discourage**, but not prohibit, **development on land that is not served by Village water or sewer**.

3. The Village shall **encourage the development of unused land** within the Sewer Service Area that can be served by existing municipal services and facilities and transportation systems.
4. The Village shall **prohibit development** from locating in wetlands, floodplains, and delineated conservation and environmentally sensitive areas.
5. The Village shall **encourage a broad range of residential land use densities** to satisfy the housing preferences and income levels of the residents.
6. The Village shall **promote the development of commercial areas** that are convenient to the public and integrated with surrounding land uses and the transportation system.
7. The Village shall **annually review the Land Use Element** of the Comprehensive Plan to identify amendments needed for the Plan to continue to effectively guide land use development decisions.
8. The Village will **coordinate its Land Use Plan with the Town of Stockbridge** to avoid land use conflicts.

Development and Redevelopment Opportunities

Please refer to Map 1 Future Land Use Plan on page 9

Agricultural

There are four large areas currently being used for agricultural purposes that are projected to continue for the next twenty years. The first of these areas is located west of Lake Shore Drive and north of St. Catherine's Bay Road. A second area is south of Sunset Beach Road and west of Lakeshore Drive. The third area is east of Lakeshore Drive and south of Lake Street to the village limits. The final area is the eastern three-fourths of the Village east of Military Road.

The Village would like to see future agricultural land uses in these areas limited to cash cropping and non-commercial animal operations. Existing commercial animal operations will be allowed to continue.

Residential

Three different types of residential development opportunities are proposed to be available in the Village of Stockbridge. The intent is to provide developers and homebuyers with a range of residential atmospheres with densities ranging from housing units per acre to acres per housing unit.

Urban residential development is projected to occur in the Eckers development with the extension of Enterprise Street and Mary Street and in in-fill lots in the downtown area surrounding the intersection of Military Road and Lake Street. The density levels that will be encouraged in this area is three housing units per acre for single family development and higher for two- and multi-family development.

Rural residential development is projected to occur in several areas of the village. The area that is experiencing the most activity is along Lake Winnebago. Residential growth in this area in the future will be a combination of the development of vacant, platted lots, the purchase and replacement of small seasonal cottages with larger year-round homes, and the development of platted lots in areas that are currently not platted.

A second area of existing rural residential development that is projected to continue to expand is the Westview subdivision located south of Lake Street and west of Lakeshore Drive. The last area of existing and projected rural residential area is along either side of Lakeshore Drive north of Lake Street. On the east side of Lakeshore Drive, the area will extend east to meet the urban residential development area along Union Street.

Agricultural residential development is projected to accommodate lifestyles that involve domestic farm animals and non-commercial agricultural operations in the areas described above in "Agricultural" on page 6.

Commercial

There are two areas that are projected to see commercial development and redevelopment opportunities. The **downtown area along STH 55** has a number of vacant buildings that are potential candidates for rehabilitation or for demolition and replacement with new development. The two major categories of development are convenience services for the residents of the Village and tourism and recreation services attractive to the traveler and vacationer.

It is the latter type of services that also offers opportunities in a second area of the village. The Village should consider designating land in the area of the **Stockbridge Harbor** for tourism and recreation development, either on a stand-alone basis or as part of mixed use development (see 5. Mixed Use below).

Industrial

Industrial development and redevelopment opportunities are expected to be concentrated along STH 55 near the northern and southern village limits.

Mixed Use

There is an opportunity to **capitalize on the Stockbridge Harbor and Lake Winnebago** with the development of a mixed use project. Commercial and residential develop-

ment may be combined with recreational development in a golf course community in an area south of Lake Street, west of Lakeshore Drive, and north of Sunset Beach Road. As an alternative, this area would also be suitable for rural and/or agricultural residential. If agricultural residential is proposed, the impact of animals on adjacent non-agricultural areas must be considered.

Smart Growth Areas

Residential

The Village of Stockbridge will encourage the development of existing vacant residential land currently served by streets, water and sewer.

Commercial

Commercial growth will be guided to the downtown area and the area immediately adjacent to the Stockbridge Harbor, and discouraged from occurring elsewhere in the village.

Industrial

Industrial and other non-retail types of commercial activities will be encouraged to locate in the area designated by the Village west of STH 55 at the south end of the village.

Insert Map 1 Future Land Use Plan Here

Back of Map 1

SUMMARY OF THE PLANNING PROCESS

The Vision for the Village of Stockbridge

Planning Commission Discussion

Early in the comprehensive planning process, the Stockbridge Planning Commission discussed their village relative to its qualities, characteristics, strengths, weaknesses, and future. They believe the village has many more strengths than weaknesses. These include the lake and many recreation opportunities, the local school system, and the local Fire Department and First Responders. The village has all the utilities of a more urban community, with the pleasantness and security of a remote small town.

Stockbridge's biggest weakness, according to the Planning Commission, is the lack of retail businesses. They feel Stockbridge has become a bedroom community of the Fox Cities, Fond du Lac, New Holstein, and Kiel. Most residents commute to jobs in these and other communities larger than Stockbridge.

The Planning Commission believes commuters find it more convenient to shop for items such as groceries, clothing, and fuel while in the larger community. One benefit, then, of decreasing the flight of residents to other communities for work would likely be an increase in the amount of retail buying occurring in the Village.

However, with purchases being increasingly made outside the village, the number and variety of stores in Stockbridge has decreased. This, of course, *forces* residents to shop elsewhere, and a vicious circle is created. A combination of factors must be realized to attract residents and increase commercial activity. New residents may come, but they'll still have to go to a more urban area for shopping. The Commission believes the presence of a supermarket and a discount store to be most important.

The Planning Commission thinks efforts to attract new residents should be focused on young families. They believe a diverse housing market is best. Large lots (more than one acre) should be mixed with smaller, more affordable properties. Quality rental units are needed, with a broad range of types and rent costs.

As the village grows, and to enhance its attraction to families, the Commission believes there should be more designated park and open space.

Citizen Opinion Survey

In early 2002, the Planning Commission prepared and distributed 438 surveys to residents of the Village of Stockbridge. The Planning Commission received 216 completed surveys for an outstanding response rate of 49%.

Summary of the Planning Process

The small-town atmosphere was picked by 49% of the respondents as the number one reason why people choose to live in the Village of Stockbridge. The village's proximity to Lake Winnebago ranked second at 41%, while the fact that people were born and/or raised in the Village was ranked third at 30%.

Of the respondents who have lived in the village for more than five years, 34% thought the quality of life has improved. The three most positive influences on the quality of life are Lake Winnebago (60%), sewer and water service (45%) and fire and police protection (33%). The unavailability of retail shopping (75%), the condition of highways and streets (28%) and the local school system (23%) were identified as the three most negative influences on the quality of life.

About 80% of the employed residents of the village commute to jobs located in other communities. Over half of them commute to one of the Fox Cities. About 29% commute to Chilton, New Holstein or Fond du Lac.

Over 70% indicated the village should grow at or slightly faster than the 12% rate of population growth from 1990 to 2000. Another 13% said it should grow at a much faster rate while 12% said a slower rate of growth would be desired. Less than 5% said there should not be any growth.

The vision for the village for 42% of the respondents was a community with additional quality of life services and recreation and entertainment opportunities, which probably means some growth. Almost 25% envisioned the village as an expanding "bedroom" community whose residents mostly work and obtain services elsewhere. Keeping things the way they are was selected by about 18% and 16% thought the community should become a vital business center, that adds jobs to the village.

The land use options for which over 50% of the respondents indicated they agree or highly agree are a mix of preservation of the natural environment and the addition of residential, commercial and industrial development. Three of the four land use options for which over 50% of the respondents indicated they disagree or highly disagree were options that would seek to restrain development. The fourth option shows that the citizens would like the Village to have a role in the community's development pattern, versus leaving it entirely to free market forces.

The visual appearance of the village is important to its citizens as over 80% of the respondents agreed or highly agreed the village must adopt ordinances that will correct and prevent unsightly structures and properties. Three other policies and directions agreed or highly agreed with by over 50% of the respondents are related to working jointly with the Town of Stockbridge, encouraging marina-related development and enhancing the "Main Street" area along STH 55.

About 91% of the respondents are year round residents, with the remaining 9% living in the village on a seasonal basis. The growth of the community is demonstrated by the 26% of the respondents who have lived in the village for less than five years. The new residents are balanced out by the 15% of the respondents who have lived in the village for more than fifty years.

Based on the results of the survey, the **strengths of the village** are:

- ❖ Small town atmosphere
- ❖ Proximity to Lake Winnebago
- ❖ Municipal services
- ❖ Proximity to employers
- ❖ Desire to balance the protection of natural resources with the development of residential, commercial and industrial land uses
- ❖ Importance of visual appearance
- ❖ Diversity of residents

The **village's weaknesses** are:

- ❖ Retail shopping
- ❖ Employment opportunities
- ❖ Lack of marina-related commercial development
- ❖ Visual appearance

A tabulated survey with the percentage response to each of the questions may be found in the Appendix.

Vision for the Village of Stockbridge

At the Planning Commission meetings on May 7th and June 4th, 2002, the results of the Citizen Opinion Survey were discussed. This discussion resulted in the revision of the original vision developed by the Planning Commission in the fall of 2001. The revised vision is:

"Stockbridge - A small village, proud of its heritage, prepared for the future.

We offer a rural, relaxed pace of life - the product of abundant natural resources and affordable municipal services usually found in larger communities. Our proximity to larger urban areas is attractive to many residents who commute to their jobs.

We welcome controlled growth that supports our desire to preserve the character and atmosphere of a lakefront village. The implementation of carefully planned land use and economic policies will be sensitive to the needs of existing residents and business owners, encourage small business development and promote tourism and recreational development.

While we would like to attract and encourage residential and commercial development, it is important to us that we protect, enhance and promote our natural resources so that future development does not reduce public access to, or damage, these treasures."

Major Findings and Recommendations

Issues and Opportunities

While population projections consistently show no growth or a decrease in the number of residents in the Village of Stockbridge, actual population counts show an increase in the number of residents. There are a number of factors that help to explain the discrepancy. The region as a whole has experienced significant in-migration. Residential and commercial growth has been, and is projected to continue to be, strong in the Fox Cities to the north and the Fond du Lac area to the south. The continuing conversion of seasonal cottages to year-round homes has increased the number of year-round residents. There still is undeveloped land along the lakefront that is expected to develop within the next several years. Economically, the trend toward service sector growth may find its way to the Village of Stockbridge, as the need for a specific geographic location becomes less important with electronic communications.

The Village of Stockbridge has seen a decrease in households characterized by a husband and wife with children, and an increase in households made up of individuals not related to one another.

Retail and manufacturing are the two largest sectors in which the residents of the Village of Stockbridge have a job. Employment in the service sector, the largest sector at the state level, is an area in which growth may be expected. As would be expected, almost all of the residents who are employed commute to their jobs in other communities, mostly in the Fox Cities.

The Village of Stockbridge is solidly middle class, with a lower percentage of low and high income households than at either the county or state level. The same situation is found in education, where the percentage of residents that have not gone beyond the 9th grade or have gone beyond the 12th grade is less than at the county or state level.

In the past, villages like Stockbridge were basically self-sufficient with most of the residents working and shopping in the community. Today the village finds itself part of a larger regional community. The community is on the verge of becoming more visible to people and businesses in the region surrounding it. It is ready to reach out and offer the small village atmosphere in close proximity to the more urban environments of the Fox Cities and Fond du Lac.

It is recommended that the village become more proactive in marketing the rural, relaxed pace of life it offers with the conveniences of municipal services.

Agricultural, Natural and Cultural Resources

The natural resource base of the Village of Stockbridge provides an important determinant of the potential physical and economic uses of the land. The management and preservation of these resources are important for sustaining economic uses of the land and maintaining the quality of life enjoyed by the residents of the village. Environmental characteristics, including topography, drainage patterns, floodplains, wetlands and soil properties are among the features that determine whether or not an area is suitable for a specific type of development. Development in wetlands or woodland areas can destroy the important environmental benefits these areas provide to the community. The conversion of agricultural lands into other land uses may have long-term economic implications as well as environmental effects.

Based on the vision for the village, the existing characteristics of the agricultural, natural, and cultural resources in the village, and the issues that were identified by the Planning Commission, the following programs and actions are recommended:

Agriculture

It is recommended that strong consideration be given to **amending the Village's zoning ordinance to prohibit "mega" farms** and to be specific in the types of agricultural operations that will be permitted or conditional uses.

Protect Environmental Corridors, Wetlands and Woodlands

It is recommended that the Village of Stockbridge **map and protect wetlands and the corridors along Mill Creek and Mud Creek and their tributaries from development** that would degrade water quality. It is also recommended that woodlands be protected from development that would result in their disappearance.

Lake Winnebago

It is recommended that the Village of Stockbridge continue to **pursue opportunities for development** that are possible because of the location of the village along the east shore of Lake Winnebago.

Transportation

Long-range transportation system planning is needed to promote logical and efficient community development, foster economic development, and ensure safe and efficient movement of vehicular and non-vehicular traffic. Transportation system planning and land use planning must be coordinated given the complex interrelationships between these two elements of community development. For example, the highest and best land use of a specific parcel is determined by a number of factors including (and perhaps most importantly) its location in relation to major transportation facilities.

Transportation system and land use interrelationships are also important from a capital improvement planning perspective. For example, in order to maximize the cost-

Summary of the Planning Process

effectiveness and efficiency of public investments in streets and related infrastructure, it is very important to coordinate land use planning with transportation systems planning. If a community knows which types of land use are proposed for a given area, it can project traffic volumes on streets that serve the area, as well as determine the sewer and water facilities that will be needed to serve the area as it urbanizes.

The Village of Stockbridge Planning Commission identified several key transportation issues:

- ❖ There are several connections of existing streets that should be considered for official mapping. They include Lot 18 south of St. Catherine's Bay Road; the extension of Linden Lane to the west; connecting Sunset Beach Road to Hickory Hills Road; and the extension of Mary Street west to Lakeshore Drive.
- ❖ Traffic counts on Lake Street are highly dependent on fishing traffic.
- ❖ Lake Street is a popular route for pedestrians and bicyclists.
- ❖ An area of concern for accidents is the intersection of STH 55 and Hickory Hill Road. The conflict is between vehicles heading south that are slowing down to turn left on Hickory Hills Road and vehicles that are accelerating to highway speeds as they leave the village.
- ❖ There is a good relationship with the Town of Stockbridge on the maintenance and repair of streets that serve as the boundary between the village and the Town.
- ❖ Current and future trails were discussed for snowmobiles, pedestrians and bicycles. The village has an ordinance for snowmobile trails.
- ❖ Given the number of residents who commute to other communities, a potential location for a "Park and Ride" lot should be considered.

A Comprehensive Plan, a Capital Improvements Plan, an Official Map Ordinance, a Zoning Ordinance, an Access Control Ordinance, and a Subdivision Ordinance are some of the community planning tools that are necessary to achieve coordination between transportation system planning, land use planning and capital improvement planning.

Based on the vision for the village, the existing characteristics of the transportation system in the village, and the issues that were identified by the Planning Commission, the following programs and actions are recommended:

Five Year Capital Improvement Plan

As a way of planning and prioritizing future transportation improvements, it is recommended that the Village adopt a five-year Capital Improvement Plan that would include transportation projects. The plan identifies the transportation project, a description of the project, the estimated cost and potential funding sources. It should be updated annually as part of the Village's budget process.

Official Mapping

Villages have the right to Official Map future roadways. The concept of Official Mapping is to promote the planning and preservation of future arterials and collector roadway corridors. A map showing future streets can be extremely helpful to the long range planning of

a community and can alert property owners and developers to the intended route of major streets.

Ordinances

It is recommended that the Village review its existing street and subdivision ordinances to ensure they support the direction, level and type of transportation improvements developed in the Comprehensive Plan. It is also recommended that the Village consider developing a sidewalk ordinance or policy.

Multi-Purpose Trails

It is recommended that the Village identify, protect and develop multi-purpose trails for use by pedestrians, bicyclists and other non-motorized vehicles.

“Trails are the front porches of a mobile society”

Karen Ott
Village of Stockbridge

Military Road and Hickory Hills Road Intersection

It is recommended that a south-bound left turn lane be constructed at this intersection.

Housing

There is a wide range of housing densities in the Village of Stockbridge. Housing at typical urban densities of about three units per acre is prevalent in the downtown area. Large lot development of one or more acres is more prevalent in the western half of the village between Lakeshore Drive and Lake Winnebago. In a few places, the lots are up to twenty acres.

A Smart Growth planning principle is to encourage housing development at higher densities like those in the downtown area in order to more cost effectively and efficiently provide municipal services like streets, sewer and water.

The situation in the Village of Stockbridge provides a challenge to this planning principle. Because of the demand for housing development along the shore of Lake Winnebago and the desire of the Village to provide municipal water and sewer versus private wells and septic systems, water and sewer lines are located in streets that front large areas of agricultural or undeveloped land. The challenge is to determine what densities will be required of future housing development and whether or not to require connection.

A trend the village is experiencing is the conversion of seasonal cottages to year round homes either through renovations and additions or through the demolition of the existing structure and the replacement of it with a new, larger structure.

Based on the vision for the village, the existing housing characteristics of the village, and the issues that were identified by the Planning Commission, the following programs and actions are recommended:

Housing Rehabilitation Program

It is recommended that the Village of Stockbridge continue to offer the housing rehabilitation program to assist with improvements and upgrades to existing residential structures in the community.

Promotion of Affordable Housing

It is recommended that the Village of Stockbridge provide for the location of affordable housing, both rental and owner occupied. The housing rehabilitation should continue to offer assistance on down payments to qualified applicants for the purchase of an existing home.

Utilities and Community Facilities

As with transportation, the absence or presence and location of utilities and community facilities within a community has a major impact on the long-term growth of the community. The ability of the community to provide municipal services is a key determinant in the type and location of future land uses.

In order to maximize the cost-effectiveness and efficiency of public investments in utilities and community facilities, it is very important to coordinate land use planning with these investments. If a community knows which types of land use are proposed for a given area, it can project the cost of providing municipal services in that area.

A Comprehensive Plan, a Zoning Ordinance, and a Capital Improvements Plan are some of the community planning tools that are necessary to achieve coordination between land use and utilities and community facilities planning.

Based on the vision for the Village, the existing characteristics of utilities and community facilities in the Village, and the issues that were identified by the Planning Commission, the following programs and actions are recommended:

Five Year Capital Improvement Plan

As a way of planning and prioritizing future improvements to the utilities and community facilities in the Village of Stockbridge, it is recommended that the Village adopt a Five-Year Capital Improvement Plan. The plan identifies the utility and/or community facility project, a description of the project, the estimated cost and potential funding sources. It should be updated annually as part of the Village's budget process.

Open Space and Recreation Plan

The Village's Open Space and Recreation Plan is over fifteen years. This plan should be updated and revised in order to more specifically plan for open space and recreations needs in the Village and to be eligible for state and federal funding programs.

Economic Development

The existing economic base of the Village of Stockbridge is limited as can be evidenced by the fact that 80% of the residents who responded to the Citizen Opinion Survey in early 2002 commute to another community for employment.

Survey respondents indicated they would like to see businesses that could meet the day to day shopping needs of a household and businesses that would benefit from the tourism and recreation traffic that the Village experiences at various times throughout the year.

Based on the vision for the village, the existing economic development characteristics of the village, and the issues that were identified by the Planning Commission, the following programs and actions are recommended:

Existing Business Development

It is recommended that the Village work with the Stockbridge Area Business Association in identifying what it can do to assist with the continued growth of existing businesses.

Attraction

It is recommended that the Village actively promote the recreational and tourism development opportunities available in the Stockbridge area.

Entrepreneurship

It is recommended that the Village become familiar with the resources available through UWEX Calumet County, Service Corps of Retired Executives (SCORE), and the Wisconsin Department of Commerce.

Infrastructure Investments

If the concept of a planned unit district with commercial, residential and recreational uses is pursued in the area south of Lake Street, west of Lakeshore Drive, and north of Sunset Beach Road, the Village may need to make investments in streets, water and sewer to help facilitate the concept.

Organizational Capacity

It is recommended that the Village of Stockbridge support the efforts of the Stockbridge Area Business Association in promoting existing businesses and developing new businesses.

Intergovernmental Cooperation

The Village of Stockbridge has a history of working cooperatively with adjacent units of government. Based on the vision for the village, the existing characteristics of the transportation system in the village, and the issues that were identified by the Planning Commission, the following programs and actions are recommended to help maintain intergovernmental cooperation:

Town of Stockbridge

It is recommended that the Village schedule regular meetings with the Town to discuss issues of mutual interest and concern.

School District Outreach

It is recommended that the Village continue to meet regularly with the Stockbridge School District to discuss the use of each other's facilities and the potential need for the expansion of existing facilities.

Calumet County Tourism Association

It is recommended that the Village continue being an active participant in the Calumet County Tourism Association to help market the tourism and recreational opportunities in the Village.

Postal Addressing System

In the Utilities and Community Facilities chapter, it was noted that the Village of Stockbridge does have its own post office, yet mailing addresses in portions of the Village reflect post offices from other communities. In the spirit of intergovernmental cooperation, it is recommended that contact be made with the United States Postal Service to determine the feasibility of a common postal address throughout the Village.

