



CITY OF CHILTON

COMPREHENSIVE PLAN 2045

DRAFT



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ABSTRACT

TITLE	City of Chilton Comprehensive Plan 2045
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This report describes existing conditions, projects future growth and offers recommendations to guide future development in the City of Chilton, Calumet County.

TABLE OF CONTENTS

CHAPTERS

1	Chapter 1: Introduction
7	Chapter 2: Housing
15	Chapter 3: Transportation
27	Chapter 4: Economic Development
43	Chapter 5: Utilities and Community Facilities
54	Chapter 6: Agricultural, Natural, and Cultural Resources
64	Chapter 7: Land Use
78	Chapter 8: Intergovernmental Cooperation
84	Chapter 9: Implementation

APPENDICES

A	Plan Adoption
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FIGURES

3	Figure 1.1. Chilton Data Summary
8	Figure 2.1. Median Home Value, 2021
19	Figure 3.1. Online Survey Results
28	Figure 4.1. Educational Attainment of Persons Age 25 and Over
28	Figure 4.2. Calumet County and City of Chilton Residents Travel Time to Work
29	Figure 4.3. Inflow/Outflow Job Counts in 2019
36	Figure 4.4. Survey Results: Quality of Life Factors
67	Figure 7.1. City of Chilton Existing Land Use, 2021
73	Figure 7.2. Number of times each activity was selected by Chilton residents to be included in the future of Morrissey Park
76	Figure 7.4. Survey Results for what residents want to see in the future

TABLES

2	Table 1.1. Department of Administration Population Projections
7	Table 2.1 Housing Occupancy Status
8	Table 2.2. Number of Units in Housing Structure
9	Table 2.3. Non-Affordable Households
10	Table 2.4. Gross Rent for Occupied Units

TABLE OF CONTENTS

TABLES

10	Table 2.5. Age of Homes
12	Table 2.6. Department of Administration Household Data
12	Table 2.7. Department of Administration Persons per Household Data
16	Table 3.1. City of Chilton PASER conditions
30	Table 4.1. Major Employers in the City of Chilton
31	Table 4.2. Employment by Industry
31	Table 4.3. Median Earnings by Industry
32	Table 4.4. Employment by Occupation
33	Table 4.6. Number of Jobs by Year, EMSI
57	Table 6.1. Chilton Environmental Cleanup Sites on the DNR's BRRTS database
60	Table 6.2. Threatened and Endangered Species by Township, Range, Section near Chilton
67	Table 7.1. City of Chilton Existing Land Use Categories
68	Table 7.2. Projected Land Consumption/Demand for Residential, Commercial, and Industrial Uses
70	Table 7.3. City of Chilton Future Land Use Categories
74	Table 7.4. Activity Options for Morrissey Park Improvements
80	Table 8.1. Potential Opportunities for Maintaining and Improving Intergovernmental Relationships
81	Table 8.2. Potential Intergovernmental Conflicts and Resolutions
86	Table 9.1. Comprehensive Planning Element Goals

MAPS

5	Map 1.1. City of Chilton Municipal Boundary
17	Map 3.1. Roadway Functional Classifications
18	Map 3.2. Bicycle and Pedestrian Facilities
20	Map 3.3. Freight and Trucking
22	Map 3.4. Crashes
34	Map 4.1. TIFs
47	Map 5.1. Utilities and Community Facilities
55	Map 6.1. Soil Classifications
56	Map 6.2. Groundwater Contamination Susceptibility
59	Map 6.3. Surface Water Resources
61	Map 6.4. Conservation
66	Map 7.1. Existing Land Use
71	Map 7.2. Future Land Use

CHAPTER 1

INTRODUCTION



PURPOSE OF THE COMPREHENSIVE PLAN

The City of Chilton Comprehensive Plan 2045 is intended to act as a guide for the physical, social, and economic development of the City over the next 22 years. This Comprehensive Plan serves as an update to the Year 2030 Comprehensive Plan last adopted in 2007. This Plan meets all of the statutory elements and requirements of the comprehensive planning law as outlined in 66.1001, Wisconsin Administrative Code. Comprehensive Planning contains nine planning elements: Issues and Opportunities, Housing, Transportation, Economic Development, Utilities and Community Facilities, Agricultural - Natural and Cultural Resources, Land Use, Intergovernmental Cooperation, and Implementation. Each element addresses the history, current data, issues and opportunities, and the City's goals for the future.

CITY OF CHILTON 2045 VISION STATEMENT



The City of Chilton will provide prompt, efficient services to the public to encourage a friendly, safe, and community-oriented city while providing a balance of residential, commercial, industrial, and public facilities serving all of the people.

CHAPTER 1 INTRODUCTION



INTRODUCTION TO THE CITY OF CHILTON

The City of Chilton encompasses 2,615 acres and is located in the heart of Calumet County, east of Lake Winnebago. The City is the county seat and has a population of 4,080 people. The City is located about 35 minutes south of Appleton, 10 minutes north of New Holstein, and 40 minutes northeast of Fond du Lac. The City is directly bordered to the north, south, and west by the Town of Chilton and by the Town of Charlestown on the east. Map 1.1 displays the City of Chilton’s municipal boundaries.

Table 1.1 displays the Wisconsin Department of Administration’s population projections. Projections extend to 2040 and are according to DOA figures published in 2013, which are the most recent projections developed by the Department as of January 2023. The City is expected to grow to 4,480 by 2040, an addition of nearly 400 people from the 2020 census figures. According to the 2020 census, approximately 54 percent of the population is male and 46 percent are female.

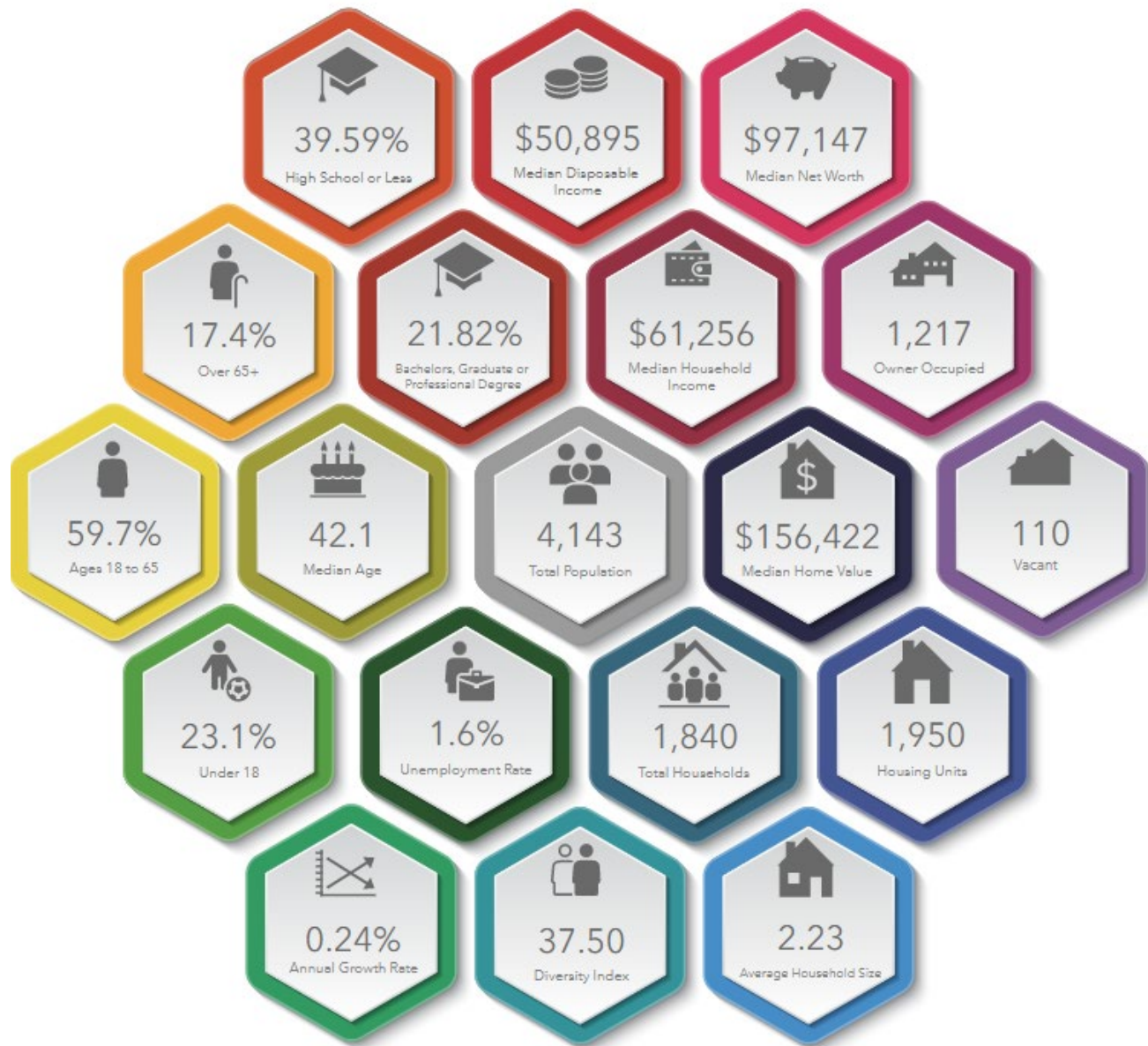
TABLE 1.1. DEPARTMENT OF ADMINISTRATION POPULATION PROJECTIONS

Municipality	Census		Projection				
	2010 Census	2020 Census	2020	2025	2030	2035	2040
C. Chilton	3,933	4,080	4,170	4,325	4,455	4,505	4,480
T. Charlestown	775	828	795	805	810	795	770
T. Chilton	1,143	1,053	1,195	1,230	1,260	1,260	1,245
Calumet County	48,971	52,442	54,555	58,010	61,255	63,210	64,210
Wisconsin	5,686,986	5,893,718	6,005,080	6,203,850	6,375,910	6,476,270	6,491,635

Source: Wisconsin Department of Administration, Vintage 2013, U.S. Census Bureau 2010 and 2020

CHAPTER 1 INTRODUCTION

FIGURE 1.1. CHILTON DATA SUMMARY



Click [HERE](#) for more data.

CHAPTER 1 INTRODUCTION

COMPREHENSIVE PLAN DEVELOPMENT PROCESS

Wisconsin's Smart Growth Comprehensive Planning law requires public participation throughout the comprehensive planning process (Section 66.1001(4)(a), WI Administrative Code). In order to facilitate public knowledge and involvement in planning process the City of Chilton has prepared and adopted a Public Participation Plan on October 18th, 2022. Public participation is an important part of the planning process as it helps to ensure that the plan accurately reflects the vision of the community.

- ▶ **Plan Commission Meetings** – Components of the comprehensive plan were reviewed and discussed at eight City of Chilton Plan Commission meetings to provide input during plan development.
- ▶ **Workshops** – Two workshops were provided by the East Central Wisconsin Regional Planning Commission at regularly scheduled Plan Commission meetings which aligned with the development of the economic development and transportation chapters.
- ▶ **Survey** – An online survey was distributed to City residents via the website and social media channels. Paper copies were made available and handed out on election day, 2022 at City Hall. There were 82 responses.
- ▶ **Community Event** – Attended City of Chilton Summer Concert in the Park event on July 20, 2023.
- ▶ **Public Hearing** – Per Section 66.1001(4)(b)(d) of the Wisconsin Statutes, a public hearing on the Plan was held on enter date here at the Chilton City Hall.

CITY OF CHILTON PLANNING GOALS, STRATEGIES, AND ACTIONS

Each section contains the goals for each of the nine elements as described and required by Wisconsin's comprehensive planning law and will be included in each of the respective planning element chapters. The goals were developed by the City of Chilton to guide and focus the planning process and help attain the priorities and vision for the future.

GOALS are broad statements that express general public priorities about how the City should approach development issues during the next 20+ years. These goals are based on key issues, opportunities, and problems that affect the community.

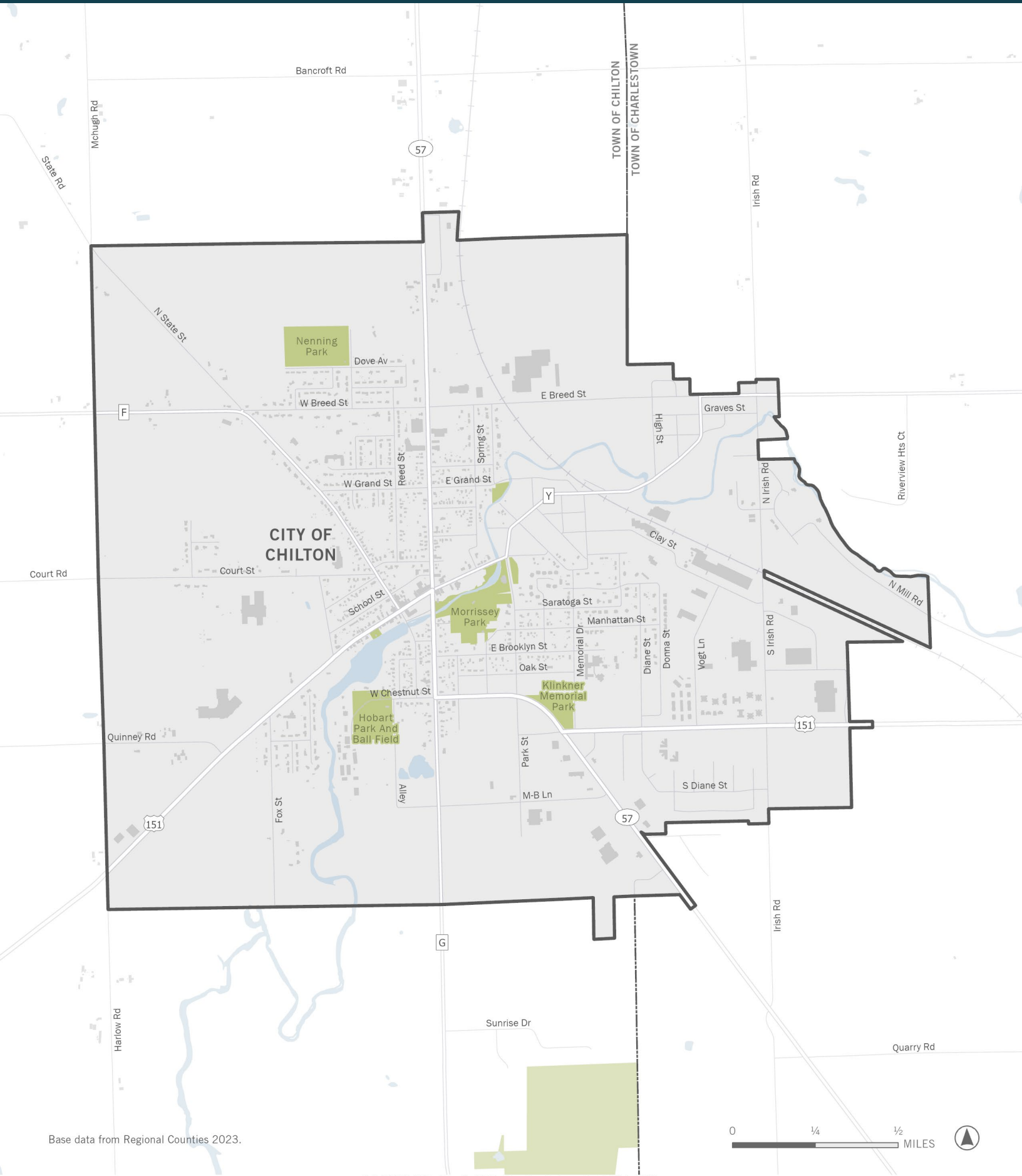
STRATEGIES are more specific than goals and are usually attainable through planning and implementation activities. The accomplishment of a strategy contributes to the fulfillment of a goal.

ACTIONS are specific projects, services, or policies that are advised to achieve the plan goals and strategies.

ISSUES AND OPPORTUNITIES ELEMENT

The Issues and Opportunities element of the comprehensive plan provides perspective on the planning process, public participation, demographic information, trends and forecasts, and a statement of overall goals of the comprehensive plan. These have been incorporated into the Introduction chapter. A detailed assessment of specific issues and opportunities relative to each plan element for the City of Chilton is discussed within the respective planning element chapter.

MAP 1.1 CITY OF CHILTON MUNICIPAL BOUNDARY





CHAPTER 2

HOUSING



INTRODUCTION

Housing is a basic need, providing shelter from the elements, a source of stability, and is a long-term investment. The design, placement, and density of housing impacts the overall appearance and character of a community by defining a sense of place and encouraging social interaction between residents. It also influences the cost and efficiency of other plan elements such as roadways, utilities, transportation to schools and jobs, access to parks and natural resources, and economic development. This chapter analyzes the current housing stock in the City and discusses what is needed for people with different incomes, age groups, and those with special needs.

HOUSING & OCCUPANCY CHARACTERISTICS

According to the American Community Survey (ACS) 5-Year Estimates (2017-2021), Table 2.1 shows there are 1,772 housing units in the City of Chilton; 92 percent are occupied and 8 percent are vacant. Table 2.2 shows that a majority of the units are single-family, detached (63 percent) and approximately 23 percent of occupied housing units are 5 or more apartments. Although the City of Chilton has a better representation of middle housing than both Calumet County and the State of Wisconsin, increasing middle housing would more quickly and efficiently address the housing stock question for low- to moderate- income families.

TABLE 2.1. HOUSING OCCUPANCY STATUS

	City of Chilton		Calumet County		Wisconsin	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
Total housing units	1,772	100%	21,416	100%	2,718,369	100%
Occupied housing units	1,630	92.0%	20,467	95.6%	2,401,818	88.4%
Vacant housing units	142	8.0%	949	4.4%	316,551	11.6%

Source: 2017-2021 American Community Survey (ACS), DP04

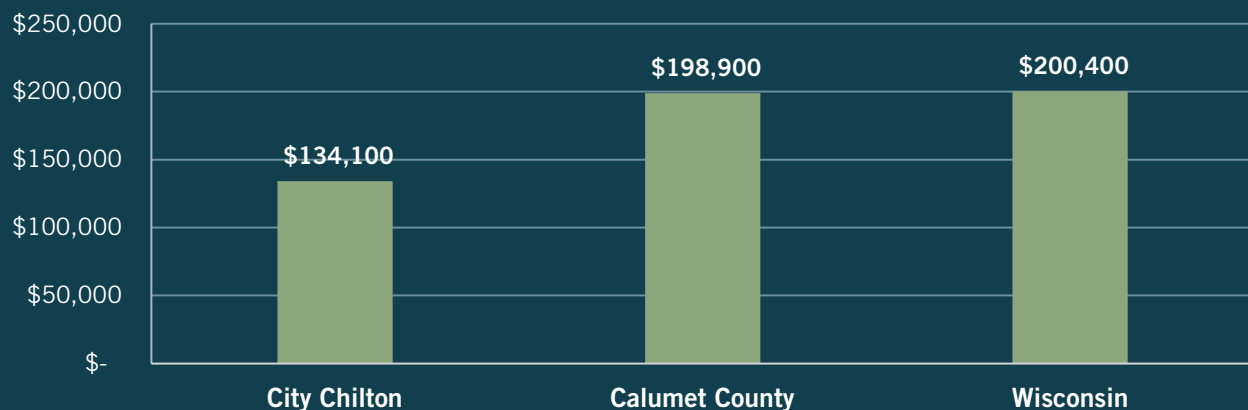
CHAPTER 2 HOUSING

TABLE 2.2. NUMBER OF UNITS IN HOUSING STRUCTURE

Units in Structure	City of Chilton		Calumet County		Wisconsin	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
Total housing units	1,772	100%	21,416	100%	2,718,369	100%
1-unit, detached	1,116	63.0%	16,857	78.7%	1,808,977	66.5%
1-unit, attached	139	7.8%	828	3.9%	115,708	4.3%
2 units	88	5.0%	726	3.4%	170,039	6.3%
3 or 4 units	26	1.5%	400	1.9%	97,856	3.6%
5 to 9 units	231	13.0%	1,073	5.0%	132,693	4.9%
10 to 19 units	0	0.0%	536	2.5%	95,452	3.5%
20 or more units	172	9.7%	510	2.4%	210,212	7.7%
Mobile home	0	0.0%	455	2.1%	86,592	3.2%
Boat, RV, van, etc.	0	0.0%	31	0.1%	840	0.0%

Source: 2017-2021 American Community Survey (ACS), DP04

FIGURE 2.1. MEDIAN HOME VALUE, 2021



Source: 2017-2021 American Community Survey (ACS)

As seen in Figure 2.1, the Median home value for the City of Chilton according to the ACS 2021 5-year estimates, is \$134,100. This is less than Calumet County and the State of Wisconsin.

CHAPTER 2 HOUSING



58% responded that “facilitating more affordable housing options” is important or very important (4 & 5 out of 5) for the City to focus on in the future.

-Survey Response

According to the Department of Housing and Urban Development (HUD), housing is considered affordable if the household is not spending more than 30 percent (threshold) of their pre-tax, gross income on rent or a mortgage. If a household spends over 30 percent on rent or mortgage for housing, they are considered to be housing cost burdened. Table 2.3 below details the households who are paying a mortgage or rent that is 30 percent or greater than their income. Approximately 36 percent of renters in the City of Chilton are considered housing cost burdened. This is very similar to the percentage of renters in Calumet county (37 percent) and less than the percentage of renters in the State (45 percent). As outlined in Table 2.3, for those with a household mortgage, 17 percent pay 30 percent or more in monthly owner costs from their household income. There is a higher percentage of households who rent that are considered non-affordable than those households with a mortgage, indicating a need for middle housing options.

TABLE 2.3. NON-AFFORDABLE HOUSEHOLDS

	Households with Mortgage for which Owner Costs are Not Affordable			Households without Mortgages for which Owner Costs are Not Affordable			Households for Which Renter Costs are Not Affordable		
	Estimate	Total Housing Units	Percent	Estimate	Total Housing Units	Percent	Estimate	Total Housing Units	Percent
C. Chilton	102	591	17.3%	100	534	18.7%	183	505	36.2%
Calumet County	1,932	10,814	17.9%	637	5,699	11.2%	1,345	3,631	37.0%
Wisconsin	243,367	1,564,917	15.6%	77,917	553,946	14.1%	327,832	728,809	45.0%

Source: 2017-2021 American Community Survey (ACS) B25070 and B25091

Note: Costs may include: insurance, utilities, real estate taxes, fuel, additional fees, etc.

Approximately 61 percent of rental units in the City of Chilton cost between \$500 and \$999 as seen in Table 2.4. This is the highest rent range across both the State and Calumet County. About 21 percent of renters are paying less than \$500 per month in the City, and 11 percent of units charge between \$1,000 and 1,999. The percentage of rental units in the \$1,000 to \$1,499 range are much higher in Calumet County and across the State than can be found in the City of Chilton.

CHAPTER 2 HOUSING

TABLE 2.4. GROSS RENT FOR OCCUPIED UNITS

Gross Rent	City of Chilton		Calumet County		Wisconsin	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
Occupied units paying rent	492	100%	3,704	100%	750,141	100%
Less than \$500	102	20.7%	309	8.3%	65,018	8.7%
\$500 to \$999	299	60.8%	2,012	54.3%	385,044	51.3%
\$1,000 to \$1,499	43	8.7%	1,073	29.0%	222,367	29.6%
\$1,500 to \$1,999	13	2.6%	222	6.0%	56,063	7.5%
\$2,000 to \$2,499	0	0.0%	53	1.4%	13,039	1.7%
\$2,500 to \$2,999	0	0.0%	0	0.0%	3,903	0.5%
\$3,000 or more	35	7.1%	35	0.9%	4,707	0.6%
No rent paid	13		177		31,973	

Source: 2017-2021 American Community Survey (ACS), DP04

MAINTAINING AND REHABILITATING THE EXISTING HOUSING STOCK

TABLE 2.5. AGE OF HOMES

Year Structure Built	City of Chilton		Calumet County	
	Estimate	Percent	Estimate	Percent
2020 or later	0	0	21	0.1%
2010 to 2019	63	3.5%	1,861	9.1%
2000 to 2009	117	6.6%	3,979	19.4%
1980 to 1999	400	22.6%	5,363	26.2%
1960 to 1979	382	21.6%	4,354	21.3%
1940 to 1959	246	13.9%	1,675	8.2%
1939 or earlier	564	31.8%	3,214	15.7%
Total Occupied Housing Units	1,772		20,467	

Source: 2017-2021 American Community Survey (ACS)

The age of a home can be an indicator for costly updates and repairs such as electric, plumbing, or foundational. Table 2.5 shows that within the City of Chilton, approximately 67 percent of the housing units were constructed more than 43 years ago (prior to 1980). The most homes (564) were built prior to 1939 and then another housing boom took place between 1980 to 1999 with 400 new homes. Reinvesting in aging homes will help secure affordable housing options for current and future residents. Aging homes may lead to an opportunity for housing assistance or redevelopment programs. On the other hand, new housing supply requires the City plan for new infrastructure, land availability, community utilities, and transportation needs.

