



# TOWN OF FARMINGTON COMPREHENSIVE PLAN 2021- 2040

*PREPARED BY*  
Mississippi River  
Regional Planning  
Commission under  
direction of the  
Farmington Town  
Planning Committee  
and Town Board –  
2021

*Adopted by  
Resolution*

*Date adopted: Date,  
2022*





## Town of Farmington Comprehensive Plan 2021-2040

The Town of Farmington Comprehensive Plan 2021-2040 responds to and is consistent with the State of Wisconsin Comprehensive Planning Law as defined in Sections 66.1001(1)a and 66.1001(2) of the Wisconsin Statutes. The comprehensive plan is made with the general purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of the Town that will in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development.

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A special thanks to members of the public who took the time to fill out the survey, offer online feedback on the goals and objectives, and/or attended a public meeting. Thank you to the stakeholder groups who took the time to speak with Town staff members and share their interests, concern, and ideas for the Plan.

RECOMMENDED TO ADOPT BY RESOLUTION **xxxx – Date, 2022**  
By the Town of Farmington Plan Commission

ADOPTED BY ORDINANCE #xxxx– date, 2021  
By the Town of Farmington Town Board

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# INTRODUCTION

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The Town of Farmington (hereafter referred to as "Farmington") Comprehensive Plan is being prepared under the State of Wisconsin's comprehensive planning law contained in Section 66.1001, Wisconsin Statutes. The law was adopted in 1999 and requires that all land use decisions within the town must be consistent with a comprehensive plan. To meet the requirements of the planning law a comprehensive plan is being prepared that will consist of two documents, an Existing Conditions Report and a Goals, Objectives, Policies and Recommendations section. In developing the Town of Farmington Comprehensive Plan, the first step taken was the preparation of an Existing Conditions Report. The report is compiled to provide detailed background information on the Town of Farmington, which will be utilized in the planning process. The Existing Conditions Report provides a comprehensive snapshot of the Town of Farmington in 2008 and provides some insight into the town's future with population, housing, and economic projections. This report is important as it will serve as the statistical/data foundation for the Town of Farmington Comprehensive Plan. Decisions as to the future direction of the Town of Farmington will in part be based on the information collected in this report. This Plan provides a guide for planned development in a timely, orderly and predictable manner to preserve the community's unique qualities, avoid land use conflicts, and provide housing and employment opportunities for all residents.

## *20-year Vision*

### **The Town of Farmington will**

#### *Plan Purpose and Use*

Farmington's Comprehensive Plan establishes an overall strategy for the growth and conservation of the Town. It updates and replaces the Town of Farmington Comprehensive Plan, La Crosse County, Wisconsin 2009. This Comprehensive Plan guides short- and long-range growth, development, and preservation decisions. The purposes of this Plan are to:

- Identify areas appropriate for development and preservation over the next 20 years and serve as a reference for development application reviews.
- Recommend types of land uses for specific areas of the Town.
- Preserve natural and cultural features and prime farmland for future generations.
- Provide a basis for intergovernmental cooperation.
- Identify needed transportation and community facilities to serve existing and future land uses.
- Guide the preparation of annual Town budgets.
- Communicate the Town's desired future to the Town Board, commissions and committees, staff, residents, landowners, developers, neighboring communities, and others.
- Protect the public health, safety, and welfare.
- Maintain and improve the current quality of life for Town residents.

This Plan has been prepared under the State of Wisconsin's Comprehensive Planning Law, adopted in 1999 and contained in §66.1001, Wisconsin Statutes. It meets all of



the Law's elements and requirements. It is important to note that the law requires all Town land use decisions be consistent with this Plan.

Additionally, the Plan is a working document and is intended to be reviewed and updated at least once every ten (10) years. The review will serve as a checkpoint to ensure that the document is providing clear direction and that it remains consistent with community goals, values, and needs.

### *Comprehensive Plan Format*

The Plan, this document, contains Farmington's goals, objectives, policies, recommendations, and actions for the next 20 years. It contains the following eight (8) elements:

- Housing Element (Chapter 2)
- Transportation Element (Chapter 3)
- Utilities and Community Facilities Element (Chapter 4)
- Agricultural, Natural, and Cultural Resources Element (Chapter 5)
- Economic Development Element (Chapter 6)
- Intergovernmental Cooperation Element (Chapter 7)
- Land Use Plan (Chapter 8)
- Implementation/Action Element

This plan describes current and past conditions, planning efforts, opportunities, and issues to be addressed in each of the required plan elements. There is an additional appendix containing relevant maps.

### *Planning Process (In Progress)*

The planning process has involved extensive public input throughout. The following formal public participation activities have been conducted. All public meetings and events have been properly noticed.

1. Town Survey
2. Open House #1
3. Open House #2
4. Public Meetings with Plan Commission and Town Board
5. Public Hearing

#### *1. Town Survey*

Farmington assembled questions about a variety of topics that exist within the community including housing, transportation, and land use. These questions were then incorporated into a Town Survey for two reasons: 1) to facilitate a community discussion about long-term issues related to these topics; and 2) to collect community sentiment concerning these topics. The survey was performed as part of the Town of Farmington Comprehensive Plan. Results of the survey were incorporated into this Plan and used to help generate goals and objectives to determine actions for implementation. The survey period was held open for 8 weeks.

#### *2. Open House #1*

Farmington offered an open house to facilitate public engagement. The Town presented Town goals, visions, and policies to gauge public input. Comments from Open House #1 were used to determine action plans, revise goals, and incorporate public opinion into the Plan. DATE

#### *3. Open House #2*

Farmington offered a second open house to facilitate public engagement in the mapping process. The Town presented land use maps and asked for public opinion.

Comments from Open House #2 were refined and added to the future land use map. DATE

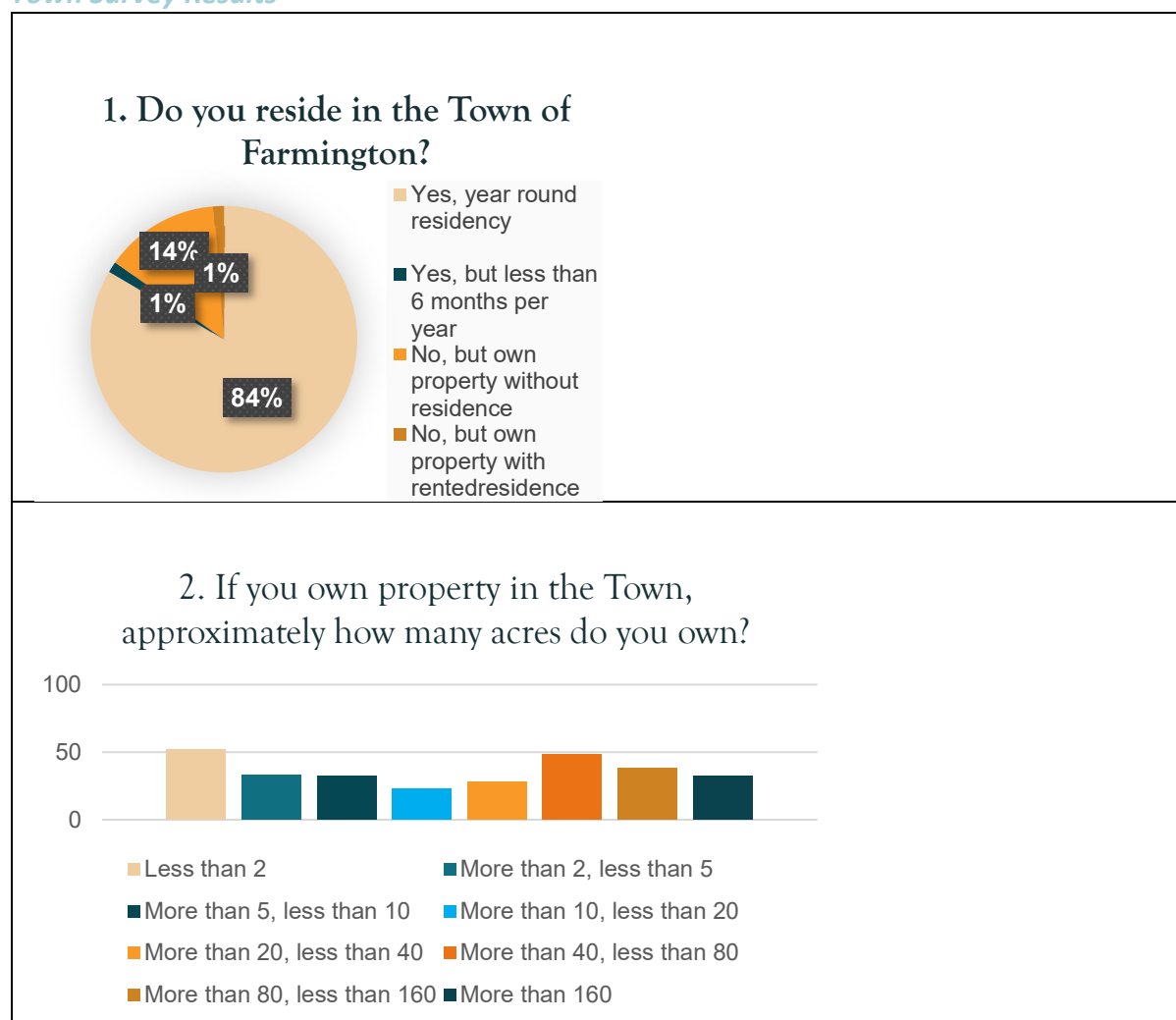
#### 4. Public Meetings with Plan Commission and Town Board

The Plan Commission met multiple times, offering the opportunity for public engagement at each meeting in addition to comments via email and phone. MRRPC staff presented at these meetings on progress of the Plan. The Town Board received recommendations from the Plan Commission to pass resolutions and ordinances regarding the plan.

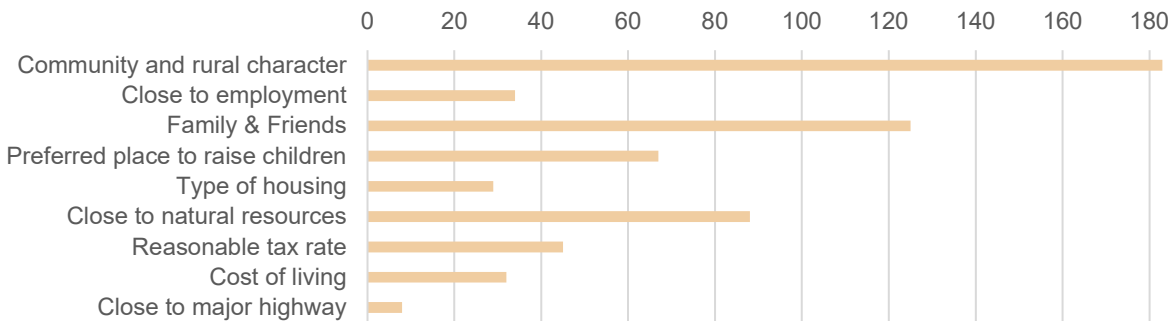
#### 5. Public Hearing

Farmington held a public hearing at the Town Hall to gather input from residents on the final draft of the Plan. Comments from the Public hearing were used to revise the final draft of the plan. The affidavit for the meeting posting can be found in Appendix D.

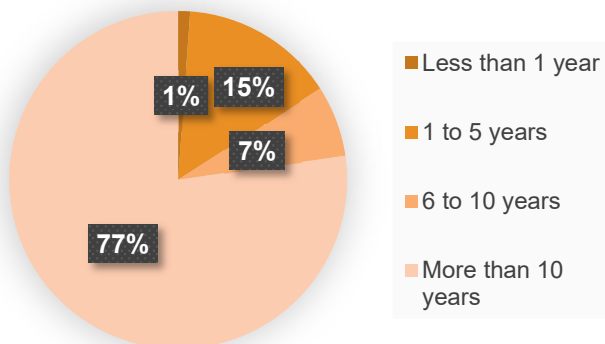
#### Town Survey Results



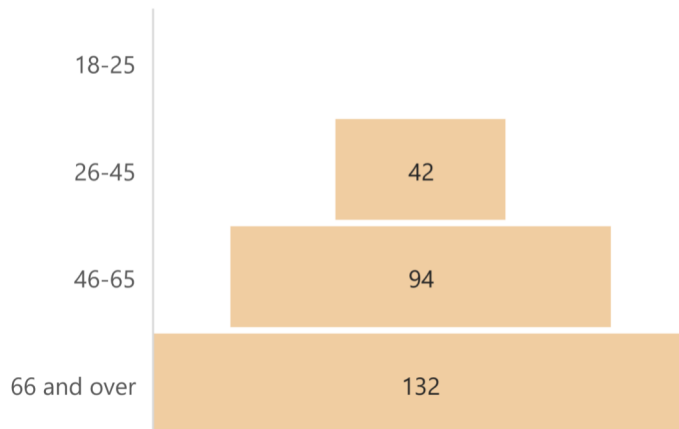
### 3. Why do you choose to live in the Town of Farmington? (Choose up to 3)



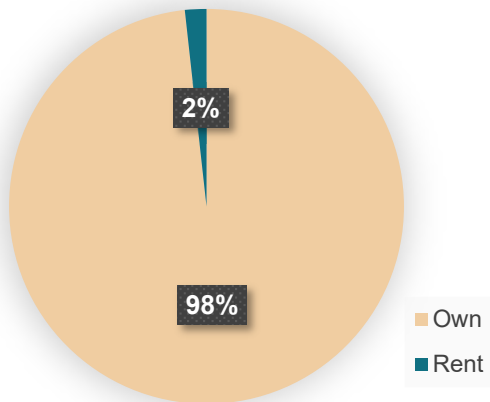
### 4. How long have you resided in the Town?



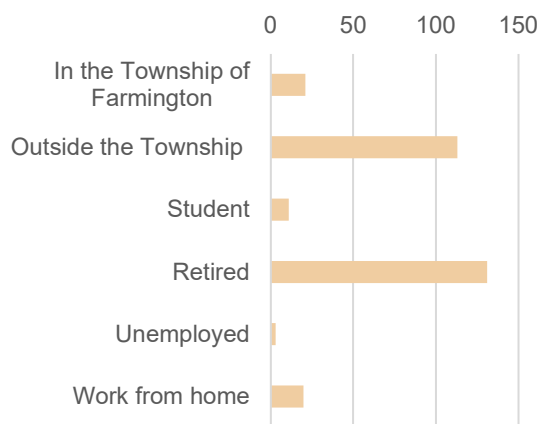
### 5. Please indicate your age bracket.



**6. Do you own or rent the property where you reside?**

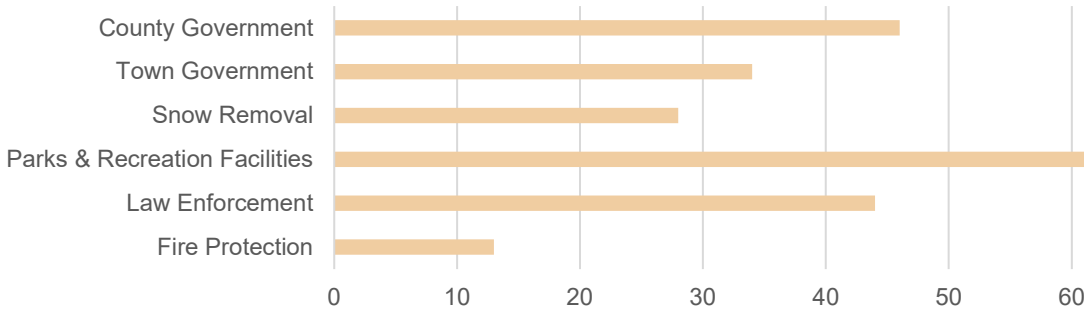


**7. What community do you work in (if applicable)?**

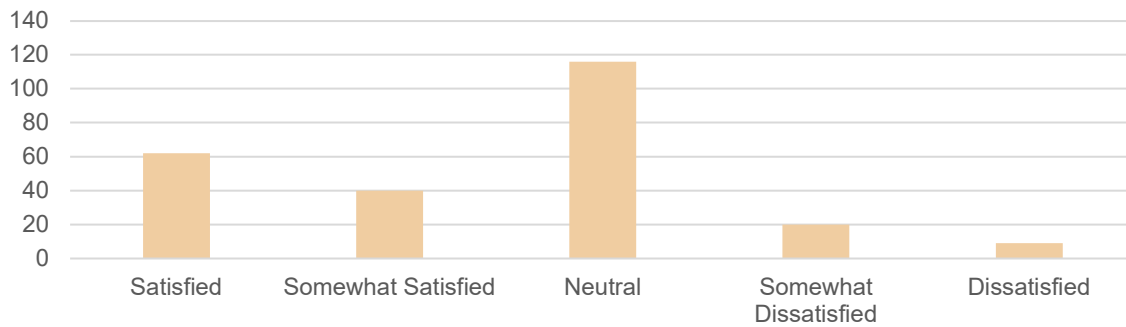




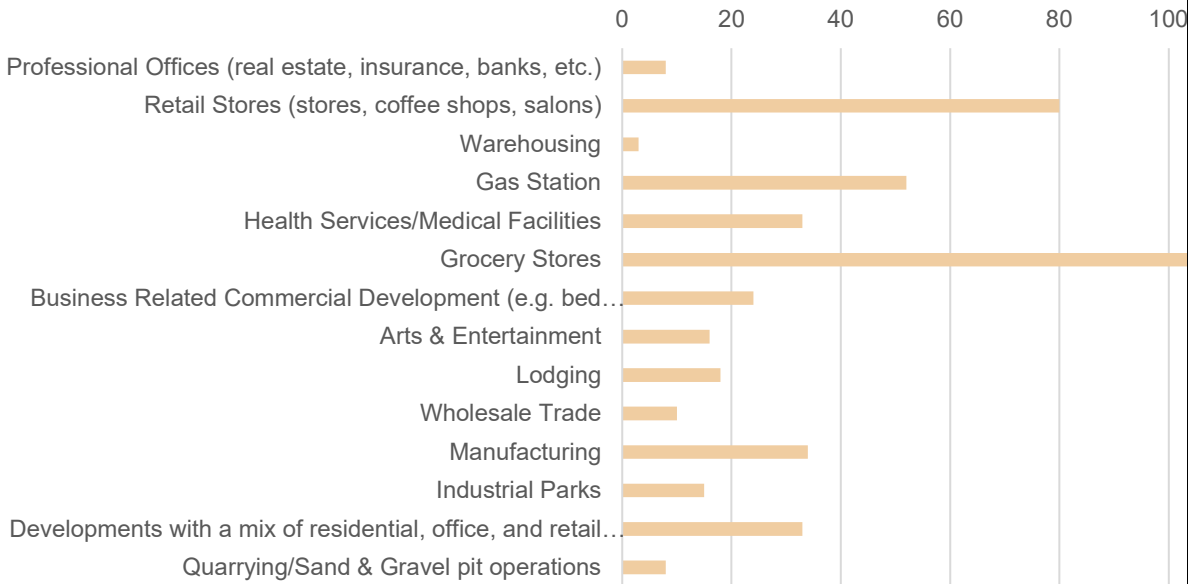
**8. In your opinion, which of the following public services and facilities needs improvements?**



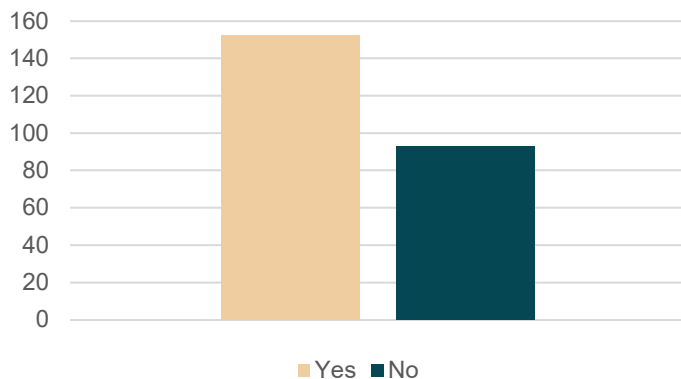
**9. How would you rate the current efforts of the Town to regulate and guide development?**



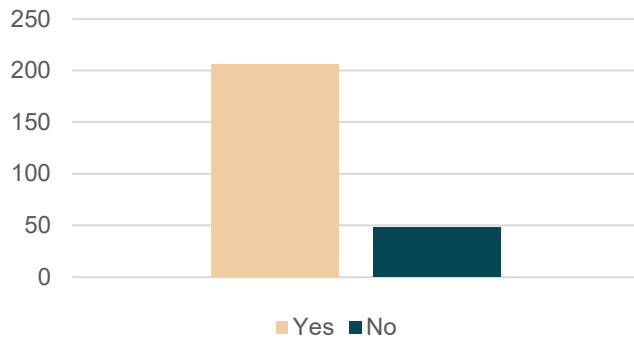
**10. Which of the following types of new businesses would you like to see developed in the Town in the future?**



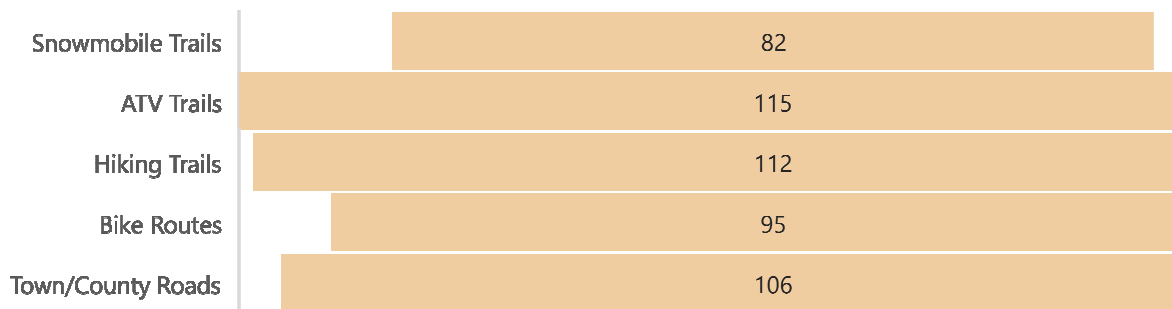
**11. Would you support development along designated commercial roads such as County C and County D?**



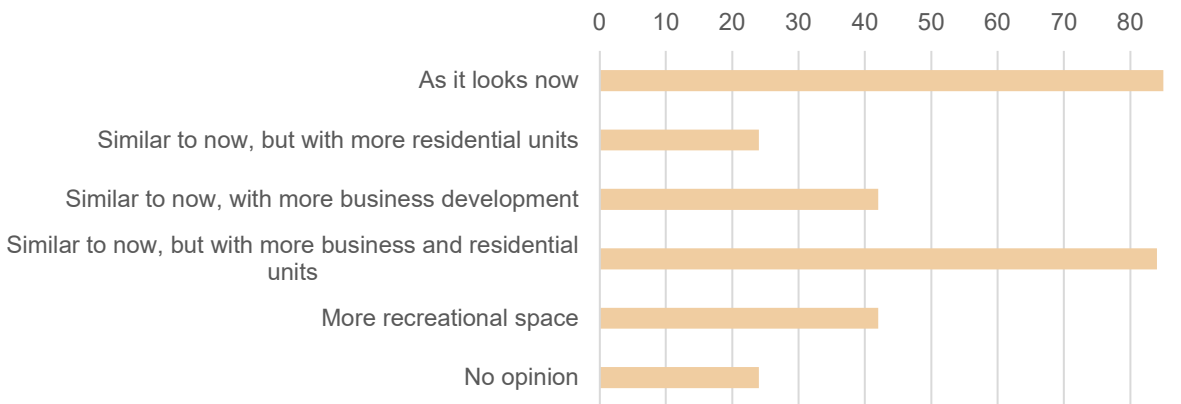
**12. Would you support the Town Board taking a proactive role to regulate developments such as: cell towers, windmills, solar farms, "mega" farms, and mining operations?**



**13. Would you support the creation or expansion of the following transportation opportunities?**

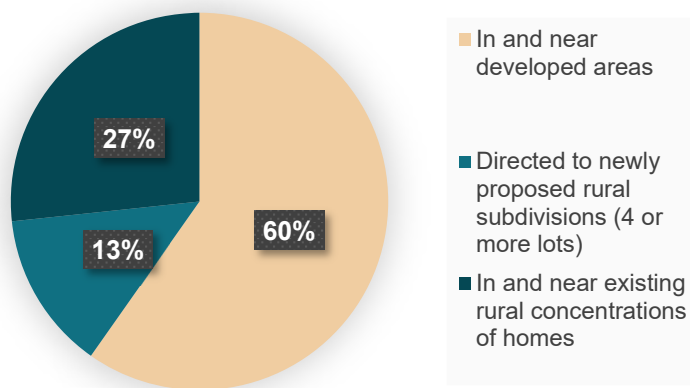


**14. Which statement best describes how you would want the  
Town to look 20 years from now?**

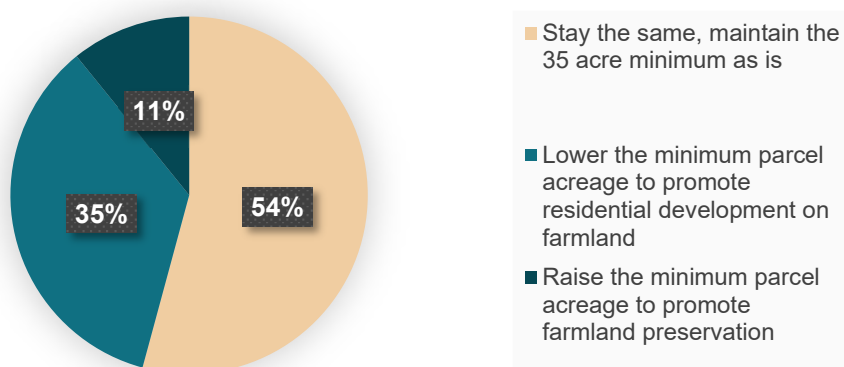




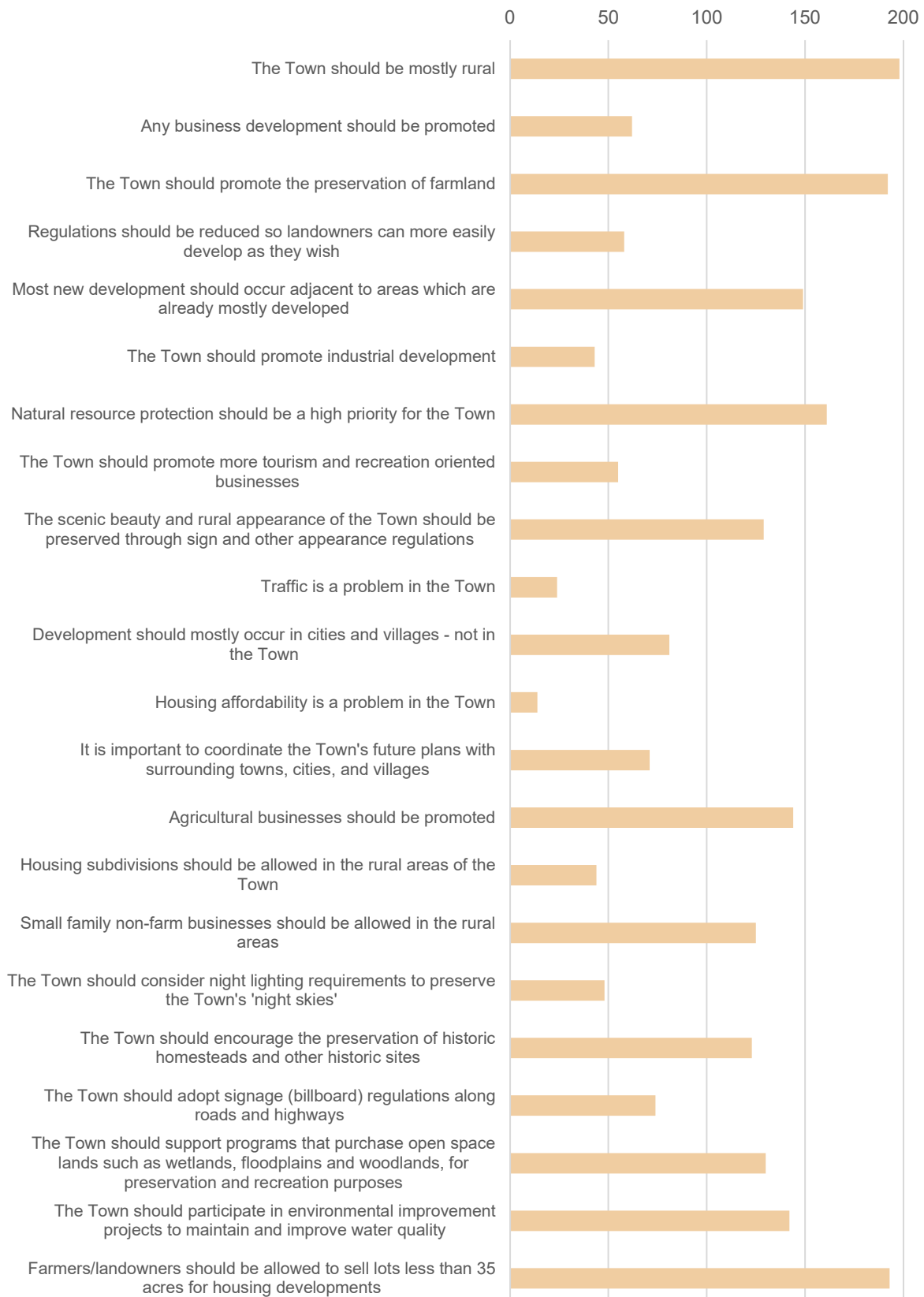
15. Which of the following best describes your idea of where new housing should be located in the Town?



16. Current zoning requires an Exclusive Agriculture zoned parcel be a minimum of 35 acres to construct a residence.  
Would you favor the Town work with County and State officials to: (Note that the Farmland Preservation 35 acre rule set by Wisconsin)



**17. The following are several statements that suggest choices about future directions for growth and development in the Town. Please check boxes next to the statements with which you AGREE**



# ISSUES AND OPPORTUNITIES

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## *History and Setting*

Farmington is in La Crosse County in western Wisconsin. The Town is in northeastern portion of La Crosse County and consists of approximately 48,723 acres. There are no incorporated cities or villages within the boundaries of the Town of Farmington. The Town of Farmington is bordered on the north by Jackson, Monroe, and Trempealeau Counties, on the south by the Town of Hamilton and the Town of Onalaska, on the east by the Town of Burns, and on the west by the Town of Holland (

Figure 1). History The Town of Farmington was first settled in 1846 and was formally organized as a political entity on January 4, 1854. The Town's name was derived because it had some of the finest farming land in the county, thus the name "Town of Farmington".

Notable historic facts and events in Farmington include:

- The first marriage in the Town was between A.M. Hill and Miss Adaline Congdon. The service was conducted by a Methodist minister.
- The first death in the Town occurred on June 19, 1848 to Margaret Lewis. Her daughter Lucy Lewis was the second recorded death. -Loretta Downer was the first child born in the Town of Farmington to early settlers.
- In 1848 a sawmill was built on Fleming's Creek and in 1850 a grist mill was built utilizing lumber obtained from the Black River.
- The first post office was established in 1849 in the house of Lloyd Lewis (assumed duties of Postmaster) and he named the post office Mindoro.
- In 1847, Luther Downer plowed 12 acres of land in Section 21 which was the first plowing done in the Town of Farmington.
- In 1906 the Town of Farmington led the county in oats, barley, wheat, and rye production. -The first schoolhouse was built in 1851 in Section 19 with the first classed taught in that summer by Louisa Leonard
- The first tavern was constructed in 1854.
- In 1854, Mons Anderson and Van Austin each gave an acre of land on which the first cemetery was laid out.
- In 1855 a town site was laid out in Section 21.
- The first town election was held in the schoolhouse in 1854.

#### Population Trends and Forecasts

Farmington has been increasing in population over the past twenty years. While the rate of growth is projected to decrease slightly over the next two decades, the population is still projected to grow. Nearby Holmen is among the fastest growing communities within La Crosse County.

Historical measures are from the US Census. The projections provided for the next twenty years have been provided by the State of Wisconsin Department of Administration (DOA). The DOA considers and monitors changes and patterns in fertility, mortality, and migration. According to DOA projections, Farmington will grow more than 18% by 2040 (

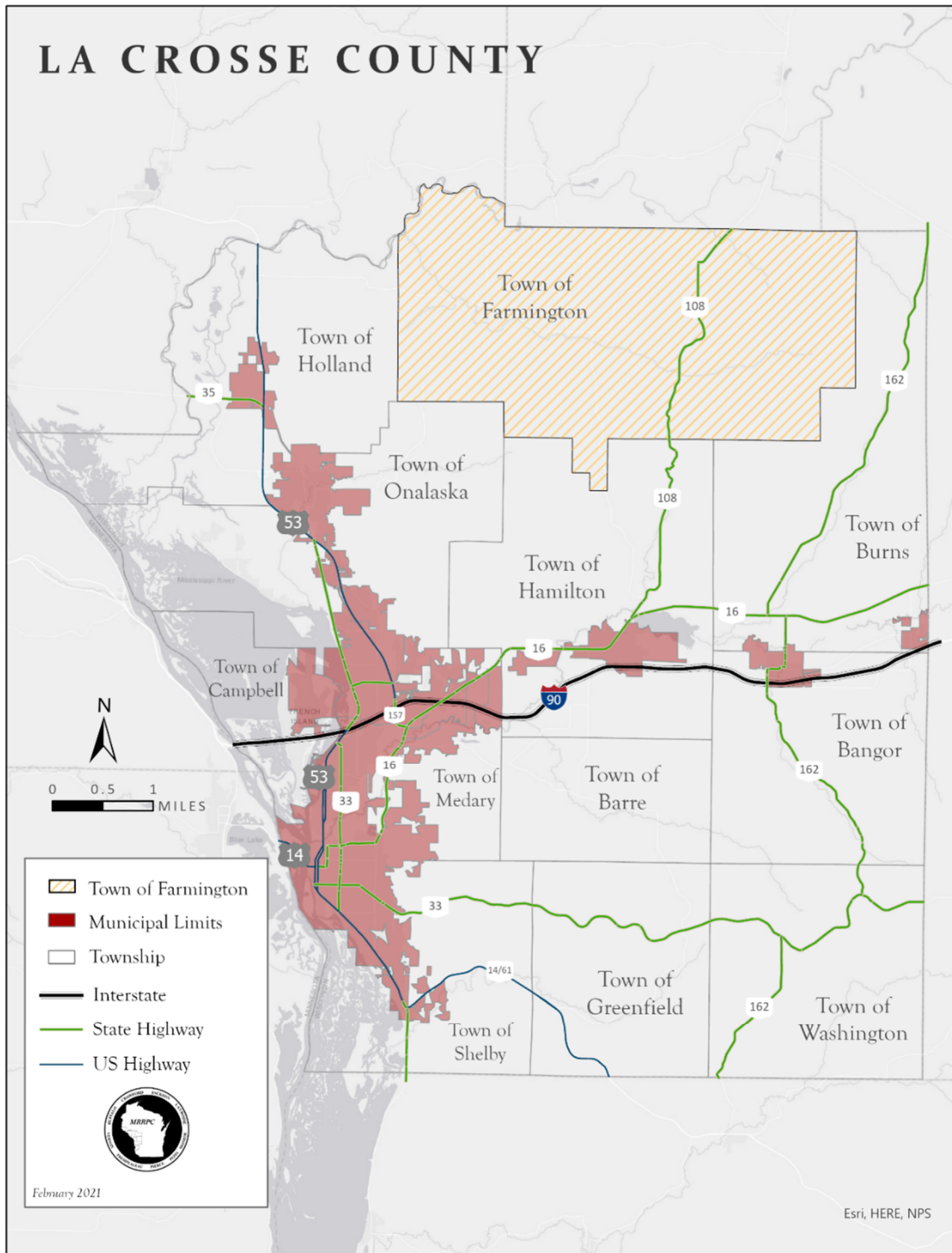
Table 1).

