

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Roll Call**
4. **Identify Potential Conflict of Interest**
5. **Public Comments (Non-Agenda Harrison Related Items)**

Please be advised per State Statute section 19.84(2), information will be received from the public; be further advised that there may be limited discussion on the information received; however, no action will be taken under public comments. It is the policy of the Village that there is a three-minute time limit per person. Time extensions may be granted by the President. Please register your name on the sign-in sheet prior to the start of the meeting.

6. **Corrections and Approval of the Previous Meeting Minutes**
 - a. March 18, 2025 Meeting Minutes
7. **Comprehensive Plan Update Discussion with the Village Board Trustees and Plan Commission Members**

a. Comprehensive Plan Update Discussion with the Village Board Trustees and the Plan Commission Members

8. **Convene Meeting and Enter Public Hearing**
 - a. Zoning Map Amendment (Rezoning) – Dercks DeWitt, LLC – North Shore Rd & Hwy 114 – Parcels 39522 and 39526.
9. **Close Public Hearing and Reconvene Regular Meeting**
10. **New Business for Discussion, Consideration, and/or Action**

a. Zoning Map Amendment (Rezoning) – Dercks DeWitt, LLC – North Shore Rd & Hwy 114 – Parcels 39522 and 39526.

b. Preliminary Plat – Forest Ridge Subdivision – Dercks DeWitt, LLC – North Shore Rd & Hwy 114 – Parcels 39522 and 39526

- c. Certified Survey Map (CSM) – Benjamin & Elizabeth Van Handel – W6182 & W6172 Brick Lane – Parcels 46780 & 46782
- d. Report: March 2025 & April 2025 Zoning Reports
- e. Implementation of Municode Meeting Voting for Future Meetings

11. Set Next Meeting Date

- a. Tentatively June 17, 2025 at 6:00 pm

12. Adjournment

Agenda posted and published:

May 15, 2025 at Harrison Village Hall and to www.VillageofHarrison-WI.org

/s/ Meghan Winkler, Deputy Clerk

Accessibility:

Any person with hearing disabilities or requiring special accommodations to participate in the meeting should contact the Clerk's Office (920-989-1062) at least 24-hours prior to the meeting. This is a public meeting.

VILLAGE BOARD MEETING**From:**

Josh Sherman, Assistant Planner

VILLAGE OF HARRISON**Meeting Date:**

May 20, 2025

Title:

Comprehensive Plan Update Discussion with the Village Board Trustees and the Plan Commission Members

Item for Discussion:

This meeting will review and discuss the current Preferred Future Land Use Map (Draft #4) and proposed changes based on public feedback.

As part of the ongoing Comprehensive Plan update, the Village of Harrison is updating its Preferred Future Land Use Map. Earlier draft maps were shared with the public in multiple formats to gather valuable public feedback and engage stakeholders in the planning process.

The draft map was shared on the Village of Harrison website. A link to the proposed land use framework, interactive online map, and a comment form were all provided. The form was open for one month from March 13th to April 14th, 2025.

It was also displayed at an in-person Land Use Open House held on March 20th, 2025 from 6 pm – 8 pm at the Harrison Village Hall. The Preferred Future Land Use Maps and land use framework were both displayed, and Village and consultant staff were available to answer questions. The online interactive map was also available to provide attendees a closer look at individual properties if desired. In total, there were 74 recorded attendees, excluding Village and consultant staff, at the in-person open house.

Both opportunities for public comment were advertised on the Village of Harrison website, Village of Harrison social media pages, and on postcards mailed to every household in the Village. In total, 106 responses were received via online and paper comment forms.

Open House Map Results:

During the open house, participants had the opportunity to annotate large, physical versions of the draft Preferred Future Land Use Map. Participants also had the opportunity to discuss their concerns with staff during the open house. A summary of the written and verbal comments is provided below:

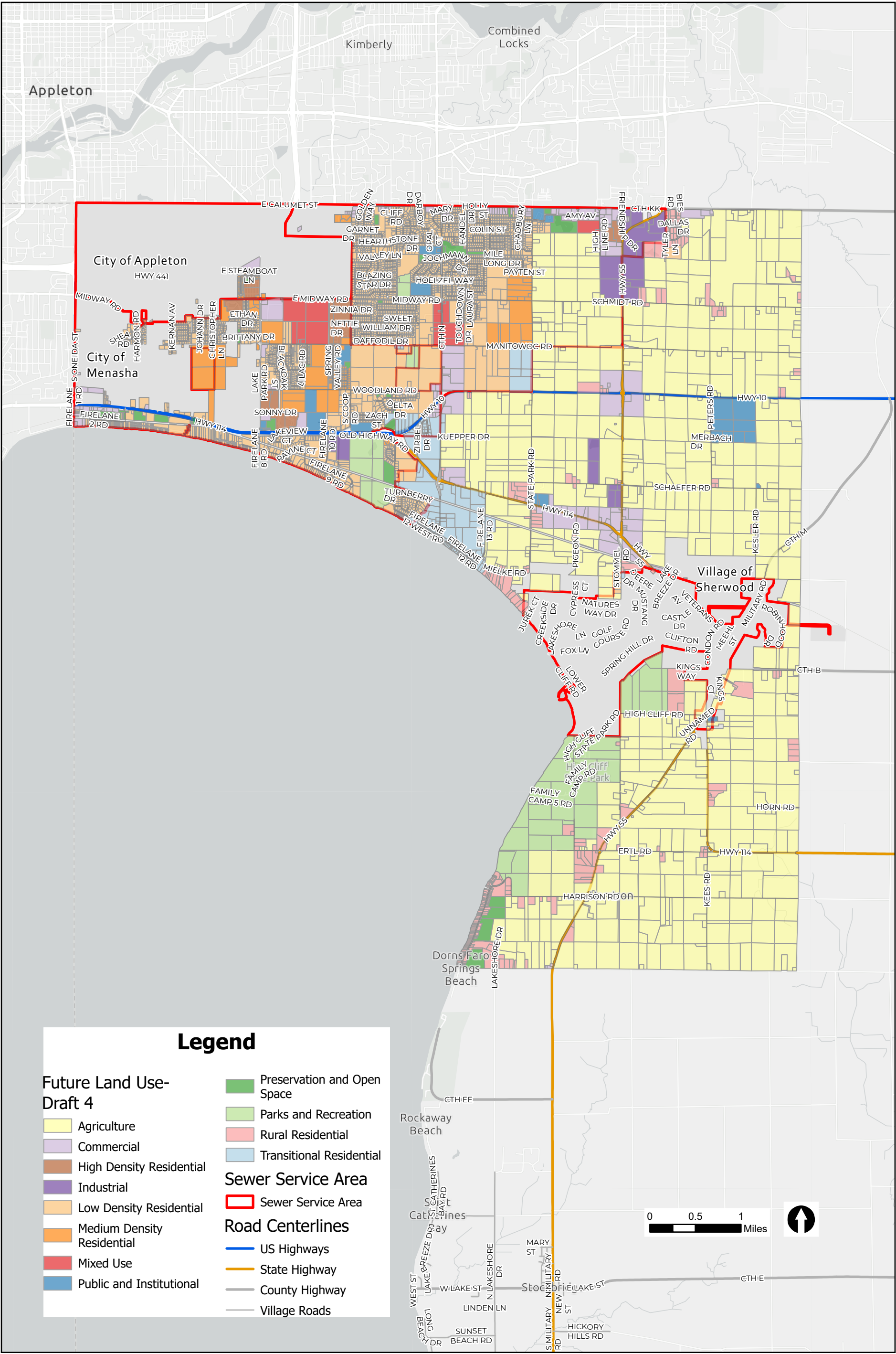
- Support for additional parks, recreation areas, and conservation/open space—particularly in the proposed medium density residential area and near the proposed High Cliff Connector Trail.
- Concern about transportation infrastructure and safety, especially in light of continued development.
- Preference for low-density residential development over medium density in some areas.
- Questions regarding the expansion of sewer services and the intent of proposed transitional residential zones.

- Concerns about the proximity of the proposed mixed-use and commercial land uses along County Highway N to residential developments, particularly regarding potential noise or activity during early morning or late evening hours

Tentatively, the plan will have a public hearing, as required by state statute, and will either be adopted in July or August 2025.

Attachments:

- Draft 4 – Future Land Use Map
- Draft 2025 Harrison Comp Plan



Village of Harrison

Comprehensive Plan

2025 Update



ACKNOWLEDGEMENTS

Village Board

Scott Handschke, Village President
Julene Baldwin, Trustee
Mike Brantmeier, Trustee
Matt Lancaster, Trustee
Frank Thiel, Trustee
Mark Van Hefty, Trustee

Plan Commission

Tammy Frassetto, Chair
Mark Van Hefty, Trustee
Jim Apitz, Citizen Member
Scott Chicoine, Citizen Member
Michael Linzmeier, Citizen Member
Dennis Perschbacher, Citizen Member
Tom Uitenbroek, Citizen Member

Village Staff

Chad Pelishek, Village Manager
Josh Sherman, Assistant Planner
Meghan Winkler, Deputy Clerk
Jeff Funk, Operations Manager

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INTRODUCTION

Purpose of the Plan

The Village of Harrison Comprehensive Plan establishes a vision for the Village of Harrison. The Village of Harrison was incorporated in 2013 from the Town of Harrison and Town of Buchanan. The Village of Harrison adopted its first comprehensive plan in 2017. However, considering the incorporation of the Village of Harrison and the aggressive growth impacting the community, it was prudent to complete an update of the Comprehensive Plan. This plan meets the state law of the plan update every 10 years. This update does not include a complete re-write of the plan, but more of an update of demographic data and other items pertinent to future planning for the Village.

The Comprehensive Plan is a guide for the physical development, future land use, and quality of life in the Village. This plan is a long-range plan that contains data and information about the community, including housing, transportation, utilities, community facilities, agricultural resources, natural and cultural resources, economic development, intergovernmental cooperation, and land use.

This Comprehensive Plan will provide the essential framework and guidelines to:

1. Reflect a cooperative planning effort between the village and surrounding municipalities.
2. Establish a basis for requesting amendments to the Sewer Service Area boundary for the Darboy and Waverly Sanitary Districts.

The Comprehensive Plan is more than a list of policies. The Comprehensive Plan contains goals, objectives, policies, and an implementation plan that utilizes the best available resources and guides decisions to improve the quality of life for citizens, businesses, the workforce, and visitors. Think of Goals, Objectives, and Policies as a pyramid with goals at the very top and objectives and policies below (Figure 1). Many of the strategies in the plan relate to new or continued initiatives to build upon the community vision.

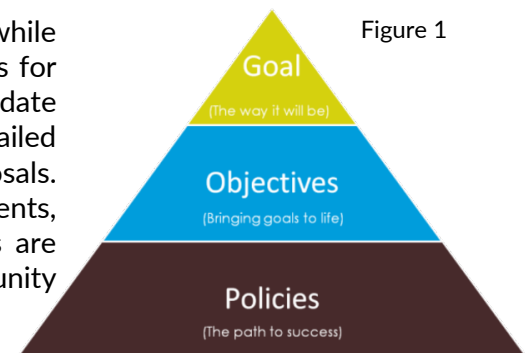
This Comprehensive Plan is essential to guide growth and development while supporting the community's long-term goals. If the projected growth trends for the next 20 years occur, the Village should effectively accommodate development within its boundaries. These documents do not provide detailed recommendations needed to review and control specific development proposals. When used in combination with development regulations, public investments, and coordinated cross-jurisdictional planning efforts, comprehensive plans are very effective in achieving a future that best fulfills the desires of the community and the region as a whole.

Implementation is the set of actions that carry out the proposals of the comprehensive plan over time. Accountable implementation ties these actions to defined timetables, activities, budgets, and agencies. This plan does more than provide activities for zoning and development regulations.

Planning Process

The Village contracted with SRF Consulting to complete a Comprehensive Plan to complete an update of the Comprehensive Plan from 2017, with the focus of updating the Future Land Use Map due to the aggressive growth of the Village in the past five years.

The elements were updated to reflect current data and information. The Plan Commission, Village staff, public



meeting participants and community survey respondents identified issues, opportunities, and constraints for elements. This plan contains updated Goals, Objectives, and Policies for each element. Additionally, an implementation table with actions and recommendations is available as a guide for the Village, Village partners, and the Community.

Public Participation

As part of the planning process, SRF Consulting and officials from the Village of Harrison organized a series of meetings Village Board members and residents to inform, engage, and obtain feedback on initiatives and plans for the Comprehensive Plan. These meetings took several different forms, including small group discussions, presentations, and online surveys.

In late 2023, the Village issued a community and economic development survey. Approximately 700 residents took the survey and provided information about the types of businesses they would like to see, the variety of housing options and public improvements staff should consider. Based on the survey results, Village staff determined the need to pursue an update to the Comprehensive Plan even though the 10-year update recommended by the State of Wisconsin is not required until 2027.

Four public meeting presentations were reviewed with the Village Board. At these sessions, SRF Consulting reviewed with the Village Board, Issues and Opportunities, mapping exercise of where growth should take place, a housing preference session on the types of housing preferred, and land use categories and future land use mapping exercise. These meetings were open to the public.

Public participation around the future land use map included a post card mailer to all 8,000 + Harrison households for an open house to review the land use map and provide comments. The open house was held on March 20, 2025 and over 150 residents attended the meeting. An online survey for comments on the future land use map was open to residents for one month in March/April 2025 with over 100 comments collected.

Insert information on the adoption process.

Background

Location, Access and Recent History

The Village of Harrison, located in the northwestern portion of Calumet County, is a predominantly rural community feeling and experiencing considerable urban growth pressures. Harrison is located on the northeast shore of Lake Winnebago and is part of both the Appleton Metropolitan Statistical Area, which includes

Outagamie and Calumet Counties and the greater Fox Valley, with strong connections to other major service and manufacturing centers in eastern Wisconsin. Harrison is served by several major highways, including US Highway 10, State Highways 55 and 114, and County Highways KK, LP, AP, N, and M.

Harrison has experienced considerable residential development over the last 5-7 years, due in part to its proximity to the Fox Cities and the communities of Appleton and Menasha. Much of this development has occurred within the boundaries of the Darboy and Harrison Utilities districts. The impact resulted in a flurry of residential subdivisions being developed both in Harrison and Buchanan, and a single-family housing boom occurring simultaneously in both communities.

The Village of Harrison shares a common boundary with the cities of Appleton, Kaukauna, Fox Crossing and Menasha, and the Towns of Harrison, Buchanan, Woodville, and Stockbridge. The Village is nearly divided by the Village of Sherwood ([see Map 1](#)).

ISSUES & OPPORTUNITIES

The Issues and Opportunities element of the Comprehensive Plan provides the identified potential issues and opportunities that will affect future growth and development of the Village of Harrison. This element provides an overview of population trends and forecasts, including age, gender, racial distribution, as well as household trends and forecasts, educational attainment levels, employment trends and forecasts. This chapter ends with additional issues and opportunities that will be further developed in each subsequent element.

Community Survey

The Village completed a village wide survey for all residents in late 2023/2024. The average age of the survey taker was 45-64 years old. The top two reasons residents choose to live in Harrison is the rural character, Lifestyle/Beauty. The full results can be found at the following website: [2024 Survey Results - Combined.pdf](#)

Population & Housing

As of 2024, The Village of Harrison's population totaled 15,384. The WI Department of Administration projects that Harrison's population will be 21,675 by 2050 with the largest increases in population to occur in 2030 and 2040 based on the recent increases over the past five years. In comparison, the 2017 Comprehensive Plan projected a population of 13,190 by 2025.

Table 1. Population Trends (existing plan page 6)

Period	Population	Projected 10 Year Growth Rate
2020 Census	12,418	--
2023 ACS 5-year estimate	14,524	--
2030 Projection (DOA)	16,591	33.6%
2040 Projection (DOA)	19,851	19.7%
2050 Projection (DOA)	21,675	9.2%

Source: US Census, WI DOA

Age Distribution

According to the 2022 American Community Survey, the Village of Harrison has a young population with 30% of residents 19 years or younger. Over half, (52.3%) of the population is within the working age group (20 to 59 years old). Those aged 60 years and older comprise 18.5% of the population in comparison to the 2017 plan that was 5.5%.

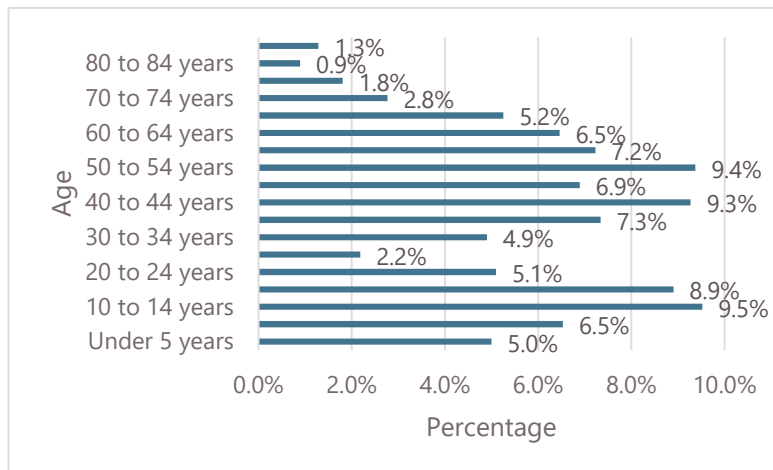


Figure 2: Village of Harrison Age - Distribution Source: ACS, 2022

Educational Attainment

Harrison is a well-educated community. Nearly 30% of all citizens in the Village age 25 or older possess at least a Bachelor's degree and 12.4% hold an Associate's degree or technical college certification. Only 329 of 8392 people in this cohort have not attained a high school diploma or its equivalent. The concentration of colleges and universities within an hour of Harrison contributes to its positive educational attainment statistics. Fox Valley Technical College, Lawrence University, St. Norbert College and two University of Wisconsin campuses (Oshkosh, and Green Bay) provide higher educational opportunities to residents of Harrison and the region.

Housing & Households

According to the 2022 American Community Survey (ACS), there were 4,695 housing units available in the Village of Harrison compared to 2,359 units in the 2017 Comprehensive Plan. The housing vacancy rate for Harrison is at 4.70%. However, a 5% vacancy rate is suggested to keep a sustainable community. Vacancy rates play important roles in communities. At a large geographic scale, very low vacancy rates may cause housing prices to increase at unaffordable rates as demand surpasses supply. At that time, there were 4,476 total occupied units with 4,018 owner-occupied units and 458 renter-occupied units with a 4.70% vacancy rate.

The Village of Harrison household size was 2.88 in 2022, which is higher than the County (2.52) and the State (2.37). Nearly a third of the housing units in the Village were built between 1980 and 1999. About 20% of the units were built at least 75 years ago. 54.6% of all dwellings in the Village were built after the 2000. Many Wisconsin communities have significant portions of their housing stock that were built before 1969. Older homes are less energy efficient than new construction and will require remodeling or replacement in the years ahead.

Residential	2020	2021	2022	2023	2024
Single Family	83	91	60	82	108
Two Family (units)	1	3	2	0	1
Multi Family (units)	3	4	0	0	0
Additions	18	17	11	11	13
Acc. Structures	42	28	19	37	34
Miscellaneous	125	110	106	110	139
Total Residential	272	253	198	240	295
Com./Ind.	2020	2021	2022	2023	2024
New	1	3	6	5	1
Additions	1	1	1	1	1
Acc. Structures	2	0	1	3	0
Miscellaneous	6	10	13	8	8
Total Com./Ind.	10	14	21	17	10
Combined Total	282	267	219	257	305

Table 2: Residential Building Permits Issued, 2020-2024
Source: Village of Harrison

It is evident from the number of building permits that Harrison is growing. Since 2020, the number of residential building permits ranged from 272(2020) to 295 (2024) in the Village of Harrison (Table 2). The number of households within the Village is anticipated to grow well into the future.

Workforce & Industry

Employment has grown in the region over the past few years. Harrison is projected to be one of the fastest-growing municipalities in Wisconsin through 2045. Many of the new residents hold professional and service-oriented jobs elsewhere in the Appleton metro and commute to other communities for work, mainly from the northwest corner of Harrison, where most development has occurred.

Harrison is over-represented when compared to the State of Wisconsin in the sectors of agriculture, wholesale trade, and information. In all of these sectors, Harrison hosts at least 50% more jobs than would be expected according to...

the average distribution of jobs across these sectors for the State as a whole. Approximately 180 businesses employing about 1,600 total workers are located in Harrison. Fewer than 400 of these workers reside in the Village.

Unemployment within Harrison is at 2.7%, slightly higher than the 2.3% rate in Calumet County, and much lower than the 3.4% rate in Wisconsin. There is a significant degree of mismatch between available workers and available jobs. Within the Village, the biggest mismatches between jobs and available positions are in the services, manufacturing, and FIRE (finance, insurance, and real estate) sectors. Conversely, there are fewer residents employed in

agricultural and manufacturing professions than there are jobs in the Village. This is the only sector in which there is a net inflow of workers into Harrison.