CHAPTER 2 HOUSING

SUBSIDIZED AND SPECIAL NEEDS HOUSING

As the general population ages, it becomes increasingly important to consider the accessibility, affordability, and proximity of housing to various medical facilities and services. Some individuals are able to manage independently due to finances, or extended family structures. In other cases, some form of assisted living is necessary. This is especially the case in communities where a large proportion of the population has been long-term residents and there is a desire for the residents to remain in the area after their retirement. In addition, there are individuals who need some form of special housing due to a disability, drug or alcohol problem, financial difficulty, or domestic violence situation. The Aging and Disability Resource Center in the City of Chilton offers information and assistance on all issues affecting older people and people with disabilities.



14% ranked the City a 5 (excellent) and 41% ranked the City a 4 out of 5 for being able to “age in place”.

-Survey Response

One option is a community-based residential facility (CBRD). This is a place where five or more unrelated people live together in a community setting. Some services such as meal and activity support, and some nursing care is available.

COMMUNITY BASED RESIDENTIAL FACILITIES IN CHILTON

- ▶ Century Ridge, E Calumet Street
- ▶ New Hope Center Group Home, Steenport Lane

ADULT FAMILY HOMES IN CHILTON

- ▶ Cass House, Cass Street
- ▶ New Hope Center, Calumet Street and Diane Street

ASSISTED LIVING FACILITIES IN CHILTON

- ▶ Abridge Care Cottage, operated by Abridge Care Concepts, Field Lane
- ▶ New Hope Center, Field Lane
- ▶ Century Ridge, E Calumet Street

CHAPTER 2 HOUSING

HOUSING TRENDS AND FORECASTS

Table 2.6 and 2.7 display the Department of Administration's household and persons per household projections. In 2010 there was a total of 1,687 households in the City. The DOA's 2020 projection was 1,862 households. However, the actual total number of households from the 2020 census is 1,916; 54 more households than the DOA's projection. The projected number of households in the year 2040 is 2,101. Once the DOA publishes updated projections (most recently published is from 2013), it could be that the number of households will be higher, since the 2020 census was higher than the projected number at the City, County, and State level.

The household size in 2010 was 2.28 persons per household. The projected 2040 household size is expected to be smaller with 2.03 people per household. The decline in person per household from the 2010 census (2.28) to the 2020 census (2.13) is anticipated to continue to 2040 and may create a need for new housing construction due to the declining trend of persons per household.

TABLE 2.6. DEPARTMENT OF ADMINISTRATION HOUSEHOLD DATA

	Households						
	Census		Projection				
	2010	2020	2020	2025	2030	2035	2040
C. Chilton	1,687	1,916	1,862	1,962	2,054	2,103	2,101
Calumet County	18,575	21,511	21,497	23,223	24,957	26,157	26,844
Wisconsin	2,279,768	2,727,726	2,491,982	2,600,538	2,697,884	2,764,498	2,790,322

Source: Department of Administration Number of Households, Vintage 2013, and 2010, 2020 U.S. Census Bureau

TABLE 2.7. DEPARTMENT OF ADMINISTRATION PERSONS PER HOUSEHOLD DATA

	Persons Per Household						
	Census		Projection				
	2010	2020	2020	2025	2030	2035	2040
C. Chilton	2.28	2.13	2.18	2.14	2.09	2.05	2.03
Calumet County	2.43	2.16	2.35	2.32	2.30	2.28	2.26
Wisconsin	2.63	2.44	2.53	2.49	2.44	2.40	2.38

Source: Department of Administration Persons per Household, Vintage 2013, and 2010, 2020 U.S. Census Bureau

CHAPTER 2 HOUSING

HOUSING ISSUES AND OPPORTUNITIES

- ▶ Affordable Housing
- ▶ Attracting Young Adults/Families to Chilton
- ▶ Diversify the Housing Stock to increase middle housing (2 or 3 units)
- ▶ Calumet County Housing Taskforce – Study ongoing 2023
- ▶ Greater Fox Cities Area Habitat for Humanity Rock the Block in Chilton May 11- 13, 2023

GOALS

Goal 1: Preserve and develop quality, balanced housing that will meet the needs of current and future residents and promote a range of housing choices for anticipated income levels, age groups, and special housing needs.

STRATEGIES

1. Designate areas suitable for the development of apartments and similar medium density residential uses.
2. Plan for residential development that provides a balance of low-income, moderate-income, and high-income housing, and an appropriate mix of single-family, two-family, multifamily, and senior housing.
3. Continue to support the city's use of community development block grants for improving housing in the city and supporting home ownership.
4. Promote the availability of assisted living and elder care facilities while continually monitoring the housing needs of the aging population.
5. Support opportunities for high-density residential development within existing neighborhoods with established parks, sidewalks, and other public infrastructure and facilities.
6. Utilize the Community Development Block Grant (CDBG) program, which Brown County administers on behalf of multiple counties including Calumet. Various criteria allow eligible home owners the opportunity for a loan to assist with home repairs/maintenance.
7. Utilize the School District Referendum to encourage investment in the parks as the school district experiences growth.
8. Employ the use of tax abatement programs to incentivize new builds in the City.

CHAPTER 2 HOUSING

ACTIONS

1. Annually assess the availability of developable land for residential development.
2. Building and housing codes shall be utilized to ensure the safety of new and existing housing.
3. The city shall utilize the subdivision ordinance to ensure the provision of adequate infrastructure.
4. Allow housing opportunities for those with low and moderate income, elderly and handicapped. Utilize state and federal grants and programs wherever possible to assist in the provision of housing. Such housing should be located in close proximity to services and community facilities.

Goal 2: Provide for housing development that maintains the character and natural appeal of the city.

STRATEGIES

1. Encourage well-designed residential development which provides connectivity between neighborhoods and activity areas in the city.
2. Encourage the preservation, maintenance, and rehabilitation of historically significant homes.
3. Support the use of creative development designs that preserve community character and natural resources.
4. Promote the development of low to moderate-income housing that is consistent in quality, character, and location with the city's comprehensive plan.

ACTIONS

1. Enforce zoning, nuisance abatement, and building code requirements in blighted residential areas.
2. Work toward the removal of blighting influences from residential areas and support the renewal of deteriorating residential neighborhoods.
3. Continue to infill the under-developed residential areas of the city as much as possible prior to annexing new territory.
4. Prevent the incursion of incompatible, non-residential uses into residential neighborhoods. Utilize the zoning ordinance and the comprehensive plan when developing new land uses.

CHAPTER 3

TRANSPORTATION

INTRODUCTION

More than asphalt and reflective paint, a transportation system consists of the assets, facilities, programs, and infrastructure used to move people and/or products around an area. A community relies daily on its transportation system to transport people and goods effectively and efficiently. A safe, well-designed system also links the community to neighboring communities and beyond. Additionally, the system needs to be able to accommodate a variety of transportation modes; concentrating on how to move people in addition to vehicles from place to place.

Roads and highways account for most of a transportation system's attention and cost. However, they are not the only component. Rail lines, waterways, airways, and trails also contribute to the greater mobility network. Taken together, these individual transportation options create a community's transportation system.

To bring products and raw materials into the area, rail lines and freight highways move large vehicles quickly across vast distances. State highways and local roads bring goods and people from surrounding communities and more distant cities to enjoy all that Chilton has to offer. In residential and commercial areas, walking and cycling paths and trails provide mobility for all community members, while creating the greatest economic impact and highest social and health benefits of any part of the transportation system. These types of infrastructure bring people into stores and restaurants rather than sending them quickly by, and are less expensive to build and maintain.

Each aspect of the transportation system has its challenges, its advantages, its funding sources, and its purpose. By planning for the interconnectivity of the diverse modes and uses of the system components, planners are able to account for how and where these modes crisscross or overlap, in order to make those places as safe and efficient as possible. The following sections discuss in more detail, specific information about Chilton's transportation system.



CHAPTER 3 TRANSPORTATION

CURRENT CONDITIONS

FUNCTIONAL CLASSIFICATION

Map 3.1 shows the roadway functional classification for the City of Chilton. For planning and design purposes, roadways are divided into different classes, such as arterials and collectors, which relate to the function of the roadway. Factors influencing function include traffic circulation patterns, land use, the land access needs, and traffic volumes. State and federal roads are commonly classified as arterials and county highways as collectors. Typically, arterial and collector roads provide for movement between communities while local roads provide public access to private property.

PAVEMENT SURFACE EVALUATION AND RATING (PASER)

The PASER pavement condition rating system is a simple 1 to 10 condition rating system (on asphalt and concrete roads) that uses visual identification of pavement surface distresses to rate pavement condition. The numerical ratings correspond to the condition of the pavement and the appropriate maintenance, rehabilitation, and reconstruction treatment; with a rating of 1 being a failed pavement and 10 a brand-new pavement. PASER is used by almost all municipalities in Wisconsin to report pavement condition to the Wisconsin Department of Transportation every two years. Refer to Table 3.1 for the existing City of Chilton PASER ratings.

TABLE 3.1. CITY OF CHILTON PASER CONDITIONS

PASER Rating	Percent of Roadways within City of Chilton (%)
Very Good to Excellent (8-10)	11.8%
Fair to Good (5-7)	72.2%
Fail to Poor (1-4)	16.0%

Source: Wisconsin Information System for Local Roads (WISLR) - Wisconsin Department of Transportation (WisDOT), 2022.

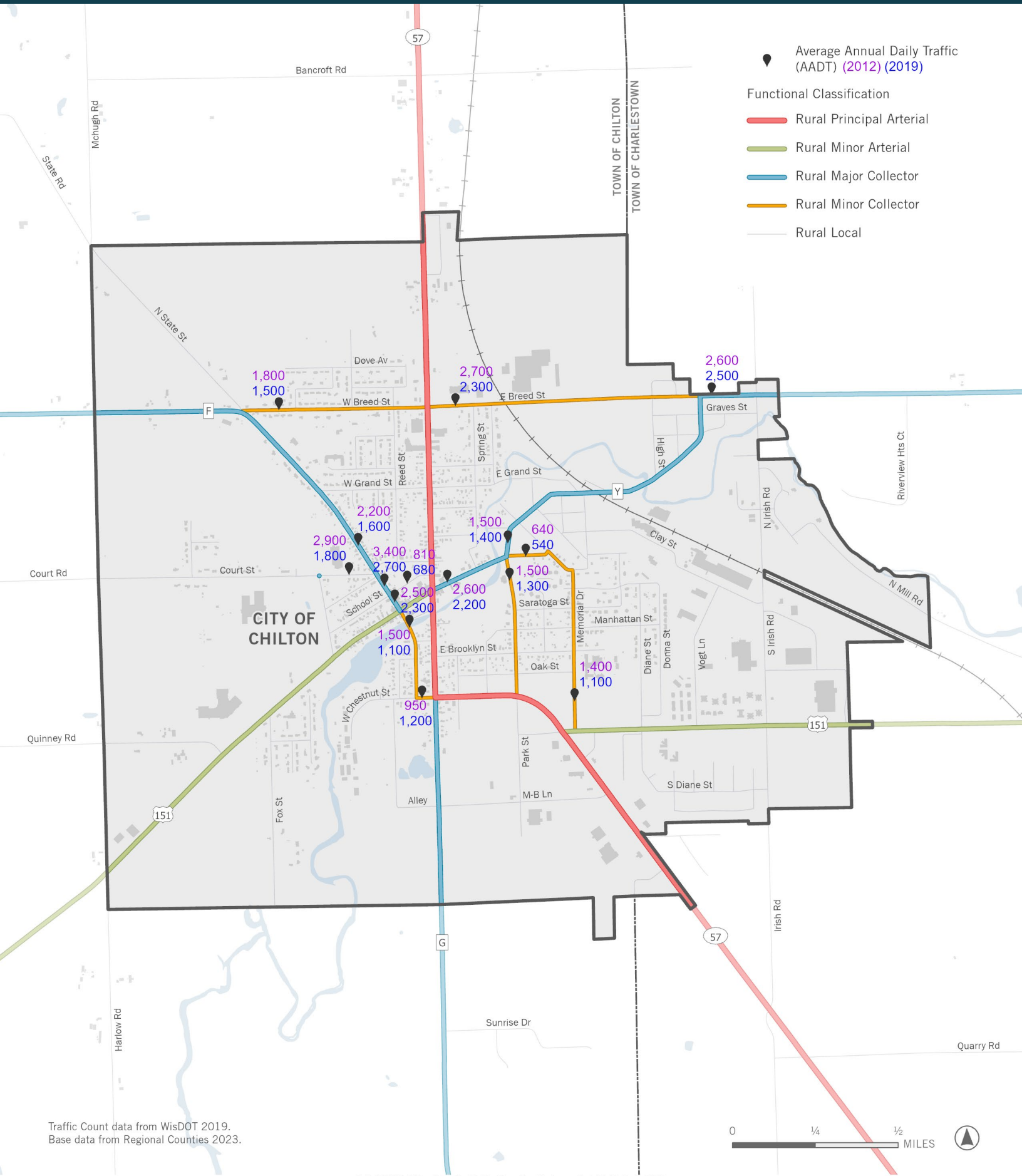
MODES OF TRANSPORTATION

Key features of a transportation system are the various networks. The connectivity of roads trails, sidewalks, paths, railroads, and waterway segments enhances usefulness and enjoyability. Roads that dead-end, sidewalks that suddenly stop, trails that do not connect to a broader network; these pieces of infrastructure cost the same to build but fail to deliver the benefits the community wants to invest in to enhance mobility options. Recently, the City passed a law that ATVs and UTVs are legal in all roads within the City of Chilton where the speed limits are 35mph or less.

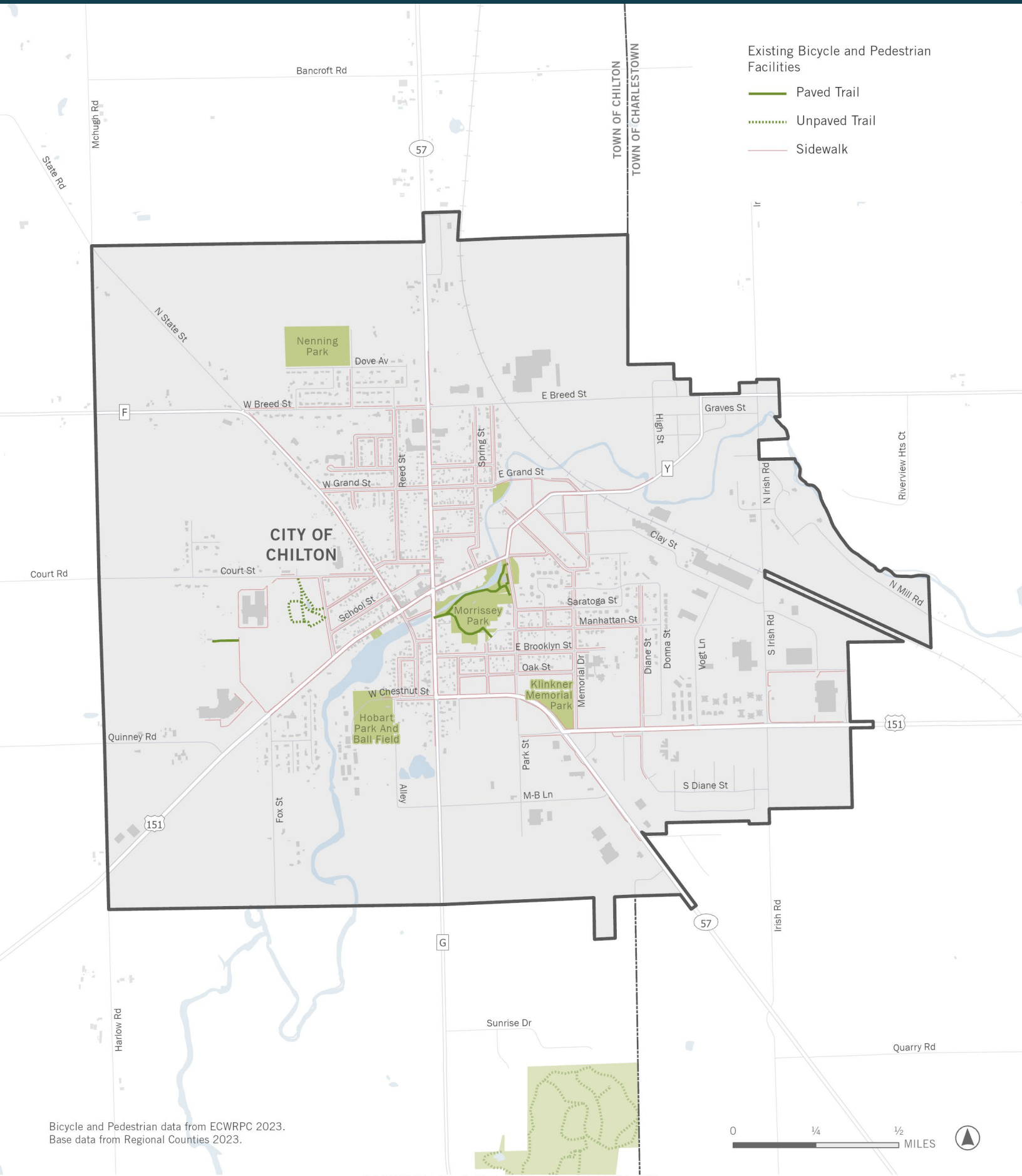
BICYCLE AND PEDESTRIAN NETWORK

Bicycle and pedestrian facilities can be seen in Map 3.2. The City of Chilton recently updated the Comprehensive Outdoor Recreation Plan (CORP) in 2022. Park service areas, park descriptions and recommendations for park improvements can be found in the CORP. The City should regularly review the CORP to re-visit the goals and recommendations for implementation. The City has a wonderful park system and residents are interested in improving access and connectivity of the parks and trails.

MAP 3.1 ROADWAY FUNCTIONAL CLASSIFICATIONS



MAP 3.2 BICYCLE AND PEDESTRIAN FACILITIES



Bicycle and Pedestrian data from ECWRPC 2023.
Base data from Regional Counties 2023.


CHAPTER 3 TRANSPORTATION

SAFE ROUTES TO SCHOOL PROGRAM

Safe Routes to School (SRTS) is an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school. By engaging with the SRTS program run by the East Central Wisconsin Regional Planning Commission (ECWRPC), Chilton can improve the health and wellness of students and families while also growing the next generation of active transportation users.

TRUCKING

Trucking is an integral part of Calumet County and local economies, specifically for the manufacturing and agriculture industries. According to the Wisconsin Department of Transportation truck operator maps, officially designated highways in Calumet County include U.S. 10 and 151, STH 32/57, and CTH PP. Roads identified as other state trunk highways include STHs 114 and 55. Routes can be found on Map 3.3.

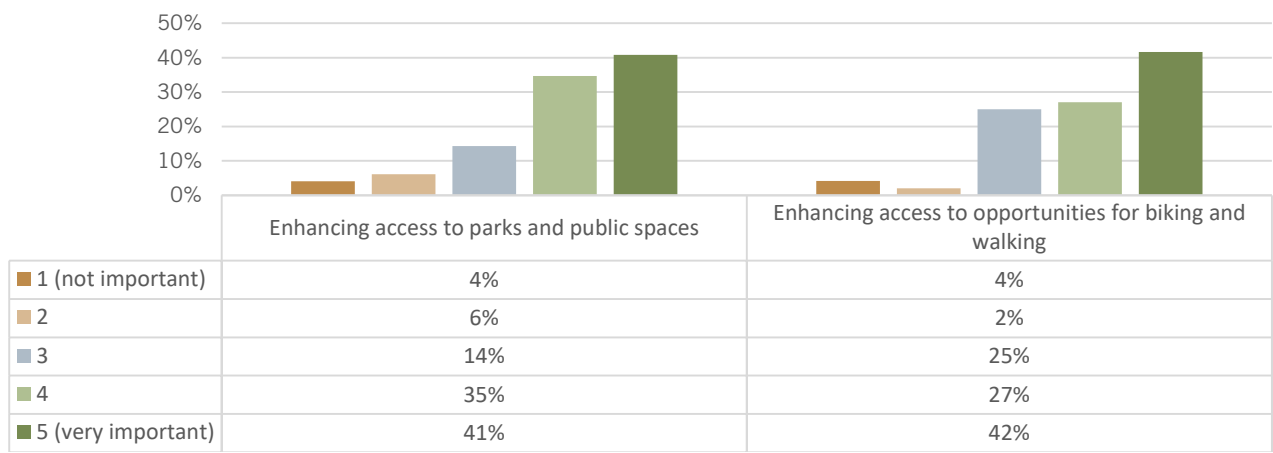


41% rated enhancing access to parks and public spaces very important.

42% rated enhancing opportunities for biking and walking very important.

-Survey Response

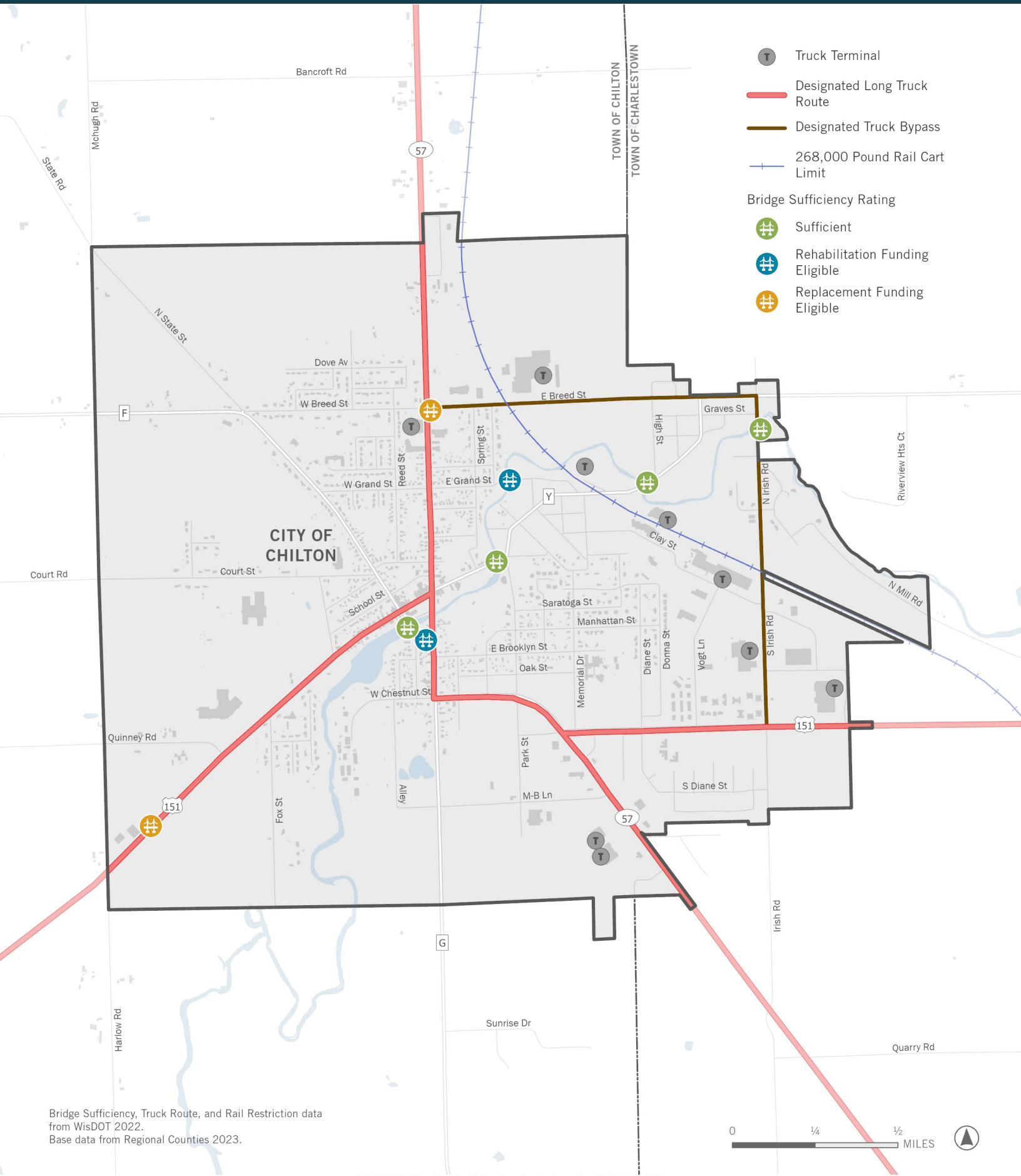
FIGURE 3.1. ONLINE SURVEY RESULTS



Source: Online Survey Results Question 5.

Figure 3.1 shows survey results from the online survey. Using a scale of 1-5 with 1 being not important and 5 being important, Chilton residents indicated the importance of the following areas the City should focus on in the future. Residents rated enhancing access to parks and public spaces, as well as opportunities for biking and walking very high. The Plan Commission also discussed a vision of connecting to Ledgeview Park in the future. Other important corridors to consider include Morrissey Park and Main Street.

MAP 3.3 FREIGHT AND TRUCKING



CHAPTER 3 TRANSPORTATION

LOCAL/REGIONAL TRANSIT SERVICE

Rural communities often do not have the population density to support a fixed-route transit system, and the greater distances between where people live and where they need to go (shopping, school, employment, social and community events, etc.) can create barriers for community members who cannot or do not drive a personal vehicle. Age, physical limitations, operating cost, not having a driver's license; these are a few of the reasons people have shared with us about why transportation is a challenge that prevents them from fully engaging in our community. There are a few community programs that serve these populations in Chilton.