**Table 1 US Census Population Counts**

	1990	2000	2010	2020	2025	2030	2035	2040	2020-2040 Predicted Change
<b>Town of Farmington</b>	1,576	1,733	2,061	2135	2325	2410	2475	2535	18.7%

<b>Village of Holmen</b>	3,236	6,628	9,059	10,662	10,542	12,120	12,770	13,400	25.7%
<b>Village of West Salem</b>	3,611	4,738	4,799	5,035	5,225	5,400	5,565	5,790	15.0%
<b>La Crosse County</b>	97,904	107,120	114,638	120,447	123,404	128,120	129,830	131,500	9.2%%
<b>Source: US Census Bureau 2020, Estimates and projections from WI DOA</b>									

Figure 1 Farmington - Regional Context



### Age and Gender

The median age for Farmington is 44.4 years old, which is higher than the state median age of 39.1 years old and slightly higher than the County median age of 37.4. Table 2 outlines the age distribution for the population of Farmington residents. Nearly 50 percent of residents in the Town are between 20 and 59 years old. Farmington's age distribution skews slightly older than surround communities and the county average (Table 2).

**Table 2 Age Statistics - 2021**

	Median Age	0-9	10-19	20-29	30-39	40-49	50-59	60-69	70+
Town of Farmington	44.4	11%	12%	10%	11%	12%	15%	16%	12%
Village of Holmen	37.1	15%	14%	13%	12%	14%	13%	11%	9%
Village of West Salem	40.8	12%	13%	12%	13%	12%	12%	14%	13%
La Crosse County	37.4	11%	13%	17%	12%	11%	12%	12%	12%

Source: ACS Data, ESRI Analysis

### Race

Table 3 show race statistics for Farmington residents. Farmington's race composition is like that of nearby communities and La Crosse County and has a composition of 96% white. An expanded demographic profile is shown on the following page.

**Table 3 Race Statistics - 2021**

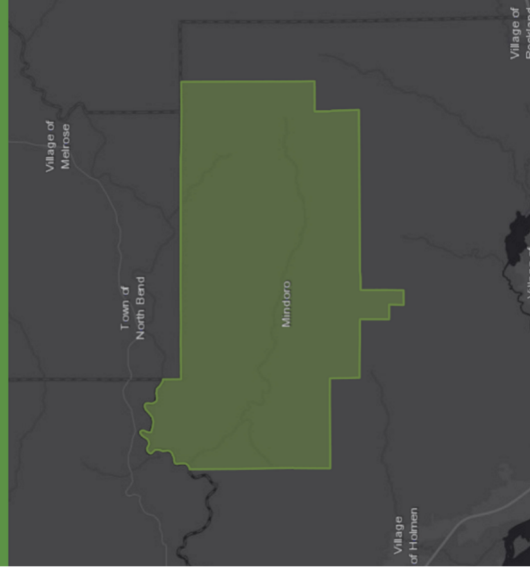
	White	Black	American Indian and Alaska Native	Native Hawaiian and Other Pacific Islander	Asian	Hispanic	Diversity Index
Town of Farmington	96%	<1%	<1%	<1%	2%	1%	8.8
Village of Holmen	89%	1%	<1%	<1%	8%	1%	22.0
Village of West Salem	96%	1%	1%	<1%	1%	2%	11.5
La Crosse County	90%	2%	<1%	<1%	5%	2%	21.6

Source: ACS Data, ESRI Analysis



# DEMOGRAPHIC PROFILE

Farmington town, WI  
Geography: County Subdivision



This infographic contains data provided by Esri.  
The vintage of the data is 2021, 2026.  
© 2021 Esri

## EDUCATION

4%

No High School Diploma



27%  
High School Graduate



41%  
Some College



27%  
Bachelor's/Grad /Prof Degree

## EMPLOYMENT



White Collar

56%



Blue Collar

34%



Services

10%



## KEY FACTS

2,197

Population

44.4

Median Age

857

Households

\$54,710

Median Disposable Income

## INCOME



\$69,878  
Median Household Income

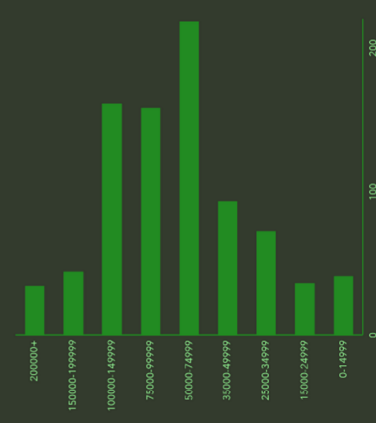


\$31,528  
Per Capita Income



\$267,838  
Median Net Worth

## HOUSEHOLD INCOME (\$)



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# HOUSING ELEMENT

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This element includes a compilation of goals, objectives, and actions to guide the future development and character of housing in Farmington. Major themes/issues that emerged from the Town Survey relating to housing include:

- Promoting development near existing rural concentrations of homes
- A desire to retain rural character
- The encouragement of cluster development (a developer plots homes on smaller lots adjoining large tracts of land permanently protected as open space)
- Explore elderly/assisted living opportunities

## GOAL 1

Promote the development of senior citizen and assisted living housing in the unincorporated community of Mindoro.

### GOAL 1: OBJECTIVES AND ACTIONS

1. The Town of Farmington and the La Crosse region are comprised of an aging population. Survey input suggests that opportunities for elderly/assisted living housing in the Town is important to consider when planning. The Plan recommends that the Town of Farmington work with La Crosse County planning officials and make every effort to promote housing development that is sensitive to the needs of older residents.
2. In the unincorporated community of Mindoro a multiple family living facility is located on County Road DE. Adjacent to the facility there is additional developable area. The plan recommends that this area be designated on the Land Use Map multi-family housing developments. This designation would also include opportunities for senior citizen and assisted living housing.
3. Support activities of the La Crosse County Housing Commission in achieving its long- and short-term goals related to the creation of affordable housing for all age groups.
4. During the planning process "smart housing" was discussed. "Smart housing" was looked at in two ways, one focused on location of houses and efficient developments. The other looked at the actual physical structure and size of homes. In previous planning efforts, it was expressed numerous times that people should become more conscious of exactly how much space they need as smaller homes would require less energy and materials to build and maintain. Homeowners should also become more aware of construction methods/materials that are more energy efficient/friendly. It is recommended that the Town when possible, inform residents to consider "smart housing options. The concept of "smart housing" (smaller more efficient homes) would assist in meeting the goal of providing housing for seniors.

## GOAL 2

Encourage the development of high-quality multi-family apartments and rental units in the Farmington to assist in providing housing opportunities for all income levels, and to provide housing options for the area workforce.

### GOAL 2: OBJECTIVES AND ACTIONS

1. Multi-family housing and rental units make up a small portion of the housing stock in Farmington. Such units are not more prevalent because the town is rural. The Town of Farmington recognizes that multifamily housing developments provide diversified housing opportunities. Therefore, the plan recommends that locations in the unincorporated community of Mindoro be designated for multi-family housing developments since the community is served by public sewer and water system.

2. It is recommended that the board consider a range of factors when evaluating proposed multi-family dwellings, including: supply vs demand for unit types, compatibility with the neighborhood and community, and quality design aesthetic.

### **GOAL 3**

Promote cluster housing development in the Farmington in established residential areas.

### **GOAL 3: OBJECTIVES AND ACTIONS**

1. Cluster development was encouraged in the previous comprehensive plan. A cluster/conservation subdivision can be described as a development with common open space and compact clustered lots. A purpose of cluster/conservation subdivisions is to preserve agricultural land/open space/natural resources while allowing for residential development. Cluster/conservation subdivisions, when proposed/developed in the Town of Farmington will minimize future maintenance and service costs for the Town, and the cluster/conservation subdivision will help preserve the rural character of the Town. In contrast, Traditional rural land use regulations and non-regulated rural developments typically create scattered development patterns resulting in development that consumes large amounts of land.
2. To the Town of Farmington plan recommends that clusters encourage the development of cluster/conservation subdivisions, er/conservation subdivisions be utilized as a land management tool when applicable in established residential areas of Stevenstown and Burr Oak. Farmington must develop standards for cluster/conservation subdivisions that reflect the desired outcome of the planning process.
3. It is recommended that Clustered Development Principles be encouraged for multiple single-family housing units when proposed in Exclusive Agriculture areas (meeting density requirements) when it is determined that such principles will be in the best interest of the Town of Farmington. Such clustered development principles include: lot sizes of 2 to 5 acres in size, lots are contiguous (share a common boundary), proposed housing units are to be sensitive to neighboring property view sheds, housing units should be situated in an effort to be screened from view (from public roadways and existing residential housing) by existing vegetation or topography, developments require limited public infrastructure (roads)

### Housing Units

Table 4 depicts housing occupancy within Farmington. In 2020, there were 941 housing units in the area - 82% owner occupied, 9% renter occupied, and 9% vacant. Owner occupied units are higher in Farmington than surrounding municipalities, while the percentage of renter occupied units is substantially lower.

**Table 4 Housing Occupancy, 2020**

	Total Housing Units	Owner Occupied	Renter Occupied	Vacant Units
<b>Town of Farmington</b>	941	82%	9%	9%
<b>Village of Holmen</b>	3,988	77%	20%	3%
<b>Village of West Salem</b>	1,994	70%	28%	2%
<b>La Crosse County</b>	51,741	61%	34%	5%

Source: ESRI, US Census Bureau 2021

### Housing Characteristics

A "household" is an occupied housing unit. Table 5 outlines the average size of both households and families within the Town and surrounding municipalities. It also identifies the percentage of households that consist of family versus non-family households. The average household in Farmington consists of 2.56 people, while the average family in the Town consists of 2.88 people. The majority, 73%, of households in the Town consist of related families.

The Town has a slightly smaller average household size compared to the Village of Holmen, but larger than West Salem and La Crosse County. Farmington also has smaller average family sizes than surrounding municipalities.

**Table 5 Household Characteristics, 2020**

	Average Household Size	Average Family Size	Family Households (2+ people)	Non-family Households	2010-2021 Households Compound Annual Growth Rate
<b>Town of Farmington</b>	2.56	2.88	73%	27%	0.66%
<b>Village of Holmen</b>	2.62	3.05	72%	29%	1.18%
<b>Village of West Salem</b>	2.47	2.99	69%	31%	0.61%
<b>La Crosse County</b>	2.36	2.94	59%	41%	0.51%

Source: ESRI, US Census Bureau 2021

### Type of Housing Unit

Table 6 outlines the composition of housing unit type, by number of units. In Farmington, single family detached homes are the most common type of housing at 92%. Mobile homes are the second highest type of unit at 6%. Farmington has a substantially higher percentage of single unit detached homes than surrounding municipalities

**Table 6 Type of Housing Unit, 2020**

	Total Occupied Units (2021)	1-Unit Detached	1-Unit Attached	2 Units	3 or 4 Units	5 to 9 Units	10 or More Units	Mobile Home
<b>Town of Farmington</b>	857	92%	1%	1%	0%	0%	0%	6%
<b>Village of Holmen</b>	3,881	54%	12%	4%	1%	4%	5%	14%
<b>Village of West Salem</b>	1,961	56%	12%	4%	2%	4%	2%	11%
<b>La Crosse County</b>	48,837	61%	7%	6%	4%	4%	4%	4%

Source: ESRI, US Census Bureau 2021

### Age of Housing Structures

Table 7 represents the percentage of homes that were constructed within each decade over the past eighty years. Approximately 28% of the homes in Farmington have been constructed within the past twenty years, while 30% were constructed in 1939 or earlier. To compare, 17% of homes throughout La Crosse County and 18% of West Salem homes were constructed in the past 20 years.

**Table 7 Age of Housing Structures, 2019**

	Total Housing Units	1939 or earlier	1940- 1949	1950- 1959	1960- 1969	1970- 1979	1980- 1989	1990- 1999	2000- 2009	2010- 2013	2014 or later
<b>Town of Farmington</b>	895	30%	2%	3%	2%	13%	8%	14%	21%	3%	4%
<b>Village of Holmen</b>	3,816	3%	0%	4%	5%	11%	14%	21%	32%	5%	6%
<b>Village of West Salem</b>	2,063	19%	6%	6%	5%	12%	12%	22%	10%	6%	2%
<b>La Crosse County</b>	50,304	17%	5%	9%	9%	16%	11%	15%	12%	3%	2%

Source: American Community Survey (ACS), 2010-2019

### Housing Values

Table 8 outlines the values of owner-occupied housing units in the area. In 2020, the median home value in Farmington was \$208,300. The Town's housing unit median value is \$35,000 higher than the County's, and also higher than surrounding municipalities. Farmington also has a higher percentage of housing units over \$300,000 than surrounding areas (23%).

**Table 8 Value of Owner-Occupied Housing Units, 2021**

	<b>Total Owner- Occupied Units</b>	<b>Median (\$)</b>	<b>Less than \$50k</b>	<b>\$50k to \$99k</b>	<b>\$100k to \$149k</b>	<b>\$150k to \$199k</b>	<b>\$200k to \$249k</b>	<b>\$250k to \$299k</b>	<b>\$300k or more</b>
<b>Town of Farmington</b>	684	\$208,300	2%	17%	14%	16%	14%	15%	23%
<b>Village of Holmen</b>	2,613	\$197,600	10%	6%	12%	22%	29%	11%	8%
<b>Village of West Salem</b>	1316	183,400	12%	1%	14%	35%	19%	8%	8%
<b>La Crosse County</b>	29,949	\$173,300	6%	8%	23%	24%	15%	9%	16%

Source: US Census Bureau, ESRI 2021

### Housing Affordability

Housing affordability can be determined by looking at the housing affordability index. A value of 100 means that a family with the median income has exactly enough income to qualify for a mortgage on a median-priced home. An index above 100 signifies that family earning the median income has more than enough income to qualify for a mortgage loan on a median-priced home, assuming a 20 percent down payment. For example, a composite housing affordability index (COMPHAI) of 120.0 means a family earning the median family income has 120% of the income necessary to qualify for a conventional loan covering 80 percent of a median-priced existing single-family home. An increase in the COMPHAI then shows that a family is more able to afford the median priced home. Shown in

**Table 1** Table 9, the average housing affordability index for Farmington is 150, meaning on average Farmington residents have 150% of the income necessary to qualify for a conventional loan covering 80 percent of a median-priced existing single-family home. Town residents spend the highest percent of their income (16.6%) compared to the Village of Holmen, West Salem, and La Crosse County on their mortgage.

**Table 9 Housing Affordability, 2020**

	<b>Housing Affordability Index</b>	<b>Percent of Income on Mortgage</b>
<b>Town of Farmington</b>	150	16.6%
<b>Village of Holmen</b>	193	11.9%
<b>Village of West Salem</b>	172	13.6%
<b>La Crosse County</b>	131	14.6%

Source: US Census , Esri 2021 forecasts





### Housing Projections

Farmington is projected to need approximately 200 housing units between 2015 and 2040. This will increase the current supply 23% between 2015 and 2040. To compare, the Village of Holmen will see a 42% increase in households and West Salem a 15% increase, while La Crosse County will see a minimal increase.

Table 10 below outlines the number of households currently in the County as well as the projected growth in households that is expected from 2015 to 2040. The projections provided for the next twenty years have been provided by the State of Wisconsin Department of Administration (DOA). The projections have been reached by closely monitoring past growth trends within the Town, County, and surrounding areas.

**Table 10 Projected Housing Units, 2015 – 2040**

	2015	2020	2025	2030	2035	2040
<b>Town of Farmington</b>	840	887	930	970	1,004	1,033
<b>Village of Holmen</b>	3,750	4,095	4,444	4,768	5,060	5,334
<b>Village of West Salem</b>	1,960	2,048	2,127	2,199	2,251	2,300
<b>La Crosse County</b>	22,265	22,538	22,683	22,676	22,519	22,298

Source: DOA 2013, US Census Bureau 2020

### Housing Units by Heating Fuel

Most Farmington households in the area use Bottled, Tank, or LP Gas gas (60%) as a main heating fuel source. The second most common is Fuel Oil at 10.5%. The Town uses the most wood as a heating fuel source compared to the Village of Holmen, West Salem, and La Crosse County. The Town also use less utility gas than any of the surrounding municipalities (Table 11).

**Table 11 Housing Units by Heating Fuel**

	Utility Gas	Bottled, Tank, or LP Gas	Electricity	Fuel Oil, Kerosene, Etc.	Wood	Solar Energy	Other Fuel	No Fuel Used
<b>Town of Farmington</b>	4%	60%	4%	10%	21%	0%	<1%	1%
<b>Village of Holmen</b>	72%	1%	22%	3%	1%	0%	1%	0%
<b>Village of West Salem</b>	71%	1%	26%	1%	0%	0%	<1%	0%
<b>La Crosse County</b>	62%	6%	26%	2%	2%	<1%	1%	<1%

Source: American Community Survey 2014-2018

### Special Needs Housing

The State of Wisconsin directory does not have any special needs housing listed for Farmington.

# TRANSPORTATION ELEMENT

This element includes a compilation of goals, objectives, and actions to guide the future development and maintenance of various modes of transportation in the Farmington. Major themes/issues that emerged from the Town Survey relating to transportation include:

- Improved road maintenance
- The desire for more recreational, hiking, ATV, and biking trails
- Improved snow removal
- Monitor safety trends on roads within the Township

<b>GOAL 1</b>
Strive to maintain funding for roads, to continue existing level of road maintenance
<b>GOAL 1 OBJECTIVES AND ACTIONS</b>
<ol style="list-style-type: none"> <li>1. Survey results indicated that residents were generally satisfied with the condition and maintenance (snow plowing, etc.) of town roads. It is therefore recommended that the Town of Farmington Town Board continue annual road inspections and current budgeting practices to maintain the existing quality and level of service of existing roads.</li> <li>2. Continue to maintain a good working relationship with the County Highway Department and meet annually to discuss transportation issues effecting the town and county.</li> <li>3. Continue to biannually update the Town of Farmington Road System on State of Wisconsin Department of Transportation's Wisconsin Information System for Local Roads (WISLR) program.</li> <li>4. Maintain communications with neighboring municipalities and continually monitor road impacts from potential business or residential expansion in the area.</li> <li>5. Offer resident input on Township website regarding specific maintenance and road condition concerns.</li> </ol>
<b>GOAL 2</b>
Explore park and ride opportunities and encourage carpooling
<b>GOAL 2 OBJECTIVES AND ACTIONS</b>
<ol style="list-style-type: none"> <li>1. It is recommended that Farmington work with La Crosse County and the Wisconsin Department of Transportation and explore park and ride opportunities in the Town. It is recommended that the Town of Farmington be proactive and identify a location near Mindoro for a park and ride lot.</li> <li>2. It is recommended that the Town of Farmington make residents aware of the WisDOT sponsored <a href="http://www.rideshareetc.org">www.rideshareetc.org</a> carpooling website that is available for Farmington residents to coordinate ridesharing.</li> <li>3. Transportation options/services for elderly and disabled residents are important. It is recommended that the Town of Farmington work with the county departments (aging unit, etc.) and neighboring local units of government and support the development of enhanced transportation services to residents in need.</li> <li>4. It is recommended to further analyze commuting patterns, to identify notable trends. Coordination with regional transit services, such as SMRT Bus could benefit Farmington residents.</li> <li>5. The Township can also utilize available datasets and analysis from MRRPC to identify unique traffic trends to/from/within the community.</li> </ol>
<b>GOAL 3</b>
Work to improve the safety of transportation facilities in the Town
<b>GOAL 3 OBJECTIVES AND ACTIONS</b>

1. It is recommended that the Town Board prioritize the hazardous locations and work with County Highway Department and Wisconsin DOT to develop solutions and a timeline to address the locations.
2. The potential traffic impacts of proposed residential, commercial, or industrial developments on the existing road system were identified in the planning process as important to town residents. It is recommended that the Town Board develop and adopt an ordinance that addresses the impacts of a proposed road resulting from a new development on the capacity and safety of an existing road that it intersects or extends. It would be intended that if a development adds additional burden to the Town Road over the current ADT classification that the developer would be responsible for all the upgrade costs associated with the impacted road segments.
3. It is recommended that the Town of Farmington work with La Crosse County in identifying potential pedestrian/bicycle routes in and throughout the Town. It is also recommended that future routes in the Town of Farmington tie into a County and regional trail system. It is further recommended that once routes are identified the Town support efforts to develop bike/pedestrian access to the facilities.
4. It is recommended that the Town adopt a "bike/ped. friendly" view and in doing so allow wider shoulders that could be developed at limited expense at the time when roads are constructed/reconstructed. It is further recommended that the Town pursue grant funding for bike/ped. trails when deemed in the best interest of the Town.
5. Review development proposals to ensure public roads provide sufficient access/turn arounds for emergency vehicles, school buses, etc.
6. It is recommended that Town of Farmington develop a policy (at the Town Board's discretion) requiring new developments to extend new or existing public roads or public road right-of-way/public road easement of 66 feet in width to the property line of adjacent landowners when deemed necessary to serve future land uses.
7. Monitor safety, use, and effectiveness of UTV trail network, and promote compatibility with neighboring
8. Annually monitor crash statistics for roadways in the Township and identify any areas of concern for safety countermeasures.

This chapter of the report provides a summary of the transportation system that serves Farmington. The transportation system is vital to the development and future of the local unit of government. The transportation network allows people to go to work and home as well as the movement of raw materials and products. The following section provides an inventory of the transportation system in the Town of Farmington. Public Road Inventory Farmington participates in the State of Wisconsin Department of Transportation's Wisconsin Information System for Local Roads (WISLR) program. The WISLR program maintains a complete listing of public roads in the Town of Farmington by jurisdiction, classification, and number of miles. Appendix B of this report provides a complete listing of public roads in the Town of Farmington. Public roads are classified as arterial, collector and local based on functionality. Arterials provide intra-community links and interconnect urban arterial systems and connections to rural collectors. Collector roads provide traffic circulation in residential neighborhoods, commercial and industrial areas. Collectors also focus traffic from local roads onto the arterial system. Local roads provide the lowest level of mobility and provide direct access to collectors and arterials. Figure 2 illustrates the roadway system in Farmington. Within Farmington there are 106.25 miles of public road that are under the jurisdiction of either La Crosse County or the Town of Farmington. Farmington maintains 39.68 miles of public road, which are all classified as local roads. La Crosse County has 66.57 miles of public road in the Town of

### Figure 2 Farmington Transportation System



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### Highways

State Road 108 is the primary freight and passenger corridor in Farmington and serves as a connector between State Road 16 to the south and State Roads 71 and 54 to the north. SR 108 is designated as a 65' Restricted Truck Route by WisDOT. Farmington's county highways are responsible for handling the area's agricultural and industrial traffic as well.

### Water

Direct water access for waterborne freight is available through both public and private terminals in the City of La Crosse and the Town of Campbell. The Port of La Crosse serves incoming and outgoing barge traffic on the Mississippi River. The port handles nearly 1.3 million metric tons of commodities annually and offers connections to the Upper Midwest and the world, including China, Russia, Spain, South America, Mexico, and other countries. For information regarding the future of Wisconsin Commercial Ports Association (WCPA), refer to the WCPA strategic plan.

### Rail Freight

La Crosse County has rail cargo service through three Class I railroad companies, all of which provide direct access to Chicago and connections to eastern points. The Canadian Pacific Railway connects La Crosse to Milwaukee and Minneapolis/St. Paul. This company provides service, or potentially could provide service, to Rockland, Bangor, West Salem, and the north side of La Crosse. The Union Pacific Railroad operates with trackage rights on the Canadian Pacific between Tomah and Winona. The Burlington Northern & Santa Fe operates in the far western part of the County in a north-south orientation and provides service to industries on the south side of La Crosse and Onalaska. The Wisconsin State Rail Plan 2030 indicates shipments by rail and trucking freight are anticipated to grow through year 2030. Forecasts from the Wisconsin State Rail Plan 2030 are listed below:

- Increase in weight of freight rail commodities by over 16 percent
- Increase in value of freight rail traveling *in* Wisconsin by 18 percent
- Decrease in value of freight rail traveling *from* Wisconsin

### Air Cargo

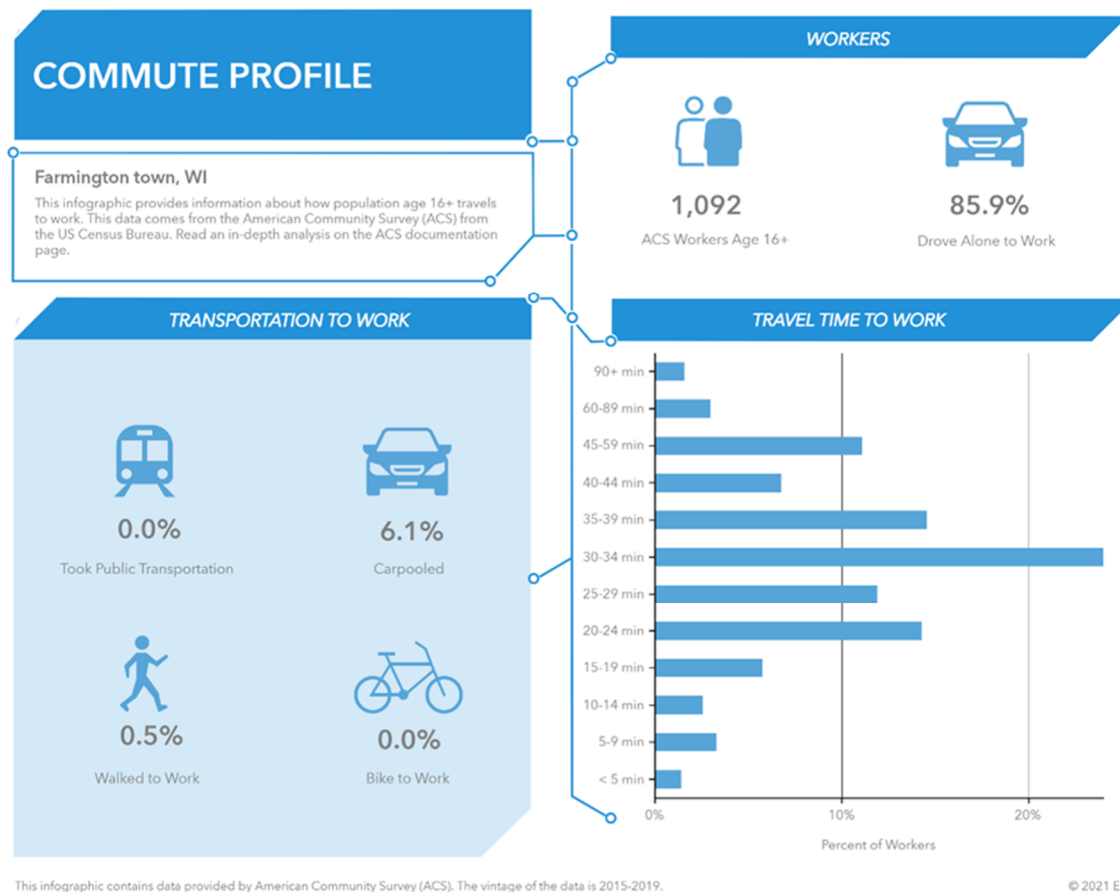
The La Crosse Municipal Airport serves as an air cargo facility. The airport is not one of the state's six primary air cargo airports, but it does function as a feeder air service. Rather than maintain and operate a fleet of small aircraft, the integrated express carriers' contract for on-demand service with a variety of aircraft operators. The Wisconsin State Airport System Plan 2030 forecasts for all-cargo aircraft operations at La Crosse Municipal Airport to continue to grow. In 2020, state forecasts predicted that the La Crosse Municipal Airport will have the second highest aircraft operations by commercial air cargo carriers, second to General Mitchell International in Milwaukee, but that the La Crosse Municipal Airport's share of the state's air cargo operations will be less than 12 percent. This prediction held true and is anticipated to grow in the following years.

## Regional Highway Network

### Highways

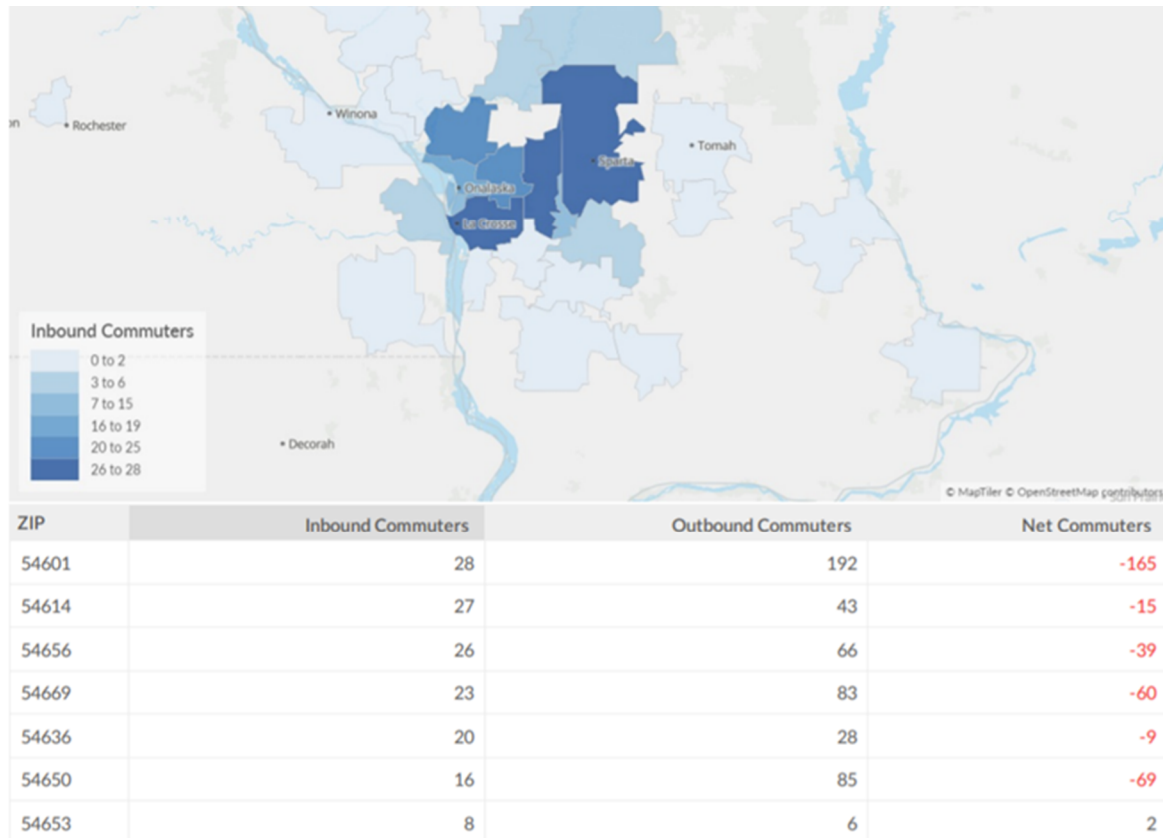
Farmington has relatively easy access to many of the highways that run throughout La Crosse and Jackson Counties. Interstates 90 and 94 serves long distance, intercity trips to Minneapolis/St. Paul, Minnesota and areas west, and areas to the east including Madison and Chicago, Illinois. USH 16 and State Road 108 and 54 provide connections to nearby highways 53, STH 35 and 14, which serve as regional corridors. Figure 3 highlights commute profiles for Farmington residents. A large percentage of residents commute between 20 and 40 minutes to and from work. The roadways designated as state routes and the interstate are used for intercity travel.

**Figure 3 Farmington Commute Profile**



Further, 85.9% of workers in Farmington drive alone to work as shown in Figure 4. Approximately 55% of workers have a commute time between 15 and 34 minutes, which is higher than the surrounding Towns, Villages, and the County as a whole. The second most common way to travel to work was by carpool (6.1% of workers).

**Figure 4 Farmington Commuter Patterns**



### Air Transportation

The La Crosse Regional Airport, located south of the Town, is one of nine Wisconsin airports that have commercial air passenger service on a year-round basis. The airport is located on French Island and it serves passenger air travel through connections to regional hubs. The La Crosse Regional Airport is served by American Airlines and Delta Air Lines with three daily non-stop hubs. These include Minneapolis-St. Paul, Chicago, and Detroit. The airlines process nearly 90,000 enplanements and 180,000 total passengers annually. At the airport, the multimodal connection opportunities are to rent a vehicle from four national car rental companies (Avis/Budget, Enterprise, Hertz and National/Alamo), or to use local city bus Route 4 (French Island/Industrial Parks).

The Wisconsin State Airport System Plan 2030 forecasts an increasing number of enplanements. The plan forecasted 109,960 thousand enplanements in 2010 and 122,570 enplanements in 2030. This is a 0.5% increase from 2010 to 2030, the same as the state average over this time period.

### Passenger Rail

Intercity passenger rail is available through Amtrak service in the City of La Crosse. The Amtrak Empire Builder serves La Crosse, with regional connection to Chicago, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, Winona, Red Wing, and St. Paul. The Empire Builder also connects to the West Coast (Seattle, WA and Portland,

OR). Through a connection in Chicago, the national Amtrak network is available. The passenger rail station is located at St. Andrew and Caledonia Streets (601 St. Andrew Street in the City of La Crosse).

WisDOT has been studying ways in which Wisconsin's intercity passenger rail system could be expanded and developed into a more robust component of the state's overall transportation system. WisDOT, along with Amtrak and eight other Midwestern state DOTs, is currently evaluating the Midwest Regional Rail System, a proposed 3,000-mile, Chicago-based passenger rail network in the Midwest. The regional rail system would provide 6 round trips at peak times between Chicago, Milwaukee, Madison, La Crosse, and St. Paul. Modern trains operating at peak speeds of up to 110-mph could produce travel times competitive with driving or flying.

### **Bus**

Intercity passenger bus service in the La Crosse area was provided by Greyhound Lines; however, in August 2004, Greyhound discontinued service to the La Crosse area as part of its route restructuring. Intercity bus transportation is now provided by Jefferson Lines, a connecting carrier to Greyhound Bus Lines. Jefferson Lines runs daily scheduled bus service that connects to Greyhound's national service in Madison and Minneapolis/St. Paul. The intercity bus terminal is located at 601 St. Andrew Street in the City of La Crosse.

### **Local Roadway Network**

The street network shapes access and circulation through the Town. Public streets 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 which 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.