Table 3 shows the location quotient, the factor of comparison between locational business activity and that of a larger region. This shows Harrison's employment and skill strengths. Harrison is over-represented when compared to the State of Wisconsin, in the sectors of information, manufacturing, FIRE, wholesale trade, and construction. Some industries are not likely to locate in the community because of a need for proximity to other businesses or customer populations.

Table 3: Harrison Location Quotient

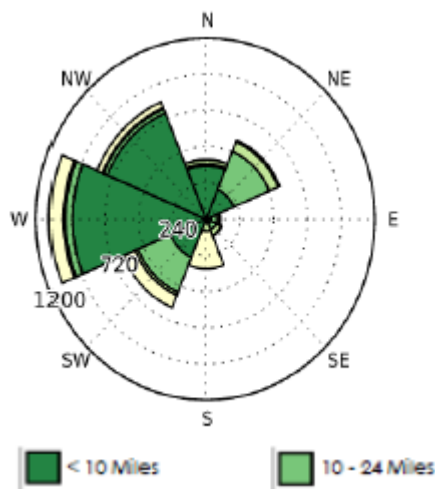
Sector	Harrison	Wisconsin	LQ
Information	2.40%	1.40%	1.7
Manufacturing	25.60%	18.70%	1.4
Finance/Insurance/Real Estate	8.30%	6.60%	1.3
Wholesale Trade	3.00%	2.50%	1.2
Construction	5.20%	4.90%	1.1
Transportation/Utilities	3.80%	4.20%	0.9
Services	40.20%	45.30%	0.9
Retail Trade	8.60%	10.90%	0.8
Public Administration	2.50%	3.40%	0.7
Agriculture/Mining	0.50%	2.20%	0.2

Source: ESRI

Commuting Patterns

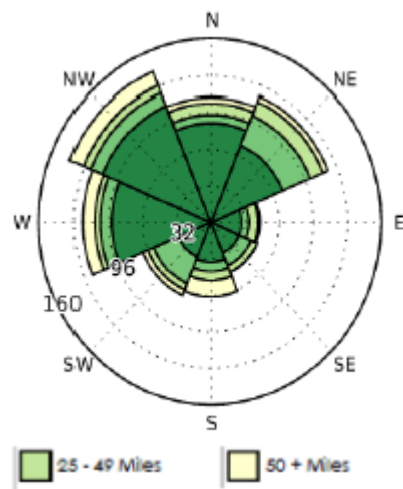
Radial graphs show the geographic commuting patterns for people commuting into and out of Harrison for work. Figure 3 shows the directions and distances for which workers in Harrison commute to the Village for work. This graph illustrates how the large majority of working residents in Harrison commute less than ten miles to the west and northwest into the central portions of the Appleton metro. Figure 4 shows the directions and distances of workers that commute into Harrison. A much smaller number of metro residents commute into Harrison, as is seen in this graph.

Figure 3: Harrison Residents: Place of Work



Source: ESRI

Figure 4: Harrison Residents: Place of Residence



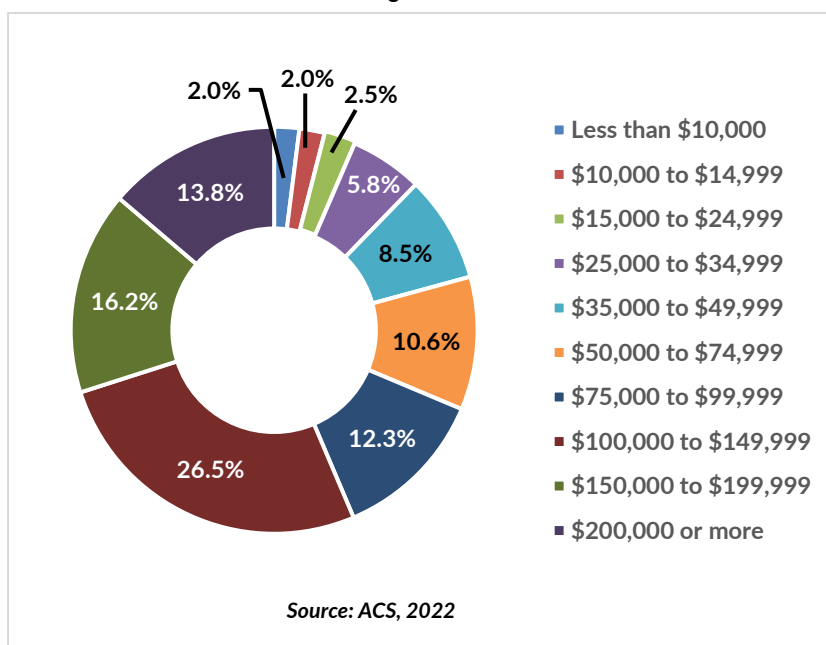
Source: ESRI

Income

As of 2022, the median household income for Village of Harrison residents is \$109,847 in comparison to the previous 2017 Comprehensive Plan of \$89,505. Calumet County's median household income was \$84,151. This exceeds the median household income of the state at \$72,458.

In 2014, the most common household income range in the Village of Harrison was \$100,000 - \$149,999 (32%), followed by \$50,000 - \$74,999 (23%). As of 2022, the most common household income range in the Village of Harrison remains \$100,000 - \$149,999 (23%); however, the second most common household income range is now \$150,000 or more (18.3%).” (Figure 5).

Figure 5



According to the 2022 ACS, 561 Village of Harrison residents were below the poverty level. The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than a family's threshold, then that family and every individual in it are considered in poverty.

The Village of Harrison can address the physical activity portion by promoting healthier lifestyles with parks, open spaces, recreation, and the built environment by encouraging compact, contiguous mixed-use development and requiring sidewalks for future developments. The 2022 Comprehensive Outdoor Recreation Plan provides detailed park, open space, and trail planning.

Schools

One opportunity for the Village is the potential for Kimberly School Districts to collaborate when locating new schools within the community. Kaukauna completed a long-range school facilities plan scoping study. This plan discusses the school district's needs to prepare and analyze future school facility options by considering the construction of a new elementary school in Harrison or Sherwood. If the school is built in Harrison, careful consideration must be given to the location. A new school will spur residential development. Properly locating the school will allow the right amount of growth.

Calumet County Health Impact Assessment**2023 "Calumet County Community Health Assessment"**

- Data was compiled and analyzed for the report from March through September 2023
- Community members and key organizational stakeholders were involved in the process through surveys.
- The assessment identifies, prioritizes, and develops a plan to address identified health needs in a community (same wording as current plan)
- Calumet County was ranked the 6th healthiest county in Wisconsin in 2023 (out of 72 counties).
- The three priority areas identified in the plan:
 1. Mental health
 2. Physical activity and nutrition
 3. Substance misuse

HOUSING

GOAL • OBJECTIVES • POLICIES

Housing Goal

Promote safe, affordable, and diverse housing options for all life stages while preserving existing homes.

Objectives

1. Encourage housing development located in and served by the Harrison Utilities and Darboy Sanitary District service areas.
2. Encourage planned and orderly new residential development that is served by existing infrastructure and roads and is identified as residential on the Future Land Use Map.
3. Provide opportunities for and encourage the development of retirement and senior housing, including nursing homes and community-based facilities, with access to transit, walking and biking paths, recreation, and nearby shopping and entertainment.
4. Encourage a coordinated planning effort to bridge rural areas with newly developed residential areas within the Village.
5. Encourage a mix of housing types throughout the Village that provide a range of options for existing and future residents with varying incomes.
6. Be consistent with the Future Land Use Map, limiting housing development outside of the sewer service area to farmstead homes and rural residential style development.

Policies

1. Utilize the Future Land Use Maps as a guide for development approvals.
2. New housing should be built in areas with easy access to shops, recreation, transport, schools, jobs, and essential services.
3. New subdivision developments should provide parks and open spaces or pay fees in lieu of dedication.
4. Amend Village ordinances to provide appropriate standards for the development of lot sizes that accommodate various housing types.
5. Safeguard the health, safety, and welfare of Village residents by developing and enforcing Village ordinances and the Uniform Building Code to ensure that properties are in good condition.
6. Require pedestrian and bicycle access and amenities (e.g., trails and sidewalks) to be considered in all residential development projects as provided in the Village of Harrison Comprehensive Outdoor Recreation Plan. This involves choosing locations for developments where people of all ages can walk or bike to schools, parks, and shops.

Introduction

The Housing Element provides an overview of housing conditions, housing values, housing tenures, affordability, and future needs. Additionally, this element provides information about the regional housing plan. By studying the relationship and changes in these factors over time, we can identify current and future gaps in supply based on household need. For instance, rental housing, affordable housing, and active senior and retirement communities are areas of future need in our aging society. Recent trends show that employees want to live closer to their place of employment, new households are forming due to children existing in their parents' household, and seniors are moving to areas closer to accessible services and medical care.

Harrison experienced a housing boom in the 2000s and 2020s and is still experiencing strong single-family housing growth. Housing construction peaked in 2024 when 208 single-family homes were built.

Regional Plan

In 2008, the East Central Regional Planning Commission (ECWRPC) completed a Regional Comprehensive Plan that covers ten counties, including Calumet County. ECWRPC is currently in the process of updating its regional plan. Housing choices are limited, particularly in rural areas. Most housing is geared toward the two-parent, two-child household, yet the need for other types of households is growing far more rapidly in the region. This has resulted in a lack of housing choices for single people, one-parent families, and young people. Another key finding is that housing affordability is one of the largest issues facing the region. Current trends indicate that although a rise in property values is placing many existing homes out of the reach of first-time home buyers, fewer starter homes are being constructed.

Community Survey

As part of the community survey, respondents were asked the types of residential that you believe are missing from the Village. Almost 60% (400 of the 762) of the respondents thought Affordable Senior Housing for 55 or Older was requested, 35% requested Assisted Living, CBRF, and/or Memory Care Units and 32% requested single-family.

Housing Conditions

The Village of Harrison's housing may be characterized as predominantly single-family homes (91.1%), with a third of the homes built between 1980 and 1999 (Table 6). Fifty-four percent of all dwellings in the Village were built after 2000. Both Calumet County and the State of Wisconsin have a greater percentage of homes built before 1960 than the Village of Harrison.

Table 6: Year Structure Built

Period	Number	% of Total
2020 or later	73	1.6%
2000-2019	2,487	53.0%
1980-1999	1,195	25.5%
1960-1979	373	7.9%
1940-1959	307	6.5%
1939 or earlier	260	5.5%
Total Occupied	4,695	100%

Source: American Community Survey, 2022

Over 420 single-family building permits have been issued since 2020. The Village of Harrison has seen steady growth in home construction since 2018. As of the 2022 American Community Survey, there were 4,695 housing units available in the Village of Harrison. Housing vacancy was 4.70%. A total of 66.3% of the homes have two or three bedrooms, and 4+ bedrooms are 31.5% of occupied housing units. A majority of the homes (80.7%) fuel their homes with utility gas. Only 19 homes have no telephone services available.

Housing Value

The Village's owner-occupied median housing value is \$283,700. Calumet County median housing value is \$234,000, while the State of Wisconsin median housing value is \$231,400. The majority (56.9%) of housing value is between \$100,000 and \$299,999. Median contract rent is \$1,295 in the Village compared to the county at \$948 and the state at \$992.

Owner-Occupied Median Housing Value

Value	Number	% of total
Owner Occupied Housing Units	2,851	100%
Less than \$50,000	73	2.6%
\$50,000 to \$99,000	26	0.9%
\$100,000 to \$299,999	1,622	56.9%
\$300,000 to \$499,999	1,041	36.5%
\$500,000 to \$749,999	58	2.0%
\$750,000 to \$999,999	27	0.9%
\$1,000,000 or more	4	0.1%
Median Value	283,700	-

Source: American Community Survey, 2022

Tenure

The percentage of renter-occupied units in Harrison has increased since 2014. Harrison currently has a considerably larger owner-occupied housing market than the rental market. It is very likely that, based on national and state trends, there is significant demand for residential rental units in Harrison. According to the 2022 American Community Survey, in the Village of Harrison, only 448 units are renter-occupied, which is 10.01% of the occupied housing units.

Housing Affordability

Percent of Income Towards Housing Costs	Number of Households	Percent of Total Households
Total Households	2,383	100%
Less than 20%	1,598	56.3%
20.0% to 24.9%	363	12.8%
25.0% to 29.9%	285	10.0%
30.0% to 34.9%	152	5.4%
35% or more	440	15.5%

Source: American Community Survey, 2022

Housing affordability is the amount that a household can comfortably afford to spend on housing. Financial planners throughout the country advise that households should not spend more than 30% of their income on related housing expenses. Households spending more than 30% of their income on housing are often referred to as “burdened.” Household income is a critical factor impacting housing demand. The ability of local households to afford the existing housing stock influences the decision to rent or purchase. Table 9 shows that nearly one-fifth of households with mortgages are burdened by their housing costs. Roughly the same proportion of renters is similarly burdened.

Percent of Income Towards Housing Costs	Number of Households	Percent of Total Households
Total Households	448	100%
Less than 15%	98	21.90%
15% to 19.9%	3	0.70%
20.0% to 24.9%	22	4.90%
25.0% to 29.9%	40	8.90%
30.0% to 34.9%	67	15.00%
35% or more	218	48.70%

Source: American Community Survey, 2022

Housing Costs, Renter-Occupied

Percent of Income Towards Housing Costs	Number of Households	Percent of Total Households
Total Households	1,141	100%
Less than 10%	594	52.10%
10.0% to 14.9%	105	9.20%
15% to 19.9%	238	20.90%
20.0% to 24.9%	54	4.70%
25.0% to 29.9%	28	2.50%
30.0% to 34.9%	56	4.90%
35% or more	66	5.80%

Source: American Community Survey, 2022

National Trends

Generation labels are simply a lens through which people observe a loosely defined segment of the population; however, research over the past few decades indicates statistically significant commonalities in housing preferences for individuals within defined generations. The five different generation segments include:

- Silent Generation born 1928 to 1945
- Baby-Boomer born 1946 to 1964
- Generation X born 1965 to 1980
- Generation Y (commonly referred to as Millennials) born 1980-1994
- Generation Z born 1995-2009

Thirty-eight percent of Millennials in 2024, see themselves transitioning into single-family homeownership over the next five years; however, they remain less likely to move into single-family ownership than Generation Xers and Baby Boomers. National trends also indicate that Silent Generation members are most likely to move into rental housing over the next five years.

Single-family homes remain the top housing preference for two of every three buyers, however, over the past several years, townhomes and duplexes have started to take a larger share of the housing market. The proportion of townhomes and duplexes increased to 24%.

“With the baby boomers aging, Harrison should consider opportunities for 55+ and/or retirement communities.”
- Community Survey Participant

TRANSPORTATION NETWORK

Introduction

Transportation is a principal component of the Comprehensive Plan and is greatly influenced by the plans of other jurisdictions, such as counties, transportation authorities, and the State of Wisconsin. This chapter highlights those plans and seeks to align Harrison's local initiatives with them. It addresses multiple modes of transportation, including automobile, bicycle, pedestrian, and coordinated services for the elderly and disabled public. A reliable and efficient multi-modal transportation system is vital for a functioning community. While Harrison's streets and highways will remain a top priority, the Village is committed to ensuring a range of transportation options is available to residents and visitors. This commitment is driven by public health concerns, environmental sustainability, and a desire for greater choice regarding mobility options.

Besides moving people, the transportation system is also designed to aid the flow of freight products into and out of the Village. Currently, most freight is transported using trucks. However, rail is used to a lesser degree. Freight traffic is expected to nearly double statewide by 2050. The regional plan section details the Wisconsin Department of Transportation's plan for the region over the next 15 years.

GOALS • OBJECTIVES • POLICIES

Transportation Network Goal

The Village of Harrison has a transportation network that is safe, efficient, and environmentally sound, which provides multi-modal personal mobility for all segments of the population and the movement of goods for business and industry

Regional Plans

Connections 2050:

The Wisconsin Department of Transportation's (WisDOT) *Connections 2050* document serves as the state's long-range multimodal transportation plan. The document places Harrison within the Lake to Lake Corridor and the Fox Cities Metropolitan Planning region.

Regional public transit services include the Valley Transit bus system based in Appleton, which serves several communities in the Fox Cities. Valley Transit routes serve the far northwest section of the Village. As the Village grows and the transit system attempts to capture a greater percentage of residents in its service area, Harrison may be further incorporated into future transit routes.

Ports, harbors, and ferries are to continue present service, along with preservation, maintenance, and improvement of infrastructure. Bicycle and pedestrian accommodation are to be enhanced, with greater linkages and accessibility along and across existing facilities.

Six-Year Highway Improvement Plan

WisDOT administers its six-year highway improvement plan. The 2016-2021 highway improvement program covers only the 11,766-mile state highway system which is administered and maintained by WisDOT. While WisDOT has

allocated more than \$300 million for infrastructure projects in the Northeast Region (Brown, Calumet, Door, Fond du Lac, Kewaunee, Manitowoc, Marinette, Oconto, Outagamie, Sheboygan, and Winnebago Counties) of Wisconsin from 2016 to 2021, the plan does not include any improvements in the Village of Harrison.

WisDOT began a long-range planning study of the WIS 114 corridor in Calumet County from the US 10/WIS

114 interchange to the WIS 114/WIS 55 split south of Sherwood in May 2009. The corridor is 5.2 miles long and travels through the Village of Harrison and Village of Sherwood.

The goal of the study was to select a preferred alternative for the corridor that would reduce traffic congestion and improve mobility and safety through Year 2035. The results of the study were to be contained in an environmental document and developed into design plans.

Conceptual and preliminary alternatives were developed for the WIS 114 corridor and the US 10/WIS 114 interchange. One build

alternative, *Improve Existing Route*, advanced to the preliminary alternatives stage. This alternative proposed to expand the existing two-lane highway to a four-lane divided highway in the rural area and a four-lane urban roadway in the urban area. At the US 10/WIS 114 interchange, a reconstructed interchange with WIS 114 as the dominant highway was proposed.

Two public information meetings, three stakeholder group meetings, and several local official meetings were held over the course of two years. Public participation was substantial throughout the study. The majority of the people who participated in the public involvement process expressed opposition to a four-lane roadway through downtown Sherwood and favored a bypass of Sherwood (This was dismissed due to cost and impacts).

Environmental investigations were conducted within the WIS 114 project limits. Numerous wetland areas, upland natural communities, protected species, and hazardous materials sites were identified. An architecture/history survey identified two potentially eligible properties in the urban section, and one previously identified historic cemetery/burial site was identified.

In August 2011, the study was suspended indefinitely for the following reasons:

- Municipalities along the route raised some concerns about the direction of the study.
- There are no immediate operational issues on this corridor that must be addressed.
- Improvements being built in 2012 by WisDOT at the intersection of WIS 114 and County N, and in 2013 at the intersection of WIS 114 and WIS 55 will help improve traffic flow along this highway for the foreseeable future.
- The information already collected for the study will help WisDOT, should operational issues change along this corridor.
- To allow WisDOT's Northeast Region to refocus its resources toward more immediate needs.

WisDOT stated that should safety/operational issues become apparent in the future, the department can use the information to look again at possible alternatives for WIS 114.

Transportation Modes

Highways

Streets and highways in Wisconsin are classified according to their main function, whether moving vehicles or serving adjacent land. Arterials accommodate the flow of traffic, while local streets are intended to provide access to individual parcels of land. Collectors serve both local streets and through traffic by connecting arterials and local streets. The following sections of the transportation plan element will account for and describe the Village of Harrison's street system and its function in the community.

The highest traffic volumes in Harrison run along the Village's principal arterial roads. United States Highway (USH) 10 and State Trunk Highway (STH) 114 support volumes of close to 13,500 vehicles per day on average in some areas. The following section explores these traffic volumes more closely.

Principal Arterials:

- **(USH) 10 and (STH) 114**, between Oneida Street and where USH 10 and STH 114 split, are classified as Rural Principal Arterial streets. Just west of the intersection with Lake Park Road traffic counts on USH 10/STH 114 were 12,200 vehicles per day in 2023 to 13,700 vehicles per day in 2016. East of the 10/114 split, USH 10 carried 5,800 vehicles per day in 2023. Under the Urban Functional Classification System, **Oneida Street (USH 10)**, running north to south along the western boundary of the village, is classified as a principal arterial. In 2023, traffic averaged 15,600 vehicle trips per day in this area.
- **County Highway "KK"** traffic counts decreased slightly just west of CTH "N," from 16,600 vehicles per day in 2023 from 16,900 vehicles per day in 2017. East of USH 441, the traffic counts for CTH "KK" for the same time frame increased from 33,800 vehicles in 2023. Much of the traffic volume increase can be attributed to the residential growth in the Darboy Area and the new commercial development along CTH "KK" that includes a Wal-Mart Super Store, The Home Depot, and a host of restaurants and other retail establishments.