- ▶ **New Hope Center** – On-demand service
- ▶ **Make the Ride Happen** – Lutheran Social Services: anywhere not covered by Valley Transit or outside of Valley Transit hours

A five-year County Human Services-Public Transportation Coordinated Plan outlining additional goals and strategies to improve services is currently being developed by ECWRPC in coordination with county staff and other local stakeholders. Final adoption of this plan is scheduled in late 2023.

RAIL

There are several Canadian National rail lines that travel through Calumet County. Canadian National is the parent company of Wisconsin Central Limited, which may also use these lines. No passenger or freight service is provided to any properties or development in Calumet County.

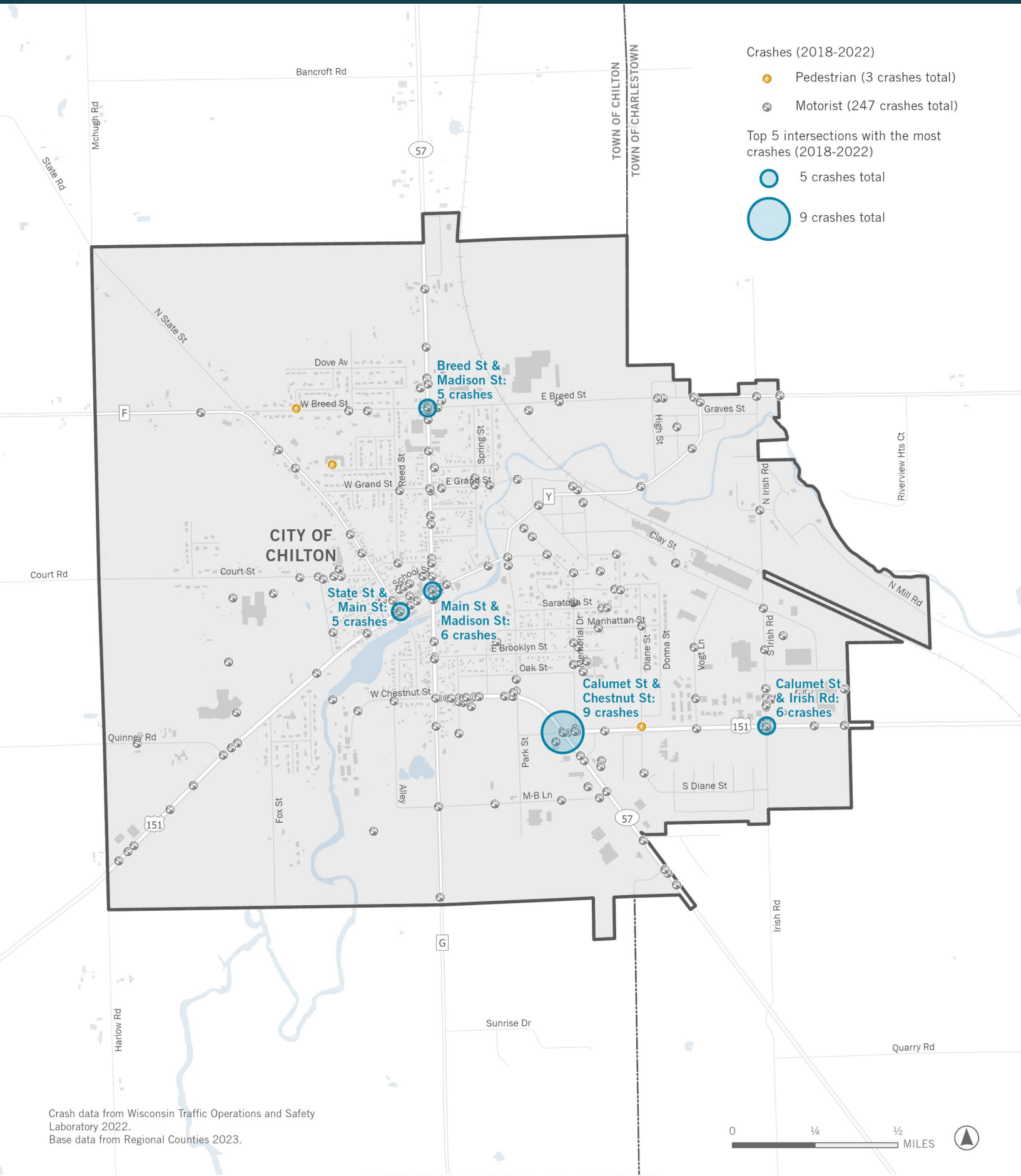
AIR SERVICE

Calumet County's air services utilize the New Holstein Municipal Airport. This airport is identified as a Basic Utility – B (BU-B) airport and does not offer commercial passenger service.

TRANSPORTATION PROGRAMS FOR POTENTIAL FUNDING

- ▶ **Local Road Improvement Program (LRIP)** - assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets.
- ▶ **Surface Transportation Program (STP)** - federal funds to complete improvements to roadways classified as major collector or higher federal-aid-eligible roads and streets in urban areas.
- ▶ **Transportation Economic Assistance (TEA) Program** - matching state grants for road, rail, harbor and airport projects that help attract employers or encourage business and industry to remain and expand in Wisconsin.
- ▶ **Local Bridge Improvement Assistance Program (Bridge)** – funds rehabilitate and replace qualifying bridges, on a cost-shared basis.
- ▶ **Freight Railroad Preservation Program (FRPP)** - created to help communities and shippers preserve freight rail service.
- ▶ **Freight Railroad Infrastructure Improvement Program (FRIIM)** - provides funding for other rail related projects such as loading and trans-loading facilities.

MAP 3.4 CRASHES



CHAPTER 3 TRANSPORTATION

SAFETY

Map 3.4 shows the crash locations and a heat map of dense crashes in the City. While vehicle speed and traffic volume are often determining factors in vehicle crash numbers and crash severity, roadway design and land use types can also be important factors. Analysis of vehicle crash data highlight areas with the highest incident counts in the city: intersection of E Breed Street and HWY 32, along Main Street in downtown, along West Chestnut Street, and near the intersection of Irish Road and U.S. HWY 151.



TRANSPORTATION SWOT ANALYSIS

As a part of the equitable public engagement process for the Comprehensive Plan, a SWOT Analysis was conducted with the Chilton Plan Commission. This discussion model asks participants to think of the Strengths, Weaknesses, Opportunities, and Threats impacting the organization or project currently and in the recent past. This process helps shed light on a number of issues as well as helping to identify resources and partnerships.

Strengths	Weaknesses	Opportunities	Threats
<div>Aging and Disability Resource Center (ADRC) departments</div> <div>Roadway pavement condition</div>	<div>No biking routes, lack of recreational trails</div> <div>No long walking routes (Connectivity)</div> <div>Active Transportation</div> <div>Attitude towards sidewalks (concerns about cost, maintenance)</div> <div>Funding</div> <div>Perception of transportation network</div>	<div>Alternative transportation options for workforce to attract public-private investment</div> <div>Geographic location</div> <div>Meal sites and Meals On Wheels > ADRC</div> <div>UTV/ATV on all roads less than 35 mph</div> <div>Three 55mph zones in city</div>	<div>Funding</div> <div>Traffic congestion on State Highways/arterials</div> <div>Mix of urban and rural</div> <div>Potential for bypass</div> <div>Technology (phones and distracted driving)</div> <div>Following/Enforcing traffic laws</div>

CHAPTER 3 TRANSPORTATION

GOALS

Goal 1: Maintain and improve the quality, safety, and efficiency of the transportation networks in Chilton in a cost-effective manner.

STRATEGIES

1. Balance competing community desires (i.e. scenic beauty, direct highway access, etc.) with the need to provide for safe roads, intersections, rail crossings, and other transportation features.
2. Monitor the need to improve deficient roadways and plan for improvements by utilizing the city's capital improvement planning program.
3. Work to achieve a traffic circulation network that conforms to the planned functional classification of roadways.
4. Separate truck traffic from local traffic as much as possible using designated truck routes and taking truck traffic impacts into consideration for new commercial or industrial development.
5. Ensure that new development will be designed so that local and through traffic remain separate wherever feasible.
6. Direct future residential, commercial, and industrial development to roadways capable of accommodating resulting traffic.

ACTIONS

1. Maintain a logical, orderly system of streets, maintaining access between existing developed areas and new development.
2. Residential development proposals will be designed to include an efficient system of internal circulation for all vehicles and pedestrians including the provision for external collector streets, and trails where applicable, to feed all traffic onto external arterial roads and highways.
3. Require safe locations and designs for access onto local public roadways.
4. Require developers to bear an equitable share of the costs for the improvement or construction of the transportation system (road, bike paths, sidewalks, public transportation, etc.) needed to serve new development.
5. Maintain streets and sidewalks to keep them safe and attractive.

CHAPTER 3 TRANSPORTATION

GOALS

Goal 2: Create a connected, livable city that provides residents with multi-modal transportation options to jobs, services, and other amenities.

STRATEGIES

1. Work towards the implementation of a complete streets policy that would encourage bicycle and pedestrian infrastructure throughout the City of Chilton.
2. Plan for and expand the city's bicycle and pedestrian infrastructure to enable safe and connected active transportation travel to local and regional connections.
3. Improve public health and safety through an integrated active transportation network.
4. Encourage connected streets that provide transportation flexibility, enhanced safety, and that work to fill in gaps of the bicycle and pedestrian network.
5. Require active transportation connections to be made to new development projects.
6. Encourage parks, public facilities, and developments to add bicycle and pedestrian amenities where feasible/appropriate.

ACTIONS

1. Explore connection options to Ledgeview Nature Center.
2. Trail through Morrissey Park.
3. Utilize CORP or develop separate Bicycle and Pedestrian Plan.
4. The city will consider bicycle and pedestrian safety needs when new roads are proposed or when roadway improvements are made.
5. Monitor the need for transit options, particularly for senior residents.
6. Explore the Safe Routes to Schools Program to enhance safety of school area and educate young riders on how best to get around the community.



CHAPTER 4

ECONOMIC DEVELOPMENT



INTRODUCTION

Economic development is an important element in fostering and maintaining an environment for business and workforce attraction, retention, and expansion. It is important to understand the existing resources that serve as assets for economic development, this includes details on educational attainment, employment forecasts, income data, travel time to work, and other economic development characteristics of the City. In addition, this chapter will go in-depth on strengths and challenges identified by the City as it moves towards the economic development goals outlined below.

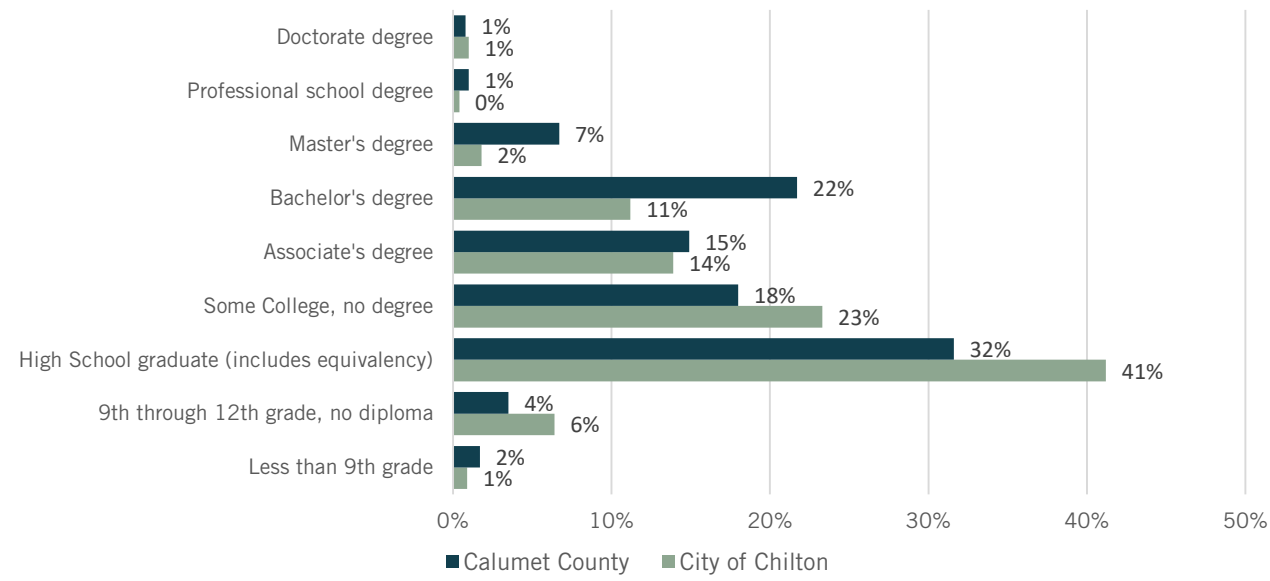
EDUCATIONAL ATTAINMENT

Figure 4.1 displays the 2021 ACS 5-Year Estimates of educational attainment of residents in the City of Chilton and in Calumet County who were age 25 and older. In the City of Chilton, approximately 41 percent of persons have completed a level equivalent to a high school graduate. Approximately 50 percent of people over the age of 25 have had some number of classes or some level of degree beyond high school. This is slightly less than the entire county, of which approximately 63 percent have had some number of classes or a degree higher than a high school graduate.



CHAPTER 4 ECONOMIC DEVELOPMENT

FIGURE 4.1. EDUCATIONAL ATTAINMENT OF PERSONS AGE 25 AND OVER

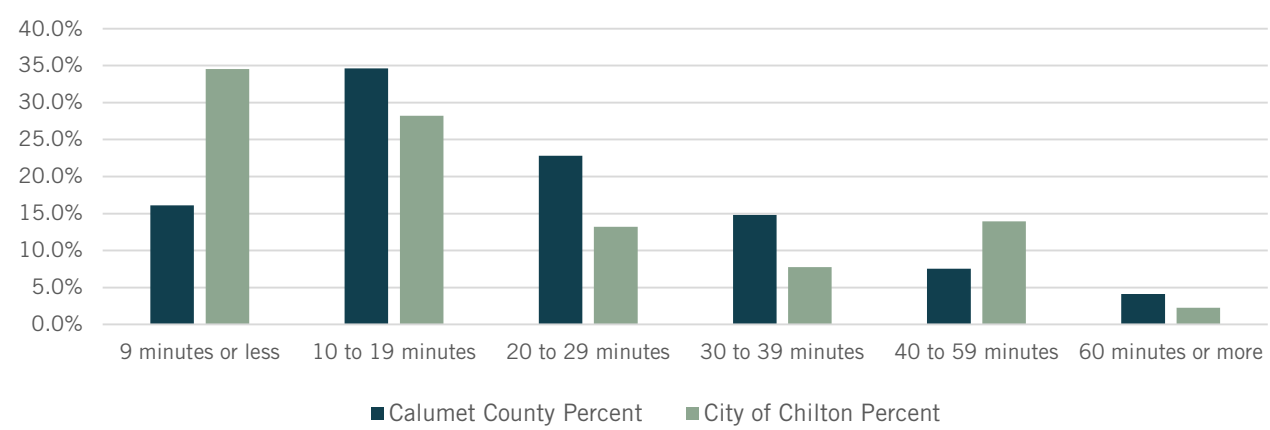


Source: American Community Survey 5-Year Estimates, 2021

TRAVEL TIME TO WORK

The highest percentage of Chilton residents, at approximately 35 percent, are traveling less than nine minutes for work, as seen in Figure 4.2. The graph also shows approximately 63 percent of City residents are traveling less than 19 minutes to work and a group made up of 14 percent of the residents are travelling between 40 and 59 minutes. The average travel time to work in 2021 was 19 minutes. Across Calumet County, people are generally traveling further for work with approximately 51 percent are traveling between 10 and 29 minutes to work and more than 10 percent traveling between 30 to 39 minutes.

FIGURE 4.2. CALUMET COUNTY AND CHILTON RESIDENTS TRAVEL TIME TO WORK



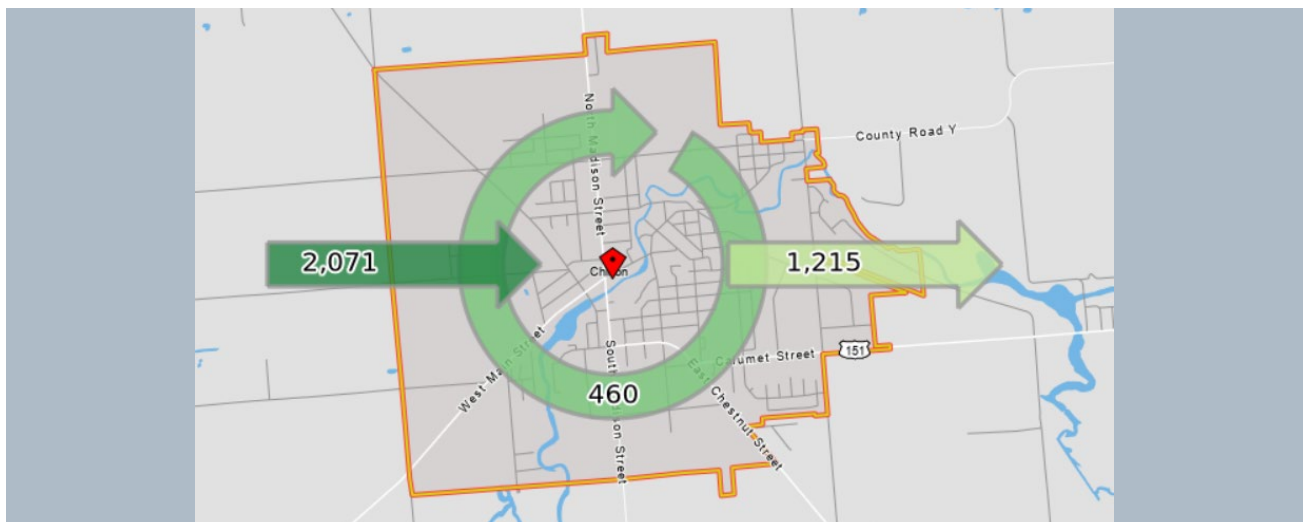
Source: American Community Survey 5-Year Estimates, 2021

CHAPTER 4 ECONOMIC DEVELOPMENT

For the 2022 commuting year, there were 4,327 inbound commuters and 3,075 outbound commuters for the City of Chilton according to EMSI, which modeled the number of commuters to and from zip code 53014. This means that there were approximately 1,252 more commuters coming into the City for work than leaving the City, indicating the City has a large pull from the surrounding communities with job opportunities. The largest pull of commuters are from the area around Hilbert and the areas surrounding and including the City of New Holstein (zip codes 54129 and 53061), excluding the Villages of Sherwood and Stockbridge. Residents leaving the City for work are heading toward the area around Hilbert (zip code 54129) and Brillion (zip code 54110).

According to the U.S. Census Bureau's On the Map data, in 2019 more commuters were coming into the City for work than were leaving the City. Figure 4.3 shows that approximately 2,000 people were commuting into Chilton, 460 people were living and working within Chilton, and 1,200 people who lived in Chilton left the City for work.

FIGURE 4.3. INFLOW/OUTFLOW COMMUTERS IN 2019



Source: U.S. Census Bureau's OnTheMap.

MAJOR EMPLOYERS

The top list of employers are listed in Table 4.1. All other companies employ 60 or less employees and are not included in the table. In the previous Comprehensive Plan adopted in 2007, the top five employers were Calumet County, Kaytee Products Inc., Wal Mart, the Calumet Medical Center, and Worthington Cylinders. As Table 4.1 displays, Central Garden & Pet, Briess Industries, Inc., Worthington Industries, Calumet County, and the Chilton Public Schools have grown in the number of employees, bringing them into the top 10 employers in the City.

CHAPTER 4 ECONOMIC DEVELOPMENT

TABLE 4.1. MAJOR EMPLOYERS IN THE CITY OF CHILTON

Company Name	Employees 2022	NAICS Sector
KAYTEE PRODUCTS INC	500	Mfg. 31-33
CENTRAL GARDEN & PET	270	Retail Trade 44-45
CALUMET COUNTY HUMAN SVC DEPT	FT: 266, PT:37, FTE: 288	Edu./Health Care 61-62
BRIESS INDUSTRIES INC	230	Mfg. 31-33
WORTHINGTON CYLINDERS	185	Mfg. 31-33
CHILTON PUBLIC SCHOOL	150	Edu./Health Care 61-62
ASCENSION CALUMET HOSPITAL	119	Edu./Health Care 61-62
ALMOST FAMILY	100	Edu./Health Care 61-62
GENESIS HEALTH CARE-MAIN VOICE	100	Edu./Health Care 61-62
COMMUNITY CARE INC	80	Edu./Health Care 61-62
NEW HOPE CTR INC	80	Edu./Health Care 61-62
M B CO INC OF WISCONSIN	80	Mfg. 31-33/Wholesale Trade 42
WALMART SUPERCENTER	65	Retail Trade 44-45

Source: Data Axel from DWD, Calumet County. Calumet County Human Services Dept. data from the County.

EMPLOYMENT BY INDUSTRY AND MEDIAN EARNINGS



Table 4.2 displays the number and percent of jobs by industry group in the City of Chilton and Calumet County. In the previous Comprehensive Plan update in 2007, the highest percent of employed persons in the City and in the County worked within the manufacturing sector. The second greatest employment sector for the City of Chilton and Calumet County was within the educational, health care, and social assistance sector. This trend has remained consistent from the year 2000 to the year 2021, according to the ACS 5-Year estimates.

While the greatest and second greatest employment sectors have not changed, the trend has slowly shifted. The percent of employed persons employed by a manufacturing sector job has declined by 5 percent. In addition, the educational, healthcare, and social assistance services increased by 4 percent. Agricultural, forestry, fishing and hunting, and mining jobs rose by about 4.4 percent. Those same jobs have declined slightly across the entire County. Wholesale trade jobs in the City of Chilton have also increased significantly from 3 percent in 2000 to over 7 percent in 2021.

CHAPTER 4 ECONOMIC DEVELOPMENT

TABLE 4.2. EMPLOYMENT BY INDUSTRY

Industry	City of Chilton			Calumet County		
	# of Jobs 2021	% Year 2021	% Year 2000	# of Jobs 2021	% Year 2021	% Year 2000
Agriculture, forestry, fishing and hunting, and mining	122	5.6%	1.2%	827	2.9%	4.5%
Construction	74	3.4%	3.6%	1,565	5.4%	5.8%
Manufacturing	664	30.7%	35.2%	7,661	26.5%	33.3%
Wholesale trade	159	7.3%	3.1%	1,164	4.0%	3.0%
Retail trade	247	11.4%	11.9%	2,796	9.7%	10.7%
Transportation, Warehousing, Utilities	57	2.6%	5.9%	1,176	4.1%	4.0%
Information	12	0.6%	0.5%	318	1.1%	2.0%
Finance and insurance, real estate, rental and leasing	38	1.8%	5.4%	1,955	6.8%	6.3%
Professional, scientific, mgmt, waste mgmt services, and administrative	156	7.2%	3.0%	2,230	7.7%	4.2%
Educational services, health care and social assistance	459	21.2%	17.3%	5,589	19.3%	15.3%
Arts, entertainment, recreation, accommodation and food services	66	3.0%	5.3%	1,579	5.5%	5.0%
Other services, except public administration	68	3.1%	4.6%	1,044	3.6%	3.9%
Public administration	43	2.0%	3.0%	983	3.4%	2.0%
Total	2,165			28,887		

Source: American Community Survey 5-Year Estimates, 2021, Year 2000 Data from 2030 Comprehensive Plan

Note: Green = percent increase, orange = percent decrease, black = relatively stable

TABLE 4.3. MEDIAN EARNINGS BY INDUSTRY

Industry	City of Chilton	Calumet County
Construction	\$ 71,063	\$ 66,578
Manufacturing	\$ 50,741	\$ 58,344
Wholesale trade	\$ 96,818	\$ 58,427
Retail trade	\$ 28,798	\$ 40,629
Administrative and support and waste management services	\$ 43,507	\$ 44,217
Educational services, and health care and social assistance:	\$ 36,356	\$ 53,864
Educational services	\$ 36,932	\$ 58,266
Health care and social assistance	\$ 36,181	\$ 50,481
Other services, except public administration	\$ 36,125	\$ 52,409

Source: American Community Survey 5-Year Estimates, 2021

CHAPTER 4 ECONOMIC DEVELOPMENT

Table 4.3 shows the median annual earnings of workers in the City of Chilton and Calumet County by industry according to the ACS 5-Year estimates. With the highest percentage of jobs within the manufacturing and educational, healthcare, and social services industries (Table 2), it can be deduced that the largest group of employed individuals in the City have a median income of approximately \$50,700 for manufacturing, and \$36,400 in the educational, healthcare, and social services industry. In fact, in 2021, across all occupations, the median earnings for the City of Chilton is \$47,100 and for Calumet County is \$55,400.

EMPLOYMENT BY OCCUPATION

Table 4.4 displays occupations within the industries outlined above. The majority of Chilton residents are employed in production, transportation, and material moving occupations. This is the same trend seen in the previous Comprehensive Plan which used data from the year 2000. Service occupations have dipped slightly in 21 years and people now work more in management, business, science, and arts (up by 9 percent), or in the natural resources, construction, and maintenance occupations (up by 2 percent). The majority of residents in the entire County are employed in management, business, science, and arts, up by about 10 percent from the year 2000.