### *Traffic Counts*

Limited traffic counts are available for the Town of Farmington. Table 12 illustrates the available traffic counts for recent years on selected county roads and State Highway 108. As the traffic counts indicate, traffic on the roads serving the Town of Farmington has increased over the years. County Road C, County Road D, and Highway 108 continue to be the most heavily traveled roads in the township.

**Table 12 Farmington Traffic Counts**

Street	Year of Count	Count (Average Daily Traffic)
County C South County DE Intersection	2017	10,100
County T at West Town Line	2011	920
County D West of Hwy 108 Intersection	2017	9,600
State Hwy 108 in Mindoro	2005	10,100
State Hwy 108 North of Burr Oak	2002	450

### *Interstate Highway*

Interstate 90 is a Freeway Arterial regionally linking Chicago, Milwaukee, Madison, La Crosse, and southern Minnesota. The interstate travels to the south of the Town of Farmington and can be accessed at exits in the Village of West Salem and the Village of Bangor approximately seven miles to the south of the Town of Farmington.

### *State Highway 108*

State Highway 108 is classified as a collector highway. It enters the Town of Farmington at the south town line, briefly reenters the Town of Hamilton, then reenters Farmington and runs in a north/south direction until it exits the town at the north town line. There is a total of 9.9 miles of State Highway 108 in the Town of Farmington. State Highway 108 throughout its length in the Town has a 22 foot wide, two lane pavement, with 1 or 2 foot gravel shoulders.

### *County Highways*

Over 66 miles of County roads travel throughout the Town of Farmington, which represents the longest mileage of County roads in any Town in La Crosse County. Of the County road mileage 31.92 miles are designated as collectors and 34.65 miles are designated as local roads.

### *County A*

County A is a Local Road that has 6.32 miles in the Town of Farmington and runs from State Highway 108 to the east town line. It continues into the Town of Burns and intersects with State Highway 162. The road is of varying pavement width between 18 and 22 feet, and shoulders between 2 and 5 feet on each side.

### *County AE*

County AE is classified as a Local Road that runs between County A and County TA. The road is 1.37 miles and consists of two 9 foot lanes with 3 foot shoulders.

### *County C*

County C is a Collector road that travels north-south more or less parallel to State Highway 108, intersecting with it at the south end just north of STH 16 and again intersecting it, and ending, at Burr Oak one mile south of the north County line in the Town of Farmington. 5.49 miles of the County C are in the Town of Farmington. Pavement widths vary on the road from 20 feet and 22 feet.

#### *County D*

This Collector originates at Holmen and enters Farmington at the south Town line and turns east until it ends in Mindoro at the intersection with State Highway 108, for a total of 6.02 miles in the Town. County D has mostly 22-foot pavement width, with a significantly wider pavement of 44 feet west of State Highway 108 and the community of Mindoro. Shoulder width varies from no shoulder to 5 feet.

#### *County DD*

This 1.14-mile Local Road runs between County D and County T. This road has a 20-foot pavement width, and 3 foot shoulders on each side.

#### *County DE*

This 5.17-mile Collector connects with State Highway 108 at Mindoro and crosses the south Town line into Burns. Within Farmington DE has a 22 foot wide surface width except for its westernmost 0.1 mile in Mindoro where it is 44 feet wide. In the rural area the road has 2 to 5 foot shoulders, with the 22 foot pavement.

#### *County EE*

This Local Road enters Farmington from the south and the Town of Burns where it connects with State Highway 162. Within Farmington to County T, its north terminus, it is 3.25 miles in length. The road has a 20 foot pavement with a one foot shoulder.

#### *County M*

County M in its entirety is one of the longest county roads in La Crosse County. From its northern terminus at CTH Q in the Town of Farmington to its southern terminus at U.S. Highway 14/61 in the Town of Greenfield it is 27.54 miles. Within the Town of Farmington County M is classified as a Collector from the south Town line to County T, a distance of 3.54 miles. From County T to County Q, 1.92 miles, it is a Local Road. On the Collector portion pavement width varies from 20 feet to 22 feet, with 2 or 3 foot shoulders. The Local Road portion of County M between County Q and T has pavement width of 18 or 22 feet and shoulders of 2 or 3 feet.

#### *County Q*

Connecting County V to State Highway 108 in an east/west direction, County Q is 5.51 miles long and classed as a Local Road. The pavement width is mostly 22 feet, with one segment of 20 feet. Shoulder width varies from 2 to 4 feet.

#### *County T*

This road serves much of the northern tier of La Crosse County in an east-west direction, connecting U.S. Highway 53\State Highway 93 in the Town of Holland to State Highway 162 in the Town of Burns. In Farmington the length is 14.16 miles, with the western 6.23 miles from the west Town line to State Highway 108 being classified as a Collector and the eastern 7.93 miles classed as a Local Road. The pavement widths for the Collector portion of County T are primarily 22 feet, with about 26 percent of the mileage being 20 feet. Most shoulders, varying in width between 2 and 4 feet, are the dimension which fall below the new road design standards. The Local Road length of County T also has pavement widths of 20 or 22 feet, but the consistently wider 4-foot shoulders, coupled with the lower design standards for a low volume Local Road make this part of the highway within the overall roadway width standard.

#### *County TA*

County TA is a 2.69-mile Local Road between County A and County T. This road has 20 feet of paved roadway from County A to County AE, with no shoulder. The

segment of road from County AE to County T has 18 feet of pavement with a 3 foot shoulder each side.

#### *County V*

This road is classified as a Local Road and runs for 5.24 miles between the west Town line and the north Town line, including service through Stevenstown. Two segments make up this road as it goes through the Town of Farmington. The first segment connects the west Town line with County T and is 2.2 miles long. This segment has 22 foot wide pavement, and 4 foot shoulders. The second segment of this road runs from County T to the north Town line and is 3.04 miles long.

#### *County VV*

Classified as a Collector, County VV is 3.27 miles long while in the Town of Farmington running between County T and the North Town and County line. In Jackson County it connects with State Highway 54 at the community of North Bend. The pavement width is 22 feet, with a 1 foot shoulder.

#### *County W*

This Local Road enters the Town at the south line and continues in Farmington for 1.79 miles to end at County D. It has a 22 foot wide pavement and a 2 foot shoulder on each side.

#### *Town Roads*

The Town of Farmington has a total of 39.68 miles of Town roads. These roads range in a variety of lengths, widths, and other distinguishing characteristics. The longest Town road is the 3.11 mile Baker Road. There are six roads that are over 1 mile long. Due to the topography of the Town of Farmington, none of the Town roads provide direct travel across the Town, and the Town road system is made up of mini-systems grouped by the County or State road they access. A few Town roads enter Farmington either as an ending segment which is part of a road in other towns, or as a piece of a longer road, a segment of which passes through the Town.

#### *Pedestrian/Bike Trails/Snowmobile Trails*

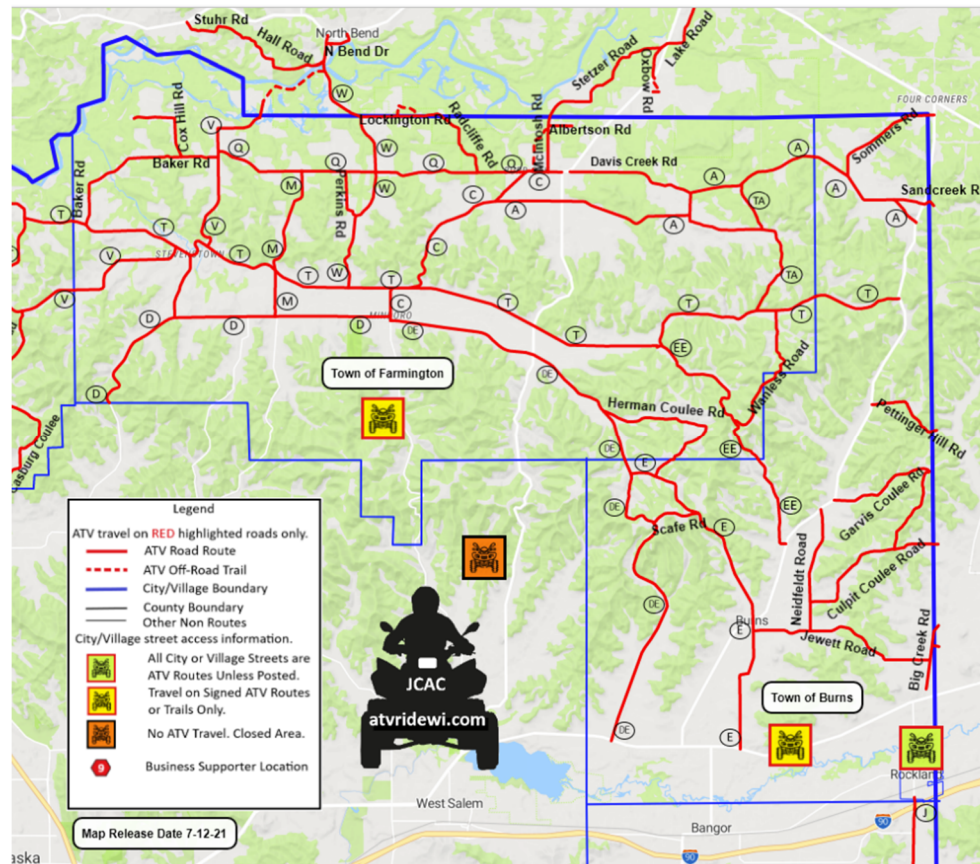
There are three County recreational properties located in the Town of Farmington in which offer open space for walking and hiking. The 461 acre Bice County Forest Preserve is located in the northeast portion of the Town of Farmington and offers designated hiking and cross-country skiing trails. The Mindoro Park located just west of Mindoro and the Hoeth Forest located in the north central portion of the Town of Farmington provide open space but no designated hiking or skiing trails. Also, in the Town of Farmington there are over 74 miles of low volume-hard surface local roads. These local roads provide residents and tourists with biking and walking opportunities.

Over 20 miles of state funded snowmobile trails and one mile of club trail travel through the Town of Farmington. The trails travel through the communities for



Stevenstown, Mindoro, and Burr Oak connecting the communities to the Village of Bangor, Village of Holmen, Village of West Salem and Jackson County. Tri-County Trail Blazers ATV Club was formed in 2002 and has established 15 miles of public ATV Trails in La Crosse County and Jackson County. The ATV trail runs from Burr Oak in the Town of Farmington to Northbend and Shantytown in Jackson County (Figure 5). The club also maintains several miles of private trails available to club members.

**Figure 5 Farmington Area UTV Trails - 2021**



Source: [La Crosse County \(atvridewi.com\)](http://LaCrosseCounty(atvridewi.com))

### *Public Transportation and Transit*

While Farmington has no formal public transportation services, there are two services located in La Crosse County, one is the La Crosse Municipal Transit and the other is the Onalaska/Holmen Public Transit Taxi.

The La Crosse Municipal Transit Utility (MTU), operated by the City of La Crosse, provides the only standard mass transit service in the County. Ten bus routes serve City of La Crosse, some surrounding townships, with a connection to the City of La Crescent.

The Onalaska/Holmen Public Transit Taxi Program is a demand response door-to-door transportation system. The shared ride taxi service provides transportation to all citizens and meets Americans with Disabilities Act accessibility requirements. The program is administered by the Onalaska City Council, and it contracts with a private transit company to provide the service.



The Department of Aging contracts with a private operator to provide this service to Town of Farmington and County residents. This service can be accessed by residents by calling the La Crosse County Aging Department.

#### *Paratransit*

Paratransit, in its broadest sense, includes all modes of "public" or "mass" passenger transportation systems other than privately driven automobiles or regularly scheduled bus/train service. La Crosse County Department of Aging contracts with a private operator to provide "mini-bus" service to all residents of La Crosse County age 60 or over, or 18 and over who are self-defined disabled, or otherwise unable to use conventional mass transit if it is available. In the Town of Farmington this service is available certain days of the week on a demand response door-to-door, with a hierarchy of trip purposes determining the priority for space and time.

To meet the special needs of persons with disabilities and to comply with the Americans with Disabilities Act, MTU operates lift-equipped buses on its regular fixed route system. MTU also provides complementary Paratransit Service. Disabled persons who, by reason of their disability cannot get to a bus stop from their home, from the bus stop to their destination, or who require more assistance in using transit service than that provided by a driver operating a lift equipped MTU bus, may qualify for ADA Paratransit Service.

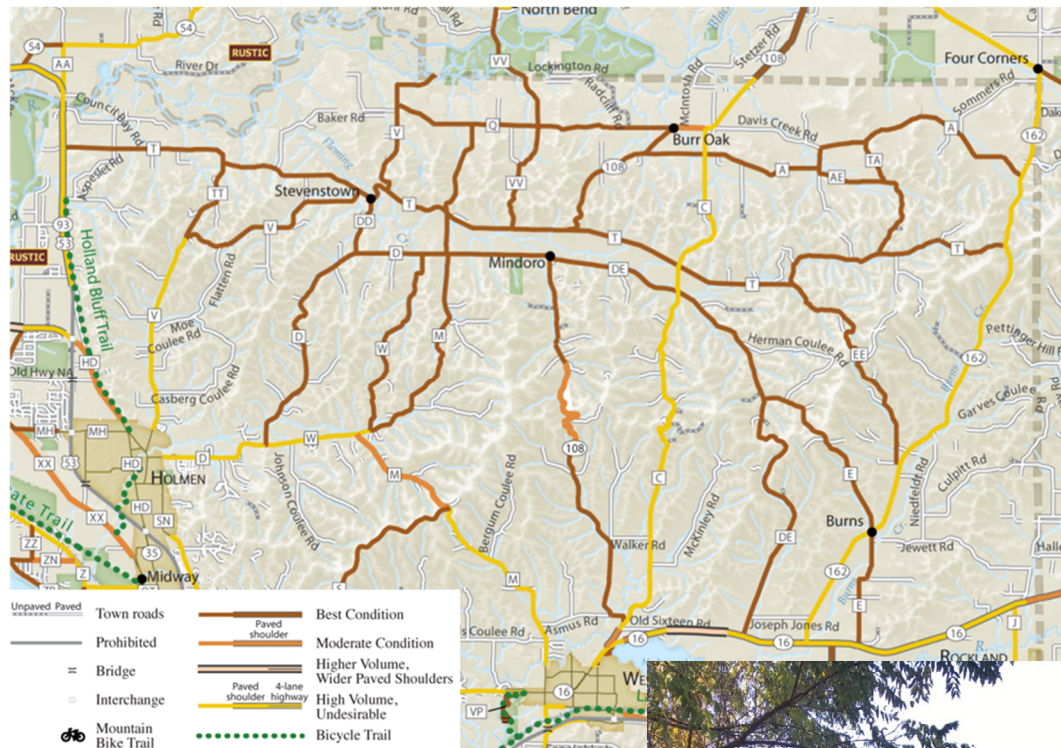
#### *Air Transportation*

There are no public airports located in Farmington. The La Crosse Municipal Airport is located approximately 11 miles to the southwest of the Town of Farmington on French Island. The airport is designated as an Air Carrier/Cargo Airport. Airports of this classification are designed to accommodate all aircraft and in some cases wide body jets and military transports. The La Crosse Municipal Airport is one of 10 such airports in Wisconsin. The airport provides commercial air and freight service. Commercial air service is provided year round by Delta and American Airlines.

### Biking/Walking/Recreation

Farmington does not currently have formal town bike lanes or a bike strategy, however several County Highways and State 108 are rated highly in the WisDOT Bicycle Facilities Map (Figure 6).

**Figure 6 Farmington Area Bicycle Routes**



Pedestrian facilities are not mapped by most local governments in La Crosse County, including Farmington. However, the 2030 Metropolitan Area Transportation Plan makes the following generalizations about the pedestrian network:

- For the most part, the roadways in suburban and urban-fringe areas of the planning area are constructed with curb and gutter; yet, these roads generally lack sidewalks, and have a narrow, 3-ft gutter pan and/or a wide curb lane within which a pedestrian might travel (not recommended). The lack of sidewalks forces pedestrians to walk in the roadway, increasing the likelihood of pedestrian/motor vehicle crashes.



### **Programs for Local Government**

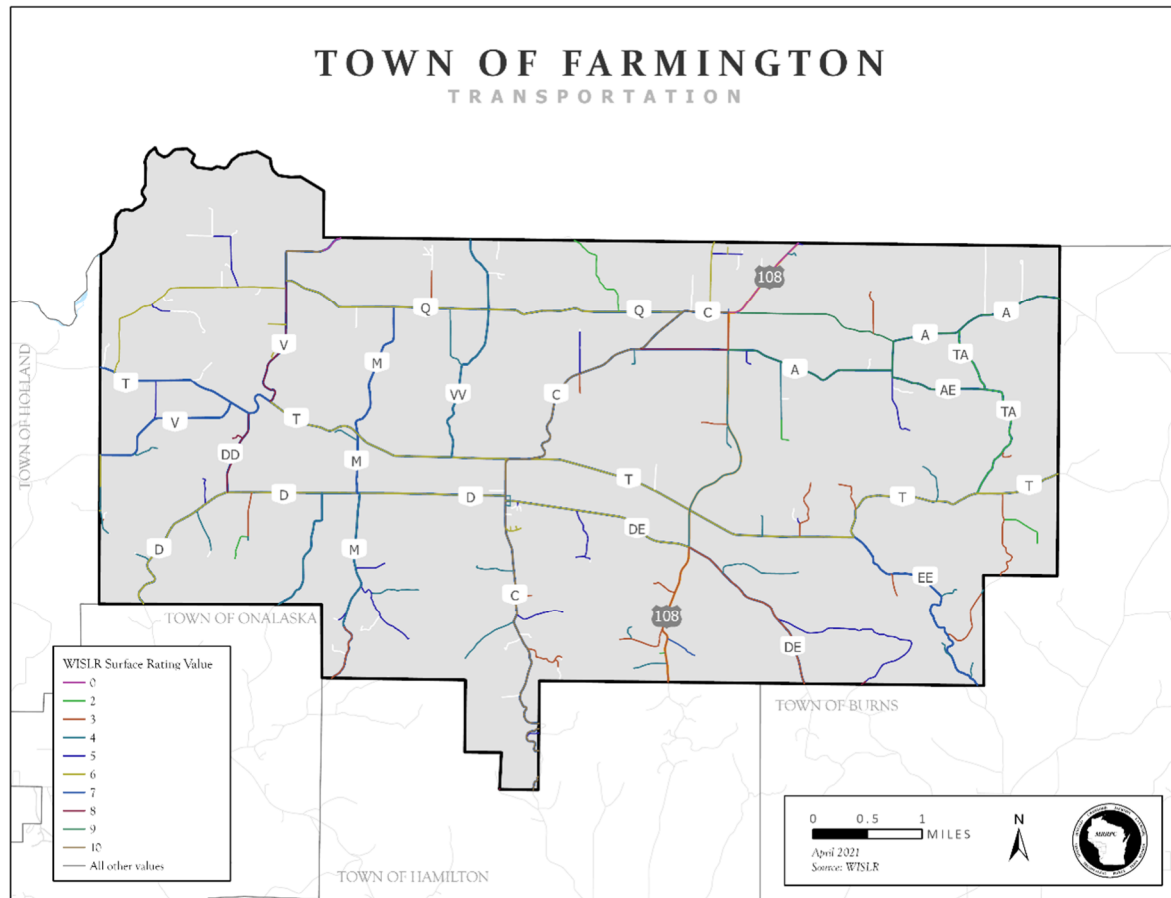
WisDOT administers a variety of state and federal programs, including:

- 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)

### **La Crosse Area Planning Committee (MPO)**

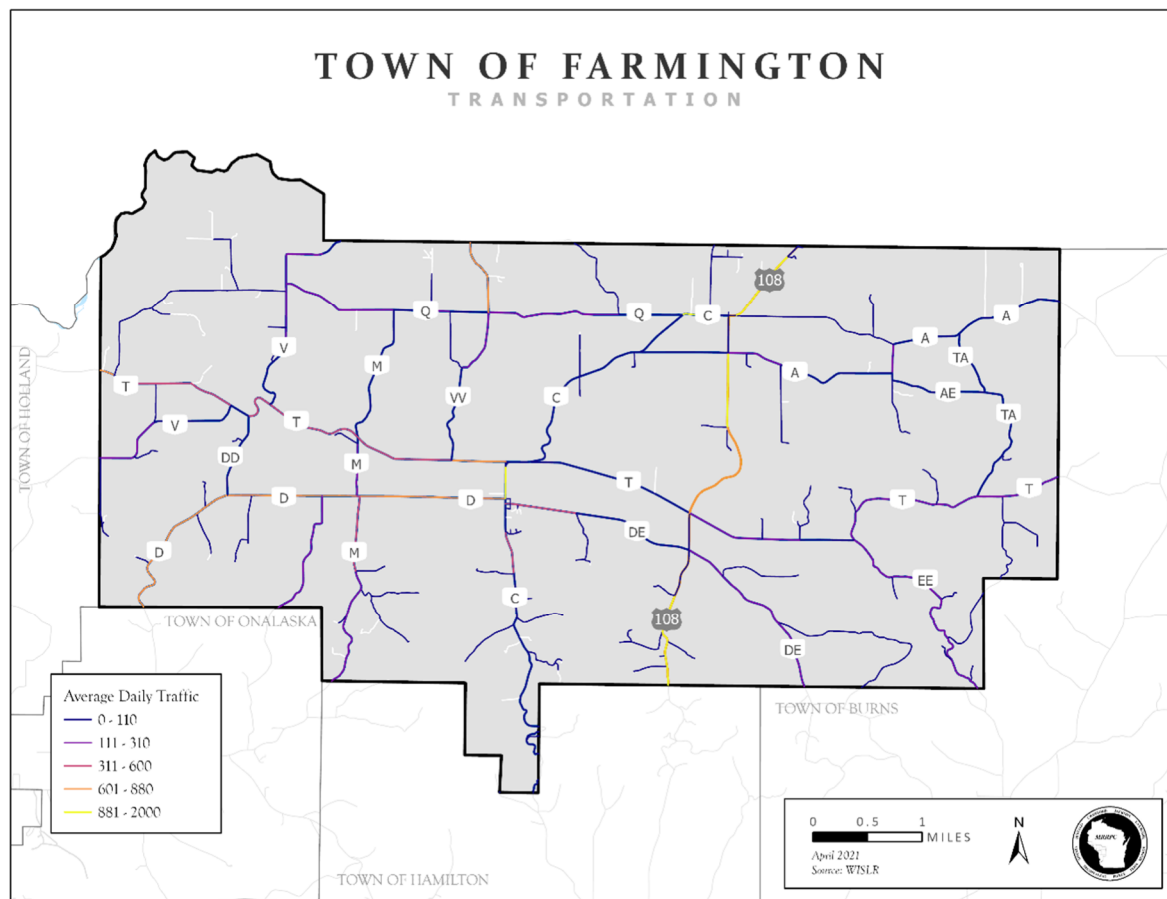
As the Metropolitan Planning Organization (MPO) for the La Crosse, WI-MN urbanized area, the La Crosse Area Planning Committee (LAPC) is required to develop a transportation plan with a 20-year-or-more planning horizon that includes “both long-range and short-range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods.” The MPO has addressed land use and transportation goals for the area that can be found in the Beyond Coulee Vision 2040 Plan. The LAPC goal analysis of long-range transportation planning with Farmington can be found in Appendix B.

Figure 7 Transportation Map





**Figure 8 Farmington Traffic Volumes**



### State and Regional Transportation Plans

The following transportation plans were reviewed as part of Farmington planning process to insure consistency with other governing jurisdictions with regard to the future transportation improvements.

#### *Connect 2050: WisDOT Statewide Comprehensive Transportation Plan.*

Wisconsin is currently updating its statewide, long-range transportation policy plan, which is scheduled to be completed in Fall 2021. WisDOT periodically updates its statewide, long-range, multimodal plan. Connect 2050 sets a fresh vision and updates goals based on issues, trends, and public comments. The plan will guide WisDOT's decision-making about changes to and investments in our statewide system for the next roughly 30 years. The plan will address all types of transportation and modal plans – from roads to ports to sidewalks – across the entire state.

Link: <https://connect2050.wisconsin.gov/>

#### *Wisconsin State Freight Plan – March 2018*

Enhancing freight mobility is a top priority for the Wisconsin Department of Transportation (WisDOT). The State Freight Plan (SFP) provides a vision for multimodal freight transportation and positions the state to remain competitive in the global marketplace. The SFP was approved by the U.S. Department of Transportation on March 19, 2018.

Key elements of the State Freight Plan:

- Links transportation investments to economic development activities
- Places Wisconsin within a national and global context
- Engages and reflects the interests of a wide array of freight stakeholders
- Guides implementation – from planning to project development to programming
- Provides performance measures and management

Link: <https://wisconsindot.gov/Pages/projects/sfp/default.aspx>

#### *Wisconsin DOT Four Year Highway Improvement Program*

The plan details all road construction programs to be constructed in the state between 2021 and 2024. A review of the plan indicates that no projects are slated for Farmington, but several projects are that several projects are scheduled on State and Federal Highways in Farmington to the south, and will impact Farmington travelers. The following illustrates the projects scheduled for construction.

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# UTILITIES AND COMMUNITY FACILITIES ELEMENT

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This element includes goals, objectives, and actions to guide the future development of utilities and community facilities in Farmington. Major themes/issues that emerged from the Town Survey relating to utilities and public facilities include:

- County/Town Park improvements
- Manage and improve communication infrastructure
- Promote social, physical, and educational opportunities
- Monitor utility capacity and services regarding development

<b>GOAL 1</b>
Support and encourage improvements to the County Park.
<b>GOAL 1 OBJECTIVES AND ACTIONS</b>
<ol style="list-style-type: none"> <li>1. The County Park in the Town of Farmington provides recreational opportunities for residents and visitors. The Town of Farmington recognizes the value (and potential value) of the park. It is recommended that the Town of Farmington continue to work with the La Crosse County Facilities Department on projects that will improve and enhance the park.</li> <li>2. Continue to work with La Crosse County every five years on the updates to the La Crosse County Outdoor Recreation Plan. Participation in the plan maintains eligibility for the Town and County to apply for DNR recreational grant funding to improve parks. In addition to park grants, the Town may request DNR recreational grant funding for bike/pedestrian trails in the Town of Farmington.</li> <li>3. Explore strategies to implement multi-use trails at the County Park as recommended in the 2014 ORA Report (in Comprehensive Plan Appendix). This will likely require Farmington to take a proactive role in administration, construction, and maintenance. The planning committee will continue discussing paths to success.</li> </ol>
<b>GOAL 2</b>
Promote community facilities that increase social, physical, and educational opportunities for town residents.
<b>GOAL 2 OBJECTIVES AND ACTIONS</b>
<ol style="list-style-type: none"> <li>1. Continue to monitor the growth of the Town of Farmington to ensure the new development does not affect the ability of the Town to provide community services. Expansion of Town services will be undertaken only when a clear need is identified and that protection of public health, safety, and welfare of the Town are important criteria upon which to base future investments.</li> <li>2. It is recommended the board actively consider community service and utility capacity when evaluating development proposals. During the planning process residents indicated that they were satisfied with the existing level of public services provided by the Town of Farmington.</li> <li>3. As a policy the plan recommends that the Town Board strive to maintain the existing level of services over the planning period within the constraints of the budget.</li> <li>4. It is recommended that when the Comprehensive Plan is updated that communication with residents is facilitated to determine if the utility and community facility needs of residents are continuing to be met. This communication can be in the form of a survey or public meeting(s). Consider future space needs as the town presently owns several different parcels in which community facilities are located.</li> <li>5. It is recommended that the Town continue to explore the consolidation of community facilities at one location and facility. Consolidation will possibly include</li> </ol>

Town Offices, Town Hall, Town Shop, Library, Fire Department, Emergency Services, Law Enforcement, and Sanitary District Offices.
<b>GOAL 3</b>
Manage the location of wind towers and communication facilities.
<b>GOAL 3 OBJECTIVES AND ACTIONS</b>
<ol style="list-style-type: none"> <li>1. Work in conjunction with the County to develop necessary ordinances to manage the utilization of alternative energy sources (wind) ensuring a net benefit to the residents of the town. It is further recommended that such uses not be allowed to jeopardize the environment and natural features the make the Town of Farmington unique.</li> <li>2. La Crosse County currently has a communication facilities ordinance. It is recommended that the Town of Farmington support enforcement and continuing modifications to the ordinance.</li> <li>3. Survey responses indicated that residents approve of the Township taking a proactive role in regulating developments such as: wind towers, cell towers, solar farms, mega farms and mining. It is recommended that the Township consider ways to balance interests of supporting development via expanded internet connectivity and sustainable energy while being mindful of community impacts of infrastructure.</li> </ol>

#### *Sanitary Waste and Water Supply*

The Town of Farmington is unincorporated, and the majority businesses and residences are served by private on-site wastewater treatment systems. Private on-site wastewater treatment systems State standards (Wisconsin Administrative Code: COMM 83) are enforced by the La Crosse County Zoning Office in the Town of Farmington. Development Town of Farmington is dependent upon private onsite wastewater treatment systems. There is one sanitary district located in the Town of Farmington and it services residents and businesses within the unincorporated community of Mindoro. The approximate number of people served by the sanitary district is 300 (90 single family residence billings, 27 commercial billings). The sanitary wastewater treatment facilities were recently upgraded to meet DNR requirements. Water supply to most residents and businesses in Farmington is provided by private wells. Properties within the unincorporated community of Mindoro receive water from the public water system (well) associated with the Mindoro Sanitary District. .

#### *Solid Waste Disposal and Recycling Facilities*

The Town of Farmington provides a collection site for residents to bring their solid waste and recyclables for pickup by a contractor. Solid waste and recyclables can be dropped off at the Town of Farmington Recycling /Garbage Center in Mindoro on Tuesdays 1p.m.-5 p.m. or Saturdays 8 a.m. – 12 p.m. Large items can also be brought to the collection center for disposal for a fee. There is no active sanitary landfill in the Town of Farmington. General trash and recycling drop-off is available to all residents of the Town. The Town utilizes the bag system (\$1.00 per bag) for trash disposal.

#### *Stormwater Management*

Farmington is in two major watersheds. Most of the town is in the Black River Basin while small sections in the south central and southeast area of the town are in the La Crosse River Basin. The major responsibility of the Town of Farmington for the management of storm water involves controlling runoff from the public roadways. This accomplished by keeping culverts, bridges and road ditches free of debris. The Town Hall/shop property is subject to storm water runoff management requirements of the Wisconsin Department of Natural Resources (specifically road salt storage).

The Town of Farmington is required to keep road salt in storage structure which it maintains.

#### *Telecommunication Facilities*

There are two communication towers located in the Town of Farmington one is affiliated with AllTel Wireless the other is a US Cellular facility. La Crosse County has an ordinance that regulates height and location of communication towers. The ordinance details a public process that must be followed by parties interested in constructing a communication tower. The ordinance is in effect in the Town of Farmington.

#### *Electricity, Telephone, and Cable/Internet Services*

Electricity for town residences is provided by either Xcel Energy, Riverland, Bangor Municipal or Jackson Electric depending on location. Telephone and internet/cable service to residents is provided by Charter or CenturyTel. Charter provides cable service to the community of Mindoro.

#### *Libraries*

A community library is housed in the Mindoro Elementary School and serves Town of Farmington residents. The Town of Farmington provides \$4,000 dollars per year in funding for the library. The library currently houses books and media donated for community use. The library is in need of more space. There are also several other libraries in La Crosse County that can serve Town of Farmington residents. The main La Crosse County library is located in the City of La Crosse at 800 Main Street. There are also libraries located in the Village of Holmen at 103 State Street, Village of West Salem at 201 Neshonoc Road, Village of Bangor at 1720 Henry Johns Boulevard and the City of Onalaska at 721 Oak Avenue South.

#### *Schools*

Farmington is served by four school districts. The school districts of Holmen, Melrose-Mindoro, West Salem and Bangor serve the residents of the Town. The Melrose-Mindoro Elementary School is in the Town of Farmington in the unincorporated community of Mindoro. Post-secondary education opportunities are available in La Crosse County for the Town of Farmington residents, which include the University of Wisconsin – La Crosse, Western Technical College and Viterbo University. In addition, the County has 16 private schools that provide additional educational choices for residents. Within the County, town residents also have access to several post-secondary education schools, including the following:

University of Wisconsin-La Crosse was founded in 1909 and is now one of the 13 four-year campuses in the University of Wisconsin System with enrollment of around 10,000 students. UW-L has joined the City's other two institutions of higher education and the region's medical facilities to form a consortium to bring cutting-edge health care to the region, along with a state-of-the-art health research and education facility for professionals and students.

Western Technical College is a public two-year college with a focus on technical education. The college has an annual enrollment of approximately 9,400 credit students and 12,900 non-credit students. The average age of WWTC's credit and non-credit student is 33.

Established in 1890, Viterbo University is a co-educational Catholic University founded in the Franciscan tradition. Viterbo offers undergraduate and graduate

degrees and has an enrollment of approximately 2,700 students. It offers over 40 academic programs at the associate's, bachelor's, master's, and doctoral level.

#### *Parks and Recreation*

There are several public recreational facilities/areas in the Town of Farmington. A description of the recreational opportunities are discussed in the Agricultural, Natural & Cultural Resources section of this report.

#### *Police, Fire, and Rescue*

Farmington does have a volunteer fire department. The fire station is attached to the Town Hall facility. The Town of Farmington Fire Department has a joint power agreement with the Town of North Bend for the area south of the Black River. The Town has a burning ordinance in place where open burning is prohibited in the Town without a special permit obtained from the fire department. The Town of Farmington does not have a police department. The La Crosse County Sheriffs Department provides law enforcement to the town. La Crosse County Emergency Government Office is responsible for HAZMAT planning for La Crosse County. Tri-State Ambulance Service based out of La Crosse, WI provides emergency medical services for Town residents. The Town of Farmington has medical first responders "Farmington Emergency Medical Team". The first responders work cooperatively with the Town of Burns, Town of Holland, and the Town of North Bend in Jackson County. The La Crosse County 911 Emergency Dispatch Center provides 24-hour emergency telephone service to everyone in La Crosse County. The system uses the enhanced 911 system which provides emergency communications to all providers allowing quick and accurate emergency assistance

#### *Health Care Facilities*

No health care facilities are located in Farmington. The nearest health care facilities to the Town are located in the City of Onalaska and the Village of Holmen.

Gundersen Lutheran and Franciscan Skemp Healthcare, Mayo Health System are two (2) large medical centers that operate in the region, each with a hospital and large clinic in the City of La Crosse. In addition, both Gunderson Lutheran and Franciscan Skemp Healthcare, Mayo Health System operate health care facilities in the city and village.

Gundersen-Lutheran Medical Center is the area's recognized leader in heart, trauma and cancer care, births, business services, research and health education, with over one million clinic, hospital, and emergency room visits each year.