Goals, Objectives and Policies

In this section, the goals, objectives, and policies for each of the Comprehensive Plan's nine major elements are presented. Definitions for goals, objective and policies are given below.

Goal: An **ideal future condition** to which the community aspires. It is usually expressed in general terms and is not quantifiable.

Objective: An **intermediate step** toward attaining a goal that is measurable and attainable.

Policies: Principles of land use design and management of development derived from the goals and aimed specifically at what the Village can do to attain the goals. Policies typically use "shall" and "should" in describing actions and are often expressed as specific standards.

Goals and objectives are intended to serve as guides for preparing and implementing the recommendations presented in the nine elements of the 2002 Comprehensive Plan.

The development of goals and objectives is a key element of the comprehensive community planning process. The goals and objectives are intended to express the basic values, desires and needs of the community with respect to physical development and redevelopment. Further, they contribute to the successful implementation of the Plan after it is adopted by providing guidelines for reviewing new development proposals. Essentially, they define the village's vision for the future and provide guidance for realizing that vision.

Broad Goals for the Village of Stockbridge

1. To create a community that **meets the lifestyle needs** of its residents, and is **attractive** to people looking for a "small town" atmosphere.
2. To encourage the **growth of retail businesses** that will meet the basic daily needs of the village's residents.
3. To provide a range of **housing alternatives**.
4. To take advantage of the recreational, residential, and economic opportunities presented by **Lake Winnebago**.
5. To protect and enhance **natural resources**.

Agricultural, Natural and Cultural Resources

Goals

1. Protect and encourage agricultural production on **land outside of the Stockbridge Sewer Service Area**
2. Protect and enhance the village's **natural resources**
3. Preserve the village's **cultural resources**.

Objectives

1. Encourage **agricultural practices** that are compatible with residential, commercial and tourism development.
2. Review **existing ordinances or develop new ordinances** to ensure the protection of the village's natural resources from development.
3. Create awareness of the village's **cultural resources** through publicity and recognition programs.

Policies

1. The Village shall require developers to **document consideration of the impact of the development** on the agricultural, natural and cultural resources of the village.
2. The Village shall encourage development patterns that **protect the agricultural, natural and cultural resources** of the village.
3. The Village shall **review its zoning and other ordinances** to ensure their compatibility with the goals and objectives of the Agricultural, Natural and Cultural Resources Element of the Village's Comprehensive Plan.
4. The Village shall **discourage commercial animal operations** within the village.
5. The Village shall map the areas it wants to see protected with the **conservation district designation**.

Transportation

Goal

Develop and maintain a transportation system that provides for a **variety of ways** in which people can safely move in, about and through the Village of Stockbridge while protecting its natural resources.

Objectives

1. Develop a **five-year transportation improvements program**.
2. Encourage the **development of a trails system** that pedestrians and bicyclists can use to travel to all parts of the Village.
3. Study the need to provide **commuting options** for the residents of the Village that work in other communities.
4. **Coordinate transportation improvements** with the Town of Stockbridge, Calumet County and the State of Wisconsin.
5. Encourage **development to occur in areas currently served by streets**.
6. Periodically review **standards for street and sidewalk** construction.

Policies

1. The Village of Stockbridge shall **review, revise and adopt** a five-year transportation improvement program that is consistent with this Plan.
2. The Village shall **require developers to pay for the construction** of new streets.
3. The Village shall **communicate annually with the appropriate officials** at the Town of Stockbridge, Calumet County, East Central Wisconsin Regional Planning Commission (ECWRPC) and the State of Wisconsin on transportation issues.

Housing

Goal

To provide for a range of **housing alternatives**.

Objectives

1. Encourage a **variety of housing types**, including single family, duplex, multi-family and condominium units.
2. Identify the **most suitable areas** for new residential units on the Future Land Use Plan and guide development to these areas.
3. Study the opportunity to **develop seasonal and tourism related housing** developments
4. **Maintain the existing housing stock** through code enforcement and the Village's housing rehabilitation program.

Policies

The Village of Stockbridge shall **discourage**, but not prohibit, **residential development on land not served by Village water or sewer**.

Utilities and Community Facilities

Goal

Provide the utilities and community facilities needed **to protect the health, safety and welfare** of current and future residents of the Village of Stockbridge and enhance the quality of life.

Objectives

1. Provide a safe and reliable **source of water**.
2. Protect the **natural environment** through the collection and treatment of wastewater, the management of storm water and the collection of waste and recyclable materials.
3. Work with **telecommunications and utility firms** in providing the level of services needed.
4. Ensure the public safety of the property owners and residents of the village through **police, emergency medical and fire protection** services.
5. Provide for the **recreation needs** through the maintenance and enhancement of public parks.
6. Provide village **services in an economical and efficient manner**.
7. Encourage development in areas **currently served by sewer and water**.
8. Review the current **assessment system for water and sewer** connections to ensure equity between small lot and large lot development.
9. Pursue a **unified postal address system**.

Policies

1. The Village shall develop a **utilities and community facilities program** that is consistent with the Comprehensive Plan.
2. The Village shall require all **future development to be connected** to the Village's water system and to the sewer system when and where available.

3. The Village shall **communicate** not less than annually **with the appropriate officials** at the Town of Stockbridge, Calumet County, and ECWRPC on utilities and community facilities issues.

Economic Development

Goal

To **diversify and strengthen** the Village of Stockbridge's local economy.

Objectives

1. Support the development of **marina related development**.
2. Retain and expand **existing commercial establishments** and industries in the Village of Stockbridge.
3. Take maximum advantage of the **economic development potential** the Village enjoys given its proximity to Lake Winnebago and the presence of the Stockbridge Harbor.
4. Improve the **visual quality of existing commercial and industrial establishments** in the Village of Stockbridge to enhance the "image of the village" to visitors, residents and potential new investors.
5. Determine through the land use planning process the **highest and best use of vacant or under-utilized properties** within the village.
6. Encourage **intergovernmental cooperation and coordination** in the area of economic development.
7. Support the **Stockbridge Area Business Association** in its efforts to promote business growth in the Stockbridge area.
8. The Village should consider using the **Main Street program** approach in the downtown business district.

Policies

1. The Village of Stockbridge shall identify land for rezoning for **tourism related commercial development**.
2. The Village shall encourage development that is **environmentally friendly**.
3. The Village shall make a determination of the **appropriate zoning of land for which a request for annexation** has been made.

Intergovernmental Cooperation

Goal

To promote the **provision of government services in a cooperative, efficient, environmentally sound and socially responsible manner.**

Objectives

1. **Foster cooperation and coordination** in the provision of services where efficiency, equity and economies of scale can be obtained with other entities.
2. Provide **efficient and economical** public facilities and services.
3. **Coordinate the Village's Land Use Plan** with the Sewer Service Area Plan prepared by the East Central Wisconsin Regional Planning Commission, and with plans prepared by the Calumet County Planning Department.

Policies

1. The Village of Stockbridge shall **encourage involvement with adjacent units of government** in order to minimize land use and policy conflicts, and to achieve economies of scale.
2. The Village shall appoint **people to act as liaisons** with the Town of Stockbridge, Calumet County and regional, state and federal agencies.

Integration of the Elements

During the planning process, care was taken to ensure consistency between the goals, objectives, policies, and recommendations contained in each element of the Comprehensive Plan. The Village of Stockbridge Planning Commission will be responsible for comparing proposals for development that come before it with each element of the Comprehensive Plan. If the review of the development proposal uncovers inconsistencies between the elements, the Plan Commission shall analyze and determine how the inconsistencies may be resolved.

The tools for implementation will also be reviewed to ensure consistency of decisions made by Village officials with the Comprehensive Plan goals, objectives, policies, and recommendations.

PLAN IMPLEMENTATION

Summary

The Village of Stockbridge Comprehensive Plan is intended to guide all decisions related to community development in the Village of Stockbridge.

All public and private sector community development related decisions should be made in the context of the Plan's goals, objectives, policies and recommendations.

Specifically, the Plan should be used as a guide when site plans are reviewed, rezonings are proposed, conditional use requests are considered, subdivision plats are reviewed and public utility improvements or extensions are proposed. The Plan should be used to evaluate the impact of proposed development projects on existing land uses, transportation system facilities, utility systems, park and recreation facilities and other municipal services and facilities prior to issuing permits to, for example, commence construction, divide land, and occupy buildings.

This section of the plan identifies the actions for the Village of Stockbridge to follow and implement over the next twenty years. Implementation will take the form of adopting and implementing a number of regulations, ordinances and policies.

Programs and Actions

Adoption of the Plan

The Village of Stockbridge should formally adopt the Plan in accordance with Section 62.23 of the Wisconsin Statutes. The process includes holding a public hearing before the Planning Commission, after which the Commission adopts the Plan by resolution and certifies its recommendation to the Village Board, which in turn adopts the Plan by ordinance.

Zoning Ordinance

As a result of the discussions in the planning process, the Village of Stockbridge contracted for an update of its zoning ordinance to reflect the changes that will be needed to help implement the goals, objectives, policies and recommendations contained in the Comprehensive Plan. The Village Board adopted the revised ordinance on April 30, 2003.

The zoning map that was developed and adopted with the zoning ordinance is on page 31. It is important to understand the difference between the Future Land Use Plan (see page 9) and the zoning map. A future land use plan is a guide as to what type of development is desired throughout the community. A zoning map is very specific as to the type

of land use that is permitted on a specific property in the community. Initially, there may be several areas where the future land use is different from the current land use permitted by the zoning map and ordinance. Ideally, as time passes, the future land use plan and the zoning map will become more alike as the development of vacant land and the redevelopment of existing land uses occurs. A future land use map is, as its name suggests, a map of future land uses. A zoning map reflects current land uses.

Extraterritorial Zoning Ordinance

The Village of Stockbridge should consider the adoption of an extraterritorial zoning ordinance to help ensure development in the Town of Stockbridge is mutually acceptable to the Village and to the Town.

Subdivision Ordinance

The Village of Stockbridge should review its existing subdivision ordinance to determine the changes that will be needed to help implement the goals, objectives, policies and recommendations contained in the Comprehensive Plan.

Shoreland-Wetland Zoning Ordinance

The Village of Stockbridge should review its existing shoreland-wetland zoning ordinance to determine the changes that will be needed to help implement the goals, objectives, policies and recommendations contained in the Comprehensive Plan.

Official Map Ordinance

State Statutes Chapter 62.23 provide that the Plan Commission shall maintain an official map of the municipality that shows both present and proposed future roads, parks, and public facilities. The law limits compensation to private property owners who may construct buildings on designated future streets or public areas.

The Village of Stockbridge should consider adopting an official map ordinance and map to identify future collector and arterial type streets, to secure access at key points on existing streets, and to identify land for parks and recreational trails.

Water and Wastewater Ordinances

The Village should encourage the review of water and wastewater ordinances to determine the need for revisions to the assessment fees.

Historic Preservation Ordinance

While the Village of Stockbridge does not have a historic preservation ordinance, the Village will support the owners of historically significant properties in their efforts to preserve them.

Site Plan Regulations

The Village of Stockbridge should consider developing a site plan review process that ensures all areas affected by the proposed development are considered.

Building Codes

Building codes in the Village of Stockbridge are enforced through the Village Building Inspector and follow all applicable local, state and federal standards.

Mechanical Codes

Mechanical codes in the Village of Stockbridge are enforced through the Village Building Inspector and follow all applicable local, state and federal standards.

Housing Codes

Housing Codes

Housing Codes in the Village of Stockbridge are enforced through the Village Building Inspector and follow all applicable local, state and federal standards.

Sanitary Codes

The proper connection of water and sewer laterals to water and sewer mains is enforced through the Wastewater Treatment Commission and the Water Utility Board.

Open Space and Recreation Plan

The Village of Stockbridge should review its existing Open Space and Recreation Plan to identify changes needed to help implement the goals, objectives, policies and recommendations contained in the Comprehensive Plan.

Capital Improvement Program

A capital improvements program is a financial planning tool used by local units of government to map out a spending strategy. The typical capital improvements program usually outlines a five or six year spending plan for major equipment purchases (fire truck,

computer system, etc.) and capital outlays (street reconstruction, debt refinancing, etc.) that will require major public expenditures of \$10,000 or more. The capital improvements program (CIP) will prioritize the various expenditures or projects, provide cost estimates, and identify the funding source or sources (tax levy, grants, fees, etc.) necessary to accomplish the project.

As the Village of Stockbridge continues to grow and develop over the next twenty years, there will be a need for capital expenditures to provide additional services or equipment. This can best be accomplished by the preparing and adopting a CIP to implement the goals, objectives, policies, and recommendations of the Comprehensive Plan. Once prepared, the CIP should be reviewed and updated annually by the Village Board.

Measurement of Progress

The Village of Stockbridge Plan Commission will provide a written report to the Village Board on an annual basis on the progress made in addressing the goals, objectives, and policies, and implementing the recommendations of the Comprehensive Plan.

Plan Update Process

The Village of Stockbridge Plan Commission will undertake an in depth review of the Comprehensive Plan in five years, and a complete update in ten years. The process to adopt the updated Comprehensive Plan is the same process used to adopt the original Plan.

The Village of Stockbridge may receive a development proposal that is in serious conflict with a goal, objective, policy, or recommendation of the adopted Comprehensive Plan. If it is clear that the conflict should be addressed, an amendment to the Comprehensive Plan should be considered prior to, or concurrent with, the review of the development proposal. This amendment process should only occur once or twice each year, since more frequent amendments to the Comprehensive Plan will make it essentially meaningless as a planning tool because it can be changed at any time despite the effect of the proposed action on the general well-being of the community.

Insert Zoning Map here

Back of Zoning Map

INVENTORY AND ANALYSIS

Issues and Opportunities

Community History

Portions of the following are from "The Stockbridge Story", a project of the Stockbridge Community Historical Society and authored by Dorothy Meyer, Elaine Doxtator, and William Leach. Additional history was obtained from Village Board and committee meeting minutes.

Stockbridge incorporated as a village in 1908, but its history began three-quarters of a century before that. Members of the Stockbridge and Munsee Tribes of Native Americans came, primarily, from New York State, to escape American expansion and white settlers.

In 1821, a delegation of Stockbridge Indians traveled to Green Bay to meet with local tribes - Menominee, Ho Chunk, Sauk, and Fox – to acquire a parcel for their new homeland. The Stockbridge were ceded a five-square mile piece of land on the southeast side of the Fox River near today's Little Chute.

Wasting no time, the following year 232 Stockbridge and Munsee Indians settled at the Grand Kakalin (Kaukauna rapids). This area today is southern Kaukauna, but in the early 1820s it was known as Statesburg.

The deal, however, that gave the Kaukauna land to the Stockbridge and Munsee was never firm. Within the next decade, the Treaty of 1827 between the U.S. Government and the Menominee gave the U.S. some of the same land the Menominee had sold to the Stockbridge and Munsee. The Menominee disputed that they had ever sold the land to the Stockbridge, and accused them of encroaching on Menominee lands. In 1833, the Stockbridge and Munsee relocated again to "two townships on the east side of Winnebago Lake, equal to forty-six thousand and eighty acres."

The first notable white settlers in the Stockbridge area were missionaries. The Mission House was constructed in 1834 on land that eventually became Downtown Stockbridge. In the late 1830s, land speculator and businessman Daniel Whitney was allowed by the Indians to build a sawmill, gristmill, and store on their land. In 1838, the Military Road between Fort Howard in Green Bay and Fort Crawford in Prairie du Chien was constructed. The Military Road, full of wagon wheel ruts and stumps in the mid 1800's, eventually became Wisconsin Highway 55. Its presence through Stockbridge has been affecting transportation and land use ever since.

Calumet County, in which the Village of Stockbridge is located, was organized in 1836 under the laws of the Wisconsin Territory. Calumet County's territory was declared to be non-existent and it reverted back to Brown County in 1840. On February 18, 1842 it was re-established. The boundaries were first set in the Revised Statutes of 1849, Chapter 20.

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The name Calumet was taken from a Menomonee Indian Village on the east shore of Lake Winnebago. The word means “peace” and signifies the Indian Pipe of Peace.

Earliest County records show the first County Board meeting was held in Stockbridge, where the County Seat was originally located. The Seat was moved to Chilton in 1856.

Like many small towns in Wisconsin in the latter half of the nineteenth century, the Town, and later the Village of Stockbridge, had rapid growth in population and business, only to see it become static or decline in the next century. The Town of Stockbridge had 369 residents in 1846, and 562 in 1847. Most of the residents were whites, even before the Town of Stockbridge was officially opened to white settlers in 1849. The years from 1855 to 1875 saw the greatest community growth, from 589 in 1855 to 2,092 twenty years later. The Town of Stockbridge’s population peaked around 1885 at 2,179 persons.

A source of pride and convenience to Stockbridge residents is its independent school district. The land on which the kindergarten through twelfth grade school sits today was acquired in 1867. The first schoolhouse was erected that same year, housing grades one through eight. The high school was formed in 1875. Two years later, only ten years after its initial construction, came the school’s first addition. In 1912, the original buildings were razed or moved, and a new school was built on the same site. Not until 1954 was an addition made for a gymnasium and classrooms. Two more additions occurred in 1966 and 1999.

Another point of pride is the joint Fire Department. Organization of the Department began in 1914, accompanied by the construction of a concrete water reservoir. The Town and Village have been operating the Fire Department jointly since 1950. They cooperatively built the fire station/community hall in the Village in 1972.

Surrounding the fire station/community hall is Legion-Firemen Park, initially constructed in 1965. The Village’s main recreation area, however, is on the lakefront. Land for a Village Park at Sunset Beach was acquired in 1937 and a bathhouse for swimmers was constructed. The lakeside park has been expanded and improved with placement of a pier, shoreline improvement and protection, picnic tables and a grill. At one time, a well-used baseball diamond was located on property near the Stockbridge Harbor along the lakefront.

Fishing, however, is the primary activity at the Stockbridge lakeshore. Stockbridge bills itself as the Sturgeon Center of the World, as every winter it becomes the launching pad for fishermen in search of this prehistoric fish. The earliest written record of use of the logo dates back to 1955. It became the official logo and was officially registered as a trademark on April 14, 1981. In summer, the large boat launch is a prime access to Lake Winnebago.

The lakefront today is recreation-oriented, but in the first half of the twentieth century it was commerce that plied the harbor. The natural harbor was first dredged in 1894 by the U.S. government to accommodate commercial boats and tugs. The Stockbridge Harbor Yard commenced business in 1904. It dealt heavily in grain, coal, salt, and cement. Before it closed in the mid-1950s, it was one of the largest grain-buying centers in Wisconsin.

In 1963 the Village of Stockbridge took a progressive step towards the future and the Stockbridge Sewer Utility was established. The first sanitary sewer plant was constructed on property located on East Lake Street. Service was provided to the core area of the Village. Very limited growth or expansion of mains followed with all expansions financed by the utility with costs charged back to the users of the extension. In 1989, the Village Board amended this policy by revising the assessment policy from the property owner paying the full cost of the expansion to the Village sharing responsibility for the cost expansion. With this new policy came the ability to expand mains to serve those in need of service. The first major expansion took place in 1989 with mains being installed along Lake Street to the west to Lake Winnebago, and south on Military Road to the Village limits. This expansion spurred the Harbor Ridge development on the lakeshore and later Westview Subdivision, Lakeview Heights, and Lake Breeze Subdivision. In 1991, service was again expanded to include the Sunset Beach area and the Linden Lane area. That was followed by another major expansion in 1995 to the lakeshore area at St. Catherine's Bay, and also along Military Road to the north Village limits. Provision of sanitary sewer to the lakefront has been a major factor in the development of this area.

The 1970's were also a time of looking to the future. The Stockbridge Meadows, a sixteen unit housing complex located on Enterprise Street, was constructed in 1977 by Guardian Housing of Madison, Wisconsin. This facility provides housing based on income limitations.

The Village boundaries were expanded in 1973 by the annexation of property owned by George Hostettler and again in 1977 with an annexation of property owned by Jim Ecker.

Recreational facilities were also improved. Eight acres adjacent to the Legion Firemen's Park were purchased for park development. An application was submitted to the Department of Natural Resources (DNR) for funding assistance. LAWCON and ORAP funds were received for this purchase. A DNR grant was also received in the development of this park for the construction of the parking lot, tennis courts, playground equipment, and fencing. The community has continued with improvements to the park with the addition of a combination ice skating rink and sand volleyball courts, additional playground equipment, and baseball diamond.

The Village Board adopted the first Land Use Plan for the Village of Stockbridge in December of 1979. The plan was prepared with the assistance of the Planning Department from Calumet County.

The Village of Stockbridge has long searched for a method of providing a good source for quality water for the community. In the early 1980's, an application was filed and approved with the Farmers Home Loan Administration for a grant/loan for the installation of water service. A binding referendum was defeated and the grant/loan was declined by the Village. In 1986, the Village proceeded with the drilling of a test well on East Lake Street on a site determined as feasible by the DNR. The water from this well proved to be unusable and the well was abandoned. Dreams of a community water service were once again on hold.