Minor Arterials:

Minor arterials provide mobility for traffic. The Village of Harrison has the following rural minor arterials:

- **STH 55** in the eastern half of the village runs north and south. Annual average daily traffic is 4,800 north of USH 10 in 2023 (3,400 in 2016), and 4,700 south of USH 10 in 2023 (also 3,300 in 2017).
- **STH 55**, after its split from STH 114 south of Sherwood, carried 3,800 vehicles per day in 2023 but decreased to 3,400 vehicles per day in 2017.
- **STH 114** between USH 10 and CTH "N," carried 10,600 vehicles per day in 2023, down from 7,700 vehicles per day in 2017. South of Sherwood, STH 114 carried 4,100 vehicles per day, up from 4,500 vehicles per day in 2017.

Major Collectors:

Collectors provide access between local streets and both the principal and minor arterials. The Village of Harrison has the following four rural major collectors:

- **CTH "KK"** east of CTH "N" runs east to west and is part of the northern boundary of the village. Traffic volumes average 7,200 vehicles per day east of State Park Road, and 5,600 per day east of STH 55.
- **CTH "N"** between CTH "KK" and STH 114 runs north and south in the north-central part of the village. Traffic volumes north of the intersection with Schmidt Road average 7,200 per day. Traffic volumes average 6,200 per day on CTH "N," south of USH 10.
- **Lake Park Road** north of USH 10/STH runs north and south, and carries 6,000 cars per day in 2023.

Future Road Improvements

Planning efforts over the next several years will focus on calming traffic speeds and providing greater connections for local roads in the Village and between existing US highways. Eisenhower Road is expected to be extended, running from Midway to Woodland Roads. Several additional infrastructure projects are on the horizon for the coming years, most of which improve connections within residential areas along the northern Village border and the urban core. These additional roads largely mirror the proposed connections for additional bicycle capacity shown in Figure 3.

Coordinated Services

Federal Transit Administration (FTA) rules stipulate that public transportation planning documents must include “assessment of the transportation needs of individuals with disabilities and older adults.” As part of this commitment, the Village of Harrison has included provisions to ensure that elderly and disabled citizens enjoy levels of mobility comparable to other residents in the community.

Calumet County Transportation Services provides a transportation program for seniors and residents with disabilities. The program operates wheelchairs, five minibuses, and volunteer personal vehicles. The program operates Monday through Friday from 8:00 am to 5:00 pm.

Additionally, Calumet County Social Services contracts with Valley Transit in Appleton to provide transportation to seniors and residents suffering from mobility issues through their “Call-A- Ride” program. The program provides both cars and vans that meet the standards of the Americans with Disabilities Act (ADA). The program operates Monday through Friday from 9:00 am to 5:00 pm for seniors and 5:30 am to 10:00 pm for people with disabilities. The service also operates from 7:30 am to 10:00 pm on Saturday and 7:30 am to 2:00 pm on Sunday for people with disabilities. There is no service on weekends or major holidays for seniors under this service.

Pedestrian & Bicycle

As part of the 2022 East Central Wisconsin Regional Plan Commission Bicycle and Pedestrian Plan, additional facilities have been planned to follow more heavily used highways, like Manitowoc Road and Schmidt Road. The High Cliff Connection Plan is another regional bicycle and pedestrian connection from the Loop the Little Lake Trail in the City of Menasha through the Village of Harrison to the Village of Sherwood and High Cliff State Park Trail.

As shown in Figure 9, existing facilities are marked with red lines, planned facilities with orange lines, recommended facilities with blue lines, and the regional bike and pedestrian network with green lines. Other facilities have been proposed along USH 10 and STH 114 to link areas along the east and northeast banks of Lake Winnebago with Appleton, Menasha, and Neenah. The Village continues to work with the Kimberly School District and Calumet County to provide a useful Safe Routes to School Plan that provides children with convenient and safe paths to and from school as an alternative to busing or driving cars.



Source: East Central Wisconsin RPC

Trucking

There are currently no trucking services based in the Village; however, the potential exists for companies to locate facilities along arterial routes such as USH 10, STH 114, and County Highway KK. Services are currently provided to the Village by multiple carriers located throughout the Fox Cities region.

Air

The Appleton Regional Airport is located approximately 10 miles northwest of Harrison and serves as the Village's primary resource for small commercial flights. The airport services the entire Fox Cities region and is located on a large parcel of land near USH 76, STH 96, and CTH "CB." Given the current size of Harrison and the Fox Cities area, the airport provides adequate services to meet the needs of the region. However, rapid growth in the Fox Cities area means that future upgrades to the facility may be needed.

Railroads

There are no current passenger or freight services provided to any developments located in the Village of Harrison.

Water

Water transportation is currently unavailable in the Village of Harrison. Lake Winnebago functions as the southwestern boundary of the Village and provides public and private beach and boat launch access to Wisconsin's largest inland lake. Recreational fishing and boating are common, and ice fishing and snowmobiling take place during the winter months. Commercial shipping access is provided by the Port of Green Bay, located in Brown County. Shipping facilities are located at the mouth of the Fox River, where it empties into Green Bay. The Port of Green Bay is located roughly 35 miles northeast of Harrison.

UTILITIES & COMMUNITY FACILITIES

GOAL • OBJECTIVES • POLICIES

Goal

To provide governmental services and facilities that meet the growing demand efficiently, responsibly, and sustainably.

Objectives

1. Continue to maintain a low Village tax rate by providing a quality level of public facilities and services to Village residents. Achieve this goal with careful planning and financial management.
2. Maximize the effectiveness and efficiency of existing Village infrastructure investments by channeling growth into already served or planned service areas and carefully regulating new growth and development. Promote development within sanitary districts.
3. Maintain police services to meet community needs and provide an appropriate level of fire and emergency medical services.
4. Encourage high-quality health-related services.
5. Work with the surrounding school districts to maintain a high level of service and adequately plan for the growing needs of the community.
6. Foster cooperation and coordination in the provision of services where efficiency, equity, and economies of scale can be obtained with other entities.

Policies

1. Pursue shared service opportunities when mutually beneficial (e.g., cost savings) to improve the efficiency and quality of utilities, parks, and community facilities.
2. Locate parks, trails, and open space areas throughout the community to ensure all neighborhoods have access to recreational choices.
3. Encourage the involvement of citizens in the planning and improvement of Village parks and recreation facilities.
4. Ensure all developments are thoughtfully designed, considering drainage and stormwater management.
5. Utilize the Village of Harrison Stormwater Management Plan and 2022 Comprehensive Outdoor Recreation Plan.
6. Develop new village parks with groundwater control and facilities for stormwater management of surface water run-off.
7. Use Impact Fees to assist in the cost of utility and infrastructure development.
8. Restrict new development from locating in areas that cannot be efficiently and economically served by existing and planned Village streets, sanitary sewer, public water mains, public facilities, and stormwater management facilities.
9. Evaluate new development proposals based on their impact on service levels elsewhere in the community.
10. Encourage water conservation methods and practices, and promote recycling of domestic and commercial waste.
11. Continue to review all options for providing police services that meet the needs of residents.
12. Annually meet with neighboring jurisdictions to review fire protection and ambulance service mutual aid and/or contractual intergovernmental services.

13. Work cooperatively with the area school districts to ensure that future facility expansion meets the needs of all stakeholders. Identify and evaluate the impact that future school sites would have on the future growth of the school districts, while also meeting the Village's sustainable growth needs.

Introduction

The Utilities and Community Facilities element provides an inventory of existing community facilities located throughout the Village.

Community facilities include:

- Cemeteries
- Childcare Facilities
- Fire Rescue
- Government Facilities
- Health Care Facilities
- Law Enforcement
- Libraries
- Sanitary Sewer Service
- Parks & Trails
- Power-Generating Plants
- Sanitary Sewer Service
- Schools
- Solid Waste Disposal
- Stormwater Management

Although the facilities are somewhat limited in number, it must be emphasized that the present facilities provide quality services to Village residents, whether in the urban or rural setting.

EMERGENCY SERVICES

Fire Rescue

Harrison Fire Rescue includes a 72-member volunteer roster that protects approximately 18,000 residents and numerous other visitors and travelers through the 36+ square mile district. Service is provided to all or part of four municipalities (Village of Harrison, Village of Sherwood, and the Town of Woodville) from Station 60 and Station 70. Station 60 is located at W469 Clifton Road in the Village of Sherwood. Station 70 is located on the corner of Lake Park Road and Highway 114 in the Village of Harrison. After 2026, Station 70 will be moving to W5662 Manitowoc Road when a new fire station is constructed in 2025/2026.

Through a 2024 Facility Studies, it was determined that Station 70 is at capacity and limited in providing support for staffing and apparatus needs. Response times in the western portion of the fire district are an increasing challenge, with most volunteers living more than six minutes from the current Station 70 location. The location of the new station on Manitowoc Road will be centrally located in the population center.

Law Enforcement

The Calumet County Sheriff's Department provides law enforcement and police protection to Village of Harrison residents. These services are provided through facilities located at the Calumet County Courthouse and Jail in Chilton. To ensure public safety, the Village has contracted with the Calumet County Sheriff's Department for a seven dedicated Harrison officers. This contractual agreement has been ongoing for several years. Once the fire station vacates the building on Lake Park Road, this building will be remodeled into a law enforcement substation for the Village of Harrison, dedicated police officers and supervisors to move them out of the Department of Public Works garage.

Ambulance

Ambulance service for Harrison residents is provided by Gold Cross Ambulance of Fox Cities. Gold Cross has one ambulance based at the Theda Clark Hospital on South Oneida Street in Appleton.

Schools

Map 3 shows that Harrison is serviced by the Appleton, Hilbert, Kaukauna, and Stockbridge school districts, along with the Kimberly Area School District, which continues to be a residential development driver due to their academic and extracurricular excellence. Over the past 25 years, increased development in the Village and surrounding areas has prompted additional schools to be built such as Sunrise Elementary School, and Woodland Elementary and Intermediate School.

Additionally, there are three parochial grade schools in the area, Holy Angels Catholic School in Darboy, Mount Calvary Lutheran School, and Sacred Heart Catholic School in Sherwood.

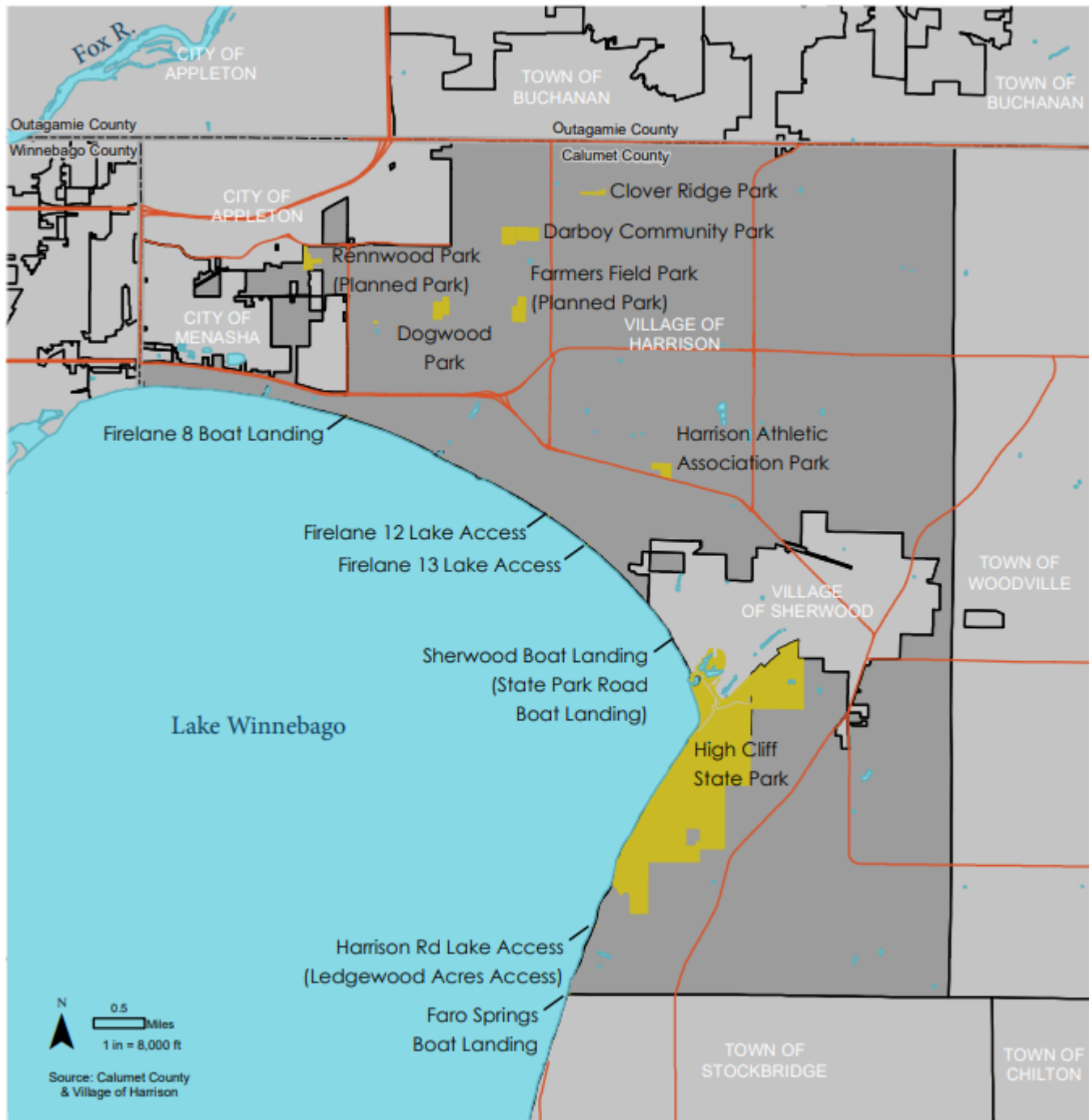
Parks & Trails

The Village of Harrison contracted with GRAEF in 2022, to complete an update to the Comprehensive Outdoor Recreation Plan (CORP) that inventories existing parks and facilities, determines deficiencies and surpluses with the system and identifies future recreational needs. With the growing Village, focus on the developing parks has been aggressive. The CORP identified three new parks planned including Farmers Field, Rennwood and Dogwood Park. Currently, those three parks are under construction or completed.

As part of the new subdivision development, the Village will be working with developers to dedicate space for pocket parks connected to trails around stormwater management ponds to leverage these sites as places that nearby residents can use for greenspace making them duo purpose.

Map 4 displays the Harrison Community Park locations along with other community facilities.

Village of Harrison Parks



▲ Map of the Village of Harrison parks by GRAEF. Source: Calumet County GIS and Village of Harrison

Clover Ridge Park

The 5.84-acre lot offers a playground with swings and two play modules for ages 2-12. Several disc golf baskets are placed along the High Line Trail for practicing drives and putting.



Darboy Community Park

Darboy Community Park is the most developed and utilized park in Harrison. The 17.6-acre park features annual community events like Summer in the Park and Fox Cities Festival of Lights in November & December. Darboy Community Park is fully developed with facilities served by electric and water utilities. The park also connects to the Noe Road trail and features a nature trail around a pond.

Darboy Community Park offers the following amenities:

- 2 Basketball Courts
- 3 Sand Volleyball Courts
- 2 Baseball Backstops
- 1 Tennis Court
- 6 Pickleball Courts
- 3 Playground Modulares
- Swings
- Nature Trail with a Pond
- Fire Pit



Dogwood Park

Dogwood Park is a mini .83-acre park located in the southwest region of Harrison's suburban area. Recently developed, the park includes sanitary and water utility hookups and electricity. The park offers a playground with two play modules, swings, a picnic/shade shelter, and a portable restroom.



Farmers Field Park

Established in 2020, the 19.14-acre lot was donated to the Village of Harrison by Alex & Eleanor Hoelzel and their son Tom. The park boasts a sledding hill, a playground with two play modules, multiple soccer fields, a parking lot, and lighting. In 2025-2026, a new gathering pavilion with kitchen/concession and restrooms will be constructed in partnership with Kimberly High School Industrial Arts Class.

Plans for the park include sports courts, trails, and a concession building.



Harrison Athletic Association Park

The Harrison Athletic Association has 16.5 acres with a pavilion, a lighted softball diamond with spectator seating for 300, a press box, a scoreboard, and an unlighted baseball diamond with spectator seating for 100, concessions, picnic facilities, playground equipment, a lighted sand volleyball court, and restroom facilities.



Rennwood Park

Located south of Midway Rd and north of Cedar Ridge Dr., Rennwood Park is being designed as a neighborhood park with planning efforts provided by a recent resident survey. Survey results indicated a desire for a natural and inclusive playground, walking trails, and lighted parking.

Redwood Park will begin the development of the inclusive playground in the summer of 2025.

High Cliff State Park

The largest park and open space available to Village residents is High Cliff State Park, with 1,140 acres. The park is within a 15-minute drive of Harrison residents. High Cliff State Park contains an observation tower, an 85-slip marina with six launch ramps, a swimming beach with a bathhouse, two shelters, 112 campsites, and several miles of trails and historical features.

Private Recreational Areas

Harrison has a North Shore Country Club that is a 164.5-acre privately owned facility located south of STH 114 and the north shore of Lake Winnebago. The 18-hole golf course and clubhouse facilities are private and not available for use by the general public.

The Shady Rest Driving Range is located on STH 114 west of State Park Road. The 12-acre privately owned recreational facility is open to the general public on a seasonal basis.

School Park Amenities

Harrison Schools have just over 40 acres of recreational land available for the schools and the general public. Also, private facilities include one golf course providing just over 163 acres, a private park, a sports complex, and church facilities with playing fields.

Boat Landings and Access

The Village has three boat landings; Faro Springs Boat Landing, Firelane 8 Boat Landing, and the State Park Boat Landing. There are three access points; Firelane 12 and 13 public access to Lake Winnebago, and the Ledgewood Acres access serves as public access to Lake Winnebago.

Trails

As Harrison continues to grow, developing and maintaining trail systems that connect residential areas to recreation facilities, schools, and businesses becomes increasingly important. The Village has three trails: Highland (1.12 miles), Noe Road (1.07 miles), and Friendship State Trail (6.7 miles). Additionally, there are snowmobile trails following an east-west direction mostly south of USH 10, then to High Cliff State Park and Lake Winnebago. Harrison continues to incorporate trails into the new developments. As the Village upgrades major corridors like Woodland and Manitowoc Roads, trails will be constructed to tie the neighborhoods that have developed off these corridors together.

The Village is working with KL Engineering, the Village of Sherwood, City of Menasha, and the Wisconsin DOT to study the feasibility of constructing a multi-use bike/pedestrian trail known as the High Cliff Connection from Menasha to the High Cliff State Park.

The Village Board has supported grant applications along with proposed design and construction of a new trail called Old Highway Trail.

Libraries

There are no libraries in the Village of Harrison. However, there are five public libraries that Harrison residents can utilize: Elisha D. Smith Public Library in Menasha, Appleton Public Library, Kimberly Village Public Library, Little Chute Public Library, and the Kaukauna Public Library. Through taxes, Harrison supports the Calumet Public Library. Additionally, the Calumet Library has intersystem agreements with the Manitowoc-Calumet Library, Outagamie-Waupaca Library System, and the Winnefox Library System.

Cemeteries

There are several cemeteries located in the Village of Harrison.

- The Mansfield Family Cemetery, which occupies about 0.23 acres of land, is located in Section 6 near the intersection of State Highways 55 and 114, just south of the Village of Sherwood.
- The Sacred Heart Catholic Church Cemetery is located on two separate parcels in Section 32 south of Sherwood. One parcel contains
 - 0.70 acres of land, and the larger parcel has
 - 3.63 acres.
- The Extinct Family Cemetery sits on approximately 1 acre and is located in Section 3 just north of Darboy Community Park. This cemetery was catalogued as a burial site by the Wisconsin Historical Society in 2004.

Healthcare Facilities

ThedaCare Physicians opened off State Park Road. There are Ascension Health Facilities available in Appleton, Kaukauna, and Menasha. Dental and chiropractic offices are in the Darboy Plaza. The Village is working to further develop dental, chiropractic, and health wellness services in the new Harrison Commerce Park development off CTH N.

Childcare Facilities

There are two licensed childcare facilities in Harrison; these are Little Inspirations Childcare Center and Kidzland 2 Day Care Center.

Governmental Facilities

Harrison Village Hall, constructed in 1979, is located on a 16.5-acre tract of land at the intersection of STH 114 and State Park Road. Occupying approximately 2,000 square feet of floor area, the building provides space for a large meeting room, administrative offices, and a storage vault for records.