Gundersen Lutheran operates a 325-bed teaching hospital with a Level II Trauma and Emergency Center in La Crosse. Franciscan Skemp, MHS La Crosse Campus operates a 250 bed hospital with a 24-hour Emergency Trauma Center. Franciscan Skemp Healthcare, partnered with world-renowned Mayo Clinic, offers excellent specialty services including cardiology, neurology, nephrology, oncology, orthopedics and many others, as well as comprehensive, compassionate primary care throughout an 11-county region in Wisconsin, Minnesota, and Iowa. Franciscan Skemp is a leader in women's health, having established the area's first Women's Health Center in 1983.

A health care education consortium that includes Viterbo University, Western Wisconsin Technical College and the University of Wisconsin at La Crosse exists in the region.

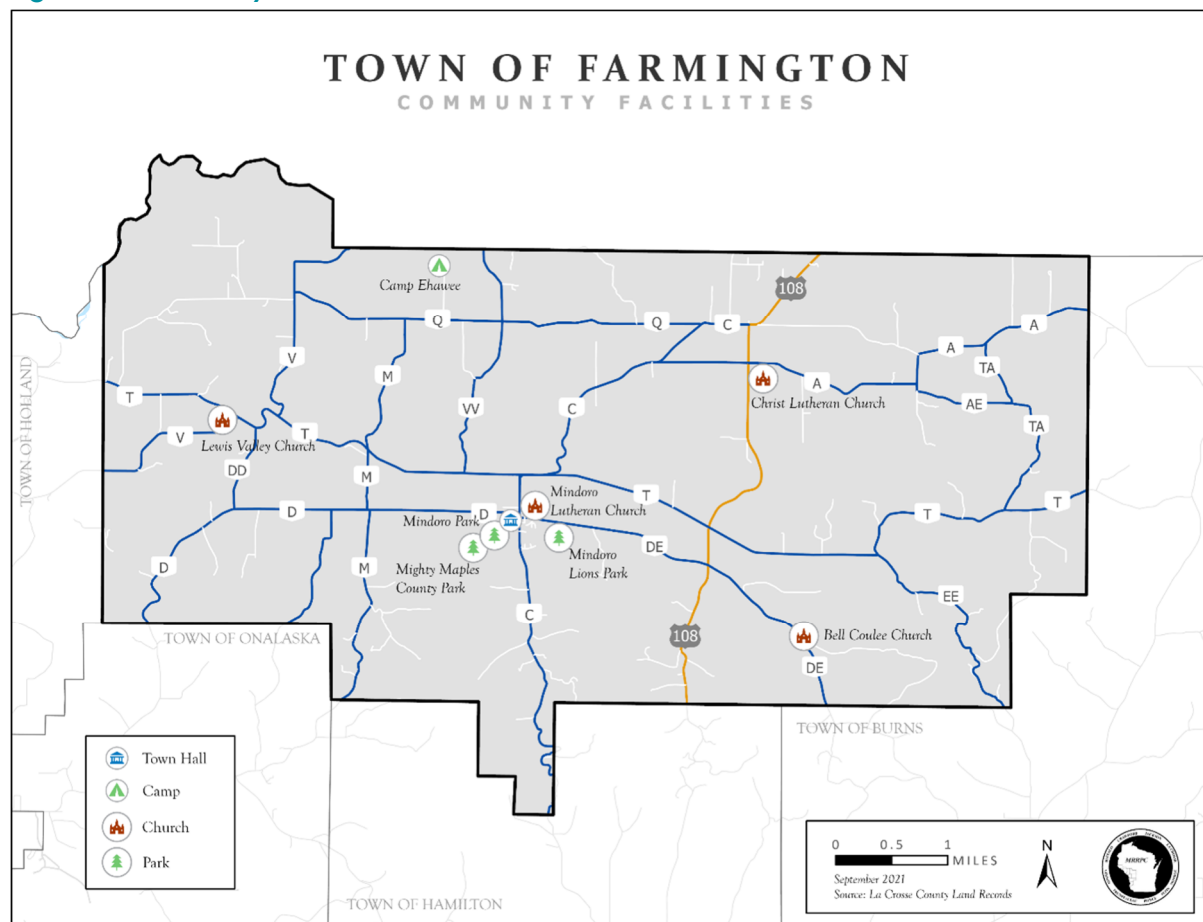
#### *Child Care Facilities*

Several private daycare facilities are available for residents in the Town of Farmington and neighboring jurisdictions.

### Religious Centers and Cemeteries

There are eight cemeteries located in the Town of Farmington (Figure 9). Four cemeteries are privately owned and maintained and they are the: 1) Norden Cemetery or Lewis Valley Lutheran Cemetery is 3.5 acres and is located in Section 14 at the junction of County V and County T, .5 miles west of Stevenstown. 2) Burr Oak Evangelical Lutheran Church Cemetery or Christ Evangelical Lutheran Church Cemetery is 2.4 acres and is located in Section 12 at the junction of County C and County A (W2695 County Road A) next to the church. 3) Mulder Family Cemetery is .011 acres and located in Section 24 on Highway D, 1.1 miles west from junction with

**Figure 9 Community Facilities**



M. 4) Bakkemellum Family Cemetery is inactive with no stones and is located in Section 14 at W5537 Co. Road V, Holmen, WI 54636. The four public cemeteries maintained by the Town are the: 1) Black Oak Cemetery or Green Wood Cemetery is 1.5 acres and is located in Section 8 on Perkins Road .25 miles south of CTH Q and 3.25 miles west of Burr Oak. 2) Burr Oak Methodist Cemetery or Salzer Methodist-Burr Oak Cemetery is inactive and is located in Section 11 on highway 108. 3) Farmington Cemetery or Mindoro/Mindora Cemetery is 5.3 acres and is located in Section 20 on County D .5 miles west of Mindoro. 4) Wet Coulee Cemetery is active



and is located in Section 35 on County C south of junction with County D. The McPherson Family Cemetery noted in several documents is no longer an active cemetery as the graves were moved to the Neshonoc Cemetery in the 1940's.

#### *Timetable for the Expansion of Utilities and Community Facilities*

An important part of this planning process is to determine what upgrades or expansions to the Town's utilities and community facilities are needed, and when. This analysis will be completed throughout this planning process and upgrades and expansions will be identified as needed.

Sources:

- La Crosse County, Wisconsin Farmland Preservation Plan, 1980 –Amended in 2014
- La Crosse County Comprehensive Outdoor Recreation Plan, 1998 – Amended in 2020
- La Crosse County Land & Water Resource Management Plan, 1999 – Amended in 2020
- Storm Water Management Review Plan for Drainage Issues 2019
- Zoning Ordinance – Comprehensive Revision in 2012
- Land Division Ordinance

# AGRICULTURE, NATURAL, AND CULTURAL RESOURCES ELEMENT

This element includes an analysis of existing agricultural, natural, and cultural resources in and around the Farmington. The chapter presents goals, objectives and policies for the conservation and promotion of effective management of agricultural, natural, and cultural resources in the Town. The Town Survey revealed many important elements for consideration. These include:

- Preserve woodlands, bluff lands, and agriculture in the Farmington
- Promote awareness to preserve natural resources, historical and cultural sites in the Farmington
- Protect surface and groundwater resources of the Farmington

GOAL 1
Preserve woodlands, bluff lands, and agriculture in the Farmington
GOAL 1 OBJECTIVES AND ACTIONS
<ol style="list-style-type: none"> <li>1. Agricultural land is a common term but depending on the user has a wide range of definitions. To clarify the term in the context of the comprehensive plan prime agricultural land is defined as soils designated as Class I, II, III on the Town of Farmington Soils</li> <li>2. During the planning process, it was determined that development be minimized on land defined as prime agricultural and avoid development on lands that are of cultural, religious, or historical significance. It is also recommended that development continue to be prohibited in wetland/flood plain areas.</li> <li>3. The preservation of farmland was signified by town residents at public meetings and in opinion surveys as one of the most important resources to preserve in the Town of Farmington. Agriculture is critical to the local economy. The Town of Farmington is fortunate to have some of the most productive soils in La Crosse County, hence the name Town of Farmington. The Land Use Element identified numerous tools to preserve farmland and recommended utilizing such tools as the Exclusive Agriculture District, minimizing rural development, promoting cluster development, exploring the County's Purchase of Development Rights (PDR) program, etc. In this Agricultural, Natural &amp; Cultural Resources Element the Town reiterates its support for the policies and programs detailed in the Land Use Element to preserve Farmland.</li> <li>4. Promotion of Forest Best Management Practices (BMP'S) Woodlots and forested slopes enhance the town's natural beauty and provide excellent habitat for wildlife. In addition, the hardwood forests support the local economy by providing valuable forest products. The Town of Farmington Comprehensive Plan recommends that landowners utilize Forest Best Management Practices in maintaining the town's forests and woodlots. Forest BMP's will enhance woodlots and forested lands and ensure they remain a valuable natural resource. BMP's will also reduce erosion on the town's forested hillsides.</li> <li>5. To assist in preserving bluffslands and as stated in the Land Use Element it is recommended that development (building/driveway construction) be prohibited on slopes greater than 30% to preserve bluffslands and minimize soil erosion. The Town of Farmington supports limiting development on slopes between 20%-30%. It is recommended that developments (building/driveway construction) requested on slopes between 20%-30% be required to receive a conditional use/special exception permit that will address erosion control, emergency access, and any additional site conditions deemed applicable by the reviewing bodies. Developments (building/driveway construction) on slopes less than 20% would be considered permitted and would only require standard building/zoning permits.</li> </ol>
GOAL 2

Promote awareness to preserve natural resources, historical and cultural sites in the Farmington.

#### **GOAL 2 OBJECTIVES AND ACTIONS**

1. It is recommended that development be avoided on lands that are of cultural, religious, or historical significance. This can be achieved by reviewing State Historical Society databases pertaining to historic structures and sites prior to approving development proposals.
2. It is recommended that the Town of Farmington support the preservation of existing cultural and historic sites and activities in the Town (boardwalk, cemeteries, historic structures, etc.)
3. The Mindoro Cut is a significant historical site that is registered on the National Register of Historic Places and is located in the Town of Farmington. Every effort should be made to ensure site remains prominent and continues to be recognized as an important historical site in the Town of Farmington.
4. Continue to work with La Crosse County every five years on the updates to the La Crosse County Outdoor Recreation Plan. Participation in the plan will assist in receiving grant funding assistance for improvements to local parks. Participation in developing and approval of the La Crosse County Outdoor Recreation Plan maintains the Town's eligibility for DNR recreational grant funding.
5. Consider posting resources on website and incorporating sites into events/campaigns.

#### **GOAL 3**

Protect surface and groundwater resources of the Farmington.

#### **GOAL 3 OBJECTIVES AND ACTIONS**

1. Encourage commercial, industrial, and residential development to locate in the unincorporated community of Mindoro which is served by a sanitary district that provides public sewer and water services.
2. Promote the use of Agricultural Best Management Practices (BMP'S) by landowners and agricultural producers in the Town of Farmington.
3. It is recommended that development continue to be prohibited in wetland/flood plain areas by the continued enforcement of existing ordinances.
4. Support policies, programs and ordinances that will maintain the creeks and streams in the Town of Farmington as these features are recognized as important recreational resources.
5. Maintain existing regulations of private on-site sewer systems and private wells to protect the environment and future ground water supplies.
6. Work with the county in the implementation of storm water management plans to reduce runoff to surface waters.
7. Support the County's implementation of the La Crosse County Land and Water Resource Plan.
8. Support the County's efforts to monitor urban/rural wells and irrigation systems to ensure ground water levels and quality are not jeopardized

#### **Agricultural Lands**

Agriculture is a predominant land use in Farmington and is of vital importance to the lifestyle enjoyed by the town's residents. Historically, agriculture has played a key role in the development of the Town of Farmington and La Crosse County. The following excerpt from the La Crosse County, Farmland Preservation Plan, 1980 describes the agricultural history of La Crosse County.

"The county's economic base began with fur trading, but that moved west with the Indians. Lumbering was a significant industry until the 1900's. Agriculture in the valleys was always important. A farm report furnished by the County Clerk in 1881 shows a tabular statement of the acreage devoted to wheat, corn, oats, barley, rye, potatoes, apples, hops, tobacco, grass, and timber. Also included were the number of milk cows. It goes on to explain that ... a larger acreage has been sown to all types of grains except wheat, which has given place to corn, oats and barley. The fact that 10,000 acres less of wheat have been sowed, shows that a proper attention is being given to other crops mentioned and that stock raising is becoming a more profitable pursuit. The number of acres in grains, hops, cultivated grasses,

potatoes, roots, apples and tobacco in 1880 was 90,591. At the present time there are about 112,683 acres in cropland including acreage for corn, soybeans, oats, alfalfa, hay fruits and vegetables, and tobacco." Today, the agricultural crops most commonly grown in La Crosse County and the Town of Farmington are corn, soybeans, and alfalfa

### Agricultural Statistics

Table 13, Table 14, and Table 15 highlight agricultural information and land acreage and value trends for Farmington. Nearly 50% of the land in Farmington is classified as Agricultural, with a portion of that used for rental. Average prices for rent of non-irrigated cropland in La Crosse County in 2020 were \$139.00 per acre, \$1 above the State average of \$138.00 per acre. Average cash rent paid for pasture in La Crosse County in 2020 was \$28.50 per acre, below the State average of \$35.00 per acre. In 2019, the overall cost agricultural land averaged \$5,253 per acre in the Town. Based on Table 5.1, the number of farms in La Crosse County has decreased by 9.13%. This is more than the State average decline in farms of 7.11%. Though the number of farms has decreased, the overall market value of agricultural land has drastically increased in the County by 52.05%. This is far above the State average increase of 32.22%. The largest changes are in sizes of farms from larger farms (in acreage) to smaller farms.

**Table 13 La Crosse County Farmland**

	2012	2017	% Change 2012-2017
<b>Farms (#)</b>	734	667	-9.13
<b>Land in farms (acres)</b>	158,718	144,334	-9.06
<b>Estimated market value of land and buildings (\$)</b>	709,760	1,079,187	52.05
<b>Estimated market value of all machinery and equipment (\$)</b>	88,617	83,104	-6.22
<b>Farms by Size</b>			
<b>1 to 9 acres</b>	30	49	63.33
<b>10 to 49 acres</b>	147	150	2.04
<b>50 to 179 acres</b>	300	218	-27.33
<b>180 to 499 acres</b>	196	185	-5.61
<b>500 to 999 acres</b>	63	51	-19.05
<b>1,000 acres or more</b>	17	14	-17.65
<b>Total cropland</b>	671	575	-14.31
<b>Irrigated land (# of farms)</b>	20	26	30.00

Source: USDA Ag Census 2012, 2017

**Table 14 Assessed Acres by Property Class, Farmington**

Property Class	2010	2020
<b>Total Real Property</b>	40,764	39,253
<b>Agricultural</b>	19,913	17,751
<b>Agricultural Forest</b>	10,437	11,289

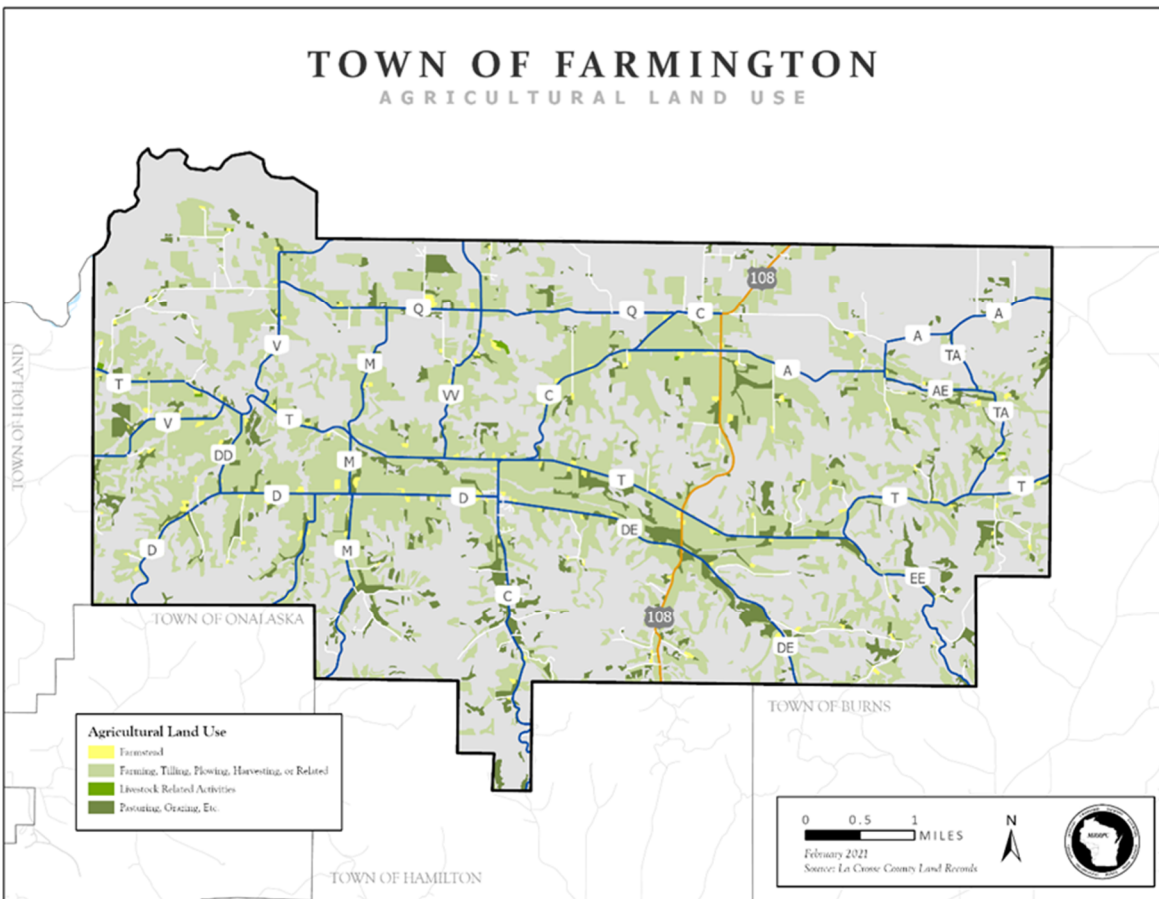
<b>Commercial</b>	36	84
<b>Forest</b>	5,209	4,871
<b>Manufacturing</b>	125	144
<b>Other</b>	426	438
<b>Residential</b>	1,519	1,573
<b>Undeveloped</b>	3,099	3,103

*Source: Wisconsin Department of Revenue, Department of Research and Statistics*

<b>Property Class</b>	<b>2000</b>	<b>2010</b>	<b>2020</b>
<b>(All)</b>	77,104,000	158,304,900	196,339,200
<b>Residential</b>	35,154,800	98,042,800	128,272,500
<b>Other</b>	11,726,900	17,690,800	23,503,000
<b>Commercial</b>	1,033,500	1,804,700	2,782,300
<b>Productive Forest Land</b>	21,147,600	15,627,000	13,457,200
<b>Agricultural Forest Land</b>	n/a	15,654,000	19,245,100
<b>Personal</b>	325,300	1,578,800	1,497,800
<b>Agricultural</b>	7,215,100	2,751,000	2,891,800
<b>Undeveloped</b>	237,600	2,761,500	2,868,000
<b>Manufacturing</b>	263,200	1,734,400	1,821,500

*Source: Wisconsin Department of Revenue, Department of Research and Statistics*

**Figure 10 Farmington Agricultural Land Use**



### Soils

The Town of Farmington has several predominate soil types. Some of the soils are highly productive yet not fit for residential use. Others are suitable for development but have low agricultural productivity. The Boone sand series is wide spread throughout the Town with heavy concentrations in the northeast and in German Valley primarily supporting woodlands. Boon Sand is ranked "Good to Fair" for septic use, and "Fair" for both basements and roads. The Gale series including both the Silt loam and the Hixton complex are wide spread throughout the Town with concentrations increasing in the south. The majority of this soil is wooded except in the south central open areas. Gales have "Fair to Severe" ranks for septic use, and "Fair" for basements and roads. In the north central area near German Valley, the Plainfield series is present. The Plainfield series provides "Good to Fair" septic systems, and is "Good" for both basements and roads. Rock and broken land in the Town is mostly wooded due to it's thin topsoil not being able to support other vegetation. This soil type increases as you move south. Poorly drained Alluvial soil is deposited along the Black River. It floods frequently and due to it's instability and has "Very Severe" rank for septic, basement, and road use. Hixton sandy loam is present in southern and eastern parts of the town. Hixton has "Good to Severe" soil for septic use, and "Good" ranks for both basements and

roads. The Lewis Valley soils have high agricultural potential. The soils in the valley include Arenzville which is common adjacent to larger streams, Richwood series which is productive if drained and well managed, and Toddville and Trempealeau silt loams which are also agriculturally rich soils. Toddville silts are the dominant soil for the unincorporated community of Mindoro. The Lewis Valley soils all have very gentle slopes of 3% or less.

### Soil Types

The following soils can be found within Farmington. More detailed information on these soil types can be found from the USDA Soil Survey.

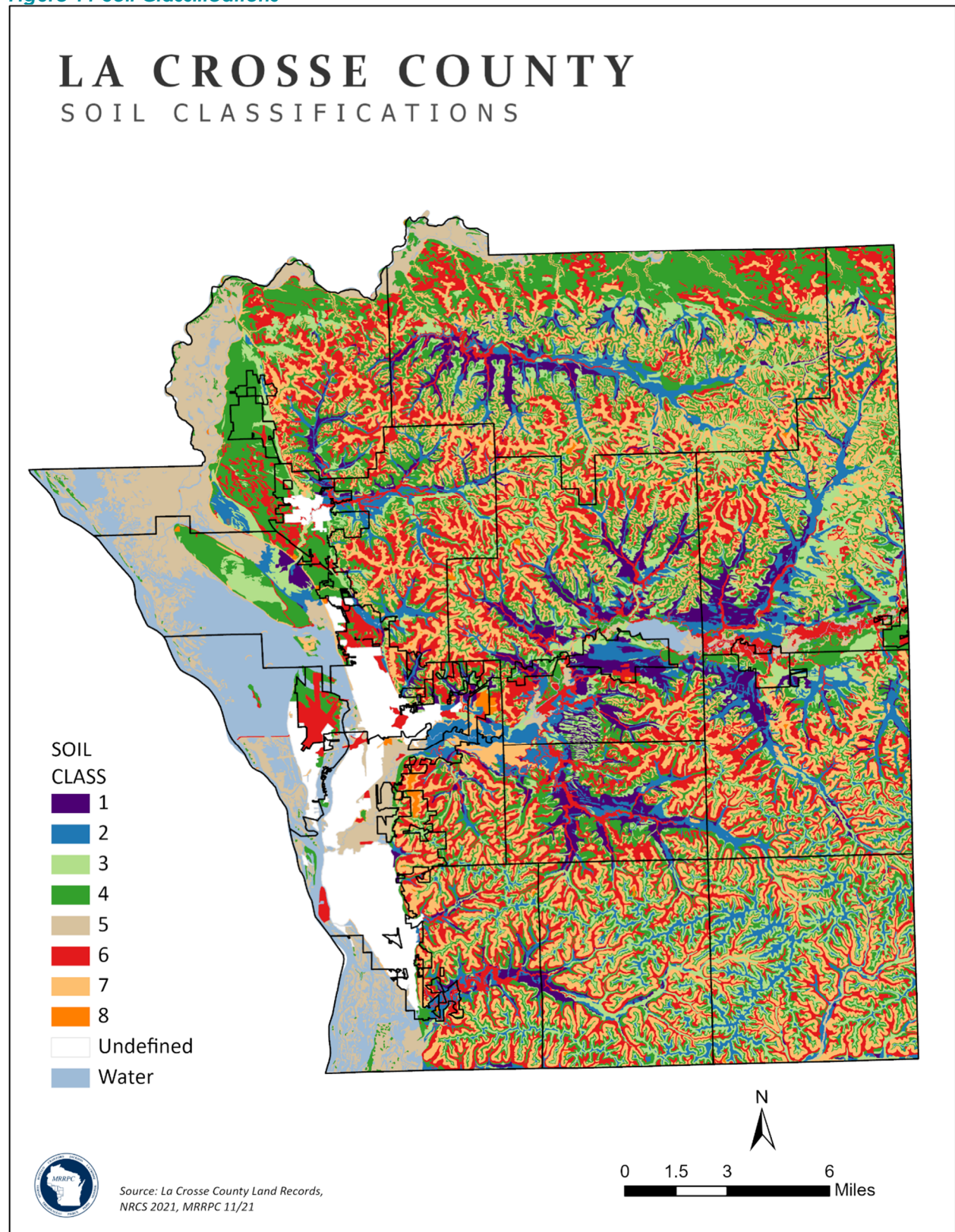
- |                        |                         |                                   |
|------------------------|-------------------------|-----------------------------------|
| • Palms muck           | • Raset sandy loam      | • Majik loamy fine sand           |
| • Timula silt loam     | • Merit silt loam       | • Newlang muck                    |
| • Seaton silt loam     | • Forkhorn sandy loam   | • Arezville silt loam             |
| • Churchtown silt loam | • Bilson sandy loam     | • Orion silt loam                 |
| • Barremills silt loam | • Merimod silt loam     | • Ettrick silt loam               |
| • Valton silt loam     | • Bilmod sandy loam     | • Scotah loamy fine sand          |
| • Lambeau silt loam    | • Hoop sandy loam       | • Absco loamy sand                |
| • Hixton silt loam     | • Brice loamy fine sand | • Kickapoo fine sandy loam        |
| • Elevasil sandy loam  | • Finchford loamy sand  | • Council fine sandy loam         |
| • Boone sand           | • Chelsea fine sand     | • Doreton complex                 |
| • Greenridge silt loam | • Plainfield loamy sand | • Gaphill-Rockbluff complex       |
| • Norden silt loam     | • Plainfield sand       | • Boone-Tarr sands                |
| • Ludington sand       | • Impact sand           | • Algansee-Kalmarville complex    |
| • Festina silt loam    | • Mindoro sand          | • Council-Elevasil-Norden complex |
| • Bearpen silt loam    | • Tarr sand             |                                   |
| • Medary silt loam     | • Gosil loamy sand      |                                   |
| • Toddville silt loam  | • Tint sand             |                                   |
| • Dakota silt loam     |                         |                                   |

### Soil Suitability

Soil suitability is a key factor in determining the best and most cost-effective locations for new development. Soil types and capability also help determine the viability of land for agricultural purposes. Figure 11 displays soil suitability classes for agriculture range from Class 1 to Class 8, with 1 being most suitable and 8 being the least suitable soils for agriculture.



Figure 11 Soil Classifications





**Table 15 La Crosse County Soil Classifications**

<b>Soil Classification</b>	<b>Acres</b>	<b>Description</b>
<b>Class 1</b>	7,697	Soils have slight limitations that restrict their use.
<b>Class 2</b>	35,921	Soils have moderate limitations that restrict the choice of plants or require moderate conservation practices.
<b>Class 3</b>	49,246	Soils have severe limitations that restrict the choice of plants or that require special conservation practices, or both.
<b>Class 4</b>	43,389	Soils have very severe limitations that restrict the choice of plants or that require very careful management, or both.
<b>Class 5</b>	0	Soils are subject to little or no erosion but have other limitations, impractical to remove, that restrict their use mainly to pasture, rangeland, forestland, or wildlife habitat.
<b>Class 6</b>	60,189	Soils have severe limitations that make them generally unsuitable for cultivation and that restrict their use mainly to pasture, rangeland, forestland, or wildlife habitat.
<b>Class 7</b>	74,261	Soils have very severe limitations that make them unsuitable for cultivation and that restrict their use mainly to grazing, forestland, or wildlife habitat.
<b>Class 8</b>	38	Soils and miscellaneous areas have limitations that preclude commercial plant production and that restrict their use to recreational purposes, wildlife habitat, watershed, or esthetic purposes.
<b>Water</b>	17,920	

Source: USDA Soil Survey 2017

### *Groundwater*

Western Wisconsin is fortunate to have a large supply of quality groundwater. Within the Town of Farmington most geological formations contain water. On ridge tops water can be obtained from dolomite while on the valley bottoms water can be obtained from the sandstone bedrock. Groundwater reservoirs are recharged by direct precipitation mainly in the form of heavy rainfall and melting snow. Generally, all ground water is free of bacteria and safe to drink. Water quality varies as “soft” water is available from the valley alluvium while the water is “hard” from the upland bedrock.

**Surface Water** There are numerous small streams and springs within the Town that all flow into one of the two major watersheds. There are no natural lakes within the Town.

**Topography and Watersheds** The landscape of the Town of Farmington can be characterized as steep sided valleys with rolling ridges. **INSERT** displays the slopes and undulating landscape in the Town of Farmington. Typical elevation ranges in the town range from approximately 1,240 feet above sea level on the ridge tops to 720 feet above sea level on the valley floors. The Town of Farmington's undulating landscape is drained by numerous streams, that make up the Black River Basin Watershed. Within the Black River Basin Watershed, two sub watersheds the Black River and Flemming Creek watersheds drain the Town of Farmington. Surface water from the Town ultimately flows into the Mississippi River.

**Woodlands** The Town of Farmington's landscape can be characterized by wooded ridges and farmed valley bottoms. Approximately 54 percent of the Town of Farmington is wooded. Private forestland makes up a large majority of Town of Farmington woodland. Numerous private landowners have enrolled forestland in the State Managed Forest Law (MFL) program administered by the Wisconsin Department of Natural Resources. The program is open to all landowners with 10 or more acres of contiguous acres of woodland. The program allows landowners to receive a tax decrease from the rate for recreational property in exchange the owners adopt a management plan for their woodland. Landowners have the option of enrolling in the program for either 25 or 50 years. In 2007, approximately 4,233 acres of private forest land were enrolled in the MFL in the Town of Farmington.

### *Floodplains/Wetlands*

Special Flood Hazard Areas inundated by a 100-year flood are located within the Town of Farmington along the entire length of Flemming Creek and along the Black River. Seven structures in the Town of Farmington have been designated in the FEMA 100 Year Flood Boundary adjacent to Flemming Creek in the La Crosse County Multi-hazard Mitigation Plan 2008-2012. The Mitigation Plan also identified 17 farm dams located in the Town of Farmington. Wetlands are an important resource as they act as natural pollution filters making lakes and streams cleaner. They are also valuable as groundwater discharge/recharge areas and help retain floodwaters. Wetlands make up a small portion of the land area in the Town of Farmington due to the narrow stream valleys and rolling terrain. The majority of wetlands can be found along the Black River in the northwest area of the Town. Wetlands are also present along Flemming Creek near the unincorporated community of Stevenstown.

### *Open Space*

Open spaces are one of the Town of Farmington's greatest attributes. Over 87% of the town's landscape is made up of forested or agricultural lands. The largest populated area in the Town of Farmington is within the unincorporated community of Mindoro.

### *Wildlife, Rare, Threatened, and Endangered*

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There are 6 species in La Crosse County that are currently endangered or threatened. These species include mammals, birds, reptiles, mussels, and insects. Over the last few decades, the communities within the County have experienced changes in the composition of their animal and plant life. Historically most changes occurred through human encroachment and consequent disturbance to the wildlife and its habitat. Land uses that have drastically altered the natural environment such as the cutting of forests, wetland drainage, agriculture, and increased urbanization have resulted in the reduction of the quantity and quality of habitat for many species. This reduction in habitat has also resulted in the near extirpation of some species.

The U.S. government, to protect biological resources, enacted the Endangered Species Act (ESA) of 1973. The Act essentially prohibits the taking of a threatened or endangered species or its habitat. Wisconsin, in accordance with the ESA, has developed the Wisconsin Natural Heritage Working Lists. The Wisconsin Natural Heritage Working Lists contains species known or suspected to be rare in the state. The list and a map depicting the general location of these rare species can be viewed on the DNR website.

**Table 16 La Crosse County Endangered Species**

Scientific Name	Common Name	Status
<b>Mammals</b>		
<b>Myotis septentrionalis</b>	Northern long-eared bat	Threatened
<b>Birds</b>		
<b>Grus americanus</b>	Whooping crane	Experimental population
<b>Reptile</b>		
<b>Sistrurus catenatus</b>	Eastern massasauga	Threatened
<b>Mussels</b>		
<b>Lampsilis higginsii</b>	Higgins eye pearlymussel	Endangered
<b>Plethobasus cyphus</b>	Sheepnose	Endangered
<b>Insects</b>		
<b>Bombus affinis</b>	Rusty patched bumble bee	Endangered

Source: US Fish and Wildlife Service, 2019

### **Non-Metallic Mineral Resources**

Non-metallic mineral resources available for excavation mainly consist of sand, gravel and stone. There are three active non-metallic mineral sites (quarries/pits) exist in the Town of Farmington. There are quarries located in Town 18N Range 6W in Section 33 and Town 18N Range 5W in Section 33 operated by Kramer and Milestone Materials. A sand pit is also located in Town 18N Range 6W in Section 5 north of County Road Q. Wildlife Resources The agricultural fields, scattered forestlands, and spring fed streams provide excellent habitat for wildlife. Whitetailed deer and eastern wild turkeys are abundant in the town. Squirrels, rabbits, pheasants, ruffed grouse, raccoons and a wide variety of songbirds make their home in the Town of Farmington. The spring fed streams have a plentiful supply of brown and brook trout. Air Quality The Town of Farmington has a total population of less than 2,000 people and limited industrial businesses. Therefore, air quality in the Town is excellent. Potential threats to air quality in the future that will have to be continually evaluated include unregulated outdoor burning and land uses in neighboring urban municipalities.

### **Stream/Environmental Corridors**

As previously discussed the Town of Farmington is approximately 98% forested/agricultural/open land. The majority of drainage for the town goes into Black River Basin watershed, which is comprised of approximately six additional smaller watersheds two of which are located in the Town of Farmington. The stream corridors that make up the watersheds are also characterized as the environmental corridors as they consist of the majority of floodplains and wetlands in the Town. Flemming Creek is the largest stream in the Town of Farmington and travels east to west across the Town. Threatened and Endangered Species Wisconsin in accordance with the Federal Endangered Species Act (ESA) has developed the Wisconsin Natural Heritage Working Lists. The Wisconsin Natural Heritage Working Lists contains species known or suspected to be rare in the state. They include species legally designated as "Endangered" (in danger of being extirpated from all or a portion of its range) and "Threatened" (the Wisconsin portion of the species population is either on the verge of extirpation or is a relic population). Within La Crosse County there are 22 species listed as "Endangered" and 29 that are listed as "Threatened." Examples of the "Endangered" species present in La Crosse County are the Snowy Egret, Crystal Darter, Ebony Shell Mussel and the Carolina Anemone (plant). Cultural Resources Archeological and Historic Resources A search of the Wisconsin National Register of Historic Places revealed 52 registered buildings or sites in La Crosse County. The register included historic houses, churches, mounds, historic camps and burial sites. Two sites the Bell Coulee Shelter and the Mindoro Cut in the Town of Farmington have been registered on the Wisconsin National Register of Historic Places. The location of the Bell Coulee Shelter is restricted as it is a prehistoric camp or village site.