TABLE 4.4. EMPLOYMENT BY OCCUPATION

Occupation	City of Chilton			Calumet County		
	# of Jobs 2021	% Year 2021	% Year 2000	# of Jobs 2021	% Year 2021	% Year 2000
Management, business, science, and arts	633	29.2%	19.9%	11,021	38.2%	29.1%
Service occupations	243	11.2%	15.0%	3,435	11.9%	10.8%
Sales and office occupations	403	18.6%	19.8%	6,044	20.9%	23.7%
Natural resources, construction, maintenance	197	9.1%	7.8%	2,443	8.5%	10.8%
Production, transportation, material moving	689	31.8%	37.5%	5,944	20.6%	25.7%
Total	2,165			28,887		

Source: American Community Survey 5-Year Estimates, 2021, Year 2000 Data from 2030 Comprehensive Plan

Note: Green = percent increase, red = percent decrease, black = relatively stable

CHAPTER 4 ECONOMIC DEVELOPMENT

EMPLOYMENT FORECAST

TABLE 4.6. NUMBER OF JOBS BY YEAR

	2009	2015	2017	2019	2022	2009-2019 % Change	2017-2022 % Change	2027 Projection
City of Chilton/ Zip Code 53014	5,535	6,295	5,870	6,366	6,824	15%	16%	7,364

Source: EMSI

As seen in Table 4.6, the number of jobs in the City of Chilton has increased over the past 10 plus years, from 2009 to 2019 there has been a large increase in jobs. There was a slight dip in the job trend in the year 2017, but it has increased since then, with a 16 percent increase in the number of jobs in the year 2022. EMSI is projecting an eight percent increase in the number of jobs in the year 2027, an increase of 540 jobs.

TAX INCREMENTAL FINANCING DISTRICTS

Tax Incremental Financing (TIF) is an economic development method to fund improvements and redevelopment projects within a defined district. Public funds can be invested within a TIF for planned improvements and encourage development or redevelopment. The tax base is what the land was worth before the TIF was created. The increment is what the land is worth after the property improvements, above the tax base. The municipality (not the school district, county, or other taxing entity) will retain taxes on the increment due to the district's new higher assessed value. This will reimburse expenses made for the property improvements. The following TIFs are in the City of Chilton and can be seen on Map 4.1.

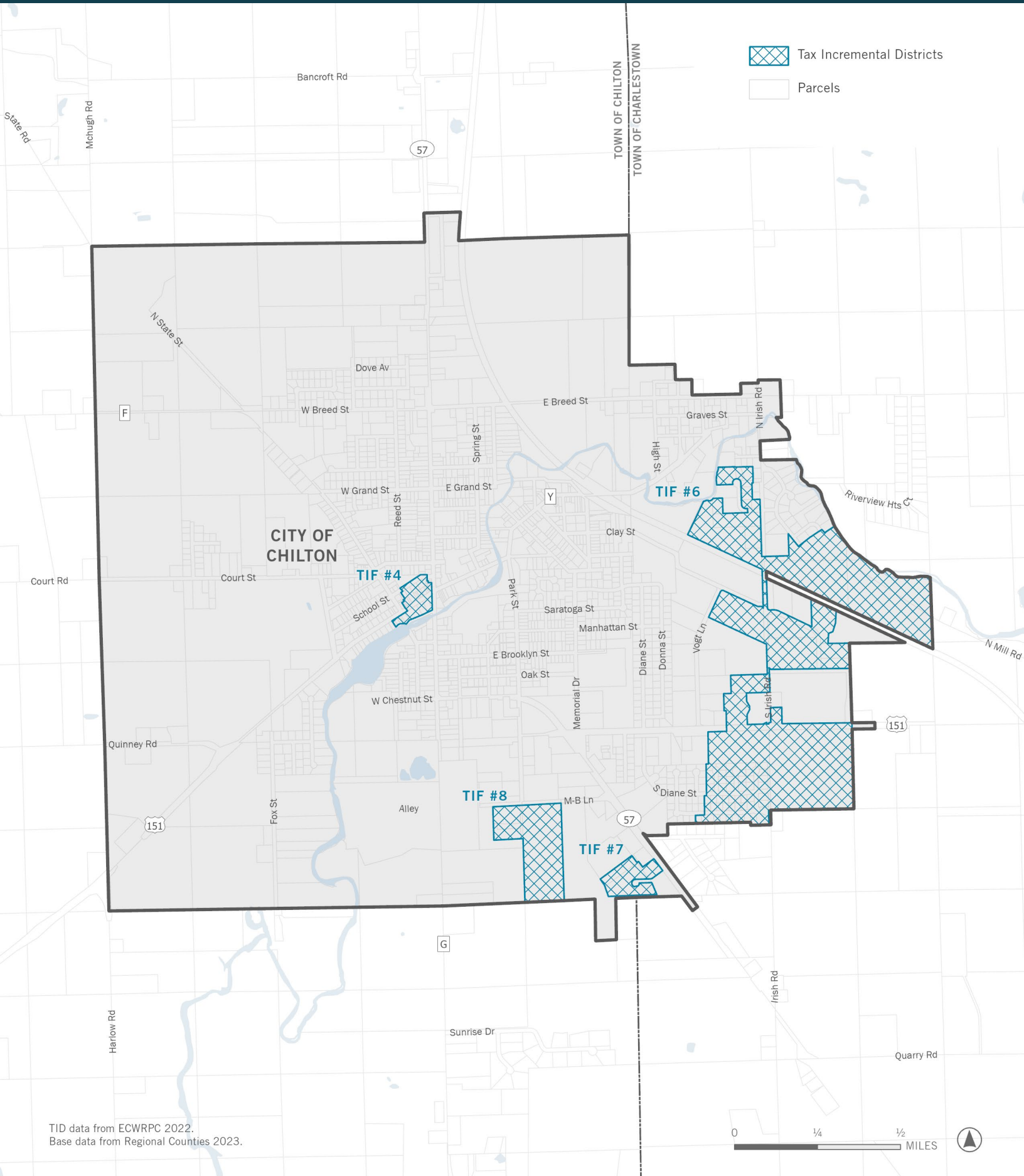
CLOSED TIFS

- ▶ TIF #1 – Created in 1990, closed in 2005.
- ▶ TIF #2 – Created in 1992, closed in 2016 and converted into TIF #6.
- ▶ TIF #3 – Created in 1995, closed in 2005.

ACTIVE TIFS

- ▶ TIF #4 – Created in 2005 as a Blight Rehab District.
- ▶ TIF #6 – Created in 2017 as a Mixed Use District.
- ▶ TIF #7 – Created in 2017 as a Mixed Use District.
- ▶ TIF #8 – Created in 2020 as an Industrial District.

MAP 4.1 TAX INCREMENTAL FINANCING DISTRICTS



TID data from ECWRPC 2022.
Base data from Regional Counties 2023.

CHAPTER 4 ECONOMIC DEVELOPMENT

BROWNFIELD SITES FOR COMMERCIAL OR INDUSTRIAL USE

According to the Environmental Protection Agency, a brownfield site is a property where the expansion, redevelopment, or reuse may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. As discussed in Chapter 6, the Wisconsin DNR tracks environmental cleanup sites and there are several listed within the City of Chilton. Redevelopment of brownfield sites provide a unique opportunity for economic development. Cleaning up and reinvesting in these blighted properties not only protects the environment and human health, it also takes development pressures off greenspaces, open space, and agricultural lands elsewhere in the City.¹ Calumet County was awarded a \$1 million grant to assist with the City of Chilton's Main Street Corridor in 2023.

The first steps to redevelopment of brownfield sites are Phase I and II Environmental Site Assessments which identify if and where any hazardous substances or pollutants are located on site. The Wisconsin Assessment Monies (WAM) program provides money to help communities fund assessment activities and remedial action planning at brownfield properties. The following WAM awards were most recently awarded to the City for the following Environmental Site Assessments²:

► Former Chilton Plating
August 2014, Phase I & II

► Stoeger's Plating Service
January 2020, Phase I & II



The 1-acre parcel along the Manitowoc River was contaminated by decades of commercial uses, but the City was able to use a Brownfields Site Assessment grant to investigate and clean up the site. It is now the site of a 40-unit independent senior housing complex.³

-Brownfield Success Story: Chilton Uptown Commons

³ "Brownfields Success Stories", Wisconsin DNR 2022, <https://dnr.wisconsin.gov/topic/Brownfields/Success.html>

1 "Overview of EPA's Brownfield's Program", <https://www.epa.gov/brownfields>

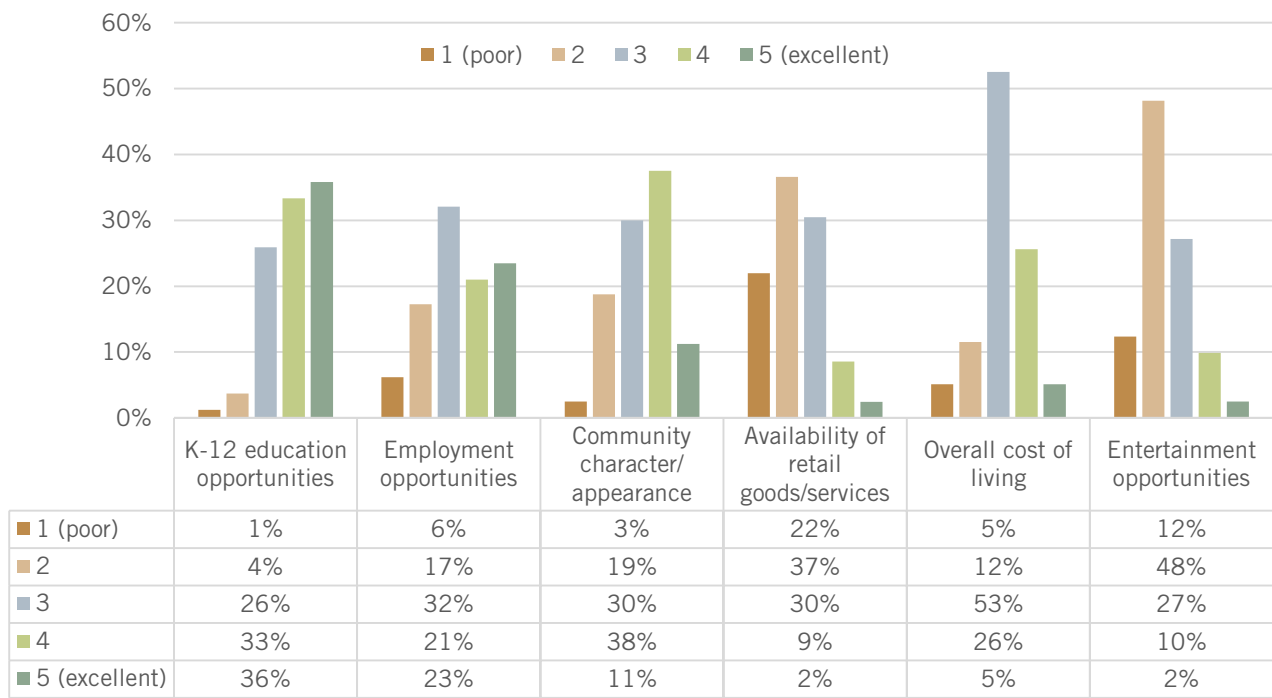
2 "Wisconsin Assessment Monies", Wisconsin DNR 2022, <https://dnr.wisconsin.gov/topic/Brownfields/wam.html>

CHAPTER 4 ECONOMIC DEVELOPMENT

SURVEY RESULTS – ECONOMIC DEVELOPMENT-RELATED HIGHLIGHTS

Online survey Question #1 asked residents to rate their perception of the following quality of life factors in the City on a scale of 1-5, where 1 is poor and 5 is excellent. Figure 4.4 displays results for the economic development categories. Residents rated the K-12 educational opportunities highly, from 3 to 5 (excellent). Ranked in the middle were employment opportunities, community character and appearance, and overall cost of living. Ranked poorly were the entertainment opportunities and availability of retail goods and services. The Plan Commission also included some of these quality of life factors in the strengths and weaknesses analysis that follows.

FIGURE 4.4. SURVEY RESULTS: QUALITY OF LIFE FACTORS



Source: Online Survey Question 1

ECONOMIC DEVELOPMENT STRENGTHS AND WEAKNESSES ANALYSIS

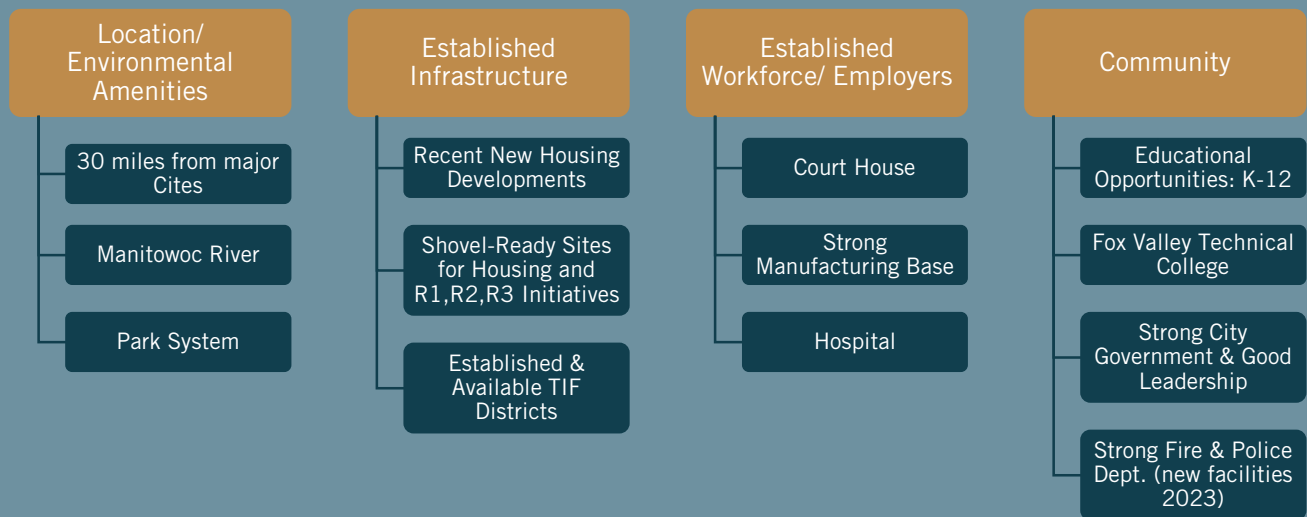
An Economic Development Workshop was held on April 12, 2023 at City Hall with the Plan Commission. County planners were also in attendance. A strengths and weaknesses analysis was conducted to assess the characteristics of Chilton today.

The following list displays the **strengths** the Plan Commission identified. Several themes became apparent during the workshop and ECWRPC grouped all individual strength responses into four themes. Strengths include location and environmental amenities, established infrastructure in the City, established workforce and employers in the City, and several community-wide strengths. Community strengths include the educational opportunities, strong City leadership, and civil services.

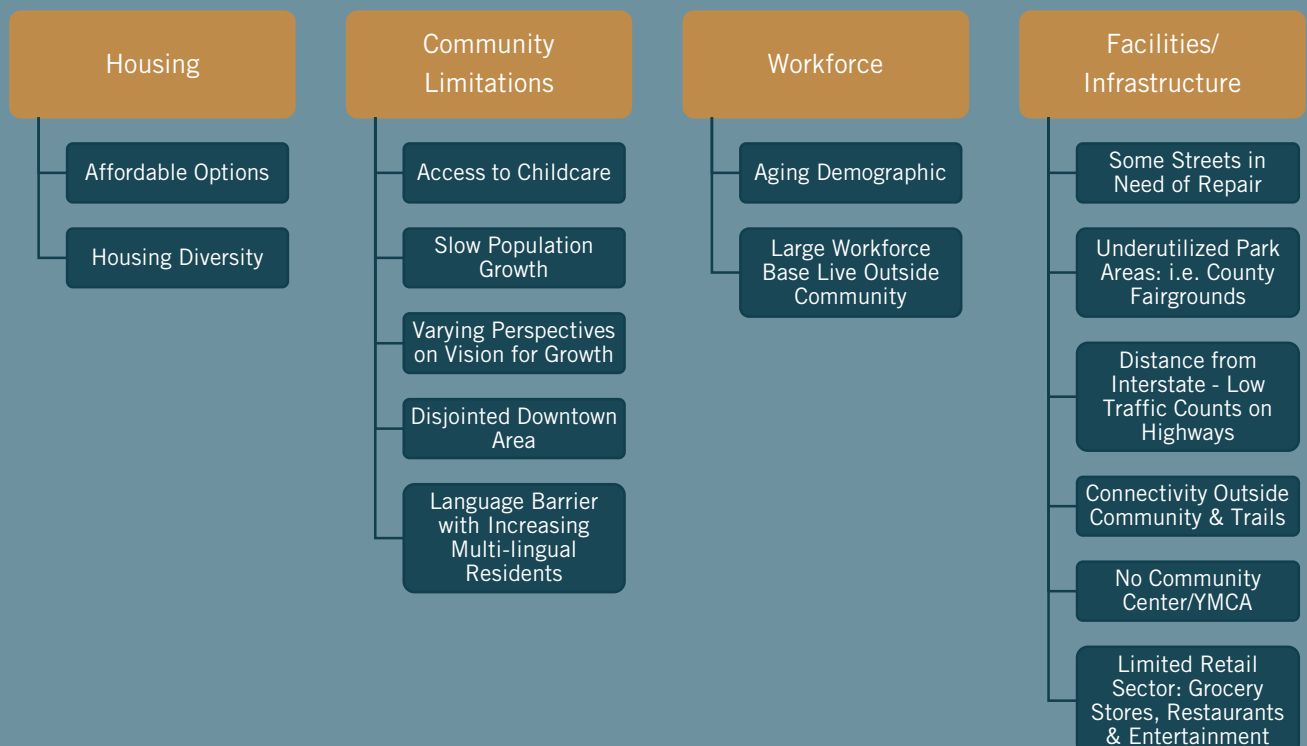
CHAPTER 4 ECONOMIC DEVELOPMENT



STRENGTHS



WEAKNESSES



CHAPTER 4 ECONOMIC DEVELOPMENT

The previous page displays some current **weaknesses** the City faces today. Participants in the workshop identified several weaknesses in order to better define the opportunities and vision for the future in the next section. Weaknesses were broken down into a few themes by ECWRPC which include housing, workforce, facilities/infrastructure, and other community limitations. Some of those limitations include limited childcare, slow population growth, and a Hispanic language barrier arising from increased multi-lingual residents. Some of the weaknesses are addressed in more detail in other chapters within the Comprehensive Plan under other elements, i.e. Housing, Community Facilities, and Transportation. Some of the weaknesses are not unique to the City. Affordable and diverse housing and as well as access to childcare are weaknesses found across other areas of the State, such as the nearby Fox Cities.

DESIRED ECONOMIC DEVELOPMENT

During the Economic Development Workshop, participants were asked to envision what the City of Chilton will look like in 5 to 10 years. What economic development opportunities exist for the future of Chilton? Building off the strengths and weaknesses, the following ideas for the future were identified. Again, the individual ideas were categorized into three major themes: increased public and private cooperation and communication, general growth and development including redevelopment opportunities, and building on the City’s strengths such as the parks and environmental amenities to draw people into the City and become a real destination.

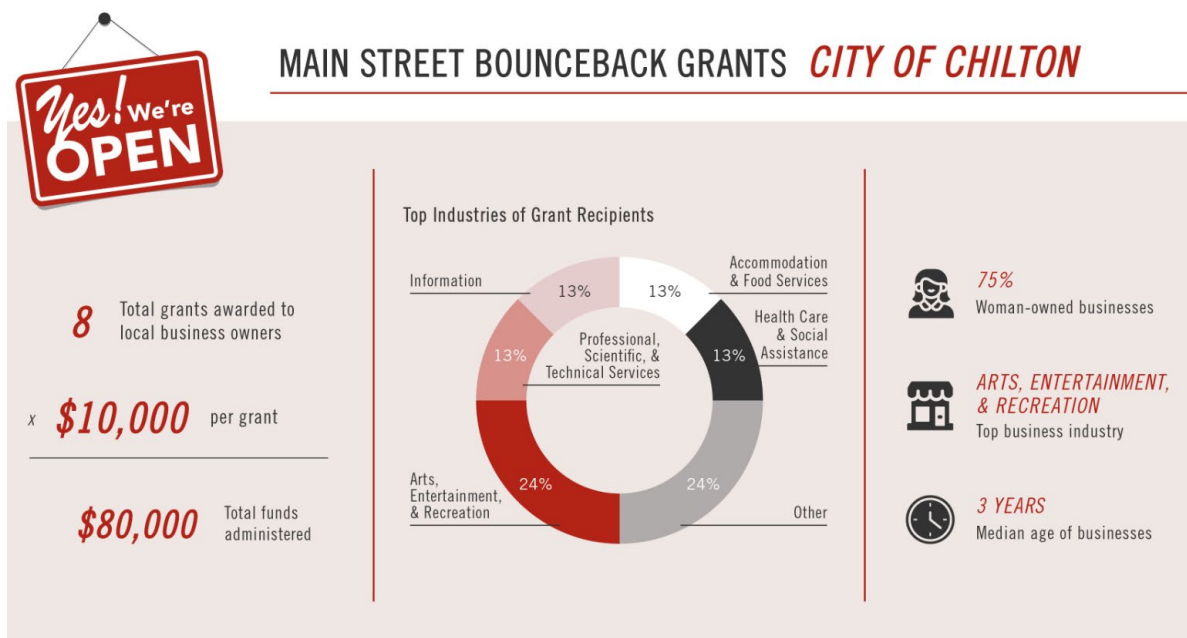


CHAPTER 4 ECONOMIC DEVELOPMENT

ECONOMIC DEVELOPMENT PROGRAMS

MAIN STREET BOUNCEBACK GRANTS PROGRAM

From August 2021 through December 31, 2022, the East Central Wisconsin Regional Planning Commission administered the Wisconsin Main Street Bounceback Grants Program on behalf of the Wisconsin Economic Development Corporation. The grant program provided \$10,000 grants to new or existing businesses and non-profit organizations that expanded into vacant commercial and industrial buildings. In total, eight grants and \$80,000 in funds were administered to the City of Chilton. Across Calumet County, 37 grants were awarded. See figure below for more information.



JOB LOSS TRAINING OPPORTUNITIES

Career EXCELeRate is a workforce training program. It's a collaboration between Fox Valley Technical College, Goodwill NCW, and Rawhide Youth Services and is supported by a Workforce Innovation Grant from the State. The program began in 2022, and offers a no cost career-training program for individuals looking for an education certificate and career path. <https://offer.goodwillncw.org/career-excelerate-wisconsin/>.

CHILTON AREA CHAMBER OF COMMERCE

The Chilton Chamber of Commerce was founded in 1948. Their mission is to strengthen the business community and support economic development in Chilton by advancing interests, improving conditions, and promoting just and equitable principles of business and trade among the members. <https://chiltonchamber.com/membership/about-the-chamber/>.

Calumet County's Economic Development (CED) program – In 2020, partnered with Small Business Development Center (SBDC) at UW- Green Bay to bring assistance to entrepreneurs starting or expanding their business. <https://chiltonchamber.com/2020/02/10/every-business-should-have-a-plan/>.

CHAPTER 4 ECONOMIC DEVELOPMENT

GOALS

Goal 1: Provide an adequate framework for the expansion and continual redevelopment of commercial and industrial uses in Chilton.

STRATEGIES

1. Improve the appearance of the city's commercial districts through redevelopment opportunities.
2. Plan to locate new commercial development in relation to existing uses and in conformance with the comprehensive plan.
3. Work to accommodate the changing commercial economy of the city.
4. Promote business retention, expansion, and recruitment efforts that are consistent with the City's comprehensive plan.

ACTIONS

1. Continue to actively market the city in order to attract needed service and retail establishments to the commercial areas.

Goal 2: Support the organizational growth of economic development programs in the City, County, and Region.

STRATEGIES

2. Cooperate with communities regarding comprehensive planning and economic development issues.
3. Work with the Calumet County Tourism Association and Chamber of Commerce to promote the Chilton area as a destination point for visitors.
4. Support area technical colleges, universities, and work force development agencies in their efforts.
5. Continue economic development coordination through RDA and/or local business groups.

ACTIONS

1. Continue an open line of communication with industries to assist them in their needs.

CHAPTER 4 ECONOMIC DEVELOPMENT

Goal 3: Maintain and improve the utility, communication, and transportation infrastructure systems that promote economic development.

STRATEGIES

1. Enhance a vital downtown and outlying commercial and retail districts and provide adequate pedestrian areas and aesthetic features which encourage consumer activity and enhance community character.
2. Support the development of regional facilities, cultural amenities, and services that will strengthen the long-term attractiveness of the city, Calumet County, and the region.
3. Respond to the infrastructure needs of established businesses in order to meet their expansion and facility needs when they are consistent with the city's comprehensive plan.