In 2005, the Town of Harrison completed a 4,360 square foot addition to the village hall. The renovation restructured the meeting room area and offices and included an upgrade to the mechanical equipment. The renovation also included the replacement of the exterior façade materials.

In 2025, the Village will add another 4,500 square foot of additional garage bay storage and 1,000 square feet of new office space, breakroom, restrooms and showers to the Department of Public Works.

Sanitary Sewer Service and Water Supply

Sanitary Districts

The two sanitary districts, Darboy and Harrison Utilities, provide sanitary sewer and public water service to the urban portions of the Village of Harrison. Most of the service is provided to the residential subdivisions and commercial development that has occurred in the “built-up” areas of the village.

The system consists of primarily 8-inch PVC gravity sewer pipe. There are no lift stations or force mains in the Darboy system at this time. The collection system conveys the wastewater to an interceptor system consisting of pipes ranging in size from 10 inches to 27 inches in diameter.

Harrison Utilities is located on the north shore of Lake Winnebago in Calumet County. Harrison Utilities formed out of Waverly Sanitary District when the Village incorporated in 2017, and continues to provide sewer and water to an area east of Oneida Street comprised of portions of the Village of Harrison, City of Menasha, and City of Appleton.

The two sanitary districts provide water for domestic use. Additionally, the Village primarily receives water from the City of Appleton water system. In emergencies, water can also be provided through hook-ups to the City of Menasha system.

Sewer Service Areas

East Central Wisconsin Regional Planning Commission develops Sewer Service Area plans for 208 Water Quality Areas. These plans assist in maintaining and improving water quality within the State by outlining areas which can accommodate sewer development in a well- managed environment as well as delineating Environmentally Sensitive Areas which preclude such development.

Harrison lies within the Heart of the Valley and Neenah-Menasha Sewer Service Area. The Darboy Sanitary District lies in the Heart of the Valley Sewer Service Area and Harrison Utilities lies in the Neenah-Menasha Sewer Service Area (Map 5). As a requirement for consideration for future expanded growth allocations for the Sewer Service Area and approval for amendment requests, an approved comprehensive plan with follow through on its implementation has become a requirement.

Insert Map 5, Sewer Service Areas

Private Septic Systems

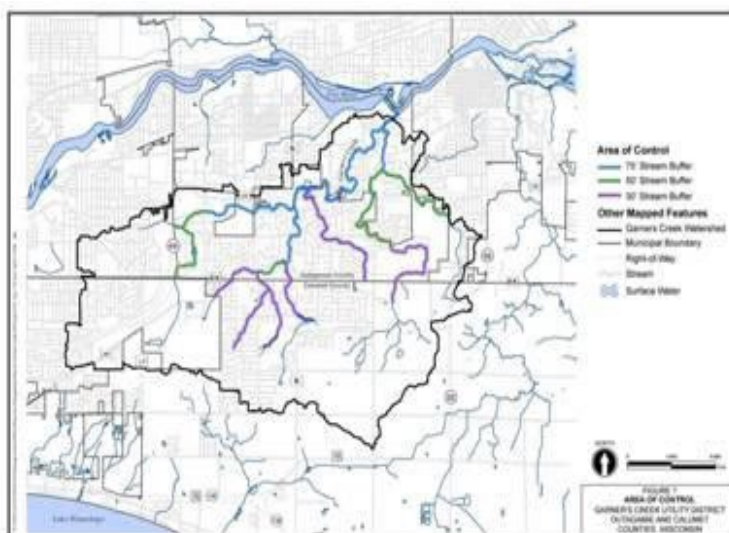
In general, the soils in the areas north and west of the Village of Sherwood prohibit the use of a conventional septic system. This is substantiated by the fact that no conventional systems have passed in those areas in recent years. In order to be buildable, approximately 2/3 of the area would require holding tanks. The other 1/3 of the area would be buildable if a mound system were installed. Since Calumet County regulations prohibit the installation of a holding tank for new construction (except for five defined exceptions to the prohibition), much of the area north and west of Sherwood, outside of the sewer service areas, is unbuildable.

Soils south of the Village of Sherwood are more suitable for the construction of septic tank absorption fields, and typically, either a conventional or mound system will work in this area.

Stormwater Management

Stormwater runoff occurs when precipitation from rain or snowmelt flows over the land surface. The addition of roads, driveways, parking lots, rooftops, and other surfaces that prevent water from soaking into the ground to our landscape greatly increases the runoff volume created during storms. Stormwater is the number one cause of stream impairment in urban areas. Without proper management, increased stormwater runoff can cause overloading of the existing natural and man-made stormwater drainage system and increase flooding potential.

The Village completed a Stormwater Management Plan along with implementing stormwater ordinances and erosion control ordinances. A Stormwater Management Plan has also been completed for the Garner's Creek drainage basin. The Garner's Creek Stormwater Utility area of control is on the northern side of Harrison. The Utility has the authority to regulate activities or storage of materials to ensure efficient and effective transportation of stormwater runoff along Garner's Creek. A permit is required for the area of control if the work includes: any channel change, encroachment, filling, grading, excavating, or construction of any structure. Additionally, the State of Wisconsin regulates on-site wastewater treatment with permits issued through the Calumet County Planning and Zoning Department.



Refuse, Recycling, and Yard Waste Services

The Village's garbage and recycling service is contracted through Good for Life Environmental (GFL). Garbage and recycling collection is performed weekly on the same day.

In the spring of 2024, Harrison started a free residential Electronics Collection program. The program is offered Monday through Friday, 9:00 am to 3:00 pm, to Village of Harrison residents only. The village signed a three-year contract with COM 2 to collect and recycle the electronic material.

Harrison also offers residents the opportunity to dispose of used oil safely and responsibly. The collected oil is used as a fuel source to heat the Public Works garage in the colder months.

The Village provides a yard waste site that is open seasonally from early April to mid-November. The site is also open during January for Christmas tree disposal. The Harrison Public Works Department picks up branches and large brush during the designated season.

Calumet Recycles offers annual Household Hazardous Waste collection events in the spring and early summer. Unwanted or unused material can be taken to this collection for proper disposal. Calumet Recycles also holds a collection event each summer at the Village Hall for Electronics and Appliances.

Telecommunications Facilities

Calumet County oversees telecommunications facilities in the Village of Harrison, which include two telecommunications towers, and six cell phone towers located at various sites: the intersection of County Roads "AP" & "LP," along Schaffer Road, Kesler Road, the frontage road, the Darboy Sanitary District Water Tower, and the Sunrise School property.

The Village of Harrison concurs with the Calumet County Telecommunications Facilities Requirements (Ordinance No. 66, Section 11.07) in that all towers should provide access for more than one server, and that each tower be occupied with potential antennas before another tower can be built. While Harrison acknowledges the need for communication towers, it also recognizes the importance of protecting the aesthetic value of the village.

Electrical Power and Natural Gas Utilities

WE Energies provides Harrison with natural gas and electrical service.

AGRICULTURAL • NATURAL • CULTURAL RESOURCES

Goal, Objectives, and Policies

Agricultural, Natural, & Cultural Resources Goal

To protect the productive agricultural lands in the Village for long-term farm use and maintain agriculture as a major economic activity and way of life in the portions of the Village that fall outside the sewer service area; to conserve, protect, and enhance the natural resources and environmentally sensitive areas that exist in the Village; and to balance responsible growth with protection of resources in the Village based on community needs.

Objectives

- Encourage individual lot development on farmland to the edges of farm fields to preserve contiguous blocks of productive farmland and focus urban development in sewer service areas adjacent to existing developed areas.
- Support preservation of productive farmland and agricultural practices that protect natural resources from runoff and chemical contamination.
- Preserve and protect natural areas, including wetlands, wildlife habitats, open spaces, slopes, surface and groundwater resources, environmental amenities, and agricultural lands which contribute to the maintenance of the ecological balance, natural beauty, and economic well-being of the Village.
- Maintain and enhance the attractiveness of parks, natural areas, public open spaces, and streetscapes.
- Preserve, improve, and expand the Village of Harrison Park system.
- Maintain the health, integrity, and function of area wetlands and preserve wetlands as public conservancy areas.
- Maintain naturally occurring floodwater storage areas and flood discharge mechanisms by preventing filling and construction in regional floodplains.
- Promote practices that protect the environment and natural resources.

Policies

1. Limit urban-scale residential development to areas located within the sanitary district.
2. Work to ensure the future protection of Harrison's environmental corridors.
3. Require conservation easements for wetlands, streams, major woodlands, or other environmentally sensitive areas on all land divisions. Acquire wetland parcels or development rights of critical habitat when feasible.
4. The Village should not support any new landfill or quarry/gravel pit operations within the village boundaries.
5. Protect floodplains and other areas with severe soil restrictions from development through local ordinances.
6. Plan for and support the extension of public services in a manner that discourages scattered rural development.
7. Use the site plan review process that analyzes how stormwater will be managed and how site plans will protect and enhance the environmental conditions of a future site.
8. Encourage farmers and agricultural landowners to continue participation in state and federal agency programs that provide benefits for keeping land in agricultural production.
9. Encourage the preservation of farmlands, woodlands, and wetlands by continually enhancing our knowledge of federal, state, county, and village rules and regulations.

- 10. Promote recycling of domestic and commercial waste.
- 11. Review and enforce stormwater management plans for any new development.
- 12. Update Village Ordinances, as necessary.
- 13. Encourage residents to plant native, non-invasive plant species for landscaping and proper tree planting and maintenance.
- 14. Establish management practices that mitigate stormwater impacts on surface waters, minimize erosion, and maintain ecosystem function.

Agriculture

In Calumet County, there are 559 farms, which are 125 fewer farms than in 2017. Harrison is 33 square miles with roughly 21,694 acres. A total of 51.6% of Harrison’s land use is dedicated to agriculture, compared to 69% in 2017. The majority of farms in the village have dairy as their primary purpose. As Harrison continues to grow, agricultural land continues to decrease. The future land use map (Map 13) shows that agriculture is still the dominant land use with a 49% share of the Village. Map 6 displays the prime farmland areas based on soils. Prime farmland is considered prime if all the soil properties are favorable for row crop production. Non-prime soils can be productive with proper management controls.

Soils

Soils form the foundation of agriculture and urban development within the Village. Understanding the characteristics of soil types is tremendously important when evaluating the productive capacity of crops, the feasibility of building construction, and the installation of utility infrastructure. The following section highlights the five types of soil associations that exist within Harrison and provides information about each as it pertains to land use. See Map 7 for the spatial distribution of these five soil associations.

Kewaunee-Manawa-Poygan:

This group of soils is found in high concentrations along Lake Winnebago in the northeastern portion of Calumet County. During the Wisconsin Glaciation, these soils formed in the red glacial till that was deposited in the area. The subsoil layer is predominantly composed of clay and clay loam, and drainage depends on the slope of the landscape and depth to the water table. Due to variation in drainage, excess precipitation can cause flooding and runoff over the land surface. Excessive soil erosion can occur when the runoff occurs on steeper slopes. Fertilizer, clay particles, and waste materials can be carried into surface waters, causing hypertrophication, cloudy water, and sedimentation to occur in lakes and streams. The soils have good potential for cultivated crops such as corn, small grains, and alfalfa. The steeper soils and undrained wet soils are used for pasture or as wildlife habitat. The main management concerns are controlling water erosion, improving drainage, and maintaining tilth and fertility.

Granby-Oakville-Tedrow:

This group of soils is found along the northern shore of Lake Winnebago. They were formed in sandy matter that was deposited by melting glaciers. Drainage ability for these soils depends on the landscape. These soils have the poor potential for cultivating the dominant crops grown in the area and are not ideal for woodland. Concerns over maintaining fertility and controlling soil blowing exist with this group as well.

Channahon-Whalan-Kolberg:

This group of soils is found sporadically throughout the High Cliff area and other portions of southeastern Calumet County, though recent evidence shows that it may exist in larger quantities elsewhere. This group is comprised of loamy soils that have a dolomite substratum. All three soils are well-drained. However, these soils are very thin and make poor filters for pollutants originating at the surface, which may be carried through to the groundwater. This intrusion often causes groundwater to become high in nitrates. The soils have fair to the poor potential for use as cropland and good potential for use as woodland.

Wasepi-Plainfield-Boyer:

This group of soils is found throughout western Calumet County, in the southwestern corner of Harrison. These soils formed in sand deposits originating from glacial meltwater and ice. Sand and loam permeates these soils throughout all layers and can range from excessive drainage to poor drainage depending on their landscape location. Like Channahon-Whalan-Kolberg soils, surface pollutants may be transported down through the subsoil to the groundwater, causing contamination of wells and aquifers.

Hochheim-Lamartine-Mayville:

This group of soils is primarily found in the southeastern portion of Calumet County. These soils are composed of loam throughout all layers and contain gravel and other coarse particles in their lower layers. Drainage for these soils is typically high, depending on location, and precipitation rapidly permeates down into the soil. Applied fertilizers will often permeate downward as well, and can sometimes intrude on local groundwater sources, causing excessive nitrification.

Soils and Septic Systems

Soil suitability affects the type of septic systems that can be installed. The Soil Conservation Service considers properties and features that affect absorption of the effluent, such as permeability, depth to the seasonal high water table, depth to bedrock (Map 8), and susceptibility to flooding. Stones, boulders, and shallowness to bedrock interfere with installation. Excessive slope can cause lateral seepage and surfacing of the effluent. Septic system types are divided into three categories which are noted below:

Slight: Septic system could be built. A few isolated sites throughout the Village fall under this category, with a high number concentrated immediately south of Darboy.

Moderate: Soils that would not be favorable for below-grade septic tank absorption fields. A mound system or other above-ground sanitary system would be required. This category is also scattered throughout the Village and is slightly more numerous than the “slight” category.

Severe: Soils are not acceptable for a conventional septic system. This category covers most of the soils in Harrison. Sites falling within this category may need an on-site waste disposal system (mound or above-ground) if public sewage connection is not available.

Natural Resources

Protecting Harrison’s natural resource base is vital for sustaining a healthy economy, local environment, and quality of life. Ecological features such as mineral deposits, surface and groundwater resources, wildlife habitats, and topography are central determinants that govern a place’s suitability for development. The following section covers these and various other environmental aspects of the Village and surrounding areas.

Metallic/Non-Metallic

The Village of Harrison has an abundance of gravel and quarry stone due to the nearby Niagara Escarpment. The region serves as an excellent source of building raw materials for buildings and infrastructure projects at low costs. Calumet County and the State of Wisconsin regulate all gravel pit and quarry operations in the Village through the extraction provisions (Sec 17.47) of the Calumet County Zoning Code.

There are two gravel pits/quarries in Harrison: the Sherwood Quarry (limestone), and Browns Quarry (limestone). Both quarries are in the southern portion of Harrison.

Surface water

The Village lies along the northern and western shores of Lake Winnebago, and the northwest portion of the Village is drained by several streams that comprise the Garner's Creek drainage basin. Northeast Harrison falls within the Kankapot Creek drainage basin. Lake Winnebago, Garner's Creek, and Kankapot Creek all discharge into the Fox River, which composes part of the wider Fox-Wolf River watershed. A small portion on the southern end of the Village falls within the Killsnake River drainage basin, which empties into the Manitowoc River, eventually flowing into Lake Michigan.

Groundwater

Harrison is fortunate to have plentiful quality sources of groundwater (Map 9) from which to draw, most of which comes from deposits left over from the Wisconsin Glacial Period and the underlying bedrock foundation. The four aquifers that lie within the Village are listed below.

The Water Table Aquifer:

This aquifer exists throughout the Village, consisting of sediments deposited by the advance of the Wisconsin Glacier. The aquifer varies in depth, with the highest depth over pre-glacial bedrock valleys and least over topographic peaks in the bedrock surface. Paths through sand and gravel may transmit adequate amounts of water for private wells and groundwater sources.

The Niagara Aquifer:

This aquifer is bounded by a layer of Maquoketa shale, which is highly impervious, and acts as a confining agent between the Niagara Aquifer and the greater Sandstone Aquifer that spans much of eastern Wisconsin. Water is stored in crevices and fissures throughout the rock, making it highly susceptible to pollution. Human activity and land use activities often occur near aquifer recharge zones, allowing contaminants to diffuse into the aquifer from the surface with few barriers to stop them. Groundwater contamination is known to be high-risk throughout most of the Niagara Escarpment.

The Platteville-Galena Aquifer:

This aquifer lies underneath the Water Table and Niagara Aquifers, falling within all boundaries of the Village. West of the Niagara Escarpment, this aquifer is covered only by the Water Table and adequately supplies most private water wells through fractures in the dolomite.

The Cambrian (St. Peter's) Sandstone Aquifer: This aquifer is the thickest in the area and is the principal water source for Northwestern Calumet County. Compared to the other three aquifers in the Village, it is the most widely used for sustained high-capacity municipal and industrial purposes. Vertical flows of groundwater exist in all areas of the Village, except areas where Maquoketa shale impedes access. Horizontally, most groundwater flows toward Lake Winnebago.

Wetlands & Floodplains

Wetlands are land areas that are saturated with water, either year-round or seasonally, to the point of assuming their ecosystem. The groundwater table is found above, below, or level with the land surface and aquatic or amphibious organisms are found throughout the ecosystem. Wetlands serve many vital ecological functions, including habitat conservation for plants and animals, flood control, water filtration, and groundwater recharge.

The DNR identifies several wetland areas within the Village according to its Wetland Inventory Maps. Areas along U.S. 10 and STH 114 between Oneida Street and Lake Park Road form some of the most extensive wetland areas in the Village. These wetlands are heavily wooded, with broad-leaved hardwoods and saturated soils.

Areas at high-risk for flooding are considered unsuitable for development due to threats to human life and property. The current Flood Insurance Rate Map for Calumet County identifies areas along Lake Winnebago below the high water mark, and areas northeast of Sherwood as subject to enhanced flood risk. The Calumet County Board has adopted a Shoreland-Floodplain Zoning Ordinance requiring land use provisions in such flood hazard areas.

The ordinance designates floodplain districts as created by the Official Floodplain Zoning Maps for Calumet County. Land that falls in the Floodplain/Floodways zone on the map has significant development restrictions attached to it. Residents in this zone are eligible to apply for the federal government's Flood Insurance Administrations insurance program. Map 9 displays the wetlands and floodplains.

Stream Corridors

Stream corridors are important because they maintain habitat that is necessary for wildlife and inter-connectivity to maintain wildlife species. Stream corridors are the lands that border streams; these borders play a critical role in protecting water quality, soil, fish, and wildlife.

Calumet County has adopted a Shoreland District Zoning Ordinance, which regulates shoreland use and development within 300 feet of the ordinary high-water mark of navigable rivers or streams or to the "landward side of the floodplain, whichever distance is greater." The ordinance helps protect scenic beauty, shore cover, and prevent erosion, sedimentation, and pollution of the County's water resources.

The Ordinance states "rivers and streams in the County shall be presumed to be navigable if they are designated as either continuous or intermittent waterways on the USGS quadrangle maps or other zoning base maps which have been incorporated by reference.

Much of the northwest quadrant of the Harrison lies within the drainage area of Garners Creek. Land situated in the northeast quadrant of the village lies with the drainage area of Kankapot Creek, which flows in a northerly direction and discharges into the Fox River. In the southwest quadrant, the existing ridge line along the Niagara Escarpment divides the drainage system. Land west of the ridge line is drained by small streams that flow directly to Lake Winnebago. Land lying east of the ridge line flows into streams and tributaries of what eventually becomes part of the Manitowoc River drainage basin. Likewise, land located in the southeast quadrant of Harrison comprises part of the Manitowoc River drainage basin.

Forest and Woodlands

Woodlands were prevalent in Harrison before settlement, with a diverse mix of hardwoods including maple, beech, basswood, oak, cedar, and ash trees, enveloping the land. Woodland is a vital part of the ecosystem, as it performs many functions, including:

- Providing habitat for wildlife
- Preventing soil erosion
- Providing nutrients to the soil and surrounding aquatic habitats
- Acting as a “carbon sink.”
- Shading and cooling the land cover beneath it

The Wisconsin DNR lists several potential issues related to woodlands in Harrison and Calumet County that include:

- Deforestation and habitat fragmentation
- Invasive species and non-native planting
- Lack of plant diversity
- Invasions of the Spongy Moth, Dutch Elm disease, and the Emerald Ash Borer

As the village grows, woodlands not impacted by subdivisions need to be preserved for wildlife, recreation, and to grow fiber.

Environmentally Sensitive Areas

Waverly Beach, Utowana Beach, and a handful of other areas along Lake Winnebago are considered environmentally sensitive due to the wetlands and woodlands that provide ecological benefits to the area. Other areas, including the southeast corner of the Village, fall under similar protections due to the interplay of the woodlands and wetlands.

Threatened Endangered Species

The Wisconsin DNR keeps a list of threatened and endangered species for each county on its website. The National Heritage Inventory Map shows that none of the residential, commercial, or industrial growth areas identified in the future land use map are in areas that may have an endangered aquatic or terrestrial species. Endangered and threatened species require special protection because of the threat to their existence and their low population numbers.