Wisconsin's Architecture and History Inventory (AHI) was searched and 55 structures/objects in the Town of Farmington were in the inventory. The AHI contains data on buildings, structures and objects that illustrate Wisconsin's history. The AHI documents a wide range of historic properties such as the round barns, log houses, metal truss bridges, small town commercial buildings, and historic houses. It is a permanent record maintained by the Wisconsin Historical Society. Included in the inventory are the Christ Evangelical Lutheran Church, Presbyterian Church, Lewis Valley Lutheran Church Cemetery, Farmington Cemetery, Black Oak Cemetery, Wet Coulee Cemetery, Burr Oak Cemetery, Burr Oak Evangelical Lutheran School, Bell Coulee School, Browns Valley School, a deck truss bridge, two commercial buildings, an outbuilding, and several farmsteads, agricultural complexes and houses. Recreational Resources Numerous recreational resources are available in the Town of Farmington. The Town maintains two recreation areas, the ball fields behind Mindoro School and the Old Brown Valley School community center. The Town is also home to a county park, the 114 acre Mindoro County Park, the Bice Forest a county forest preserve, and the Hoeth Forest. Camp Ehawee Girl Scout Camp, a 214 acre private facility used of girl scouts and other specified groups is located in the Town. Classed trout streams in the town offer great fishing and the public road system provides residents and visitors with excellent biking and pedestrian activities. Also located in the Town is the North Bend Bottoms Wildlife Area, most of which is located in Jackson County. The Black River also flows east to west through the town offering numerous recreation opportunities. The Town of Farmington is home to numerous recreational clubs and businesses such as the Coulee Archers and the Mindoro Lions Club. Table 17 inventories and shows the location of the Town's natural, cultural and recreation resources.

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**Table 17 Natural, Cultural, Recreational Resources**

<b>Name of Site or Facility</b>	<b>Type</b>	<b>Size (Acres)</b>	<b>Features</b>
Mindoro Cut	Historical Marker	n/a	Historical Marker
North Bend Bottoms	Wildlife Area/Open Space	32	Hunting and Hiking
Mindoro County Park	Community Park	114	Walking, hiking, photography, birdwatching, wildlife viewing Wildlife habitat, nature study retreat, and traditional park. Ball diamond, electrical service, well, playground, pit toilets, picnic area
Bice Forest	County Forest Preserve	462	Walking, hiking, photography, birdwatching, wildlife viewing 10 miles of hiking trails and old logging trails
Hoeth Forest	Open Space	461	
Battlefields behind Mindoro School	Neighborhood park	n/a	Lighted ball fields
Old Brown Valley School	Community Center	1	Picnicking One pit toilet, playground equipment, recreation center
Melrose-Mindoro School	School	3	Open Space
Camp Ehawee Girl Scout Camp	Private Campground	214	Camp equipped with 2 lodges (bunkhouse, kitchen, showers, fireplace); swimming pool, amphitheater, canoe landing, hiking, dining hall, ball diamond and recreation field, camping areas with fire pits and wooden platforms for tents
Coulee Archers		40	Archery range, clubhouse, meeting room
Mindoro Lions Park	Neighborhood park	n/a	Tractor pull track, restrooms, bleachers, picnic tables, shelter, kitchen
Black River	River	n/a	Fishing, canoeing, paddling
Burr Oak Creek	Creek	n/a	Fishing Class III Trout Stream

Creamery Creek	Creek	n/a	Fishing Class III Trout Stream
Davis Creek	Creek	n/a	Fishing Class II Trout Stream

# ECONOMIC DEVELOPMENT

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The economic development element includes goals, objectives, and actions to help guide the development of economic resources within Farmington. This element also includes an assessment of local strengths and weaknesses with respect to attracting and retaining businesses. Highlights include:

- Sustain and expand existing agricultural and affiliated businesses
- Encourage and assisting local businesses to grow
- Promote rural and home-based businesses (and work-from-home) in the Farmington.

## GOAL 1

Sustain existing agricultural businesses and encourage alternative agriculture businesses in the Town (farmers market, value added ag., etc.)

### GOAL 1 OBJECTIVES AND ACTIONS

1. Promote and Enhance Productive Agriculture The Town of Farmington is a rural town and agriculture related businesses (animal agriculture, cash cropping, etc.) have been the backbone of the local economy. Residents during the planning process have indicated that they wish for the town to remain rural and that agriculture remain a vital part of the local economy.
2. As part of the Comprehensive planning process and future updates, it is recommended that town utilize the Exclusive Agriculture land use designation within the land use plan to preserve and enhance forests and agriculture lands.
3. Support various forms of agriculture such as organic agriculture, orchards, vineyards, value added agriculture, etc. as a way of providing more agricultural opportunities in the local economy.
4. Evaluate La Crosse County's proposed voluntary Purchase of Development Rights Program and determine if it would benefit the Town of Farmington and preserve productive agricultural lands.

## GOAL 2

Encourage and assist existing local businesses to grow.

### GOAL 2 OBJECTIVES AND ACTIONS

1. Survey responses indicated residents are open to a wide variety of new business sectors to locate and grow in the Town of Farmington. The development of a land use map that provides locations for businesses to grow and expand is very important to meeting existing and future business needs. It is recommended that the locations identified in the Land Use Element for business growth remain business designations even though from time to time alternative uses will be proposed for the locations.
2. Agriculture businesses have located in the Town of Farmington and it is recommended that conditions be maintained that support these business operations and the expansion of such uses. The designation of a business/industrial park in the Town of Farmington is important. It is also important to understand that a primary reason for the designation of a business/industrial park in the unincorporated community of Mindoro was to provide locations for agriculture related businesses to locate and/or expand.
3. In the development of the business/industrial park it is recommended that the Town Board work with La Crosse County and consider options to facilitate development such as exploring a Town Tax Incremental Financing District for an agricultural project.
4. It is recommended that the Town of Farmington work with local business organizations (La Crosse Area Development Corporation, Etc.) to promote business sites in the Town of Farmington and assist existing businesses in the Town of Farmington.

5. Continue to monitor County, Regional and State programs that promote the desired businesses identified during the planning process by town residents.

### **GOAL 3**

Promote rural and home-based businesses (and work-from-home) in the Farmington.

#### **GOAL 3 OBJECTIVES AND ACTIONS**

1. Home/Small Businesses Home/small businesses were also identified during the planning process as being important to the town's rural lifestyle. Home/small businesses being described as small home offices, craft outlets, repair businesses, etc. Generally, these businesses can be described as family operated, one to five employees and having a limited visual impact on the community
2. As a result of COVID, many local employers have transitioned to a permanent work-from-home environment, a significant benefit to residents in rural areas like Farmington.
3. Recommend to the La Crosse County Zoning Department that when revising the comprehensive zoning ordinance agricultural districts that home/small businesses be defined and considered as conditional uses in the agricultural districts.
4. Continue to support county and state recreational facilities in the Town of Farmington as a means to provide recreational opportunities for visitors and tourists.
5. Promote Passive Tourism and Recreation Recreational uses and tourism were also identified during the planning process as opportunities to enhance the local economy. Passive recreation and tourism uses (fishing, sight seeing, biking, etc.) that will not detract from the rural qualities of the town would be the most desired uses. It is important that the town maintain the qualities that people are attracted to (scenery, rural atmosphere, etc.) for such uses to flourish.
6. As part of the Comprehensive planning process and future updates, it is recommended that the town develop and implement a land use plan that enhances the rural landscape, therefore, preserving recreational and tourism opportunities in the Town.
7. Encourage and support work-from-home culture, and work to provide infrastructure and incentivize residents who are based in a remote work environment.

### **GOAL 4**

Focus industrial, commercial, and retail businesses to the unincorporated community of Mindoro.

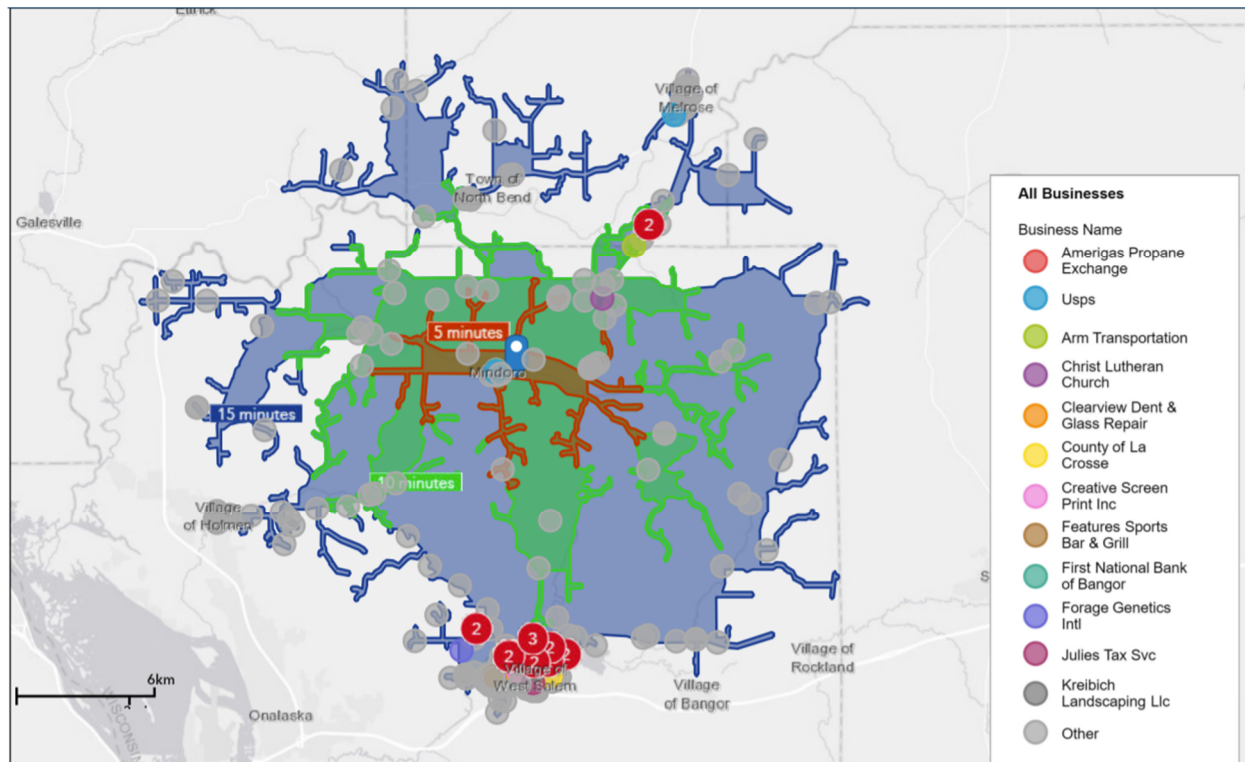
#### **GOAL 4 OBJECTIVES AND ACTIONS**

1. The Town of Farmington is fortunate from an economic development standpoint that the unincorporated community of Mindoro has a public sewer and water system. Discussions during the planning process recommended designating within the Mindoro sanitary district for future commercial/industrial development. Such development is recommended in these areas (identified in the Land Use Element) as such uses would have direct access to the transportation facilities and would have a minimal impact on Town facilities as access would be via County and State Roads
2. It is recommended that proposed industrial and commercial development proposed uses be reviewed to ensure they are sensitive to the local environment and do not jeopardize the Town's natural resources.
3. Consistent with the Land Use Element, it is recommended that a business district be designated and developed in the unincorporated community of Mindoro. Having a focal point for the community of Mindoro will help existing businesses and potentially stimulate additional businesses to locate in the main street area.



Farmington is a rural area, but is within the labor shed of multiple regional markets. Over 400 businesses are within a 15-minute drive of Farmington. This represents 4,000 jobs and \$61 million in total sales, based on recent statistics (Figure 12).

**Figure 12 Businesses in Farmington Area**



### Income Levels

Table 18 depicts three measures of income for the Town and surrounding communities.

- Per Capita Income is the total income of the area divided by the total population.
- Median Household Income considers income for all people who occupy a housing unit- related or not.
- Scaled income levels based on per household income

Per capita income in Farmington is similar to surrounding communities and higher than County levels. Median household income (\$69,878) is significantly higher than the county and Village of West Salem, and lower than the Village of Holmen.

**Table 18 Income Levels**

	Per Capita Income	Median Household Income	Under \$50k	\$50k-\$100k	\$100k-\$200k	Over \$200k
<b>Town of Farmington</b>	\$31,528	\$69,878	28%	44%	24%	4%
<b>Village of Holmen</b>	\$32,671	\$76,972	30%	35%	30%	5%
<b>Village of West Salem</b>	\$29,642	61,057	39%	32%	26%	4%

La Crosse County	\$30,620	\$57,554	41%	36%	19%	4%
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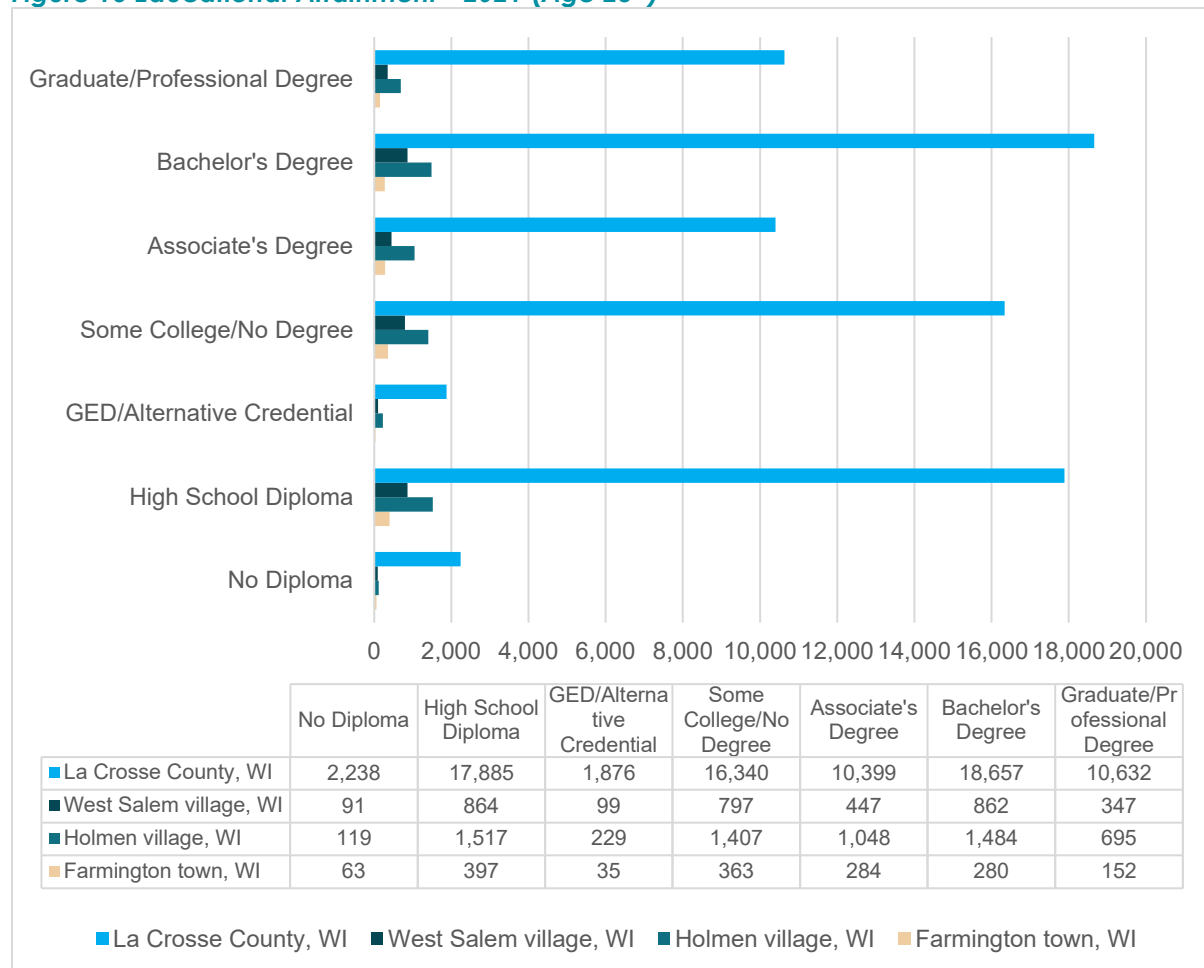
Source: ESRI/ACS

*Educational Attainment*

Based on the figure below (

Figure 13), 45% of Farmington residents have an Associate Degree or higher, while 25% have a High School Diploma, and 23% have some college education. At the County level, approximately 50% have an Associate's Degree or higher, and 22% of residents have a High School Diploma. 21% of residents have some college education.

**Figure 13 Educational Attainment - 2021 (Age 25+)**



### Employment Characteristics

As shown in Table 19, the top 5 industries for Farmington residents are: Healthcare, retail, manufacturing, construction, and educational services.

**Table 19 2019 Industry Employment**

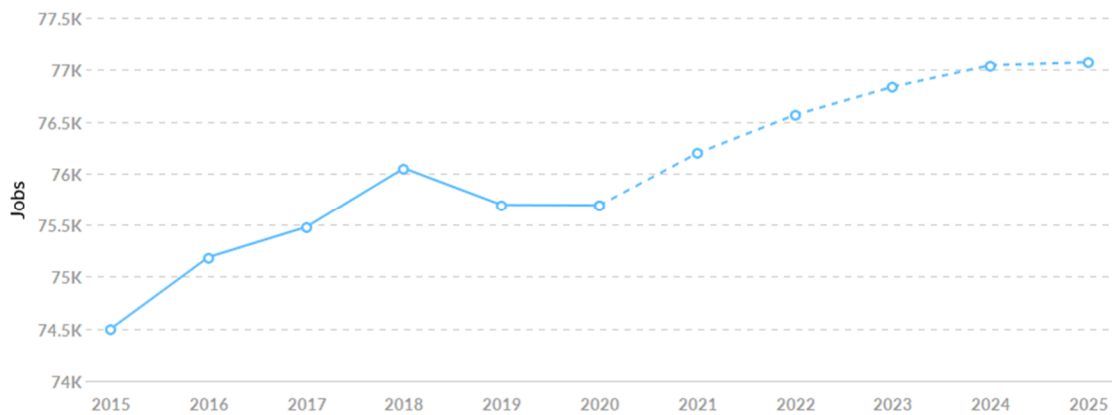
<b>Health Care</b>	<b>19%</b>
<b>Retail Trade</b>	<b>16%</b>
<b>Manufacturing</b>	<b>15%</b>
<b>Construction</b>	<b>13%</b>
<b>Educational Services</b>	<b>9%</b>
<b>All Others</b>	<b>29%</b>

Esri, ACS 2021

### Employment Forecasts

From 2015 to 2020, jobs increased by 1.6% in La Crosse County, WI from 74,498 to 75,690. This change fell short of the national growth rate of 6.2%, a -4.6% disparity. Figure 14 below shows a projected increase in jobs from 2020 to 2025 in La Crosse County.

**Figure 14 Job Projections - La Crosse County**



Source: BLS's Occupational Employment Statistics (OES), Emsi Q4 2020 Data Set

### Participation in Labor Force

Nearly 70 percent of the La Crosse County population over 16 years old is involved in the work force. Of those that are active in the labor force, 9.8 percent are currently without a job.

Industry	2015 Jobs	2020 Jobs	Change in Jobs	% Change in Jobs	2020 Earnings Per Worker
Utilities	368	442	74	20%	\$130,670
Management of Companies and Enterprises	1,699	1,387	-312	-18%	\$82,175
Information	928	878	-50	-5%	\$81,098
Professional, Scientific, and Technical Services	1,915	2,136	221	12%	\$79,945
Finance and Insurance	3,178	3,543	365	11%	\$78,408
Health Care and Social Assistance	14,306	15,098	792	6%	\$72,241
Wholesale Trade	3,511	3,451	-60	-2%	\$70,930
Transportation and Warehousing	2,570	2,861	291	11%	\$70,446
Construction	3,035	3,159	124	4%	\$67,024
Government	9,864	9,353	-511	-5%	\$64,479
Manufacturing	7,784	8,107	323	4%	\$63,711
Real Estate and Rental and Leasing	813	799	-14	-2%	\$49,040

<b>Administrative and Support and Waste Management and Remediation Services</b>	2,724	2,419	-305	-11%	\$41,483
<b>Agriculture, Forestry, Fishing and Hunting</b>	144	115	-29	-20%	\$36,894
<b>Educational Services</b>	1,757	1,825	68	4%	\$33,303
<b>Retail Trade</b>	8,366	8,069	-297	-4%	\$32,218
<b>Other Services (except Public Administration)</b>	3,677	4,131	454	12%	\$29,432
<b>Arts, Entertainment, and Recreation</b>	1,033	1,185	152	15%	\$23,136
<b>Accommodation and Food Services</b>	6,814	6,728	-86	-1%	\$18,065

Source: Bureau of Labor Statistics' Quarterly Census of Employment and Wages (QCEW) 2020

### Economic Base

When considering economic base, it is important to look at regional economic drivers. Table 20 lists the top fifteen employers for La Crosse County in 2021.

**Table 20 Top Employers in La Crosse County**

Company	Number of Workers
Kwik Trip Inc.	1,000+
Gundersen Health System	1,000+
Mayo Clinic Health System	1,000+
Trane Inc.	1,000+
Reinhart Food Service	1,000+
Rottinghaus Company	1,000+
University of Wisconsin-La Crosse	1,000+
Dairyland Power Cooperative	500-999
Bethany St. Joseph	500-999
Logistics Health, Inc.	500-999
City Brewery	500-999
School District of La Crosse	500-999
Western Technical College	500-999
Walmart	500-999
JF Brennan Company Inc.	500-999

Source: Data Axle Reference Solution 2021, EMSI 2021

### Commercial and Industrial Building Trends

The table below outlines where the industrial and business parks are located in La Crosse County. The table also provides the size of the parks and land availability as of 2020. There are currently no industrial parks located in Farmington. The nearby Village of Holmen has 113 acres of land available for commercial and light industrial use.

County	Community	Name of Site	Date	# of Acres	Acres Sold	Acres for Sale	Zoning	Utilities to Site	Year Utilities Installed
La Crosse	V Bangor	Bangor Indus. Park	2003	80	15	65	Industrial	No	
La Crosse	V Holmen	Holmen Indus. Park	1975	50	50	0	Industrial	Yes	1975
La Crosse	V Holmen	N Star Bus. Park	1997	21.5	21.5	0	Commercial	Yes	1997
La Crosse	V Holmen	Holmen Bus. Park	2000	7	7	0	Commercial	Yes	2000
La Crosse	V Holmen	Cedar Crossing Ind. Park	1991	25	20	5	Commercial	Yes	1991
La Crosse	V Holmen	McGilvray Park	2017	30	5	25	Commercial	Yes	2017
La Crosse	V Holmen	Kings Bluff Business	2018	25	10	15	Light Industrial	Yes	2018

		Park Phase 1							
<b>La Crosse</b>	V Holmen	Bluffview Business Park Phase 1	2019	40	12	28	Light Industrial	Yes	2019
<b>La Crosse</b>	V Holmen	Bluffview Business Park Phase 2	2020	15	10	5	Commercial	Yes	2020
<b>La Crosse</b>	V Holmen	Hawkeye Business Park	2020	40	5	35	Commercial	Yes	2020
<b>La Crosse</b>	C La Crosse	Airport Indus. Park	1988	98	98	0	Industrial	Yes	1988
<b>La Crosse</b>	C La Crosse	Airport Interstate Park	1984	32	32	0	Industrial	Yes	1984
<b>La Crosse</b>	C La Crosse	Interstate Indus. Park	1970	92	92	0	Industrial	Yes	1970-83
<b>La Crosse</b>	C La Crosse	Int'l Business Park	1998	77.8	41.67	36.13	Industrial	Yes	1998-99
<b>La Crosse</b>	C Onalaska	Valley Vue Bus. Park	1985	0.69	0	.69	Reg. Business	Yes	1985
<b>La Crosse</b>	C Onalaska	Elmwood Bus. Ctr.	1992	15.86	0.69	15.17	Reg. Business	Yes	1992
<b>La Crosse</b>	V West Salem	W. Salem Indus. Park	1972	60	60	0	Lt Indus.	Yes	1972
<b>La Crosse</b>	V West Salem	Lakeview Indus. Park	1997	160	75	85	Industrial	Planned	2000-01

Source: Mississippi River Regional Planning Commission 2020



### **Environmentally Contaminated Sites**

The Comprehensive Planning Law requires communities to evaluate and promote the use of environmentally contaminated sites for commercial or industrial uses. The Wisconsin Department of Natural Resources (DNR) Environmental Remediation and Redevelopment Program maintains a list of contaminated sites, or brownfields. The DNR identifies brownfields as "abandoned or under-utilized commercial or industrial properties where expansion or redevelopment is hindered by real or perceived contamination."

As of January 2020, seven sites in the Town were listed on the Bureau for Remediation and Redevelopment Trading System (BRRTS). One site listed on the BRRTS, located at N8723 Hanson Road was listed with a No Action Required status, which means that there was, or may have been, a discharge to the environment. Based on the known information, the DNR has determined the responsible party does not need to undertake an investigation or cleanup in response to that discharge. Five sites are closed spill sites, one was located at USH 53, and four at N7814 Bluffview Court. One additional site is a closed case of a leaking underground storage tank (LUST) at W7110 Wolfe Rd. A LUST site has contaminated soil and/or groundwater with petroleum, which includes toxic and cancer causing substances. However, given time, petroleum contamination naturally breaks down in the environment (biodegradation).

### **Employment Projections**

The State of Wisconsin's Department of Workforce Development's "La Crosse County Workforce Profile" provides insight into the regional employment forecast for the County. This section illustrates employment forecasts for the La Crosse County area. Table 21 lists the top 10 occupations experiencing the fastest growth rates and the most job openings in La Crosse County. Many of the fastest growing occupations fall into either the Architecture and Engineering, Computer and Mathematical, and Personal Care Service categories, followed by Business and Financial Operations.

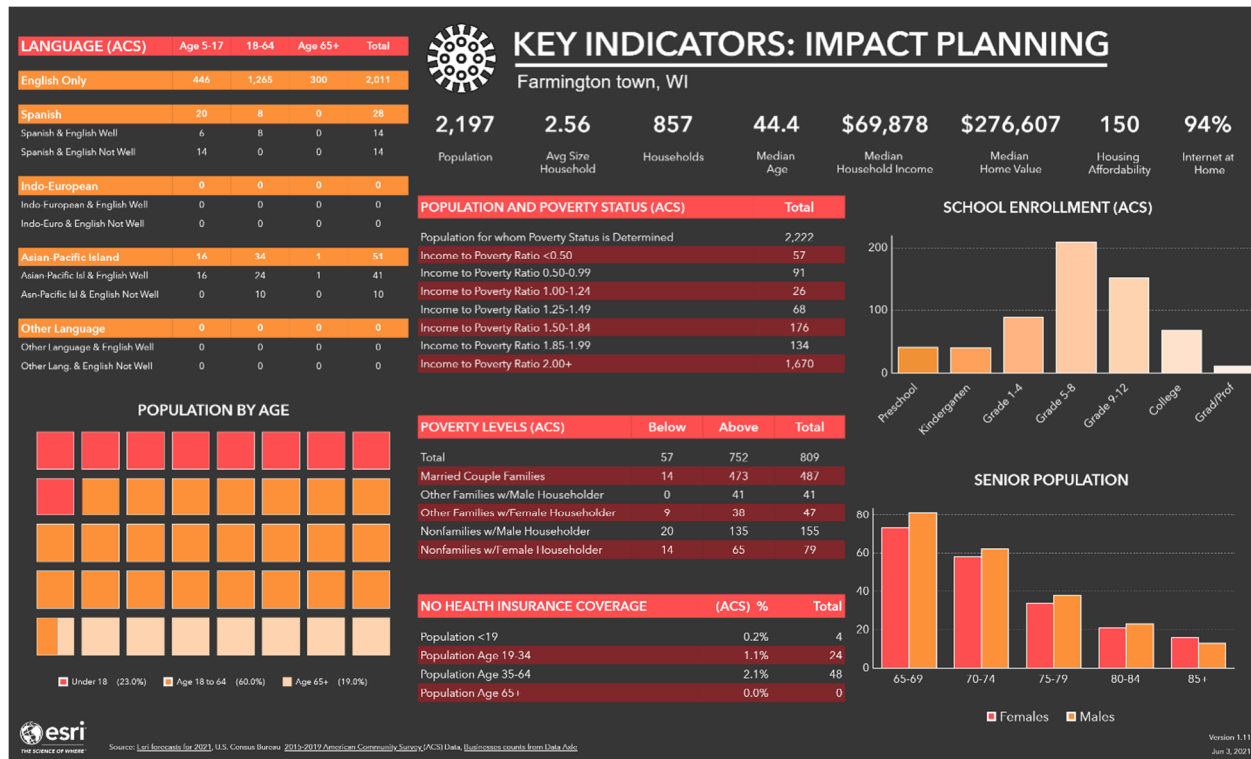
**Table 21 Growing Occupations in La Crosse County**

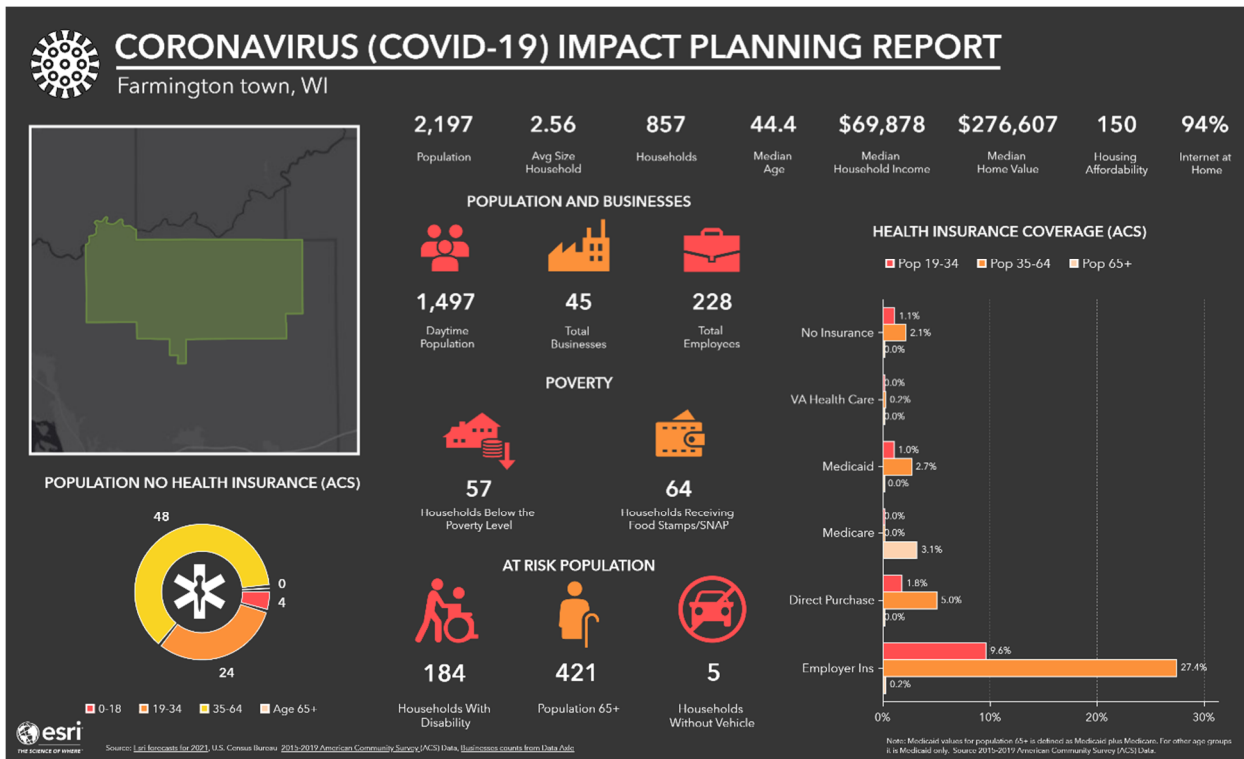
<b>Occupation</b>	<b>Change in Jobs 2015-2020</b>	<b>% Change in Jobs 2015-2020</b>
<b>Production</b>	767	14%
<b>Educational Instruction and Library</b>	473	11%
<b>Business and Financial Operations</b>	366	14%
<b>Personal Care and Service</b>	298	15%
<b>Healthcare Support</b>	295	8%
<b>Computer and Mathematical</b>	251	19%
<b>Management</b>	181	6%
<b>Architecture and Engineering</b>	180	21%
<b>Construction and Extraction</b>	137	5%
<b>Healthcare Practitioners and Technical</b>	76	1%
<i>Source: Wisconsin Department of Workforce Development, Bureau of Workforce Information, Emsi Report 2020</i>		

## Coronavirus Impact Planning

In addition to its impact on public health, coronavirus disease 2019 (COVID-19) has caused a major economic shock. The nation has experienced the highest rates of unemployment since the Great Depression. La Crosse County had its highest unemployment rate in April 2020 at 12.3% while the State was at 13.6%.

Farmington is home to 45 businesses employing 1497 individuals. Important Coronavirus impact planning issues are shown in the following graphics:





Various organizations have created grants and programs for Coronavirus Aid, Relief, and Economic Security (CARES Act Funding). These organizations include but are not limited to:

- Coulee Cap
- Hmong Wisconsin Chamber of Commerce
- U.S. Department of Agriculture – Rural Development
- U.S. Economic Development Organization
- U.S. Small Business Administration
- Wisconsin Economic Development Organization
- Wisconsin Small Business Development Center
- Wisconsin Women's Business Initiative Corporation

### *Strengths and Weaknesses for Fostering Economic Growth*

Fostering economic development is always challenging to rural towns due to lack of public sewer and water facilities and minimal institutional economic development resources. Farmington has these same deficiencies but is at an advantage as the Town is located near the regional business center (La Crosse).

It is important to view economic development in a larger or more regional context. The 2008 La Crosse County Comprehensive Plan identified the following strengths and weaknesses of the La Crosse economy:

#### *Strengths*

- Regional center
- Access to multiple transportation modes
- Low unemployment rate
- Great natural amenities
- Available land and building space
- High quality of life

- Educated and diverse workforce
- Topography and geography of the area
- Higher education opportunities
- Healthcare and medical facilities options
- Strong, diverse manufacturing base
- Diversity
- Regional economic base separate from larger population centers (Twin Cities, Milwaukee, Madison)

#### *Weaknesses*

- Lack of cooperation between communities
- Infrastructure limitations
- Isolation from larger population centers (Twin Cities, Milwaukee, Madison)
- Topography and geography of the area
- Per capita income below the State average
- Property tax system encourages sprawl

#### *County, Regional, and State Economic Development Programs*

Numerous county, regional, and state economic development programs apply to the Farmington. The following is a list of selected programs that could be beneficial to economic development in Farmington.

#### *County Programs*

- La Crosse Business Fund

#### *Regional Programs*

- Western Wisconsin Technology Zone
- Federal Economic Development Administration (EDA) programs administered through Mississippi River Regional Planning Commission (ex. Public Works and Economic Development Programs, Economic Adjustment Program, etc.)