ACTIONS

1. Continue to implement the Uptown Master Plan and Downtown Redevelopment Plan.

Goal 4: Promote entrepreneurial development and new business attraction efforts.

STRATEGIES

2. Support the pursuit of local, state, and federal funding and assistance that will help entrepreneurs start new businesses.
3. Distinguish and promote features unique to the city in order to create a unique identity within the county.
4. Work with Calumet County Planning Department to establish an economic vision for the county.
5. Consider the potential impacts of proposed business development on the city and its existing economic base.

ACTIONS

1. The city shall maintain a web page(s) with links to key sites that would help attract business persons to Chilton.
2. City leaders and/or their representatives shall meet with existing industry leaders regularly to discuss their needs and see if the city can accommodate them in their needs.
3. Continue to fund studies and conduct market research in an effort to identify opportunities for industrial and business growth within the city.

CHAPTER 4 ECONOMIC DEVELOPMENT

Goal 5: Support opportunities to increase and diversity the City's tax base

STRATEGIES

1. Consider the benefits of city growth in relation to the cost of providing public services.
2. Ensure that there are available commercial and industrial lands close to adequate transportation services to accommodate desired economic growth in the city.
3. Continue to actively develop and promote TIF district and commercial properties.
4. Support business development that will add to the long-term economic stability of the city.
5. Work to attract and establish new industrial and commercial development.
6. Encourage growth of existing industries and work to retain businesses.

ACTIONS

1. The use of TIF shall be annually evaluated by the city. Strategies for further investment and improvements to TIF districts shall be proposed.
2. The city shall review and update as necessary the City of Chilton Business Park Site Design and Development Guidelines.

CHAPTER 5

UTILITIES AND COMMUNITY FACILITIES



INTRODUCTION

This chapter provides an inventory of the utilities and community facilities that serve the City of Chilton. An analysis of the conditions and facility upgrades are also addressed in this chapter. It is important for a city to provide a certain level of community services to meet the existing and forecasted population demand in the City. Map 5.1 shows the location of Chilton's utilities and community facilities.

UTILITIES

WATER SUPPLY

The City of Chilton Water Department provides potable water to City residents, businesses and industries. The Utility was organized in 1919. The Water Department gets their supply from groundwater via high capacity wells from the Silurian Dolomite Aquifer located in the Town of Charlestown. Wellhead protection is critical for the City and surrounding municipalities to protect the groundwater from contamination. The groundwater is treated at a central treatment facility and then enters the distribution system. The distribution system consists of two water towers and approximately 35.1 miles of water main. The treatment process involves disinfection, addition of a polyphosphate corrosion inhibitor and ion exchange softening. The softening process is monitored closely for efficiency, as a by-product of softening is chlorides, which are a pollutant and need to be disposed of properly. Disposal is included in the Wastewater Treatment Plant Operations and Discharge Permit to the South Branch of the Manitowoc River, as issued by the WDNR.

SOLID WASTE DISPOSAL AND RECYCLING

Solid waste is collected by GLF Environmental Inc. under a contract with the City. The State of Wisconsin requires recycled material to be in a separate container for collection. Hazardous waste and electronics disposal are conducted through Calumet County.

CHAPTER 5 UTILITIES AND COMMUNITY FACILITIES

WASTEWATER TREATMENT FACILITIES

The City of Chilton Wastewater Treatment Plant was originally constructed on its current site in 1940. The treatment plant was completely re-built in 2000, and that plant has an average design flow of 0.92 million gallons per day (mgd), and a maximum hydraulic capacity of 5 mgd. The treatment plant was designed for a population of 4,000 people. The pollutant loadings of the treatment plant were designed with higher capacities to better serve the industrial users within the City. A partial reconstruction of the treatment plant is scheduled for 2023 and 2024. The next full scale re-build of the treatment plant is anticipated to be needed around 2030. The wastewater collection system feeding the treatment plant consists of approximately 30 miles of sewer mains and 3 sewage lift pumping stations. Annual cleaning, maintenance, and construction of the collection system is an ongoing process, with an additional sewage lift pumping station anticipated to be needed by 2034.

STORMWATER MANAGEMENT

Stormwater runoff is a contributing factor of nonpoint source pollutants. Runoff during precipitation events can carry pollutants and sediment into local waterways. The City of Chilton Municipal Code Section 54-15 outlines the City's erosion control regulations. The purpose of the regulations is to control or prevent increased runoff throughout the development process. Principles include minimizing disturbance and exposed soils.

TELECOMMUNICATIONS/(ELECTRIC) POWER FACILITIES

Electric – Wisconsin Public Service, Telephone – Verizon, Natural Gas – Wisconsin Public Service, Cable TV Provider – Charter Communications, Communication Towers – One tower is located at the Calumet County Courthouse and the water tower is also used for internet communications.



CHAPTER 5 UTILITIES AND COMMUNITY FACILITIES



COMMUNITY FACILITIES

COUNTY FACILITIES

The Calumet County Sheriff's Department and Calumet County Courthouse is located at 206 Court Street in the City.

CITY HALL

The City Hall is located at 42 School Street in Chilton. Elected officials include the mayor and eight alderpersons. The City has a city administrator/clerk/treasurer, deputy clerk-treasurer, building/plumbing inspector, attorney, director of public works, public works administrative assistant, librarian, and development director.

LIBRARY

The Chilton Public Library is located at 221 Park Street in the City. It is part of the Manitowoc Calumet Library System serving Brillion, Chilton, Kiel, Manitowoc, New Holstein, and Two Rivers Lester. Infrastructure repairs at the Library were identified in 2016 and the library embarked on a planning process to identify other areas to improve and enhance services for the community. The 2020-2025 Strategic Plan outlines the planning committee's five-year goals and objectives to improve and enhance library services. Implementation planning is ongoing with the library director, staff, and Board of Trustees.¹

1 Chilton Public Library Strategic Plan 2020-2025, *Chilton Public Library*, <https://www.chiltonlibrary.org>

CHAPTER 5 UTILITIES AND COMMUNITY FACILITIES

FIRE PROTECTION AND LAW ENFORCEMENT

The Chilton Fire Department was established in 1874 and currently has 36 firefighters and 15 first responders on staff. They provide fire and first responder protection for the City of Chilton, and the Townships of Brothertown, Charlestown, and Chilton. The Chilton Police Department is located at 42 School Street, and is Wisconsin Law Enforcement Accreditation Group accredited. Staff includes a chief, captain, administrative assistant, and six full time officers.

EMERGENCY MEDICAL SERVICES AND MEDICAL FACILITIES

Health Care Facilities Include: Calumet Medical Center (24-hour emergency services), Ascension Medical Group, Century Ridge (assisted living), Stanton Place (independent living center for the elderly owed by the City of Chilton Housing Authority).

CHURCHES

Churches within the City limits include Ebenezer United Church of Christ, Faith Alliance Church, Good Shepherd Catholic Church, and St. Martin Lutheran Church.

PARK AND RECREATION FACILITIES

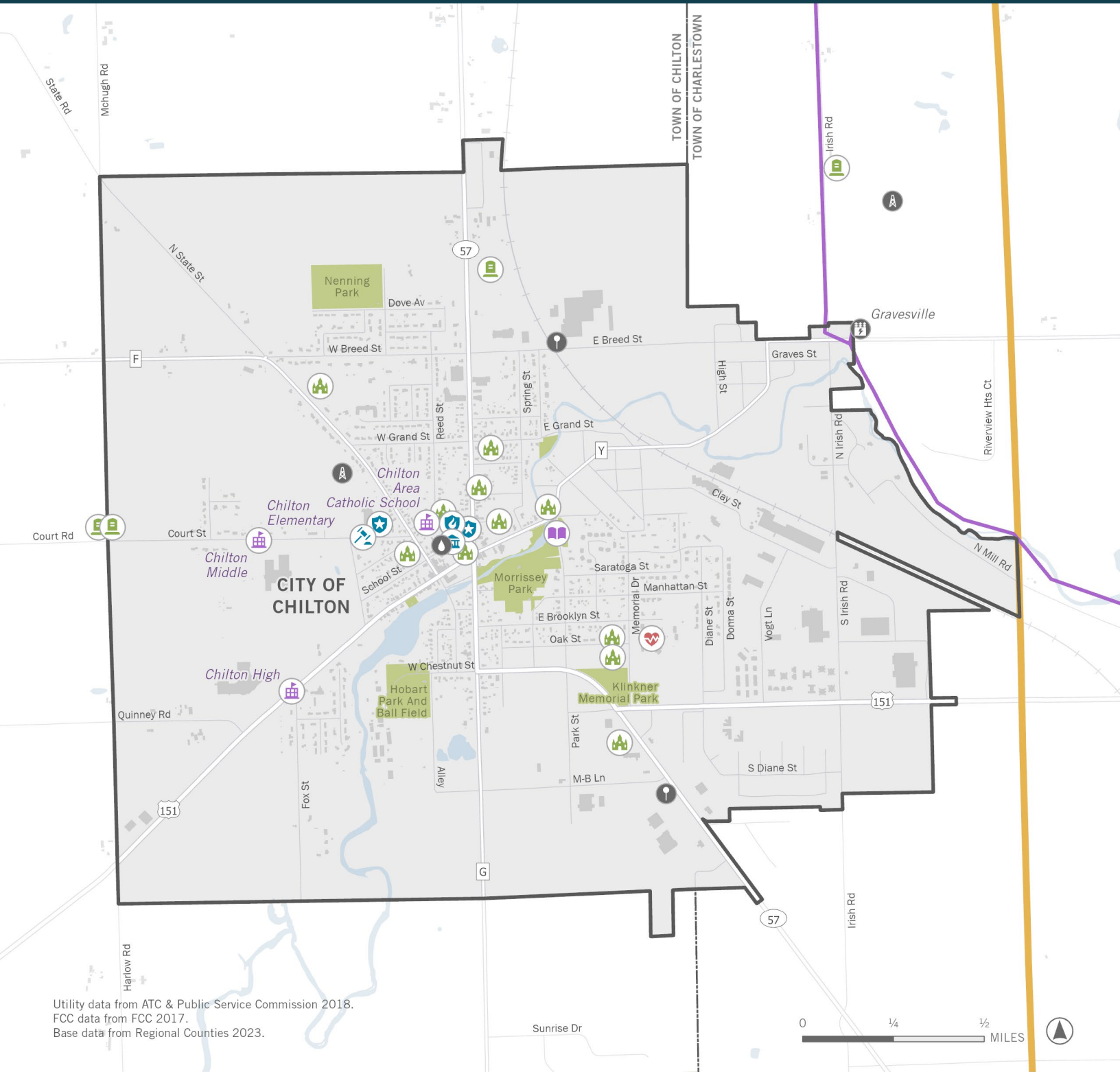
The City of Chilton Comprehensive Outdoor Recreation Plan (CORP) 2022-2026 was adopted in 2022. There are approximately 51 acres of parks in the City of Chilton. There are approximately 154 acres of recreational land, or about 6 percent of the total land area across the City.

SCHOOLS

The Chilton School District includes Chilton Elementary School, Chilton Middle School, and Chilton High School. The district serves students in the City of Chilton and neighboring communities including portions of the Towns of Brothertown, Charleston, Chilton, New Holstein, Rantoul, and Stockbridge. Chilton Area Catholic School is the only private school located within the City. Fox Valley Technical College (FVTC) has a site located in the City of Chilton.



MAP 5.1 UTILITIES AND COMMUNITY FACILITIES



Community Facilities

- School
- Library
- City Hall
- Courthouse
- Fire Department

- Police Department
- Cemetery
- Place of Worship
- Hospital

Utilities

- Wellheads
- FCC Towers
- Water Towers
- Substations

- ATC Transmission Lines
- 138 Kilovolt Transmission Line
 - 69 Kilovolt Transmission Line

CHAPTER 5 UTILITIES AND COMMUNITY FACILITIES

FACILITY CONDITIONS AND UPGRADES

Wisconsin comprehensive planning statutes require that the utilities and community facilities element of a comprehensive plan identifies the need for the expansion, construction, or rehabilitation of existing utilities and facilities. The City of Chilton has determined that the following utilities and facilities will need expansion, construction, or rehabilitation over the planning period to address any issues in the infrastructure and take advantage of opportunities for growth and upgrades.



POLICE SERVICES

Proposed facility planning to occur in 2023. City has already borrowed funds for Police Fire and City Hall renovations.

FIRE PROTECTION AND EMT/RESCUE SERVICES

Proposed new fire and EMS building – Spring 2023 construction started

LIBRARIES, CEMETERIES, AND OTHER QUASI PUBLIC FACILITIES

Library Strategic Plan: Three- to five-year improvement plan to build a new or revitalize existing facility. Vision is to incorporate the library into a multi-family housing development within Morrissey Park

PARKS AND RECREATION

- ▶ Morrissey Park site plan implementation
- ▶ Nennig Park – complete park redesign is currently being constructed including an inclusive play area
- ▶ Develop a trail from City to Ledge Park – long term goal
- ▶ Football field is being built on the High School campus for 2023-2024 School Year



CHAPTER 5 UTILITIES AND COMMUNITY FACILITIES

SOLID WASTE AND RECYCLING

City entered into a ten-year contract with GFL in 2021.

SANITARY SEWER SERVICE

Private On-site Wastewater Treatment Systems (POWTS): Require connection of POWTS to city sewer when public sewer service is made available.

Wastewater Treatment Plant Expansion:

- ▶ Currently in design of a minor rebuild program that is expected to yield 10 more years to the life of the plant.
- ▶ Approximate full facility rebuild/expansion expected 2030.
- ▶ Install additional lift stations necessary to accommodate city growth.

PUBLIC WATER

- ▶ Continue installing water main looping around east commercial expansion area.
- ▶ Work with Calumet County and the Towns of Charlestown and Chilton to implement the wellhead protection plan.
- ▶ Construct new well, storage and treatment facilities to accommodate new growth. Wells will likely be located on the east side of the city where better quality water exists.
- ▶ Install a redundant transmission main that links all city wells to the treatment facility to enhance the City's ability to provide water in event of failure of existing infrastructure.

STORMWATER MANAGEMENT

- ▶ Currently in the second year of the comprehensive management planning for the Chilton Millpond Lake District. Onterra, LLC is the contracted firm. A public survey was posted in December, 2022.
- ▶ Conduct long range stormwater management study to accommodate new growth.



CHAPTER 5 UTILITIES AND COMMUNITY FACILITIES



HEALTH CARE AND CHILD CARE FACILITIES

Working with industry to try and accommodate a new facility with needs for first and second shift work force. This is a pilot program spearheaded by Calumet County.

LOCAL ROADS AND BRIDGES

- ▶ Irish Street and USH 151 Intersection: DOT advised the City of a roundabout scheduled for 2028 construction.
- ▶ Ongoing: Local road maintenance partially funded by Wheel Tax (created in 2022)
- ▶ CTH “Y” Reconstruction: Park Street to Breed Street – anticipated 2024 with jurisdictional transfer from the County.

ADDITIONAL FACILITIES, PROGRAMS, OR OPERATIONS

Continue to execute terms of intergovernmental agreement with adjacent towns.

FUTURE NEEDS FOR GOVERNMENT SERVICES

- ▶ Continue to advance the skills of city administrative positions and delegate to subordinate positions.
- ▶ Hire additional law enforcement support as needed - an 8th officer was added in 2022. Working to secure the student resource position at the public school.
- ▶ Pursue a third-party partner for the development of the Morrissey Park property – potential to extend TID 4 boundaries into Morrissey making way for commercial and residential development along with a shared space for the public library.

CHAPTER 5 UTILITIES AND COMMUNITY FACILITIES

GOALS

Goal 1: Provide needed infrastructure improvements and high-quality, cost-effective community facilities and services to serve existing development and planned growth in an efficient, economical and environmentally safe manner

STRATEGIES

1. Increase coordination of utility and community facility planning with the location of future service areas as guided by the comprehensive plan, environmental considerations, economic development, and growth management policies.
2. Provide and encourage a level of police, fire, emergency services, and city personnel that meets present and future needs.
3. Maintain public infrastructure and buildings in an attractive condition so as to enhance the appearance of the community and promote civic pride.
4. Encourage improved access to health care facilities and child care.
5. Promote quality schools and access to educational opportunities.

ACTIONS

1. Seek adequate and up-to-date plans and programs to address needed city facilities such as parks, the water system, sewer system, transportation systems, public buildings, etc.
2. Continue to utilize capital improvement planning to manage and budget for the city's infrastructure and improvements.
3. Work to maintain the current Insurance Services Office (ISO) rating of the fire department in the City.
4. Support requests from school district or local community organizations for the development of properly located and operated child care facilities.
5. Support the development and expansion of local health care facilities.
6. Coordinate planning efforts with the local school district to anticipate future growth and demographic changes.
7. Maintain support for local libraries in their efforts to increase community education.

CHAPTER 5 UTILITIES AND COMMUNITY FACILITIES

Goal 2: Seek the provision of reliable, efficient, and well-planned utilities to adequately serve existing and future development.

STRATEGIES

1. Support high level, cost effective services for solid waste, natural gas, electrical, telephone, cable, telecommunications, and other technology providers.
2. Ensure proper treatment of wastewater to protect public health, groundwater quality, and surface water quality while meeting current and future needs.
3. Ensure that the water supply for the city has sufficient capacity, complies with drinking water quality standards and regulations, and is available to meet present and future needs.
4. Maintain a city stormwater management system to reduce property damage and to protect water quality.
5. Promote effective solid waste disposal and recycling services and systems that protect the public health, natural environment, and general appearance of land uses within the city.

ACTIONS

1. Consider the use of sewer assessment policies and impact/development fees that will encourage compact development and discourage scattered development.
2. Provide information and comments on impacts to groundwater when reviewing proposed development in the city and in areas of extraterritorial jurisdiction.
3. Continue to monitor the need for a secondary water transmission line.
4. Continue to monitor groundwater quality and potential contamination issues.
5. Work towards the placement of utilities underground in existing and proposed developed areas where feasible.
6. Encourage citizen involvement in decisions involving the type, location, and extent of disposal facilities and services.
7. Increase collection opportunities for the proper recycling and disposal of unique (i.e., tires, white goods, etc.) and/or hazardous wastes.

CHAPTER 5 UTILITIES AND COMMUNITY FACILITIES

Goal 3: Ensure that adequate open space and recreational facilities are provided for and made accessible to all residents of Chilton, with emphasis on preserving unique historic and natural features.

STRATEGIES

1. Provide a full range of recreational facilities to serve all segments of Chilton's population on a year-round basis for existing and new residential developments.
2. Encourage the shared use of city and school recreational facilities.
3. Support the preservation of natural open spaces that minimize flooding such as wetlands and floodplains.

ACTIONS

1. Pursue state, federal, and private funding programs which can aid in the acquisition and development of parks, trails, and scenic and environmentally sensitive areas, considering related maintenance and operational costs.
2. Maintain and implement goals from the adopted Comprehensive Outdoor Recreation Plan.



CHAPTER 6

AGRICULTURAL, NATURAL, AND CULTURAL RESOURCES



INTRODUCTION

Natural and cultural resources help define a community and strongly affect quality of life. Understanding the relationship between environmental characteristics and their physical suitability to accommodate specific types of activity or development is key for planning future land use in the City. The City of Chilton is uniquely situated along the South Branch of the Manitowoc River providing opportunities for the public to engage with the waterfront. As the county seat, culture in the City is affected by Calumet County from the County Courthouse to the annual Calumet County Fair. An inventory of agricultural, natural, and cultural resources is provided in this chapter creating a base of information for future land use planning in the City.

AGRICULTURAL RESOURCE INVENTORY

CHARACTER OF FORESTS, FARMLAND, AND AGRICULTURE

The City of Chilton contains approximately 793 acres of non-irrigated cropland. Cropland is the highest land use class, covering approximately 30 percent of the total City acreage. In addition, general woodlands comprise approximately 115 acres, or 4.5 percent, of the City. For 28 years, the City of Chilton has been listed on the Arbor Day Foundation's Tree City USA list.

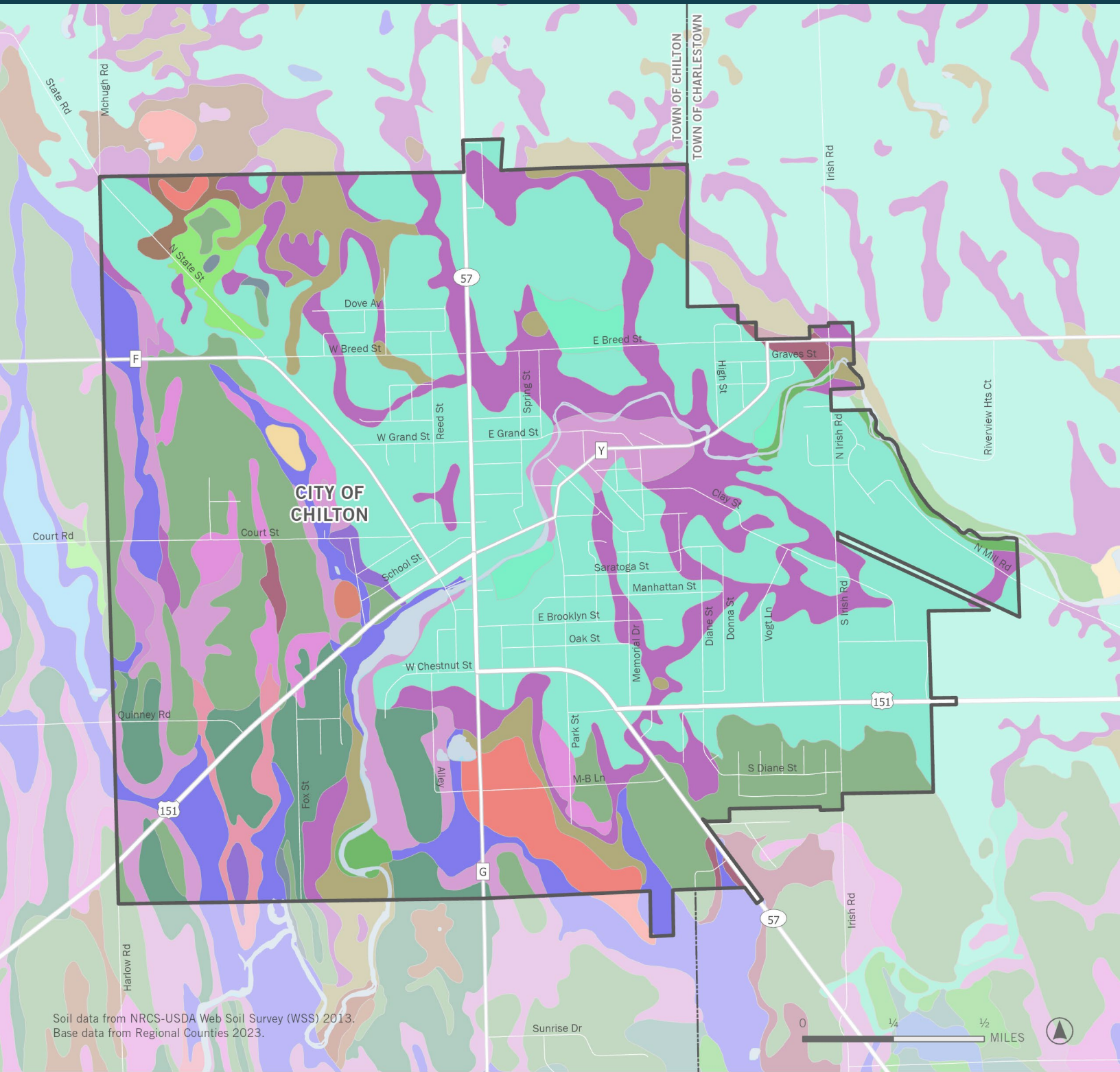
NATURAL RESOURCE INVENTORY

TOPOGRAPHY AND GEOLOGY

The City of Chilton is split between two Ecological Landscapes of Wisconsin: The Southeast Glacial Plains and the Central Lake Michigan Coastal landscape. Distinct attributes of both landscapes can be important when identifying land goals and management. The bedrock geology of the City is primarily made up of Silurian dolomite formations. Map 6.1 shows the soil classifications in the City. A majority of the soil is Kewaunee loam.¹

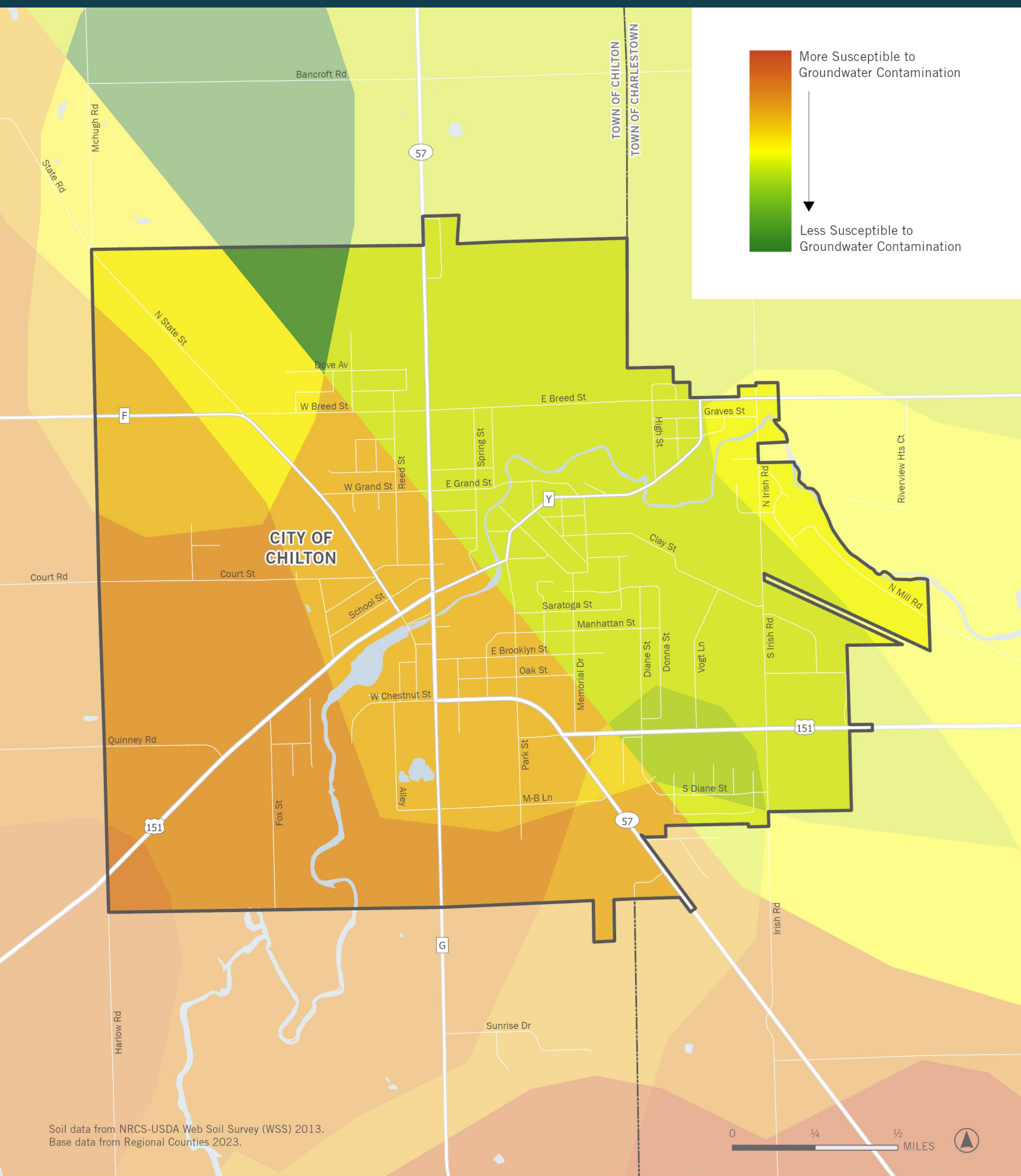
1 "Bedrock Geology of Wisconsin, 2005", University of Wisconsin - Extension Geological and Natural History Survey.

