

Town of Salem Comprehensive Plan



2009 – 2029

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Element 1: ISSUES AND OPPORTUNITIES

Salem Township

As input was received from elected/appointed officials and citizens of Salem during the original preparation of the Comprehensive Plan (2009), various issues came to the forefront. Through the Plan Commission participation process, these points were distilled to three issues which are still considered relevant:

- *Residential, Commercial and Ag-Business Growth*—Community quality of life can be enhanced and threatened by additional houses, businesses and large family farms (individual or corporate), including non-family corporate farms in Salem.
- *Threats to Environmentally Sensitive Areas, Drainage Patterns, and Corridors*—Development in Salem increases the need for vigilance and guidance in these areas.
- *Rationale for Land Use Decisions*—The Town Board and Plan Commission need a planned regulation to provide a meaningful framework for the land use decisions that will be necessary in the future.

STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS

Salem Town

Strengths

- Engaged Town government
- Comprehensive set of ordinances to ensure peace and order
- Natural beauty of the area
- Agricultural related home businesses
- Rural Setting
- Neighborly Environment
- Proximity to Twin Cities, Eau Claire, Ellsworth, River Falls
- Natural beauty of the Rush River corridor and activities such as hunting and fishing
- Cultural Amenities- Historical Structures and Places
- Tourist Attractions: Rush River, Blueberry Farm, Artesian Wells
- Sound agricultural economy
- Low crime rates
- Well maintained road system
- Weiser Concrete - major pre-cast manufacturing business
- Town is represented by two (2) county board members

- Limited commercial development

Weaknesses

- Limited high speed internet services
- Lack of affordable housing
- No commercial district
- Limited cellular telephone access
- Unfunded government mandates (e.g., less match funding for highway upkeep)
- No limit of animals per acre on producer farms
- Lack of community involvement in Town government

Threats

- Large Dairy Operations
- High-Density Housing
- Weakening or poor economy
- High traffic on township roads and road damage due to dairy operations
- Neighboring Town's business expansion can cause complaints from neighbors and Town residents as well as potential safety concerns (traffic, speeding)
- Less government cost sharing programs
- Political Intervention

Opportunities

- Plan for commercial growth while maintaining rural character
- Utilize natural resources in controlled manner
- Un-named campground
- Close Community (neighbors know each other)

EXISTING CONDITIONS

A wealth of demographic information is available regarding population trends/projections, household characteristics, educational levels, age/gender/race/ethnicity, and income/employment data in the document: *Pierce County "Smart Growth" Comprehensive Plan Phase One: Data Collection*.

Element 2: HOUSING

INTRODUCTION

Because of less dependence on farming and industry for their livelihoods, Americans today have much more freedom to choose where they live and work than they did in the first seven or eight decades of the 1900's. These choices were reflected by the 2000 Census.

Primary considerations regarding residential growth rates and planning include where growth is occurring, if growth is occurring, the speed at which growth or decline are occurring and why growth or decline are occurring.

The impact of many "local" development activities are felt beyond the local borders, sooner or later. For example, traffic generated by a business enterprise in one jurisdiction may have a significant impact on adjacent jurisdictions.

Impacts can have a cumulative effect. One house or one shop or one convenience store might have slight impacts, but each undeniably demands services, generates travel, creates economic activity, and adds to the tax base. Such enterprises can also gradually or abruptly change the character of a community.

One of the primary areas of concern in community development that demands attention in the near future is the ramification of housing.

Two primary considerations will affect housing:

- Zoning. Salem has Primary Agriculture and General Rural zoning districts that allow residential uses. These districts have allowable densities of 2 houses per 40 acres and 4 houses per 40 acres, respectively. However, with the potential ability to cluster homes in a more concentrated area through the use of density points, there is the potential to design residential projects that could range from a rural to a suburban look. New residential development should be encouraged in areas which can be served conveniently and economically by Town maintenance operations and utilities.

- Ability to provide services (police, fire, school, road maintenance, etc.) without burdening current systems.

Future residents of Salem will require a mixture of housing types to meet individual requirements of preference, age, family size, and income. This will be necessary in order that each family and individual may find suitable housing at a location convenient to jobs, recreation, and commercial facilities.

It is important for a community to provide adequate and safe housing for all its

residents. As stages of life, health, family, marital status, and financial circumstances change, so do housing needs. Ideally, a person should be able to live and work in the same community and not be forced to look outside the community for housing.

Local government has the power to levy taxes on properties. In return for these revenues, local government provides services for the users of the public infrastructure. Local governments are constantly faced with determining what services are in demand, and given local budget constraints, what services are most necessary. Both the provision of services and the regulation of land come under the general heading of public welfare and safety.

Different land uses generate demands for different services. The issue here is housing. While population and density may determine the aggregate level of demand, the configuration and location of dwelling units may determine how, where, and at what cost services may be delivered. Housing is a major land use consideration in most communities and typically in most towns. It is a major source of revenues. This is why housing is an important element in comprehensive plans.

EXISTING CONDITIONS

The Town of Salem approved a Land Division Ordinance (a.k.a. "Subdivision Ordinance") in 2012. This ordinance reflects the Town's vision of the future (i.e., rural character, low density).

A wealth of demographic information is available regarding housing type/condition and housing cost data in the document: *Pierce County "Smart Growth" Comprehensive Plan Phase One: Data Collection*.

GOALS AND OBJECTIVES

Housing Goals

- Limit future residential development to those areas best suited for development, where infrastructure is presently located, or can be economically provided.
- Provide for/encourage a multitude of housing options for various income levels and life stages

Housing Objectives

- Encourage future single family residential development to locate in appropriate areas and at low densities consistent with zoning rules.
- Direct higher density residential development to areas where conflict with agricultural uses are less likely and where

infrastructure can support it.

Element 3: Economic Development

Economic Profile

The Town of Salem's roots lie within its rich agricultural heritage. Salem is surrounded by agriculture which makes up the majority of the land use. Most of the citizens who work within the Town of Salem work in agriculture or operate agriculture-related home businesses and most of the residents who work outside of the agriculture sector commute to other areas for work. The main source of employment within the town is Weiser Concrete, which makes for limited local employment opportunities for those who do not work in agriculture.

Since so many residents commute to their jobs, which on average are 33 minutes away or more, they have the opportunity to purchase goods and services close to where they work. Lower prices in those areas can make it difficult for local businesses within the town to be competitive. Further, many goods and services available where people work are not available within the Town of Salem. However, if petroleum prices increase to an uncomfortable level, market forces may shift, creating more opportunity for local business to establish. Therefore, it is important to plan for development that makes sense for the town and residents both economically and physically.

At this time, tourism holds the most potential for revenue generation as Salem has many beautiful natural features. The natural feature of the Rush River valley, as well as local home-based businesses draw tourists into the town from all over the Twin Cities and surrounding areas. However, the town does not have any defined commercial areas to truly capitalize on additional potential revenue. Market forces play a large part in this, and there may not be enough tourism at the present time to support a permanent commercial district. However, this is a potential resource that could be tapped into at some point in the future. Such enterprises could include town-sponsored events and activities as well as private businesses.

Strengths, Weaknesses, Opportunities and Threats

Strengths

- The Town of Salem is home to the scenic Rush River and surrounding bluffs known for their aesthetic beauty and excellent trout fishing. It is quiet, peaceful, and a place that local citizens and visitors enjoy.
- Salem is located between Ellsworth, WI, and Plum City, WI. It is only 12 miles from Ellsworth, and 15 miles from Red Wing, MN which was rated as the 26th

most beautiful historic city in the world according to National Geographic Traveler Magazine in 2008.

- Salem is located within an hour of the Twin Cities metro area.
- There is a beautiful rural charm that anyone who travels through Salem can appreciate. The topography, the agricultural heritage, and the Rush River valley are notable.
- The town has several destinations including “pick your own” farms, a vineyard, a semi-public artesian well that provides ice sculptures and other home-based businesses that lend character to the town.

Weaknesses

- Due to the town’s low population, and distance from other destinations, few commercial enterprises or businesses have been feasible in the area.
- Due to the distance from other cities, it is difficult for residents to purchase goods and services as well as receive emergency services as quickly as other areas.
- There is limited high-tech infrastructure located within the town, such as high-speed internet, cell phone towers, etc.
- There is a lack of affordable housing for both the elderly and low income residents.
- There is no clearly defined node of commercial development within the Town of Salem.
- Potential tourism revenues go un-captured, and actually are a cost to the town (i.e. use of roads to access river or neighboring businesses).

Opportunities

- Working with the Pierce County Chamber of Commerce and other surrounding businesses, could help bring in more tourists to Salem. “Vino in the Valley,” a business located in the Town of El Paso, draws a large volume of tourists from as far away as Madison. However, there is likely to be as much opposition as support for such an enterprise in Salem since residents treasure the peaceful rural charm of the town.
- Pierce County and the Town of Salem are home to beautiful geologic formations. Promoting them by development of roadside signs and promoting sales of the CD “Geologic Tour of Pierce County” could bring more tourists through Salem. However, with very few businesses to capitalize on such tourism, promotion of this sort may not pay off.
- There are currently no local farmer’s markets for the area. Creating a local farmer’s market could capture some tourism revenue, as well as create a place where local residents could buy and sell local produce.

- In recent surveys, residents identified bicycle and walking trails as something that they would like to see more of. County Road A may provide an opportunity for a bike/walk path or lane to be constructed if it is improved in the future. Such an amenity could have a positive impact on the local economy.

Threats

- Urban sprawl has been a threat in the past and could be a threat in the future. Having a plan as well as proper zoning can guide it in a way that is beneficial for the town and consistent with the town's vision. The extent and timing of such development is very difficult to predict and is influenced by a number of variables.
- CAFOs and other large agri-businesses have the potential to degrade groundwater, and surface water quality as well as increase local infrastructure costs if plans are not put in place to anticipate their potential impacts.
- Development along the Rush River has the potential to degrade water quality, scenic beauty, and increase intensity of flooding.
- Salem does not have a well diversified economy. Residents are forced to shop elsewhere due to the lack of commercial outlets in Salem. This is likely to remain the case for the foreseeable future regarding most commercial products.

Existing Conditions

A wealth of demographic information is available regarding population trends/projections, age distribution, income/education levels, and employment data in the document: *Pierce County "Smart Growth" Comprehensive Plan Phase One: Data Collection*.