#### *State Programs*

- Coronavirus Aid, Relief, and Economic Security Act (CARES) Funding
  - Wisconsin Department of Transportation Local Transportation Enhancements Program (TE)
  - Wisconsin Department of Transportation Local Transportation Economic Assistance Program (TEA)
  - Value Added Dairy Initiative (Grow Wisconsin)
  - Wisconsin Department of Commerce Enterprise Development Zone Program
  - Wisconsin Department of Commerce Rural Economic Development Program
  - Wisconsin Department of Commerce Entrepreneurial training Grant
  - Wisconsin Economic Development Corporation (WEDC) Programs (Business Attraction, Export, Entrepreneur, etc.)
-

# INTERGOVERNMENTAL COOPERATION

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This element of the Comprehensive Plan analyzes the relationship of Farmington in terms of planning and decision making to adjacent local governmental units and quasi-public, regional, state, and federal governmental entities. It provides goals, objectives, and actions to increase intergovernmental cooperation and involvement. A description of the relationship between Farmington and other local, regional, and state entities resides in this section.

<b>GOAL 1</b>
Explore efficiencies of shared services between local units of government and agencies
<b>GOAL 1 OBJECTIVES AND ACTIONS</b>
<ol style="list-style-type: none"><li>1. The need for a larger public library in the Town of Farmington was previously identified by residents as important. It is recommended that efforts to monitor library space be continued and cooperation be maintained with school district and local units of government</li><li>2. Utilize the La Crosse County Planning Departments website capabilities/links to provide information regarding the Town of Farmington to interested residents and neighboring municipalities.</li><li>3. Review and evaluate neighboring towns comprehensive plans. It is recommended that the Town of Farmington reviews and evaluates the comprehensive plans of neighboring governmental units as they are developed or revised in order to identify areas of potential conflict and/or coordination opportunities.</li><li>4. Explore joint purchases and sharing of materials/equipment with neighboring towns to provide community services in the most efficient manner possible.</li><li>5. Continue to remain active in the La Crosse County Comprehensive Planning process. It is recommended that the Town of Farmington reviews and evaluates the La Crosse County Comprehensive Plan as adopted and revised in order to identify areas of potential conflict and/or coordination opportunities.</li><li>6. Strive to maintain an open dialogue with school districts serving the Town of Farmington in order to evaluate the school districts facility/educational needs.</li><li>7. Support county and regional economic development efforts to improve the local economy by increasing the number of employment opportunities and tax base.</li><li>8. Continued participation in the Wisconsin Department of Transportations WISLR program will ensure future state funding and assist in identifying budgeting efficiencies.</li><li>9. Continue to be an active member of the La Crosse County Towns Association. Attending meetings of the La Crosse County Towns Association is important to the Town of Farmington in maintaining open dialogue with its neighboring towns and county agencies. Membership in this association and meeting attendance will be important in identifying and resolving any conflicts that may arise with neighboring towns by providing a forum for communication. Therefore, the plan recommends the Town Board continued attendance at Towns Association meetings.</li></ol>
<b>GOAL 2</b>
<ul style="list-style-type: none"><li>o Evaluate emergency services provided to the Town by La Crosse County and other emergency service providers.</li></ul>

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### GOAL 2 OBJECTIVES AND ACTIONS

Work with the County Sheriff's department to continue and enhance police protection in the Town of Farmington. An issue raised during the planning process were the number of patrols in the Town of Farmington and the need for a larger police presence (response times were identified as a concern). It is recommended that a satellite office for law enforcement be explored in an effort to meet the needs of local residents.

Maintain the existing fire department and existing cooperative agreements

### GOAL 3

Evaluate and maintain La Crosse County administration of land management ordinances in the Town of Farmington.

### GOAL 3 OBJECTIVES AND ACTIONS

1. It is recommended that the Town of Farmington remain under county comprehensive zoning as a means to maintain cost efficiency in the administration of ordinances. The La Crosse County Comprehensive Plan will be complete in 2022, and the Township will review any significant changes and amend the Farmington Comprehensive Plan as necessary.
2. An issue brought up during the planning process was property maintenance and existing ordinances. It is recommended by the Town of Farmington that La Crosse County evaluate their junk and property maintenance regulations and enforcement procedures to ensure compliance by all residents.
3. It is recommended that the Town of Farmington be an active participant in the revision of the La Crosse County Zoning Ordinance as it is the primary implementation tool for the Town of Farmington Comprehensive Plan.
4. It is recommended that the Township and County explore opportunities to better stay abreast of mutual land use concerns and engaged on important topics throughout the County.

The Town of Farmington, located in La Crosse County and as previously described is bordered on the north by the Jackson, Monroe, and Trempealeau Counties, on the south by the Town of Hamilton and the Town of Onalaska, on the east by the Town of Burns, and on the west by the Town of Holland. The school districts of West Salem, Holmen, Melrose Mindoro, and Bangor serve the residents of the Town of Farmington. The Town historically has maintained positive relationships with its neighboring municipalities and jurisdictions.

State and Federal Agencies

#### *Wisconsin Department of Natural Resources (WDNR)*

The Town of Farmington has little contact with the WDNR. The WDNR does have jurisdiction over the waterways in the Town of Farmington and maintains floodplain regulations that are enforced through the County Zoning Office. No intergovernmental conflicts were identified in the planning process.

#### *Wisconsin Department of Transportation (WDOT)*

The Town of Farmington does participate in the WDOT Wisconsin Information System for Local Roads (WISLR) program. The WISLR program maintains a complete listing of public roads in the Town of Farmington by jurisdiction, classification and number of miles. This program assists in the facilitation of state funding for town road maintenance.

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### *Federal Emergency Management Agency (FEMA)*

The Town of Farmington has minimal interaction with federal agencies. In the event of a natural disaster (flooding, tornado, etc.) FEMA would be the federal agency to assist in relief efforts. The Town recognizes this and has participated in the development of the La Crosse County All Hazards Mitigation Plan.

### *Regional Planning Commission*

The Town of Farmington and La Crosse County are located in the jurisdiction of the Mississippi River Regional Planning Commission (MRRPC). The MRRPC represents nine counties in western Wisconsin: Buffalo, Crawford, Jackson, Monroe, La Crosse, Pepin, Pierce, Trempealeau and Vernon. The MRRPC maintains the regions eligibility as an Economic Development District and eligible for Economic Development Administration funding. Services provided to member counties and municipalities include comprehensive planning assistance, economic development assistance, geographic information services, and general technical assistance.

### *La Crosse County*

La Crosse County encompasses 481 square miles and is located in western Wisconsin along the Mississippi River. The County's 2019 population was estimated at 118,016. La Crosse County is approximately 150 miles southeast of Minneapolis/St. Paul, MN, 175 miles from Waterloo, Iowa, and 145 miles from Madison, WI. The County is comprised of 18 local units of government: 12 towns, 4 villages, and 2 cities. Interstate 90 and the La Crosse River bisect the County from east to west. Trempealeau and Jackson County border La Crosse County to the north, Monroe County lies to the East, Vernon County lies to the south, and the Mississippi River and Minnesota lie to the west. The County is currently working on an updated Comprehensive Plan, which is an update to the County's existing plan, the La Crosse County Development Plan 2020. In addition, the County has adopted numerous other plans, studies, and ordinances that provide policy and direction to local communities, such as Farmington, including:

- La Crosse County, Wisconsin Farmland Preservation Plan, 1980 –Amended in 2014
- La Crosse County Comprehensive Outdoor Recreation Plan, 1998 – Amended in 2020
- La Crosse County Land & Water Resource Management Plan, 1999 – Amended in 2020
- Zoning Ordinance – Comprehensive Revision in 2012
- Land Division Ordinance

Farmington is located in northwest La Crosse County. Farmington maintains positive relationships with numerous County agencies and departments. The La Crosse County Sheriffs Department provides police protection services to the Town of Farmington. The La Crosse County Highway Department maintains county and state roads in the Town of Farmington. The La Crosse County Facilities Department manages the county parks located in the Town. The La Crosse County Zoning Department assists with the enforcement of numerous ordinances in the Town of Farmington. Historically, these services have been provided by La Crosse County and it is expected that they will continue to be provided by the County throughout the planning period.

### *Surrounding Towns and Municipalities*

In general Farmington has maintained strong intergovernmental relationships with its neighboring local units of government. The Fire department cooperates with the Town of North Bend with a joint power agreement. The operation of the joint first responders

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group is another example of intergovernmental relationships. These are excellent examples of intergovernmental cooperation to provide needed services. This type of cooperation has assisted in minimizing intergovernmental conflicts.

### *Surrounding Municipalities*

Town of Holland

The Town of Holland borders the west edge of Farmington. **Joint agreements?**

Town of Hamilton

The Town of Hamilton borders the southern portion of Farmington. **Joint agreements?**

Town of Onalaska

The Town of Onalaska borders the southwestern edge of Farmington. **Joint agreements?**

Town of Burns

The Town of Burns borders the southeastern edge of Farmington. **Joint agreements?**

### *Regional Planning Jurisdiction*

Farmington is located within the Mississippi River Regional Planning Commission's (MRRPC) jurisdiction. The MRRPC prepares and adopts regional or county-wide plans and represents Buffalo, Crawford, Jackson, La Crosse, Monroe, Pierce, Pepin, Trempealeau, and Vernon Counties. The RPC was established to:

- Carry out comprehensive and intergovernmental planning;
- Have jurisdiction throughout the seven-county area, including incorporated and unincorporated areas;
- Meet area-wide requirements so local jurisdictions could receive federal grants;
- Provide an organization to receive federal grants.

Farmington is also located within the Western Wisconsin Technology Zone which allows up to \$5M in state income tax credits and is administered by the MRRPC. The MRRPC also administers the La Crosse County Business Fund.

### *Important State and Federal Agency Jurisdiction*

There are many state and federal agencies that affect planning in La Crosse County. The Wisconsin Department of Transportation (DOT) District 5 plays a critical role in many aspects of the County's transportation system, from highway design and development to bicycle and pedestrian facilities and networks. The Wisconsin Department of Natural Resources (DNR) also has a prominent role in the County because of the many DNR-owned land and facilities that are located here. The University of Wisconsin Extension office is in the City of La Crosse and serves as an educational resource for County residents. The U.S. Fish and Wildlife Service maintains a presence in the County because of the Upper Mississippi River National Wildlife and Fish Refuge. The U.S Army Corps of Engineers also maintains a presence in the County because of their ownership and management of locks and dams along the Mississippi River, which borders the western edge of the County. The County and its local units of government recognize the importance of working with these state and federal agencies and are committed to continuing an ongoing dialogue with these agencies, both during and after the development of this Comprehensive Plan.

### *Towns Association*

The Town of Farmington is an active member of the La Crosse County Towns Association.

### *School Districts*

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As previously described The Town of Farmington is served by four school districts with the West Salem School District, Holmen School District, Melrose Mindoro School District, and the Bangor School District. During the planning process no intergovernmental conflicts were identified with the school districts.

Any additions?

# LAND USE

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This element of the Comprehensive Plan contains goals, objectives, and actions to guide the future development and redevelopment of public and private property. The element contains an analysis on opportunities for redevelopment and existing or potential land use conflicts. The element also explains future land use designations and delineates these uses on the Future Land Use Map. The Town Survey revealed many important elements for consideration. These include:

Preserve farmland and strive to maintain existing agricultural uses.

Encourage organized/planned development of non-agricultural uses (residential, commercial, industrial, recreational, cultural, etc.) throughout Farmington.

Guide commercial, industrial, and high density residential to the unincorporated community of Mindoro where public sewer and water services are available.

## GOAL 1

Preserve farmland and strive to maintain existing agricultural uses.

### GOAL 1 OBJECTIVES AND ACTIONS

1. It is recommended that when residential structures are proposed in agricultural areas that during the permit review process they be encouraged to be located on non-productive agricultural land and in a location that will not effect an existing agricultural operation.
2. Agricultural land is a common term but depending on the user has a wide range of definitions. To clarify the term in the context of the comprehensive plan prime agricultural land is defined as soils designated as Class I, II, III on the Town of Farmington Soils Map – (Shown below). During the planning process, it was determined that development be minimized on land defined as prime agricultural and avoid development on lands that are of cultural, religious, or historical significance. It is also recommended that development continue to be prohibited in wetland/flood plain areas.
3. Residential Housing in Exclusive Agriculture Areas: The plan recognizes that from time to time low density residential development will be proposed for locations in the Town of Farmington designated as Exclusive Agriculture. The plan recommends that when these cases arise that they go through a rezoning process. The time for the necessary approvals is anticipated to take approximately 3-5 months provided the proposal meets the rate of development described in the following paragraph. It was clear during the planning process, that substantial residential growth was not desired by town residents. Therefore, a 3-5 month review process was determined to be acceptable and necessary to properly review such development proposals. It is important to understand that by applying for a land use and zoning change does not guarantee its approval. Such decisions will be made by the Town Plan Commission, Town Board, and County Board based on the recommendations and public processes identified in the plan. It is further recommended that in cases where Exclusive Agriculture properties are requested for residential development that they be developed at a rate as defined by the Exclusive Agriculture District (1 house per 35 acres). For example, if a landowner owns 140 acres designated as Exclusive Agriculture and requests rezoning for a certain number of new housing units, the number of new housing units recommended to be permitted will be based on a rate of 1 house per 35 acres To calculate the number of new housing units permitted the reviewing committees will take the number of acres owned by the property owner (140) and divide that acreage by 35, which results in 4 new housing units permitted. In the case of a fractional answer, the fractional number will be rounded up if it is equal to or exceeds .75. In the future, residential rezoning requests pertaining to the affected properties (all 140 original acres) will be taken into consideration with the intent to avoid reutilizing the acreages for the purpose of permitting additional residential development. It is important to understand that for the purposes of the above calculations, a parcel is defined as all property owned by a landowner that is contiguous. Contiguous property includes

property under the same ownership that is adjacent, or separated by a public road or stream. In addition, an existing residence on the parent parcel will not be counted against the density permitted as determined by the calculation. The minimum lot size for the proposed housing site(s) is recommended to be a minimum of 2 acres. Furthermore, once it is determined that no further housing units are permitted to be constructed based on the density rate of the parent parcel, at the discretion of the Town Board the property owner must record an affidavit restricting (or other enforceable document) further residential development on the property. Upon receiving requests for land use changes the requests will be looked upon more favorably if the proposed project:

4. Is to be on land not practical for productive agriculture. To determine if land is not practical for productive agriculture the Town Plan Commission and Town Board will take into consideration: the slope of the site, the productivity of the soils based on the La Crosse County Soil Survey with the preference of preserving Class I, II and III soils.

## **GOAL 2**

Encourage organized/planned development of non-agricultural uses (residential, commercial, industrial, recreational, cultural, etc.) throughout Farmington.

### **GOAL 2 OBJECTIVES AND ACTIONS**

1. The Land Use Map recommends the use of various land use districts to separate incompatible uses while on the other hand locating complimentary uses adjacent to each other. It is recommend that future land use decisions follow the designations outlined in this element to ensure the organized development of the Town of Farmington.
2. Existing rural residential development has historically occurred near the unincorporated community of Burr Oak. The land use map has designated Burr Oak as areas of existing residential development and has designated the area for single family residential development. The plan recommends that future rural residential development (exceeding the rate of development recommended for Exclusive Agriculture area) take place in the designated area.
3. It is recommended the that Town of Farmington maintain its two acre minimum lot size requirement for residential development that takes place outside of the Mindoro sanitary district.
4. Small Commercial and Retail Uses (structures 5,000 sq. ft. or less) proposed for areas not served by the Mindoro Sanitary District. Small commercial and retail uses proposed in the Town of Farmington (outside area served by sanitary district) are recommended to be located near the existing unincorporated communities of Stevenstown and Burr Oak. It is further recommended that such uses have immediate access to State Hwy. 108 or county roads to reduce impacts on local road facilities.
5. During planning discussions, the committee determined a development checklist be developed to assist residents in the permitting and approval process.

## **GOAL 3**

Guide commercial, industrial, and high density residential to the unincorporated community of Mindoro where public sewer and water services are available.

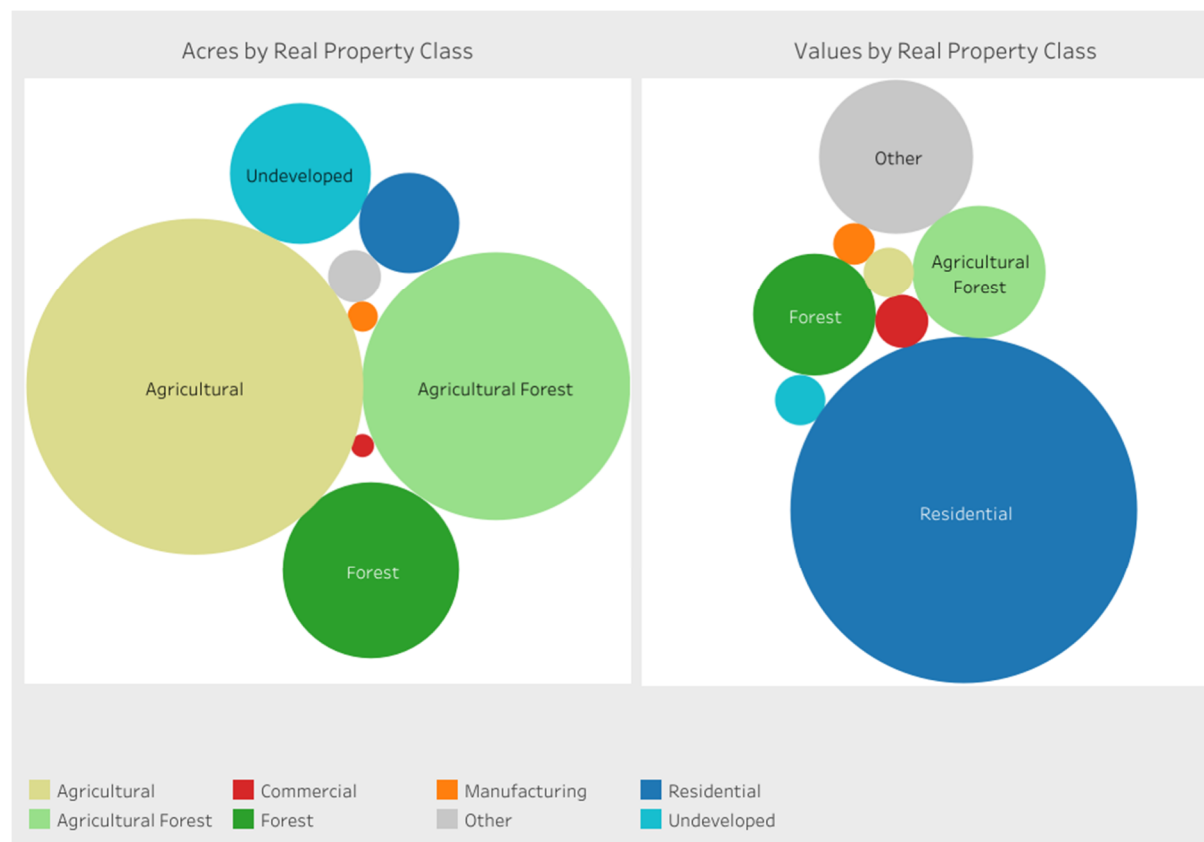
### **GOAL 3 OBJECTIVES AND ACTIONS**

1. High density residential development: High density residential development to include multi-family housing and housing subdivisions proposing less than 2 acre lots are recommended to be located where public sewer and water facilities exist (unincorporated community of Mindoro).
2. Commercial and Industrial: Resident input during the planning process indicated that industrial and commercial development if proposed in the Town of Farmington should be located in areas with access to State Road 108 and in locations where public sewer and water facilities exist (unincorporated community of Mindoro). To meet this goal, on the Town of Farmington land use map a large area has been designated for industrial/commercial development southeast of the sewage disposal plant with access to State Highway 108. Access to the site does pose some challenges, as ideally the park should have two access points. A residential area to the south of the site limits some access considerations. It is recommended as that the Plan Commission and Town Board develop a business/industrial park plan that addresses access issues, screening and potential lot layout options.

3. Mindoro Area Land Use Map: The land use map for the Mindoro Area designates numerous existing vacant or residential parcels as future business district sites. It is recommended that when La Crosse County Zoning Department modifies the La Crosse County Zoning Map that existing residential parcels (parcels with a residential structure) designated as future business sites on the Land Use Map be designated on the Zoning Map as residential so they do not become non-conforming parcels. The Town of Farmington Plan Commission recommends that the business district develop as the current landowners and market dictates and do wish to create non-conforming parcels or structures.

### Land Assessment

There are just over 37,000 acres of land within the Farmington. 45% of the total is classified as agricultural, while another 29% is agricultural forest. Residential comprises a mere 4% (1,573 acres). The proportion of property classes has remained similar since 2010.



Equalized Values | Tableau Public

**Table 22 Equalized Value by Property Class, Farmington**

Property Class	2000	2010	2020
(All)	77,104,000	158,304,900	196,339,200
Residential	35,154,800	98,042,800	128,272,500

<b>Other</b>	11,726,900	17,690,800	23,503,000
<b>Commercial</b>	1,033,500	1,804,700	2,782,300
<b>Productive Forest Land</b>	21,147,600	15,627,000	13,457,200
<b>Agricultural Forest Land</b>	n/a	15,654,000	19,245,100
<b>Personal</b>	325,300	1,578,800	1,497,800
<b>Agricultural</b>	7,215,100	2,751,000	2,891,800
<b>Undeveloped</b>	237,600	2,761,500	2,868,000
<b>Manufacturing</b>	263,200	1,734,400	1,821,500

### *Development Density*

Farmington has an average density of 28.3 people per square mile. Within the Town there are 12.5 housing units per square mile. Farmington's density is about ten percent of La Crosse County which has an average of 266.6 people in 113.5 housing units per square mile.

**Table 23 Population and Household Density, 2020**

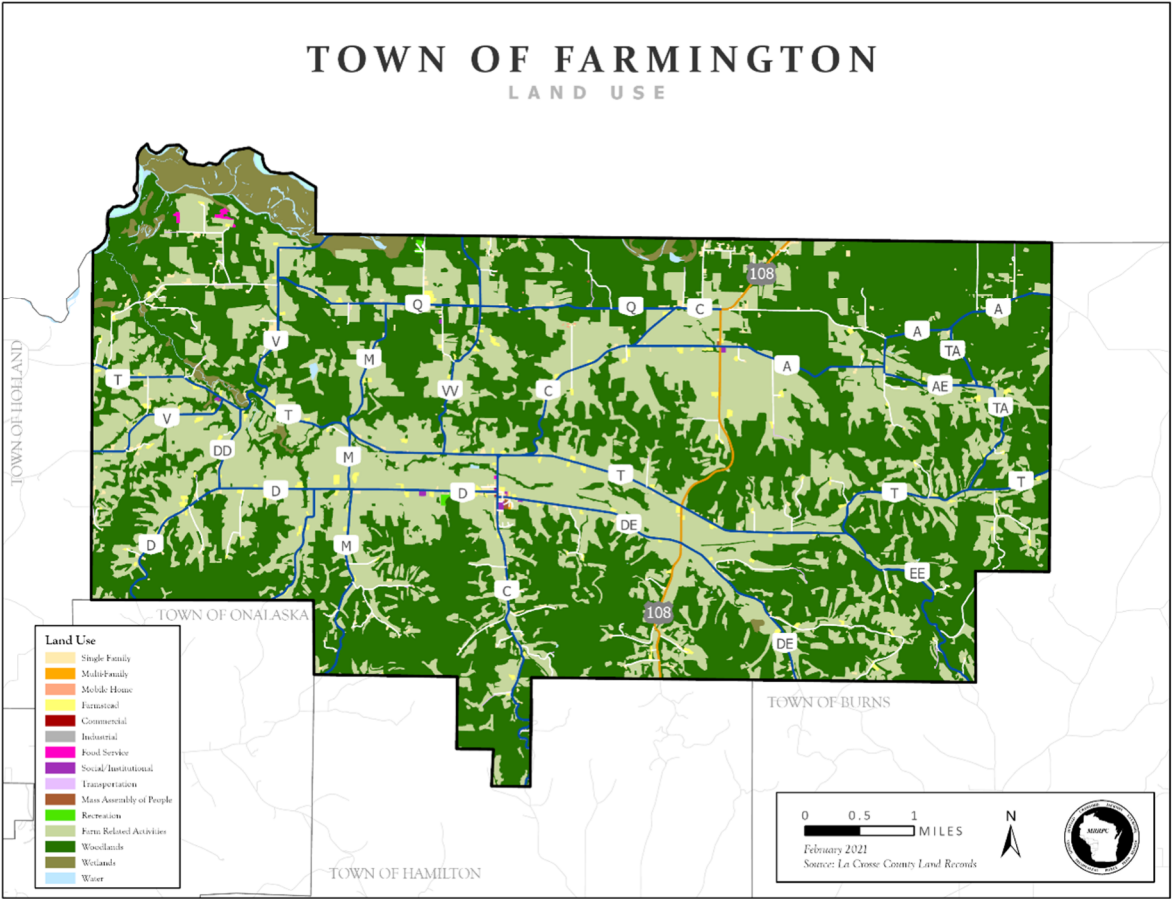
	Area in Square Miles					Density (sq. miles of land area)	
	Population	Housing Units	Total Area	Water Area	Land Area	Population	Housing Units
<b>Town of Farmington</b>	2,135	941	75.6	.17	75.43	28.3	12.5
<b>Village of West Salem</b>	5,035	1,994	3.44	.2	3.42	1,472	583.0
<b>Village of Holmen</b>	10,123	3,696	7.26	0	7.26	1,394.4	509.1
<b>La Crosse County</b>	120,515	51,291	480	28	452	266.6	113.5

*Source: US Census Bureau 2010, Esri forecasts 2020*

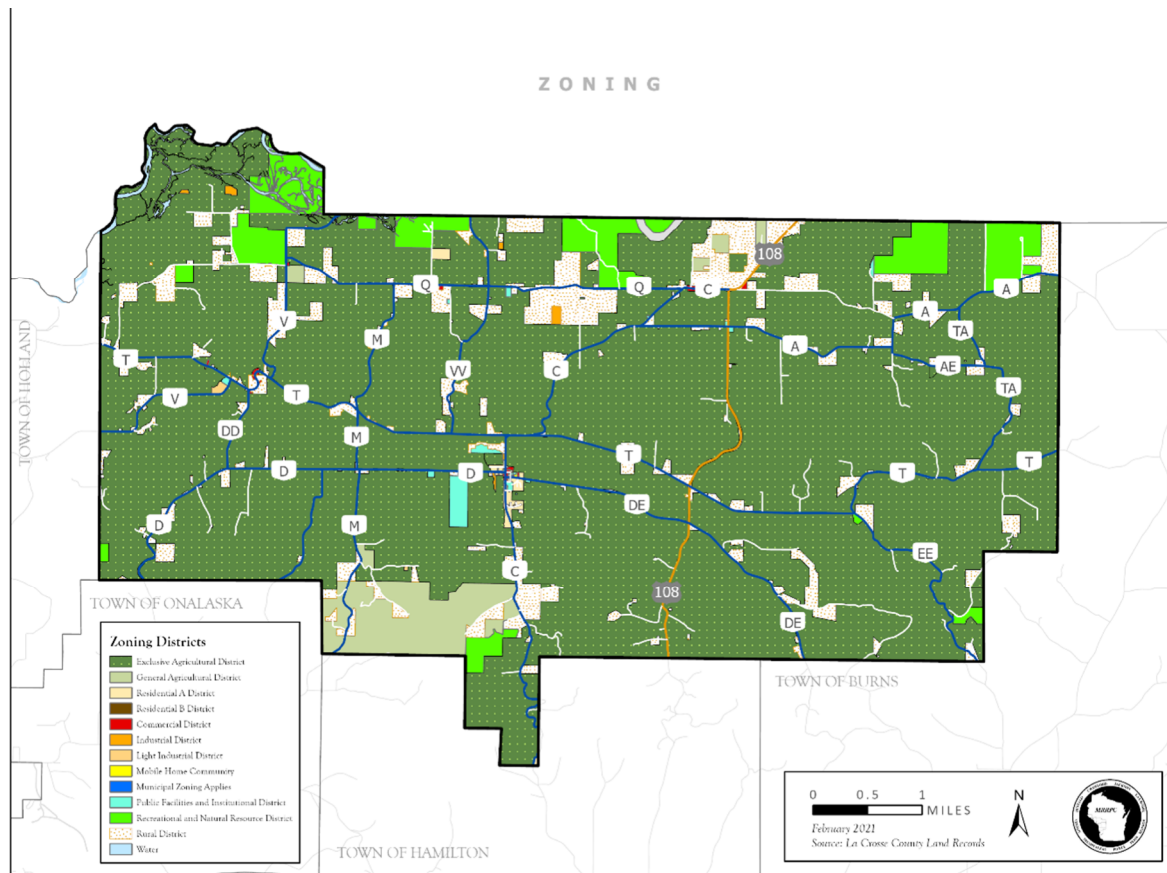
### *Land Use Supply*

Farmington's land supply is based on several factors including physical suitability, local and county regulations, and community goals. Intergovernmental agreements and annexations are also considerations when looking at the available land supply at the community level. Based on physical suitability, there is a supply of land that could be used to support development in the Town. Local policy will more closely determine how this supply is defined and how it is used.

Figure 15 Existing Land Use



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### Land Use Demand

**Demand for residential land in Farmington and the region continues to grow at a moderate pace. Since 2005, there have been 133 residential parcels added to Farmington (Figure 17) with a corresponding decrease in the number of agricultural parcels. Agricultural forest, forest, and undeveloped parcels have also increased in that time. In terms of acreage, slightly more than 500 residential acres have been added to the inventory, while agricultural acres have decreased by about 500 acres. Undeveloped has nearly doubled and is currently at 3,100 acres (**

Figure 18).

**Figure 17 Farmington Assessed Parcels**

Figure 18 Farmington Assessed Acres



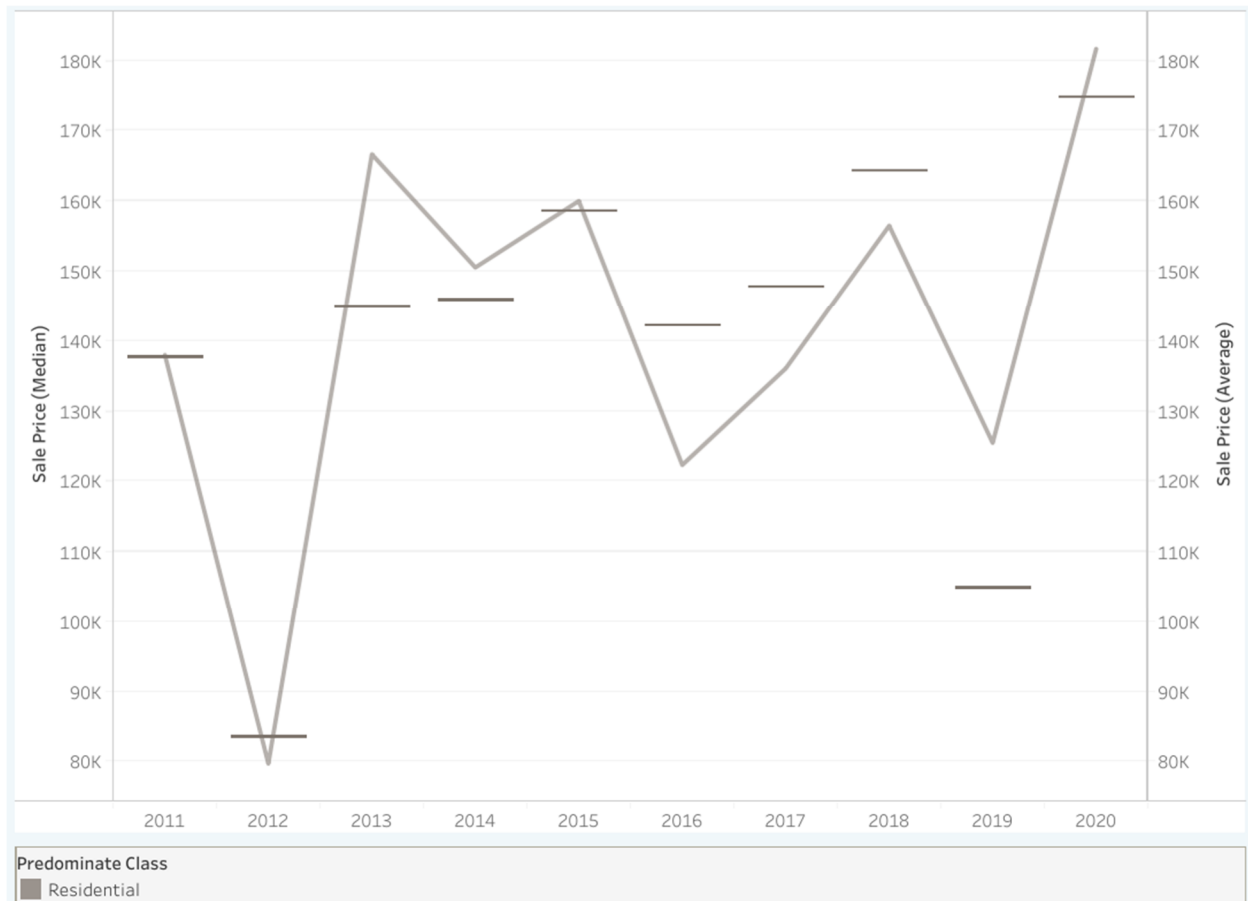
### Land Prices

Average residential sale prices for Farmington have fluctuated between \$138,000 in 2011 to a high of \$181,700 in 2020 (Figure 19). This represents about 100 home sales in the ten-year span. Conversely, La Crosse County average sales have risen from

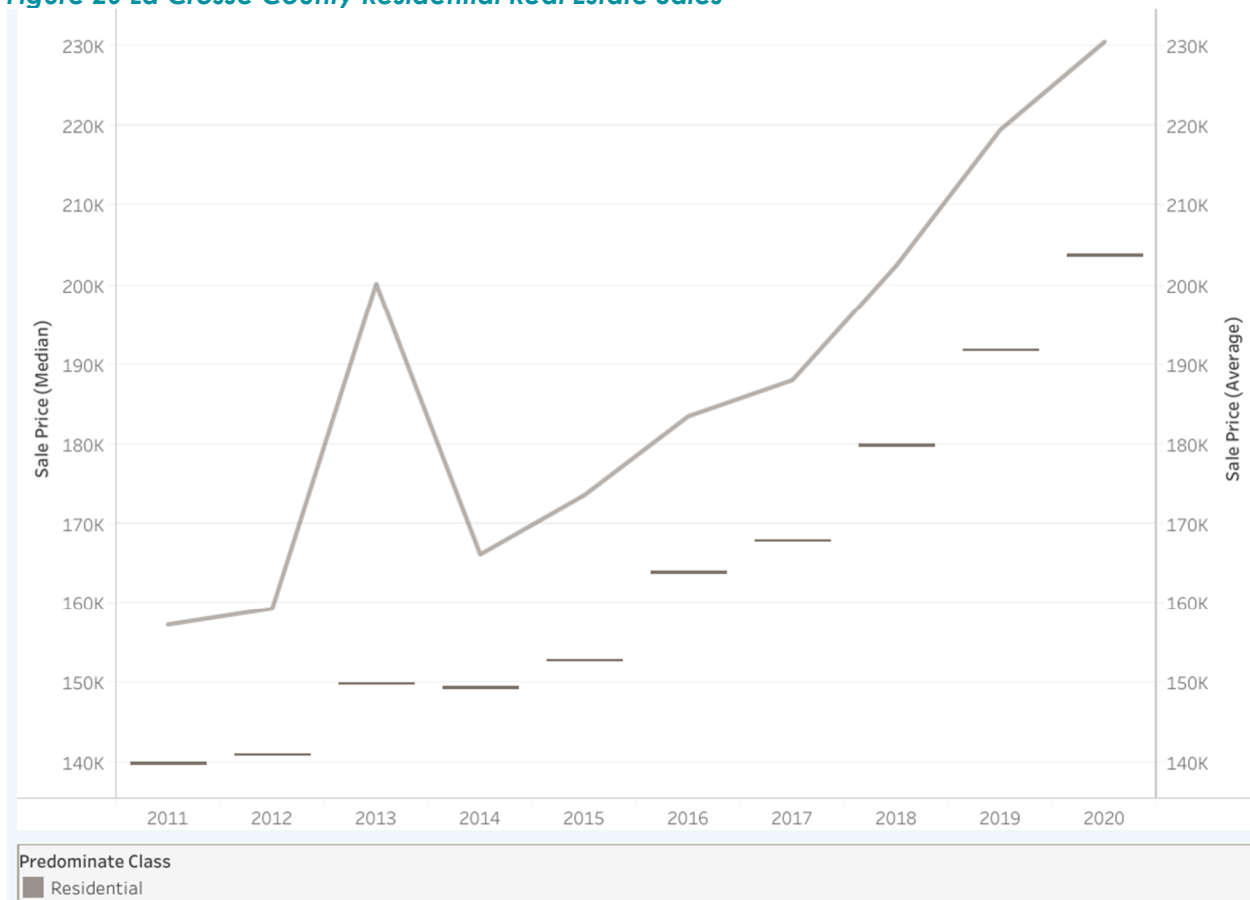


\$157,200 in 2011 to over \$230,000 in 2020. For Agricultural land sales, average price per acre in La Crosse County ranged from \$3,243 (12 sales for 972 acres) in 2011 to \$3,798 (1 sale for 72 acres) in 2020.