Topography

Much of the topography of the Harrison area is controlled by the underlying bedrock. Most of the surface features in the Village are the result of glacial activity. The thickness of the glacial deposits is quite variable in the village and immediate area, ranging from zero to 150 feet.

The land varies from flat to gently rolling, with surface elevations averaging 856 feet above mean sea level. There is a variation of elevation of approximately 300 feet in the town. The lowest elevations range from 700 to 730 feet above sea level near the northeast corner of the village. The highest elevation, is about 1,000 feet above sea level, is located near High Cliff Road. The elevations north and west of Sherwood range from 750 to 850 feet above sea level. Elevations south and west of High Cliff range from a maximum of about 1,000 feet above sea level to about 930 feet above sea level in the far southeast corner of the village.

Niagara Escarpment

The Niagara Escarpment is a significant geologic resource that lies partly in northeastern Wisconsin. It is an important resource of groundwater and drinking water. According to the Niagara Escarpment Resource Network (NERN):

The Niagara Escarpment is considered to be a 'karst' landscape, which means it has highly fractured and dissolvable – dolomite geology. This type of geology causes fractures, sinkholes, and caves to appear and creates an environment where groundwater is highly prone to contamination. Private wells must be maintained and tested regularly, and the impacts of new or existing land uses need to be carefully considered when living along the Escarpment corridor.

Historical and Cultural Resources

The Village of Harrison is home to unique architectural buildings dating as far back as the 1850's. The Village was chartered in 1853 as the Town of Lima and changed its name to Harrison in 1858. The first Town meeting was held at a place called Pratt Farm, just south of Sherwood.

Partnerships

As the village continues to grow, it will be necessary for the Village to reach out and partner with the Wisconsin Department of Natural Resources (DNR) and the Natural Resources Conservation Service (NRCS) to conduct joint planning and service agreements.

ECONOMIC DEVELOPMENT

Goal • Objectives • Policies

Economic Development Goal

To retain and attract businesses that strengthen the Village of Harrison's local economy by balancing commercial and industrial development with residential and agricultural development to create a more vibrant economic climate and livable village.

Objectives

1. Diversify the local economic base to keep pace with the rapidly changing global economy and not become threatened by economic downturns in various sectors of the local economy. Diversify the mixture of commercial uses in the village to meet unique market niches and better serve existing neighborhoods.
2. Develop and maintain a physical, cultural, educational, and recreational environment in the Village that is conducive to business and residential development.
3. Take advantage of the economic development potential of the Village's proximity to the regional highway network. Ensure appropriate transportation connections and parking facilities that serve retail, commercial, and industrial land uses.
4. Develop and maintain an infrastructure system that supports current and future commercial activities.
5. Increase the proportion of commercial/manufacturing tax base relative to residential tax base. Provide adequate sites for desired commercial/ manufacturing/industrial businesses, including a new business/industrial park. This includes maintaining the infrastructure, codes, and ordinances required for the vitality and growth of these types of activities.
6. Create a new Village center/central business district.
7. Encourage improvement of the visual quality of existing commercial and industrial establishments in the Village of Harrison to enhance the "image of the village" to visitors, residents, and potential new investors.

Policies

1. Develop design standards for commercial developments to encourage quality, aesthetically pleasing development that creates a sense of place in the community.
2. Develop a business retention and expansion program.
3. Use the Village website as an economic development and marketing tool. Develop and maintain a socioeconomic profile of the Village to make available on the website.
4. Design the Village's transportation network to meet the needs of commercial and industrial land uses.
5. Determine through the land use planning process the highest and best use of vacant or under-utilized properties within the village and map on the future land use map.
6. Recruit new industries by aggressively marketing the village's unique locational attributes, skilled labor force, and full range of municipal services.
7. Encourage the use of innovative regional economic development strategies and tax base sharing tools in the Fox Cities region.
8. Encourage intergovernmental cooperation and regional coordination that support and enhance economic development efforts.
9. Monitor and analyze tax base changes on an annual basis.
10. Use state and federal programs to the fullest extent possible in achieving economic development goals.
11. Identify new opportunities, as appropriate, to use tax increment financing to assist with economic development and growth. When a new site is under consideration for a business or industrial park, analyze the opportunity to use tax incremental financing.
12. Encourage commercial activities and development that are fiscally sound and meet the needs of the community.

Introduction

Economic development involves anticipating change, diversifying industries, and redefining opportunities and challenges. It is an outcome of the direct actions of elected and appointed officials in concert with the private sector aimed at promoting the quality of life and economic vitality of the community. These actions involve the interdependent variables of regional competitiveness, human capital, environmental sustainability, workforce development, education, social services, tax base retention and expansion, physical infrastructure, and health and safety.

There are a variety of initiatives, projects, programs, business opportunities, and industry sectors that Harrison can pursue to achieve its economic development objectives. Economic development expenditures are a community investment that affects the quality of life; such as schools, parks and recreation, retention and attraction of residents and businesses, and safe and walkable streets. It is critical that Harrison identifies and plans for the future quality of life needs for the community.

The purpose of this chapter is to describe the current economic conditions of the Village of Harrison, identify opportunities to enhance and diversify the economic base, and create a roadmap for future economic development prosperity.

Commercial/Retail development is very limited in the Village and is concentrated to the northern border along the County Rd KK corridor. This is attributable to the existing retail trade area and high traffic exposure of HWY 441 and KK, which will continuously draw retail into this cluster and away from outlying singular areas. However, opportunities exist to create a destination retail development within the Village Center which would

create a new attraction model and retail cluster to attract development.

The Village of Harrison is currently developing two commercial areas in 2025. Crossroads Business Park is located at STH 55, CTH KK and Friendship Road. This is a 13-lot business park with approximately 12 lots under construction for trade/contractor, light commercial and office related uses. Harrison Commerce Park is located between Manitowoc and Schmidt Roads along CTH N. This 13-lot commercial/retail business park is planned to become the Village's central commercial district.

The Village of Harrison adopted its first Economic Development Strategic Plan in 2023. This five-to-ten-year strategic plan includes strategies and tactics that will equip the Village of Harrison with strategies to diversify the tax base of Harrison.

Trade Area and Labor shed Population Trends

The demand for local housing, goods, services, and employment is derived from the Village of Harrison's trade area. A trade area is defined as the region from which a majority of this demand is generated. The primary trade area represents the area from which the bulk of consumer demand is generated, or from which at least 50 percent of all consumers within the boundary are most likely to travel to Harrison to shop. The primary trade area is only intended to represent the area in which residents will shop in Harrison for their regular retail needs; large or specialty goods and services will usually be purchased in large or more specialized trade centers with trade areas that overlap Harrison.

The Harrison Trade Area is heavily influenced by the market forces of other trade centers in the Appleton Metropolitan Area. The trade area is also influenced by other nearby competing communities like the Village of Sherwood. Because of these local market forces and the current lack of significant commercial activity, the Village's trade area likely does not extend beyond the Village's boundaries. The distance that Harrison businesses extend to draw employees is another relevant regional boundary referenced in this document.

Commonly referred to as the laborshed, the size, demographics, education, and occupation of individuals within this area are important factors in company decisions to locate or expand in a region based on the perceived ability to recruit qualified workers at competitive wages.

There is a significant labor pool available in many sectors that could benefit from Harrison's location and employee base. There are several sectors in which employment in Harrison is more concentrated than in the county, state, or both. Harrison is over-represented in the sectors of agriculture, wholesale trade, and information when compared to the State of Wisconsin. In all of these sectors, Harrison hosts at least 50% more jobs than would be expected according to the average distribution of jobs across these sectors for the state as a whole. Harrison is underrepresented by at least 25% in the services and finances, insurance, and real estate sectors.

Goal	Action Step	Responsible Parties	Timeline	Budget Impact
Retail Attraction	Create commercial center at Hwy. N north of Manitowoc Rd.	Village Staff	Q2 2024 and ongoing	Staff time, marketing materials, commercial area design, event refreshments
	Send marketing materials monthly			
	Engage planning firm or developer to design commercial district			
	Host event for developers, brokers to highlight this development			
Industrial Attraction	Host meeting with existing businesses	Village staff	Q2 2024 and ongoing	Staff time, marketing materials, event refreshments
	Create email list of target industries, send marketing materials			
	Engage with New North on business attractions			
Agri-Tourism Attraction	Create attractive marketing piece	Village staff	Q3 2024 and ongoing	Staff time, marketing materials
	Publicize Village's interest on web site and other communications			
Market Available Commercial Real Estate	Post all available commercial property on web site	Village staff, Brokers, New North	Q4 2024 and ongoing	Staff time, marketing, conference expense, travel
	Develop network of brokers and developers, attend NAIOP events, target Green Bay, Milwaukee			
	Connect with New North to market properties			
Explore Feasibility of Business Park	Complete needs/feasibility analysis for new business park	Village staff and elected official	Q4 2024 - Q3 2025	Will require a new Tax Increment District
	Conduct internal marketing to ensure support			
	Consider a variety of potential tenant sectors			
	Have ongoing conversations with New North and other major stakeholders			
Extend sanitary sewer	Continue working with ECWRPC, sanitary districts	V. Staff, Elec. Officials, Sanitary Districts	Q3 2024 and ongoing	CIP
	Host info meetings for residents			
Continue Facilitating Housing Development	Identify and market residential sites	Village staff and elected official	Q3 2024 and ongoing	Any necessary utility extension
	Encourage residential developers to come to Harrison			
	Plan future residential development and utilities			

Goal	Action Step	Responsible Parties	Timeline	Budget Impact
Business Retention	Establish annual meeting schedule w/ existing businesses	Village staff	Q2 2024 and ongoing	Staff time
	Record details about visits, keep a database			
Facilitate Business Startups	Meet with startups, especially in Venture Center	Village staff	Q4 2024 and ongoing	Staff time
	Create a network of local professionals to support start ups			

Economic Development Strategies

The Village's Economic Development Strategic Plan outlines the following implementation steps for the Village to consider:

Economic Development Partnerships

Calumet County/Travel Calumet

The County economic development program assists existing businesses and new businesses through low-interest loans, grants, technical assistance, workforce training, and other types of assistance as needed.

Fox Cities Chamber of Commerce

The Fox Cities Convention and Visitors Bureau is an economic development organization that seeks to boost tourism and visitation to the area through sales, marketing, and destination development. In addition to its media and event promotional efforts, the CVB is a partner in developing local resources such as the future Fox Cities Exhibition Center.

Fox Cities Convention and Visitors Bureau The Fox Cities are 20 communities along the Fox River in East Central Wisconsin. We're known as Wisconsin's Shopping Place. The Fox Cities Convention & Visitors Bureau is an economic development organization that strengthens the Fox Cities by attracting visitors in the convention, sports and leisure markets through sales, marketing and destination development

Fox Cities Regional Partnership

The Fox Cities Regional Partnership is an organization committed to helping businesses locate and expand in the Fox Cities Region, and supported by public and private sector partners from around the region. The organization was founded in 2012 as an affiliate of the Fox Cities Chamber of Commerce.

The New North

The New North is a regional partnership made up of private and public sector partners from 18 counties in northeastern Wisconsin. It is supported by over 100 private investors in the region and state. These investors provide vital resources, talent, and support to the New North organization to promote the New North region. It is established as a non-profit corporation with a mission to "harness and promote the region's resources, talents, and creativity for the purpose of sustaining and growing our regional economy." The New North accomplishes this by fostering regional collaboration, focusing on targeted growth

opportunities, supporting an entrepreneurial climate, encouraging educational attainment, encouraging and embracing diverse talents, and promoting the regional brand.

Wisconsin Economic Development Corporation (WEDC)

WEDC is Wisconsin's primary economic development agency. It provides a variety of assistance including business and community development programs, industry advancement, export assistance, and minority and start-up business assistance.

INTERGOVERNMENTAL COOPERATION

Goal • Objectives • Policies

Intergovernmental Cooperation Goal

The Village of Harrison strives to communicate, work, and collaborate with surrounding government entities, seeking ways to conduct joint planning and service agreements to more efficiently and effectively serve the community.

Objectives

1. Continuingly, the Village of Harrison will strive to communicate with surrounding political subdivisions, school districts, the County, and other entities to seek ways to provide services jointly.
2. The Village will continue to meet with the Cities of Appleton, Menasha, and Kaukauna, the Village of Sherwood, and the Towns of Buchanan and Woodville, regarding boundary issues and any other mutual interests regarding long-term borders and/or boundary agreements.
3. The Village will assess opportunities to work cooperatively with other units of government to leverage opportunities to improve cost effectiveness, quality of community services, and/or service levels through cooperative multi-municipality agreements.
4. The Village will identify specific opportunities and projects that can be accomplished, improved, or implemented at reduced cost with the cooperation of other units of government.
5. The Village will work with surrounding communities to develop an intergovernmental cooperative plan that addresses watershed and stormwater management issues.
6. The Village and its staff will maintain open, clear lines of communication and professional relationships with staff and officials from other units of government.

Policies

1. Seek to cooperate with all neighboring municipalities, Calumet County, Outagamie & Winnebago County (when appropriate), East Central Regional Planning Commission, state agencies, and the school districts for mutual benefit.
2. Work with surrounding jurisdictions to encourage an orderly, efficient land use pattern that minimizes conflicts between urban and rural uses and to develop a network of non-motorized bike and pedestrian walkways and trails.
3. Develop, clarify, and adopt boundary agreements with adjacent municipalities.
4. Work with Darboy Sanitary District, Harrison Utilities, and other special districts to provide appropriate services and utilities to residents and businesses.
5. Discuss Village planning and zoning issues, as needed, with adjacent and overlapping units of government.
6. Hold regular meetings with neighboring government entities to discuss common issues and review progress.
7. Establish liaisons to represent government, citizens, and non-governmental organizations to coordinate on issues of land use planning and others.
8. Remain open to opportunities to work cooperatively with other units of government, where reduced costs or improved service levels offer the Village of Harrison fiscal or performance advantages. Such services that could be contracted jointly include fire protection, emergency medical services, mutual aid, emergency government

services, and others.

9. Regularly review and renew existing or future intergovernmental agreements where appropriate.

Intergovernmental Cooperation

Current Intergovernmental Agreements

As of 2025, the Village of Harrison is party to the following intergovernmental programs:

- The City of Appleton- Establish fixed boundaries and provide orderly development.
- Harrison Utilities- Provide sewer and water services to the Village.
- Town of Buchanan- Intergovernmental cooperation in joint planning for the best use of land and natural resources.
- Darboy Joint Sanitation District- Provide sewer and water services to the Village and Town.
- City of Menasha- Establish fixed boundaries, provide for the orderly development, provide cost-effective municipal services, and maximize capacity for current infrastructure for sewer and water services.

LAND USE

Goal • Objectives • Policies • Implementation Actions

Goal:

The Village of Harrison maintains its rural character by preserving agricultural land and open space in much of the Village, while providing residential opportunities for all life stages, commercial opportunities, and industrial opportunities in select areas near existing development.

Objectives:

1. Preserve agricultural land and open space by limiting development in areas identified for agriculture on the Preferred Future Land Use Map and phasing development from existing developed areas outward.
2. Diversify residential options to serve Harrison residents of all life stages by working with developers to identify options for housing diversity in new developments and infill areas.
3. Encourage commercial and industrial development in designated areas to diversify the Village's tax base and provide jobs and amenities to residents.
4. Preserve and enhance the agricultural economy by protecting agricultural land from urban development and amending land use policies and zoning regulations to support the continued agricultural uses
5. Maintain the Village's rural character by limiting development to areas designated on the Preferred Future Land Use Map and working with developers to ensure context-sensitive development and design.
6. Protect environmentally and culturally sensitive areas, such as wetland complexes and the Niagara Escarpment, from intensive development, to preserve them for recreational and ecological purposes.
7. Promote that large ownership parcels be developed as planned developments, rather than as multiple, disconnected subdivisions.

Policies:

1. Require zoning decisions to be consistent with the adopted Preferred Future Land Use Map.
2. Require that new residential development occurs within existing sewer service areas and phase development such that all urban-scale development is immediately connected to sewer and water utilities and gaps in urban-scale development are avoided.
3. Consider the impacts of development on the existing transportation system and avoid creating strain on the road network.
4. Consider requiring development fees to pay for extensions to public facilities that support new development, such as roads, sewer, and water.
5. Amend the existing zoning ordinance to be consistent with the goals, objectives, and policies included in the Comprehensive Plan.
6. Only amend the Preferred Future Land Use Map if strong community support for the amendment has been determined through public engagement.
7. Engage with regional planning activities and collaborate with neighboring municipalities regarding land use decisions.
8. Regularly review the Land Use chapter of the Comprehensive Plan every two years and identify if any changes are necessary.
9. Provide and advertise regular opportunities for public comment on land use and development decisions.

Introduction

Comprehensive planning was developed from the need to plan for future land uses. Development needs must be balanced with the crucial preservation of agricultural and natural features. Existing and future land use has direct impacts on all other elements of this comprehensive plan, such as agricultural resources, utilities and community facilities, and economic development. Over the last 10 years, the Village of Harrison has experienced rapid population growth and development. The land use chapter explores growth trends and existing land use, establishes land use challenges and priorities, and provides a development and growth vision for the future. Overall, this chapter seeks to guide to help the Village:

- Implement growth management strategies that focus on growth in areas served by or planned to be served by sewer and water.
- Identify and direct development to infill areas.
- Preserve agricultural land in the rural portions of the Village; and
- Provide greater diversity in housing type and cost level while maintaining the existing character of the Village.

Public Involvement**Community and Economic Development Survey**

The Village of Harrison conducted a community and economic development survey in late 2023 and early 2024 to understand the needs and desires of stakeholders. The survey posed a variety of questions about Village character, development priorities, and issues facing the Village. Respondents expressed a desire for additional commercial development, preservation of farmland, and remediation of traffic issues. The most common missing housing types identified by respondents were senior housing, skilled care housing, and single-family housing.

Land Use Open House and Survey



In order to gather feedback on the draft land use framework and preferred future land use map, the Village of Harrison hosted a land use open house in March of 2025. An online draft land use map and an identical comment form were posted on the Village website. Information about the online and in-person opportunities was publicized using mailed postcards, the Village website, and the Village social media pages.

In total, XX Village stakeholders attended the open house, and ___ comment forms were submitted online.

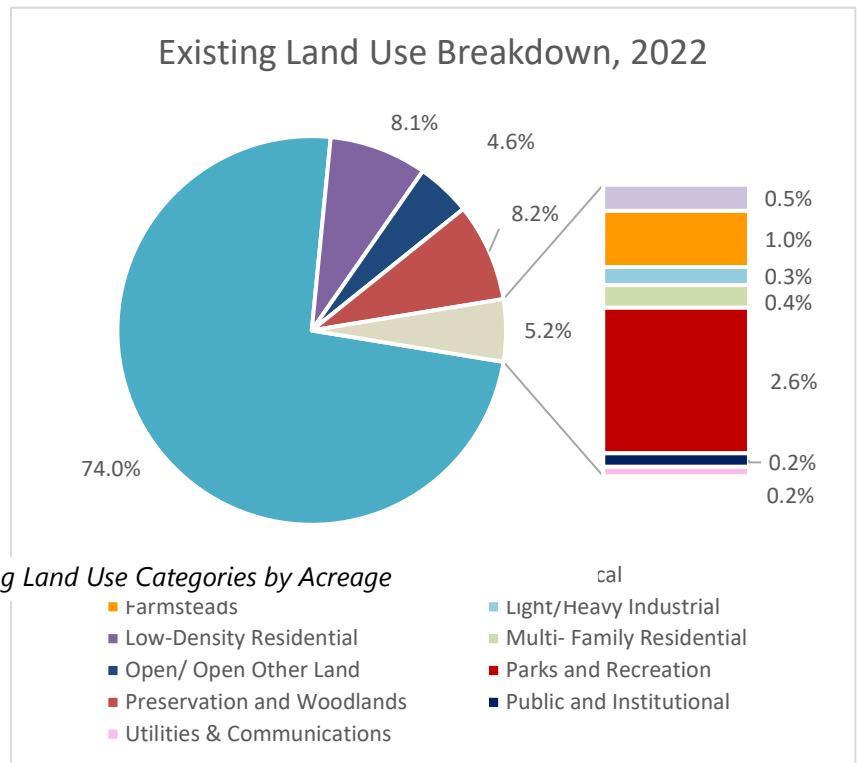
<insert information from feedback forms and how the preferred future land use map changed after the open house>

Existing land use patterns

The Village of Harrison encompasses suburban areas, transitional areas, and very rural areas. With this diversity of contexts comes a diversity of existing land uses. Existing land use categories are used to describe how the land is currently being used, not the zoning district or tax assessment district.