Community Desires Based on Pierce County Community Attitudes Survey

In the Pierce County Comprehensive Plan Phase II Community Attitudes Survey (2007), a percentage of the town was able to voice their opinions on a number of issues that the town is facing. The town was represented by 81 returned surveys out of 216 mailed. The following is an analysis of what they said. [Note: This data is 11 years old in 2018. Unless and until a new survey is completed, it may not reflect current attitudes and opinions.]

Approximately seventy-nine percent said that development was moving too fast or about right for the Town of Salem indicating that the residents are apprehensive about growth, or want to protect the town's rural character. Fifty-six percent said that there is not enough planning, or just enough planning and regulation. This may suggest that they would like to see more guided growth if that happens. Thirty-two percent said

there was too much planning indicating that private property rights may be more important to them. About forty percent indicated that they would like to see market forces guide development while forty eight percent would like to see a limit on development.

Twenty percent would like to see more senior housing. This number was high as less than fifteen percent of the town is over the age of 60. Perhaps the survey data could be skewed due to the number of surveys completed and the age groups most likely to have returned them.

There was a large spread between people's opinions on the optimum size parcels for new residential development. It was split nearly even four ways in each category of 1-5 acre lots, 5+ acre lots, 35+ acre lots and small cluster type lots. This may indicate that people want to protect the natural features of the area. Additional public input would be helpful to understanding their wishes.

Sixty-six percent of the residents would like to see more family restaurants in the area. Fifty-five percent would like to see general retail, and fifty-two percent would like to see more general services. Sixty-three percent would like more industrial development, and fifty-three percent would like to see it placed in existing industrial areas. This may indicate that some commercial development would be beneficial to the residents.

Over twenty-nine percent of people think that quality public schools would be the best way to encourage growth indicating education is important to many of the citizens. Seventy-five percent of the citizens felt that agri-development, and agriculture expansion should be encouraged. This may indicate that people enjoy this area because of the rural feel.

Over ninety-four percent of people felt that tourism should remain the same or increase indicating that people have positive feelings towards tourism.

GOALS AND OBJECTIVES:

Promote a diversified economy

- Guide development by promoting the development and use of existing industrial areas for future expansion.
- Investigate potential for an incentives program to attract businesses to the area.
- Support business and industry.
- Support the development of locally produced energy (i.e. wind, solar, biomass).

Encourage economic development while protecting the town's rural character.

Promote Tourism

- Work with county and local communities to promote tourism.

Encourage the use of existing infrastructure by future development

- Support the rezoning of appropriate areas along Highway 10 and County Road CC for commercial and light industrial development.

POLICIES:

- Investigate development of a market for local food.
- Do not impede the development of locally produced energy (i.e. wind, solar, biomass) to the extent it does not take away from the rural character.
- Support the establishment of home businesses (i.e. home occupation, home business, farm and home business) that do not adversely impact adjacent property owners.

Element 4: TRANSPORTATION

INTRODUCTION

A transportation system represents a key element in order for any community to be functional. Of particular importance, especially for smaller communities, is the local road system since it often is the largest issue that must be dealt with by local government in terms of time spent and impact on budget. A wisely conceived road system can result in many benefits and long term cost savings for a community. Being an integral aspect of the community, it plays a major role in the efficiency, safety, and overall desirability of the community as a place to live and work. Roads can also be burdensome to local government as costs to repair and replace roads, culverts and town rights-of-way continue to increase as local budgets are reduced and equipment, material and fuel costs rise.

GOAL:

1. Develop a safe and efficient transportation system that serves all town residents.

OBJECTIVES:

- 1 Establish policies and standards for new roads within developments that will be paid for by developers.
- 2 Establish policies and standards for existing roads serving uses that generate high volumes of traffic and/or uses that negatively impact roads at an accelerated rate to ensure that a disproportionate amount of town resources aren't required for maintenance.
- 3 Maintain a transportation system that enhances a sense of community and safety.
- 4 Develop a system for regular maintenance of all Town roads, signage, and management of right-of-way vegetation according to current and future design standards.

POLICIES:

- 1 Ensure that Pierce County includes Town projects in its Capital Improvements Program.
- 2 Maintain Town roads and rights-of-way to limit visual obstacles and

encourage the County to maintain roads under its jurisdiction in the same manner.

3 On an annual basis, continue to review and upgrade the roads under Salem's jurisdiction based on safety, budget, level of service and pavement condition criteria.

4 When new roads are required, minimize the use of dead end roads and cul-de-sacs whenever possible. New driveways shall continue to be regulated to ensure sufficient emergency vehicle access and to maintain safe driveway spacing standards and proper drainage.

5 Ensure compliance with Ordinance 2012-2 – All-Terrain Vehicle and Utility Terrain Vehicle Route Ordinance.

6 Uses that have the potential to generate high volumes of traffic and/or negatively impact roads at an accelerated rate will not be issued a driveway permit if the use can reasonably be accessed from a state or county road.

7 Conditionally permitted uses that have the potential to generate high volumes of traffic and/or negatively impact roads at an accelerated rate should only be permitted at locations served by adequate infrastructure (e.g. county or state roads).

8 Ensure compliance with Ordinance #1114 – An Ordinance to Regulate Private Access Roads to Town Roads.

9 Renew road agreement for 390th Avenue with Wieser Concrete as necessary (see Objective #2).

Existing Transportation Facilities

The road system in Salem is composed of three levels of governmental jurisdiction. It includes the Town system composed of local roads, the County system of trunk highways and the State and Federal highway systems. By far, the greatest amount of road mileage in the Town is composed of Town roads.

A variety of transportation facilities serve the area. These include the local road network, trails, rails, access to air and water transport, and other facilities.

Local Roadway Network

The local road network shapes access and circulation through the Town and the

County. There are no “public streets” within Salem. Roads in the area are classified by their primary function, as described below:

- Principal Arterials – Serve longer intra-urban trips and traffic traveling through urban areas. They carry high traffic volumes and provide links to major activity centers.
- Minor Arterials – Provide intra-community continuity and service to trips of moderate length, with more emphasis on land access than principal arterials. The minor arterial system interconnects with the urban arterial system and provides system connections to the rural collectors.
- Collectors – Provide both land access and traffic circulation within residential neighborhoods, commercial areas, and industrial areas. These facilities collect traffic from local streets in residential neighborhoods and channel it onto the arterial system. In the central business district, and in other areas of like development and traffic density, the collector system may include the street grid that forms the basic unit of traffic circulation.
- Local Streets – Local streets primarily provide direct access to adjacent land and access to higher order systems. Local streets offer the lowest level of mobility and through traffic movement on this system is usually discouraged. There are no local streets in Salem.

Highways

One main roadway, U.S. Highway 10, supports the Town of Salem. There are no known major roadway projects contemplated for DOT roads in Salem in the next five years. ***County Roads***

County roads in Salem include County CTH CC and CTH A.

Town Roads

Salem has 54 miles of town roads. There are 62.5 gross road miles within the Town.

Water

The Town of Salem has no water-related transportation facilities.

Rail

There are no active railroads in Salem. The nearest passenger service is provided by Amtrak in Minneapolis/St. Paul and Red Wing, Minnesota.

Biking

There are no bike trails in the Town. The 2003–2023 Pierce County Bicycle Plan proposes that a paved shoulder be constructed on CTH A for bicyclists.

Air Transportation

The nearest airport supporting the Town of Salem is the Red Wing Airport. The latest expansion developed a 5,000 ft. runway that is capable of handling corporate jets. There are no plans to expand or change the runways or services to accommodate commercial aircraft. Other airports in the area include St. Paul Downtown, Chippewa Valley Regional, Minneapolis/St. Paul International, and the Menomonie Airport.

ATV Routes

According to the Pierce County ATV Association, the towns of Ellsworth, Gilman, Martell, El Paso, Spring Lake, Trimble, Rock Elm, Salem, Trenton, Hartland and River Falls have adopted plans for use of town roads by all-terrain vehicles. The Town of Salem approved Ordinance 2012-2 – All-Terrain Vehicle and Utility Terrain Vehicle Route Ordinance in July 2012. This ordinance approved all Town roads for use by ATV/UTV's under certain restrictions.

State and Regional Transportation Plans

Wisconsin Statutes §66.1001(2)(c) requires communities to compare the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans. It also requires communities to incorporate applicable state, regional and other transportation plans into their Comprehensive Plan. This section satisfies this statutory requirement. The Town of Salem's Transportation Element goals, objective, policies, and programs are consistent with and implement all relevant sections of the following plans and programs:

Wisconsin Bicycle Transportation Plan 2020

The Wisconsin Department of Transportation (WisDOT) completed the Wisconsin Bicycle Transportation Plan 2020 in 1998. This Plan establishes WisDOT goals, objectives, and policies for both intercity and urban and suburban bicycling, and recommends strategies and actions for WisDOT, local governments, and others to take to implement the plan. The two primary goals of the plan are to double the number of trips made by bicycles and to reduce bicyclist-motorist crashes by at least 10 percent by the year 2010. More specifically, it seeks to improve bicycle access to major destinations along arterial and collector streets.

2002–2008 Transit Improvement Program

The TIP must be consistent with the region's long-range transportation plan, include all transportation projects in the metropolitan area that are proposed for federal funding, and include at least three years of programming.

The Wisconsin Pedestrian Policy Plan 2020

The Wisconsin Pedestrian Policy Plan 2020, created by the Wisconsin Department of Transportation (WisDOT), was established to make pedestrian travel a viable, convenient and safe transportation choice throughout Wisconsin. While the Policy Plan primarily aims to minimize the barrier to pedestrian traffic flow from State Trunk Highway expansions and improvements, it provides guidance to local communities on how to encourage pedestrian travel through the creation of pedestrian plans, increasing enforcement of pedestrian laws, adopting and implementing sidewalk ordinances.

Connections 2030: Wisconsin's Long-Range Transportation Plan

WisDOT is currently developing a long-range transportation plan for the state called "Connections 2030." This plan will address all forms of transportation over a 25-year planning horizon: highways, local roads, air.

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

Pavement Surface Evaluation & Rating

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

Planning For Capital Improvements

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

relatively large in size, expensive, and permanent.