The 70's also brought the loss of a vital community member. Dr. John Knauf died in October 1977. Dr. Knauf established his practice in the Village in 1935 and provided medical

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care to the community until his death. The Village began a search for a physician to provide medical care to the community. Dr. Robert Heinen was asked to operate a clinic and the University of Wisconsin opened a Health Center as a satellite of the Appleton facility. Equipment was purchased with local donations. The Health Center struggled financially and it was ultimately closed as part of the UW budget process.

The 1980's were also a time of activity and change in the community. On January 7, 1982, the first Zoning Code was adopted for the community. The adoption of an Outdoor Recreation Plan followed in September of 1987. In the early 1980's, the Village filed an application for a Community Development Block Grant. This application was approved and the Village received funds to provide grants and/or loans via an income based program for home rehabilitation. Because it is a revolving fund program, loan proceeds are returned to the program for continuation of the program. This program is still available to residents for assistance in rehabilitation and purchase assistance.

Again in 1986 the community grew in size with the annexation of the St. Catherine's Bay area. This annexation added extensively to the size of the Village.

The 1990's also proved to be a time of change within the community. Several annexations were approved. The community underwent a major reconstruction project in cooperation with the State of Wisconsin Department of Transportation with the reconstruction of State Highway 55. The project included replacement of pavement, curb and gutter, storm sewers, and sidewalks.

In the early 1990's, the Village again embarked upon provision of water services with the digging of a test well on property located on West Lake Street. This well proved to be a viable source of water for the community. An application was then submitted for a Community Development Block Grant. The grant was approved and the Village became eligible for assistance in the amount of \$ 670,000. With a viable water source and approved funding assistance, the Village moved to a Binding Referendum, which was approved with more than 80% of the vote. Construction of the water system to serve the entire community with the exception of Lakeshore Drive south of Sunset Beach Road and Hickory Hills Road was completed in 1995/1996. The Village completed the system with the adoption of an Ordinance establishing the Water Utility to serve the Village of Stockbridge and the adoption of a Well Head Protection Ordinance.

The 1990's also brought change and improvement to the lakefront. Stockbridge Harbor facilities were greatly improved, with Calumet County assuming responsibility for dredging, a harbor expansion project with new docking facilities, and ongoing maintenance.

Community emergency health services were greatly improved in 1994 with the establishment of a First Responder Unit, operated jointly with the Town of Stockbridge.

Population Characteristics

After experiencing a population decline from 1970 to 1980, the Village of Stockbridge has seen positive population growth over the past twenty years (see Table 1). Calumet County has seen consistent growth over the past fifty years with most of the growth occurring in the northwestern portion of the County, particularly in the City of Appleton and the Town of Harrison.

Table 1
Population Trends, 1950-2002

Year	Village of Stockbridge		Calumet County		State of Wisconsin	
	No.	% Change	No.	% Change	No.	% Change
1950	409	n.a.	18,840	n.a.	3,434,575	n.a.
1960	476	16.4	22,268	18.2	3,951,777	15.1
1970	582	22.3	27,064	21.5	4,417,821	11.8
1980	567	-2.6	30,867	14.1	4,705,642	6.7
1990	579	2.1	34,291	11.1	4,891,769	3.7
2000	649	12.1	40,631	18.5	5,363,648	9.6
Prelim. 2002	657	1.2	42,497	4.6	5,453,450	1.7

Source: U.S. Census

According to the 2000 U.S. Census, the population of the Village of Stockbridge was 649, an increase of 70 people since 1990. Much of this growth can be attributed to residential development along Lake Winnebago. A preliminary population estimate provided by the Wisconsin Department of Administration for 2002 shows an increase of eight more people in the Village. The Village of Stockbridge grew at a faster rate than the State of Wisconsin between 1990 and 2000, but at a slower rate than Calumet County. The primary reason for the faster rate of growth in Calumet County is the strong residential development occurring in the northwest portion of the County in the area of the Fox Cities.

Both Calumet County and the Village of Stockbridge are predominantly white, although there has been a slight increase in other races and ethnicities (see Table 2).

Table 2
Population by Race and Ethnicity, 1990 & 2000

	Village of Stockbridge				Calumet County			
	1990		2000		1990		2000	
	No.	%	No.	%	No.	%	No.	%
White	594	100.0	641	98.8	33,857	98.7	39,282	96.7
African American	0	0.0	4	0.6	49	0.1	124	0.3
American Indian or Alaskan Native	0	0.0	1	0.2	174	0.5	139	0.3
Asian or Pacific Islander	0	0.0	0	0.0	179	0.5	632	1.6
Other Race	0	0.0	1	0.2	32	0.1	154	0.4
Two or More Races	n.a.	n.a.	2	0.3	n.a.	n.a.	300	0.7
Total Population	594		649		34,291		40,631	

Source: U.S. Census

Even the casual observer of growth and development in the counties of Calumet, Outagamie and Winnebago has noticed the incredible number of new homes popping up and transforming farmland into subdivisions. The numbers on net migration certainly support that (see Table 3). After losing about 1,700 residents between 1980 and 1990 due to people moving away, the ten-county region covered by the East Central Wisconsin Regional Planning Commission (ECWRPC) gained over 44,000 new residents between 1990 and 2000 due to people moving in from outside the region. The numbers were not quite as dramatic for Calumet County but it, too, experienced significant net migration between 1990 and 2000. This confirms the desirability of the area as a place that offers economic opportunities and a strong quality of life.

**Table 3
Natural Increase And Net Migration, 1970-2000**

	Numeric Change			Percent Change		
	Natural Increase	Net Migration	Total Change	Natural Increase	Net Migration	Total Change
1970 – 1980						
Calumet	2,703	560	3,263	9.79%	2.03%	11.82%
Region	29,459	6,484	35,943	6.20%	1.37%	7.57%
Wisconsin	277,741	10,080	287,821	6.29%	0.22%	6.51%
1980 – 1990						
Calumet	3,224	200	3,424	10.44%	0.65%	11.09%
Region	33,368	-1,689	31,679	6.53%	0.33%	6.20%
Wisconsin	312,457	-126,330	186,127	6.64%	-2.68%	3.96%
1990 – 2000						
Calumet	2,452	3,889	6,341	7.15%	11.34%	18.49%
Region	23,593	44,407	68,000	4.35%	8.18%	12.53%
Wisconsin	243,687	228,219	471,906	4.98%	4.67%	9.65%

Source: U.S. Census

Table 4 shows that between 1990 and 2000, the Village of Stockbridge and Calumet County experienced a decrease in the percent of the total population represented by the young (less than 19 years old) and the old (older than 65 years). This reflects the aging of the Baby Boomers and the related decline in births. The strongest growth in Village of Stockbridge occurred in the 20 to 29 and 45 to 54 years of age categories. In 1990, there were 74 residents in the 20-29 category; in 2000, this age group is now in the 30-39 category and it has 106 residents for an increase of 32 residents. In 1990, there were 63 residents in the 45-54 category; in 2000, the 55-64 category had 81 residents. This reflects strong in-migration due primarily to the selection of the village as a place to live versus a place to work.

As expected, the median age increased by about four years in both the village and the county.

Table 4
Age Distribution, 1990 & 2000

	Village of Stockbridge				Calumet County			
	1990		2000		1990		2000	
Age	No.	%	No.	%	No.	%	No.	%
0 - 4	46	7.9%	29	4.5%	2,837	8.3%	2,846	7.0%
5 - 9	49	8.5%	42	6.5%	3,149	9.2%	3,254	8.0%
10 - 14	49	8.5%	50	7.7%	2,921	8.5%	3,453	8.5%
15 - 19	42	7.3%	52	8.0%	2,455	7.2%	3,066	7.5%
20 - 24	32	5.5%	40	6.2%	1,992	5.8%	1,940	4.8%
25 - 29	42	7.3%	33	5.1%	2,942	8.6%	2,351	5.8%
30 - 34	51	8.8%	44	6.8%	3,199	9.3%	3,235	8.0%
35 - 39	42	7.3%	62	9.6%	2,851	8.3%	3,724	9.2%
40 - 44	34	5.9%	51	7.9%	2,269	6.6%	3,702	9.1%
45 - 49	30	5.2%	47	7.2%	1,776	5.2%	3,058	7.5%
50 - 54	33	5.7%	39	6.0%	1,440	4.2%	2,425	6.0%
55 - 59	24	4.1%	39	6.0%	1,357	4.0%	1,820	4.5%
60 - 64	23	4.0%	42	6.5%	1,335	3.9%	1,387	3.4%
65 - 69	24	4.1%	23	3.5%	1,141	3.3%	1,216	3.0%
70 - 74	27	4.7%	18	2.8%	1,017	3.0%	1,094	2.7%
75 - 79	13	2.2%	17	2.6%	719	2.1%	894	2.2%
80 - 84	13	2.2%	14	2.2%	491	1.4%	677	1.7%
> 85 years old	5	0.9%	7	1.1%	404	1.2%	492	1.2%
> 65 years old	82	14.2%	79	12.2%	3,772	11.0%	4,373	10.8%
Total Population	579		649		34,295		40,631	
Median Age	32.9		37.4		31.3		37.4	

Source: U.S. Census

Table 5 shows population projections for the Village of Stockbridge and Calumet County that were prepared by the Wisconsin Department of Administration (WDOA) in 1993, based on 1990 Census data. The projected 2000 population turned out to be 10.2% less than the actual population. The same pattern was seen in Calumet County, where the projected population was 10.1% less than the actual population.

Population projections are based on trend lines in actual population growth with some adjustments made based on actual knowledge of circumstances that may impact the projection. State demographers did not anticipate the tremendous economic growth from 1990 to 2000 experienced by the State of Wisconsin and, in particular, the Appleton-Oshkosh-Neenah Metropolitan Statistical Area (MSA), which includes the counties of Calumet, Outagamie and Winnebago. This growth resulted in higher numbers of people moving to the MSA than had been expected.

Table 5
WDOA Population Projections, 2005-2015

	Village of Stockbridge		Calumet County	
	No.	% Change	No.	% Change
2000 Actual	649	n.a.	40,631	n.a.
2000	583	-10.2%	36,523	-10.1%
2005	578	-0.9%	37,114	1.6%
2010	577	-0.2%	37,795	1.8%
2015	574	-0.5%	38,459	1.8%

Source: Wisconsin Department of Administration

In October 2002, the ECWRPC revised the WDOA projections based on the 2000 Census data and knowledge of development trends in the region. Those projections are shown in Table 6. While the overall numbers have been revised upward, the projections still show a decrease in the population of the Village of Stockbridge.

Table 6
ECWRPC Population Projections, 2005-2020

	Village of Stockbridge		Calumet County	
	No.	% Change	No.	% Change
2000 Actual	649	n.a.	40,631	n.a.
2005	675	4.0%	43,590	7.3%
2010	667	-1.2%	44,389	1.8%
2015	657	-1.5%	45,169	1.8%
2020	642	-2.3%	45,657	1.1%

Source: East Central Wisconsin Regional Planning Commission

Population projections from the WDOA through the year 2030 are scheduled for completion in early 2003. Here are several highlights from a report issued in May 2002 by the WDOA on projected population changes between now and 2030.

- ❖ Wisconsin's population will grow by more than six percent per decade through 2020. Growth will slow to less than five percent in the 2020-2030 period as the mortality rate increases with a larger proportion of the elderly in the state's population.
- ❖ A natural increase of 678,000 persons will account for most of the state's growth through 2030. However, Wisconsin can also expect to experience in-migration of 313,000 new residents during the 30-year period.
- ❖ The working population – ages 18 through 64 – will peak in 2015 at 3.67 million and then decline slightly by 2030 to 3.60 million.
- ❖ Senior citizens will represent an increasing percentage of the population as Baby Boomers reach retirement age. The age 65 and older population will increase slowly up to 2010, and then grow dramatically as Baby Boomers join the ranks of the elderly. Wisconsin's elderly population will expand by more than 600,000, from 703,000 in 2000 to 1,327,000 in 2030. Senior citizens formed 13.1 percent of the state's total population in 2000, but will comprise 20.9 percent in 2030.

- ❖ The preschool- and school-aged populations together will decrease slightly from 1,369,000 in 2000 to 1,320,000 in 2010, and then increase steadily to 1,430,000 in 2030.
- ❖ The proportion of Wisconsin school-aged children will decrease from 25.5 percent in 2000 to 22.5 percent in 2030.

The Village of Stockbridge disagrees with the projections from the Wisconsin Department of Administration and the East Wisconsin Regional Planning Commission for the following reasons.

- ❖ Significant growth continues to occur to the north in the Fox Cities and to the south in the Fond du Lac area.
- ❖ Major retail and residential development in northwestern Calumet County has been facilitated by STH 441. This growth will push residential development to the south towards the Village of Stockbridge. This push has also made shopping more convenient to existing and future residents of the village.
- ❖ With the start of construction on the USH 151 Bypass around the south and east side of the City of Fond du Lac, travel to the south and west will become easier, effectively putting the Village of Stockbridge closer to southern and western Wisconsin.
- ❖ During the 1990's, people moved to the Village of Stockbridge because of family ties.
- ❖ There was significant in-migration in the East Central Region during the 1990's (see Table 10), some of which occurred in the Village of Stockbridge.
- ❖ There will continue to be conversions of seasonal cottages to permanent homes.
- ❖ There is still undeveloped land along the shore of Lake Winnebago. The demand for lakefront property, particularly with municipal services like sewer and water, is expected to continue for the next 10-20 years.
- ❖ The community will be viewed as a good place to retire because of its proximity to medical and other services while offering the "small town" lifestyle.
- ❖ Growth in the service sector has been the primary economic engine in Wisconsin and the United States. There is evidence that this type of growth can happen in the Village of Stockbridge as technology and telecommunications help to reduce the need to be geographically near customers.

It is for these reasons that the Village of Stockbridge will plan for growth.

Household Characteristics

Most people would expect that the Village of Stockbridge would be more similar to Calumet County than to the State of Wisconsin. Table 7 shows an exception in the total family category where the "percentage decrease in" and the "percent of total households" are more similar between the village and the state than between the village and the county. Likewise, the "percentage increase in" and the "percent of total nonfamily households" are more similar at the village and state level than at the village and county level.

The decreases in family households and the increase in nonfamily households between 1990 and 2000 as a percentage of total households were expected. One of the reasons is the increase in households consisting of unmarried or divorced individuals.

People who are living alone traditionally characterize non-family households. This is reflected in the 1990 statistics in Table 7, where 93% of non-family households were people living alone. In 2000, the village saw a significant decrease in the percentage of nonfamily households consisting of an individual living alone from 93% to 78%. This means there was a significant increase in the number of households between 1990 and 2000 where the householder shared the home exclusively with people to whom the householder was not related. In 1990 there were four such households and in 2000 there nineteen shared households.

**Table 7
Households by Type, 1990 & 2000**

	V. of Stockbridge				Calumet County				State of Wisconsin			
	1990		2000		1990		2000		1990		2000	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Total Households	215		265		11,772		14,910		1,822,118		2,084,544	
Total Family	156	72.6	178	67.2	9,269	78.7	11,164	74.9	1,275,172	70.0	1,386,815	66.5
Married	138	88.5	150	84.3	8,163	88.1	9,689	86.8	1,048,010	82.2	1,108,597	79.9
Female Headed	11	7.1	17	9.6	786	8.5	972	8.7	174,530	13.7	200,300	14.4
Total Nonfamily	59	27.4	87	32.8	2,503	21.3	3,746	25.1	546,946	30.0	697,729	33.5
Living Alone	55	93.2	68	78.2	2,093	83.6	3,038	81.1	n.a.	n.a.	n.a.	n.a.
Age 65+	26	44.1	25	28.7	1,002	40.0	1,124	30.0	n.a.	n.a.	n.a.	n.a.

Source: U.S. Census

Employment Characteristics

Over 21% of the people who are employed and who live in the Village of Stockbridge work in the retail trade industrial sector (see Table 8). This reflects the proximity of the village to the large retail base in the Fox Cities. It may also reflect a higher than average amount of households with more than one adult employed with a second wage earner employed in the retail sector.

The next two largest sectors are non-durable manufacturing at 19% and durable manufacturing at 17%. Both Calumet County and the Village of Stockbridge are dependent on manufacturing in comparison to the state.

The services sector is by far the single largest sector at the state level and is just larger than non-durable manufacturing at the county level. This confirms that the trend of services being the dominant employer in the local economy has not yet reached Calumet County and the Village of Stockbridge.

Table 8
Employment by Industrial Sector, 1990

	V. of Stockbridge		Calumet County		State of Wisconsin	
	No.	%	No.	%	No.	%
Ag, Forestry & Fishing	6	1.6	1,392	8.0	109,377	4.6
Mining	2	0.5	17	0.1	2,658	0.1
Construction	35	9.6	802	4.6	117,732	4.9
Manufacturing – Durable	62	17.0	2,931	16.8	222,747	9.3
Manufacturing – Nondurable	69	19.0	3,715	21.3	361,396	15.1
Trans., Comm. & Public Utilities	16	4.4	699	4.0	137,248	5.8
Wholesale Trade	23	6.3	687	3.9	96,532	4.0
Retail Trade	77	21.2	2,367	13.5	408,937	17.1
Finance, Ins. And Real Estate	20	5.5	744	4.3	139,550	5.8
Services	48	13.2	3,814	21.8	713,295	29.9
Public Administration	6	1.6	310	1.8	76,967	3.2
Total Employment	364		17,478		2,386,439	

Source: U.S. Census

One of the findings of the Village of Stockbridge Citizen Opinion Survey was that a significant number of residents have lengthy commutes to work. This is confirmed in Table 9, which shows statistics for 1990. Over half of the employed residents drive more than twenty minutes to work. Almost 27% of the residents drive between thirty and forty minutes to reach their place of employment. The percentage at the county and state level for the same commuting time is significantly lower at 8.7% and 10.2%, respectively.

Table 9
Travel Time To Work, 1990

	V. of Stockbridge		Calumet County		State of Wisconsin	
	No.	%	No.	%	No.	%
<10 minutes	68	22.9	4,461	25.8	517,076	22.0
10 – 20	45	15.2	5,982	34.6	838,124	35.7
20 – 30	64	21.5	2,871	16.6	443,436	18.9
30 – 40	80	26.9	1,497	8.7	240,456	10.2
40 – 60	16	5.4	960	5.6	123,253	5.2
>60 minutes	15	5.1	356	2.1	71,179	3.0
Work at home	9	3.0	1,143	6.6	114,167	4.9

Source: U.S. Census

Given the low actual number of jobs actually located in the Village of Stockbridge, the development of employment projections would have very little validity. Future employment growth is projected to occur in the construction industry and in response to the increased needs for services related to recreation and tourism development.

Income Characteristics

Table 10 shows that the Village of Stockbridge has a lower percentage of households than either Calumet County or the State of Wisconsin with incomes below the \$25,000 level and above the \$100,000 level. The village has a higher percentage of households with incomes in the \$35,000 - \$99,999 range than either the County or the State.

Table 10
Household Income, 2000

	V. of Stockbridge		Calumet County		State of Wisconsin	
	No.	%	No.	%	No.	%
Total Households	265	n.a.	14,952	n.a.	2,086,304	n.a.
<\$10,000	8	3.0	564	3.8	148,964	7.1
\$10,000 - \$14,999	10	3.8	567	3.8	121,366	5.8
\$15,000 - \$24,999	17	6.4	1,279	8.6	264,897	12.7
\$25,000 - \$34,999	36	13.6	1,728	11.6	276,033	13.2
\$35,000 - \$49,999	71	26.8	2,780	18.6	377,749	18.1
\$50,000 - \$74,999	79	29.8	4,480	30.0	474,299	22.7
\$75,000 - \$99,999	33	12.5	2,087	14.0	226,374	10.9
\$100,000 - \$149,999	10	3.8	1,004	6.7	133,719	6.4
\$150,000 - \$199,999	0	0.0	213	1.4	30,598	1.5
>\$200,000	1	0.4	250	1.7	32,305	1.5

Source: U.S. Census

Table 11 shows that both the Village of Stockbridge and Calumet County have median household and median family income levels higher than the State of Wisconsin's. The larger percentage increase in median household income in the Village of Stockbridge compared to the median family percentage increase reflects the decrease in family households and the increase in nonfamily households where the householder is less than 65 years of age (see Table 7). The significant increase in per capita income in the village can be partly explained by the decrease in household size and partly by the increase in nonfamily households where the householder is less than 65 years of age.

Table 11
Comparative Income Statistics, 1989 & 1999

	V. of Stockbridge		Calumet County		State of Wisconsin	
	1989	1999	1989	1999	1989	1999
Median Household Income	\$31,538	\$48,021	\$34,050	\$52,569	\$29,442	\$43,791
% Change 1989 - 1999		52.3%		54.4%		48.7%
Median Family Income	\$38,438	\$56,094	\$37,555	\$58,654	\$35,082	\$52,911
% Change 1989 - 1999		45.9%		56.2%		50.8%
Per Capita Income	\$12,027	\$21,129	\$12,904	\$21,919	\$13,276	\$21,271
% Change 1989 - 1999		75.7%		69.9%		60.2%

Source: U.S. Census

The income statistics from Tables 10 and 11 are reinforced in Table 12, which shows that the Village of Stockbridge, on a percentage basis, has fewer persons and families below the poverty level than either the county or the state.