MAP 6.1 SOIL CLASSIFICATIONS



- | | | | |
|---------------------|---------------------|------------------------------|-------------------|
| Boyer loam | Hortonville loam | Mosel loam | Shiocton loam |
| Brookston silt loam | Houghton muck | Mundelein loam | Symco loam |
| Channahon loam | Keowns silt loam | Nichols very fine sandy loam | Theresa silt loam |
| Dodge silt loam | Kewaunee loam | Palms muck | Udorthents |
| Fluvaquents | Lamartine silt loam | Pella silt loam | Whalan loam |
| Granby sand | Manawa silt loam | Pits, quarries | Willette muck |
| Hochheim loam | Mayville silt loam | Poygan loam | Zurich silt loam |
| | | | Water |

MAP 6.2 GROUNDWATER CONTAMINATION SUSCEPTIBILITY



Soil data from NRCS-USDA Web Soil Survey (WSS) 2013.
Base data from Regional Counties 2023.

CHAPTER 6 AGRICULTURAL, NATURAL, AND CULTURAL RESOURCES

METALLIC AND NON-METALLIC MINERAL RESOURCES

There are no NR 135 non-metallic mining reclamation sites within the City of Chilton.

GROUNDWATER CONTAMINATION SUSCEPTIBILITY

The ease that pollutants are transported from the surface into the groundwater indicates the groundwater's susceptibility. The WDNR and UW-Extension identified characteristics which determine groundwater susceptibility such as depth to bedrock, type and characteristics of bedrock, soil, and surficial deposits, and depth to the water table. Map 6.2 shows the southwestern area of the City is more susceptible to groundwater than the northeast.

Environmental cleanup sites are tracked on the DNR's Bureau of Remediation and Redevelopment Tracking System (BRRTS) database. Table 6.1 includes all Open sites on the database that are in the City of Chilton. Several of the sites are in the environmental repair program (ERP) which means they have contaminated soil and/or groundwater. Other activities on some sites include leaking underground storage tanks (LUST) which contaminated the soil and/or groundwater with petroleum. An EPA ID is given to sites that are on the EPA's Superfund list.² Assessing potentially contaminated sites is beneficial for human health and economic development and was discussed in more detail in Chapter 4.

TABLE 6.1. CHILTON ENVIRONMENTAL CLEANUP SITES ON THE DNR'S BRRTS DATABASE.

BRRTS No.	Activity Name	Address	Facility ID	EPA ID	Start Date	Activity Type
02-08-00040	CHILTON PLATING CO INC	420 E MAIN ST	408026300	WID006424857	1981-06-24	ERP
02-08-000632	SCHNEIDER PROPERTY	476 E MAIN ST	NONE		1995-06-15	ERP
02-08-221491	LARSON CLEANERS	317 E MAIN ST	NONE	WIN000508201	1999-06-01	ERP
02-08-520157	MIRRO PLT #20 (FORMER)	44 WALNUT ST	408021130	WID006080691	2004-01-14; 2003-03-19	ERP; VPLE
02-08-561133	CHILTON METAL PRODUCTS (FORMER) - CVOC	300 E BREED ST SITE A	408013760	WID006426431	2013-10-24	ERP
02-08-562919	CHILTON E MAIN ST (STATE LEAD)	E MAIN ST	NONE		2015-01-05	ERP
03-08-000078	GRUBE PROPERTY	W4089 USH 151	408046870		1988-09-08	LUST
03-08-000802	CHILTON METAL PRODUCTS	300 E BREED ST SITE A	408013760	WID006426431	1991-03-26	LUST
03-08-590086	415 E MAIN ST - LGU	415 E MAIN ST	408025970	WIR000178590	2022-06-24	LUST

Source: Wisconsin DNR Bureau of Remediation and Redevelopment Tracking System Database.

² "Bureau for Remediation and Redevelopment Tracking System", Wisconsin DNR, 2022, <https://dnr.wi.gov/botw/SetUpBasicSearchForm.do>

CHAPTER 6 AGRICULTURAL, NATURAL, AND CULTURAL RESOURCES



WATERSHEDS AND SURFACE WATER FEATURES

In total there are approximately 43 acres of water in the City or about 2 percent of the total land use. The City of Chilton and surrounding Towns are located in the South Branch Manitowoc River Watershed. All runoff drains into the South Branch of the Manitowoc River, discharging into Lake Michigan. The River runs through the middle of the City. The River is on the Wisconsin Department of Natural Resources list of impaired waters for total phosphorus pollutants. No formal total maximum daily load (TMDL) has been developed yet. Lake Chilton, a reservoir in the City is located just north of the Calumet County Fairgrounds. Wetlands, floodplains, and other surface water resources can be seen on Map 6.3.

ENVIRONMENTALLY SENSITIVE AREAS

Environmentally Sensitive Areas include wetlands, floodplains, wetland and stream buffer zones and impaired waters. In order to protect human life and public property, it is helpful to avoid developing in environmentally sensitive areas. There are many benefits to these environmental resources described in the sections below.

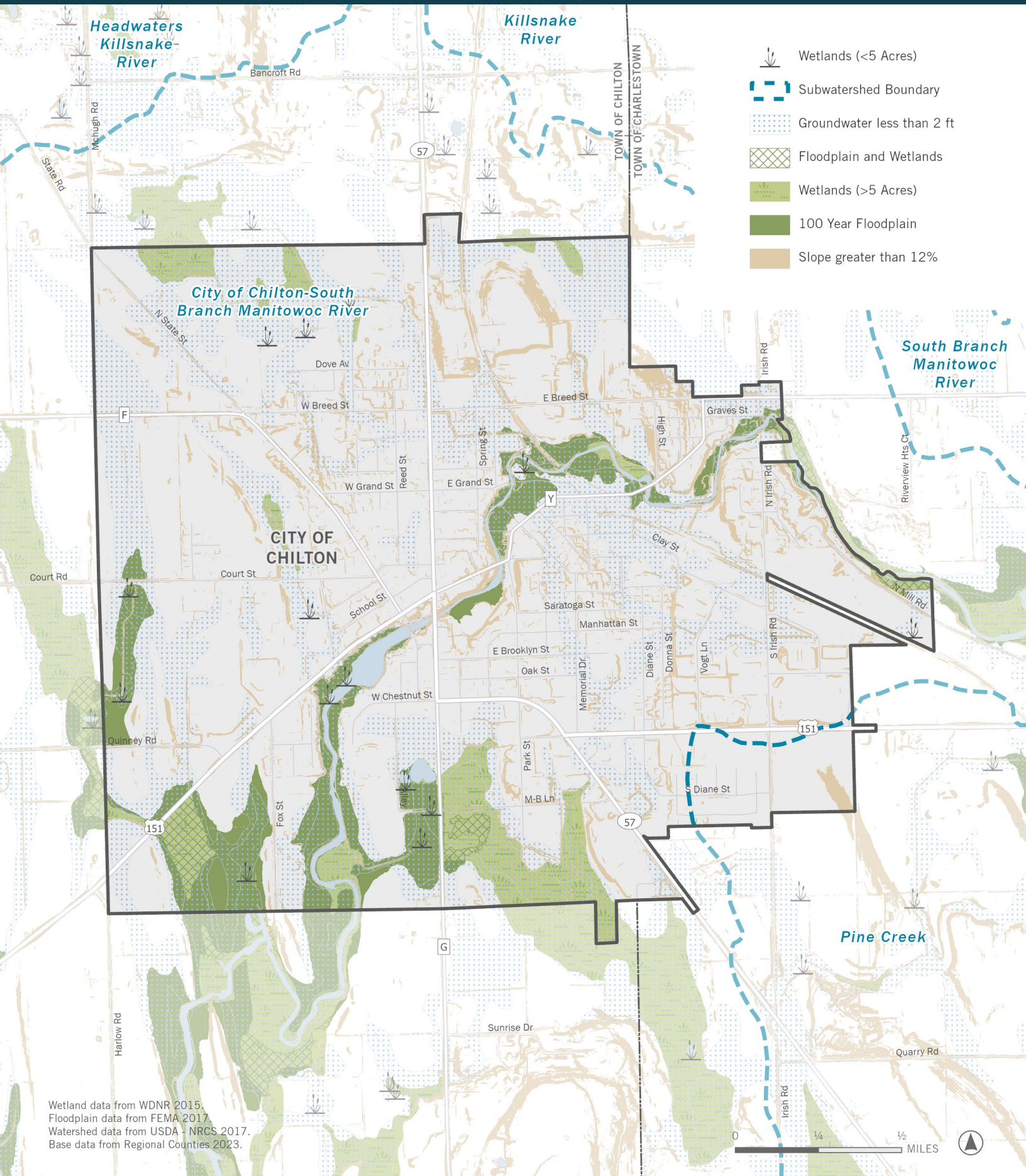
WETLANDS

There is a large area of wetlands on the south side of the City, along the River, and generally south of M-B Lane, east of S Madison Street, and west of State Highway 32. Other wetlands are scattered along tributaries leading to the River in the southwest and northwest corners of the City limits. Wetlands are an important resource with many benefits, some of which include the following: providing an area with high capacity for water storage, limiting the spread of pollutants, mitigating flooding damage, and providing habitat for wildlife.

FLOODPLAINS

The Federal Emergency Management Agency (FEMA) designates and maps floodplains in the United States. Floodplains include the floodway and the flood fringe, which is the area predicted to be inundated with flood waters every once in 100-year storm event (i.e. a storm with a 1 percent chance of occurring in a given year). In an effort to minimize property damage and protect public health, development in the floodplains is discouraged.

MAP 6.3 SURFACE WATER RESOURCES



CHAPTER 6 AGRICULTURAL, NATURAL, AND CULTURAL RESOURCES

THREATENED AND ENDANGERED SPECIES

The Department of Natural Resources maintains a database of rare, threatened, and endangered species and natural communities in the City of Chilton. The exact location is not publicly available in order to protect the species. Instead they are listed by Township, Range, and Section. This database should be consulted during the development phase in order to protect the species. Table 6.2 displays species found in the Township, Range, and Sections within the City of Chilton. Map 6.4 shows woodlands, state natural areas, and WDNR endangered species areas in Chilton. Conservation of these areas have many benefits including biodiversity and increasing environmental and physical health. Other wildlife use the Manitowoc River including Osprey, Bald Eagles, and Owls.³

TABLE 6.2. THREATENED AND ENDANGERED SPECIES NEAR CHILTON

Common Name	Scientific Name	WI Status	Group
Township 18N, Range 19E, Sections 12, 13, 24			
Floodplain Forest	Floodplain forest	NA	Community
Migratory Bird Concentration Site	Migratory Bird Concentration Site	SC	Bird
Shrub-carr	Shrub-carr	NA	Community
Southern Mesic Forest	Southern mesic forest	NA	Community
Township 18N, Range 20E, Sections 7, 17, 18, 19			
Henslow's Sparrow	Centronyx henslowii	THR	Bird
Yellow Rail	Coturnicops noveboracensis	THR	Bird

Source: Natural Heritage Inventory Public Portal, Wisconsin DNR,

CULTURAL RESOURCES INVENTORY

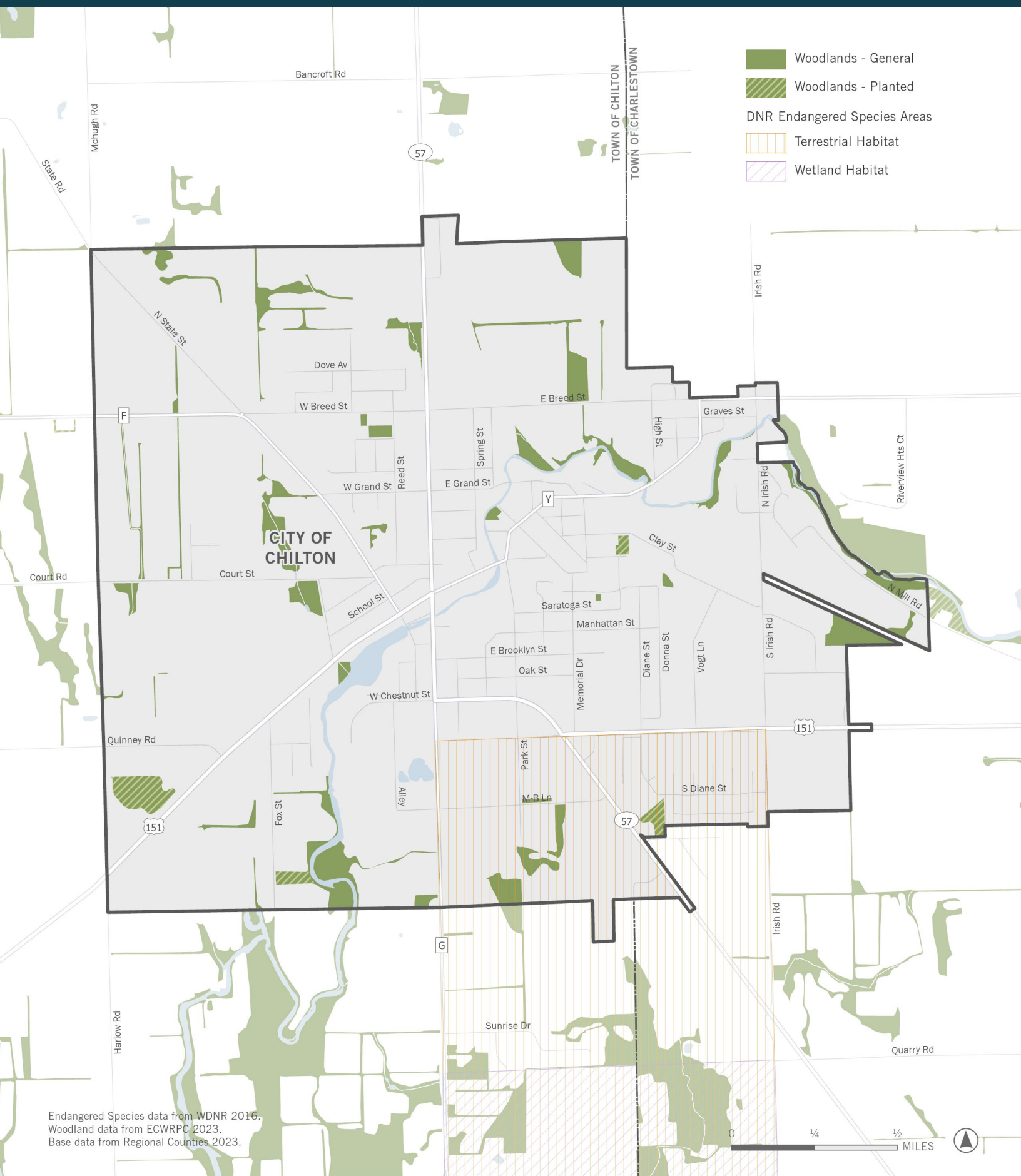
HISTORIC PLACES AND ARCHAEOLOGICAL SITES

The Wisconsin Historical Society contains an inventory of architecture and history data across the State. The City of Chilton has several historical properties including: Calumet County Courthouse (206 Court Street), Frank Tesch House (67 Main Street), 718 S Madison Street, Chilton Malting Company (137 E Main Street). The Department of Interior's National Register of Historic Places also includes the Chilton Post Office (57 E. Main Street).⁴ The Ridge Mound Group/ Gasch Mound Group, and the Aebischer Site (47CT30) are listed on the Archaeological Sites Inventory and their location is not made available due to the sensitive nature. Native American burial mounds are protected under WI law from disturbance.

3 "Natural Heritage Inventory Public Portal", Wisconsin DNR, [https://dnr.wisconsin.gov/topic/erreview/PublicPortal.html#:~:text=The%20Natural%20Heritage%20Inventory%20\(NHI,endangered%20resources%20\(endangered%2C%20threatened%20and](https://dnr.wisconsin.gov/topic/erreview/PublicPortal.html#:~:text=The%20Natural%20Heritage%20Inventory%20(NHI,endangered%20resources%20(endangered%2C%20threatened%20and)

4 "Wisconsin Historical Society", 2022, <https://www.wisconsinhistory.org/Records?terms=City+of+Chilton>

MAP 6.4 CONSERVATION



Endangered Species data from WDNR 2016.
Woodland data from ECWRPC 2023.
Base data from Regional Counties 2023.

CHAPTER 6 AGRICULTURAL, NATURAL, AND CULTURAL RESOURCES

CULTURAL EVENTS AND NATURAL RESOURCES

- ▶ Summer in the Park Band series runs approximately June to August
- ▶ Calumet County Fair hosted annually
- ▶ Farmers Market at Klinkner Park hosted on Fridays from approximately June to October.
- ▶ Engler Center for the Performing Arts
- ▶ Crafty Apple Festival
- ▶ German/American Society
- ▶ Ledgeview Park
- ▶ Uptown Mural and Artwork

ISSUES AND OPPORTUNITIES – AG, NATURAL, AND CULTURAL RESOURCES

- ▶ Explore opportunities to redevelop parklands in the City to address vendor fairs, flea market, craft fair, and expand the farmers market.
- ▶ Explore collaboration with the Calumet County Ag Stewardship Alliance.



CHAPTER 6 AGRICULTURAL, NATURAL, AND CULTURAL RESOURCES

GOALS

Goal 1: To conserve, protect, and improve the agricultural and environmental resources of the city and the surrounding area.

STRATEGIES

1. Maintain an attractive and unique small-town environment with higher density development which will have less impact on agricultural lands
2. Encourage the growth of agriculture related businesses and services in the city's commercial and industrial areas.
3. Direct future public and private development away from environmentally sensitive natural resources to protect water quality and preserve interconnected green space corridors.
4. Support data collection and monitoring efforts of point and nonpoint source pollution that further the understanding of factors influencing the quantity, quality and flow patterns of groundwater.

ACTIONS

1. Encourage the creation and preservation of buffers and building setbacks between intensive land uses and surface water features.
2. Continue implementation of city stormwater management plan requirements.
3. Avoid new development in environmentally sensitive areas; potential negative impacts should be addressed during the review period.

Goal 2: Preserve a hometown atmosphere including attractive city entrances, main street storefront businesses, and community culture and events.

STRATEGIES

1. Manage the potential impacts of development proposals on those features that the city values as a part of its character and identity.
2. Encourage efforts that promote the history, culture, and heritage of the city.

ACTIONS

1. Explore options for achieving improved design and appearance of non-residential buildings and sites in areas that define the character of the city.
2. Work cooperatively with historical societies to identify, record, and protect city features with historical or archaeological significance.

CHAPTER 7

LAND USE



INTRODUCTION

The primary function of the land use element in comprehensive planning is to help guide the future land use of the City in a way that is compatible, desirable, and accepted by the local community.¹ The data and maps presented in the beginning of the chapter identify the current development patterns and were analyzed to determine how the land will be used in the future. The City and community residents provided input to develop the future land use map and create a vision for the City in the next 20 years.

Land use is uniquely intertwined with the other eight elements of comprehensive planning. A change to the land use plan causes a ripple effect by changing aspects of other elements, and changes in other elements directly impact land use. One example is population growth. Increase population may be a driver for additional housing, commercial, or industrial development, and the subsequent need for transportation and utilities. In another example, an improved transportation network such as recreational trails, may provide an opportunity for various recreational uses, increased intergovernmental cooperation, or economic development. Each of these adjustments needs to be accounted for in the future land use plan in order to maintain efficient and orderly growth across the community.

EXISTING LAND USE

Map 7.1 is an existing land use map of the City of Chilton. Land use classifications broadly define the different types of activities related to how the land is used. Each land use category has its own characteristics that help determine compatibility, location, and preference to other land uses. The existing land use inventory was updated in the fall of 2022 based on the 2021 Calumet County aerial imagery and categorized per ECWRPC's mapping standards. There are 15 mapped land use categories.

1

“Community Planning and Zoning”, <https://community-planning.extension.org/elements-of-a-comprehensive-plan/>.

CHAPTER 7 LAND USE

LAND USE CATEGORIES



Agricultural or non-irrigated cropland is broadly classified as land that is used for crop production.



Residential land is classified as land that is used for human inhabitation, including the surrounding mowed lawn. Residential land is divided into **single-family residential**, **multi-family residential**, and **farmsteads**.



Commercial land uses represent the sale of goods and services.

Industrial land uses represent a broad category of activities that involve the production of goods.

Mining and quarry sites are separated from other industrial uses.



Transportation includes land uses that directly focus on moving people, goods, and services from one location to another.

Utilities and communications are classified as any land use that aids in the generation, distribution, and storage of electric power, natural gas, telecommunications, water, and waste. For example; cell towers, water towers, water treatment plants, landfills, recycling facilities, and transformers.



Institutional uses are defined as land for public and private facilities dedicated to public services. For example; schools, universities, hospitals, cemeteries, police departments, fire stations, and post offices.

Recreational facilities are defined as land uses that provide leisure activity opportunities for citizens.



Water features consist of all surface water. Intermittent waterways are also incorporated into this category.