Pierce County Bicycle Plan 2003–2023

This plan is the result of a cooperative planning effort between Pierce County and the Mississippi River Regional Planning Commission. The plan's purposes are to document existing bicycling conditions in Pierce County and develop a plan of action for improving bicycling opportunities and safety.

WisDOT administers a variety of state and federal programs, including:

- Airport Improvement Program (AIP)
- Connecting Highway Aids
- County Elderly and Disabled Transportation Assistance
- Federal Discretionary Capital Assistance
- Freight Rail Infrastructure Improvement Program (FRIIP)
- Freight Rail Preservation Program (FRPP)
- General Transportation Aids (GTA)
- Highways and Bridges Assistance
- Local Bridge Improvement Assistance
- Local Roads Improvement Program (LRIP)
- Local Transportation Enhancements (TE)
- Railroad Crossing Improvements
- Rural and Small Urban Public Transportation Assistance
- Rural Transportation Assistance Program (RTAP)
- Rustic Roads Program
- Surface Transportation Discretionary Program (STP-D)
- Surface Transportation Program – Rural (STP-R) & Urban (STP-U)
- Traffic Signing and Marking Enhancement Grants Program
- Transportation Economic Assistance (TEA)

Element 5: Land Use

INTRODUCTION

The purpose of this section is to analyze the current land use in the Town of Salem and what barriers or issues must be addressed when considering development of the land. This section will also discuss the future land use needs in the Town.

GOALS, OBJECTIVES, AND POLICIES

The following goals, objectives, and policies set forth a strategy to preserve and enhance agriculture and ensure retention of the Town's rural character while recognizing the need for management options and limited development opportunities for landowners.

Goal: Protect lands best suited for agricultural use in the Town so that prime farmland and the Town's rural character and economic base may be preserved.

Objectives:

- a. Encourage continued participation in the Farmland Preservation Program/Working Lands Initiative by willing landowners.
- b. Utilize Primary Agriculture Zoning and establish land division (subdivision) regulations that protect and minimize the fragmentation of agriculture land and maintain rural character.
- c. Support the establishment of Agriculture Enterprise Areas when supported by impacted landowners.

Goal: Provide for orderly growth and development by limiting residential development densities and by limiting commercial/industrial activities to locations that are served by adequate existing infrastructure.

Objectives:

- a. Follow the Town's subdivision ordinance that limits residential densities on a 40 acre basis but allows for the transfer of residential densities on contiguous land holdings.
- b. Allow for limited commercial/industrial development and expansion in areas that are zoned appropriately and are served by adequate infrastructure.

Goal: Discourage development in areas of the town identified as floodplain, wetlands, or environmentally sensitive areas in order to avoid the need for Town services in more difficult to access areas and to avoid environmental problems.

Objective:

- a. Coordinate with Pierce County to ensure that existing zoning is adequate to protect floodplain, wetlands and environmentally sensitive areas.

Goal: Promote sound soil and water conservation practices; reduce soil erosion; and limit stream and ground water pollution.

Objectives:

- a. Coordinate with Pierce County to ensure that erosion control and storm water management issues are adequately addressed.

Goal: Promote and preserve the natural, scenic, historical and cultural resources unique to the town by guiding development to those areas most suitable for development.

Policies:

1. Follow the Town's subdivision ordinance that minimizes the fragmentation of agricultural land by allowing for density transfers.
2. Support the establishment of Agriculture Enterprise Areas when supported by impacted landowners.
3. Right to farm. Residents of the Town of Salem should be aware that they may be subject to inconveniences or discomforts associated with farm operations and agricultural uses of land in the Town, including but not limited to noise, odors, insects, fumes, dust, smoke, the operation of machinery during day or night, the storage and disposal of manure, and the application by spraying or other wise of chemical fertilizers, soil amendments, herbicides, and pesticides. The use of real property for farm operations and agricultural uses is of primary importance to the Town. Those inconveniences or discomforts arising from farm operations and agricultural practices for the region that do not present a substantial threat to public health and safety, and comply with local, state and federal laws, shall not be considered a nuisance.

GOAL:

1. Promote an overall pattern of development that reflects the vision of the community by maintaining its natural character and farm base as well as providing a visually appealing, safe, and enjoyable atmosphere.

OBJECTIVES:

- 1 Promote an organized development pattern that will minimize conflicting land uses and provide for a controlled rate of development.

- 2 Direct land uses in an orderly and sustainable pattern to allow for efficient and economical public services. This will assure that the full range of services usually associated with a village will not be required of the Town.
- 3 The Town Board shall maintain a standing Plan Commission to review any rezoning petitions or other land use regulation. The purpose of this review is to ensure consistency with the stated objectives and policies of the Comprehensive Plan and report the findings to the Town Board.
- 4 Provide limited public services only as necessary.
- 5 Minimize potential conflict between agriculture and residential areas by separating their placement to the extent possible and making new residents aware of the agricultural base of the Town.
- 6 All new development will be consistent with this adopted Comprehensive Plan.
- 7 Explore and implement measures at the Town level to ensure the pace and location of new residential development does not erode the rural character of the Town or place undue or premature development burdens upon Town services.
- 8 Protect groundwater quality and quantity by making sound land use decisions.
- 9 Control Town service costs and taxes by discouraging high intensity residential, commercial, agricultural or industrial uses that cannot be served in a cost effective manner by Salem. Uses requiring urban levels of water, police, fire, public works, or other services are generally discouraged. Uses requiring disproportionate levels of available Town funds are also discouraged such as operations which accelerate the deterioration of Town roads.
- 10 Identify and investigate strategies to protect and preserve prime farmland and open space.
- 11 Preserve productive agricultural lands from over development or from nearby uses that threaten the economic viability of these areas.

POLICIES:

1. Annually review this plan to evaluate the progress of implementation and consider appropriate amendments based on changes in the Town's conditions.
2. Make site-specific land use decisions based on the plan. If a proposed land use does not comply with the Comprehensive Plan, either deny the request or require an application to the Town to amend the Comprehensive Plan to reflect the proposed change.

3. Educate property owners about land protection methods (e.g. conservation easements, cluster development, best management practices).
 4. Encourage new developments to maintain natural features such as creeks, wetlands, woodlands, and shorelands as visual amenities. Many of these protections are already codified in federal, state and local law.
 5. Only the following types of land divisions are allowed in the Town:
 - a. Land divisions that create one or two parcels of 15 acres or less in size within a 30-month period by one or successive divisions by the same or subsequent owners are considered minor certified survey map land divisions.
 - b. Land divisions that create three or four parcels of 15 acres or less in size within a 30-month period by one or successive divisions by the same or subsequent owners are considered major certified survey map land divisions.
- Plats, as defined in the Pierce County Subdivision Ordinance, Article III are not allowed in the Town.
6. Building envelopes shall not include areas with slopes in excess of 15 percent.
 7. Roadways (access to more than two houses) shall follow existing contours to minimize the extent of cuts and fills. Roadways shall follow design specifications per County zoning and in the Town's roadway and driveway ordinances.
 8. The appropriate use of common driveways is encouraged. Where lots will access an off-site public road, common driveways should be used where appropriate to minimize the number of driveway openings required.
 9. The maximum number of units served by a common driveway shall be two.
 10. Industrial/Light Industrial uses should be limited to those areas adjacent to parcels currently zoned for such use and where such use does not present negative impacts.
 11. Develop a subdivision ordinance for the Town that reflects the vision as stated in this Comprehensive Plan.

ZONING

The General Rural and Primary Agriculture Zoning Districts are established for areas in which agricultural and certain compatible low density residential uses are allowed as the principal uses of land.

The purpose of these districts are to preserve agricultural land for food and fiber

production; protect productive farmers by preventing conflicts between incompatible uses; maintain a viable agricultural base to support agricultural processing and service industries; reduce costs of providing services to scattered non-farm uses; allow planned development; promote orderly growth; and implement the provisions of the county comprehensive plan when adopted and periodically revised.

These districts are generally intended to apply to lands that include all classes of soils in the town that are in productive agricultural use including, but not limited to: land demonstrated to be productive for forestry, dairy, livestock raising and grazing; lands historically farmed that are integral parts of farm operations; lands for the production of specialty crops; and lands that are potentially productive if improved (i.e., through drainage).

Farmland is also the major component of what is defined as “rural character.” The agriculture areas also have rural development demands. Besides farmland, rural land also includes wetlands, river corridors, wildlife habitat, limited development, and areas for recreation. Intrusions are a two way street in rural lands (farmers’ right to farm and residential landowners noise, dust, and smell impacts), which may lead to conflict.

Site design is a consideration to maintain rural function. When abutting parcels are developed, proper siting is important to ensure the open space of each parcel can combine to preserve the critical blocks of land necessary to keep rural land functioning as rural land. The location of where development occurs on a site is important. When rural development is approved, the site review process should be considered of high value in the decision making process.

A developer or landowner wishing to develop property should provide adequate evidence to Town officials that the proposal meets the following criteria:

- 1 The development proposal is consistent with the locally adopted comprehensive plan map and related policies.
- 2 Land is too small to be economically used for agricultural purposes or is inaccessible to the farm machinery needed to produce and harvest agricultural products.
- 3 The land is located such that there would be minimum conflicts with surrounding agricultural uses.
- 4 The proposed use is consistent with existing rules and regulations regarding wetlands, floodplains, steep slopes, or other natural features.
- 5 The lay of the land will allow for construction of a road or driveway that is suitable

for emergency vehicle travel. Safe access from the road or driveway onto existing roadways shall be required.

6 The development proposal is consistent with existing zoning standards.

Town of Salem Nonmetallic Mining Policies

New or expanded nonmetallic mining operations within the Town of Salem must conform to the standards contained in the following policies in order to be considered for approval by the Town. The Town of Salem may also provide comments to Pierce County when Conditional Use Permits are sought for new or expanded non-metallic mining. Town comments or requested conditions to CUP's may be more specific, more restrictive and may differ from the policies specified herein if, in the opinion of the Town Board, such conditions would result in a project more consistent with the Comprehensive Plan.

General Standards

- Mining site shall be clearly delineated and secured by fencing or other appropriate measures.
- The Town of Salem shall be provided notice by the mine owner/operator of any violations, citations, or other enforcement action taken or issued by any other governmental body or agency against the mine owner/operator, including any issued while the owner/operator conducted business under another name(s).