Table 12
Persons And Families Below Poverty, 1999

	V. of Stockbridge		Calumet County		State of Wisconsin	
	No.	%	No.	%	No.	%
Total Persons	648		40,219	n.a.	5,211,603	n.a.
Number Below Poverty	16	2.5	1,409	3.5	451,538	8.7
Total Families	177	n.a.	11,268	n.a.	1,395,037	n.a.

Source: U.S. Census

Education Characteristics

Formal education ending at the high school graduate level is more common in the Village of Stockbridge than in Calumet County and the State of Wisconsin. Both the county and the state have a higher percentage of residents who have gone on to college (see Table 13). It is interesting to note that this does not appear to have a direct affect on household income in the village.

Table 13
Education Attainment Levels, 2000

	V. of Stockbridge		Calumet County		State of Wisconsin	
	No.	%	No.	%	No.	%
Total Age 25 or Older	433	n.a.	26,068	n.a.	3,475,878	n.a.
Less than 9th Grade	13	3.0	1,464	5.6	186,125	5.4
9th - 12th grade	56	12.9	1,840	7.1	332,292	9.6
High School Graduate	203	46.9	10,575	40.6	1,202,813	34.6
1-3 Years College	102	23.6	6,774	26.0	976,375	28.1
4 Years or More College	59	13.6	5,415	20.8	779,273	22.4
High School Graduation Rate	364	84.1	22,764	87.3	2,957,461	85.1

Source: U.S. Census

Agricultural, Natural and Cultural Resources

Agricultural Resources

Map 3 shows Soil Suitability for Agricultural Use in the Village of Stockbridge. There are four classifications – Class 1 or Prime Farmland; Class 2 or Prime if drained; Class 3 or Prime if not flooded; and Not Prime. Almost all of the land in the Village is Class 1 or 2. According to property records, there are seventeen farms or portions of farms located within the village limits. One of the farms has a dairy operation and another has a beef cattle operation. Most of the farmland in the village is used for crop production.

The “mega farm” concept has arrived in Calumet County. The Village of Stockbridge acknowledges the trend but would like to discourage large operations like this from locating in the village. There are currently no issues with the existing agricultural operations in the village and the Village does not seek to force existing farms out of business. The challenge will be to develop land use controls that permit limited agricultural operations that are consistent and compatible with existing and proposed residential, commercial and tourism development.

Natural Resources

The natural resource base of the village provides an important determinant of the potential physical and economic uses of the land. The management and preservation of these resources are important for sustaining economic uses of the land and maintaining the quality of life enjoyed by the village residents. Environmental characteristics, including topography, drainage patterns, floodplains, wetlands and soil properties are among the features that determine whether or not an area is suitable for a specific type of development. Development in wetlands or woodland areas can destroy the important environmental benefits these areas provide to the community including, for example, the filtering of storm water run off and the provision of habitat for wildlife. The conversion of agricultural lands into other land uses has long-term economic implications as well as environmental effects. Agricultural land generally requires very little from a municipality in terms of services. Once developed, the demand for services increases dramatically.

Water

There are numerous restrictions associated with the development of property near or adjacent to water features, which cannot be covered in detail in this plan. It is highly recommended that the various agencies mentioned in this section be contacted prior to undertaking this type of development, and that the applicability of the various regulations be determined through field verification.

Surface Water

Lake Winnebago is the very visible western boundary of the Village of Stockbridge, and is the dominant water feature. The protection of this natural resource is extremely important. Active use of the lake brings in recreation and tourism dollars to the community. The view from lakefront land draws home construction and tax base to the

community. Most of the frontage along Lake Winnebago is privately owned.

The Village of Stockbridge's Shoreland-Wetland Zoning Ordinance regulates shoreland use and development within one thousand (1,000) feet from the ordinary high water mark of navigable lakes, ponds or flowages. In addition, the Wisconsin Department of Natural Resources (DNR) regulates the placement of structures and other alterations below the ordinary high water mark of navigable lakes.

Stream Corridors

The Village of Stockbridge has two named stream corridors and several tributaries that serve as natural channels for storm water runoff (see Map 4). Mill Creek and Mud Creek flow from the northeastern and eastern edges of the village west to Lake Winnebago. A tributary of Mud Creek serves as the discharge point for the wastewater treatment plant.

The Village of Stockbridge's Shoreland-Wetland Zoning Ordinance regulates shoreland use and development within three hundred (300) feet from the ordinary high water mark of navigable rivers or streams. In addition, the Wisconsin Department of Natural Resources (DNR) regulates the placement of structures and other alterations below the ordinary high water mark of navigable streams.

Floodplains

There are two floodplains in the Village of Stockbridge that lie along Mill Creek and Mud Creek. Most of the floodplain is within 100 to 500 feet of the creeks. A major exception is an area to the north and west of Mud Creek where it crosses the southern boundary of the village. In this area, the floodplain extends up to 2,000 feet from the creek.

Wetlands

The Village of Stockbridge has several wetland areas as mapped by the DNR on its Wisconsin Wetland Inventory Maps (see Map 4). The State of Wisconsin defines wetlands as those natural areas where water is at, near, or above the land surface long enough to be capable of supporting aquatic vegetation, and which have soils indicative of wet conditions. Protection of wetlands in the village is important since they serve several vital environmental functions including flood control, water quality improvement, groundwater recharge and providing habitat for fish, birds and other wildlife.

The Village of Stockbridge's Shoreland-Wetland Zoning Ordinance describes permitted uses of wetlands, some of which include development of public and private parks and the cultivation of agricultural crops.

The DNR has authority over all wetlands. The U.S. Corps of Engineers has authority over the placement of fill materials in virtually all wetlands. The U.S. Department of Agriculture incorporates wetland preservation criteria into its crop price support program. In general, the most restrictive regulations apply in a situation where development is being proposed.

Groundwater

Areas of high ground water are concentrated in the central area of the Village of Stockbridge between Lakeshore Drive and STH 55 (see Map 5). Generally, areas of high ground water are to be avoided for residential development because of environmental and cost reasons.

Wellheads

The Village of Stockbridge's Utility Commission operates two wells at the southeast corner of Lake Street and Allison Drive on the west side of the village.

The federal Safe Drinking Water Act (SDWA) was amended in 1986 to include a nationwide program to protect groundwater used for public water supplies. The amendment established wellhead protection (WHP) programs. The goal is for communities to prevent the contamination of their wells by delineating and protecting the land area that contributes water to their wells.

Under the requirements of section NR 811.16(5), Wisconsin Administrative Code, all new municipal wells installed after May 1, 1992, must have a Department of Natural Resources approved wellhead protection plan (WHP) prior to placing the well into service. The Village complied with this requirement when it installed the wells, pump house and standpipe in 1995.

More information on wellhead protection is available at:

<http://www.dnr.state.wi.us/org/water/dwg/gw/Wellhead.HTM>

When the municipal water system was installed in 1995, the use of private wells for domestic consumption was banned. This does not prohibit a property owner from using well water for outside use only. If a property owner wishes to continue using the well, he must apply for a permit from the Water Utility. As part of the permitting process, an inspection of the well is made to ensure there are no cross-connections with the water service provided by the Water Utility.

When a well is abandoned, the property owner is responsible for complying with the regulations established by the Wisconsin Department of Natural Resources. The Water Utility monitors the process.

Storm Water, Erosion and Nonpoint Source Pollution

As growth continues to occur in the Village of Stockbridge with the construction of buildings, streets and parking areas, the management of the storm water that flows from these impervious surfaces takes on additional importance. The ability of the land to absorb the runoff diminishes and the need to control and direct the runoff becomes essential. During the conversion of the land from a natural state to a developed state, soil erosion becomes a concern.

Several actions can be taken to mitigate the negative effects. One is to require remedial actions by contractors to control erosion during construction. A second action is to design into a commercial or residential project the management of storm water runoff. Another

Insert Map 3 Soil Suitability

Back of Map 3

action municipalities have taken is to form a Storm Water Utility to plan, construct and finance storm water retention ponds and basins.

Soils and Geology

Soils provide the physical base for urban development. Knowledge of the limitations and potentials of the soil types is important in considering the construction of buildings, the installation of utilities, or other uses of the land. Some soils exhibit characteristics such as slumping, compaction, and erosion, which place limits on development. Severe soil limitations do not necessarily indicate areas that cannot be developed, but rather indicate that more extensive construction measures may be necessary to prevent environmental and/or property damage. Such construction techniques generally increase the cost of utility installation and land development.

According to the Soil Survey of Calumet County, prepared by the Natural Resources Conservation Service of the United States Department of Agriculture, the predominant soil associations in the Village of Stockbridge are Boyer, Hocheim, Kewaunee, Manawa, Poygan and Wasepi. Map 6 shows all of the soils in the Village of Stockbridge classified by their limitations for building site development.

Slight indicates that limitations are minor and easily overcome. Moderate indicates the limitations can be overcome or minimized by special planning and design. Severe indicates that if development is necessary, a major increase in construction effort, special design, or intensive maintenance is required.

There are no areas of high bedrock in the Village of Stockbridge.

Woodlands

According to an analysis of existing land uses performed by the Village of Stockbridge in 2002, there are approximately 206 acres of woodlands in the village. Woodlands provide both aesthetic and practical benefits, such as wildlife habitat, and should be preserved whenever possible.

Environmentally Sensitive Areas

The East Central Wisconsin Regional Planning Commission identifies environmentally sensitive areas as part of its regional land use and water quality planning process. Environmentally sensitive areas are those where development should be limited, and are comprised of the following:

- ❖ Lakes and streams shown on the United States Geographic Survey maps
- ❖ Wetlands shown on the Wisconsin Wetland Inventory Maps (Department of Natural Resources)
- ❖ Floodways as delineated on the official Federal Emergency Management Administration (FEMA) Flood Boundary and Floodway Maps

In addition to the designations of environmentally sensitive, other areas with natural characteristics that could impact environmental quality or development potential have

been identified by ECWRPC. These are said to have "limiting environmental conditions," and include areas with seasonal high groundwater (within one foot of the surface), flood-plain areas, lands with shallow bedrock (within five feet of the surface) and areas with steep slopes (12 percent or greater).

Unlike the environmentally sensitive areas, development is not excluded from land with "limiting environmental conditions." The primary purpose for identifying these areas is to alert communities and potential developers of environmental conditions, which should be considered prior to the development of such areas.

Map 4 shows that in the Stockbridge Sewer Service Area the environmentally sensitive areas are adjacent to Mill Creek, Mud Creek, and their tributaries. Most of the areas with limiting environmental conditions are adjacent to environmentally sensitive areas with several other areas scattered throughout the village.

Environmentally sensitive areas and limiting environmental conditions do not significantly limit development in the village. The area most impacted by them is the area east of Lakeshore Drive, south of Lake Street and west of the developed area along the west side of STH 55.

Metallic and Non-Metallic Mineral Resources

The Village of Stockbridge does not have any metallic mining sites within its corporate limits. There is a non-metallic mining site (a gravel pit) located on either side of the north village boundary between Lake Winnebago and Lakeshore Drive. The State of Wisconsin has passed legislation that requires owners of a non-metallic mining site to develop and file with the state a reclamation plan. Calumet County adopted a non-metallic mining reclamation ordinance in June 2001, and has designated the administration of the ordinance to East Central.

There do not appear to be any issues with the operation of the gravel pit. There is a quarrying operation in the Town of Stockbridge a couple of miles north of the village that has had an impact on the water quality of private wells in the Rockland Beach area.

Wildlife Habitat and Threatened and Endangered Species

Information on wildlife habitat and threatened and endangered species is available from the Wisconsin Department of Natural Resources at the following web site:

www.dnr.state.wi.us/org/land/er

The information is available only at the county level. It is recommended that landowners and developers consult this web site for information on habitat and species that may affect their property.

Insert Map 4 Environmentally Sensitive Areas

Back of Map 4

Insert Map 5 Areas of High Ground Water

Back of Map 5

Insert Map 6 Soil Potential for Homes with Basements

Back of Map 6

Air Quality

The following information is from the Wisconsin Department of Natural Resources:

“A few common air pollutants are found all over the United States. These pollutants can injure health, harm the environment and cause property damage. EPA calls these pollutants criteria air pollutants because the agency has regulated them by first developing health-based criteria (science-based guidelines) as the basis for setting permissible levels. One set of limits (primary standard) protects health; another set of limits (secondary standard) is intended to prevent environmental and property damage. A geographic area that meets or does better than the primary standard is called an attainment area; areas that don't meet the primary standard are called nonattainment areas.”

Calumet County is an attainment area. Air quality monitoring stations nearest to the Village of Stockbridge are located in Appleton and Oshkosh. More information on air quality is available at:

www.dnr.state.wi.us/org/aw/air/

and at:

www.dnr.state.wi.us/org/aw/air/hot/1hr_redes/

Cultural Resources

Historical Resources

State and National Register of Historic Places

The State Historical Society of Wisconsin's Division of Historic Preservation (DHP) is the clearinghouse for information relating to the state's cultural resources: its historic buildings and archaeological sites. A primary responsibility of the DHP is to administer the State and National Register of Historic Places programs. The National Register is the official list of historic properties in the United States that are worthy of preservation. The National Park Service in the U.S. Department of the Interior maintains the program. The State Register is Wisconsin's official listing of state properties determined to be significant to Wisconsin's heritage, and is maintained by the DHP. Both listings include sites, buildings, structures, objects and districts that are significant in national, state or local history, architecture, archaeology, engineering and culture. (For ease of discussion, “National Register” is used generally to refer to both programs. In Wisconsin, if a property is listed on one, then it is typically listed on the other.)

As of June 1, 2002, there are no properties in the Village of Stockbridge listed on the National Register. This includes both above ground resources (e.g. buildings) as well as archaeological sites.

The National Register is not a static inventory. Properties are constantly being added and, less frequently, removed. It is therefore important to access the most up-to-date version list of the National Register properties. This can be found at:

www.wisconsinhistory.org/histbuild/register/index.html

or by contacting the DHP at (608) 264-6500.

Architecture & History Inventory

In order to determine those sites that are eligible for inclusion on the National Register, the DHP frequently funds historical, architectural, and archaeological surveys of municipalities and counties within the state. A search of the DHP's on-line Architecture & History Inventory (AHI) revealed the following about the Village of Stockbridge:

Four properties in the village are included in AHI, one of which is no longer there. Inclusion in this inventory conveys no special status, rights, or benefits to owners of these properties. It simply means that some type of information on these properties exists in the collections of the DHP. AHI is primarily used as a research and planning tool. The properties are (or were) located at the following addresses:

131 N. Military Road. The historic name is the Stockbridge Town Hall. This structure was demolished in the mid-1990's because it was unsafe. The bell from the Town Hall was saved for possible relocation to the new Fire Station.

201 and 203 N. Military Road. St. Mary's Catholic Church.

N. Military Road at the northeast corner with Davis Street. The historic name is the Blacksmith Shop.

S. Military Road at the southeast corner with Lake Street. The historic name is the International Order of Odd Fellows Building.

The four listings all have Military Road in common, which by itself is a historical landmark. The Military Road was built to connect Green Bay with the southwestern part of the State of Wisconsin.

While not physically located in the Village of Stockbridge, the 128 year old Portland Church, located on CTH E east of the village in the Town of Stockbridge, is a historical resource. Currently, it is undergoing a renovation.

Like the National Register, AHI is not a static inventory. Properties are constantly being added and, less frequently, removed. It is therefore important to use the most up-to-date list of properties within a given area. This information can be found by contacting the DHP at (608) 264-6500 or at the following web site:

www.wisconsinhistory.org/ahi/index.html

Transportation

Transportation Characteristics

Streets and Highways

Classifications

The Village of Stockbridge's street and highway system consists of a rural minor arterial, a minor collector and local streets. These classifications are based on which primary function the street or highway serves – the movement of vehicles through an area or to provide access to adjacent land.

- ❖ STH 55 is a Rural Minor Arterial. Minor arterials carry through traffic and have a higher level of direct access than a principal arterial.
- ❖ CTH E, or Lake Street, is a Collector. Collectors provide access between local streets and both the principal and minor arterials.
- ❖ All of the other streets in the Village of Stockbridge are Local Roads. Local roads provide direct access to residential, commercial, and industrial uses within the Village. This type of road is defined as a minor street in the Village of Stockbridge's Subdivision Ordinance.

Traffic Counts

Table 14 shows traffic counts in the Village of Stockbridge from 1991 and 2000 as published by the Wisconsin Department of Transportation. Traffic volumes can be used as a tool to determine street improvement priorities. The traffic count on STH 55 is higher north of Lake Street than south of Lake Street. Based on the commuting information from the community opinion survey, over half of the residents who commute to another community for employment travel to the Fox Cities.

Table 14
Annual Average Daily Traffic Count

Location	1991	2000
STH 55 north of Lake Street	2,600	3,300
STH 55 south of Lake Street	1,960	2,400
Lake Street east of STH 55	640	930
Lake Street west of STH 55	730	1,000

Source: Wisconsin Department of Transportation

PASER

Another tool available to the Village of Stockbridge in determining budget priorities for street construction and repair is PASER (pronounced pacer). PASER is a simplified pavement management program that communities use to evaluate pavement surface condition. The PASER rating reflects the physical condition of the street. Table 15 shows the PASER ratings for the village's streets. The highest possible rating is 10. The streets with a low rating should be the focus of budget decisions made by the Vil-

lage of Stockbridge regarding street repair and maintenance.

**Table 15
Pavement Surface Evaluation and Rating, 2001**

Road Name	From	To	Rating
Paramount Drive	Sunset Beach Road	End of street	3
Sunset Beach Road	Paramount	Lake Winnebago	3
Whitetail Run	Lake Breeze Drive	End of street	3
Winnebago Way	Lake Breeze Drive	End of street	3
Sunset Beach Road	Lakeshore Drive	Paramount	4
St. Catherine	S. Bay Road	Lakeshore Drive	4
Harbor Ridge	Lake Street	End of street	4
Lake Breeze Drive	Lake Street	End of street	4
Mill Creek Court	Lakeshore Drive	End of street	4
Richard Street	Mary	James	4
Hickory Hills Road	Military	Village Limits	5
Davis	Union	Military	7
West Road	Lake Street	End of street	7
Lakeshore Drive	Village Limits	Village Limits	8
New Street	Lake Street	End of street	8
Church Street	Lake Street	School Street	9
Linden Lane	Lakeshore Drive	End of street	9
School Street	Church	Military	9
Mary Street	Richard	Military	9
James Street	.05 E of Union	Mary	9
Allison Drive	Lake Street	.12 S of Lake Street	9
Jennifer Court	Allison Drive	End of street	9
Court Street	Enterprise	Union	10
Enterprise Street	Military	.05 W of Union	10
Union Street	Lake Street	End of street	10

Source: Village of Stockbridge

Trucks

At the present time there are no trucking companies or services located in the Village of Stockbridge. Services are presently provided by various carriers that are located in the Fox Cities and the larger communities in Calumet County. Truck traffic in the village primarily occurs on STH 55 and is through traffic.

Train

There is no freight or passenger railroad service available in or near the village.

Transit

There is no local bus service provided in the village at the present time.

Sidewalks

Several streets in the Village of Stockbridge have sidewalks. Currently there is no policy on the installation of sidewalks in new subdivisions. The Village does encourage the developers of new subdivisions to plan for sidewalks that match up with those in adjacent existing subdivisions, but it has not required the installation of them. Sidewalks can be installed at the request of property owners. The Village should address the safety of pedestrians and the need for a sidewalk policy that would address the issues of application of the policy, special assessments, payment plans, etc.

Multi-Purpose Recreational Trails

The issue of multi-use trails and paths is becoming more important as an alternate transportation mode and as a recreational amenity. Groups and governmental agencies are finding that the acquisition, dedication, or official mapping of trails is a very difficult process in existing neighborhoods, and there is a critical need for advance planning of trail locations in future growth areas.

Trails should not only connect residential neighborhoods with parks, schools, shopping, places of employment, and other land uses, but also make connections to longer regional trails. Just like the roadway system has arterial, collector, and local streets, trails could be defined in the same way.

The presence of trails often increases the value of properties adjacent to the corridors, especially those through residential neighborhoods. The National Association of Home Builders cites trails as the second or third most important amenity that would influence people to move to a new location.

Trails also provide a quality of life aspect that is becoming an increasingly important factor in attracting and retaining businesses in a community. Corporations bring jobs to communities and help support other businesses. Additionally, health improvement, due to outdoor exercise, can help control company medical costs in the long run.

By providing safe and pleasant places to walk, bicycle and in-line skate, trails encourage people to use non-motorized means of getting to work, school, play, and shopping, resulting in reduced traffic congestion, noise, and air pollution. The *Wisconsin Bicycle Transportation Plan 2020* states: "the most frequent, comfortable, and practical trips for bicyclists, those under five miles, produce the greatest environmental benefits, since automobile trips under five miles in length are the least fuel efficient and produce the highest emissions per mile."