**Figure 19 Farmington Residential Real Estate Sales**



**Figure 20 La Crosse County Residential Real Estate Sales**



### Future Land Use Projections

From 2010 to 2020, Farmington has increased housing units by a little over 7%, with a current total of 941 total units. As discussed in the Housing Section, Farmington is projected to need approximately 91 more housing units by 2040 (9.8%). This is a relatively moderate increase and mirrors neighboring communities and La Crosse County.

Residential land use accounts for 1,573 acres of land in the Town in 2020. In 2020, there were approximately 941 homes in the Town. On average, a residential unit is on 1.7 acres based on this data. Most of the land in the Farmington is classified as Agricultural and Agricultural Forest, followed by Forest. As the Town is projected to need more residential area, approximately 155 acres is needed from 2020 to 2040 to account for the projected housing increase while maintaining the current average housing density.

### Opportunities for Redevelopment

Farmington has limited opportunities for redevelopment, save for a few buildings in Mindoro and Burr Oak.

As indicated in the survey, residents prefer housing units be in and near developed areas. Subdivisions have emerged in and around rural areas in the Town. These areas offer ample space for development of housing units to retain the rural character of the Town.

### *Future Land Use Considerations*

The Farmington Comprehensive Plan addresses the management of future residential growth in the Town. The plan is sensitive to protecting existing agricultural areas from scattered residential development. The plan places an emphasis on future residential development first utilizing existing platted lands (vacant parcels) versus “leapfrogging” to un-platted agricultural areas. The Town of Farmington “Future Land Use Map” is shown below (Figure 21). Farmington follows County protocols for the development process and requires applicants for conditional use or variances.

### *Land Use Categories*

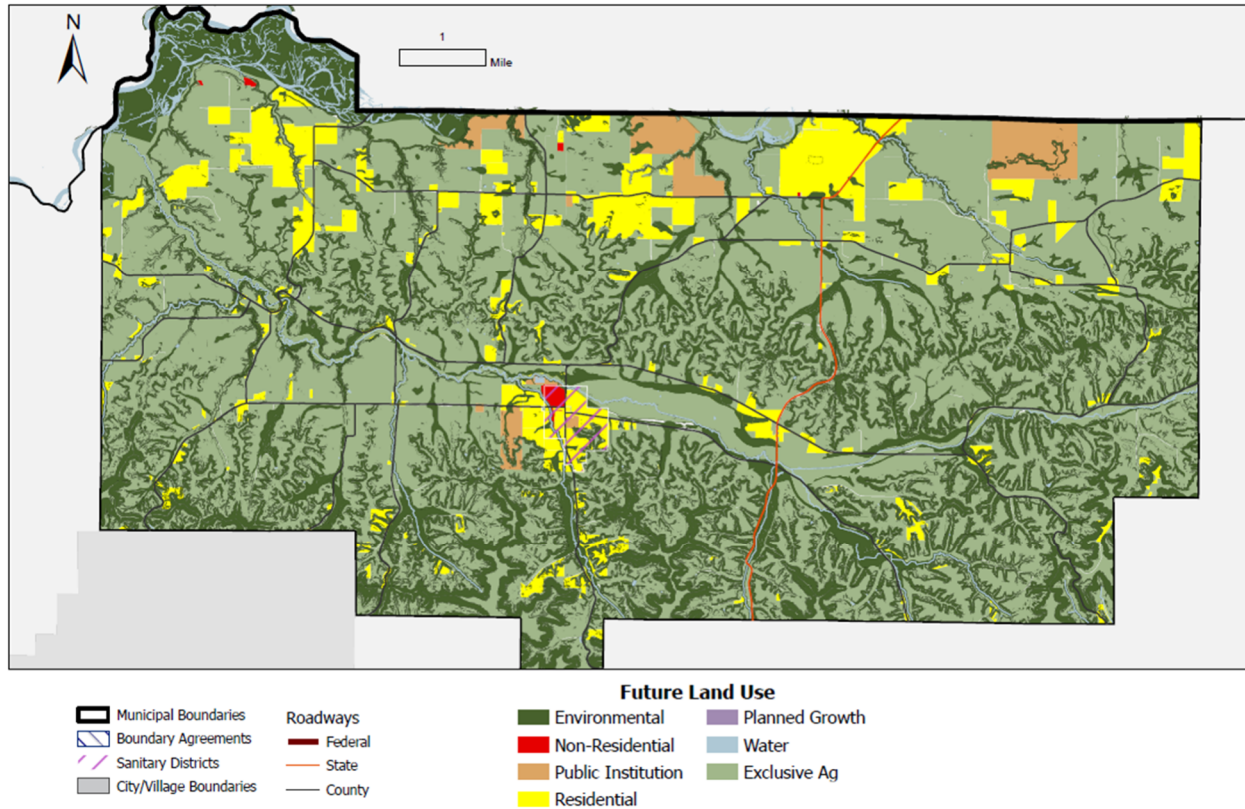
Farmington employs the same land use categories as La Crosse County, as an effort to streamline goals, objectives, and development. Below are the updated future land use definitions, as identified by the county.

- **Residential.** A residential district includes land uses where the predominant use is housing. In areas that are zoned residential, buildings may include single family housing, multiple family housing (apartments, duplexes, townhomes, and condominiums) or mobile homes. Zoning for residential use may permit some services or work opportunities or may totally exclude business and industry.
  - **Non-Residential.** A non-residential district includes uses that are business related, including commercial, retail, or industrial. Zoning for these areas is established to provide separation from incompatible uses, which may include residential neighborhoods.
  - **Public/Institutional.** This district encompasses a range of public, social, and institutional uses. These uses are public or semi-public, and generally tax exempt. Specific uses include schools, libraries, parks, municipal buildings, emergency response and public safety buildings, health care facilities, travel-related facilities, places of worship, or other governmental lands. As a broad policy plan, the County Land Use Plan will not depict the exact location of these facilities. Siting guidelines for new facilities are proposed in the recommendations section of this chapter.
  - **Agricultural and Rural.** The Agricultural and Rural District is established for areas in which agricultural and certain compatible low intensity uses are encouraged as the principal uses of land. This district is to preserve agricultural land for food and fiber production; protect productive farming by preventing conflicts between incompatible uses; and especially to implement the provisions of the County Farmland Preservation Plan, when adopted and periodically revised; and comply with the provisions of the Farmland Preservation Law to permit eligible landowners to receive tax credits under ss. 71.09(11), Wis. Stats.
  - **Environmental.** The Environmental District includes areas where special protection is encouraged because of unique landscape, topographical features, wildlife, or historical value. They contain Floodplains; Steep Slopes - 30% or greater; Wetlands; Preserved Lands in permanent conservation easements; and viewsheds, historic, archeological, or culturally significant sites. Since we do not currently have a zoning district for this environmental land use class, and while development is to be discouraged in these areas, they may be zoned consistent with adjoining zoning districts.
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### Future Land Use

Figure 21 Future Land Use is the Land Use Plan for the next 20-year planning period. This map accompanies this element to provide visual determinations for land use decision making.

**Figure 21 Future Land Use**





# IMPLEMENTATION

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The implementation of the Farmington Comprehensive Plan involves decision-making by both public officials and the citizens of the community. These decisions will be measured by the concern for the welfare of the general community, the willingness to make substantial investments for improvement within the community, and the realization that certain procedures must be adhered to for the continued high-quality environment found within the Town. Suggested implementation measures include:

- The implementation and enforcement of regulatory ordinances and non-regulatory activities based on the goals and objectives identified in the Comprehensive Plan.
- The development of programs and support systems that further the goals and objectives set forth by the Town in this Plan.
- The establishment and support of a continued planning process providing for periodic review and updates to the Plan and land use control measures.
- The support of committees and local organizations to carry out specific community improvements as identified in the Comprehensive Plan.

## *Regulatory Measures*

Regulatory measures used to guide development are an important means of implementing the recommendations of a comprehensive plan. Various examples, including the County zoning ordinance and Farmington development regulations, comprise the principal regulatory devices used to protect existing development as well as help to guide future growth and development as identified in this Plan. The Town, County or State officially adopts these regulatory and land use control measures as ordinances (or as revisions to the existing ordinances).

## *Zoning Ordinance*

Zoning is used to guide and control the use of land and structures on land. In addition, zoning establishes detailed regulations concerning the areas of lots that may be developed, including setbacks and separation for structures, the density of the development, and the height and bulk of building and other structures. The general purpose for zoning is to avoid undesirable side effects of development by segregating incompatible uses and by maintaining adequate standards for individual uses. The establishment of zoning districts is generally conducted after careful consideration of the development patterns indicated in the Plan. Amending zoning district boundaries has the overall effect of changing the plan (unless amendments correspond to changes within the plan), therefore, it is reasonable to assume that indiscriminate changes may result in weakening of the plan. La Crosse County controls the content of the zoning ordinance and the Town of Farmington along with the County determine the local district map. These decisions are preceded by public hearings and Plan Commission recommendations.

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*Action:* The existing La Crosse County ordinance is sufficient for current usage. However, amendments may become necessary to implement portions of this Plan. For example, may be a need for increased County coordination and collaboration for specific Farmington goals and objectives.

#### **Official Maps**

An official map shows the location of areas which the municipality has identified as necessary for future public streets, recreation areas, and other public grounds. By showing the area on the official map, the municipality puts the property owner on notice that the property has been reserved for future taking for a public facility or purpose. The municipality may refuse to issue a permit for any building or development on the designated parcel; however, the municipality has one year to purchase the property upon notice by the owner of the intended development.

There are no immediate plans for the Town to draft an official map. However, should local officials want to ensure consistency of the Future Land Use Plan with capital improvements, an official map should be drafted.

*Action:* Adopt an official map if, or at which time, changes in the rate of development require increased long-term infrastructure planning. Involve the Village of Holmen in locations within the extraterritorial area.

#### **Erosion/Stormwater Control Ordinances**

The purpose of stormwater or erosion control ordinances is to set forth stormwater requirements and criteria which will prevent and control water pollution, diminish the threats to public health, safety, welfare, and aquatic life due to runoff of stormwater from development or redevelopment. Adoption of local ordinances for stormwater do not pre-empt more stringent stormwater management requirements that may be imposed by WPDES Stormwater Permits issued by the Department of Natural Resources under Section 147.021 Wis. Stats.

Stormwater runoff is a concern in areas with extreme topography. Where new development occurs, Farmington should require drainage plans as part of the development application.

*Action:* As part of the development application protocol, include a requirement for stormwater drainage plans to be completed that retain stormwater onsite. Continue to work with La Crosse Urban Stormwater Group to educate the community on stormwater management.

#### **Historic Preservation Ordinances**

An historic preservation ordinance is established to protect, enhance, and perpetuate buildings of special character or the special historic or aesthetic interest of districts that represent a community's cultural, social, economic, political, and architectural history. The jurisdiction's governing body may create a landmarks commission to designate historic landmarks and establish historic districts.

In accordance with Wisconsin Statutes 101.121 and 44.44, a political subdivision (city, village, town or county) may request the State Historical Society of Wisconsin to certify a local historic preservation ordinance in order to establish a "certified municipal register of historic property" to qualify locally designated historic buildings for the Wisconsin Historic Building Code. The purpose of the Wisconsin Historic Building Code, which has been developed by the Department of Commerce, is to facilitate the preservation or restoration of designated historic buildings through the provision of alternative building

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standards. Owners of qualified historic buildings are permitted to elect to be subject to the Historic Building code in lieu of any other state or municipal building codes. Locally, there is no historic preservation ordinance although preserving and enhancing historic structures and rural heritage has been identified as a community goal. *Action:* Periodically review the need for development of a local historic buildings/structures reservation ordinance.

#### ***Site Plan Regulations***

A site plan is a detailed plan of a lot indicating all proposed improvements. Some communities have regulations indicating that site plans may need to be prepared by an engineer, surveyor, or architect. Additionally, site plan regulations may require specific inclusions like general layout, drainage and grading, utilities, erosion control, landscaping and lighting, and building elevations.

*Action:* The current review process is sufficient for local needs, though increased requirements for the development of stormwater plans should be explored.

#### ***Building Codes / Housing Codes***

The Uniform Dwelling Code (UDC) is the statewide building code for one- and two-family dwellings built since June 1, 1980. As of January 1, 2005, there is enforcement of the UDC in all Wisconsin municipalities. The UDC is primarily enforced by municipal or county building inspectors who must be state-certified. In lieu of local enforcement, municipalities have the option to have the state provide enforcement through state-certified inspection agencies for just new homes. Permit requirements for alterations and additions will vary by municipality. Regardless of permit requirements, state statutes require compliance with the UDC rules by owners and builders even if there is no enforcement.

*Action:* Review building codes to ensure they meet goals of citizens and the Township

#### ***Mechanical Codes***

In the State of Wisconsin, the 2000 International Mechanical Code (IMC) and 2000 International Energy Conservation Code (IECC) have been adopted with Wisconsin amendments for application to commercial buildings. Farmington requires builders follow State mechanical codes for all structures built within the jurisdiction.

*Action:* State mechanical codes are sufficient. No action required.

#### ***Sanitary Codes***

The Wisconsin Sanitary Code (WSC), which is usually enforced at the county-level, provides local regulation for communities that do not have municipal sanitary service. The WSC establishes rules for the proper siting, design, installation, inspection and management of private sewage systems and non-plumbing sanitation systems. The Town of Farmington requires new residential construction to follow La Crosse County standards.

*Action:* La Crosse County codes are sufficient. No action required.

#### ***Non-regulatory Measures***

##### ***Capital Improvement Plan***

This is an ongoing financial planning program intended to help implement planning proposals. The program allows local communities to plan for capital expenditures and minimize unplanned expenses. Capital improvements or expenditures are those projects that require the expenditure of public funds for the acquisition or construction of a needed physical facility.

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Capital improvement plans list proposed projects according to a schedule of priorities over the next few years. It identifies needed public improvements, estimates their costs, discusses financing options, and establishes priorities over a 3-to-5-year programming period. Improvements or acquisitions considered a capital improvement include:

- Public buildings
- Park acquisition and development
- Roads and highways
- Utility construction
- Joint school and other community development projects
- Fire protection equipment

A capital improvement plan or program is simply a method of financial planning for these types of improvements and scheduling the expenditures over a period of several years in order to maximize the utility of public funds. Each year the capital improvement program should be extended one year to compensate for the previous year that was completed. This keeps the improvement program current and can be modified to the community's changing needs.

#### *Preparation of a Capital Improvement Program*

The preparation of a Capital Improvement Program is normally the joint responsibility between the community administrator or plan commission, municipal staff, governing body, and citizen commissions. The preparation of a capital improvement program may vary from community to community depending on local preferences, the local form of government and available staff. In communities that have a community development plan or comprehensive plan, a planning agency review of the proposed capital improvement program is desirable.

Farmington does not currently prepare a Capital Improvement Plan (CIP). It is not likely that the Town will need to develop a CIP in the near future, but over the 20-year life of this plan the need for more formalized capital improvements planning may become evident.

*Action:* When formalization of multiple infrastructure projects is forecast, develop a CIP to plan and earmark funding for public facilities development and spending.

#### *Consistency Among Plan Elements*

The State of Wisconsin planning legislation requires that the implementation element describe how each of the nine elements will be integrated and made consistent with the other elements of the plan. Since the Town of Farmington completed all planning elements simultaneously, no known inconsistencies exist. Further, the Action Plan at the end of this chapter consolidates actions and policies from throughout the plan reducing overlap and ensuring consistency.

This Comprehensive Plan references previous planning efforts, and details future planning needs. To keep consistency with the Comprehensive Plan the Town should incorporate existing plans as components to the Comprehensive Plan and adopt all future plans as detailed elements of this Plan.

Farmington will continue to make educated decisions based upon available information and public opinion. Planning will occur consistent with the 20-Year Planning Vision and decisions will incorporate a comprehensive outlook based on all nine elements in this plan.

#### *Plan Adoption, Monitoring, Amendments and Update*

##### *Plan Adoption*

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In order to implement this Plan it must be adopted by the Town Plan Commission. After the Commission adopts the Plan by resolution, the Town Board must adopt the Plan by ordinance. This action formalizes the Plan document as a frame of reference for general development decisions over the next 20 years. Once formally adopted, the Plan becomes a tool for communicating the community's land use policy and for coordinating legislative decisions.

#### *Plan Use and Evaluation*

The Town of Farmington will base all of its land use decisions against this Plan's goals, objectives, actions, and recommendations including decisions on private development proposals, public investments, regulations, incentives, and other actions.

The Town of Farmington can expect gradual change in the years to come. Although this Plan has described policies and actions for future implementation, it is impossible to predict the exact future condition of the Town. As such, the goals, objectives, and actions should be monitored on a regular basis to maintain concurrence with changing conditions.

The Plan should be evaluated at least every 5 years, and updated at least every 10 years. It is recommended that the Plan be evaluated more frequently, either on an annual or biennial basis. Members of the Town Board, Plan Commission, and any other decision-making body should periodically review the Plan and identify areas that might need to be updated. The evaluation should consist of reviewing actions taken to the implement the Plan visions and actions. The evaluation should also include an updated timetable of actions to help realize priority goals and address new issues as they emerge. Any changes would be added to the Plan through the amendment procedure below.

#### *Plan Amendments*

The Town of Farmington Comprehensive Plan may be amended at any time by the Town Board following the same process to amend the plan as it originally followed when it was initially adopted (regardless of how minor the amendment or change is). Amendments may be appropriate throughout the lifecycle of the Plan, particularly if new issues emerge or trends change. These amendments will typically be minor changes to the Plan's maps or text. Large-scale changes or frequent amendments to meet individual development proposals should be avoided or the Plan loses integrity. Any proposed amendments should be submitted to the Plan Commission for their review and recommendations prior to consideration by the Town Board for final action.

#### *Plan Update*

According to the State comprehensive planning law the Comprehensive Plan must be updated at least once every ten years. As opposed to an amendment, the plan update is a major re-write of the plan document and supporting maps. The State planning law also requires that by January 1, 2010 all programs and/or actions that affect land use must be consistent with the locally adopted Plan.

#### *5-Year Action Plan*

The plan implementation table on the following pages provides a detailed list of major actions that the Town should complete as part of the implementation of the Comprehensive Plan over the next 5-year period. It should be noted that many of the actions require considerable cooperation with others, including the citizens of Farmington, Town staff, and local/state governments.

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The 5-Year Action Plan was designed to provide direction to the Plan Commission, Town Board, and interested parties to start implementing this Plan. To do this, certain actions were selected from each of the nine comprehensive planning elements based on the perceived necessity of timely implementation. Many are ordinance or planning-related updates that will better prepare Farmington for development in coming years. In five years, when this plan is reviewed, the 5-Year Action Plan should be updated to reflect new priorities and accomplishments. At that time, some actions listed in Table 9.5 may carry over into the next 5-year planning period, while those that were accomplished should be replaced with other actions prioritized by the Plan Commission through a public process.

Table 9.5: 5 Year Action Plan Action by Planning Element	Who is Responsible?
<u>Housing</u>	
Work with La Crosse County Human Services Department to provide additional programming, housing options, and assistance for senior citizen populations.	Town Board
Provide open space in new residential developments to transition between developed and rural areas.	Plan Commission
<u>Transportation</u>	
Establish periodic (3-5 year) development and update of a Capital Improvement Plan (CIP) to forecast future spending based on infrastructural needs.	Town Board, Plan Commission
Create and adopt a comprehensive outdoor recreation plan.	Park Committee, Town Board, Plan Commission
Explore establishing an ad hoc committee to determine preferred routes for bicycle travel on existing roadways to connect neighborhoods and schools. This committee could also examine the best place to make connections between recreation facilities and other destinations for trail users. Ideas should be articulated into a multi-year transportation improvements plan.	Park Committee, Ad Hoc Committee
<u>Utilities and Community Facilities</u>	
Work with the DNR to monitor water quality and provide regular reports.	Town Board
<u>Agricultural, Natural, and Cultural Resources</u>	
Create a committee to explore natural and agricultural preservation programs such as purchase of development rights (PDR) or transfer of development rights (TDR).	Town Board, Ad Hoc Committee
<u>Economic Development</u>	

Support the economic health of productive agriculture in Farmington through development siting protections.	Plan Commission
Collaborate with adjoining municipalities in the planning, timing, location, and form of all commercial and/or industrial development proposed in and/or adjacent to the Town.	Plan Commission
<hr/> Intergovernmental Cooperation <hr/>	
Assist in the development of La Crosse County's Comprehensive Plan Update.	Plan Commission
Provide a copy of this Comprehensive Plan and any proposed updates or amendments to all governmental units adjacent to Town of Farmington.	Town Clerk
<hr/> Land Use <hr/>	
Make this Comprehensive Plan available to Plan Commissioners and other decision-makers, including the Town Board and La Crosse County.	Town Clerk
Limit dense residential development to those areas that can best be accommodated by public services. Prioritize areas that offer pressurized water systems or sewer service areas for urbanized development.	Plan Commission
<hr/> Implementation <hr/>	
Increase onsite stormwater retention planning as part of the development application and review process.	Plan Commission
Review and evaluate this Plan on an annual or biennial basis, making necessary changes through the amendment process	Plan Commission



# APPENDIX A: PUBLIC PARTICIPATION PLAN

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## Public Participation Plan for the Update of the Town of Farmington Comprehensive Plan 2022

### **1. Introduction**

Section 66.1001(4)(a) of Wisconsin Statutes requires the governing body of the local government unit to adopt written procedures designed to foster public participation, including open discussions, communication programs, information services, and public meetings for which advance notice is provided, in every stage in the preparation of the updated comprehensive plan. These written procedures contained within this Public Participation Plan have been developed to meet this requirement. This Plan will guide public participation throughout the Town's Comprehensive Planning Update Process. This Public Participation Program offers all citizens, businesses, other units of government, and other parties a range of opportunities to participate through the planning process in a meaningful way to shape the future of the Town. Effective public input is critical for the success of this planning process because it is the citizens, businesses, and other organizations that will experience the results of the objectives, policies, goals and programs of the Comprehensive Plan in the future.

The participation program is designed to be inclusive. It encourages people to participate in the process and to maximize the effectiveness of their contributions. The opportunities are open to everyone.

Our public participation process will:

- Ensure all planning decisions are open to public comment;
- Produce better planning decisions;
- Support and add credibility to all Town decision-making processes
- Provide opportunities to disseminate information about the Plan and process to all segments of the Town;
- Strengthen the relationship among our decision makers, residents, and stakeholders.

### **2. Public Participation Methods and Opportunities**

The Town of Farmington has established the following list of public participation methods and opportunities.

#### **a. Open Plan Commission Meetings**

Plan Commission meetings scheduled during the Town of Farmington Comprehensive Plan update process will have an agenda item providing the opportunity for any public comment on or regarding the Town of Farmington Comprehensive Plan.

#### **b. Review and Distribution of the Planning Documents**

During the Comprehensive Plan update process the public may review and obtain copies of proposed, alternative, or amended elements of the Town's Comprehensive Plan from the Town upon request. This information may also be distributed through the Town's website.

#### **c. Website**

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The Town will post on its website information related to the Town Comprehensive Plan update planning process. This information may include agendas, minutes, draft plan elements, amendments, reports, maps, and photographs.

d. Written Comments

The Town will always welcome and consider written comments and will respond either in writing or by public comment during public meetings and/or through the media.

e. Meeting Notices

The Town will post meeting notices for each meeting and event in a timely manner at accessible locations, and the notices will meet the requirements for proper notification regarding purpose of meeting, date, time and location.

f. Public Hearing

The Comprehensive Planning Law requires local units of government to hold at least one (1) formal public hearing with a Class 2 public notice prior to adoption of a revised Comprehensive Plan' resolution or ordinance. Prior to adoption of the revised Comprehensive Plan, the Town will conduct this required public hearing.

g. Plan Recommendation Resolution

The Plan Commission or other body of the Town that is authorized to amend the Town Comprehensive Plan may recommend the adoption or amendment of the Comprehensive Plan only by adopting a resolution by a majority vote of the entire commission or other body. The vote shall be recorded in the official minutes of the committee or other body. The resolution shall refer to maps and other descriptive material that relate to one or more elements of a comprehensive plan. Upon adoption of the plan amendment, the Plan and its resolution shall be distributed by the Town to recipients listed in Section 66.1001 (4)(b) of the Wisconsin Statutes.

i. Plan Adoption by Ordinance

No comprehensive plan that is recommended for adoption or amendment under above may take effect until the Town Board enacts an ordinance that adopts the comprehensive plan or amendment. Upon adoption of this ordinance it shall be filed with at least all of the entities specified in Section 66.1001 (4)(b) of the Statutes.

j. Other

Planning is a continuous process that does not end with the adoption of a Comprehensive Plan. Since new issues and unforeseen circumstances will always arise the Town may amend its Comprehensive Plan with proper public input and in accordance with Town policies and State Statutes at any time.

**3. Adoption**

Town of Farmington adopted this Public Participation Plan on this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_  
Michael Hesse, Town of Farmington Board Chair

\_\_\_\_\_  
Crystal Sbraggia, Town of Farmington Town Clerk

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# APPENDIX B: LA CROSSE AREA PLANNING COMMITTEE – BEYOND COULEE VISION 2040

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## Beyond Coulee Vision 2040

The La Crosse Area Planning Committee (LAPC) is the Metropolitan Planning Organization (MPO) for the La Crosse/La Crescent urbanized area. The LAPC is required to develop a transportation plan with a 20-year-or-more planning horizon that includes “both long-range and short-range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods.” *Beyond Coulee Vision 2040* is the long-range transportation plan for the MPO and it includes land use and transportation goals for the MPO planning area. Note: Farmington is technically outside the LAPC planning area, but due to its proximity it faces many issues that are accounted for in *Beyond Coulee Vision 2040*.

The LAPC is required to update the long-range transportation plan every five years. The next plan update will occur in 2025. To assist in future updates, it is being requested of local units of government that when updating their comprehensive plan, they include an analysis of the LAPC planning goals. The analysis will aid the LAPC in developing/modifying goals that reflect the desires of the local units of government in the MPO planning area.

Additional information available here: <https://www.lacrossecounty.org/metropolitan-planning-organization/planning-and-programming/metropolitan-transportation-plan>

## LAPC Goal Analysis

LAPC - Land Use Goals	Not Applicable, Agree, Disagree (state concerns)*
Housing and neighborhoods in the City of La Crosse will attract new investment and more residents, especially through renovation and enhancement of existing housing stock.	
Senior housing options will continue to expand, and new housing intended for residents who remain mobile and active should be located within a 10-minute walk of retail and services.	
New housing will continue to include a range of housing types and lot sizes, including a priority on single family lots smaller than 1/2-acre.	
The region places a high priority on infill development to enhance the utilization of existing urban infrastructure and enhance the concentration of uses so that more residents are within a 10-minute walk of their daily retail needs.	
New buildings and development areas will often include a mix of uses.	

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Towns, villages and cities will pursue and approve boundary agreements that allow some growth in unincorporated areas.	
<b>LAPC – Transportation Goals</b>	
New roads for the primary purpose of facilitating regional commuter traffic will generally be avoided – community preference is for expansion of existing roads and transit enhancements instead.	
Road projects will be designed to improve the safety and mobility of all users, with emphasis placed on maintaining neighborhood connections and cohesiveness.	
The region will have a flexible and fully interconnected grid of streets and highways.	
A Regional Transportation Authority (RTA) will be created to fund and maintain transportation systems.	
Transit use will increase among all age groups.	
Fixed-route regional transit, such as Bus Rapid Transit, should be actively studied and pursued. Routes should be identified and necessary right-of-way protected (or gradually acquired) until implementation becomes feasible.	
Intelligent transportation systems and mass data gathering technologies will be utilized to the extent practicable to improve the safety and mobility of our transportation networks.	
Growth will be accommodated without a significant increase in congestion through the use of many strategies, including road and highway improvements, traffic signal timing improvements, new/enhanced transit services, enhanced and expanded bike and pedestrian facilities, scheduling adjustments by major employers, and other approaches.	
Truck routes in the region will be efficient and clearly identified, especially including those through the City of La Crosse.	
Mississippi River locks and dams will be upgraded to accommodate modern shipping requirements.	
Interstate passenger rail service to Minneapolis and Milwaukee/Chicago will increase in frequency and reliability.	
Public and private landowners will reduce their subsidy of automobile use through a mix of strategies.	
Bike and pedestrian facilities will be present everywhere.	



# APPENDIX C: LA CROSSE COUNTY DEVELOPMENT DOCUMENTS

## Ag and Exclusive Ag

The Exclusive (EA) and General Agricultural (GA) zoning districts were originally created due to the adoption of Chapter 91 of the Wisconsin State Statutes and incorporated into the La Crosse County Zoning Ordinance in approximately 1980. Recent revisions to Chapter 91 have resulted in changes to the County Zoning Ordinance.

Exclusive and General Agricultural Zoning was created:

1. To protect prime agricultural lands
2. To limit the residential uses on prime farmland
3. To allow owners of farmland and those persons earning a living by farming to receive tax incentives

### APPLICABLE DEFINITIONS

**Agricultural Building.** A building constructed and used solely for agricultural use.

**Base Farm Tract (BFT).** A single parcel or 2 or more contiguous parcels in a farmland preservation zoning district (Exclusive Agriculture District and General Agriculture District) which are under common ownership and part of a single farm at the effective date of this chapter and shown on the official BFT Map.

**Farm.** All parcels of land under common ownership with more than 35 acres of contiguous land and primarily devoted to agriculture uses.

**Farm Employee.** A full-time equivalent employee of the owner or operator of a farm.

**Farm Residence.** A residence located on a Base Farm Tract for a son, daughter, parent, or farm employee.

**Non-Farm Residence.** A residence located on a Base Farm Tract for anyone other than a son, daughter, parent or farm employee.

**Pre-existing Residence.** A residence that was constructed prior to a town's original adoption date of farmland preservation zoning under La Crosse County's first certified farmland preservation zoning ordinance, is currently located in a certified farmland preservation zoning district, and is situated on a CSM lot of 5 acres or less split from a larger farm parcel after the town's original adoption date or on a lot larger than 5 acres that existed on the date of adoption. See Table in s. 17.14(2).

### CONDITIONAL USE PERMIT

(Proposed new homes or proposed change in ownership of an existing residence)

A Conditional Use Permit (CUP) must be approved prior to the issuance of a Zoning/Occupancy Permit for a farm residence.

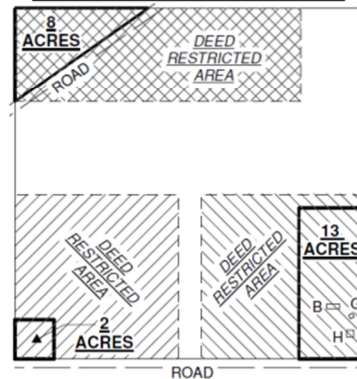
A maximum number of five dwelling units can be authorized at a ratio of 1 dwelling unit per 35 acres of land contained in the BFT.

Residences or dwelling units in existence prior to town's adoption of the LaCrosse County Zoning Ordinance are counted against the 5 dwelling unit maximum.

A proposed farm residence CANNOT be issued a CUP if:

1. The residence will convert prime farmland from agricultural use or convert land previously used as cropland, other than a woodlot, from agricultural use if there is a reasonable alternative location.
2. It significantly impairs or limits the current or future agricultural use of other protected farmland.
3. If any portion of the BFT has been rezoned out of the EA or GA district (by using the 3% development method) after town's adoption of the county Zoning Ordinance (Jan. 3<sup>rd</sup>, 2012).

### EXAMPLE OF A 160 ACRE BFT



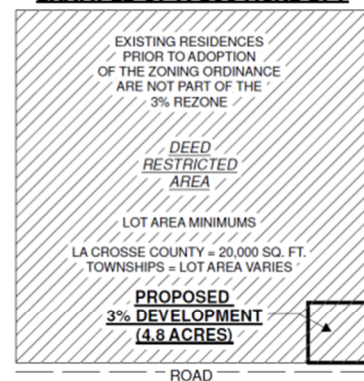
### 3% REZONING

#### (CLUSTER SUBDIVISIONS)

A BFT owner may choose to rezone up to 3% of the acreage contained in a BFT to the Rural Zoning District to create a new cluster subdivision. The following provisions will apply:

- 1.) If a Conditional Use Permit has previously authorized a new dwelling on the BFT, the owner cannot file a zoning petition to create a new 3% cluster subdivision, unless the proposed rezone includes all existing dwellings
- 2.) The rezone must include all residential components (driveway, septic, well, etc.)
- 3.) Rezoned area must be contiguous.

### EXAMPLE OF A 160 ACRE BFT



### IN OTHER WORDS.....

The owner of a Base Farm Tract may choose one of two options for future residential development. In some cases, it may be more beneficial to choose to develop over time through the issuance of Conditional Use Permits. In other cases, it may be more beneficial to rezone up to 3% of the BFT acreage to the Rural District in order to allow the development of a cluster subdivision. A BFT owner cannot use both options to develop new residential uses on the BFT. Other options may exist for development. Please contact the La Crosse County Zoning office to schedule an appointment.