Off-Site Impacts

- The operator shall retain all surface water drainage from non-metallic mining operations within the site boundaries of such operations.
- The operator shall provide a buffer area of a minimum of 50 feet wide along bordering property lines and public roadways. No mining operations may take place within this buffer and the buffer must be maintained in a natural vegetative condition.
- Mining sites must be screened from public view to the maximum extent practicable through the use of berms, additional setbacks or other measures. The screening plan must be approved by the Town and must include a revegetation plan to prevent erosion and stabilize sideslopes.
- The operator shall limit normal hours of operations to 10 hours a day Monday through Saturday during daylight hours and not later than 6:00 pm to minimize off-site impacts to residents. The operator may submit a plan for extended hours if it can demonstrate that additional hours are necessary for the mining operation and it would not negatively impact neighboring uses. If the operation is proposed within an Industrial District, extended hours will be considered, particularly if the extended hours would be consistent with those of a pre-existing and conforming operation.
- The operator shall ensure that trucks from the mining site do not interfere with the safety of children being taken or returned from school, or the safety of residents and commuters at times when traffic volume from commuters going to and from work is highest.
- The operator shall limit night lighting on site to that which is minimally necessary for security and, wherever possible, shall be shielded from illuminating off-site areas.
- Off-site noise and dust levels must be controlled to the maximum extent practicable and in accordance with limits specified under Pierce County Conditional Use Permit. Any plans required by Pierce County regarding dust and/or noise must be submitted to the Town Board for review.
- The operator shall use only county trunk highways (CTH CC, A) or U.S. Highways

(US 10) for operation of trucks hauling to and from the operator's facility. At no time will Town roads be used for such operation.

Water Quality and Quantity

- If considered to be warranted by the Town, agreements must be in place between the owner/operator and the Town regarding water quality and quantity before mining operations begin. Such agreements are to address off-site well testing, groundwater/surface water quantity and quality as well as financial assurances in the case where off-site water supplies are damaged by mine activities.

Blasting

- Town of Salem officials and residents that could be affected by blasting operations must be given at least 72 hour's notice (i.e., phone call, email, verbally in person) prior to blasting.
- All surface blasting shall be conducted between sunrise and sunset, unless the operator has shown that the public will not be adversely affected by noise and other impacts, and the Town Board has approved the deviation from normal blasting hours a more restrictive time period is specified by the Town as a condition of use.

Storage of Explosives

- No storage of explosive material is allowed on site.

No Liability for Damages

- These policies shall not be construed as an assumption of liability by the Town of Salem for damages because of injuries sustained or property destroyed by any person's failure to comply with the requirements set forth herein or under any agreements specific to a mine operation.

Property Value Guarantee

- If the Town believes there is a potential for decrease in property values because of a mine operation, a Property Value Guarantee must be in place between the owner/operator and the Town before mine operations may commence.

Element 6:

AGRICULTURAL, NATURAL, AND CULTURAL RESOURCES

PART 1: AGRICULTURAL RESOURCES

INTRODUCTION

Agriculture resources in the Town of Salem are a vital feature for the survival of the town to the extent that they provide local citizens with work opportunities, provide an option for “passing on” the farm to the next generation, and generate property tax revenue. Dairies and family farms are among the most important and largest industries in the town. It is the desire of the residents of the town to preserve this asset. The Agricultural Resources element of a comprehensive plan is designed to simultaneously help maintain, promote and control the agricultural resources of the community.

The main crops in the town are corn, soybeans, alfalfa, and oats. These crops are farmed in a unique topography. The Rush River divides the town into an eastern and western half. To the east and west of the Rush River, there are rolling hills. There are also large areas of agricultural land on the flattest upland areas.

Several towns and cities serve as the marketplaces for agricultural products from the Town of Salem including Ellsworth, Maiden Rock, Plum City, Prescott, River Falls and Zumbrota, Minnesota. Here farmers are able to sell their agricultural products, helping local farmers to stay in business.

The strengths of the Town are focused around:

- Agriculture related industry
- Sound agriculture economy
- Prime soils
- High yielding crops
- Pastureland
- A rural setting
- Unique topography
- Conservation farming practices

The weaknesses seen in the Town of Salem are:

- No limit to animal density on farms
- Increasing farming costs
- Increasing feed costs
- Fewer farms being carried on by family members of retiring farmers

The opportunities in the Town consist of:

- Potential for organic dairy farms
- Potential for diversified farming operations
- Potential for farmer's markets
- Proximity to population centers as potential markets

The threats of the Town include:

- Large dairy operations
- Deterioration to town roads due to these large dairy operations
- Potential degradation of water quality from large dairies
- Urban sprawl
- Potential loss of prime agricultural lands
- Aging of roads and the need for future maintenance of roads

It is important to prevent conflicts between agricultural and residential uses, to make a future possible for both agriculture and planned development in the Township.

GOALS AND OBJECTIVES:

Preserve prime agriculture lands

- Identify prime agriculture clusters
- Revise the existing Farmland Preservation Plan
- Support a logical zoning strategy throughout the Town, including a hierarchy of agriculture based districts
- Discourage incompatible adjacent land uses to ensure that agriculture land is not threatened

Promote family-owned farming operations

- Encourage farm owners to investigate governmental grants for small farming operations

- Encourage the use of county, state and federal programs to promote farming operations
- Encourage small farming operations to develop business plans

Encourage conservation practices

- Direct farmers to governmental experts that can provide educational opportunities for local residents with regard to soil conservation practices
- Promote nutrient management planning to conserve soil, groundwater, and surface water
- Encourage farmers to implement Best Management Practices with regard to agricultural activities

Minimize environmental impacts of CAFOs

- Promote nutrient management planning for animal operations to avoid contamination of surface waters, groundwater, and atmosphere

Maintain/enhance rural community character

- Encourage conservation design where practical
- Consider implementing “Rustic Road” designations along minor arterials
- Maintain character of the Rush River
- Consider establishment of parkland within the Town
- Encourage maintenance of historic barns and structures

Enhance economic viability of agriculture

- Encourage Community Supported Agriculture
- Promote agricultural related farm and home-based businesses
- Network with local institutional food buyers
- Consider the establishment of a farmer’s cooperative and/or market in the Town
- Consider the promotion of agricultural tourism

POLICIES:

- Consider utilizing LESA (Land Evaluation Site Assessment) analysis to determine prime agriculture clusters
- Encourage use of Best Management Practices for all development projects, including the control of erosion
- Encourage use of Best Management Practices in agricultural land use activities
- Encourage the preservation of open space along the Rush River
- Encourage roadside produce stands, farmers markets, and pick-your-own farms

- Work with Wisconsin Agricultural Tourism Association to promote agri-tourism destinations in the Town
- Encourage participation in the Buy Local, Buy Wisconsin Grant Program to secure funding for agri-tourism ventures

EXISTING CONDITIONS

A wealth of information is available regarding farm census/statistical data in the document: *Pierce County "Smart Growth" Comprehensive Plan Phase One: Data Collection*.

PART 2: NATURAL RESOURCES

INTRODUCTION

A comprehensive analysis of the natural resources in the Town of Salem will allow for the best possible future growth. The existing soils, surface and ground waters, land cover and topographic conditions will provide a more complete understanding of the Town's natural resources to tailor the best strategy to manage development pressures throughout the next 20 years.

The primary features that define the Town of Salem are the Rush River, the aesthetic topography, and the prime agriculture soils on which the current economy is based. The majority of the Town is currently under private ownership of large parcels that are utilized for agriculture where the soils and topography are suitable with the remainder left as pasture or woodland. The areas along and around the Rush River and its major tributaries are primarily steep slopes and natural woodlands. These areas are unsuitable for development and are therefore effective natural buffers.

By comprehensively planning for development with respect to the natural resources of the area, the future residents of Salem will be aware and protective of the natural resources including the quality and use of the Rush River, the natural beauty of the topography and vegetation, and the rural character of the community.

The strengths of the Township are focused around:

- Little development pressure gives the town government time to carefully plan for its future
- Natural beauty of the area consists of the aesthetic topography and the Rush River
- Rush River is a Class 2 trout stream indicating the current health of the river ecosystem and its potential to draw tourists
- Economy is primarily agriculture based with some home businesses creating a minimal demand for infrastructure
- Morgan Coulee Prairie State Natural Area

The weaknesses seen in the Town of Salem are:

- Limited resources of a town government allows for a limited number of projects which can be accomplished
- High road construction and maintenance expenses leave little money for other projects

The opportunities in the Town consist of:

- Limited development pressure caused by downturn in the housing market and the distance from urban sprawl pressure gives the town time to plan for the future with respect to its natural resources

- Creating a trail system could allow access to natural areas and create a tourist draw
- Comprehensive rezone process has corrected the problem of having too many unsuitable parcels that were once in the Exclusive Agriculture zone

The threats to the Township include:

- Development, runoff, erosion, and pollution have the potential to cause loss of organisms and vegetation, loss of habitat and deterioration of soil productivity
- Current code has no limit on animal density on farms creating the potential for major ground and surface water pollution if left unchecked
- Large dairy operations have already been established in the Town that could possibly attract similar operations or expansion of existing ones
- Urban sprawl has the potential to negatively affect the rural atmosphere of the town

RESOURCES

Environmentally Sensitive Areas

Much of the town area is dominated by trees on the steep slopes of the Rush River Valley. Much of the town is located within the floodplain of the Rush River. These sloped forests require protection from deforestation and overdevelopment to reduce soil loss and to maintain the integrity of the slope. Development in floodplains should be avoided when possible to minimize impacts to floodplain ecosystems and to limit property loss.

Ground and Surface Waters

The Rush River is the most obvious natural resource of the area. The Rush River and the major tributaries are the main features in the area, essentially dividing the town in two parts with a large vegetative buffer with steep slopes that prevents development from occurring within close proximity to major surface waters. Slightly less than half of the town is occupied by the Rush River, tributaries and the forests along the river valley.

Forest and Vegetation

The Rush River and its drainages are primarily deciduous forest along the steep slopes of the river and drainage valleys. The majority of the county and town roads cut through deciduous forest and agricultural lands creating a very aesthetically pleasing landscape. Slightly less than half of the town is covered with deciduous forests that occupy the drainages and tributaries of the Rush River in addition to other isolated stands.