Trails can provide a sense of place and a source of community pride. When integrated with features such as historic sites, commercial or residential areas, and parks, they can improve the overall character of a region. Trail corridors can become outdoor classrooms where children and adults can observe and learn about their natural and cultural environment.

Currently, Lake Street is a popular route for bicyclists and pedestrians, but is not considered to be safe because Lake Street has relatively high volumes of traffic during the

Inventory and Analysis

warmer months of the years. When Lake Street was recently reconstructed, additional footage to the paved area was added to accommodate bicyclists and pedestrians. There is, however, no separation from vehicle traffic.

There are designated snowmobile trails in the village. In fact, the Village has an ordinance for snowmobile trails. The trails currently lie within street right of way or private property, and are not year round trails that can be used by other motorized vehicles, bicycles or pedestrians.

Presently, there are no designated bicycle or walking trails or paths located in the village. There are several informal walking trails.

Air Service

Regularly scheduled air service is available at the Outagamie County Regional Airport and Austin Straubel International Airport.

The Outagamie County Regional Airport is located in the Town of Greenville on the far west side of the Fox Cities. Encompassing nearly 1,500 acres of land at the intersections of USH 45, STH 96 and CTH CB, the regional airport serves the Fox Cities Metro Area and the surrounding counties with commercial airline service. Presently, the airport is served by five commercial airlines, and provides sixty-six (66) flights (arrivals & departures) daily. In addition to the commercial passenger service, air freight, chartered flight service, car rentals and aviation technological services are also provided at the airport.

Austin Straubel International Airport is located in Green Bay. It is the third largest airport in the state of Wisconsin and operates 24 hours per day, seven days per week. It provides the physical facilities for up to 90,000 take-off and landings annually, serving approximately 720,000 commercial passengers and thousands of sport and general aviation enthusiasts. It is currently served by five commercial air carriers, several air freight companies, two fixed-base operators as well as rental car agencies, taxicab companies, gift shops, a restaurant and cocktail lounge, a custom house broker, and an amusement arcade.

Water

The Village of Stockbridge's western boundary is Lake Winnebago. At one time, the village was a hub for commercial water traffic. Today, the harbor is used exclusively for recreational boating.

Those in need of water transportation for commercial shipping purposes have access to the Port of Green Bay, located in Brown County. These shipping facilities are located along the Fox River near the confluence with the Bay of Green Bay. The Port of Green Bay is located approximately 50 miles northeast of the Village of Stockbridge.

Handicapped Accessibility

Transportation services for persons who are 60 years of age or older or are handicapped are provided on a limited basis through Calumet County Social Services. The purpose of the program is to provide transportation for medical appointments; shopping; church, banking, or legal needs; nutrition programs; funerals; and nursing home and hospital visitation of immediate family members. Service is available between 8:00 a.m. and 4:30 p.m. Monday through Friday. A co-payment is required.

Comparison with Local Transportation Plans

Towns

The Village of Stockbridge shares a common boundary with the Town of Stockbridge. Lakeshore Drive is the only street that has the village on one side and the town on the other side. Streets that connect the village and the town are STH 55, CTH E or Lake Street, Hickory Hills Road, and St. Catherine's Bay Road. The village and the town communicate and cooperate on needed street improvements.

Counties, Regional, State and Federal

CTH E or Lake Street is the only street within the village limits for which Calumet County has maintenance responsibilities. Currently there are no plans for the reconstruction or resurfacing of Lake Street. If plans would be made, the project would be coordinated between Calumet County and the village.

STH 55 is scheduled for resurfacing in 2004 or 2005. The State of Wisconsin will coordinate this project. The cost of the traffic lane work will be paid for by the state. Parking lane and other improvements will be paid for the Village of Stockbridge. If the Village would decide to construct a Park and Ride lot on the northern end of the village, it would be cost-beneficial to build it at the same time that the contractors are in the area for the STH 55 project.

Housing

Housing Characteristics

Age of Housing Stock

The age of the Village of Stockbridge is reflected in the age of its housing stock (see Table 16). In 1990, over 37% of the structures were over 40 years old. This is about the same percentage as the state level but significantly lower than the county percentage in the "40 years old or more" category.

Table 16
Age of Housing, 1990

	Village of Stockbridge		Calumet County		State of Wisconsin	
	No.	%	No.	%	No.	%
< 6 years old	17	8.3	1,299	11.0	198,198	12.0
6 – 10	15	7.3	1,285	10.9	177,085	10.7
11 – 20	52	25.4	2,753	23.4	263,431	15.9
21 – 30	26	12.7	1,691	14.4	243,835	14.7
31 – 40	18	8.8	1,163	9.9	166,000	10.0
> 40 years old	77	37.6	3,581	30.4	603,712	36.5
Total Occupied	205		11,772		1,654,261	

Source: U.S. Census

The Village has a housing rehabilitation program that provides financial assistance to homeowners and owners of rental property, subject to income limitations, for improvements to their properties.

One portion of the program provides homeowners and the owners of rental units with grants to pay for the cost of structural and energy conservation improvements. The grants are subject to the applicant meeting the low and moderate income guidelines. This program began in 1983.

The second portion of the program provides down payments to qualified applicants who are planning on buying a home in the village. This program began in 2000.

In both programs, the grant is interest free and does not have to be paid back until the property is sold. The maximum grant is \$10,000. Currently the program has about \$40,000 in funds.

Structural Characteristics

Single family units are by far the largest type of housing unit in the Village of Stockbridge, having increased from 82% of the total number of units in 1990 to 88% in 2000 (see Table 17). Neither Calumet County nor the State of Wisconsin experienced the same level of increase in the percentage of single family units. While all three experienced a decrease in

the percentage of “2 to 4 units”, the Village of Stockbridge was the only one to experience an actual decline in the number of units. All three saw an actual decrease in the number of mobile home and other housing structures.

These trends may be explained by the increase in the number of people in the home buying range as seen in Table 9 and the good economy during the 1990’s.

Table 17
Units in Housing Structures, 1990 & 2000

	V. of Stockbridge				Calumet County				State of Wisconsin			
	1990		2000		1990		2000		1990		2000	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Single Family Units	210	81.7	267	87.5	9,678	77.6	12,467	79.1	1,392,610	67.7	1,609,407	69.3
2 to 4 Units	22	8.6	15	4.9	1,090	8.7	1,241	7.9	277,221	13.5	281,936	12.
5 or More Units	15	5.8	18	5.9	934	7.5	1,368	8.7	256,616	12.5	325,633	14.0
Mobile Home/Other	10	3.9	5	1.6	763	6.1	682	4.3	129,327	6.3	104,168	4.5
Total Units	257		305		12,465		15,758		2,055,774		2,321,144	

Source: U.S. Census

Value of Housing Units

The Village of Stockbridge, Calumet County and the State of Wisconsin experienced a strong increase in the value of owner-occupied housing units between 1990 and 2000, primarily as a result of the strong economy and low mortgage rates. Table 18 shows the dramatic change in the percentage of units valued at less than \$50,000 for all three units of government, but it is the most dramatic in the village where the number of units dropped from 83 to 2. The village has a significantly higher percentage of homes in the \$50,000 to \$99,999 range than the county or the state. Also significant are the 24 homes in the village above \$200,000 compared to none in 1990. Most, if not all, of these homes were built during the 1990’s as there were only two homes in the \$150,000 to \$199,999 range in the 1990 Census that could have gone over the \$200,000 mark with appreciation by 2000.

Table 18
Value Of Owner-Occupied Housing Units, 1990 & 2000

	V. of Stockbridge				Calumet County				State of Wisconsin			
	1990		2000		1990		2000		1990		2000	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
<\$50,000	83	58.9	2	1.0	2,033	28.9	245	2.5	287,197	31.3	73,450	6.5
\$50,000-99,999	48	34.0	115	60.2	4,239	60.3	3,855	39.2	492,163	53.7	39,693	3.5
\$100,000-149,000	8	5.7	36	18.8	5,111	72.7	3,603	36.6	95,292	10.4	343,993	30.6
\$150,000-199,999	2	1.4	14	7.3	171	2.4	1,356	13.8	24,660	2.7	173,519	15.5
\$200,000-299,999	0	0.0	11	5.8	72	1.0	590	6.0	12,286	1.3	95,163	8.5
>\$300,000	0	0.0	13	6.8	7	0.1	197	2.0	5,110	0.6	39,449	3.5
Total Units	141		191		7,033		9,846		916,708		1,122,467	

Source: U.S. Census

Occupancy

Housing units occupied by the owner are more common in the Village of Stockbridge than in either Calumet County or the State of Wisconsin and conversely, renter-occupied housing is less common (see Table 19). At the time of the 2000 Census, there were no owner-occupied homes in the village that were vacant and for sale. The vacancy rate in 1990 for rental properties in the village was about normal at just under 7% but it grew to almost 15% in 2000. Both the county and the state experienced increases in their rental vacancy rate but not as significant as the village's. Favorable mortgage rates throughout much of the 1990's have had a positive impact on home ownership.

Table 19
Housing Units by Occupancy Status, 1990 & 2000

	V. of Stockbridge		Calumet County		State of Wisconsin	
	1990	2000	1990	2000	1990	2000
Total Occupied	215	265	11,772	14,910	1,822,118	2,084,544
Owner Occupied	170	224	9,258	11,994	1,215,350	1,426,361
% of Total	79.1%	84.5%	78.6%	80.4%	66.7%	68.4%
Renter Occupied	45	41	2,514	2,916	606,768	658,183
% of Total	20.9%	15.5%	21.4%	19.6%	33.3%	31.6%
Vacancy Rates						
Homeowner	1.8%	0.0%	1.1%	1.4%	1.2%	1.2%
Rental	6.7%	14.7%	3.1%	8.7%	4.9%	5.6%

Source: U.S. Census

Because Lake Winnebago forms the western boundary of the Village of Stockbridge, it is not surprising that seasonal homes make up a significantly higher percentage of the total housing units compared to Calumet County and, to a lesser degree, the State of Wisconsin (see Table 20). In 1990, 29 of the 42 vacant housing units in the village were seasonal units; in 2000, 25 of the 34 vacant units were seasonal.

Table 20
Housing Units by Vacancy Status, 1990 & 2000

	V. of Stockbridge				Calumet County				State of Wisconsin			
	1990		2000		1990		2000		1990		2000	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Total Occupied	215	83.7	265	88.6	11,772	94.4	14,910	94.6	1,822,118	88.6	2,084,544	89.9
Total Vacant Units	42	16.3	34	11.4	693	5.6	848	5.4	233,656	11.4	233,656	10.1
Seasonal Units	29	11.3	25	8.4	311	2.5	287	1.8	150,761	7.3	142,313	6.1
Total Units	257		299		12,465		15,758		2,055,774		2,318,200	

Source: U.S. Census

Household Size

In 1970, the Village of Stockbridge had the highest average household size compared to Calumet County and the State of Wisconsin; in 2000, it had the lowest (see Table 21). The trend toward smaller household size is consistent with the decrease in family households and the increase in nonfamily households as a percent of total households.

Table 21
Average Household Size, 1970 - 2000

	V. of Stockbridge		Calumet County		State of Wisconsin	
	No.	Persons	No.	Persons	No.	Persons
1970	152	3.83	7,342	3.70	1,328,804	3.22
1980	182	3.12	9,694	3.15	1,654,777	2.77
1990	215	2.69	11,770	2.89	1,822,118	2.61
2000	265	2.45	14,910	2.70	2,084,544	2.50

Source: U.S. Census

The decrease in average household size is confirmed in Table 22, which shows households by size. The percent of total households represented by households with 3 persons or less in 1990 was about 70%. In 2000, that figure was 80%. Calumet County and the State of Wisconsin experienced similar, but not as strong, trends.

Table 22
Households by Size, 1990 & 2000

	V. of Stockbridge				Calumet County				State of Wisconsin			
	1990		2000		1990		2000		1990		2000	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
1 Person	55	25.	68	25.7	2,093	17.8	3,038	20.4	443,673	24.3	557,875	26.8
2 Person	65	30.2	93	35.1	3,645	31.0	5,133	34.4	596,883	32.8	721,452	34.6
3 Person	32	14.9	53	20.0	2,078	17.7	2,453	16.5	302,563	16.6	320,561	15.4
4 Person	34	15.8	31	11.7	2,196	18.7	2,595	17.4	284,151	15.6	290,716	13.9
5 Person	17	7.9	13	4.9	1,179	10.0	1,177	7.9	129,821	7.1	127,921	6.1
6 or More Persons	12	5.6	7	2.6	581	4.9	514	3.4	65,027	3.6	66,019	3.2
Total Households	215		265		11,772		14,910		1,822,118		2,084,544	

Source: U.S. Census

Housing Affordability

Housing is considered affordable if less than 30% of a household's income is needed for housing costs. In the Village of Stockbridge, about 14% of homeowners spend more than 30% of their income on housing. This is comparable to the county figure of 13.2% and less than the state percentage of 17.8%.

While the percentage of renters who pay more than 30% of their income for housing in the Village of Stockbridge is the same as homeowners at 14%, the renter figure is higher in Calumet County at 18.3% and significantly higher for the State of Wisconsin at 32.3%.

Table 23
Housing Affordability for Homeowners, 1999

	V. of Stockbridge		Calumet County		State of Wisconsin	
	No.	%	No.	%	No.	%
Percent of Income						
<20% of Income	105	55.0	5,885	59.8	634,277	56.5
20% to 24% of Income	42	22.0	1,644	16.7	173,620	15.5
25% to 29% of Income	17	8.9	972	9.9	109,833	9.8
30% to 34% of Income	20	10.5	468	4.8	64,892	5.8
>34% of Income	7	3.7	836	8.5	135,075	12.0
Not computed	0	0.0	41	0.4	477	0.0
Total Households in Sample	191		9,846		1,122,467	
Percent Not Affordable	14.1		13.2		17.8	

Source: U.S. Census

Table 24
Housing Affordability for Renters, 1999

	V. of Stockbridge		Calumet County		State of Wisconsin	
	No.	%	No.	%	No.	%
Percent of Income						
< 20% of Income	27	54.0	1,358	48.2	242,345	37.8
20% to 24% of Income	6	12.0	506	18.0	90,934	14.2
25% to 29% of Income	2	4.0	244	8.7	67,926	10.6
30% to 34% of Income	1	2.0	149	5.3	44,573	6.9
> 34% of Income	6	12.0	367	13.0	162,669	25.4
Not computed	8	16.0	191	6.8	33,225	5.2
Total Households in Sample	50		2,815		641,672	
Percent Not Affordable	14.0%		18.3%		32.3%	

Source: U.S. Census

Housing Projections

Projecting the number of households in the future is typically based on population projections and household size projections. The number of residents projected to be living in the community is divided by the projected size of households for that year to determine the number of households.

A challenge faced in this plan is the fact that population projections prepared by the State of Wisconsin and the East Central Wisconsin Regional Planning Commission (ECWRPC) both show a decline in the population in the Village in 2010, 2015 and 2020. As noted in the Issues and Opportunities Element, there are several reasons why the village feels it will continue to grow.

In Table 25, four alternatives for future household projections are presented. They range from the projected decline in population according to ECWRPC to an increase in population based on the growth that actually occurred in Stockbridge between 1990 and 2000.

The persons per household number for 2000 is from the U.S Census while the numbers for 2005, 2010, 2015, and 2020 were provided by ECWRPC. The number of households for 2000 is from the U.S. Census while the numbers for 2005, 2010, 2015 and 2020 were calculated by dividing the projected population by the corresponding persons per household number.

All four alternatives project an increase in the number of households, primarily because of the decrease in the projected size of the household. This is seen most graphically in the ECWRPC projections, where a projected decline in the number of residents actually results in an increase in households.

The impact of these projections on the development pattern is explored in more detail in the Land Use Element (see page 91).

**Table 25
Household Projections by Five Year Increments**

<i>A. East Central Wisconsin Regional Planning Commission (ECWRPC) Projections</i>				
Year	Population	Percent Change	Persons per Household	Households
2000	649		2.45	265
2005	674	3.9%	2.34	288
2010	666	-1.2%	2.22	300
2015	655	-1.7%	2.11	310
2020	639	-2.4%	2.00	320
<i>B. Calumet County Projections per ECWRPC</i>				
Year	Population	Percent Change	Persons per Household	Households
2000	649		2.45	265
2005	696	7.3%	2.34	297
2010	709	1.8%	2.22	319
2015	722	1.8%	2.11	342
2020	730	1.1%	2.00	365
<i>C. Stockbridge Average Ten-Year Percentage Growth Rate, 1950-2000</i>				
Year	Population	Percent Change	Persons per Household	Households
2000	649		2.45	265
2005	683	5.2%	2.34	292
2010	718	5.1%	2.22	323
2015	756	5.3%	2.11	358
2020	794	5.0%	2.00	397
<i>D. Stockbridge Percentage Growth Rate, 1990-2000</i>				
Year	Population	Percent Change	Persons per Household	Households
2000	649		2.45	265
2005	688	6.0%	2.34	294
2010	728	5.8%	2.22	328
2015	772	6.0%	2.11	366
2020	816	5.7%	2.00	408

Sources: U.S. Census, East Central Wisconsin Regional Planning Commission, Martenson & Eisele, Inc.

Utilities and Community Facilities

Please refer to Map 7 on page 71.

Utilities

Water Department

Two wells and a pump house were built in 1995, which was the first time municipal water service was available in the village. The wells and the pump house are located on the corner of Lake Street and Allison Drive. Only one well can be pumped at a time at a capacity of 216,000 gallons per day. With current usage at 37,000 gallons per day, the village has the capacity to accommodate a significant increase in demand.

The reservoir at the pump house can hold 44,000 gallons. The standpipe, which has a capacity of 150,000 gallons, is located on Lake Street near the eastern village boundary. Water pressure and quality are good throughout the village.

Other than routine maintenance, no improvements or upgrades are anticipated to be needed in the next five to ten years.

The Village has a Wellhead Protection Plan and Ordinance. It identifies existing features that may potentially cause contamination, and contains actions to address them. The plan covers the area within an approximate one-mile radius of the Village's well.

Wastewater Treatment

In Wisconsin, the sewer service area planning process, which is authorized and regulated by the Wisconsin Administrative Code, serves as a useful mechanism for preparing development staging plans for urban areas and rural areas served by wastewater collection and treatment facilities.

The Stockbridge Sewer Service Area Plan, prepared by the East Central Wisconsin Regional Planning Commission and adopted in 2001, is consistent with the goals and recommendations of the Regional Land Use Plan, also prepared by East Central. The Plan also complies with federal and state water quality management requirements.

The Stockbridge Sewer Service Area Plan serves as the basis for Department of Natural Resources (DNR) approval of state and federal grants for the planning and construction of wastewater collection and treatment facilities. It also serves as the basis for DNR approval of locally proposed sanitary sewer extensions and Department of Industry, Labor and Human Relations (DILHR) approval of private sewer laterals. Further, environmentally sensitive areas that are identified in the planning process serve as a guide for environmental permit decisions by federal and state agencies.

According to the Stockbridge Sewer Service Area Plan, *"The Village of Stockbridge's wastewater treatment facility is located in the south central portion of the community, adjacent to Mud Creek. This facility was originally constructed in 1963 with a major upgrade occurring in 1979. The treatment plant uses an activated sludge treatment system to process raw sewage. The treated effluent is discharged into a tributary of Mud Creek"*

with sludge stored on-site and eventually spread on agricultural lands.”

The Utility Commission is working on an upgrade of the plant as it has a capacity of 60,000 gallons per day (gpd) and is treating 30,000 to 40,000 gpd. Plans have been made to increase the capacity to 120,000 gpd. The Utility Commission recently worked with the Watershed staff at the DNR office in Madison on the setback requirement, which is an issue that needed to be resolved before construction can begin. The setback requirement requires a 500 foot buffer area between the plant and adjacent landowners. The area needed for the buffer will depend on whether or not the ponds remain part of the treatment system. If the ponds are kept, then some property may need to be acquired. The setback requirement will be incorporated into the Village’s revised zoning ordinance.

Sanitary Sewers

The following three paragraphs are from the Stockbridge Sewer Service Area Plan:

“The entire village is serviced with sanitary sewer with the exception of 4 to 5 existing houses that are currently serviced with on-site systems due to the high cost of, or inability to, extend sewer at this time. These systems will be eliminated as growth and services are expanded. Should an on-site system fail in the future, the Village will address the extension of sewers based on its cost-effectiveness.”

“The existing wastewater collection system for the village is comprised of mainly eight-inch gravity sewers except for a short segment of 10 inch sewer which leads from two interceptors into the treatment plant. Five lift-stations are used throughout the collection system to transport waste to the treatment plant.”

“A study completed . . . in 1998 provided recommendations and guidance to decrease the amount of inflow and infiltration within the Village’s sanitary sewer system. The Village recently completed the repair of all manholes recommended for maintenance in the report. Additional improvements, as well as monitoring of inflow/infiltration condition, are planned for the future.”