A majority of Harrison's land area (74 percent) is used for agricultural uses, primarily east of State Park Road, including land south of Sherwood. The second most common land use type in the Village of Harrison is preservation and woodlands, which are found throughout the Village. The least common existing land use types are utilities and communications, and public and institutional. The Village of Harrison has experienced substantial residential development since 2000, most of which has occurred in the northwest corner of the Village and along Lake Winnebago. This development is predominantly low density residential, classified by large lot, single-family homes. Some multi-family residential developments have been built near the Appleton and Menasha city limits, however they only account for 0.4 percent of the Village's land area. The multi-family classification includes duplexes, townhomes, and apartment buildings.

For more details about existing land uses, the Existing Land Use Map is available in Appendix [XX](#).



Wetlands, floodplains, and soil limitations

The Village of Harrison's landscape poses several challenges that impact where development can be located. There are several wetland complexes within the Village, including the area south of Menasha city limits along Lake Winnebago, the southeast corner of the village, and scattered wetlands around US Highway 10 and State Highway 114. There is

also an identified 100-year flood zone south of County Road M, northeast of Sherwood. A map of identified floodplains and wetlands is available in Appendix [REDACTED].

Wetlands and floodplains serve valuable ecological functions and store water either year-round or during flood events. That said, the presence of wetlands and floodplains restricts development. Intensive development should not occur in either of these areas, since it could damage the ecological functions of the area and damage structures.

Soil types impact drainage, structure stability, and what land uses are appropriate. Much of the Village of Harrison has soil types that are either “somewhat poorly drained” or “very poorly drained,” including the more urbanized area in the northwest corner of the Village. This can present challenges with water management and soil stability. Developers and planners should create comprehensive site plans that account for water management, risks to structures, and mitigate adverse impacts to soils and ecosystems. A map of soil types within the Village of Harrison is available in Appendix [REDACTED].

Future development demand

The Village of Harrison had a population of 12,418 people as of the 2020 Census, more than double the Village’s 2000 population of 5,756 residents. The Village is expected to continue growing in population over the coming decades. The Wisconsin Department of Administration projects that the Village will reach a population of 21,675 in 2050.

As the Village of Harrison grows in population, there will be additional demand for housing, creating additional pressure on housing cost and increasing the demand for development. Currently, 8.5 percent of land area in the Village of Harrison is used for residential purposes (low-density residential and multi-family residential). Housing development will need to be balanced with agricultural preservation, open space preservation, and transportation system resources.

In addition to housing development, other types of development, such as commercial and industrial development, will be crucial for providing jobs and resources to Village residents. Currently, less than one percent of Harrison’s land area is used for commercial or industrial purposes, and many residents must travel out of the Village to access employment opportunities or shop for necessities. An appropriate increase in industrial and commercial development may lessen the need to travel outside of the Village for critical resources, while increasing and diversifying the Village’s tax base.

Future land Use patterns and Framework

Thoughtful and orderly development that supports community goals requires careful planning. The Preferred Future Land Use Map establishes an ideal land use for each parcel in the Village of Harrison in 2045, twenty years after the adoption of this Comprehensive Plan. The map was created in line with existing planning documents and Village priorities, with the assistance of the Village Board of Trustees.

Preferred future land use categories are different classification than zoning or tax assessment districts:

- **Zoning districts** are a legal classification assigned to each parcel that regulates the physical structures on a parcel and permitted activities on the parcel.
- **Tax assessment districts** describe the current use of parcels, and impact how each parcel is taxed.

While these are all separate classifications, Wisconsin law requires that zoning decisions are consistent with the adopted Preferred Future Land Use Map. Zoning decisions can impact tax assessment districts if it changes the activities and structures on the parcel.

The preferred future land use categories are intentionally broad to allow the Village and property owners to take advantage of economic development opportunities. This includes allowing some small businesses on agricultural land and designating some areas as mixed-use. Some of the preferred future land use categories are more restrictive to preserve open space and maintain the rural character of the Village. The framework below details the preferred future land use categories.

Agricultural and Preservation Land Use Categories

Land Use Category	Description	Compatible Zoning	Typical Uses/ Building Forms
Agriculture (A)	Large tracts of land devoted to crop production or rearing of animals to provide food and products. Specialized agricultural activities such as nurseries and agritourism are included in this land use. May include natural areas or land with limited development potential. Agricultural homesteads and farmstead homes are also included within this category, which generally includes one dwelling unit on a parcel of ten acres or greater.	AG, RR	Farmland, Agritourism, Farm Residences (unsewered), Agricultural Outbuildings, Nurseries
Preservation and Open Space (PO)	Areas intended to be reserved for open space and natural area preservation.	NC	Natural Areas

Residential Land Use Categories

Land Use Category	Description	Compatible Zoning	Typical Uses/ Building Forms
Rural Residential-unsewered (RR)	Areas identified for single-family residential development where there is no connection to public sanitary sewer or water. Density shall not exceed 1 acre per dwelling unit. The use of Conservation by Design Subdivisions, that preserve open space and natural areas, is encouraged.	AG, RR	Single-family dwelling units, Conservation by Design Subdivisions
Transitional Residential (TR)	Areas identified for future residential development, where public water and sanitary sewer is anticipated in the future. Development in this area should be phased consistent with anticipated service extension. Any development that occurs in advance of service expansion should occur consistent with Conservation by Design Subdivision Guidelines, such that the development can be transitioned onto public sanitary sewer and water systems.	RR, RS-1	Conservation by Design Subdivisions
Low Density Residential (LDR)	Areas, within the sewered portion of the village, identified for low density residential development, consisting primarily of single- and two-family dwellings, generally clustered at a density not to exceed 5.8 units per acre with access via street right-of-way. May include limited residential development that is compatible within a neighborhood setting to promote pedestrian activity.	RS-2, RT	Single-family homes, Two-family dwellings, Accessory dwellings
Medium Density Residential	Areas, within the sewered portion of the village, identified for a mix of medium and moderate density residential development, typically ranging from 4 to 8 dwelling units per	RT, RM, PDO	Single-family residences, Two-

(MDR)	acre. Uses include single-family dwellings, duplexes, fourplexes, townhomes, and other housing types typically included in “Missing Middle Housing”. Intended to maintain the qualities of moderately dense residential neighborhood while providing greater housing options for up to six-family dwelling units.		family residences, Duplexes, Fourplexes
High Density Residential (HDR)	Areas reserved for residential development consisting of multiple dwelling units, at a density between 6 and 15 units per acre, with a variety of housing types, e.g., row housing, small apartments, manufactured home parks, etc., to support the growing community.	RM, PDO, MHO	Townhomes, Condos, Apartments, Manufactured homes

Commercial/Industrial Land Use Categories

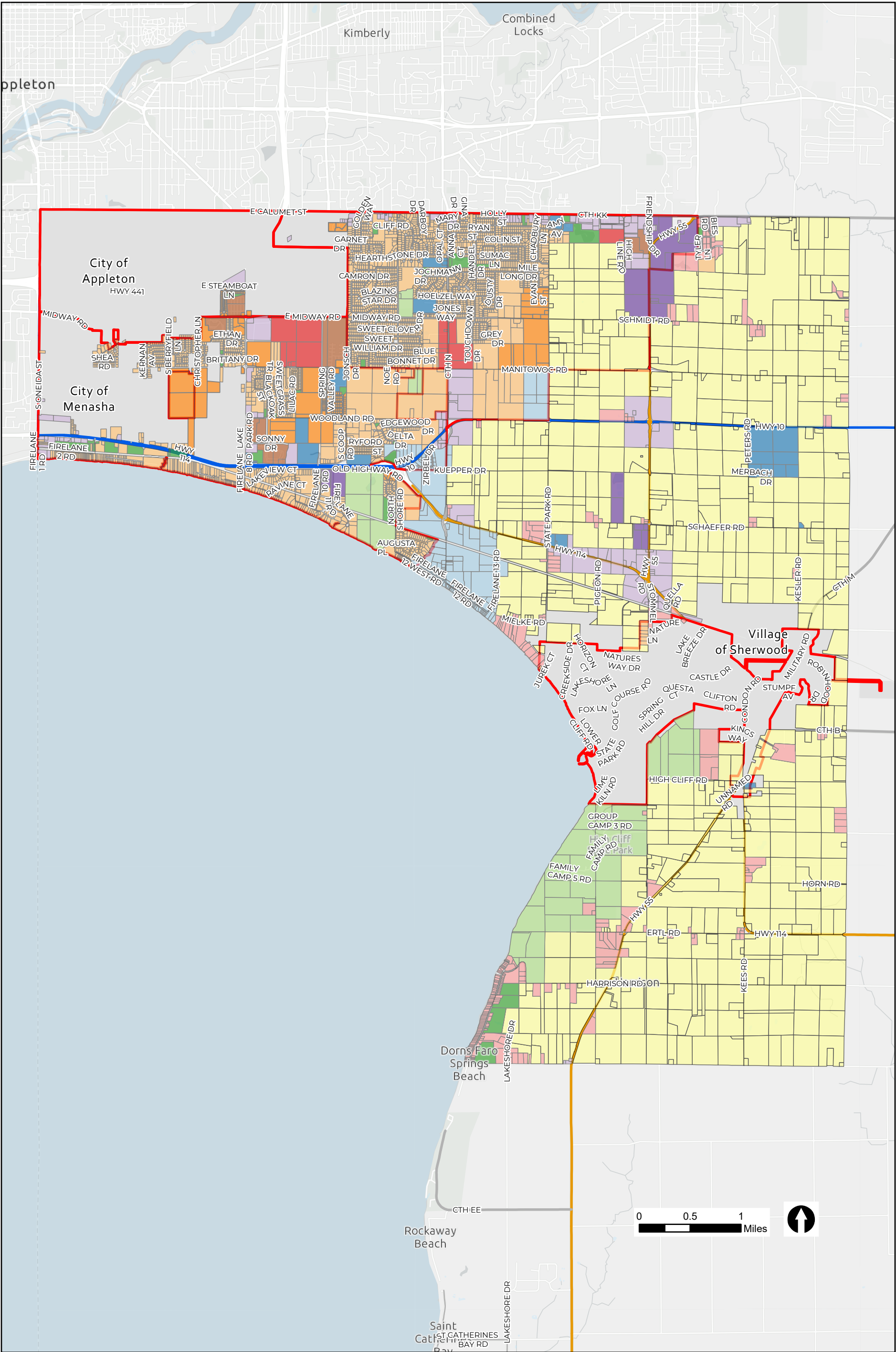
Land Use Category	Description	Compatible Zoning	Typical Uses/ Building Forms
Mixed Use (MU)	Areas that support commercial and residential uses through integrated development of mixed uses that are cohesive to the surrounding community.	RM, CN, COR, CC, BP	Office, Retail sales and services uses, Restaurants, Multi-family residential
Commercial (C)	May include a variety of retail and non-retail businesses, services, and limited industrial uses.	CN, COR, CC, BP	Restaurants, Retail, Grocery stores, Services, Office, etc.
Industrial (I)	Areas that support a range of industrial activities such as manufacturing and distribution.	BP, IM	Manufacturing, Warehouses, Vehicle Repair, Industrial Parks
Public and Institutional (PI)	Areas for public and publicly operated institutions that provide community services. Devoted to public or quasi-public uses or facilities, including schools, religious centers and assembly buildings, cemeteries, and Village, County or Township governmental facilities. Public and Institutional also includes areas reserved for supporting infrastructure and utility needs.	N/A	Schools, Health services, Places of worship, Governmental facilities, etc.
Parks and Recreation (PR)	Areas intended to be used for the location of public outdoor recreational uses and open spaces.	N/A	Recreational parks, Golf courses, Open spaces, etc.

Preferred Future Land Use Map

The approved Preferred Future Land Use Map is displayed below, which establishes an ideal land use for each parcel in the Village in 2045. To avoid sprawling urban form and leapfrogging development, new development should be prioritized where it can be immediately served by urban sewer and water. In practice, development should be located first, in infill locations that are mostly or entirely surrounded by developed property; and second adjacent to existing developed land. Adhering to this principle will allow continued preservation of agricultural land and reduce costs associated with extension of utilities.

The map was developed with the following objectives in mind:

- **Focus residential development in sewer service areas:** The map limits residential development to areas that have sewer service or in areas where near term sewer service is planned. Land development should be phased, starting adjacent to existing developed areas and expanding out over time. This will allow direct connection to utilities and create an orderly development pattern without out gaps in developed land.
- **Limit development in existing agricultural areas:** Harrison has experienced substantial growth in the past 20 years and, while continued growth is expected, this plan seeks to preserve the Village's existing rural and agricultural areas by limiting development in those areas.
- **Focus commercial development at key intersections:** The map identifies several high traffic intersections and corridors for commercial development. Commercial businesses are typically interested in locations with high traffic volumes.
- **Increase Housing Options for Harrison Residents:** The map identifies locations where medium density development may be appropriate. This development should be context-sensitive, maintain the character of the Village, and provide Harrison residents with additional housing options. Housing cost is a primary concern for residents, medium density (also known as Missing Middle Housing), allows the creation of a variety of housing types at different cost levels, in a manner that is consistent with the look and feel of existing neighborhoods.



Implementation Actions

Many recommendations of this Plan will require specific implementation activities. This section of the Plan summarizes these topics. The activities will be required by the Village of Harrison. These implementation steps are addressed directly in this Plan for two reasons. First, addressing these topics in the Plan will help establish their legal defensibility. Further, it helps link goals and actions of the Plan with specific implementation techniques used by the village at a later date.

<i>Action Item</i>	<i>Time Frame</i>	<i>Responsible Parties</i>
Update the Village Zoning Ordinance to support Comprehensive Plan goals.	Short-Term	Village Planning and Development
Update zoning standards to allow for context-appropriate, owner-operated commercial activity in agricultural areas.	Short-Term	Village Planning and Development
Work with developers to include a variety of lot sizes and housing types in new and existing developments, while maintaining the character of the Village.	Ongoing	Village Planning and Development
Make land use and zoning decisions that are consistent with the adopted Preferred Future Land Use Map.	Ongoing	Village Planning and Development, Village Plan Commission
Maintain and implement the Village of Harrison's Comprehensive Outdoor Recreation Plan (CORP) to ensure resident access to recreational facilities and open space. Update CORP as needed.	Short-Term	Village Parks and Trails
Work with Calumet County Economic Development to promote development opportunities within the Village in areas identified for commercial and industrial uses in the Preferred Future Land Use Map	Ongoing	Village Manager, Village Planning and Development, Calumet County Economic Development
Amend the Preferred Future Land Use Map if warranted by change in conditions or large development proposal. Amendment must have strong community support determined through public engagement.	Ongoing	Village Planning and Development, Village Plan Commission, Village Board
Participate in regional planning activities with organizations such as East Central Wisconsin Regional Planning Commission	Ongoing	Village Manager, Village Planning and Development, East Central Wisconsin Regional Planning Commission
Collaborate with neighboring municipalities regarding land use and development decisions and plans.	Ongoing	Village Manager, Village Planning and Development
Identify, establish, and map environmentally and culturally sensitive locations. Generate plans to preserve and enhance these locations to protect their ecological, cultural, recreational, and	Short-Term	Village Planning and Development, Calumet County Planning, Zoning, and Land Information

<i>Action Item</i>	<i>Time Frame</i>	<i>Responsible Parties</i>
aesthetic importance.		
Encourage a mix of uses in locations identified on the Preferred Future Land Use Map that provide services to residents, strengthen the local economy, and promote a strong quality of life	Ongoing	Village Planning and Development
Involve community residents in planning future growth and enhancing existing districts	Ongoing	Village Administrator, Village Planning and Development, Village Residents

To guide municipal growth, the Village has a zoning ordinance and subdivision ordinance. The following implementation strategies are designed to be easily amended and updated as time passes for the Village. Finally, to be effective, this The plan should be continuously evaluated and amended as needed to keep current with changes brought about by time. The Village should evaluate this Plan on a three-to-five-year cycle.

Each element contained issues; goals, objectives, and policies. Many of the policies are items that should be accomplished immediately and will be ongoing until the next Comprehensive Plan update. The recommendations that have various time frames and have a significant impact on the Community are included in the Implementation Table, which provides policies and recommendations for each element, time frame, and responsible parties (Table 15). The time frame is determined by short-term (0-4 years), long-term (5-15 years), and ongoing. Accountable implementation ensures that responsibilities for carrying out the plan are clearly stated, along with metrics for evaluating progress in achieving desired outcomes. The most effective programs reach outside the local government to engage partners in the public, private, and nonprofit sectors in implementation.

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Changes to the Preferred Future Land Use Map Based On Public Comments

PREFERRED FUTURE LAND USE MAP PUBLIC INVOLVMENT SUMMARY

As part of the ongoing Comprehensive Plan update, the Village of Harrison is updating its Preferred Future Land Use Map. The draft map was shared with the public in multiple formats to gather valuable public feedback and involve stakeholders in the planning process.

The draft Preferred Future Land Use Map was shared on the Village of Harrison website. A link to the proposed land use framework, interactive online map, and a comment form were all provided. The form was open for one month from March 13th to April 14th, 2025.

The Preferred Future Land Use Map was also displayed at an in-person Land Use Open House held on March 20th, 2025, from 6 pm – 8 pm at the Harrison Village Hall. The Preferred Future Land Use Maps and land use framework were both displayed, and Village and consultant staff were available to answer questions. Additionally, a fact sheet about the plan and a physical comment form were provided to all attendees. The online interactive map was also available to provide attendees with a closer look at individual properties if desired. In total, there were 74 recorded attendees, excluding Village and consultant staff, at the in-person open house.

Both opportunities for public comment were advertised on the Village of Harrison website, Village of Harrison social media pages, and on postcards mailed to every household in the Village. In total, 106 responses were received via online and paper comment forms. All responses were reviewed and a comment summary was created. Village of Harrison and consultant staff then updated the draft Preferred Future Land Use Map to reflect the comments received.

CHANGES MADE TO PREFERRED FUTURE LAND USE MAP

Below are the changes that were made to the Draft Preferred Future Land Use Map based on the public comments received at the public open house and through the community survey.

Description of Change	Reason for Change	Related Public Comments
A. The parcels east of State Park Rd identified as medium-density residential or transitional residential changed to agriculture	The Village received: 28 comments related to slowing down or stopping future development 38 comments that expressed a dislike for medium and high density residential 7 comments on the importance of agricultural preservation 19 comments on the preservation of rural character This change addresses these comments by substantially reducing the amount of future residential development, significantly decreasing the amount of proposed medium density development, and preserving agricultural land which is central to the Village's rural character.	Comments about slowing down or stopping future development: 3, 4, 5, 8, 10, 12, 20, 27, 28, 29, 30, 33, 36, 43, 45, 49, 63, 67, 70, 73, 74, 75, 82, 88, 92, 93, 95, 105 Comments expressing a dislike for medium and high density residential: 2, 7, 9, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28, 33, 34, 35, 38, 39, 42, 49, 52, 55, 59, 61, 64, 70, 77, 78, 80, 81, 83, 86, 91, 92, 95, 97, 98, 103 Comments on agricultural preservation: 4, 5, 36, 45, 49, 57, 63 Comments on the preservation of rural character: 4, 5, 13, 18, 22, 28, 30, 36, 40, 43, 44, 45, 49, 61, 67, 70, 74, 93, 103
B. 103 parcels between Noe Rd and State Park Rd changed from transitional residential or medium density residential to low density residential.	This change was made to: - Provide additional low density residential development opportunities - Reflect anticipated developments in the area	Comments that support additional low density residential development: 2, 19, 21, 23, 25, 35, 38, 39, 42, 55, 59, 65, 77, 81, 93

Description of Change	Reason for Change	Related Public Comments
C. Six parcels/partial parcels along County Road N north of Manitowoc Road changed from commercial to mixed use	The Village received five comments that expressed a dislike for commercial development in this area, citing concerns about light pollution, noise, and traffic congestion. The change in preferred future land use from commercial to mixed use allows for additional flexibility. This flexibility allows the Village to take advantage of a variety of development opportunities when they are compatible with the surrounding land uses. The Village chose not to change this area to a residential land use due to its proximity to the Village's planned mixed-use development, and the high volume of traffic on County Road N. This change from commercial to mixed use still supports comments received about diversifying the Village's tax base and adding commercial land uses, while maintaining the character of the Village.	Comments opposing commercial development on County Road N: 33, 56, 68, 90, 1 comment on paper map Comments that support adding commercial and mixed-use land uses to the Village: 1, 3, 9, 11, 12, 16, 32, 51, 62, 91, 98, 99, 103
D. Two parcels at the corner of N Coop Rd and Manitowoc Rd changed from mixed use to high density residential.	This change reflects the current use and plans for the parcels.	N/A
E. Four parcels bordered by Blackoak St, Sonny Dr, and Woodland Rd changed from high density residential to medium density residential	This change was made: - In response to comments on the Draft Preferred Future Land Use Map. - To provide a transition between the existing high density residential development located west and south of the parcels and the low density residential located north of Woodland Rd.	Comments supporting medium density residential land use in this area: 72, 84, 87, 96, 102

Description of Change	Reason for Change	Related Public Comments
F. Two agricultural parcels on the northeast corner of the State Highway 114 and County Road N intersection were changed to commercial	This change is consistent with other areas in the Village where commercial parcels have been identified around busy intersections, including an adjacent parcel to the parcels changed. The change also reflects two public comments that were received.	47, 48
G. Two agricultural parcels on McKayla Drive were changed to preservation and open space	This change reflects the current use of the parcels as stormwater retention ponds.	N/A

PUBLIC COMMENTS RECEIVED

The table below displays the public comments received on the Draft Preferred Future Land Use Map. Personally identifiable information was removed from responses to protect respondent confidentiality.