Soil Analysis

The Rush River valley divides the town in half creating two distinct soil zones. The Intermediate zone between the river valley and the flat areas on the plateaus are often considered to be “of Statewide Importance” due to their potential erosion risks in addition to their high productivity class. The flat areas atop the plateaus are most frequently classified as “Prime Agricultural Soils.” These important soils require protection from erosion. This can be accomplished by promoting soil conservation techniques and educational meetings.

Topography

The topography of the area is diverse with some land suitable for agriculture and low density development. However, even the flat areas of the town are best managed for agriculture with contour farming methods due to the hilly topography. Much of the topography along the river and the major tributaries is very steep and unsuitable for development. The Town of Salem has a variety of bluffs scattered throughout. The topography of the area is very aesthetically pleasing due to the bluffs, steep river valley, and contour farms.

Agriculture

The vast majority of the developable lands in the area are currently used as farmland with the exception of a small industrial zone along State Highway 10 near the Rush River. Several homes and farmsteads exist sporadically throughout the town.

About half of the town is used as agricultural fields. The remaining half of the town is covered with trees that are primarily located throughout the steep slopes of the Rush River valley and its tributaries.

Wetlands

Several wetlands exist along the edges of the Rush River and as isolated basins in various areas of the town. Wetlands can serve as a habitat for aquatic and terrestrial creatures in addition to aiding in the recharge and stability of the surface and ground waters. Some wetlands help prevent flooding by absorbing excess amounts of water and purifying the water supply by capturing sediment.

Wildlife and Habitats

The Wisconsin Department of Natural Resources has identified a number of species that are of concern that may reside in the Town of Salem as shown in Table 1.

Table 1. Habitats/Species of Concern in the Town of Salem

Natural Communities	<i>Dry Prairie</i>	<i>Dry Prairie</i>
	<i>Pine relict</i>	<i>Pine relict</i>
	<i>Southern dry forest</i>	<i>Southern dry forest</i>
	<i>Southern mesic forest</i>	<i>Southern mesic forest</i>
Fish	<i>Clinostomus elongates</i>	<i>Redside dace</i>
Plant	<i>Agalinis gattingeri</i>	<i>Roundstem foxglove*</i>
	<i>Artemisia dracunculus</i>	<i>Dragon wormwood</i>
	<i>Calyclophus serrulatus</i>	<i>Yellow evening primrose</i>
	<i>Trillium nivale</i>	<i>Snow trillium*</i>
	<i>Napaea dioica</i>	<i>Glade mallow</i>

Source: Wisconsin Department of Natural Resources

**These species are State Threatened and have legal protection (Endangered and Threatened species are protected under Wisconsin Endangered Species law, state statute (29.415 and Administrative Rule NR 27). All other species and community types on this list are of concern but have no legal status.*

Morgan Coulee Prairie State Natural Area

Located adjacent the north side of 200th Avenue in the N ½ NW ¼ Section 34, this SNA is the second largest dry prairie in the west central region. Morgan Coulee Prairie

extends for over a half-mile along a steep, south-facing bluff in Morgan Coulee in the Rush River valley. The large expanse of relatively undisturbed dry prairie is broken up with scattered islands of bur oak savanna dominated by open grown, gnarly oaks and shallow wooded draws. Limestone outcrops are scattered about the area and support a community of lichens and ferns. Dominant grasses include big and little blue-stem, side-oats and hairy grama, Indian grass, needle grass, prairie drop-seed, and several muhly grasses. The forbs are equally diverse, highlighted by showy species such as asters, milkweeds, white and purple prairie-clover, blazing-star, Great Plains lady's-tresses, and prairie larkspur. Wild bergamot, bastard-toadflax, and western sunflower are found under the oaks. The prairie also harbors two rare plant species: yellow evening primrose (*Calylophus serrulatus*) and prairie thistle (*Cirsium hillii*). Much of the prairie is remarkably free of shrubs; those present include hazelnut, bittersweet, smooth sumac, and dogwoods. At the bluff is a southern dry oak forest. Animal species of concern include eastern bluebird (*Siala sialis*), field sparrow (*Spizella pusilla*), and Reakert's blue butterfly (*Hemiargus isola*). Morgan Coulee Prairie is owned by the DNR and was designated a State Natural Area in 1986.

GOALS AND OBJECTIVES:

1. Preserve the Rush River and its major tributaries
 - Consider working with the county to implement fertilizer and pesticide application regulations as part of an integrated pest management plan
 - Consider providing low impact public access to the river for recreational purposes
2. Maintain the quality of surface and ground waters
 - Consider the identification and protection of ground water recharge zones through soil analysis
 - Work with the county to cap and monitor all abandoned wells for contamination
 - Work cooperatively with the county to develop wellhead protection plan for any existing or future high capacity wells
3. Encourage soil conservation practices
 - Create a soil map indicating prime agricultural soils and consider soil classification/slopes in all rezone requests
 - Promote soil conservation programs
 1. NRCS Conservation Reserve Programs

POLICIES:

1. Require the consultation of the Town's steep slope map in all rezone requests from exclusive agriculture

EXISTING CONDITIONS

Additional information is available regarding natural areas and recreational opportunities in the Pierce County area in the document: *Pierce County "Smart Growth" Comprehensive Plan Phase One: Data Collection*.

PART 3: CULTURAL RESOURCES

INTRODUCTION

Cultural Resources help give a community a unique character that sets it apart from surrounding areas. The Town of Salem has many opportunities to provide these amenities and gives community members a sense of place. The absence of cultural features provides a great opportunity to expand this element of the lives of residents. The first step to achieve these goals is to identify and inventory the current status of the cultural features. Next, public and private funding programs will be explored to provide financial support. Goals and objectives will then be derived from the wants and needs of the community. Finally, recommendations and policies will be made to achieve these goals.

With over 40% of the town's population living on farms, the Town of Salem is an agriculturally based rural community. These residents have placed an emphasis on retaining the characteristics of such a community, while also acknowledging the potential influence from metropolitan development. This plan is intended to protect and promote the quality of life and community character.

Strengths

- Established agriculture background
- Strong sense of community
- Rural character
- Outdoor recreation opportunities

Weaknesses

- Lack of cultural diversity
- Resistance to change by older residents
- No defined neighborhoods or districts

Opportunities

- Organic living- farming and berry picking
- Rural living- farming culture
- Rush River could attract outdoor recreation culture- fishing, camping
- Exurbanization - with new people comes a new set of ideas and culture

Threats

- Exurbanization- could become anywhere, USA
- Economic downturn- funds to preserve historical sites could become scarce

Cultural Opportunities

Due to the lack of outlets for cultural expression within the town of Salem, neighboring communities of Maiden Rock and Stockholm provide most of the opportunities for residents and tourists consisting of art galleries and specialized eateries. Despite the low abundance of these amenities, Salem has the potential to take advantage of its proximity to the Twin Cities metropolitan area like these neighboring communities have.

Churches and Cemeteries

Churches historically have had a significant impact on the culture of a community. They sometimes are also the only places where rural residents can gather to discuss important issues in their community. There are two churches in the town – Ono United Methodist at the corner of U.S. Hwy. 10 and County CC and Bible Center Church, located just south of Highway 10 near the Rush River.

There are two cemeteries in the town – Ono United Methodist and Salem Town Cemetery.

Existing Historical Sites

When trying to preserve and enhance cultural identity, it is crucial to inventory architecture with historical significance. Appreciation of these assets is vital to the long-term success of a community. Respecting and utilizing these available resources increases the overall quality of life and may provide opportunities for tourism.

Below is a list of the historic buildings, structures, sites, and objects, within the town of Salem.

Resource Type	Style/Form	Location
House (clapboard)	Side Gabled	Halverson Rd., S side, 1.1 mi. W of County Road CC
Ono Methodist Church	Queen Anne	N3297 CTH C
House (brick)	Gabled ell	USH 10, S side, 1.5 mi. W of County Road CC
House (clapboard)	Front gabled	Crosby Rd., E end, .5 mi. E of Herbert Rd.
House	Bungalow	N2645 CTH CC

(clapboard)

Goals and Objectives

The goals and objectives pertaining to the cultural element of the comprehensive plan for the town of Salem:

GOAL:

1. Preserve cultural, historic, and archeological resources within the town.

OBJECTIVE:

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

POLICIES:

1. Land use decisions should consider impacts to agricultural operations and ensure its continued viability.
2. Continue to promote awareness of the Town's history through the development of recreational and educational amenities.
3. Land uses that are detrimental to agricultural, natural, and cultural resources and features should be steered to appropriate locations.
4. Pursue opportunities to develop appropriate sites to highlight cultural and historic resources.

EXISTING CONDITIONS

Additional information regarding cultural resources can be found in the document: *Pierce County "Smart Growth" Comprehensive Plan Phase One: Data Collection.*

Element 7: Utilities and Community Facilities

INTRODUCTION

This element provides an assessment of the existing facilities of the town in terms of their condition and how such facilities will be able to meet future needs.

To maintain a high level of public services, the community must continuously upgrade and, if needed, expand their existing facilities. The recommendations contained in this section are based on general long-range planning considerations and should not be substituted for detailed architectural or engineering studies required before expending substantial community resources and undertaking specific public works projects.

GOAL:

1. Assess, maintain and upgrade community facilities and utilities to match the changing needs of the Town population (e.g., town-owned facilities).

OBJECTIVES:

- 1 Expand Town services only as development warrants such expansions and as Town residents and taxpayers request higher levels of service.
- 2 Develop guidelines that require utilities that service new developments to use subsurface installation (including phone, electricity, etc.).
- 3 Coordinate efficient and cost-effective delivery and access of quality public services with orderly development options to ensure a well-designed community.
- 4 Encourage broadband development services (or its equivalent) in the Town.

POLICIES:

- 1 Consistent with the desires of Town residents, the Town of Salem should continue to provide a limited number of basic facilities and services to its residents and businesses. The planning process did not identify the need nor the desire to significantly increase the level of services or facilities provided to Town residents and businesses.
- 2 The Town should carefully monitor its growth rate to ensure that new development in the Town does not overburden the ability of the Town and other

service providers to provide a basic level of services to Town residents and businesses.