According to Village officials, a televised inspection of a portion of the system is completed each year. It also has a program of annual manhole repair and water meter replacement. In the mid-1990’s, every property was inspected to confirm that sump pumps were not connected to the sanitary sewer system. It is recommended that a similar inspection be conducted upon the sale and transfer of property.

The Village of Stockbridge contracts with private contractors for the maintenance and repair of the sanitary sewer system.

Storm Sewers and Storm Water Management

Much of the storm water in the portion of the village along USH 55 drains to a creek. While streams flow hard in storms, they have done an adequate job in carrying storm water away from the developed areas and eventually to Lake Winnebago.

The Village has done a television analysis of the condition of the storm sewer on a portion of Lake Street, but nowhere else. The storm sewer was replaced in Davis Street about ten years ago.

The Village has experienced some problems with sediment from storm water collecting at the intersection of Davis and Union streets in the Downtown area. It has also experienced flooding on Union and Court Streets in 50- and 100-year storms. Sewers in this area are only 16" and may need to be replaced with larger pipes.

Communities are looking at more actively managing storm water and drainage. Recent periods of significant rainfall have shown that, when not properly managed, storm water can cause significant property damage to residential, commercial and industrial structures. A second reason is the recognition of the negative impact unmanaged storm water has on the quality of the streams, rivers and lakes in the watershed. The Wisconsin Department of Natural Resources is giving storm water management issues a higher priority than previously. The Village may need to consider a more aggressive approach to the management of storm water and drainage.

As with sanitary sewers, the Village of Stockbridge contracts with private contractors for the maintenance and repair of the storm sewer system.

Solid Waste Disposal

The Village of Stockbridge contracts for solid waste disposal and recycling service with private operators. Collection for both takes place once a week. Solid waste is hauled to the transfer station in Menasha and eventually to the Valley Trail landfill near Berlin, Wisconsin.

The Town of Stockbridge contracts for waste collection on an every other week basis and recycling collection once a month. Because of the less frequent schedule, town residents bring waste and recycling into the Village, particularly in the summer. Discussions should be held with the town on the situation and to determine if any changes to the two municipalities' contracts are needed.

Telecommunications

Telephone voice

Telephone voice services are provided by TDS Telecom, which has a local office in Sherwood. A fiber-optic line runs north from the intersection of New Street with Lake Street, west on School Street to STH 55, north on STH 55 to Sherwood.

Long distance service is available through a number of providers. Currently there are not any concerns with local or long distance telephone service.

Wireless voice

While wireless voice companies provide service to the residents of the Village of Stockbridge, there are no cell towers in the village.

Concerns have been expressed about police and emergency communications in certain areas of the Village and Town of Stockbridge, particularly the Rockland Beach area in the town. Voice communications are generally not a problem but there are issues with first responders not being able to receive pages. Calumet County has looked at the installation of an additional tower in the area subject to funds being made available.

Insert Map 7 Sanitary Sewer, Storm Sewer, and Water Mains

Back of Map 7

Internet

Internet dial-up accounts are available through TDS Telecom and cable modem service is available through Time Warner.

Cable

Most of the village has cable service through Time Warner. An exception is an area along STH 55 in the southern part of the village. The Village charges Time Warner a franchise fee of 4% of gross revenues from cable services but not cable modem services.

Electricity and Natural Gas

Generation

According to the district manager from Wisconsin Public Service, there are no concerns regarding the capacity of its current generation sources of electricity or natural gas.

Distribution

The Village of Stockbridge is served with two "feeds" for electrical service. There are plans to replace some overhead lines that enter the village on the south end and to relocate a service line from the Chilton area in order to provide more reliable service.

Natural gas service was installed throughout the village in 1995.

Village residents have experienced brief power outages, particularly in the northern end of the village. Wisconsin Public Services has been made aware of the problem.

Community Facilities

Please refer to Map 8 on page 81.

Public Safety

Police

The Village of Stockbridge does not have its own police force. It contracts with Calumet County for additional police protection. The Village will monitor the need for a police force of its own based on the number of calls to which Calumet County responds.

Fire and Emergency

The Village of Stockbridge's Fire Department was first organized in 1914. In 1950, the Village and the Town of Stockbridge began operating the Fire Department jointly. The two municipalities cooperatively built the fire station/community hall in downtown Stockbridge in 1972. Plans for the addition of two more truck bays are currently being considered.

There are twenty-nine volunteer firemen and fifteen first responders. The first responders respond to requests for emergency medical services.

The Village has an ISO fire rating of 6 where 1 is the best fire protection rating and 10 is the worst rating. The rating was developed by Insurance Services Offices, Inc. (ISO) and is based on several factors including water supply, fire equipment, personnel (volunteer or full-time), and alarm and paging system. For more information on the rating system, go to this web site:

www.isomitigation.com/fire2.html

The Fire Department has two pumper trucks, two tanker trucks, and other equipment including portable pumps, generators, breathing apparatuses, cascade systems, powersaws, gas meters, a thermal imaging unit, scene lights and ice rescue equipment.

Judicial

The Village of Stockbridge does not have a municipal court. All judicial matters are handled by the Calumet County court system.

Jails

The Village of Stockbridge does not have a jail. Situations involving incarceration are handled at the Calumet County Jail.

Schools

Stockbridge School District

A source of pride and convenience to Stockbridge residents is its independent school district. The land on which the kindergarten through twelfth grade school sits today was acquired in 1867. The first schoolhouse was erected that same year, housing grades 1 through 8. The high school was formed in 1875. Two years later, only ten years after its initial construction, came the school's first addition. In 1912, the original buildings were razed or moved, and a new school was built on the same site. Not until 1954 was an addition made for a gymnasium and classrooms. Another addition occurred in 1966. A new gym, additional classrooms, and a totally renovated science area were completed in 1999. Community residents utilize these facilities as well as the computer lab, weight room, and media center.

The Stockbridge School District is an integrated pre-kindergarten through 12th grade system. Twenty-seven teachers and eleven support staff serve the current enrollment of 274 students.

Students at Stockbridge begin computer education as early as the first grade. Each computer in the three computer labs has access to the Internet. A distance education lab offers classes through the KSCADE Network. Using Interactive TV, this network allows classes to be broadcast to other schools. In turn, Stockbridge receives a variety of classes to further expand its curriculum.

For more information on the Stockbridge School District, click on the link below:

www.stockbridge.k12.wi.us

Parochial Schools

There are no parochial schools located in the Village of Stockbridge.

Libraries

The village does not have a library other than the library located at the school, which is open to village residents periodically. The closest library is located in the City of Chilton.

Parks

Legion-Fireman's Community Park

This 7.4 acre park is located west of Military Avenue and south of Lake Street, and is immediately adjacent to the Stockbridge Recreational Park. It is privately owned by the American Legion and the Stockbridge Fire Department. Facilities include a large picnic shelter, restrooms, tables and grills, drinking water, concession stands, and a lighted and fenced softball field with bleacher seating.

Stockbridge Recreational Park

This five acre park is located immediately to the south of the Legion-Fireman's Community Park. It contains two fenced and lighted tennis courts, a combination basketball and volleyball court, a play apparatus area, sandbox, and an open play area. Recent additions include a practice field/baseball diamond and additional play equipment including a spiral slide, a climbing apparatus and spring animals. There is parking for about 75 cars at Stockbridge Recreational Park.

Sunset Park

Formerly known as Village Park and Lake Shore Park, this small park provides access to Lake Winnebago at Sunset Beach Road. Property adjacent to the park was purchased recently and a retention wall and a handicapped accessible pier were added. The Village provides a portable restroom during the summer months.

Memorial Park

Memorial Park, a 600 square foot passive use park, is the newest park in the Village and is also the smallest. It is located just south of St. Mary's Catholic Church.

Stockbridge Public School

A playground area, sports fields, baseball diamonds, and a physical fitness course at the Stockbridge Public School site help meet the recreational needs of the residents of the Village. Indoor gym facilities are also available.

Stockbridge Harbor

Stockbridge Harbor is located on Lake Winnebago at the west end of Lake Street. It has undergone significant improvements recently. It now offers six launch lanes, fifteen bulkheads for temporary mooring, parking for up to 85 vehicles with trailers, modern bathroom facilities, a small concession area and a picnic area with a scenic overlook of Lake Winnebago. The harbor is sized for the construction of 58 additional slips, for which additional funding would be needed.

State and County Parks

Calumet County Park is located about one-half mile north of the village along Lake Winnebago. It is a 200 acre park that offers camping, biking, cross country skiing, snowmobiling, wildlife viewing, hiking trails, sledding and tubing as well as a boat launch to Lake Winnebago.

High Cliff State Park is located seven miles to the north of the village at the northeast corner of Lake Winnebago. It offers 1,145 acres of camping, hiking and biking trails, and a boat launch and harbor. It is very scenic as it rests on the limestone cliffs of the Niagara Escarpment overlooking Lake Winnebago.

Administration

The Stockbridge Village Hall occupies a portion of a building located on Military Road. An office for the Village Clerk/Treasurer is located here as well as a small meeting room. The remaining portion of the building is leased to a commercial business. The Village also uses the large meeting room at the fire station/community hall. The Village has garage space at the water plant on Lake Street.

A seven-member elected board of trustees governs the Village of Stockbridge. The Board elects one of its members to serve as president. A part-time village clerk/treasurer provides administrative support.

The members of the Fire Department recommend to the boards of the Town of Stockbridge and the Village of Stockbridge a candidate for the position of fire chief. The members of the First Responders recommend a candidate for captain. The two boards then act on the recommendation. Both the Fire Department and the First Responders have their own set of bylaws with oversight provided by the town and village boards.

The Village contracts with a private sector appraisal firm for assessor services.

There is a Water Utility and a Sewer Utility in the village. A five member Board governs the Water Utility and a five member Commission governs the Sewer Utility. The Village Board appoints both the Board and the Commission. The utilities share a part-time administrative person. The Water Utility contracts with MCO for plant operations and day-to-day maintenance. The Sewer Utility contracts with Robert E. Lee, Inc. for a plant operator. Both utilities use private contractors for repairs.

Insert Map 8 here

Back of Map 8

Cemeteries

There are no cemeteries located in the Village of Stockbridge. There are three cemeteries located in the Town of Stockbridge just outside the village limits. St. Mary's Cemetery and Indian Cemetery are located just to the north of the village while Lakeside Cemetery is located south of the village.

Child Care Facilities

There is one child care facility located in the Village of Stockbridge that was established approximately eight years ago. It is licensed to care for children from ages six weeks to twelve years. The facility serves about forty children with a fully trained and certified staff. The facility has a large outside playground area with equipment. It is located close to the school, and offers assisted transfer of children to and from the school.

Health Care

The Village of Stockbridge does not have any health care facilities. Clinics and hospitals in Chilton and the Fox Cities meet these needs.

Other

The Village of Stockbridge has a United States Post Office that offers counter services and boxes for rent. Delivery of mail in the Village of Stockbridge is provided by the Hilbert Post office in the area north of Lake Street and the Chilton Post office in the area south of Lake Street.

Economic Development

Analysis of Labor Force and Economic Base

While some information on the labor force and economic base of the Village of Stockbridge is collected and disseminated through the U.S. Census Bureau, most labor force and economic base information is collected at the county or metropolitan statistical area. In this case, the county is Calumet and the metropolitan statistical area is the Appleton-Oshkosh-Neenah Metropolitan Statistical Area (MSA), which includes Calumet, Outagamie and Winnebago counties.

Table 26 reflects the jobs physically located in the Appleton-Oshkosh-Neenah MSA. It confirms the national trend of the increasing importance of the service sector in the economy is also occurring in the MSA. In 1990, non-durable manufacturing and services were in a virtual tie, with each representing about 20% of total employment. In 2000, services increased to 23%, while non-durable manufacturing decreased to 17.6%. Manufacturing overall saw a decrease in its share of total employment. One area of growth that is extremely visible is retail development during the 1990's, particularly in the area of the Fox River Mall and on the southeast side of Appleton. It is interesting to note, however, that retail trade's share of total employment decreased between 1990 and 2000, demonstrating just how balanced the growth was in other sectors.

Table 26
Employment by Industry, 1990 and 2000
Appleton-Oshkosh-Neenah Metropolitan Statistical Area

	1990		2000		% Change 1990-2000
	No.	% of Total	No.	% of Total	
Goods-Producing	61,837	38.4	73,488	35.5	18.8
Service-Producing	99,022	61.6	133,267	64.5	34.6
<i>By SIC Group</i>					
Construction	7,569	4.7	13,027	6.3	72.1
Manufacturing – Durable	22,121	13.8	24,113	11.7	9.0
Manufacturing – Non-Durable	32,146	20.0	36,348	17.6	13.1
Trans. & Public Utilities	6,168	3.8	9,463	4.6	53.4
Wholesale Trade	6,637	4.1	9,039	4.4	36.2
Retail Trade	27,955	17.4	34,532	16.7	23.5
Finance, Ins. And Real Estate	7,621	4.7	9,088	4.4	19.3
Services	32,886	20.4	47,883	23.2	45.6
Public Administration	17,755	11.0	23,261	11.3	31.0
Total Non-Farm Employment	160,859		206,755		28.5

Source: US Census

Table 27 reflects the jobs that are physically located in Calumet County. It shows that employment in Calumet County increased by 19.4 percent in comparison to 28.5 percent in the Appleton-Oshkosh-Neenah MSA. The percentage of manufacturing employment is significantly higher in Calumet County at 46.5 percent compared to 29.3 percent in the MSA. A second area of contrast is in the service sector where the percentage of total em-

ployment in Calumet County increased slightly in comparison to the change of almost three percentage points in the MSA. Strong growth was seen in construction at both the county and MSA level.

Table 27
Employment by Industry, 1990 and 2000
Calumet County

	1990		2000		% Change 1990-2000
	No.	% of Total	No.	% of Total	
Ag, Forestry & Fishing	120	1.2	211	1.7	75.8
Construction	316	3.1	620	5.1	96.2
Manufacturing - Durable	4,298	42.1	4,962	40.7	15.4
Manufacturing – Non-Durable	732	7.2	707	5.8	-3.4
Trans. & Public Utilities	168	1.6	287	2.4	70.8
Wholesale Trade	472	4.6	681	5.6	44.3
Retail Trade	1,731	16.9	1,988	16.3	14.8
Finance, Ins. And Real Estate	240	2.3	337	2.8	40.4
Services	1,006	9.8	1,216	10.0	20.9
Public Administration	1,135	11.1	1,407	11.5	24.0
Total Employment	10,218		12,205		19.4

Source: US Census

Table 28 reflects the people physically living in Calumet County, the Appleton-Oshkosh-Neenah (A-O-N) MSA and the State of Wisconsin. It shows that the economy in all three areas performed well during the 1990's as an increase in the total labor force was accompanied by a decrease in the unemployment rate to historical lows by 2000. Within the last 24 months, the unemployment rate has risen but is still near what is generally considered by economists to be full employment. This means that at any given time, three to five percent of the labor force will be seeking employment for a variety of reasons unrelated to the overall economic health of geographic area. Most of the job losses in the MSA have occurred in the manufacturing sector.

Table 28
Labor Force: 1990, 2000, and December 2001
Calumet County, Appleton-Oshkosh-Neenah MSA, and Wisconsin

	Year			% Change 1990-2000	% Change 2000-2001
	1990	2000	Dec 2001		
Calumet County					
Labor Force	21,358	24,645	25,900	15.4%	5.1%
Employed	19,928	24,006	24,900	20.5%	3.7%
Unemployed	1,430	639	1,000	-55.3%	56.5%
Unemployment Rate	6.7%	2.5%	3.9%	-62.7%	56.0%
A-O-N MSA					
Labor Force	188,609	223,422	230,518	18.5%	3.2%
Employed	181,530	217,642	222,366	19.9%	2.2%
Unemployed	7,079	5,780	8,152	-18.4%	41.0%
Rate	3.8%	2.6%	3.5%	-31.6%	34.6%
State of Wisconsin					
Labor Force	2,581,079	2,934,931	3,035,224	13.7%	3.4%
Employed	2,466,597	2,831,162	2,908,678	14.8%	2.7%
Unemployed	114,483	103,769	126,546	-9.4%	21.9%
Unemployment Rate	4.4%	3.5%	4.2%	-20.5%	20.0%

Source: Wisconsin Department of Workforce Development

In early 2002, a survey of the residents of the Village of Stockbridge asked the respondent if they commuted to work and to which community. The survey also asked the respondent to provide the same information if there was a second adult in the household that commuted to work. Commuting is the rule in the Village of Stockbridge rather than the exception as 80% of the respondents stated they work in another community.

Table 29 shows the results of the survey. A majority of both adults in a household travel to the Fox Cities for employment. Chilton and New Holstein are the second and third most common locations of employment, respectively. In addition to the five communities specifically named in Table 29, eleven other communities as well as state- and nation-wide were listed under the "Other" option in the survey.

Table 29
Location of Employment, 2002

	First Adult	Second Adult
Fox Cities	50.8%	52.2%
Chilton	15.3%	13.3%
New Holstein	12.7%	5.6%
Fond du Lac	4.2%	6.7%
Sherwood	2.5%	4.4%
Other	16.6%	13.2%

Source: Village of Stockbridge Opinion Survey, 2002

All industries in Calumet County with the exception of the agriculture, forestry and fishing industry saw real growth in average weekly wages (adjusted for inflation) during the ten-

year period from 1990 to 2000 (see Table 30). The nondurable manufacturing sector, which has the highest proportion of total employment in the county, also had the highest increase in wages of 23.3%, followed by the wholesale trade sector at 21.8%.

Table 30
Wages By Industry, 1990 and 2000
Calumet County

	1990 Ave. Weekly Wages	1990 Wages in 2000 Dollars	2000 Ave. Weekly Wages	% Change 1990 Adjusted to 2000
Ag, Forestry & Fishing				-0.2%
Construction	\$365.12	\$481.05	\$510.69	6.2%
Manufacturing – Durable	\$503.94	\$663.95	\$695.41	4.7%
Manufacturing – Nondurable	\$341.63	\$450.10	\$554.97	23.3%
Trans. & Public Utilities	\$263.32	\$346.93	\$422.53	21.8%
Wholesale Trade	\$374.11	\$492.90	\$543.19	10.2%
Retail Trade	\$148.02	\$195.02	\$203.42	4.3%
Finance, Ins. and Real Estate	\$300.93	\$396.48	\$443.46	11.8%
Services	\$223.51	\$294.48	\$327.09	11.1%
Public Administration	\$333.04	\$438.78	\$498.75	13.7%
ALL INDUSTRIES	\$361.86	\$476.76	\$516.49	8.3%

Source: Wisconsin Department of Workforce Development

Types of New Businesses Desired

In May 2002, the results of a survey of the residents of the Village of Stockbridge were presented to the Planning Commission. The results showed strong support for commercial development with 78 percent agreeing or highly agreeing with the statement that the Village should encourage retail and service oriented businesses. Specifically, marina related commercial development like shops, lodging and restaurants was supported by 65 percent of the respondents. Support for industrial development was expressed by 59 percent of the respondents. The residents also expressed their support for the protection of wetlands, woodlands and floodlands from development.

It appears the community would like to see businesses that could meet the day-to-day shopping needs of a household and businesses that would benefit from the tourism and recreation traffic that the village experiences throughout the year.

Local Government's Ability to Retain and Attract Business

Location

The geographic location of a community is one of the most important factors in determining the ability of a local government to attract or retain business. Traditionally, communities that were near natural resources used in the manufacturing of a product had an advantage over those that were not. Today, the definition of a natural resource has been broadened to describe the environment in which people choose to live. Many types of

service firms are not dependent on access to raw, physical resources (or for that matter, their customers) and choose to locate in areas where natural resources such as lakes, rivers and woods create an attractive environment in which to live and work.

While this is the type of environment that is offered by the Village of Stockbridge, the residents realize that the size of the community and its proximity to the Fox Cities will make it difficult to attract major commercial or industrial employers.

Existing Economic Base

The Village of Stockbridge has a limited economic base. The largest employer in the community is the Stockbridge School District. A list of the principal employers in the Village is as follows:

- ❖ Stockbridge School District
- ❖ J & E Construction, Inc.
- ❖ Stockbridge Mfg., Inc.
- ❖ Stockbridge Engineering, Inc.
- ❖ W&L Insulation
- ❖ Parson Brothers Construction

The Stockbridge Harbor, while not an employer, has an economic impact on the Village of Stockbridge. Fishermen who use the Harbor also patronize the gas stations, convenience stores, bars and restaurants in the Village.

Infrastructure

A number of improvements in the infrastructure of the Village of Stockbridge have been made, the most recent of which was the construction of the water system in 1995. The transportation system continues to improve and there is sufficient water, sewer, natural gas and electrical utility capacity to accommodate economic growth. A capital improvement program can help to ensure that needed improvements to the infrastructure are identified.

Regulatory Issues

The Village of Stockbridge seeks to strike a balance between the needs of business expanding or locating in the village and the needs of the community. Zoning and building codes help to ensure the health, safety and welfare of the community are protected and maintained. Several residents expressed concern in the survey that more could be done to enforce the codes to improve community appearance.

Financial Programs

There are a number of financial programs available to the Village of Stockbridge that are described beginning on page 89.