Comment Number	How do you feel about the Future Land Use Map as presented?	What comments or recommendations do you have about the Draft Future Land Use Map?	What other comments do you have about the Comprehensive Plan?	Changes that Address Concerns
1	Positive	Need more commerical and light industry.	Post office and zip code Police The main roads need sidewalks and bike paths. Woodland, Midway, Manitowoc. Reduce speed limits on those to 35 or 40 Roundabout at N and Manitowoc. Seriously dangerous intersection Gas station at that corner.	F
2	Positive	I would like to see less Medium Density housing north of Manitowoc and East of N. I would prefer the medium density become low density to keep the village spread out and not bunched on top of one another. I would also like to see more Parks, pathways and walking areas developed. There is lots of agricultural land in Harrison, not much public access land to walk around. Getting some public land to have sustained forest, etc. around potentially with paved or unpaved walking paths would be great.	I would love to see the development of Darboy Park Pond to a more usable pond. Making it deeper to allow additional fishing and adding a pier or total bridge across that allows fishing off would be great. It could then have rentable kayaks at it for people to use as well. Just make it a no removal of fishpond.	A, B
3	Negative	Expanding to far east. Area behind Amy Ave to south should be commercial/ Industrial	would like to see more commercial.	A
4	Negative	The good: Maintaining agricultural land, maintaining some parks and rec land, The not as good: "Low Density Housing" seems to mean extremely large unaffordable homes; no one can afford to live here anymore. The large commercial and industrial areas are terrible for everyone who actually lives here, as well as the animals that used to live there.	We used to have beautiful sunsets over fields that people could walk to see from their homes; now there are giant warehouses that look like prisons, and treeless neighborhoods of enormous single-family houses. There used to be a family of cranes in the field down the road; now it's gigantic condominiums too expensive for young families to even rent. I understand the desire to increase tax dollars, and the on-paper benefit of mixed-use suburbanism, but in reality, it's urban sprawl, plain and simple. Appleton needs more housing, but the developers will only build \$300,000 homes that no one can actually afford and take up a massive footprint on former agricultural and wooded land. Harrison is becoming a town for landlords, commuters, and the greedy, not a place people can actually call a community. Housing development must be controlled to serve what the community actually needs, and industry should be kept out of undeveloped land.	A
5	Very Negative	Leave farmland as farmland. Harrison is becoming too big and no longer feels like a small town anymore. I don't want it to be the next Appleton or the next Green Bay. You bring in more homes- that raises the crime level, and I don't want that for my future.		A
6	Positive		Walking/biking trail along Manitowoc Road. Creating safe routes to school, connecting the community to Farmers Field and getting pedestrians off the road would be useful.	
7	Very Negative	There is no key. I see the parcels are color coated but I have no idea what they mean.	I need a better explanation. I do know that I do not want any more land designated for commercial properties by Darboy nor do I want any more apartments and condos. Single family homes only on that farmers land. I also want sidewalks or a trail down coop road so kids can get to school.	B

8	Very Negative	I think we have enough housing and business's why can't we be happy with the way it is now.	Why is the village so set on commercial development? When did the village become a business manager?	A
9	Neutral	Way too much medium residential areas. We do not need aptments and duplexs. Also, not enough mix use, industrial or commercial.	As we develop, we need to ensure if building parks or residential areas, we adjust traffic safety and speed needs in these areas and create safe routes for those walking or on bikes to access.	A, B, C, F
10	Negative	There is too much residential expansion.	If more residential is added, we should also add more parks and recreation to accommodate the growth.	A
11	Positive	Ensure enough land is designated for commercial and industrial use to improve our tax base.	Realize the plan doesn't get into details but the board needs to be willing to approve senior living facilities. This may be in the form of single-family units, apartments, assisted living, memory care, etc. The senior citizens will need housing in the future and there appears to be some board members that don't approve any multiunit buildings. This would eliminate this type of housing.	C, F
12	Neutral	I think the land designated for Medium Density Residential goes too far too soon and should be scaled back by 50%. I think areas designated for commercial Developement make sense due to traffic volume. I question if/when and where public utilities would be extended from to service these (commercial) areas.	Overall I think the plan is logical.	A
13	Positive	I love living in Harrison. To me the major downfall is the traffic congestion on KK. I avoid that road as often as possible. My husband and I grew up in a small town. We have moved away from State Park and KK back in 2009 when the traffic was getting worse. We're hoping that 114 stays a 55 mph highway or we will need to look into moving further from the Sherwood border of Harrison to get away.		
14	Neutral	Please take Zirbel Dr. off as a transitional residential. Many of us do not want city sewer and water. (I was told that this is what "transitional residential" meant.) We want to keep and maintain our septs and wells.		
15	Positive	I would like to see more areas within our village designated as 'Preservation and Open Space' and 'Parks and Recreation,' with the idea of having more green areas and possibly trails, accessible to all, for walking, biking, running, etc., connected to existing trails. This would promote community health and well-being.	Less 'Industrial' if possible	
16	Positive	I live on a lot on Touchdown Dr that borders the Delilas Luniak medium residential zoning south of Schmidt rd. I would like to see Harrison build single family homes on Anton Street transitioning to more dense residential on Homestead Lane as that will next to the commercial development.	I am excited for the future of Harrison and the mixed use development where there can be commercial, parks, housing/facilities for elderly, and a new fire station. I know it is a long way out but this will induce more traffic. I hope there is a plan for a roundabout at Manitowoc and N.	B, C
17	Neutral		I am in favor of doing whatever is necessary to lower my taxes.	
18	Negative	Too much "medium density residential" planned. We have lived in Harrison almost 10 years, and part of the reason we chose to settle here was because there was open space and large lot areas. Over the past several years, too much emphasis has been placed on cramming houses in close together on tiny lots, with no privacy or space within the neighborhoods. Additionally, these homes are built quickly and are of low quality. Sure, these new subdivisions may look nice now, but the craftsmanship is lacking and they will look run down very quickly. The sidewalks that are also apparently now required will also buckle (we live in Wisconsin- there is constant freezing and thawing!) and actually become more dangerous over time for walking/biking/strollers that residential streets. Not every residential street needs a sidewalk- the focus should be on main roads that are unsafe to walk, not on streets that are within neighborhoods. There are plenty of areas within the Fox Valley for people to live if they want tiny yards, but there are not many new developments that offer large, private lots that can be purchased and custom homes built upon. Please don't throw away the opportunity we have to allow Harrison to remain more rural and keep a smaller feel, and not just blend in with all the other smashed together subdivisions that are taking over the Fox Valley.	I am concerned about the High Cliff Connection and the current plan (based off the feasibility study) to require homeowners to have a path built on their current property. As someone who has dealt with the Village of Harrison forcing a path in my own backyard, I will do everything in my power to protect the rights of citizens who purchased lots/homes without paths that are now being required to have a path installed. Very few people would choose to lose their privacy for a bunch of foot/bike traffic in their yard. As a board, please consider what you would choose if this property that you purchased and invested in was suddenly required to have a path. Would you want that for your family, or your children's families, or your friends? There are other alternatives of putting a path away from homes and protecting the investment that people have made for their families and privacy- do not go ahead with taking away property just because the village can. And don't just agree with a study done by people not invested in this community who have only two goals- make a path and do it as cheaply as possible. Respect the people who live here, vote, and contribute to this community.	A

19	Very Negative	The land map does not include any areas of growth for low-density residential areas. Residential growth appears to be exclusively medium density and based on the lot sizes of the newest developments where houses cannot possibly get closer together or have smaller lots (looking at Papermaker Pass and Zach/Ryford and Touchdown/Varsity), my assumption is these areas multi-family residences. The amount of space dedicated to multifamily dwellings exceeds the low residential areas, leaving very little incentive for home owners to buy property here or remain here. It is disheartening to see that our neighborhoods have almost no potential for attracting new families to the area. My neighborhood will be entirely surrounded by mix-use and medium density, which will vastly affect my property values, and nearly every house in the village will be affected by this as this drops multi-unit dwellings within a 1/4 mile of every home in the village. I am for growth, but this plan does not provide growth for a family friendly area, I would like to see some more thought out planning especially with schools and parks. Woodland already has nearly 800 students and Sunrise has nearly 500, there does not seem to be a plan as to where the additional kids would go from these new residential areas. This plan also crams the entirety of the population into 1/4 of the Village limits. Lastly, I would highly recommended not adding any more religious organizations into the Village as they take up enormous amounts of space and add absolutely nothing to the tax base and in fact, draw funding away from the village by preventing a tax paying entity from using that land.	If I did not live here already I would not consider moving here based on this and honestly will consider moving because of it. This does not keep us competitive with the surrounding communities, we are surrounded by areas with better planned land use and quality education, this plan lacks incentive and is not inviting.	B
20	Very Negative	Stop the building of both residential and multi family. The roads are so busy now and falling apart. Traffic has definitely increase. You keep approving these builders to stick as many houses as possible with no property.	Board President and Trustees need to vote based off what taxpayers want and not for their personal gain.	A
21	Neutral	Would prefer to see the land development around Woodland Elementary and Intermediate to be low density residential in lieu of the current proposed mixed use and medium density residential. There is a shortage of available low density housing on the market in Harrison. The current proposal will not alleviate this shortage.	Could a survey be implemented on the potential need for a middle school near Woodland to accommodate the growing student population in our neighborhood?	B
22	Very Negative	By far a lack of Green Space for the number of residents in this area, especially near these Appartments. The size lots allowed are too small, we are losing the country feel. Please include bike/walking paths on the map. Plan them now to avoid issues in the future. There should be a safe path from every development to these green spaces. Your lack of planning and forethought in the past makes it difficult to retrofit these paths. The map it self could include a color key. What is transitional residency?	Less apartment complexes, more green space and bike paths.	B
23	Neutral	I would like to see Low density residential in the area of State Park Rd and Schmidt vs medium. Medium would be ideal farther east towards Highline road. As normal with the village, Kaukauna school district area changes to the plan are higher density vs Kimberly. The previous map was single family residential and I believe it should stay that way,	Single family housing is preferred by most people. Please consider current residents which have been here for years prior to selling out our beautiful village to concrete and bricks.	B

24	Negative	There are not enough parking spaces and too many residential areas. What I see listed as parks are the current ones—they show no growth, especially to the East for N. One positive is that the mixed-use areas are fewer than I expected based on recent developments.	We must fix the roads and infrastructure before adding more people and traffic to residential and commercial spaces. Also, what about schools at the rate of growth and this expansion plan- there needs to be more schools. What about programming for Harrison - like an actual park and recreation department? There is plenty to be done to improve Harrison, and adding more houses isn't the answer. There will be a boom at some point, and this won't be "the" area to live due to traffic and congestion, lack of outdoor space, community services, etc. You will have all the money in these residential plans and insufficient buyers/residents to cover it.	A
25	Negative	I think that industrial lot between Firelanes 10 and 11 should revert back to agriculture to provide a barrier between residents on Firelane 10 and the data center. I would also like to see the planning commission remain accountable to the new comprehensive plan, unlike in the past.	I feel 8 lots per acre is NOT medium density, would prefer to see a max of 4 lots per acre.	B
26	Negative	We do not need any more large apartment complexes.		E
27	Negative	Less housing, less multi family, more business to help the tax base.	Need more businesses to diversify the land use and tax base.	A, F
28	Negative	Many current residents of the Village of Harrison reside here as it is a more rural area. I think far too much of the map is transitioning to higher density residential areas and commercial properties. Also, many properties (mine included) are being changed from rural residential to "transitional residential." It comes across as though the village is hiding their intentions of these properties. What benefit do these changes provide to the community? What "problem" are we solving? and why? As more residences pop up, the landscape is changing for the worse. As more homes pop up, there will be more congestion and more business coming along with that. That is not why many residents chose to call Harrison their home. I think greed is the primary reason for these changes. Nothing more. If someone doesn't like how Harrison is currently, find a different place to call your home.	I strongly oppose the proposed "High Cliff Connection" trail running down STH 114. Once again, I chose my residence because of the sense of privacy it offered. Now there is a proposed trail to run right down the front of it. Furthermore, the project doesn't seem to create a large benefit for the community, especially considering the overall cost of the project (and upkeep down the road). Not to mention, that stretch of STH 114 has a few bad accidents every year. Running the trail down STH 114 doesn't seem like the safe option. I would be opposed to the trail regardless, but I am even more opposed to it running in front of my residence.	A
29	Negative	According to this version of the future land use map, my property (which is zoned agricultural) would be directly surrounded by medium density and mixed use land, which I don't agree with at all and it already stresses me out just looking at it. I have a loud job where I deal with lots of people, and I don't want that at my home, too - which is why I chose this area many years ago. Harrison wasn't just another suburb full of subdivisions like the other places around here and there was lots of green scenery around me. Something I highly value because it balances out my stressful work life. Which is why I find it a major issue that there are very little green spaces left in this land use map's version (storm ponds don't really count as green spaces) and there seems to be very little planned preservation of forested areas or forested corridors - I would greatly appreciate more of those and natural areas that aren't overly developed like the ones with courts and parking lots and paved/mowed areas are. Anything commercial should be right off the couple of major roads, because nobody wants trucks and semis going right by their houses or even hear loud construction/production noise all day or have lit up buildings next to where they live. Noise pollution and nighttime light pollution are major stressors and agitators to people - and that's why more development and packing more people into this area will not improve quality of life; irritation and crime would go up and the atmosphere in general would go downhill. In the last couple of years alone, I can tell by how much more trash (among them many alcohol containers and even needles) I see in our ditches and the types of loud crappy vehicles drive by, that even more development would be heading us in a direction that would not be beneficial to a good image or keep the good people living here. The high prices of the new houses/apartments are obviously not an indicator of the type of people you'd hope to attract.	Also, wide roads seem to lead to more speeding. Please consider roads that keep traffic low and slow. When roads past residential dwellings are wide, straight, and set at 45 mph, people will go far over that. People also tend to use straight wide roads more to look down at their phones and not pay attention to the road. The roads can be designed differently to naturally slow down traffic and keep people's eyes on the road. Hopefully it's something that can be considered in the future. Ideally make it a requirement for subdivisions and others be surrounded by wide buffer zones consisting of thick lines of mature trees and keep wooded areas intact, so people can relax or hike right by their houses - and at least have the illusion of privacy and rurality while at the same time reducing noise, providing shade, and reducing flooding. (Flooding is going to be a major issue with existing infrastructure if more development happens. More impermeable surfaces (roads, roofs, driveways, parking lots, sidewalks, ...) means less water filtering into the ground and more runoff. This area already naturally has a high water table and seasonal waterways which are not conducive to more and more development.) More opportunities for bird watching habitat and preservation (like Heckrodt) in general would be great and would make us stand out from the rest. These would also help absorb large amounts of rain water and filter stormwater (that we get since this is originally more of a wet area) instead of taking the polluted runoff straight to the streams or the lake. I wish we would look more towards conservation/preservation instead of production/development. I would rather see agricultural fields turned into wetlands or walkable prairies or local nature centers than roads, more houses, or commercial buildings. It would be great if one could tell immediately the difference between Harrison and other places in the area (and not just because of signs). Why the push for more development?	A, F

30	Negative	Everyone I know in Harrison feels like the road traffic has become crazy in the past decade. Our road was replaced like 6 years ago and it is already terrible/junk! We used to have a semi-peaceful road to live on (Vans Rd.) and now it's often very busy and noisy! The speeding traffic noises wake us up every morning sadly; I actually had to start wearing ear plugs to help sleep. Harrison has allowed way too much residential development and, the once peaceful, country living is all but gone. All those new homes bring in an extra 2-3 vehicles each! Additionally, they tax our clean water supply and sanitation systems. I recommend more open green spaces, parks, and untouched land to preserve the limited ecosystems and the living animals and plants that depend on them to live and prosper. I'd also stop or significantly reduce residential development in the future.	Preserve and create more green spaces, parks, and recreational areas.	A
31	Very Positive		Looking forward to being a part of this plan in the near future!	
32	Positive	The area south of Appleton's industrial park could be industrial as well and then transition into mixed use the further down the future Eisenhower corridor. This doesn't take into account the High Cliff State Park future plan, there should be more parks and open space identified in those areas and as a village would have more opportunity to attract commercial development west of Sherwood to serve tourists. Lots of residential, but better it is medium density than low density, would like to see more local commercial opportunities so these could be accessible by pedestrian or bike. We have enough congestion on KK, if we are planning for that much residential - better route planning is needed first.	Glad to see it wasn't just low density residential across the board as in other areas, shows some thought and actual planning, so overall positive. Biggest concerns are transportation (all forms), even with the last 20 years growth the current configurations are already showing signs of needing a transportation plan to account for the future. If there is a transportation plan, I'm not aware of it but would like to see it.	
33	Negative	I would like to see no medium or high density homes. All lots should be over 1/4 acre. Only place to have commercial or industrial should be along Highway 10 or 55. Nothing on county N.	The streets can't handle this kind of traffic already. They changed county N, and it is worse. KK can't handle the rush hour traffic with the houses we have now. Really should have no new developments unless they are single family on over 3 acre lots.	A, B, F
34	Very Negative	There are way too many medium density areas in areas that are already having traffic congestion. Our roads, like Manitowoc, Midway and Woodland need to be upgraded to two lanes both ways before anymore population growth in these areas. The presenter I spoke with had very little knowledge when asked several different questions from residents.	I highly recommend hiring a different firm to conduct a new comprehensive plan after conducting a comprehensive survey of the community.	A, B
35	Positive	Reduce some of the medium density residential areas to low density especially when located surrounded by low density areas. Reduced lot size will allow more houses per acre, but takes away of the feel of Harrison. Maybe setting a max number of residences per acre would be the answer if that's not already in the books.	Overall the plan looks good. I appreciate allowing the residents to have a voice. As development continues, the village should keep in mind keeping some space for public parksand/or green space. Development can be good if it is done correctly.	A, B
36	Negative	Keep all remaining land agricultural or preservation land use categories. There has been way too much growth in the village over the last few years. It is becoming overpopulated and too busy and has lost its appeal and rural feel. Focus on preserving the environment instead of destroying it. We don't need more development.		A
37	Neutral	Give more children and young adult to adults a place to ride BMX bikes, skateboards, scooters, roller blades. Pump Track Recreation Area.		
38	Positive	I do have some concerns with the medium density residential in the northwest central area and world propose low density residential instead.	Keep parks and preservations on the top of your mind. Ideally the majority of homeowners in the low and medium densities would be walking distance to a park. I love the ideal of connecting the trails to High Cliff.	A, B

39	Positive	Statements written on maps LP- Consider that Appleton already has medium to high density to the north, make currently planned medium density low density. Make developer petition to change zoning later. KK- Same comment, start at low, create more green space in area south of UU Theme- Slow growth is more sustainable and less cost	Thanks for sharing People want what is NOT Appleton. No sidewalks, no street lights, and NOT FDL; No windmills Consider higher traffic, higher crime, etc.	
40	Neutral	Very informative- thank you! We are worried that multi-tenant buildings could go up next to our single-family home.	Growth is fine to a point, I have lived in Harrison since 1977. The reason I am still here is the rural feel and quality of life. Too many people and development will most certainly ruin this attraction for me. Sometimes less is actually more.	A
41	Positive	No comments yet, I'm in the process of purchasing a home on Blackoak where I'll likely live for ~15+ years. A 20 yr plan sounds like a good idea.	Thank you for enabling this opportunity.	
42	Positive	Would like to see more lower density development. Medium density should be around 4 lots- 8 is too many!! Would like to see industrial lot next to Data Center between Firelanes 10 and 11 be Agricultural to provide a buffer between Data Center and existing residents.	Would like to see Planning Board honor Comprehensive Plan Land Use Maps when planning future development. In my opinion too many projects have been approved that were not in accordance with current land use maps.	B
43	Neutral	I currently live on a 1 acre plot surrounded by agriculture. We bought this property from our in laws and chose it because of the rural country vibe. We are abutted to a single family area. I am concerned to see so much orange around my property and would prefer it stay large, rural lots. The traffic is already atrocious by us.	I appreciate the opportunity to view and speak to the plan that is very thorough. I would like to see more pink rural area and think there has been enough, if not too much, growth already.	A
44	Neutral	There is insufficient insight on Parks & Recreation. The plan is for the next 20-years. And the proposed High Cliff Connection trail is not shown. The trail's implications to this plan may help to set Harrison up for success if they are complementary. I would like to see a large park along the trail route to give trail users a destination besides High Cliff or Menasha. I suggest the property South of Hwy 114 between State Park Rd and Pigeon Rd. It is shown on the proposed map as Commercial. The park could host various events including Biking, or 5k / 10k run walk events. While Farmers Field Park is a good size, another -larger park will be needed over that period of time. An open space park with ponds and trails and venues. It could still have commercial space like that of a road-side rest area where spaces are rented out as indoor / outdoor / ice cream shop, deli, outdoor sporting goods/biking stores, and gathering hall. I suspect the Draft Future Land Use Map meeting may have been held simply to comply with state statutes regarding notification periods before it goes to the board for approval. And that the listening session is not going to change zoning where the village seems intent on attracting commercial businesses.	First of all, I would like to thank all of those people who participated in putting together the comprehensive plan. It is a lot of work and very insightful. But the execution feels more reactive than pro-active. We seem to want to attract commercial businesses without wanting the growth that is needed to support them. That being on top of a bedroom suburb without having sufficient parks and recreation areas or easy access to them for families. The biggest disappointment is how little public access there is to views of the lake. The opposition to having a bike trail on fire lanes is contrary to using the bike trail to attract visitors to the area. In my opinion, if the village of Harrison wants to capitalize on a trail system, it must more closely follow the scenic parts of the village. Following Hwy 114 is uninspiring and exposed to the quickly changing elements of weather. But if it is to be, then there must be large-planned park along the way to give it scenery and rest. This is a good way to preserve the rural feel to the area. Secondarily, future parks and additions to rural parks throughout the area should include plans to accommodate the sport of Powered Paragliding and Powered Parachutes. This area offers unique qualities to this aviation sport which would attract enthusiasts from around the state and beyond. This year-round sport is easy on the environment requiring little infrastructure and could extend to surrounding communities, leading the state in an exciting recreational destination which complements camping as well as AirVenture. Finally, to the planning commission, and the village board and all the village employees, A very BIG THANK YOU! Thank you for serving our community and contributing your time to build an enjoyable area in which we live.	