3 The Town should consider the land use planning implications of the most current COMM 83 rules. Specifically, the Town should understand that the COMM 83 regulations will probably allow development to occur in areas where private, on-site waste disposal systems were previously not feasible due to poor soil conditions.

Water Supply

The Town of Salem currently has no public water service for its residents. Private wells provide water to Town residents.

Sanitary Sewer Service

The disposal of wastewater in the Town of Salem is handled through the use of septic systems.

Waste Disposal/Recycling

Recycling is provided by the Town through the county recycling program. The Town provides a collection facility for recyclables (glass, paper, plastic) at the Town Hall. There is also a UseAgain container for shoes and clothes at the Town Hall. Town residents contract with independent suppliers for their garbage collection needs.

Telephone and Internet Service

CenturyTel and Hager Telecom provide local telephone service; long distance service is available through several providers. Cellular service is also available in the town through a variety of providers. Internet service is available through CenturyTel, Hager Telecom and several satellite companies.

HBC is a new internet provider that came into Salem in 2017 and offers internet service that operates by bouncing signals from dish to dish mounted on silos, etc.

Power Plants, Electricity, and Transmission Lines

Pierce-Pepin and Xcel Energy provide electrical services.

Libraries

The Pierce County Books-by-Mail program provides library service for those rural

residents unable to get to libraries in Plum City, Ellsworth, Elmwood, River Falls, Prescott or Spring Valley.

Educational Facilities

There are no public or private school facilities located in the Town of Salem. The town is served by the Ellsworth and Plum City public school districts. In addition to public schools, there are a number of private elementary and elementary/secondary schools in Plum City (Ave Maria), Ellsworth (St. Francis), Prescott (St. Joseph), and River Falls (Good Shepherd, Heartland, Saint Bridget).

Advanced Education Facilities

Chippewa Valley Technical College – River Falls

A new Chippewa Valley Technical College facility opened in the spring of 1999 in River Falls and offers an extensive list of associate degrees. CVTC also has campuses in Eau Claire and Menomonie.

University of Wisconsin-River Falls

UW-River Falls is a coeducational, public university with strong programs in the arts and sciences, education, business and economics, as well as agriculture, food and environmental sciences.

University of Wisconsin-Eau Claire

UW-Eau Claire is located approximately 50 miles from the Town of Salem and offers 55 undergraduate degrees as well as 15 graduate program degrees.

University of Minnesota-Twin Cities

Approximately one hour from the Town of Salem is the University of Minnesota-Twin Cities with campuses in St. Paul and Minneapolis. The U of M offers 161 bachelor's degrees, 218 master's degrees, 114 doctoral degrees and 5 professional degrees.

Churches and Cemeteries

There are two churches, Ono United Methodist and the Bible Center Church, located within the Town of Salem. Ono United Methodist is located in the southwestern quadrant of the intersection of U.S. Hwy. 10 and County Road CC. There is also a cemetery within the Ono property. The Bible Center Church is located just south of Highway 10 near the Rush River. The other cemetery in Salem is the Salem Lutheran Cemetery.

Public Buildings

The Town owns two buildings at N3599 County Road A. The primary building is the Town Hall which serves as a meeting place and polling place. An ancillary storage building is on the same site and houses Town equipment.

Police, Fire, and Rescue

Pierce County Sheriff's Department provides law enforcement services to the Town of Salem. Fire protection is provided by the Ellsworth Fire Department. Ambulance services are provided by the Ellsworth Area Ambulance Service and the Maiden Rock/Plum City/Stockholm EMS. Health facilities are located throughout the county with no facilities located in the Town. Care facilities are located in Plum City, Pepin, and Red Wing. The closest hospitals are in River Falls, Red Wing, Hastings, Eau Claire, and the Twin Cities metropolitan area.

Childcare Facilities

According to the Pierce County Health and Human Services, there are currently no registered daycare providers in the Town of Salem.

Parks and Recreation Facilities

Salem has no designated parks within the town. However, numerous recreational opportunities exist within a short driving distance throughout Pierce County.

EXISTING CONDITIONS

Additional information regarding utilities and community facilities can be found in the document: *Pierce County "Smart Growth" Comprehensive Plan Phase One: Data Collection*.

Element 8: Intergovernmental Cooperation

INTRODUCTION

It is not uncommon for towns to initiate agreements in order to provide better services for lower costs. Cooperative arrangements to share road maintenance equipment and labor are probably among the most common. There are a number of possibilities for such arrangements, written or unwritten, such as ditch mowing, snow removal, and road repairs.

Such arrangements allow the Town to provide efficient services while responding to changing conditions such as population growth and budget issues. These arrangements can help several governmental agencies to reduce costs by sharing equipment that is used for only brief periods during the year such as ditch mowing equipment. Cooperative agreements can also be invaluable in situations where equipment is not available or broken yet there is an immediate need such as snow removal equipment during the winter months.

For the Town to successfully implement its comprehensive plan, cooperation and coordination with other units of government that have influence both within the Town and outside its boundaries is crucial. Other governmental units that must be considered include the county, other Towns and schools.

GOALS:

- 1 Intergovernmental cooperation agreements, policies and programs of the Town of Salem should be designed to provide efficient governmental services to the citizens of the Town.
- 2 Promote and encourage an environment of coordination and cooperation with neighboring towns, Pierce County, the school districts, and the state to provide consistency in land use and planning decisions.
- 3 Continue to keep communication open with neighboring towns to coordinate programs and land use decisions for the benefit of all. Actively work with all stakeholders in the development of land use controls that provide consistency and reflect the vision of the Town and neighboring areas.

OBJECTIVES:

- 1 Maintain open lines of communication with neighbors and other governmental agencies.

2 Continue to encourage strong relationships with inter-community fire and law enforcement providers.

3 Focus on the Town's vision of rural character and keep it compatible with neighboring communities to the extent possible.

POLICIES:

1 Attempt to coordinate the comprehensive plan with the county's comprehensive plan to ensure an organized approach to the development of lands in the planning area.

2 Continue to consider the sharing of equipment and services with other governmental entities where such cooperation will result in improved services and/or economic benefits.

3 Develop and maintain open relationships with neighboring jurisdictions to build trust among staff and elected and appointed officials so that information is shared and there is cooperation on issues of mutual interest or concern.

4 Cooperate and maintain strong relationships with neighbors so that greater consistency with regard to policies, programs and actions is realized and also so that there is improved cost effectiveness of programs.

EXISTING CONDITIONS

Additional information regarding intergovernmental cooperation can be found in the document: *Pierce County "Smart Growth" Comprehensive Plan Phase One: Data Collection*.

Element 9: IMPLEMENTATION

INTRODUCTION

The development and adoption of a Comprehensive Plan becomes meaningful only if the Plan is implemented. The plan is best implemented when it is used as a guide for future decisions and is kept current with new information as it becomes available. Beyond the maintenance of the plan itself, the plan should be used to guide decisions regarding zoning, subdivision regulations, and intergovernmental relations.

The plan implementation chapter considers the goals, objectives, policies, programs, and actions listed at the end of each chapter. As the Town's budget, time limits, or priorities change, so should the goals, objectives, and policies recommended for implementation be reviewed and modified.

Action Plan

<u>Element</u>	<u>Action</u>	<u>Lead Group</u>	<u>Timeframe</u>
Housing	Create Subdivision Ordinance	Plan Commission	2012
Economic Dev.	Investigate need for farmer's market	Town Board	Ongoing
Transportation	Evaluate future need for ATV routes	Town Board	Ongoing
Intergov. Coop.	Explore additional opportunities for Consolidation and sharing of equipment and services	Town Board	Ongoing

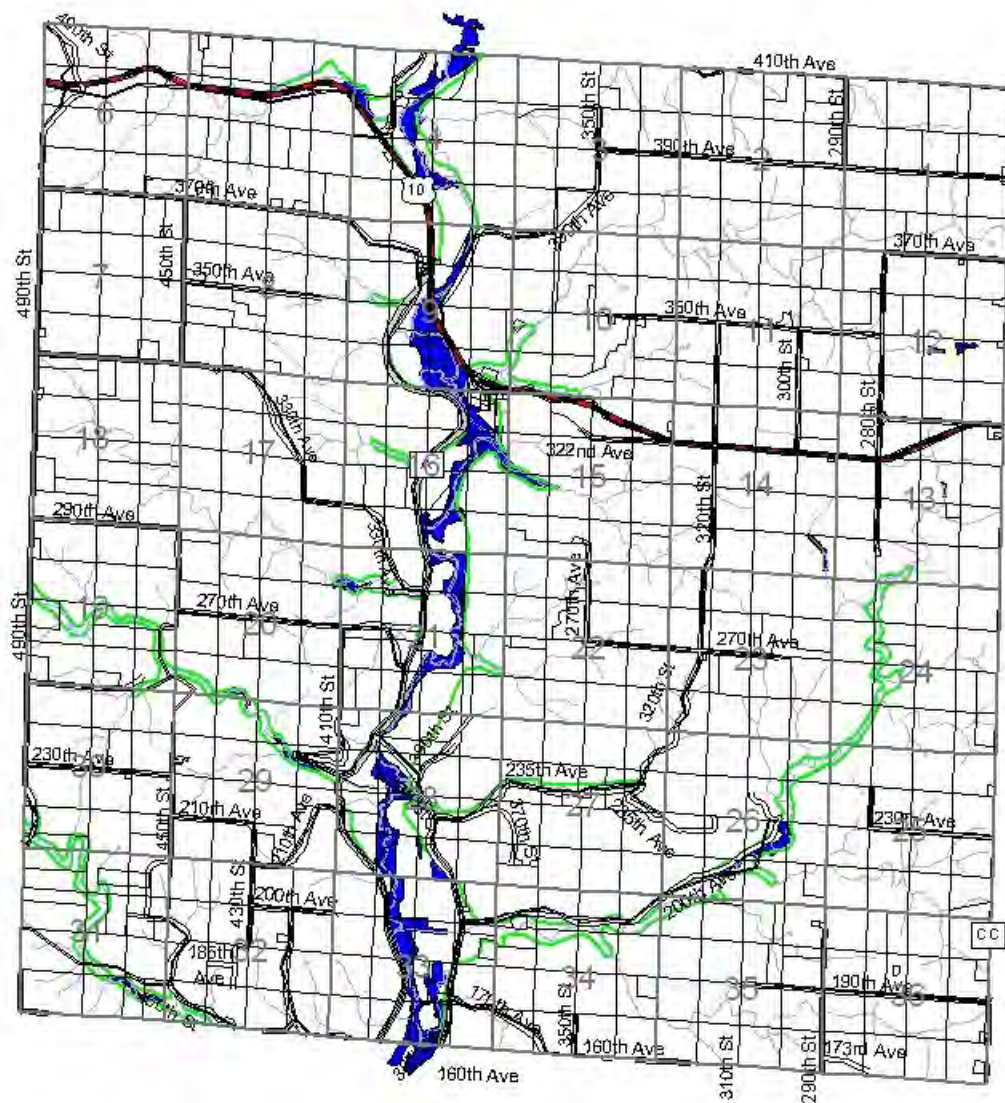
To increase awareness of this Comprehensive Plan by those who will be most affected by it, namely land owners, prospective landowners and sellers of land, the following notice will be provided to the Register of Deeds at the Pierce County Courthouse for inclusion on property deeds:

NOTICE TO PROPERTY OWNERS/PROSPECTIVE PROPERTY OWNERS AND SELLERS OF PROPERTY IN THE TOWN OF SALEM:

The Town of Salem has completed a Comprehensive Plan which includes policies that could affect your property or property you are considering purchasing/selling. It is your responsibility, as owner or potential owner, to inquire with the Town Board or Plan Commission regarding your plans to buy or sell property to determine how/if these issues may affect your plans.

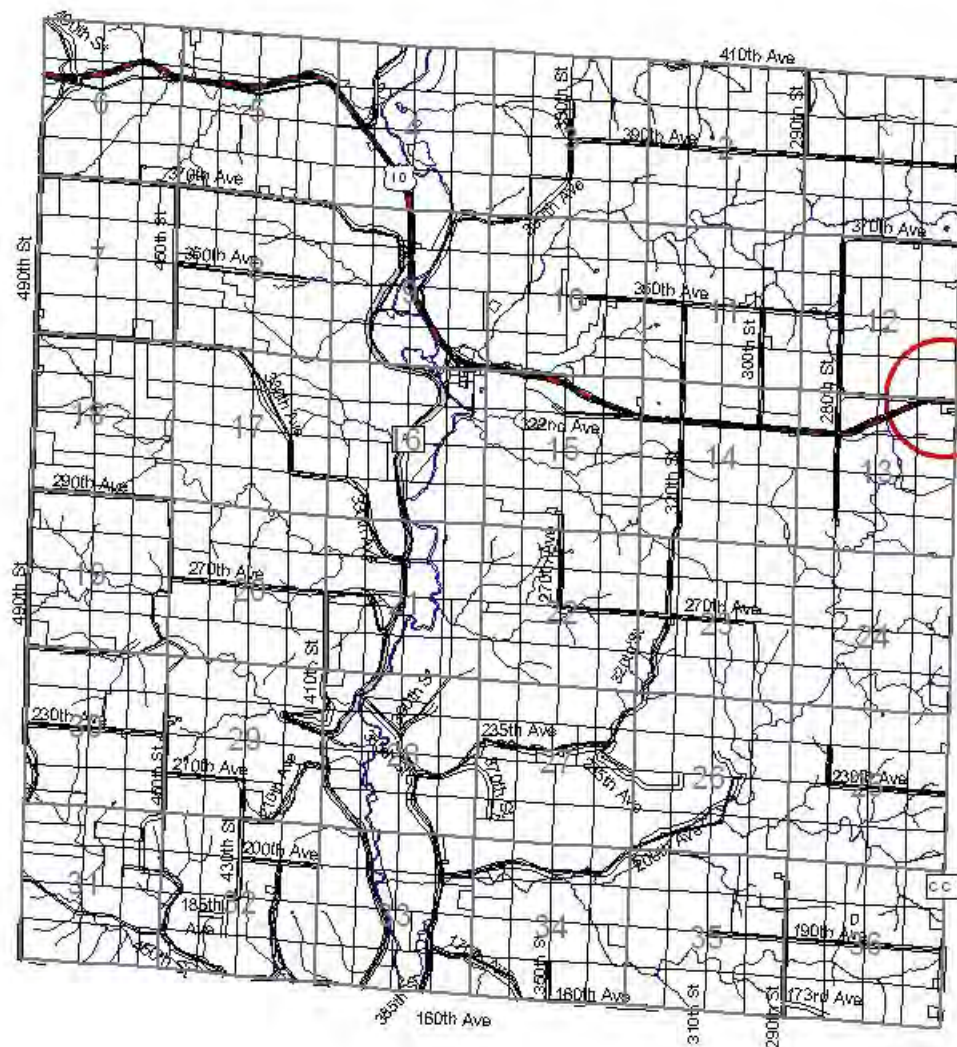
Environmentally Sensitive Areas

Town of Salem



Growth Areas

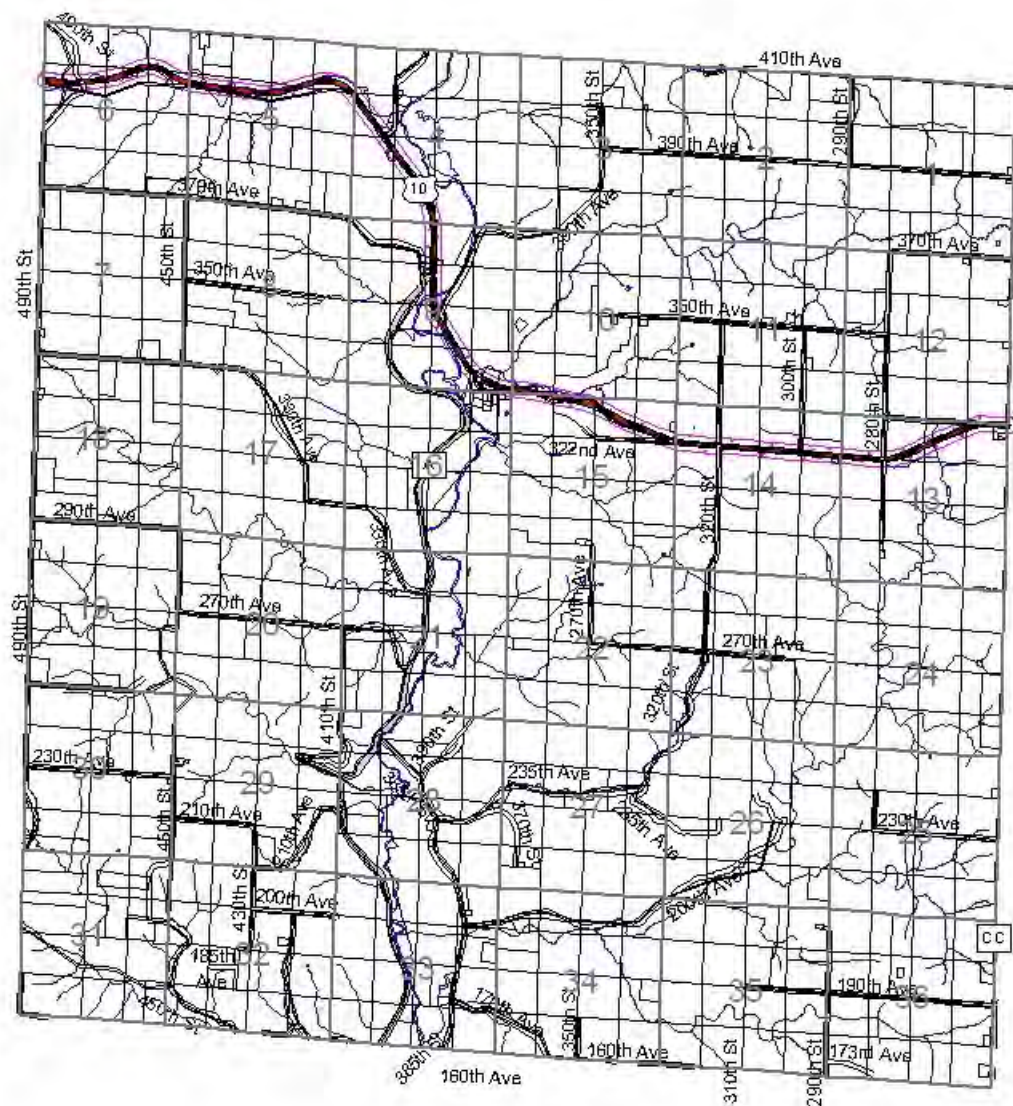