Organizational

A new organization, the Stockbridge Business Association, was formed in May 2002. The mission statement of the organization is:

“The purpose of the Stockbridge Area Business Association is to better promote existing businesses, develop new businesses and encourage involvement in the Stockbridge Area.”

Several committees have been formed to research marketing ideas. The Association can play an important role in helping to promote commercial and industrial development in the Stockbridge Area, especially recreation and tourism related development.

Sites for New or Expanded Businesses

The Village of Stockbridge has not specifically designated land for development as an industrial or business park. While there is some vacant land zoned for commercial use, most of the land zoned for commercial or industrial use reflects the existing land use.

If the Village wishes to guide and encourage commercial and, to a lesser extent, industrial development, it should consider identifying possible sites, particularly for tourism and recreation related development.

Use of Brownfield Sites

The Wisconsin Department of Commerce defines brownfields as, “abandoned, idle or underused industrial or commercial facilities or sites, the expansion or redevelopment of which is adversely affected by actual or perceived environmental contamination.”

The database maintained by the Wisconsin Department of Commerce does not list any brownfield sites in the Village of Stockbridge. More information on Wisconsin’s Brownfields program is available at:

www.commerce.state.wi.us/CD/CD-bfi.html

Applicable County, Regional, and State Programs

Calumet County

Calumet County UW-Extension offers, through a partnership with the Wisconsin Department of Commerce, a Business Revolving Loan Fund Program designed to create jobs and help new and existing businesses. For more information on eligible activities and eligibility requirements, go to this web site:

www.co.calumet.wi.us/zz_revolving__loan.htm

Regional Programs

The East Central Wisconsin Regional Planning Commission prepares an Overall Economic Development Program (OEDP) covering the ten counties in its region. The most recent update was completed in 2001.

The document contains a review of the Commission's economic development efforts, an overview of the region's economy and the development strategy for the region. The development strategy includes goals, objectives and strategies and a ranking of economic development investment projects submitted by communities in the region.

The Village of Stockbridge did not submit any economic development investment projects for inclusion in the OEDP.

Fox Valley Technical College and the Fox Cities Chamber of Commerce, in particular the Service Corps of Retired Executives (SCORE), provided assistance to existing and prospective businesses. For information on small business and entrepreneurship services at Fox Valley Technical College, go to this web site:

www.fvtc.edu/tp2.asp?ID=Small+Business+Entrepreneurship&pix=002

For SCORE counseling, go to this web site:

www.foxcitieschamber.com/coun&con.htm

State Programs

The State of Wisconsin's Department of Commerce offers a number of programs in support of economic development. The programs are too numerous to list here. Some of the programs provide direct assistance to a business, others fund the business through the local community, while other programs provide direct assistance to a community. Information on these programs is available at:

www.commerce.state.wi.us/MT/MT-COM-2000.html

www.commerce.state.wi.us/MT/MT-COM-4200.html

The Department of Commerce has Area Development Managers located throughout the state to work with local communities and businesses in identifying the resources available from the state and other sources. William Lehman is the Area Development Manager for the Village of Stockbridge, and is located in Fond du Lac.

Forward Wisconsin is a state-level partnership between the public and private sectors whose mission is to market Wisconsin as a business location to firms interested in expanding in, or relocating to, Wisconsin. Information on the programs and services offered by Forward Wisconsin may be found at:

www.forwardwi.com/index2.html

Land Use

Land Use Characteristics

Map 9 shows the existing land use pattern in the Village of Stockbridge and Table 31 shows the existing land uses in acres.

Table 31
Existing Land Use in Acres, 2002

Land Use Category	Acres	% of Sub-Total	% of Total
Urban¹			
Residential	263.8	57.6%	12.6%
<i>Single Family²</i>	198.4	43.4%	9.5%
<i>Two Family</i>	2.2	0.5%	0.1%
<i>Multi-Family</i>	1.6	0.3%	0.1%
<i>Residential Under Development³</i>	61.6	13.5%	2.9%
Commercial ⁴	24.0	5.3%	1.2%
Industrial ⁵	34.5	7.5%	1.6%
Governmental & Institutional	6.8	1.5%	0.3%
Utilities	4.6	1.0%	0.2%
Recreational	34.0	7.4%	1.6%
Transportation	37.5	8.2%	1.8%
Urban Unused ⁶	52.4	11.4%	2.5%
Sub-Total for Urban	457.6	100.0%	21.9%
Non-Urban			
Agricultural ⁷	1,326.1	81.3%	63.5%
Woodlands	205.8	12.6%	9.9%
Rural Unused ⁸	94.7	5.8%	4.5%
Surface Water	4.6	0.3%	0.2%
Sub-Total for Non-Urban	1,631.2	100.0%	78.1%
TOTAL ACRES	2,088.8		100.0%

Source: Photo interpretation by the Village of Stockbridge, 2002

¹ Includes related off-street parking areas for each urban land use category.

² Includes farm residences but not farm buildings that are included with agricultural land use category.

³ Lands committed to residential use but not yet fully developed.

⁴ Includes junk yards.

⁵ Includes sand, gravel, and stone quarries.

⁶ Lands located within or adjacent to urban areas but not yet utilized for an identifiable urban use.

⁷ Includes croplands, pasture, and farm buildings.

⁸ Lands located within rural areas that are not woodlands and typically too wet or rugged to be in agricultural.

Agricultural

Agricultural lands make up 63.5% of the total land area in the Village of Stockbridge in 2002. This compares with 86.1% according to Village's 1979 Land Use Plan and reflects the continuing development of residential land uses. This trend of agricultural land being converted to residential land is expected to continue.

Residential

Residential land uses make up 12.6% of all land uses in 2002. Single family makes up 9.5%, two and multi-family combine for 0.2%, and residential undeveloped land makes up 2.9%. Based on the 2002 estimated population of 657 and total residential acreage of 202 acres, there are 3.25 residents per acre of residential land.

According to the 1979 Land Use Plan, single and two family residential made up 4.6% of all land uses. Based on a 1980 population of 567 and total residential acreage of 72 acres, there were 7.88 residents per acre of residential land.

This change reflects the decrease in household size and a significant increase in the size of residential lots in the Village of Stockbridge, particularly those along the shores of Lake Winnebago.

Commercial

Commercial land uses make up 1.2% of the total acres in the Village in 2002, compared to less than 1% in 1979. These uses are located primarily along STH 55 with the exception of the bar/restaurant at Calumet Harbor.

Industrial

In 1979, industrial land uses made up 0.15% of the total and in 2002 the figure is 1.6%. This includes the quarry operations in the far northwest portion of the village, the J&E Construction property on STH 55 and several smaller parcels along STH 55 on the south end of the village.

Trends in the Supply, Demand, and Price of Land

Agricultural

There is not an active real estate market for agricultural land in the Village of Stockbridge. The sale of agricultural land has been for other types of uses versus the continued use of the land for agricultural purposes. Prices have ranged from \$3,000 an acre for large parcels to significantly higher for smaller parcels.

Insert Map 9 Existing Land Use

Back of Map 9

Residential

Most of the recent land sales in the Village of Stockbridge have been for residential development. Currently there are eight lots available in the Westview and Eckers subdivisions; three lots in the Lake Breeze area; and nine lots in the Lakeview Heights development. Lot prices range from \$15–20,000 in areas away from Lake Winnebago to over \$100,000 for lots along or near Lake Winnebago.

Table 32 shows building permit records from 1990 through September 2002. The first \$200,000 house was built in 1996 and since then seven more homes above that level have been constructed.

Table 32
Residential Construction, 1990-2002

Year	Type	<\$100,000	\$100,000 to \$149,999	\$150,000 to \$199,999	>\$200,000	Total
1990	Single Family	3	-	1	-	4
1991	Single Family	2	-	1	-	3
1992	Single Family	2	2	1	-	5
1993	Single Family	8	2	-	-	10
1994	Single Family	3	1	-	-	4
1995	Single Family	2	1	-	-	3
1995	Two Family	1	-	-	-	1
1996	Single Family	3	1	1	1	6
1997	Single Family	2	3	2	2	9
1997	Two Family	1	-	-	-	1
1998	Single Family	2	1	3	1	7
1999	Single Family	1	3	1	-	5
2000	Single Family	-	3	-	2	5
2000	Two Family	1	-	-	-	1
2001	Single Family	1	-	2	1	4
2002	Single Family	-	2	3	1	6

Source: Village of Stockbridge Building Permit Information

Commercial

Demand for commercial land has not been strong in the Village of Stockbridge because of its proximity to the commercial and retail base in the Fox Cities and the larger communities in Calumet County and the relatively low number of residents.

Industrial

There is not an active market for industrial land in the Village of Stockbridge.

Conflicts Between Adjacent Land Uses

Salvage Business

There is a salvage business located in the northern part of the village on Lake Shore Drive that has had the attention of Village officials for some time. The property was annexed into the village. Since then, the business has grown, and more and more of the property has been converted for use in the salvage business. The Village has taken the business to court requesting an abatement of the use of the front 250 feet along Lakeshore Drive for business purposes.

Farming Operations

There are several farming operations within the village but there does not appear to be significant conflict between the existing farmers and the owners of adjacent property. Recently, the Village has received inquiries about “hobby” farms and properties that would have horses and buildings associated with the care of the horses. The village has also recently seen the construction of residences and large scale accessory buildings in the Agricultural zoning district that are incompatible with residences and accessory buildings in the residential zoning districts. This will need to be discussed and potentially addressed with changes to the zoning ordinance. The challenge the Village has is to determine what type of development will be encouraged when agricultural and open land is converted or developed for other uses.

Wastewater Treatment Plant

There is the potential for conflict between adjacent land uses related to the wastewater treatment plant. The Stockbridge Sewer Commission is currently working on plans for the upgrade of the wastewater treatment plant and an increase in its capacity. As a result, the DNR is requiring compliance with current administrative codes. One of these requirements is a 500-foot separation distance between any portion of the plant and any commercial or residential land use. Landowners affected by this requirement have been notified, and the Village Board adopted an amendment to the Village’s Zoning Ordinance to include a Wastewater Treatment District.

Land Application of Sludge

In a somewhat related situation, the Village has learned that the City of Appleton has contacted property owners in the Town of Stockbridge regarding the leasing of their property for the land spreading of sludge from the City’s wastewater treatment plant. Contact has been made with officials from the Town of Stockbridge and Calumet County expressing the Village’s concerns with the situation.

Multi-Family Development

Very few proposals for development generate interest like a proposal for multi-family residential development. This type of development is often associated with a negative im-

pact on the values of adjacent or nearby single family housing. While most recognize the need for this type of housing, locating it within the community can be difficult.

Extraterritorial Zoning

The Village may want to consider discussing with the Town of Stockbridge the possibility of the village exercising extraterritorial zoning to help avoid potential conflicts in the future.

Development and Redevelopment Opportunities

Agricultural

There are four large areas currently being used for agricultural purposes that are projected to continue for the next twenty years. The first of these areas is located west of Lake Shore Drive and north of St. Catherine's Bay Road. A second area is south of Sunset Beach Road and west of Lakeshore Drive. The third area is east of Lakeshore Drive and south of Lake Street to the Village limits. The final area is the eastern three-fourths of the Village east of Military Road.

The Village would like to see future agricultural land uses in these areas limited to cash cropping and non-commercial animal operations. Existing commercial animal operations will be allowed to continue.

Residential

Three different types of residential development opportunities are proposed to be available in the Village of Stockbridge. The intent is to provide developers and homebuyers with a range of residential atmospheres with densities ranging from housing units per acre to acres per housing unit.

Urban residential development is projected to occur in the Eckers development with the extension of Enterprise Street and Mary Street and in in-fill lots in the downtown area surrounding the intersection of Military Road and Lake Street. The density levels that will be encouraged in this area is three housing units per acre for single family development and higher for two- and multi-family development.

Rural residential development is projected to occur in several areas of the village. The area that is experiencing the most activity is along Lake Winnebago. Residential growth in this area in the future will be a combination of the development of vacant, platted lots, the purchase and replacement of small seasonal cottages with larger year-round homes, and the development of platted lots in areas that are currently not platted.

A **second area of existing rural residential development** that is projected to continue to expand is the Westview subdivision located south of Lake Street and west of Lakeshore Drive. The last area of existing and projected rural residential area is along either side of Lakeshore Drive north of Lake Street. On the east side of Lakeshore Drive, the area will extend east to meet the urban residential development area along Union Street.

Agricultural residential development is projected to accommodate lifestyles that involve domestic farm animals and non-commercial agricultural operations in the areas described above in “Agricultural” on page 97.

Commercial

There are two areas that are projected to see commercial development and redevelopment opportunities. The downtown area along STH 55 has a number of vacant buildings that are potential candidates for rehabilitation or for demolition and replacement with new development. The two major categories of development are convenience services for the residents of the village and tourism and recreation services attractive to the traveler and vacationer.

It is the latter type of services that also offers opportunities in a second area of the village. The Village should consider designating land in the area of the Stockbridge Harbor for tourism and recreation development, either on a stand-alone basis or as part of mixed use development (see 5. Mixed Use below).

Industrial

Industrial development and redevelopment opportunities are expected to be concentrated along STH 55 near the northern and southern Village limits.

Mixed Use

There is an opportunity to capitalize on the Stockbridge Harbor and Lake Winnebago with the development of a mixed use project. Commercial and residential development may be combined with recreational development in a golf course community in an area south of Lake Street, west of Lakeshore Drive, and north of Sunset Beach Road.

As an alternative, the area projected for rural residential with large lots (see 2. Residential above) may also be suitable for this type of mixed use development.

Limitations on Development

A summary of the limitations on development is presented in this section. A more detailed discussion of these limitations is found in the Utilities and Community Facilities Element and the Agricultural, Natural and Cultural Resources Element.

Productive Agricultural Soils

It is the intent of the Village of Stockbridge to protect productive agricultural land outside of the Sewer Service Area, and discourage the development of non-farm residential land uses in areas zoned Agricultural. At the same time, the Village is not looking to encourage more intensive agricultural operations within its limits, particularly large farms with hundreds to thousands of cattle.

Natural Limitations for Building Site Development

The most significant natural limitation for development is the presence of high ground water found in the central area of the Village between Lakeshore Drive and STH 55. The Village has already protected several conservancy areas, including the area around Mill Creek between Lake Street and Lakeshore Drive, around Mud Creek east of STH 55 to the Village limits, and wetland areas south of Sunset Beach Road. Depth to bedrock and steep slopes are not significant factors.

Environmentally Sensitive Areas

The East Central Wisconsin Regional Planning Commission identifies environmentally sensitive areas as part of its regional land use and water quality planning process. These areas included lakes and streams, wetlands, and floodways.

Boundary of Utility Service and Community Facilities

Water and sewer service is available in all of the areas projected for development in the next twenty years. An upgrade of the wastewater treatment plant is currently being planned. There do not appear to be any issues or concerns with the availability of solid waste disposal, telecommunications, electrical or gas services.

Population projections by the State of Wisconsin and the East Central Wisconsin Regional Planning Commission show no growth in the next twenty years. Based on these projections, there does not appear to be a demand for a significant increase in community facilities. Even if the village continues to experience growth at the level it has seen over the last twenty years, there should be sufficient capacity in community facilities to meet the demands of that growth.

Land Use Projections

Agricultural

The Village of Stockbridge is not projecting any increase in the number of acres used for agricultural production. In fact, the number of acres used for agricultural production will decrease as land is converted to residential and commercial land uses.

Residential

Projecting future residential land use is typically based on population projections, household size projections and assumptions on the density of future residential development. The number of residents projected to be living in the community is divided by the projected size of households for that year to determine the number of households. The number of households is then divided by the projected density (households per acre) to determine the number of acres needed to accommodate the projected growth in population.

A challenge faced in this plan is the fact that population projections prepared by the State of Wisconsin and the East Central Wisconsin Regional Planning Commission (ECWRPC) both show a decline in the population in the Village in 2010, 2015 and 2020. As noted in

the Issues and Opportunities Element, there are several reasons why the Village feels it will continue to grow.

In Table 33, several alternatives for future residential land projections are presented (A, B, C, and D). They range from the projected decline in population according to East Central to an increase in population based on the growth that actually occurred in the Village of Stockbridge between 1990 and 2000.

The persons per household (PPH) number for 2000 is from the U.S Census. The PPH numbers for 2005, 2010, 2015, and 2020 were provided by East Central. The number of households (HHLDS) for 2000 is from the U.S. Census. The HHLDS numbers for 2005, 2010, 2015 and 2020 were calculated by dividing the projected population by the corresponding PPH number.

The current density of 1.3 households per acre was calculated by dividing the number of housing units in the Village from the 2000 U.S. Census by the total residential acreage from the 2002 Existing Land Use Inventory conducted by the Village of Stockbridge. The projected densities of 2.0 and 3.0 households per acre are estimates based on actual development patterns and suggested minimum residential densities.

All four alternatives project additional land will be needed for residential development ranging from about 18 acres on the low end to as much as 108 acres on the high end. Even though the East Central projections show a decline in the number of residents, an increase in residential land uses is projected because of the projected decrease in the size of a household.

The projected density also has a significant impact on the number of acres needed for future residential development. For example, in Alternative D. Village of Stockbridge Percentage Growth Rate from 1990 to 2000, the difference between the existing low density figure of 1.3 units per acre and 3.0 units per acre is significant. Almost eighteen fewer acres would be needed for future residential development if it would occur at 3.0 units per acre versus the existing 1.3 units per acre.

In preparing the Future Land Use Plan for the Village of Stockbridge, it was decided to use Alternative D. Village of Stockbridge Percentage Growth Rate from 1990 to 2000. Several of the factors that contributed to the increase in the population between 1990 and 2000 appear to be in place for the next twenty years. It is also expected that the market for large lot residential development will continue to be strong, which will require more land than a typical urban subdivision. In addition, the Village is planning to more actively market the residential and commercial development opportunities available in Stockbridge.

Table 33
Residential Land Use Projections, 2005-2020

<i>A. East Central Population Projections for the Village of Stockbridge</i>					Additional Acres in 2005, 2010, 2015 & 2020		
Year	Pop.	Pop. Change	PPH*	HHLDS**	1.33 HHLDS per acre	2.00 HHLDS per acre	3.00 HHLDS per acre
2000	649		2.45	265	199.2	199.2	199.2
2005	674	3.9%	2.34	288	17.40	11.57	7.71
2010	666	-1.2%	2.22	300	9.00	5.98	3.99
2015	655	-1.7%	2.11	310	7.84	5.21	3.48
2020	639	-2.4%	2.00	320	6.82	4.54	3.02
Total Acres Needed by 2020					41.05	27.30	18.20
<i>B. Calumet County Projected Percentage Growth Rate from East Central</i>					Additional Acres in 2005, 2010, 2015 & 2020		
Year	Pop.	Pop. Change	PPH*	HHLDS**	1.33 HHLDS per acre	2.00 HHLDS per acre	3.00 HHLDS per acre
2000	649		2.45	265	199.2	199.2	199.2
2005	696	7.3%	2.34	297	24.46	16.27	10.85
2010	709	1.8%	2.22	319	16.49	10.97	7.31
2015	722	1.8%	2.11	342	17.15	11.41	7.60
2020	730	1.1%	2.00	365	17.16	11.41	7.61
Total Acres Needed by 2020					75.26	50.05	33.37
<i>C. Village of Stockbridge Average Ten Year Percentage Growth Rate, 1950-2000</i>					Additional Acres in 2005, 2010, 2015 & 2020		
Year	Pop.	Pop. Change	PPH*	HHLDS**	1.33 HHLDS per acre	2.00 HHLDS per acre	3.00 HHLDS per acre
2000	649		2.45	265	199.2	199.2	199.2
2005	683	5.2%	2.34	292	20.29	13.49	8.99
2010	718	5.1%	2.22	323	23.72	15.77	10.51
2015	756	5.3%	2.11	358	26.22	17.44	11.62
2020	794	5.0%	2.00	397	29.10	19.35	12.90
Total Acres Needed by 2020					99.32	66.05	44.03
<i>D. Village of Stockbridge Percentage Growth Rate, 1990-2000</i>					Additional Acres in 2005, 2010, 2015 & 2020		
Year	Pop.	Pop. Change	PPH*	HHLDS**	1.33 HHLDS per acre	2.00 HHLDS per acre	3.00 HHLDS per acre
2000	649		2.45	265	199.2	199.2	199.2
2005	688	6.0%	2.34	294	21.89	14.56	9.71
2010	728	5.8%	2.22	328	25.50	16.96	11.30
2015	772	6.0%	2.11	366	28.53	18.97	12.65
2020	816	5.7%	2.00	408	31.67	21.06	14.04
Total Acres Needed by 2020					107.60	71.55	47.70

Source: US Census, East Central Wisconsin Regional Planning Commission and Martenson & Eisele, Inc.

* PPH = Persons per Household

** HHLDS = Households

Commercial

Planners typically use a ratio of the number of residents in a community to the number of acres used for commercial activities to project how many additional acres of land will be needed over the next five, ten, fifteen and twenty years. For example, if there are 1,000 residents in a community and there are 100 acres of commercial land uses, an increase of 100 residents would result in an increase of 10 acres of commercial land uses. This method works best when there is a significant commercial sector in the community that serves not just the community but the surrounding area. This is not the situation in the Village of Stockbridge. Commercial development patterns over the last ten to twenty years would indicate there is not a positive correlation between the growth in the number of residents and growth in commercial land uses.