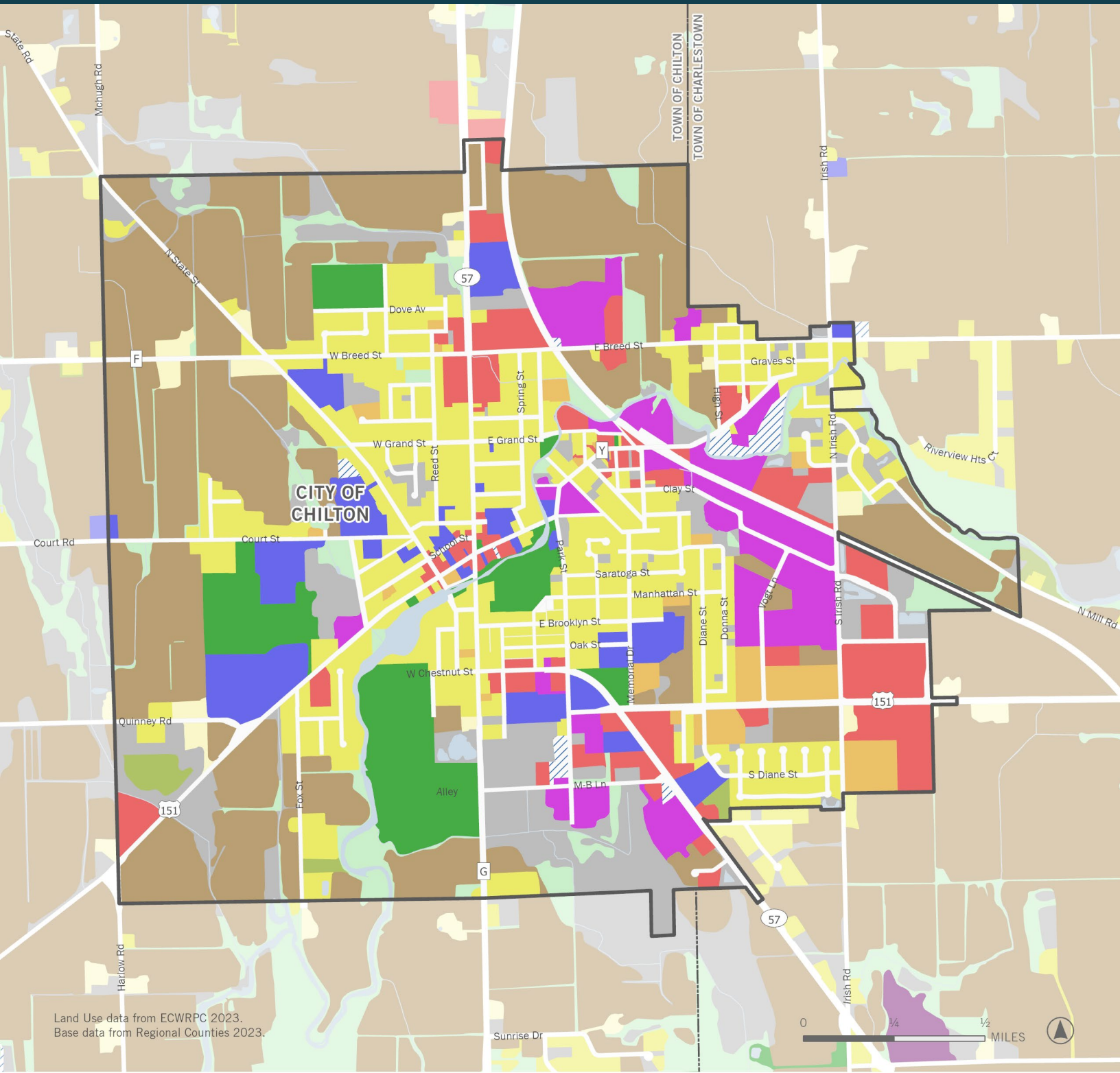
Woodlands are forested areas that are characterized by a predominance of tree cover. Woodlands are further divided into **planted woodlands** and **general woodlands**.

Open other land includes land that is currently vacant and not developed in a manner similar to other land use categories described above. For example; vacant lots, back lots, outcrop, wet, and rocky areas.

CITY OF CHILTON EXISTING LAND USE

Table 7.1 provides a more detailed review of land use type acres in the City of Chilton. The highest percentage of land use (30 percent) is non-irrigated cropland. Agricultural areas are located on the outskirts of the City limits, primarily to the north and west. Single-family residential land makes up the next highest category at approximately 17 percent of the City's total area. Figure 7.1 displays a chart representing existing land use.

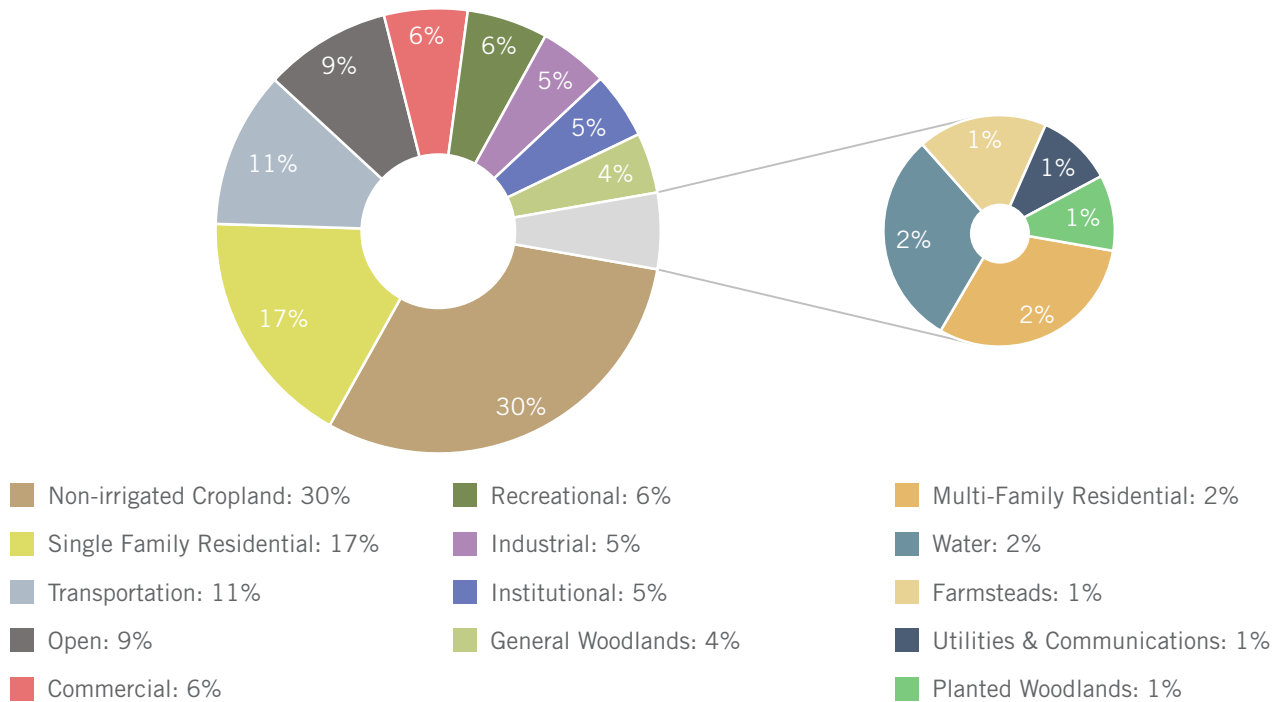
MAP 7.1 EXISTING LAND USE



- | | | | |
|---------------------------|--------------------------|--------------------------|-------------------|
| Single Family Residential | Industrial | Utilities/Communications | General Woodlands |
| Farmsteads | Quarries | Non-Irrigated Cropland | Open Other Land |
| Multi-Family | Institutional Facilities | Recreational Facilities | Water |
| Commercial | Transportation | Planted Woodlands | |

CHAPTER 7 LAND USE

FIGURE 7.1. CITY OF CHILTON EXISTING LAND USE, 2021



Source: ECWRPC, 2021 Calumet County Aerial Imagery

TABLE 7.1. CITY OF CHILTON EXISTING LAND USE CATEGORIES

Current Land Use Categories	Acres	% of Total
Non-irrigated Cropland	793.4	30.3%
Single Family Residential	455	17.4%
Multi-Family	44.3	1.7%
Farmsteads	26.2	1.0%
Commercial	158.3	6.1%
Industrial	131	5.0%
Transportation	297.4	11.4%
Utilities & Communications	15.3	0.6%
Institutional	126.4	4.8%
Recreational	153.7	5.9%
Water	43.4	1.7%
Planted Woodlands	15.3	0.6%
General Woodlands	114.6	4.4%
Open	240.8	9.2%
Total Acres	2,615.2	

Source: ECWRPC, 2021 Calumet County Aerial Imagery

CHAPTER 7 LAND USE

PROJECTED SUPPLY AND DEMAND OF LAND USES

Table 7.2 displays estimates for the total acreage that will be utilized by residential, commercial, and industrial land uses in 5-year increments through the year 2040 in the City of Chilton. A 20 percent market factor was included to account for unanticipated increase in population. It is important to note that projections are based off historical land use data and population increases and is therefore not a prediction. For the projections to be reliable, past growth trends and persons per acre would need to remain consistent. For small communities, any minor change could cause a significant impact on the growth rate and land use demand.

If the population projections are accurate, the City will need to convert approximately 45 acres (1.7% of total city acreage) of land into residential land by 2040. Commercial acres are projected to increase by approximately 14 acres (0.5% of total) and industrial by 12 acres (0.4% of total). The demand from these areas will likely come from non-irrigated cropland or open space. If redevelopment opportunities are utilized, then the supply of open agricultural land can remain intact and conserved. Other land uses could be converted into or remain as projected residential, commercial, or industrial uses.

TABLE 7.2. PROJECTED LAND CONSUMPTION/DEMAND FOR RESIDENTIAL, COMMERCIAL, AND INDUSTRIAL USES

	2021 Land Use/ 2020 Census	Projected				Projected Increase from 2021 to 2040
		2025	2030	2035	2040	
DOA Population Projections	4,080	4,325	4,455	4,505	4,480	400
Residential Acres – Existing*	499.30					
Residential Acres per Person	0.12					
Projected Residential Acres Needed		529.28	545.19	551.31	548.25	48.95
Projected Residential Acres Needed with 20% Market Factor		565.26	564.28	558.65	544.58	45.28
Commercial Acres - Existing	158.34					
Commercial Acres per Person	0.04					
Projected Commercial Acres Needed		167.85	172.89	174.83	173.86	15.52
Projected Commercial Acres Needed with 20% Market Factor		179.26	178.95	177.16	172.70	14.36
Industrial Acres - Existing	131.01					
Industrial Acres per Person	0.03					
Projected Industrial Acres Needed		138.88	143.05	144.66	143.85	12.84
Projected Industrial Acres Needed with 20% Market Factor		148.32	148.06	146.58	142.89	11.88

Source: Sources: Wisconsin DOA Population Projections, 2020 Census Population, 2021 Residential, Commercial, Industrial Land Use Existing Acres. *Note: Residential Existing Land Use 2021: 455 acres single-family, 44.3 acres multi-family. **Note: DOA projections only published out to the year 2040, not 2045.

CHAPTER 7 LAND USE

It is interesting to note that the Dept. of Administration projected the population to decrease by 25 people from 2035 to 2040. Therefore, a more accurate projection may be the increase to the year 2035 (peak DOA population projection). Even if the population declines as projected, in the year 2040 or 2045, the infrastructure will already be in place. By assuming historic person per acre ratios continue and applying a 20 percent market factor, the increase in residential acres would be 59 acres (22.5% of total), commercial is 19 acres (0.7% of total) , and industrial is 16 acres (0.6% of total) by the year 2035.

The previous plan, Year 2030 Comprehensive Plan, projected residential land demand in 2020 to be 510 acres. The existing year 2021 land use for residential land was 499 acres. The combined commercial and industrial land demand projected for 2020 in the Year 2030 Comprehensive Plan was 347 acres. Combined, the existing 2021 land use for commercial and industrial land was 289.35. Actual demand for commercial and industrial land was lower than projected, as shown in Table 7.1.

FUTURE LAND USE

The Future Land Use Map (Map 7.2) represents the City's desired vision for the next 20 years. This map will guide the community's growth management and decision making. The land use classifications used in the Future Land Use Map are not the same exact categories as the existing land use since they were used in the previous existing future land use map. They are the following: Commercial District, Commercial District-ET, Industrial District, Industrial District-ET, Institutional, Multi-Family Residential, Recreational, Residential District, Rural Character, and Utilities.

The **Residential district** densities will be regulated by the City's zoning ordinance as found in R-1 Single-Family Residential District, R-D Duplex, and R-2 One and Two Family Districts. This classification accommodates primarily single-family residential development.

Multi-Family Residential densities will be regulated by R-3 Multiple Family Residential and R-C Multi-Family Residential District/Downtown Area Districts in the City's zoning ordinance.

Commercial land use densities will be regulated by C-1 General Business, C-2 Central Business, and C-3 Commercial District zoning ordinances. This classification includes large- and small-scale commercial and office development primarily along transportation corridors in the City.

Industrial land use densities will be regulated by the zoning ordinance found in I-1 Industrial District and I-2 General Industry District. They include existing and planned business park and industrial expansion areas. They will also be served by municipal sewer and water systems, as well as transportation accommodations such as roadways.

Identifying **rural character** land use maintains limited development areas within the City that contain a rural character appeal. The intent is to preserve existing rural character of undeveloped lands, provide a buffer to adjacent town agricultural activities, and preserve the integrity of environmentally sensitive areas.

Recreational land use designates existing and planned park and recreation areas.

CHAPTER 7 LAND USE

Utilities and Community Services include existing and planned areas for land uses intended for public and quasi-public uses (not recreational). This land use class includes civic, institutional, and related uses such as government facilities, schools, utilities, police and fire stations, and cemeteries.

Hatched areas on the Future Land Use Map are planned for **extraterritorial growth** areas. As a Class four City, based on population, the City of Chilton is able to review land divisions for 1.5 miles from the border based on statutory rights. Planned development should be phased outward from the urban edge of the City. This utilizes infrastructure such as sewer, water, and transportation in an efficient and cost-effective manner.

As growth extends to the City borders, boundary agreements with neighboring municipalities may impact the type and extent of growth. The City of Chilton, the Town of Charlestown, and the Town of Chilton renewed the Intergovernmental Agreement dated June 17, 2013 on February 27th, 2020 under the authority of sec. 66.0301 of the Wisconsin Statutes. The Intergovernmental Agreement encourages cooperative planning such as orderly development, cost-effective municipal services, orderly highway improvements, and maintaining groundwater quality for drinking water in the territory extending one and a half miles beyond the City boundary into the Township's Extraterritorial Jurisdiction Area.

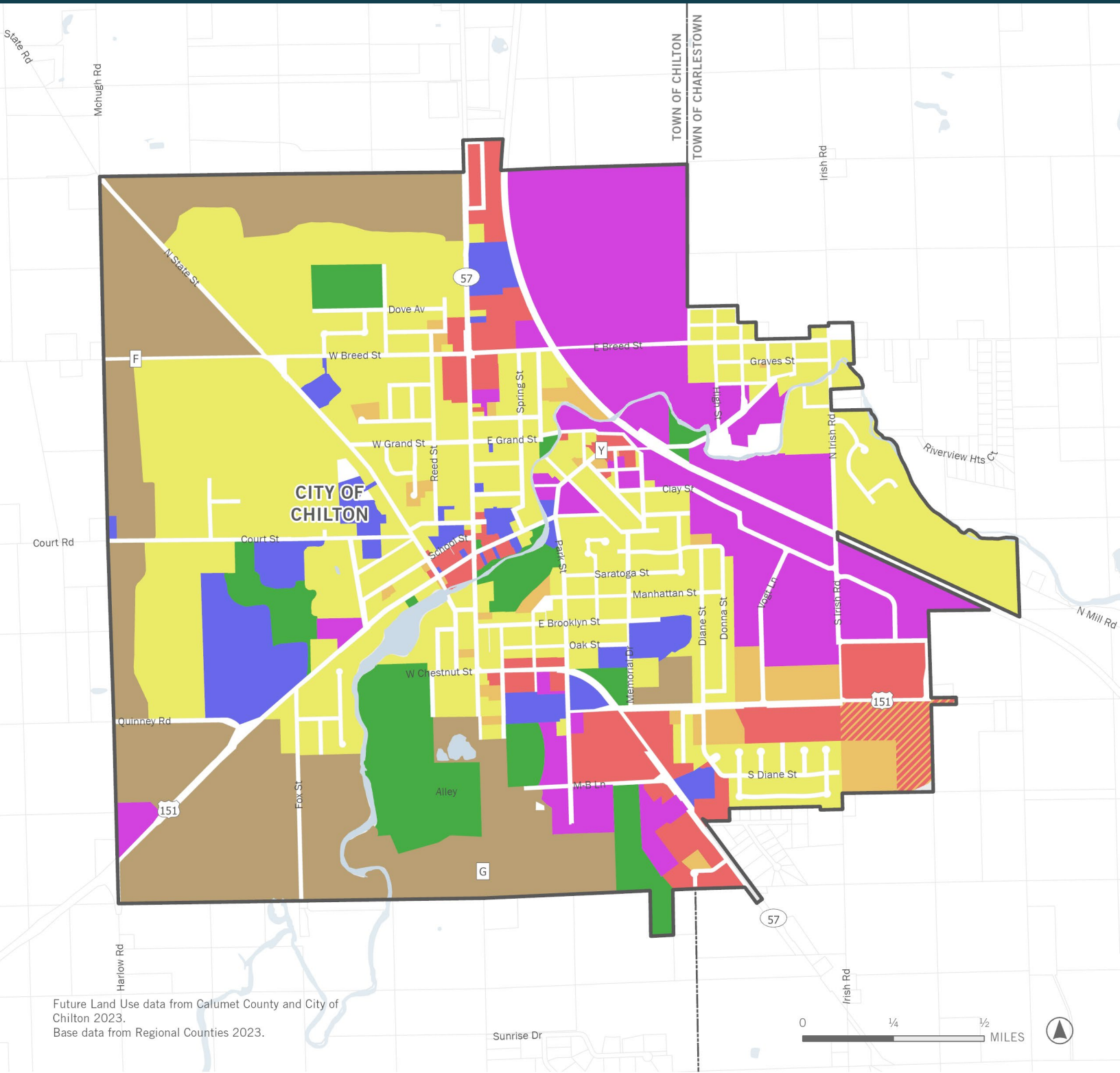
Table 7.3 lists the future land use categories by acre based off the Future Land Use Map. The Future Land Use Map was developed using 2007 base data updated according to conversations with the City Plan Commission.

TABLE 7.3. CITY OF CHILTON FUTURE LAND USE CATEGORIES

Future Land Use Categories	Acres	% of Total
Commercial District	154.25	6.0%
Commercial District-ET	26.36	1.0%
Industrial District	411.28	15.9%
Industrial District-ET	0.01	0.0%
Institutional	130.01	5.0%
Multi-Family Residential	64.10	2.5%
Recreational	169.99	6.6%
Residential District	850.70	32.9%
Rural Character	508.07	19.6%
Utilities	272.28	10.5%
Total	2,587.05	

Source: Source: Future Land Use Map, Plan Commission Discussion

MAP 7.2 FUTURE LAND USE



- | | | |
|------------------------|--------------------------|----------------------|
| Commercial District | Institutional | Residential District |
| Commercial District-ET | Multi-Family Residential | Rural Character |
| Industrial District | Recreational | Utilities |

CHAPTER 7 LAND USE

LAND USE PROGRAMS

Implementation of the future land use goals and objectives can be done in part through the use of the following programs.

SITE REUSE DESIGN FOR THE EAST MAIN STREET CORRIDOR PLAN

The Site Reuse Design for the East Main Street Corridor Plan was prepared by ICF via EPA Brownfields Technical Assistance through the EPA Office of Brownfields and Land Revitalization Program, in March 2023. The plan provides background information on the East Main Street Corridor in Downtown Chilton and provides site design recommendations for the corridor reuse and reconstruction of East Main Street.

MASTER PLANNING

Master Planning for City Parks is anticipated to occur in the near future. Morrissey and Hobart Parks are proposed for master planning activities. See the City of Chilton Comprehensive Outdoor Recreation Plan, adopted in 2022 for more details on preliminary survey results and planning.

DIVISION OF INTERGOVERNMENTAL RELATIONS, WISCONSIN DEPARTMENT OF ADMINISTRATION

The Division of Intergovernmental Relations within the Department of Administration provides support and many land use services to local governments. They administer the Wisconsin Land Information Program (WLIP) for all 72 Wisconsin Counties. This program provides funding for the modernization of local land records. In addition, they provide other services for land use planning, land information, and demographic services. The DOA also conducts plat and municipal boundary reviews which are important for specific land use related requests.





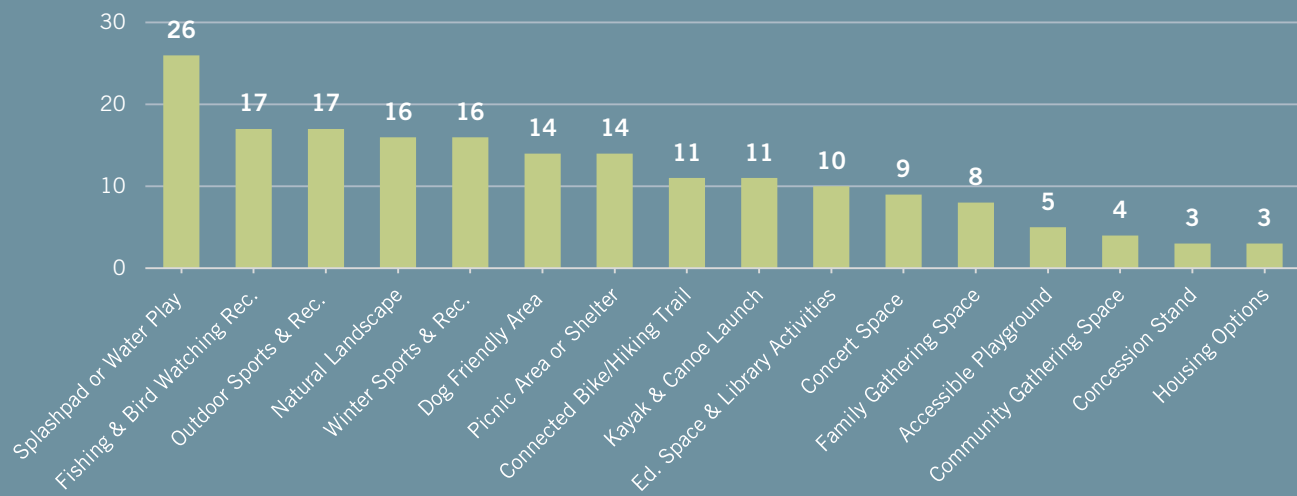
PUBLIC OUTREACH

As outlined in the Public Participation Plan, public outreach occurred at an established community event. On July 20, 2023, ECWRPC and City Staff attended the Summer in the Park Concert Series at Hobart Park, where the Chilton City Band celebrated Christmas in July. Several poster boards were displayed: Future Land Use, Dog Park Rendering from MSA Professionals at the Former Chilton Plating Brownfield Site, and a map of Morrissey Park. To get a sense of community members’ hopes and ideas for the redevelopment of Morrissey Park and generally across the city, residents were asked to place various “activity icons” on the poster board to represent the kinds of activities they want to be able to participate in. There were 17 activity/facility options for residents to choose from as seen in Table 7.4. A write in option was also included and the residents ideas are included in the table below.

A new football field is being constructed at the High School Campus allowing for the re-design of Morrissey Park. The City was looking for input on what to include at the Park in the future. Approximately 40 people participated in the Morrissey Park activity board and the number of times each icon got selected was recorded. The final tally can be seen in figure 7.2. The top responses that were selected over 15 times were a splashpad or water play area (26 times), outdoor sports and recreation area (17), fishing and bird watching recreation area (17), winter sports and recreation (16), and natural landscapes (16). Also highly ranked were a dog friendly area (14), and a picnic area/shelter (14). A kayak and canoe launch as well as a connected hiking and biking trail were selected 11 times.

Interesting to note that a dog friendly area and a kayak & canoe launch area were top choices and those are both included in the conceptual drawings for the redevelopment of the Former Chilton Plating Site. By implementing the former brownfield site re-use project, the City would be fulfilling some of the resident’s needs identified in this community outreach event.








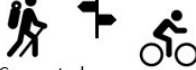





FIGURE 7.2. PUBLIC OUTREACH RESIDENT SELECTIONS FOR MORRISSEY PARK



CHAPTER 7 LAND USE



TABLE 7.4. ACTIVITY OPTIONS FOR MORRISSEY PARK IMPROVEMENTS

 Natural Landscape	 Dog Friendly Area	 Picnic Area or Shelter
 Fishing & Bird Watching Rec Area	 Kayak & Canoe Launch	 Housing Options
 Accessible Playground	 Winter Sports & Rec Area	 Concert Space
 Connected Hiking & Biking Trail	 Educational Space & Library Activities	 Family Gathering Space
 Splashpad or Water Play Area	 Community Gathering Space	 Outdoor Sports & Rec Space
Name Your Own Feature Resident Suggestions: <ul style="list-style-type: none"> • Parking • YMCA • Mini Golf • Treehouse • Connect to bike trail network (Hilbert to Green Bay) • Keep the track in place • Pickleball • Rubber chips at playground • Programming for youth – summer programs for teens and young adults • Pool • Soccer fields • Water space for dogs 		 Concession Stand

Designing and implementing a trail using the existing path along the River, adding mile markers, making further connections with other City parks, and re-designing the space of Morrissey Park so that people can still walk in the park, could combine the efforts and meet the top needs selected by residents including the natural landscape, connected hiking and biking trails, outdoor sports and recreation, and provide the same effect of a track without having to re-surface and keep the current track. Utilizing the natural landscape as a sledding hill could also fulfill winter activity needs.

The Community is sensitive about the historical use of the park, therefore careful design for the future can implement new features and meet the needs of the residents, while maintaining a nostalgic feel and keeping it simple. There were a number of younger families who participated in the activity board, including some youth. Therefore, it provides an accurate picture of what activities to include to maintain a younger generation.