Town of Salem



 Ono Growth Area

High Access Corridors

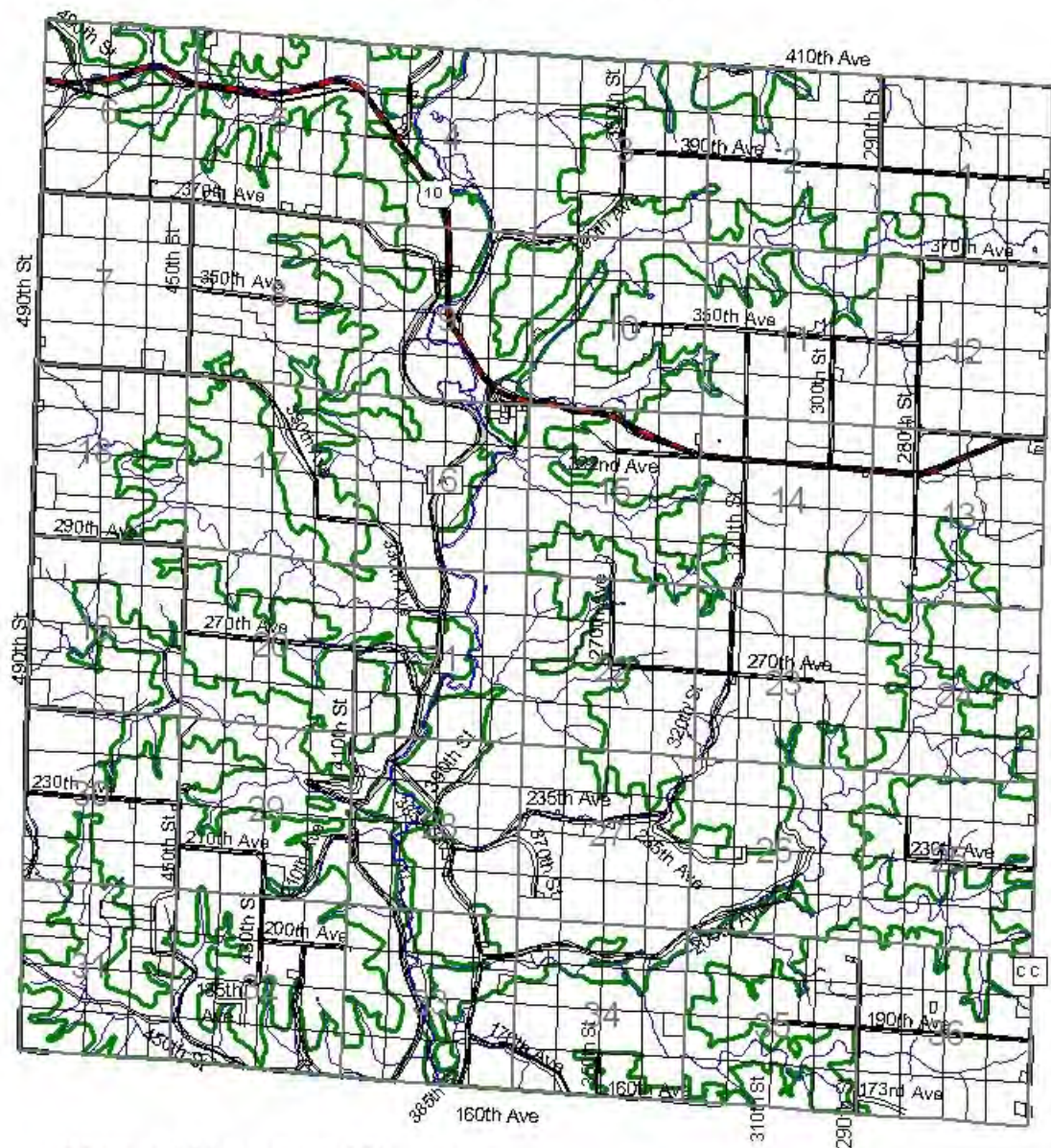
Town of Salem



High Access Corridors

Land Cover

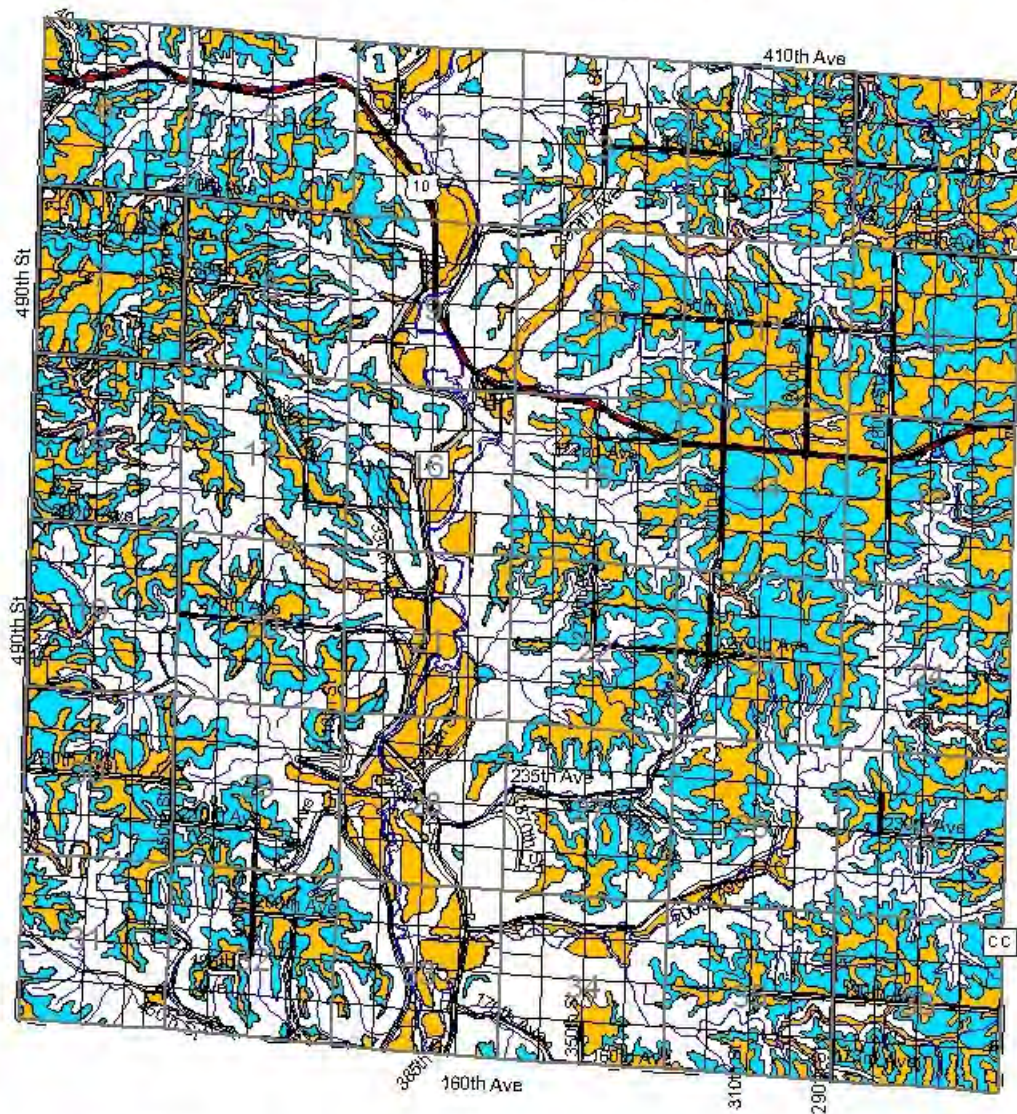
Town of Salem



Steep Wooded Slopes

☐ Trees

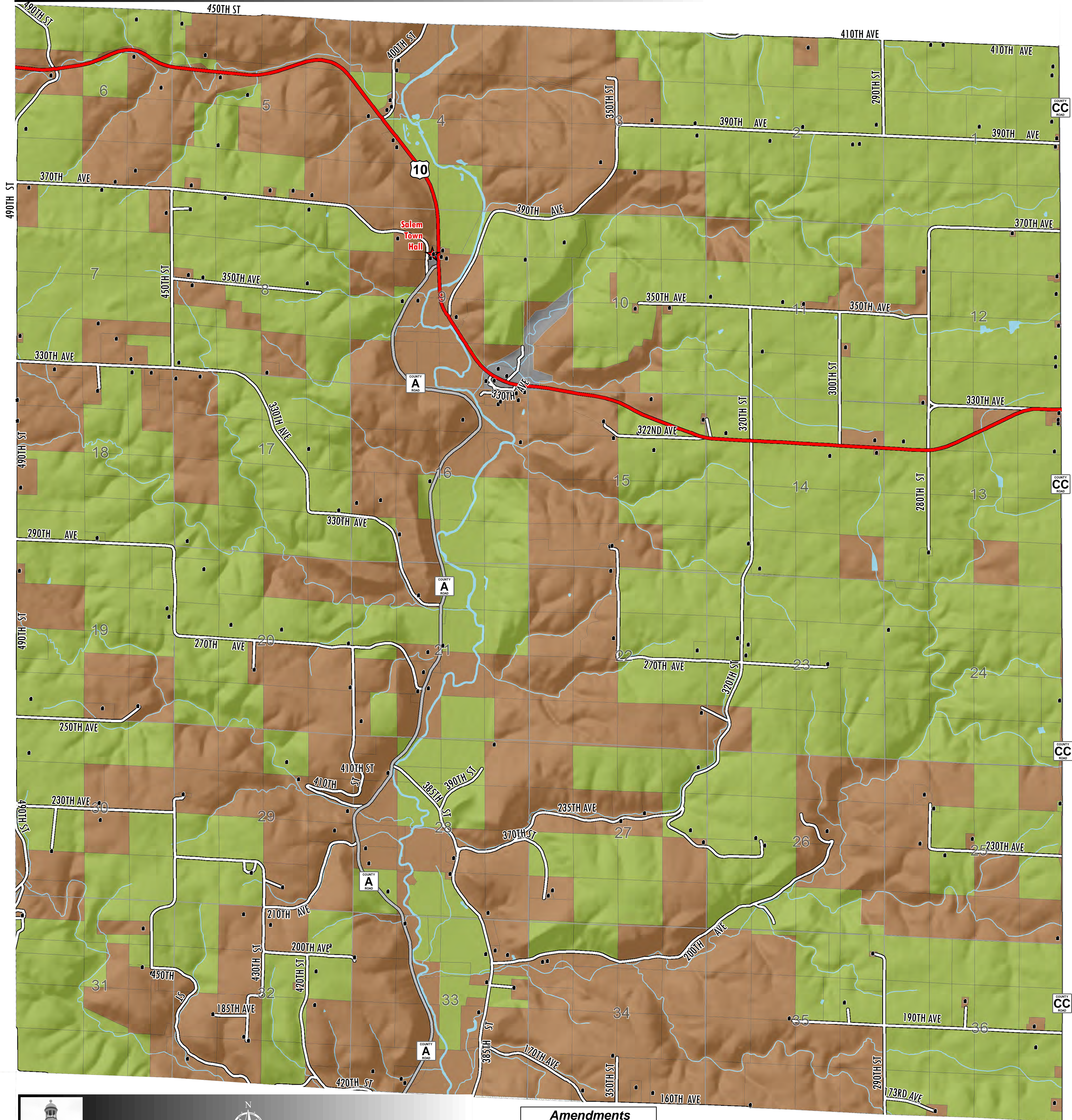
Prime Soils Town of Salem



Prime Soils

- Prime Farmland
- Farmland of Statewide Importance

TOWN OF SALEM - ZONING



Pierce County, WI



0.5 0.25 0 0.5 Miles

Map created by the Land Management Department - Pierce County, WI (July - 2015)

Amendments

No.	Ordinance	Change	Date

- Industrial
- General Rural
- Primary Agriculture
- Amendments