The Village of Stockbridge is basing its commercial land use projections not on projected population increases, but on where it would like to encourage future commercial development. The Village would like to pursue its vision of encouraging tourism and recreation development related to its major natural resource – Lake Winnebago. This type of commercial development is projected to occur in the area of the Stockbridge Harbor. The Village is also projecting future commercial development along STH 55 in recognition of the impact of highway traffic on convenience, dining and other retail establishments.

Both areas of projected commercial development should benefit from the activities of the recently formed Stockbridge Area Business Association.

Industrial

The Village is not projecting any industrial development to occur in the next twenty years other than the potential expansion of its existing industries. However, while the Village has chosen not to actively pursue the development of land suitable for industrial uses, it has determined that an area will be identified for future industrial use.

Intergovernmental Cooperation

Relationships with Other Governments

Wisconsin State Statutes provide guidelines for intergovernmental cooperation and boundary agreements between municipalities. This statute enables adjoining communities to enter into agreements that will benefit both communities.

Mutual aid agreements are a type of intergovernmental cooperation. For example, municipal fire departments use this vehicle to extend fire protection from one municipality to another. The biggest advantage is that each fire department can share equipment and manpower in times of major fires that would otherwise limit the resources of a particular department in responding to a disaster.

Boundary agreements are typically found in urban and urbanizing areas where there is a desire on the part of adjacent municipalities to agree on where each municipality will provide services. These agreements contribute to better planning and the efficient and economical provision of municipal services.

Adjacent Communities

The Village of Stockbridge shares a common boundary with only one other municipality, which is the Town of Stockbridge. The two municipalities have a long history of working together to provide services needed by their resident, an example of which is the joint Fire Department and First Responders. They also share the community building and fire station.

Road construction projects are handled cooperatively where the road is the boundary between the two municipalities. The Village of Stockbridge contracts with the Town of Stockbridge and Calumet County for street and roadside maintenance. The Village does not have any equipment of its own.

The Stockbridge Area Business Association is a newly formed group with the mission of promoting existing businesses, developing new businesses and encouraging involvement in the Stockbridge Area. Members in the Association are from both the Village and the Town of Stockbridge.

Adjacent School Districts

Communication with the Stockbridge School District, while informal in nature, occurs consistently and frequently. The school's facilities, including the library and the indoor and outdoor recreational facilities, are available for the use of the residents of the village. The Stockbridge School District Student Council does community service projects.

The Village makes its park facilities available to the Stockbridge School District.

There are forty-four properties located in the Stockbridge School District that have been detached from the District and attached to the Chilton School District. School age children living on these properties would attend the Chilton schools.

Calumet County

As would be expected, there is a significant amount of interaction between the Village of Stockbridge and Calumet County. Road maintenance, police services, planning department review on land division questions, 911 dispatch, emergency management, geographic information systems, health services and library services are some of the most common areas.

More specifically, the development of the Stockbridge Harbor, which is owned by Calumet County, was a cooperative effort between the Village and the County along with the Wisconsin Department of Natural Resources and the Army Corps of Engineers.

The Village of Stockbridge is a member of the Calumet County Tourism Association. Continued involvement in this organization will be helpful in promoting future recreational and tourism development in the Village.

Calumet County also provided assistance in the preparation of this plan including mapping, statistics and other data.

Regional

The Village was recently asked to participate in the East Central Wisconsin Regional Planning Commission's regional comprehensive planning effort. The Village also worked with East Central on the Stockbridge Sewer Service Area Plan, the most recent of which was released in 2001.

State and Federal

The Village of Stockbridge participates in the Wisconsin Municipal Clerks Association and the Wisconsin Municipal Treasurers Association. It also belongs to the League of Wisconsin Municipalities and frequently uses the services provided by the League.

The Village has regular communication with the Wisconsin Department of Natural Resources (DNR) relating to its water and sewer treatment plants and the land owned by the DNR at Stockbridge Harbor. It also has communication with the Wisconsin Department of Administration on the administration of the Village's CDBG Revolving Loan Fund for residential rehabilitation and homestead program.

Another state agency the Village is in contact with is the Department of Transportation with respect to the maintenance and reconstruction of STH 55.

Shared Public Facilities and Services

Currently the Village of Stockbridge and the Town of Stockbridge are considering an addition to the Community Hall and Fire Station to house equipment and vehicles. No other shared public facilities are being considered at this time.

The Fire Department and First Responders are the only shared public services in the Village of Stockbridge.

Conflicts

A minor conflict between the Village of Stockbridge and the Town of Stockbridge is the use of waste and recycling containers located in the village by residents of the town during the summer when the waste and recycling schedule goes to an every other week collection schedule. The Village would like to encourage the Town to offer weekly collection of waste and recycling.

Occasionally residents of the Town of Stockbridge express a desire to be provided with the Village's water and sewer services. The Village has a policy of not providing water and sewer services unless the property is annexed to the village.

The City of Appleton has publicly stated its interest in studying the possibility of detaching the portion of the City that is located in Calumet County and attaching it to Outagamie County. This would have an impact on Calumet County and its municipalities and residents as the portion of the City of Appleton that is in Calumet County makes up a significant portion of the County's tax base. Detachment would not necessarily result in the County being able to reduce services and taxes. This means the property owners in the remaining portions of Calumet County would face an increase in property taxes. This situation should be monitored by the Village of Stockbridge.

The Village of Stockbridge attempts to meet and listen to all other governmental units with whom there may be a conflict. It is the policy of the Village to respect the rights of residents and landowners and to resolve conflicts in a way that would not affect the future plans of the Village of Stockbridge.

Opportunities

The presence of the water and sewer treatment plants in Stockbridge provides an opportunity to exhibit intergovernmental cooperation. The Sewer Service Area contained in the 2001 Stockbridge Sewer Service Area Plan includes land that is currently not in the Village of Stockbridge. The Village will need to consider when sewer service should be extended into these areas and whether or not annexation will be a requirement.

PUBLIC PARTICIPATION

Citizen Participation Plan

The following Citizen Participation Plan was adopted by the Village of Stockbridge Village Board on October 2, 2001.

Public Information Gathering and Dissemination

The Village of Stockbridge may wish to prepare and conduct a mail or telephone survey of village households that will measure residents' opinions regarding growth and development issues in the village.

The Village will advertise public meetings using all reasonable means. These may include public notices posted in prominent locations in the village; articles and notices in local newspapers; radio announcements, such as a "community calendar" announcement; a Village newsletter article; direct mailing; and door drops.

A strategy to reach citizens with special transportation needs may wish to be developed. This strategy could include the notification of disabled people now receiving benefits from the County, State, or Federal Governments.

For those citizens who cannot attend one of the public meetings, or for those who did attend but did not verbally communicate their thoughts, a hand-out will be provided at the end of all meetings, or sent out to those who request a copy. Citizens will be encouraged to submit written comments regarding the Plan.

Plan Development Meetings

The first public meeting will introduce the history, background, and purpose of comprehensive planning in the village, and the State of Wisconsin's mandate for a comprehensive plan. The residents will be asked for their opinions regarding land use and development issues. Also invited to this meeting will be officials and residents of surrounding communities (Town of Stockbridge) and other governmental entities (e.g. school district) to discuss mutual land use issues.

Following the initial hearings, a series of Plan Commission meetings will be held to identify the village's strengths and weaknesses, and specific opportunities for, or threats to, community development. The intent of this analysis will be to determine the core values of the village, from which goals and objectives for community development can be established.

The Village's consultant, Martenson & Eisele, Inc., working with the Planning Commission and Village Board, will prepare a preliminary Proposed Land Use map. This map will be

presented to the public for their comment at another public hearing. Surrounding communities will again be invited to make comments and suggestions. The land use map will be refined based on the public input.

The Planning Commission will hold a public hearing on the final version of the Comprehensive Plan, then make a recommendation to the Village Board.

The Board will hold its own public hearing in advance of adopting the Comprehensive Plan by ordinance.

Planning Commission Meetings

Each of the nine elements was reviewed with the Village of Stockbridge Plan Commission. These meetings were open to the public, and notice of the meetings was given in compliance with state law.

Distribution of Draft Comprehensive Plan

Copies of the draft Comprehensive Plan were provided to the following municipalities and agencies:

- ❖ Town of Stockbridge
- ❖ Calumet County
- ❖ East Central Wisconsin Regional Planning Commission
- ❖ Stockbridge School District
- ❖ Stockbridge Water Utility
- ❖ Stockbridge Sewer Utility
- ❖ Wisconsin Department of Natural Resources
- ❖ Wisconsin Department of Transportation

Comments and suggestions received from the above were reviewed by the Planning Commission for incorporation into the Final Plan.

Public Hearings

The Village of Stockbridge Planning Commission held a public hearing on the Smart Growth Comprehensive Plan on February 4, 2003.

The Village Board of the Village of Stockbridge held a public hearing on the Smart Growth Comprehensive Plan on May 6, 2003.

APPENDIX

❖ Village of Stockbridge Citizen Opinion Survey

VILLAGE of STOCKBRIDGE CITIZEN OPINION SURVEY

FEBRUARY 2002

PART A – QUALITY of VILLAGE LIFE

The Village of Stockbridge must build on its strengths and do what it can to correct its problems. Part A helps us know what's good and bad about Stockbridge.

1. **Why do you live in the Village of Stockbridge?** Check no more than **three** items.
 - a. 29.6 Born and/or raised in village
 - b. 19.4 Safe/secure community
 - c. 22.2 Found a suitable residence
 - d. 41.2 Close to Lake Winnebago
 - e. 17.6 Close to Fox Cities
 - f. 9.5 Close to employer
 - g. 12.5 Affordable living
 - h. 13.9 Quality of schools
 - i. 23.1 Friendly people
 - j. 48.6 Small-town atmosphere

2. **What has happened to the quality of life in the Village in the past 5 - 10 years?** Check **one**.
 - a. 22.8 Have lived in Village less than five years
 - b. 34.0 Gotten better
 - c. 20.1 Gotten worse
 - d. 27.7 No change
 - e. 18.2 Have no opinion

3. **Which items have the greatest *positive* influence on the quality of life in the Village of Stockbridge?** Check no more than **three** items.
 - a. 32.9 Fire and police protection
 - b. 10.6 Community events/activities
 - c. 23.6 Quality of residential areas
 - d. 19.9 Parks and open spaces
 - e. 59.7 Lake Winnebago
 - f. 45.4 Sewer and water service
 - g. 30.1 Local school system
 - h. 4.6 Condition of highways and streets
 - i. 14.4 Manageable traffic
 - j. 13.9 Pace of village development
 - k. 0.9 Availability of retail shopping

4. **Which items have the greatest *negative* influence on the quality of life in the Village of Stockbridge?** Check no more than **three** items.
 - a. 6.5 Fire and police protection
 - b. 11.1 Community events/activities
 - c. 7.4 Quality of residential areas
 - d. 1.9 Parks and open spaces
 - e. 0.5 Lake Winnebago
 - f. 6.0 Sewer and water service
 - g. 23.1 Local school system
 - h. 27.8 Condition of highways and streets
 - i. 6.0 Traffic problems
 - j. 16.7 Pace of village development
 - k. 75.0 Unavailability of retail shopping

PART B – LIFESTYLE

If you are a property owner in Stockbridge but not a resident, please skip Part B.

The lifestyle and economy of Stockbridge is impacted by the Fox Cities and other urbanized areas in the vicinity of the Village. To accommodate and support economic development, it is important to know the Village's current business and employment characteristics.

5.1 Are you employed?

- a. Yes 73.8 b. No 26.2

5.2 Is another adult in your household employed?

- a. Yes 62.1 b. No 37.9

6.1 Is your income primarily from a business run out your home?

- a. Yes 9.9 b. No 90.1

6.2 Does another adult in your household earn income primarily from a business run out of your home?

- a. Yes 8.1 b. No 91.9

- 7.1 Is your income primarily from a business located in the Village or an immediately adjacent part of the Town of Stockbridge?**
a. Yes 13.3 b. No 86.7
- 7.2 Does another adult in your household have income primarily from a business located in the Village or an immediately-adjacent part of the Town of Stockbridge?**
a. Yes 14.1 b. No 85.9
- 8.1 Do you commute to another community for your primary income?**
a. Yes 80.2 b. No 19.8
- 8.2 Does another adult in your household commute to another community for their primary income?**
a. Yes 80.2 b. No 19.8
- 9.1 If you commute, to which community do you travel?**
- | | |
|--------------------------------------|------------------------|
| a. 0.8 Hilbert | h. 0.8 Forest Junction |
| b. 15.3 Chilton | h. 0.8 Greenville |
| c. 2.5 Sherwood | h. 0.8 Manitowoc |
| d. 12.7 New Holstein | h. 1.7 Green Bay |
| e. 0.8 Brillion | h. 1.7 Plymouth |
| f. 50.8 Any of the Fox Cities | h. 0.8 Kohler |
| g. 4.2 Fond du Lac | h. 0.8 Door County |
| h. 16.6 Other <i>See next column</i> | h. 4.2 Statewide |
- 9.2 If another adult in your household commutes, to which community do they travel?**
- | | |
|--------------------------------------|-------------------------------|
| a. 2.2 Hilbert | h. 1.1 Winchester |
| b. 13.3 Chilton | h. 2.2 Manitowoc |
| c. 4.4 Sherwood | h. 1.1 Green Bay |
| d. 5.6 New Holstein | h. 2.2 Kiel |
| e. 2.2 Brillion | h. 2.2 All Communities Listed |
| f. 52.2 Any of the Fox Cities | h. 1.1 Construction |
| g. 6.7 Fond du Lac | h. 2.2 Statewide |
| h. 13.2 Other <i>See next column</i> | h. 1.1 Nationwide |
- 10. Do you travel at least twice per month to another community for entertainment?**
a. Yes 77.1 b. No 22.9

PART C – VILLAGE GROWTH

The area around Stockbridge is still very rural, but the urban fringe of the Fox Cities is slowly advancing toward us. As the distance between the urban areas and Stockbridge shrink, the Village will be increasingly impacted. The answers to Part C questions will help the Village be prepared for potential change.

- 11. From 1990 to 2000, the Village's population increased from 579 to 649, or about 12%. The population of the Village should grow at what rate in the next twenty years?**
- | | |
|------------------------------|-----------------------------|
| a. 35.0 Present rate | e. 9.6 Slightly slower rate |
| b. 36.0 Slightly faster rate | f. 2.5 Much slower rate |
| c. 12.7 Much faster rate | g. 4.1 No growth |
- 12. From 1990 to 2000, total housing units in the Village increased from 257 to 265, or about 3%. The number of housing units in the Village should increase at what rate in the next twenty years?**
- | | |
|------------------------------|-----------------------------|
| a. 26.4 Present rate | e. 6.0 Slightly slower rate |
| b. 40.8 Slightly faster rate | f. 2.5 Much slower rate |
| c. 20.4 Much faster rate | g. 4.1 No growth |

- 13. What best describes your vision for the Village?** (Check **any** that apply)
- a. 17.5 A small village much as it is today.
 - b. 41.6 A community that should add a few quality-of-life services and recreation/entertainment, which probably means some growth.
 - c. 16.1 A vital business center adding local jobs serving the Stockbridge area.
 - d. 24.8 An expanding "bedroom" community whose residents mostly work and obtain services elsewhere.
 - e. 4.0 No opinion

PART D – GENERAL LAND USE OPTIONS for STOCKBRIDGE

For each statement, please check the box which best represents your opinion.

STATEMENT	HIGHLY AGREE	AGREE	NEUTRAL	DIS-AGREE	HIGHLY DISAGREE
14. The development of single-family housing units should be encouraged in the Village.	32.4	48.8	15.5	4.3	1.4
15. The development of two-family housing units should be encouraged in the Village.	8.2	29.5	34.3	17.9	10.6
16. The development of multi-family housing units should be encouraged in the Village.	7.2	12.6	27.5	26.1	25.1
17. The development of elderly housing should be encouraged in the Village.	14.0	41.1	37.7	5.8	1.9
18. The development of small single-family housing units affordable to moderate-income families should be encouraged in the Village.	11.1	36.7	33.3	15.5	2.4
19. Future residential developments on existing agricultural land should be primarily large-lot "country homes" or "hobby farms."	14.5	36.2	25.6	16.9	6.3
20. The Village should have a full range of housing choices: 1-family, 2-family, Multi-Family; Homeowner, Renter; Low-, Moderate- and High-Income.	11.1	30.9	25.1	21.3	12.1
21. There should be no further development on existing agricultural land.	11.1	10.6	25.6	38.6	14.5
22. The Village should encourage industrial development.	23.7	34.8	19.8	12.1	9.7
23. The Village should encourage commercial development (retail and service-oriented).	30.0	47.8	17.4	2.9	1.9
24. The Village should not encourage any particular types of development, but allow free market forces to determine the pattern.	5.3	18.8	26.1	38.6	12.1
25. The Village should discourage further development.	3.4	5.3	14.0	49.3	28.0
26. The Village should provide more parks, playgrounds, and other recreation areas.	4.8	18.4	44.9	23.2	7.7
27. The Village should enhance tourism opportunities.	16.9	39.6	22.7	15.0	4.3
28. The preservation of rural character and farm land within the Village is important.	22.7	35.3	22.7	15.0	4.3
29. The protection of woodlands in and around the Village is important.	39.6	45.9	9.7	4.3	1.0
30. The protection of wetlands and floodlands in and around the Village is important.	40.6	39.1	15.9	4.8	1.0

Here's something just for your information from the U.S. Census 2000: **POPULATION CHANGE, 1970 to 2000**

YEAR	VILLAGE of STOCKBRIDGE POPULATION	PERCENT CHANGE	TOWN of STOCKBRIDGE PERCENT CHANGE	VILLAGE PERCENT of TOWN POP.	VILLAGE PERCENT of COUNTY POP.
1970	582	-	-	45.3%	2.1%
1980	567	-2.5%	-2.9%	45.4%	1.8%
1990	579	+2.1%	+5.5%	44.0%	1.7%
2000	649	+12.0%	+5.5%	47.0%	1.6%

PART E – SPECIFIC DIRECTIONS and POLICY OPTIONS

Please check the box after each statement which best represents your opinion.

STATEMENT	HIGHLY AGREE	AGREE	NEUTRAL	DIS-AGREE	HIGHLY DISAGREE
31. The Village should encourage marina-related commercial development at the Lakeshore, like shops, lodging, and restaurants.	23.2	42.0	20.3	14.0	2.4
32. The Village currently operates fire and rescue services jointly with the Town of Stockbridge. The Village should investigate providing more services jointly with the Town.	23.2	50.7	24.2	2.4	1.0
33. The Village should adopt an ordinance that will correct and prevent unsightly structures and properties.	44.0	36.2	14.5	5.8	2.9
34. To increase financial efficiency, the Stockbridge School district should merge with another district.	29.0	12.6	21.7	16.9	21.3
35. The Village should encourage continuous roads through new development, as opposed to cul-du-sacs.	8.7	28.5	35.7	17.4	10.6
36. The Village should enhance the appearance of the downtown area on Hwy. 55 through streetscape and facade improvements.	22.2	39.6	28.0	7.2	4.3

PART F – RESPONDENT PROFILE

The answers to the following questions will help us to compare and analyze the data. In no way will they be used for personal identification.

37. What is your gender?

- a. Male 60.5 b. Female 39.5

38. What is your age?

- a. 6.8 18 – 29 years e. 20.0 55 – 64 years
 b. 19.1 30 – 39 years f. 17.3 65 – 79 years
 c. 33.2 40 – 54 years g. 3.6 80 or more years

39. Which of the following best represents your formal education?

- a. 1.4 Not high school graduate e. 27.1 Some college
 b. 47.7 High school graduate f. 23.3 College graduate

40. Are you an all-year or seasonal resident of the Village?

- a. All-year 90.7 b. Seasonal 9.3

40a. If an all-year resident, how long have you lived in the Village of Stockbridge?

< 5 years	25.9
5 – 9	10.0
10 – 14	10.0
15 – 19	7.6
20 – 24	4.7
25 – 29	5.9
30 – 34	5.3
35 – 39	6.5
40 – 44	5.9
45 – 49	2.9
> 50 years	15.3

41. In what type of residence do you live?

- | | | | | | |
|----|------|---------------|----|-----|---------------------------------|
| a. | 90.2 | Single-family | c. | 4.9 | Apartment (three or more units) |
| b. | 3.9 | Duplex | d. | 1.0 | Mobile home |

42. In what area of the village do you live?

- | | | | | | |
|----|------|--|----|------|--|
| a. | 35.4 | Highway 55 Area; including homes on Union St. and Richard St. east to 55, and homes on Church St. and New St. west to 55 | b. | 8.2 | East of Highway 55 Area |
| | | | c. | 37.4 | Lakeshore Area |
| | | | d. | 19.0 | Between Lakeshore Area and Highway 55 Area |

Thank you for participating in this important survey!