CHAPTER 7 LAND USE



Summer Concert in the Park Series, Hobart Park, City of Chilton, July 20, 2023

CHAPTER 7 LAND USE

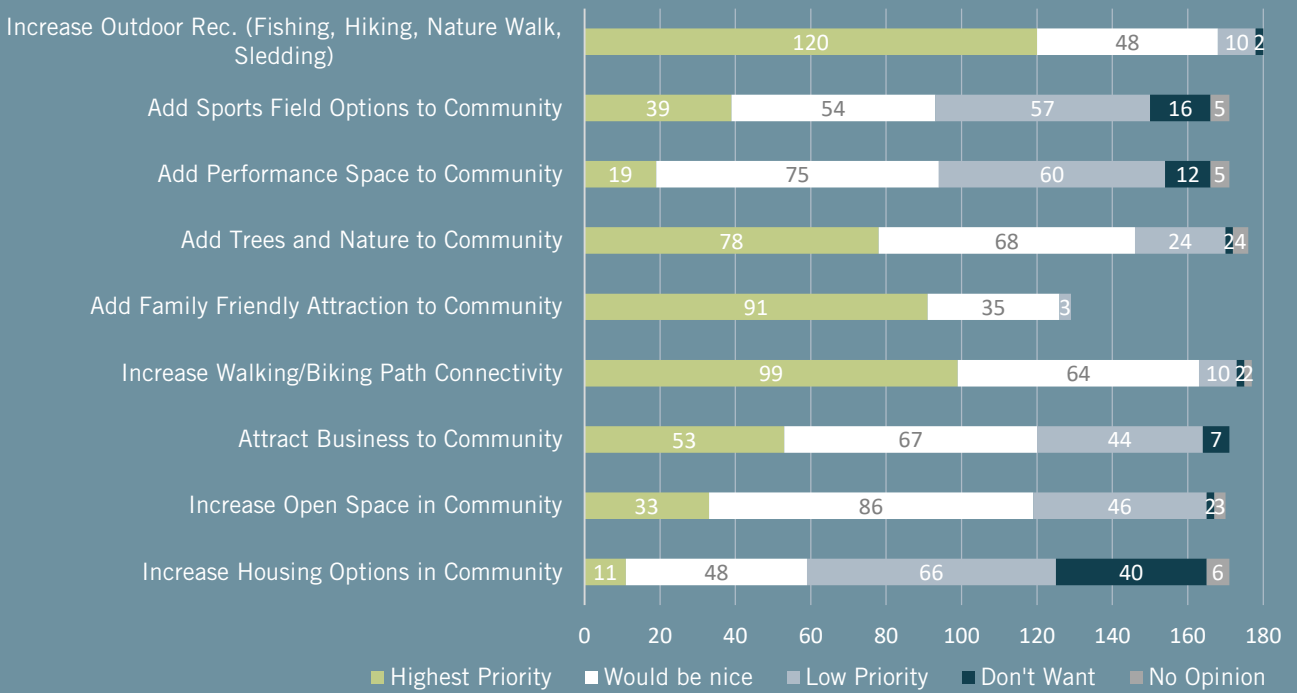


In addition to the activity boards, a one-question online survey was distributed to community members who attended the Concert in the Park which gathered 185 responses. The survey asked residents to rank their preferred priority level for various planning activities. While the other activity board was geared specifically to Morrissey Park, this survey was not restricted to a particular area in the City. Rather, the idea was to collect feedback from residents regarding their overall goals for what they want to see more of in the City in order to help guide future development.

Residents could select either “highest priority”, “would be nice”, “low priority”, “don’t want”, or “no opinion” for a variety of future land uses seen in Figure 7.4. Residents ranked increasing outdoor recreation, increase walking/biking path connectivity, and adding family friendly attractions to the community in the top three for highest priority. Other features that residents marked high for “would be nice” include adding trees and nature, increasing open space, and attracting businesses.

The event drew in many young families and that was reflected in the survey. 37 percent were below 40 years old with a combined 82 percent under the age of 65, or retirement age. There were many write-in comments surrounding a desire for drawing in young people and the need for amenities to attract and keep young families such as a grocery store, family restaurant, and updating existing parks and infrastructure. Taking the survey results into consideration will help the City gear it’s future land use toward maintaining and attracting younger families and teens. It is recommended that Chilton review the desires from the residents as they look holistically across the City during future land use planning events and re-development.

FIGURE 7.4. SURVEY RESULTS: WHAT RESIDENTS WANT TO SEE IN THE FUTURE



CHAPTER 7 LAND USE

GOALS

Goal 1: Create a balanced pattern of complementary urban land uses.

STRATEGIES

1. Focus areas of new growth where public utilities and services can be provided most efficiently.
2. Identify preferred land use areas that will increase compatibility between existing land uses and work to avoid future land use conflicts.
3. Ensure compatibility of neighboring uses with existing and proposed industrial uses.
4. Identify future growth areas and begin planning for incremental development which maximizes efficiency and cost-effectiveness.
5. Maintain basic design standards for commercial and industrial development to protect property values and encourage quality design in the city.
6. Encourage urban in-fill, which is future development in areas where urban services are already in place.
7. Utilize vacant land within Chilton to its maximum potential.
8. The compatibility of adjacent land uses shall be considered when making decisions about proposed land uses.
9. All development proposals shall meet the intent of the Future Land Use Plan classifications as described within the Land Use element of the City of Chilton Year 2045 Comprehensive Plan.
10. Encourage the full use of vacant and underutilized property in the city through the use of the Community Development Authority, Tax Incremental Financing, grant programs and by soliciting developers for reuse.
11. Explore opportunities to expand the Riverwalk Trail in Morrissey Park and connect existing parks as well as Ledgeview Park to the south.

ACTIONS

1. Plan new development so that it is appropriately placed in consideration of the physical properties of the land and are compatible to such factors as smoke, noise, odor, traffic, activity, and appearance.
2. Control of land divisions shall be achieved by implementing the comprehensive plan and the subdivision ordinance, zoning ordinance and floodplain ordinance.
3. The zoning ordinance and comprehensive plan shall be followed when siting new uses. Do not rezone a property without first considering adjacent uses and compatibility issues as well as the land use element designation.
4. Amend the city zoning ordinance to reflect the intentions of the Future Land Use Map (Map 7.2) of the City of Chilton Year 2045 Comprehensive Plan.

CHAPTER 8

INTERGOVERNMENTAL COOPERATION

INTRODUCTION

Intergovernmental cooperation is an arrangement between two or more jurisdictions to conduct joint planning and decision making. This can be done by communication and information sharing, as well as entering into formal intergovernmental agreements.

Intergovernmental cooperation is important since many environmental, markets, and environmental conditions that affect more than just one community. For example, environmental resources such as the Manitowoc River and the Niagara Escarpment, pass through multiple municipalities. Other resources are also shared between multiple entities such as the Calumet County Fairgrounds. The housing market, job and worker availability, and commuting patterns impact the entire region beyond City corporate limits.

Other benefits to intergovernmental cooperation include cost savings by eliminating duplication of services, identifying and resolving regional issues through communication and cooperation, rather than litigation. Increasing the trust between partners and predictability for residents, developers, and businesses through growth and development.



CHAPTER 8 INTERGOVERNMENTAL COOPERATION

INVENTORY OF EXISTING AGREEMENTS

On February 27, 2020, the City of Chilton, the Town of Charlestown, and the Town of Chilton agreed to extend and renew the Intergovernmental Agreement dated June 17, 2013. The City re-signed the Agreement on July 26, 2023. The term of agreement is five years, with 10 years for water and sewer service, and thereafter the agreement may be renewed by agreement of the three parties. The general intent of the intergovernmental agreement is as follows:

- ▶ To promote and jointly plan orderly highway improvements
- ▶ To provide for land disposal of bio-solids from the City's sewerage treatment plant on lands within either Township
- ▶ To provide for the cooperation with the City in developing, drilling, and protecting of new or existing municipal well(s) and to assist in implementing an effective groundwater protection plan both within the City and the respective Townships of Charlestown and Chilton
- ▶ Provide for Town development with alternative methods for sewage waste disposal

The agreement further details the parties' interest and process for discussing boundary issues and planning for orderly development of territory located in the respective towns adjacent to the City.

In addition, the City signs a Cooperative Agreement for the Recycling Consolidation Grant along with Calumet County and other municipalities in the County. The Wisconsin Department of Natural Resources has an annual Recycling Grant program that offers supplemental assistance to eligible parties that have a recycling program and meet criteria outlined in the Wisconsin State Statutes.¹



INTERGOVERNMENTAL OPPORTUNITIES, CONFLICTS, AND RESOLUTIONS

Numerous potential opportunities exist for further cooperation with other units of government. Several of these potential opportunities outlined in Table 8.1 describe various ways to maintain and improve intergovernmental relationships.

Several potential conflicts may develop through the course of the planning period. Potential conflicts can be most effectively addressed in a pro-active fashion. In other words, pursuing opportunities will often avoid future conflicts. Potential conflicts and the process to resolve the conflicts are summarized in Table 8.2.

1 "Basic Recycling Grant to Responsible Units", *WDNR*, 2023, <https://dnr.wisconsin.gov/aid/Recycling.html>.

CHAPTER 8 INTERGOVERNMENTAL COOPERATION

TABLE 8.1. POTENTIAL OPPORTUNITIES FOR MAINTAINING AND IMPROVING INTERGOVERNMENTAL RELATIONSHIPS

Potential Opportunities	Governmental Unit Assistance Partner
Assistance in rating and posting local roads for road maintenance and road improvement planning.	► Calumet County Highway Department
Update and amend comprehensive plan and/or ordinances when applicable.	► Calumet County Planning, Zoning, and Land Information Office ► Neighboring municipalities ► East Central Wisconsin Regional Planning Commission
Develop plan implementation ordinances and other tools.	► Calumet County Planning, Zoning, and Land Information Office ► Neighboring municipalities ► East Central Wisconsin Regional Planning Commission
Work with the school district to anticipate future growth, facility, recreation, and busing needs.	► Chilton School District
Share excess capacity of the wastewater or municipal water system.	► Neighboring municipalities
Share community staff, office equipment, or construction and maintenance equipment.	► Neighboring municipalities
Coordinate shared services or contracting for services such as police protection, fire service, EMS, solid waste and recycling, etc.	► Neighboring municipalities
Improve the management of lands in planned extraterritorial growth areas through annexation, extraterritorial authority, official mapping, or boundary agreements.	► Neighboring towns of Chilton and Charlestown
Cooperatively manage land use and development to ensure continuing groundwater quantity and supply.	► Calumet County Planning, Zoning, and Land Information Office ► Neighboring towns of Chilton and Charlestown
City park and trail development.	► Calumet County Park Commission
Improve attractiveness of community entrance points.	► Calumet County Planning, Zoning, and Land Information Office ► Neighboring towns of Chilton and Charlestown

CHAPTER 8 INTERGOVERNMENTAL COOPERATION

TABLE 8.2. POTENTIAL INTERGOVERNMENTAL CONFLICTS AND RESOLUTIONS

Potential Conflicts	Process to Resolve
Annexation conflicts between city and adjacent towns.	<ul style="list-style-type: none"> ▶ Joint community plan commission meetings to discuss issues. ▶ Continued participation in the County/Municipal Intergovernmental meetings with representation from every community. ▶ Use of boundary or intergovernmental agreements.
Development or land use that threatens groundwater quality in municipal well recharge areas.	<ul style="list-style-type: none"> ▶ Joint community plan commission meetings to discuss issues. ▶ Continued participation in the County/Municipal Intergovernmental meetings with representation from every community. ▶ Cooperative planning and implementation of wellhead protection areas. ▶ Implement provisions of current intergovernmental agreement.
Concern over poor communication between communities and school districts, sanitary districts, and other special governmental units.	<ul style="list-style-type: none"> ▶ Distribution of plans and plan amendments to adjacent and overlapping governments. ▶ Continued participation in the County/Municipal Intergovernmental meetings with representation from every community. ▶ Cooperative planning and implementation of official mapping.
Concern over too much intervention by Calumet County and state relative to local control of land use issues.	<ul style="list-style-type: none"> ▶ Adoption and implementation of local comprehensive plans. ▶ Local units of government taking responsibility for developing, updating, and administering local land use ordinances and programs. ▶ Maintain communication with Calumet County on land use issues. ▶ Provide ample opportunities for public involvement during land use planning and ordinance development efforts.
Increasing cost of providing services and amenities such as parks, libraries, etc., that benefit the surrounding region.	<ul style="list-style-type: none"> ▶ Continued participation in the County/Municipal Intergovernmental meetings with representation from every community. ▶ Continued participation in the County/Municipal Intergovernmental meetings to discuss and resolve issues. ▶ Implement provisions of current intergovernmental agreement. ▶ Cooperative planning for revenue sharing, shared service agreements, impact fees, level of service standards, etc.
Installation of wind turbines potentially impacting resident health and safety and property values within 1½ miles of the city limits.	<ul style="list-style-type: none"> ▶ Work with Calumet County Board and adjacent town leaders on developing ordinances and standards prohibiting the erection of wind turbines within 1½ miles of the city.
Stormwater Management Changes Due to Development Activity	<ul style="list-style-type: none"> ▶ Include all relevant entities at the beginning of the planning process to ensure potential issues are identified and addressed.

CHAPTER 8 INTERGOVERNMENTAL COOPERATION

RELATIONSHIPS WITH OTHER GOVERNMENTAL UNITS AND INTERGOVERNMENTAL COOPERATION PROGRAMS

SCHOOL DISTRICT

The Chilton School District serves the City of Chilton residents. Opportunities exist for sharing public buildings and facilities, coordinating park and recreation programs, and siting future school facilities.

ADJACENT LOCAL GOVERNMENTS

The City of Chilton is surrounded by the Town of Chilton on the west side and the Town of Charleston on the east side.

REGION

Calumet County is a member of the East Central Wisconsin Regional Planning Commission (ECWRPC). ECWRPC provides planning and technical assistance to the counties, communities, businesses, interest groups, and individuals within the region. These services include environmental management, housing, demographics, economic development, transportation, community facilities, land use, contract planning, and others.

STATE

- ▶ The **Wisconsin Department of Natural Resources (WDNR)** is responsible for the regulation, protection, and sustained management of natural resources within the State. The WDNR operated various programs in air and water quality management, habitat preservation, recreational trail development, and others.
- ▶ The **Wisconsin Department of Transportation (WisDOT)** deals with issues related to transportation uses in the planning area along state-owned roadways.
- ▶ The **Wisconsin Department of Administration (DOA)** implements the state budget and supports other state agencies and programs through services such as financial management, housing affordability, and workforce development.
- ▶ The **Wisconsin Department of Revenue (DOR)** assists local governments in property assessment and financial management and administers programs that provide state financial aid and grants to local governments.

Other state agencies that the City and County maintain a relation with includes: Department of Agriculture, Trade and Consumer Protection (DATCP), the Department of Safety & Professional Services (DSPS), and the Department of Public Instruction.

CHAPTER 8 INTERGOVERNMENTAL COOPERATION

INTERGOVERNMENTAL COOPERATION PROGRAMS

- ▶ **Calumet County Board of Supervisors** is a group of elected representatives and staff who make decisions on existing or new county services.
- ▶ **Office of Land Information Services, Municipal Boundary Review** regulates the transition of unincorporated areas to City or Village status through municipal annexation, incorporation, consolidation, or by joint City-Village-Town activities involving cooperative boundary plans and agreements. Municipal Boundary Review falls under the Department of Administration purview.
- ▶ **League of Wisconsin Municipalities** is an association of villages and cities in the state. They advocate for state laws and policies while creating a space for municipalities to share ideas and information.
- ▶ **Wisconsin City/County Managers Association** is an organization of municipal leaders that serves as an information portal for best practices and collaboration on local government administration.

GOALS

Goal 1: Establish mutually beneficial intergovernmental relations with other units of government.

STRATEGIES

1. Continue cooperation and coordination with the adjacent towns of Charlestown and Chilton, and Calumet County regarding long-range planning, land use compatibility, providing efficient and effective emergency services, street maintenance, and other services when appropriate.
2. Communicate effectively to the public regarding the announcement of meetings, activities, development projects, programs, and issues.
3. Before the purchase of new city facilities or equipment or the re-instatement of service agreements, the city should pursue options for trading, renting, sharing, or contracting such items from neighboring jurisdictions.
4. The city should work with the neighboring towns to match land use plans and policies along municipal boundaries to promote consistency and minimize potential conflicts.

ACTIONS

1. Maintain, and update as needed, cooperative intergovernmental agreements with the adjacent towns and county to address annexation, expansion of public sewer and water services, land use compatibility and growth management.
2. Neighboring towns and districts should be invited to any future meetings in which amendments or updates to the comprehensive plan are made or discussed that affect them.

CHAPTER 9

IMPLEMENTATION

INTRODUCTION

The Implementation element is intended to provide the City of Chilton with a roadmap to implement the goals, strategies, and actions contained in the earlier elements of the plan. It also describes the amendment and comprehensive plan update procedures.

Section 66.1001(3) of the Wisconsin Statutes states that if a local government unit “enacts or amends” official mapping ordinances, local subdivision ordinances, zoning, or shoreland and wetland zoning, then that ordinance shall be consistent with the local government’s comprehensive plan. Other plans and decision making must also be consistent with the comprehensive plan per the Wisconsin Statutes such as tax increment financing districts, construction site erosion control and stormwater management ordinances, cooperative boundary agreements, and some funding programs require conformity in order to acquire funds.

CONSISTENCY

The plan was developed sequentially with supporting goals, strategies, and actions. Background information was collected for each comprehensive planning element and was used as a basis to identify key topics for each element. Goals, strategies, and actions were developed from the raw data, Plan Commission discussions, and public feedback. Some strategies and actions build off others, working together to achieve the common vision and goals of the comprehensive plan. They were crafted to be an achievable list of specific actions the City will take throughout the planning period.

All elements came together in formulating the Future Land Use Map. To maintain internal consistency, any amendment to the Plan should be conducted with an overall review of all nine elements and the associated goals, strategies, and actions.

PLAN ADOPTION AND MONITORING

The City of Chilton followed the process outlined in Section 66.1001(4) to adopt the Year 2045 Comprehensive Plan. The Plan was formally adopted through a resolution by the City Council on December 5, 2023.

CHAPTER 9 IMPLEMENTATION

The Plan is intended to be used by government officials, developers, residents, and others interested in the future of the City to guide growth, development, redevelopment, and preservation. The City must ensure that land use decisions are consistent with the Plan. As further described in the Land Use Chapter (Chapter 7: Goal 1, Action 3), the City will need to amend the zoning ordinance to reflect the intentions of the Future Land Use Map. This is one way to implement the goals, strategies, and actions outlined in each element of the Plan.



IMPLEMENTATION

Table 9.1 outlines the comprehensive plan goals by each planning element. Specific strategies and actions to accomplish each goal can be found in the individual chapters.

Implementation of the Plan also consists of individual decisions made on an ongoing basis regarding annexation, zoning, land division, public investments, and intergovernmental relations. Zoning and subdivision ordinances are the two commonly utilized land use planning tools. Zoning is intended to carry out the land use portion of the comprehensive plan. Land use activities are regulated by zoning ordinance which set standards for efficient development. The City may consider developing new zoning districts to reflect the future goals identified in the plan.

CHAPTER 9 IMPLEMENTATION

TABLE 9.1. COMPREHENSIVE PLANNING ELEMENT GOALS

Housing Element	
1	Preserve and develop quality, balanced housing that will meet the needs of current and future residents and promote a range of housing choices for anticipated income levels, age groups, and special housing needs.
2	Provide for housing development that maintains the character and natural appeal of the city.
Transportation Element	
1	Maintain and improve the quality, safety, and efficiency of the transportation networks in Chilton in a cost-effective manner.
2	Create a connected, livable city that provides residents with multi-modal transportation options to jobs, services, and other amenities.
Economic Development Element	
1	Provide an adequate framework for the expansion and continual redevelopment of commercial and industrial uses in Chilton.
2	Support the organizational growth of economic development programs in the City, County, and Region.
3	Maintain and improve the utility, communication, and transportation infrastructure systems that promote economic development.
4	Promote entrepreneurial development and new business attraction efforts.
5	Support opportunities to increase and diversity the City's tax base.
Utilities and Community Facilities Element	
1	Provide needed infrastructure improvements and high-quality cost-effective community facilities and services to serve existing development and planned growth in an efficient, economical and environmentally safe manner.
2	Seek the provision of reliable, efficient, and well-planned utilities to adequately serve existing and future development.
3	Ensure that adequate open space and recreational facilities are provided for and made accessible to all residents of Chilton, with emphasis on preserving unique historic and natural features.
Agricultural, Natural, and Cultural Resources Element	
1	To conserve, protect, and improve the agricultural and environmental resources of the city and the surrounding area.
2	Preserve a hometown atmosphere including attractive city entrances, main street storefront businesses, and community culture and events.
Land Use Element	
1	Create a balanced pattern of complementary urban land uses.
Intergovernmental Cooperation Element	
1	Establish mutually beneficial intergovernmental relations with other units of government.
Implementation Element	
1	Promote consistency between plan recommendations, ordinances, and other land use regulations.

CHAPTER 9 IMPLEMENTATION

COMPREHENSIVE PLAN AMENDMENTS AND UPDATES

The City Plan Commission is the primary entity responsible for implementing and updating this comprehensive plan. However, others may also check the progress of the Plan including community members, City staff, zoning administrators, planners, and citizen groups. To ensure the Plan is achieving intended results, periodic reviews of the goals, strategies, and actions outlined in each chapter should be conducted by the Plan Commission.

The comprehensive plan is a living document, and amendments to the Plan may be necessary in order for regulations and ordinances to follow the Plan. The State comprehensive planning legislation requires the City follow the same basic process for amending the plan as was used for adopting the plan. This includes following procedures defined under Section 66.1001(4) of the Wisconsin State Statutes.

According to the planning statutes, the comprehensive plan should be updated at least once every 10 years. As opposed to an amendment, an update requires substantial re-write of the plan document, data, and maps. The City should continue to monitor any changes to the State statutes for changes or new language and interpretations.

REGULATORY LAND USE MANAGEMENT TOOLS

- ▶ Conventional Zoning
- ▶ Land Division/Subdivision Ordinance
- ▶ Official Maps
- ▶ Sign Ordinances
- ▶ Design Review/Site Plan Regulations
- ▶ Building, Mechanical, Housing, and Sanitary Codes
- ▶ Erosion/Stormwater Control Ordinances
- ▶ Overlay Zoning
- ▶ Extraterritorial Zoning
- ▶ Planned Unit Development (PUDs)
- ▶ Extraterritorial Plat Review
- ▶ Driveway Ordinance
- ▶ Intergovernmental Agreements
- ▶ Annexation
- ▶ Specialized Ordinances
- ▶ Cooperative Boundary Agreements

NON-REGULATORY LAND USE MANAGEMENT TOOLS

- ▶ Acquisition Tools
- ▶ Fiscal Tools

CHAPTER 9 IMPLEMENTATION

GOALS

Goal 1: Promote consistency between plan recommendations, ordinances, and other land use regulations.

STRATEGIES

1. The Plan Commission should review the comprehensive plan on a regular basis and update as necessary. The review should look at the goals, objectives, policies and recommendations to affirm their relevance. Amendments should be made as necessary.
2. Maintain adequate staff and budget to enforce the zoning ordinance and ensure that they are knowledgeable in the rules of the zoning ordinance.
3. Work on the Smart Growth implementation with the adjoining towns and the county.
4. Encourage citizen participation in order to increase local input in the decision making process.

ACTIONS

1. All future development proposals shall be consistent with the goals and objectives and policies of the comprehensive plan.
2. A capital improvements program plan shall be implemented for capital expenditures.
3. Every five years the city will evaluate the availability of funds for updating the comprehensive plan. If adequate funds are not available then a strategy will be developed to ensure that sufficient funds are available for a comprehensive plan update.
4. Utilize the zoning and subdivision ordinances and other implementation measures as tools to implement the comprehensive plan.
5. Refer to the comprehensive plan when making zoning changes or when considering conditional use permits.

PLAN ADOPTION

APPENDIX A

EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

Jeff Nooyen, Chair

Alice Connors, Vice-Chair

Melissa Kraemer-Badtke, Secretary-Treasurer

CALUMET COUNTY

Alice Connors

David DeTroye (Perm Alt for Tom Reinl)

Nick Kesler

FOND DU LAC COUNTY

Steven Abel

Joe Moore (Perm Alt for Keith Heisler)

Sam Kaufmann

Brenda Schneider

MENOMINEE COUNTY

Gene Caldwell

Jane Comstock

Jeremy Johnson (Perm Alt for Elizabeth Moses)

OUTAGAMIE COUNTY

Jeff Nooyen

Kevin Englebert (Perm Alt for Thomas Nelson)

Lee Hammen

Jake Woodford

Nadine Miller

SHAWANO COUNTY

Tom Kautza

Steve Gueths

Ken Capelle

WAUPACA COUNTY

Dick Koeppen

DuWayne Federwitz

Aaron Jenson (Perm Alt for Brian Smith)

WINNEBAGO COUNTY

David Albrecht (Perm Alt for Tom Egan)

Jerry Bougie (Perm Alt for Jon Doemel)

Robert Keller

Bob Schmeichel

Mark Rohloff (Perm Alt for Matt Mugerauer)

EX-OFFICIO MEMBERS

Ronald McDonald, Valley Transit

Scott Nelson, WisDOT