### **NON BFT PARCELS WITH EA OR GA ZONING**

Vacant parcels of Land which are less than 35 acres in size and have EA or GA zoning and are not considered a BFT can only be used for agricultural purposes.

Accessory buildings may be permitted but shall only be used for agricultural purposes and are subject to area and height limitations. A Zoning/Occupancy Permit is required prior to construction. Owners of these parcels wishing to build a new single-family residence will need to rezone to a district which will allow a single-family residence and may also need to file an amendment of the towns comprehensive plan prior to filing a rezone petition.

### **ACCESSORY BUILDINGS**

**Agricultural Buildings and Structures:** Qualified Agricultural Buildings or Structures must meet the following criteria.

- MUST be located on a farm (at least 35 acres)
- MUST be devoted SOLELY to agricultural uses (NO RESIDENTIAL STORAGE IS ALLOWED)

### **PERMITTING**

Agricultural Buildings or Structures located within a Shoreland District ARE REQUIRED to obtain a Zoning/Occupancy Permit prior to construction.

All other Agricultural Buildings or Structures are required to be certified by submitting proper forms and documentation indicating the building or structure will only be used for agricultural uses.

*\*Agricultural structures are exempt from height and area limitations of section 17.14(1)*

### **Residential Accessory Buildings:**

- REQUIRE a Z/O Permit prior to construction
- ARE subject to height, area, and number limitations of section 17.14(1) of the LaCrosse County Zoning Ordinance.

### **STATE STATUTES – CHAPTER 91**

Chapter 91 of the Wisconsin State Statutes:

- 1.) provides specific guidelines in order for a county zoning ordinance to be certified
- 2.) provides landowners incentives to keep their property in a Farmland Preservation Zoning District

In order to be considered a farm and file for tax incentives, a landowner must meet the following criteria:

- Must have proper farmland preservation zoning (EA and/or GA)
- Land is operated as part of a farm that produced at least \$6,000 in gross income
- Must be mapped as a farmland preservation area within the LaCrosse County Farmland Preservation Plan

### **Additional Information that the Landowner**

#### **will need to provide**

- a) A legal description of the entire BFT.
- b) A legal description of where the development right will be located.
- c) Deed Restrictions: Residential development on a BFT will require that deed restrictions be placed on some, if not all, of the acreage. These restrictions will prohibit future residential development and only allow agricultural uses.

### **FEES**

CUP and Rezones (Public Hearing)	\$482.00
Administrative CUP	\$288.00
Zoning/Occupancy Permit – Accessory Building	\$114.00
Zoning/Occupancy Permit – New Residence	\$240.00

### **COMMON MISCONCEPTIONS**

**AGRICULTURAL BUILDINGS** are NOT always EXEMPT from permitting. Under the new county ordinance, all agricultural buildings and structures require certification by zoning staff prior to construction. Also, any agricultural buildings located within a shoreland district require a Zoning/Occupancy Permit.



## **LA CROSSE COUNTY**

### **ZONING, PLANNING & LAND INFORMATION DEPARTMENT LA CROSSE COUNTY CODE OF ORDINANCES CHAPTER 17 – ZONING CODE REGULATIONS PERTAINING TO EXCLUSIVE AND GENERAL AGRICULTURAL DISTRICTS**



COUNTY ADMINISTRATIVE CENTER  
212 6<sup>TH</sup> ST. NORTH, SUITE 1300  
LA CROSSE, WI 54601-3200  
(608) 785-9722

[www.lacrossecounty.org](http://www.lacrossecounty.org)

### **DISCLAIMER**

This brochure is merely an outline of the important provisions of the LaCrosse County Zoning Ordinance as it pertains to lands Zoned Exclusive and General Agriculture. The regulations listed within the official version of the Zoning Ordinance, found on the county website, will take precedence.

Variances

## A COMPLETE APPLICATION

Variance requests must be submitted in complete form to the La Crosse County Zoning Department. A complete application consists of:

- 1.) All the application forms completely filled out, signed and dated.  
(Available Online or at Zoning Office)
- 2.) A legal description of the property
- 3.) A non-refundable filing fee.
- 4.) Site sketch. (see requirements)

### SITE SKETCH REQUIREMENTS

A site sketch of the requested property **MUST** be included with the application packet. This sketch must be drawn to scale and must include the following:

- Location of all existing structures with dimensions as they relate to property lines, centerline of streets, or property corners.
- Location of all proposed structures and/or additions with dimensions as they relate to property lines, centerline of street(s), or property corners.

**NOTE:** If a submitted site sketch is determined to be inadequate, you may be required to provide a survey of the property at your expense.

Revised: 12/19

## WHAT IS THE BOARD OF ADJUSTMENT?

- The Board of Adjustment is a 3-member board, appointed by the County Board.
- The Board of Adjustment will physically review the properties, prior to the public hearing date.
- Board of Adjustment hearings are held once a month, typically on a Monday, beginning at 6:00 pm.

## VARIANCES



### WHAT IS A VARIANCE?

The La Crosse County Zoning Ordinance requires certain minimum setbacks and/or requirements for construction projects. These setbacks can vary depending on the parcel of land being built upon. If a construction project cannot meet the requirements set forth in the Zoning Ordinance, the application is denied. An appeal of that denial can be made through a procedure requesting a variance.

### THE APPEAL PROCESS:

Once a Zoning/Occupancy Permit has been denied for a construction process, you can request a variance by obtaining the necessary applications forms from the La Crosse County Zoning Office.

Once an application for an appeal is received, you will be placed on the agenda for the next available public hearing in front of the La Crosse County Board of Adjustment.

If your appeal is granted, a Zoning/Occupancy Permit can be issued, allowing the proposed construction.

## VARIANCE DECISION

The Wisconsin Supreme Court has set forth guidelines for members of the Board of Adjustment for variance decisions. The standards are also provided on state statute and local ordinances.

Unnecessary hardship is present when "compliance with the strict letter of the restrictions governing area, set backs, frontage, height, bulk or density would unreasonably prevent the owner from using the property for a permitted purpose or would render conformity with such restrictions unnecessarily burdensome." State v. Waushara County Board of Adjustment, 2004 WI 56 (2004), State ex rel. Ziervogel v. Washington County Board of Adjustment, 2004 WI 23 (2004)

### THE THREE STEP TEST:

#### 1.) Unnecessary Hardship - Unique Property Limitations:

Unique physical limitations of the property such as steep slopes or wetlands that are not generally shared by other properties may prevent compliance with ordinance requirements. The circumstances of an applicant (growing family, need for a larger garage, etc.) **are not** a factor in deciding variances. Nearby ordinance violations, prior variances, or lack of objections from neighbors do not provide a basis for granting a variance. Property limitations that prevent ordinance compliance and are common to several properties should be addressed by amending the ordinance.

Do unique physical characteristics of your property prevent compliance with the ordinance?

- ☐ **Yes.** Where are they located on your property? Please show the boundaries of these features on the site map that you used to describe alternatives you considered.
- ☐ **No.** A variance cannot be granted.

#### 2.) Unnecessary Hardship-Self-created:

An applicant may not claim unnecessary hardship because of conditions which are self-imposed or created by a prior owner (for example, excavating a pond on a vacant lot and then arguing that there is no suitable location for a home). In determining whether unnecessary hardship exists, the property is considered whole rather than a portion of the parcel. The property owner bears the burden of proving unnecessary hardship.

#### 3.) Public Interest Protected:

A variance may not be granted which results in harm to public interests. In applying this test, the zoning board must consider the impacts of the proposal and the cumulative impacts of similar projects on the interests of the neighbors, the entire community, and the public. These interests are listed as objectives in the purpose statement of an ordinance and may include:

- Public health, safety, and welfare
- Minimization of property damages
- Water quality
- Provision of efficient public facilities and utilities
- Fish and wildlife habitat
- Any other public interest issues
- Natural scenic beauty
- Achievement of eventual compliance for nonconforming uses, structures and lots

## YOUR TOWNSHIP & VARIANCES

Your local town board is a RECOMMENDING body to the Board of Adjustment. It is your responsibility to contact your Town Board Chairman to be placed on the agenda for a Town Board Meeting.

Bangor	Don Numsen	769-4567
Barre	Ronald Reed	786-1699
Burns	Steve Nuttleman	386-8803
Campbell	Terry Schaller	779-0479
Farmington	Michael Hesse	857-3139
Greenfield	Tom Jacobs	797-9123
Hamilton	Blaine Lee	786-1727
Holland	Steve Michaels	399-1419
Medary	Linda Seidel	783-0482
Onalaska	Rolly Bogert	790-2800
Shelby	Timothy Candahl	780-3564
Washington	Daniel Korn	486-2961

(608 area code for all phone numbers)

COUNTY OF LA CROSSE  
ZONING, PLANNING, AND LAND  
INFORMATION DEPARTMENT  
COUNTY ADMINISTRATIVE CENTER  
212 6<sup>TH</sup> ST. NORTH, SUITE 1300  
LA CROSSE, WI 54601-3200  
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[www.lacrossecounty.org](http://www.lacrossecounty.org)

Public Hearings



### **CONDITIONAL USE PERMITS**

Chapter 17.36 of the La Crosse County Zoning Ordinance outlines the provisions for a Conditional Use Permit.

A Conditional Use Permit is generally needed when a certain land use is not authorized within a certain zoning district.

For instance:

- A small business within a residential district
- The removal and sale of borrow materials in any zoning district other than Rec. and Natural Resources.

### **SPECIAL EXCEPTION PERMITS**

Chapter 20.42 of the La Crosse County Shoreland Zoning Ordinance outlines the requirements for a Special Exception Permit.

Generally, a Special Exception Permit is needed when filling or grading within a shoreland district.

#### **A Shoreland District is defined as:**

Any property located 300 feet from the Ordinary High-Water Mark of navigable rivers or streams or to the landward side of the floodplain, whichever distance is greater, and within 1000 feet of a lake. If your property is located within a

shoreland, refer to our Shoreland District Brochure.

### **PLAT APPROVALS**

Chapter 18 of the La Crosse County Code of Ordinances is the La Crosse County Subdivision Code. The County Surveyor administers this code. This department can be reached at:

County Surveyor Department  
County Administrative Center  
212 6<sup>th</sup> Street North  
La Crosse, WI 54601  
(608) 785-9626

The PR&D Committee is given certain authority governing Platted Subdivisions and, in some cases,, other property divisions.

Some of their authority includes, but is not limited to:

- Preliminary Plat Review
- Final Plat Review
- Variances from subdivision requirements
- Certified Survey Maps  
(In certain instances)

The PR&D Committee has the authority to either Approve or Deny Subdivision Plats and in some cases, Certified Survey Maps.

Created: 12-05, Rev. 12/19

## **PUBLIC HEARINGS & THE LA CROSSE COUNTY PLANNING, RESOURCES, & DEVELOPMENT COMMITTEE (PR&D COMMITTEE)**

### **For Persons Seeking:**

**A ZONING CHANGE  
(REZONE PETITION)**

**CONDITIONAL USE PERMITS  
SPECIAL EXCEPTION PERMITS**

**PLAT APPROVALS**

COUNTY OF LA CROSSE  
ZONING, PLANNING, AND LAND  
INFORMATION DEPARTMENT  
COUNTY ADMINISTRATIVE CENTER  
212 6<sup>TH</sup> STREET NORTH, RM. 1300  
LA CROSSE, WI 54601  
(608) 785-9722

[www.lacrossecounty.org](http://www.lacrossecounty.org)

## **THE COMMITTEE**

The PR&D Committee is a seven-member committee that is appointed by the La Crosse County Board. The PR&D Committee:

- Meets on Mondays three weeks prior to the County Board.
- Holds public hearings for and makes recommendations regarding:
  - REZONES
  - CONDITIONAL USE PERMITS
  - SPECIAL EXCEPTION PERMITS
  - SUBDIVISION PLATS
- Committee recommendations are made to the full County Board, except Special Exception Permits, for which they make the final decision.

**NOTE:** Rezoning & Conditional Use Permits also need Town Board approval in order for the PR&D Committee to recommend APPROVAL to the full County Board.

## **COMMITTEE MEMBERS**

Peg Isola	(Chair)	608-519-7365
Patrick Scheller		608-769-8502
Rick Cornforth		608-781-0210
Kevin Hoyer		608-786-0058
Dan Hesse		608-797-4696
Karen Keil		608-385-0280
David Hundt		608-786-1575

## **THE APPLICATION PROCESS**

Application Forms can be picked up in the Zoning, Planning & Land Information Office or via the La Crosse County Website: [www.lacrossecounty.org](http://www.lacrossecounty.org)

Only **COMPLETE APPLICATIONS** will be accepted and placed on the agenda for the next available public hearing.

### **A COMPLETE APPLICATION INCLUDES:**

- 1.) All forms, signed and dated
- 2.) Filing Fee
- 3.) Legal Description of the property
- 4.) A site sketch of the property, drawn to scale including all buildings, structures, creeks, septic systems, wells, driveways, etc.
- 5.) Impact summary
- 6.) Any other pertinent information

## **PUBLIC HEARING PROTOCOL**

Planning, Resource, and Development Committee Meetings are typically held the first or last Monday of each month at 6:00 pm. At the public hearing, your petition will be read into the record and the Chair or Chairperson will ask for anyone speaking in favor of the petition to come forward. Then, the Chair will ask for anyone speaking in opposition of a petition to come forward. Once testimony is heard, any correspondence from government agencies will be read into the record and the Chair will ask for a department recommendation. Finally, the committee will discuss the petition and make a motion to approve/deny/or to refer the petition.

## **ZONING CHANGES**

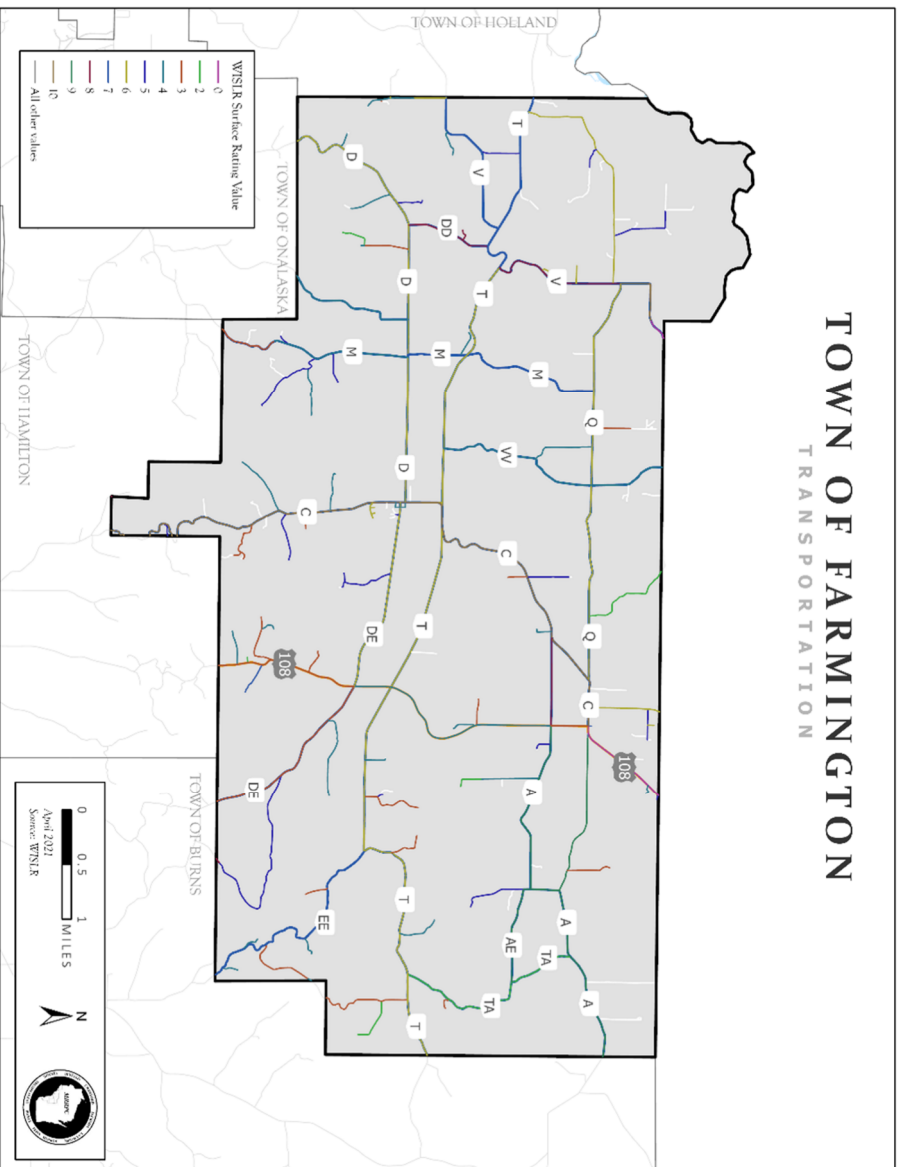
Chapters 17.30 thru 17.43 of the La Crosse County Zoning Ordinance outlines the different zoning districts and land uses throughout La Crosse County. A rezoning may be required to change your property's zoning to allow a change in land use.

## **ZONING DISTRICTS**

Residential District A
Single Family Homes
Residential District B
Two Family Homes
Residential District C
Multi-Family Homes
Rural District
Residential & Agricultural Use
Exclusive Agricultural District
Agricultural Uses
35 acres required for a residence
General Agricultural District
Farming & Open Space Uses
Recreational and Natural Resource District
Recreational and Natural Use
Commercial District
Light Commercial Use
Light Industrial District
May Not Produce Noise, Odor, Heat, Etc
Industrial District
May Produce Noise, Odor, Heat, Etc.
Manufactured Homes District
Mobile Home Parks
Public Facilities and Institutional District
Schools and Public Facilities



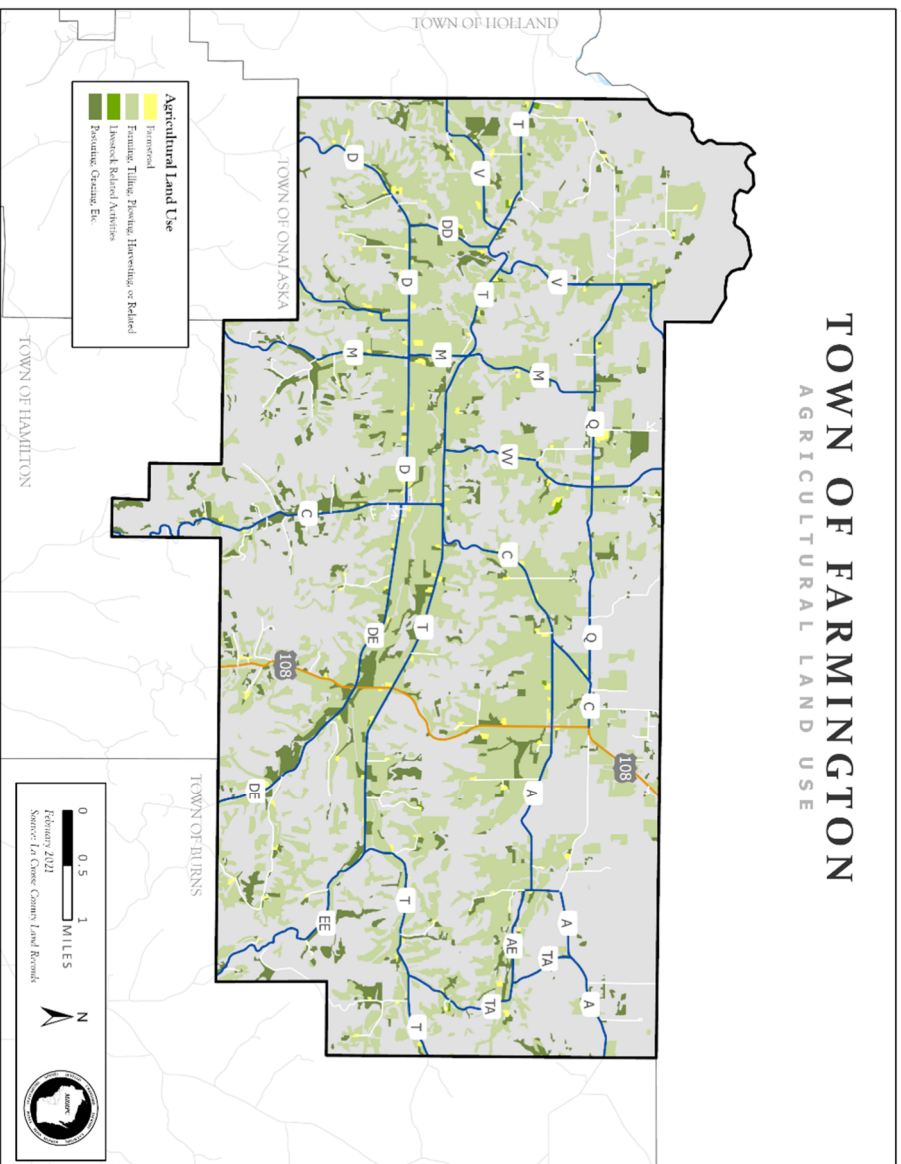
# TOWN OF FARMINGTON TRANSPORTATION





# TOWN OF FARMINGTON

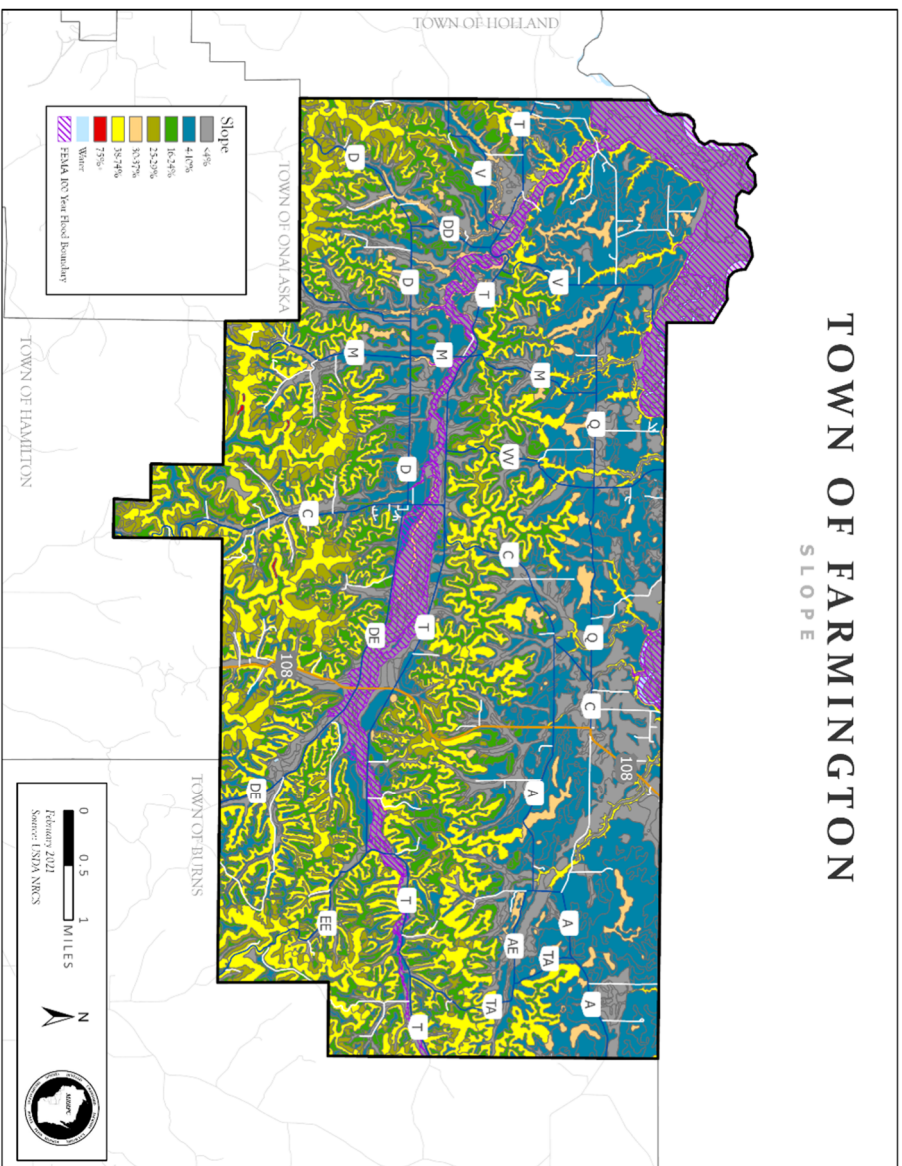
## AGRICULTURAL LAND USE



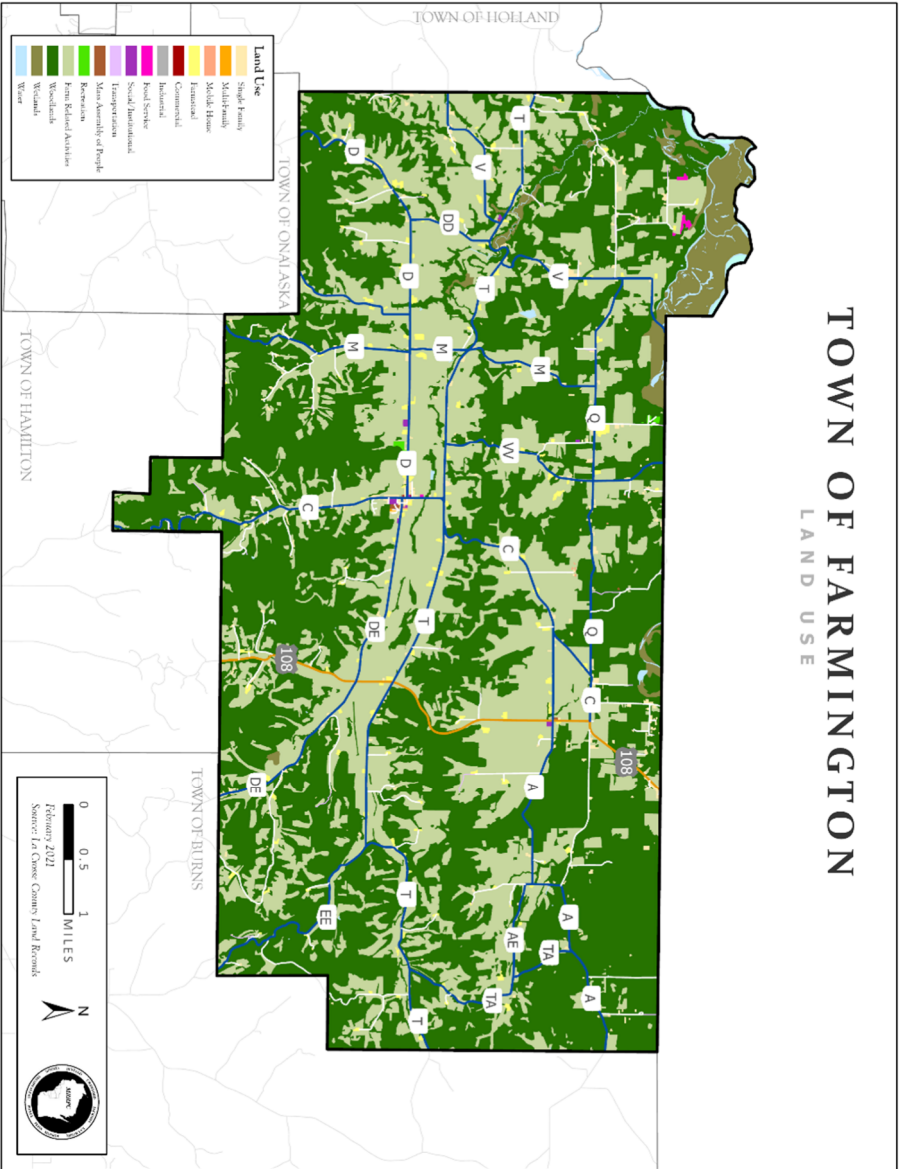


# TOWN OF FARMINGTON

## SLOPE



Existing Land Use Map 8.1





## ZONING







## APPENDIX D

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### Survey Comments

What is number one on your wish list of improvements the Town of Farmington can make?

- Add broadband internet service
  - Replace business space (unused) with housing
  - Questioning who is in charge of what? Issues come up everyone looks to the next person. No one is in charge.
  - New development should be near developed areas
  - Get rid of the boardwalk and the ugly buildings
  - Highspeed internet access/speed improvement
  - Happy with the present services provided
  - Smooth roads
  - Wish the county would do a better job of keeping road ditches dug out so rain water flows off of the roads better. Rain water would wash debris like rocks, gravel, and sand into the road ditch because the road was not slanted correctly
  - Road improvement/repair
  - Earlier/more frequent snow removal
  - Support forest property disappearing for developments
  - Fix and maintain Town roads
  - Improve County highway roads. Many are in terrible condition
  - If Town seeks to increase business opportunities, I believe focusing on tourism and promoting biking, hiking, and other low impact use of public areas
  - High speed internet
  - Have a sound ordinance for shooting after dark
  - Remove the curb in front of post office
  - Recreation
  - Getting men to get out early in the morning to plow snow
  - Invest in reconstruction of the boardwalk
  - Medical clinic
  - Lower water and sewer bills
  - Upgrading the general appearance of Mindoro
  - Broadband and better cell phone coverage
  - Lake for recreation
  - Earlier display of information on website – more complete or in depth info on website
  - Garbage pickup
  - Repair the creek next to Hernon Coulee Road to save the road
  - Most development should occur adjacent to the areas which are already mostly developed
  - Internet
  - Less regulation
  - Road quality some roads are poorly paved
  - Blacktop the dump yard! (the new gate going out worked beautifully)
  - Keeping the cost down on the water/sewer so you don't have to move! There should be a yearly audit of water department for how money is spent.
  - Need new growth
  - Keeping taxes reasonable
  - More ATV/UTV trails
-

- Housing close to Town for retiree – our older folks have to leave the area!
- Need more traffic control in rural areas
- Make Town workers more accountable for their time
- Getting junk off of farms and wooded area; including junk stored. This brings neighbors land value down.
- Keep roads up
- I feel we could use a museum to preserve our history
- More small businesses to support
- Develop a Town center – sidewalk, lighting, a design concept and theme
- Road repair
- Allow no development on good farmland/good soil
- Save the boardwalk in Mindoro
- Need much better broadband internet service
- Plow roads earlier in morning
- Limit large commercial traffic on county roads
- Improve internet service to rural customers. Some of us are stuck with Century Link slow speed internet 1.5 mbps.
- More police in the area
- Keep the Town rural
- Communication from Town Board to residents. Email would be great. Town website is a joke

In a word or two, what do you believe are the two biggest issues, in order of priority, facing the Town?

- Lack of quality internet access
  - Sensible housing expansion close to development
  - Poor government leadership
  - Stagnation
  - Biased application of County zoning requirements
  - Lack of high speed internet access
  - Although we have never had children in school, it appears our district lines are quite arbitrary and messy
  - Attracting business to the township
  - Monitoring ground water quality
  - Urban sprawl
  - Mini-mansion rural homesteads
  - Water quality will be an issue if not already
  - Bad land use – burning debris, dumping
  - Road condition
  - Erosion and losing our agriculture to too much housing (usually very cheaply made)
  - Preserving farmland and natural areas
  - Make it easier to rezone property
  - Preserving farmlands
  - Internet connectivity
  - Keep housing developments away from Township
  - Road maintenance
  - Visual appearance
  - Affordable housing and increase tax base, medical care nearby- 25-30 miles away is too far
  - Urban sprawl – must guard against
  - Keep farmland from housing
  - Not having anything to offer businesses (existing housing/roads out of town)
  - We think they could improve the roads in the township
  - Having the land for sale in or near Town for development
  - Manage growth
  - Maintaining community cohesiveness
  - No library – try again
  - Maintain roads
-

- Losing farms
- Township control
- Favoritism
- Drug problem
- Cost of water/sewer!
- The town is not growing, need to attract more residents
- Keeping local business
- Digital communications/internet capability (there have been improvements over the last year – would like to see it expanded)
- Senior housing
- Bring more business and young family homes.
- Loss of the school in Mindoro and loss of business in town, no real services of any kind available and always have to go to La Crosse
- Development
- School taxes too high
- Water issues
- Property taxes
- Land use
- Repair infrastructure
- Protection
- Desirable Housing
- Preserve farmland

#### Any additional comments?

- I would like to see Town government serve to assist, not to direct the population. In other words, minimal government.
  - For the most part, Farmington is a great place to live
  - It would be nice if the boardwalk was painted and the cement steps fixed. It's a landmark and a lot of people like to come see it.
  - We love the rural character of this Township. Thanks to the great public service provided by elected officials! Keep up the excellent work!
  - If no [garbage] pickup is possible, then maybe a weekday that offers evening hours
  - Thank you.
  - Entering Cty Rd DE-East 25 mph, Cty Rd D-West 25mph, Cty Rd C-North 30 mph, Cty Rd C-South 30 mph
  - When Rd C was redone – Mindoro sign was moved south – before it was located in Jostad ditch but speed limit signed were placed in the same place. The speed should be moved further south of the sub-division beyond the Mindoro sign.
  - We believe the Town of Farmington is doing a great job. Appreciate the opportunity for feedback. Interested in survey findings.
  - More communication and public input on future short and long term planning, fix all of State Hwy 108, high speed internet
  - Whatever is done, a concentrated effort should be made to stick to a themed plan to ensure property and land value is maintained and improved
  - Would be great to have a parking lot (for both churches) across from presbyterian church and south to Co. DE
  - Would like to see police patrol on the bottom of spring coulee hill on D. Cars and bikers come down and around the curve so fast. Lucky there hasn't been an accident.
  - Feel strongly that the minimum parcel acreage from agricultural to residential should be lowered to 10 acres
  - Less restriction to building shed and buildings on current properties when all neighbors approve
-

- Where junk yards are not regulated I don't think a lot of your other questions are relevant. I would rather be surrounded by homes than junk.
  - I would like to see the boardwalk preserved, it's part of our history. In 1912 my grandmother bought a cup and saucer from the grocery store on the boardwalk. I still have it.
  - Keep people's privacy as a priority
  - We do not want to see big housing developments like Holmen allowed to happen. However land owners should be able to put in a mobile home if they want. Also there should be no permits needed for wood furnaces – outdoor OV solar etc. I believe all this permit stuff is not so much to protect anyone or thing but just another way to collect revenue by over regulation
  - Happy to have improved internet service
  - I'd like the Township to go bow hunting only, no gun season
  - I believe it would really be an asset to pursue more ways to create new jobs in the area. We now have the creamery and ACT concrete, but it would help to have another business or two that would each create 8, 10, 12 jobs at each.
  - Enforce speed limits in lower speed limit areas (Stevenstown, Mindoro)
  - Want to keep it small and family oriented and keep big business out
  - Thank you for the opportunity to give input!
-

# APPENDIX E: PLAN ADOPTION DOCUMENTS

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*Public Hearing Affidavit*

*Resolution to Adopt Plan*

*Ordinance to Adopt Plan*