45	Very Negative	The map is clearly labeled and identified. Im very sad to see so much of our agriculture land being eaten up by city growth.	My residence is a family farm that my ancestors settled and homesteaded on 150 yrs ago... much like so much of the land in the area. The city is creeping closer and closer and Im scared we will be the last generation to see farmland here. Ive seen several barns and homestead properties bulldozed, burned, and dug in the last couple of years. Trees planted 100 yrs ago by hard working farmers to shade their homes and eat their midday meal under....those trees are just carelessly cut down. Barns carefully constructed snd preserved burned or knocked down to put up some fancy new expensive building. Our ancestors worked tirelessly and exhaustingly to dig stumps and clear the land to farm and worked hard on the family farms for generations. So many storie to tell and heart and soul and lives lived on my country road. Im deeply sad to see much of the land labeled to turn to residential or transitional residential land. History and memories are being erased and we will never get this precious land back. We need to preserve farmland and the natural lay of the land. Stop digging detention ponds and covering it with pavement. Creeks, natural ditches, streams, woods, trees, rocks ..our ancestors respected it and enjoyed it. Now its all being just bulldozed and destroyed. My great grandparents walked across these fields to court one another. I played under these trees and in the creek as a child. Please keep farmland as farmland. It is getting harder and harder for farmers to find it. Our country needs to eat. And we definetly need to realize the preciousness of our historic farming area and the real natural landscape that we are demolishing. Once its gone its gone.	A
46	Positive			
47	Neutral	Consider changing the designation of parcels 39406, 39980, and 39414 from agriculture to Commercial on the 20 year Comprehensive Plan. This property is located along Highway 114 and is consistent with existing Commercial Property of Countryside Auto Transport (39972) and Stumpf Landscaping (39412).		F
48	Negative	We understand the reason for limited development in existing agricultural areas. With that said, the Highway 114 corridor is full of commercial properties. Kuepper Krew LLC owns land near the Highway N, and 114 intersection, adjacent to Countryside Auto Transport, and also Stumpf Landscaping .We would like to sell parcels 39406, and 39980 together with 39414, as commercial properties. We would like your consideration in changing these parcels from agricultural to commercial on your 20 year outlook, as it is a high traffic area and surrounded by other commercial properties. Thank you		F
49	Negative	While I recognize that change is inevitable, it is difficult to see so much of the current farmland being anticipated as medium-density housing. Specifically, the area east and west of State Park Rd, between State Park Ct and Manitowoc Rd. I'm concerned about significantly increased traffic and the infrastructure it would require, loss of green space and creature habitat, and the many impacts this type of housing would have on the surrounding low density housing neighborhoods. We've lived in Harrison for more than 20 years and love the feel: conveniently suburban yet with country roads and open space nearby and throughout. This quantity of medium-density housing, while likely far more profitable tax-wise than farmland, completely changes that feel. Isn't that the point of this Land Use Map and survey - to decide what we want to be and how carefully we want to grow? Surely there's a way for Harrison to be a Fox Valley family housing destination without filling so much space with townhouses, apartment buildings, and pavement.		A, B
50	Neutral	With high density areas there should be a clear vision to mitigate visibility from the surrounding areas. Especially with residential home areas. There is a need to take pressure off of Calumet street with a major shopping area away from Calumet street. This is a significant need.		C
51	Very Positive	Should plan for commercial on the corner of Pigeon Rd and Hwy 114. Need more senior and affordable housing.		

52	Very Negative	Too many high density residential properties in the area!! We are surrounded with high residential property which will affect the town in the future as well.		B, E
53	Negative	I am concerned about the lack of green space in all the new residential areas. These are the types of neighborhoods that new families are moving into and we need to plan for parks that these families can use as well as green spaces that everyone can enjoy. The current comprehensive plan states "As the village grows, woodlands not impacted by subdivisions need to be preserved for wildlife, recreation, and to grow fiber." If we just plan to put subdivisions everywhere there will be no woodlands left to preserve. We cannot let something as important as the environment be left to "we'll figure that out when we get to it".	We need to have involvement from more effected parties. We are planning on putting in all this new housing, yet we are not working with the school districts that will be having to find seats for all these new students. We are also planning for a new commerce park. This was released to the public in the winter newsletter as featuring a splash pad, band pavilion, community park, and abundant green space. As of the last rendering, however, these public features seem to have been cut. This is incredibly disrespectful and dishonest.	
54	Negative	The future land use map provided does not take into account what is noted in the CORP. These two plans should be used in tandem. Chapter 4 of CORP provides us with a needs assessment and results showed Harrison fell behind all peer communities in acres of parkland per 1,000 residents. What is the current # of acres of parkland/1,000 residents as of 2025? What is our goal for 2045? In addition, pg 35 of the CORP states future growth in the village will be underserved by parks: "At least 1,968 new residents will live outside the existing park service areas by 2040. Harrison is projected to achieve 5.0 acres of park land for every 1,000 residents, and peer communities have closer to 12.0 acres of parks per 1,000. In order to serve approximately 2,000 new residents with parks in the growth area, between 10-24 additional acres of parks should be acquired." How is the village planning to achieve this? There is no green space noted in the Future Land Use Map which is very concerning as it is one of the top desires of residents who participated in public engagement held for the CORP. Has a planner ever looked into areas in the village that are less desirable to developers, like wetlands, to see if acquiring that land could create trail connections in and through the village? These trails, managed as natural areas with native plantings, would create a great green space option without needing to place a playground, etc. It would also fill the request of residents to have a connecting trail system within Harrison. Most importantly the village should remember that "Local amenities and open space, especially the provision of green space and trees, has been shown to be important for attracting new residents to communities competing for population, leading to higher property values and stronger tax base. Increased investment in parks and open space amenities is likely to lead to spillover effects to the local economy." - direct quote from pg 33 of the Village of Harrison CORP.	There has been no effort by the village board or staff to seek insight from village residents let alone community partners. In particular, the vast majority of residential growth based on this future land use map is in the Kaukauna area school district but no district representative was included in the conversation. How will local school systems be able to plan for the future if they are not informed now? I just want to remind the village of Harrison that we are a part of a larger community and to be successful we need the help of our neighbors especially since many Harrison residents rely on the amenities offered through public institutions in neighboring communities. Speaking for my family, we spend the majority of our time at 1000 Islands in Kaukauna, Heckrodt Nature Preserve in Menasha, the Little Chute Public Library, the Kaukauna Public Library and Menasha Parks and Recs programs. I can also honestly say that most of the money I spend on a daily basis is in these communities and not in Harrison. In addition, residents cannot be expected to interpret a color coded land use map with no supporting information. The public has not received any education on what a comprehensive plan is and how it will affect them now and for the next 20 years. I also think this survey is inadequate. The 2017 Comp Plan had a public survey with 59 questions of which 14 were open-ended. I am frustrated by the lack of effort by the village to get the public involved in the planning. I do think the village is failing the community by excluding village residents and community partners from the planning process.	
55	Negative	Too much multi-family residential. We have enough already.	Listen to what the people are saying.	B
56	Neutral	A bit less in Medium density with a transition to low density. In some Medium to High Density areas along collector roads, SENIOR HOUSING IS NEEDED! One story homes while they help seniors are not sustainable long term. Seniors need community for better quality of life, with other like minded people and needs (Community center, worship, exercise, maintenance). YES, to SENIOR APARTMENTS! No lawn care, no snow removal, no ladders for windows and gutters. Consult Calumet County Aging Center for assistance. Tour other senior centers. Seniors = less traffic. Duplexes / Condos would make a great buffer between Commercial/Industrial and Residential. Terrible placement of Commercial on N. Traffic on KK is bad, N will be worse especially before and after school. N was reconstructed by the county a few years back with the round-a-bout and single lane, now you want to add more congestion!!!		A, B, C
57	Positive	-The High Cliff Connection needs to be shown on this map. The core committee has been working hard to bring this to fruition. Also, a park ride or gathering area (possibly a small park) could be at the 114/Pigeon Rd corner. However, this route should be included. -I think the urban development area needs to be closely monitored. It seems like a lot of people in a small space. - I like the area set aside for agriculture. Let's keep a balance of land use please	Thank you for taking public comments!	A

58	Positive	Is the park by Mirragio not going to happen? Doesn't the village own the parcel? This future land use map shows that parcel as "Medium Density Residential" I think a park is really necessary here		
59	Negative	Limit how many houses in a development. New housing should be at the \$750k minimum on larger parcels.		
60	Negative	I strongly suggest requiring every developer to provide a plan that has burms along any heavily traveled road such as Lake Park Rd. My back yard is Lake Park Rd and the road noise is rediculous. Providing the burms in the development plans would potentially alleviate traffic complaints in the future		
61	Neutral	I'd really like to see more preservation and open space than medium density residential/apartments. There are too many apartment complexes going in our area. Our roads are terrible, more apartments would only worsen the road conditions.	Harrison is losing its small town, rural feel which is what attracted our family to Harrison in the first place. We don't need any more crappy fast food establishments or carwashes. If bringing in business, bring in local businesses.	A
62	Neutral		Growth is necessary from residential, multi family and commercial use. We cannot function in a place that the leaders believe we need to stop growth. This will hurt our community in the long run and create a huge tax burden on existing residents.	C
63	Very Negative	Let farm land stay farm land	I don't want any more residential high medium or low	A
64	Positive	It's a bit hard to follow based on not being at meeting but I think I have a general sense of what Harrison is doing.	I am in favor of less apartments, more retail (Costco, Whole Foods), more restaurants (Chili's, microbrewery, Chick Fil-A), commerical (health care, manufacturing, financial services, etc), more trails for walking or biking, less cookie cutter neighborhoods, Noe to go through from Manitowoc to Woodland Ave, own post office, police and fire? I hope we can grow tax base more from businesses and higher end homes than a bunch of lower income apartment complexes.	C, E
65	Positive	I think it's a fairly good map. I like the idea of more medium density housing, but I think that it should be more of a mixture of low and medium. The way the map looks, it's one or the other. I also don't see many options for some additional High density options.		B, D
66	Negative			
67	Neutral	I have no idea what the plans are. You have red areas yellow, purple + and nothing explanations.	Why must you build more, if you want to live in the in the city move to appleton and leave our rural alone	A
68	Neutral	Commercial mixed with residential on N will make it like KK. Roundabout isn't in the Commercial area, no lights. Ridiculous waste of money redoing N ... AGAIN!! Need Senior apartments and duplexes. More Commercial on 114.	See above	C
69	Very Negative	Need more apartments & higher density housing. Also more mixed use retail residential areas plus multi modal transportation and better storm water drainage systems	Need more apartments & higher density housing. Also more mixed use retail residential areas plus multi modal transportation and better storm water drainage systems	C, D
70	Negative	Our address is currently zoned agricultural and that is how we prefer to stay. We are a rural community, and that is how we should stay. We have enough apartment buildings. I do not think the village should look like Appleton or Menasha.	The homes in the subdivision near our home are one on top of the other. It appears just for the most monetary gain. Lot sizes should have a minimum.	A
71	Negative	The mixed use area is concerning if commercial business goes in. That is right by Woodland school. Trucks will potentially be driving down Manitowoc road. In this area are you planning on taking down all the wooded area? We think the wooded area should stay. Apartment buildings in the brown areas of the map - I'm not seeing anything planned for additional schools. What is the plan if families with kids move in to many of the apartments? Woodland has approximately 25 kids per teacher right now.	It would be nice to have more parks and walking paths. A community pool that our kids could bike to in the summer would elevate this area. We have so many young families in this area and Darboy park is the only park in this area.	
72	Very Negative	We should not have high density directly across the street from low density. The land across the street from corner of willow lane and woodland road should be rezoned from high density to medium density to provide a buffer between large houses and apartments.		E

73	Negative	Too many residences being built. So much open space is being swallowed up. It is way too congested on Calumet the way it is. Stop building companies and housing on the beautiful land!		A
		If you insist on bringing more housing to the area, then Calumet St needs to be 3 lanes both ways.		
74	Very Negative	Someone decided that where my and my neighbors houses is to be commercial property! This village was a Rural area , and the areas you have commercial property as , are some of the oldest area of residential in the village.	You need to rework your plan, first off not many of us residents want more housing , apartments or industry. If the village board, manager, and planner wants to make this into a suburb of Appleton maybe they need to be fired and voted out. You better remember the comment made at the last meeting by a citizen and start doing what We want, you work for us!	
75	Negative	Slow down the developments. Keep going with the Manitowoc road/N and Friendship Road developments and be done. Rethink the sewer and water outline.		A
76	Very Negative	I see my house is in future commercial zoning. That concerns me about the value of my house and land.		
77	Neutral	The area around woodland elementary school - I think should be more of the lower density housing. We live in the subdivision behind woodland, and the ones south of it are also lower density. To the east of the school should be similar to to that south and northeast of the school. They should be similar this those between coop/n/manitowac/calumet. We already have a large apartment complex north of the school. More consistent with the subdivisions in the area directly around the school area. I do think more single home residential is appropriate, but for home values, keeping them in line with existing subdivisions they are adjacent to. More parks would be great. I just want to make sure they are not high density homes - I'm seeing a lot of those near the midway/lake park area.		B, E
78	Negative	There are enough apartments/medium density housing on lake Park. The traffic on lake Park is very busy and hardly do we see any police patrolling. There's a nice sidewalk but it's hard to cross at the roundabouts because there is so much traffic.	At the end of Ethan drive there was supposed to be a park but on the plane it shows medium density housing not green for a park. There are no parks on this side of Lake Park to get to easily without crossing a major road that doesn't have sidewalks. We could also use sidewalks or a trail on Midway and Manitowoc so everyone could get to the trails on Lake Park and N. There's a lot of little subdivisions that are not connected and kids can't get to friends houses without traveling in the road on those busy streets	E
79	Positive	Prefer all land on woodland road remain either agricultural, protected natural area, or mid density housing at most.	Please prioritize a walking path or sidewalk along woodland road	E
80	Negative	It's not clear from the map what areas are dedicated to the subcategories. I see color coded areas but no legend describing each section. I click on a section and all it gives is an ObjectID and coordinates.	What percentage of the land will be allocated to each subcategory? I am in favor of more single family units and not medium to high density units. It devalues properties and too many people in the district will exceed capacity in our schools, requiring new schools to be built and increasing property taxes to help pay for it.	B
81	Neutral	I would like to see larger lot sizes approved for single family homes in suburban areas rather than medium density land use such as condos and apartments. Growth is needed to maintain and attract all age groups in the community for tax base, improvements, and schools, but the growth needs to support our roads, traffic and infrastructure. As the community grows, be smart about commercial placement and medium density homes.		B

82	Neutral	I didn't see how the land was proposed to be used on the map.	Harrison is growing too fast. A halt is needed to ensure thoughtful planning is done before approval is given for additional building or new subdivisions. The water pressure is not the best. The sewer system needs to be accessed to ensure the capacity is there for growth PRIOR to more building. Some additional development of bike and walking paths is needed. To get to any established bike paths, you have to bike in some areas that aren't very safe. Is there possibility of extending the trail to the reminder of Noe Road? Someone is going to get injured walking on the narrow road between KK and the trail. Thank you	A
83	Very Negative	Too much orange for medium density housing plans. We need more single homes with larger lots instead of just 0.3 acre postage stamp size or smaller. Kids need to have a yard to play.		B
84	Very Negative	When reviewing the map I noticed the land directly across Woodland Road is planned for high density land use. In my opinion the land across the street should be designated as medium density to provide a transition from large apartments to houses.	Please consider the traffic with the lack of sidewalks in the area. This will be very unsafe.	E
85	Neutral	Limit industrial builds in the area	Put in more nature trails and parks. The area is getting congested enough.	
86	Negative	I would appreciate if this area wasn't closing in with apartments. We have plenty to choose from as of now. I feel like we are lucky to live in a beautiful, highly desirable area and I would hate to see that change.		B, E
87	Very Negative	The land across the street from Black Oak and Harrisville Court on Woodland Road should not be high density. It should be medium density at most.		E
88	Negative	Need more green space. Less businesses and less hones.		A
89	Very Negative	I believe the vacant land (currently agricultural) northeast of Blackoak St and Sonny Dr should be used for medium density residential (MDR.) This would allow for a gradual conversion from high density to low density residential in this particular area.	See above comment	E
90	Negative	I think the business park (Hwy N & Manitowoc Rd) area plan isn't something that we need. Three things are concerning one the track situation on Hwy N is already a problem, two commercial buildings are never a good idea in a residential area where new expensive homes are being built and third why does the village think that the business park is going to be successful? Is there a demand for more for a business to want to be right there or are we just throwing a dart at the map to try it out and it just ends up as a waist of taxpayers money and an eye sore!	I'm very concerned about the village wide tax assessments that is coming in 2025. Property taxes are already getting too high. Overall the comprehensive plan is a root cause and will drive up the tax bills of the home owners to pay for the pipe dreams of this village. I don't think anyone who's living in the village moved here to be a part of the hustle and bustle of a big city.	
91	Neutral	No more multi family construction. More Development of business property. Not multi business condos!	Add more things in our community for people with Bikes,skate boards,scooters, rollerblades. How many times can a group of kids get together enough people to play soccer, basketball , football etc. When you and your bike can go to the pump track by yourself or with a friend on ride for hours! Nearest pump track is hours away! Bring one to the Valley in the Village of Harrison!	B, F
92	Very Negative	WE CANNOT BUILD ANYMORE APARTMENTS OR HOUSING OFF WOODLAND RD IN THE OPEN FIELDS NEXT TO THE OTHER APARTMENTS THERE IS WAY TO MUCH TRAFFIC ON WOODLAND RD THE WAY IT IS	WE CANNOT BUILD ANYMORE APARTMENTS THE RIFF RAFF IS CRAZY ALREADY I HAVE LIVED HERE FOR 37 YEARS AND IT ISNT GETTING GOOD	E

93	Very Negative		Why do we need to build up so much? Just to get more tax dollars? More home require more services. So how do you come out ahead? What about traffic problems? Does anyone making these decisions actually try to drive up KK-Calumet Street to get to 441? It's a mess now. Sometime traffic is backed up for 2 blocks or more. It's absolutely ridiculous. What do you think will happen when you pile more people and businesses into the area? Just leave things the way they are. The roads here cannot handle this much growth. It's overpopulated as it is. People mover here to have that small town feel. You are going to kill that with all of this development.	A
94	Positive	Seems to be pretty even mix of residential, public, industrial and agricultural.	N/A	
95	Neutral	There is to much transitional and medium density residential. I would like to see less build up of new homes and neighborhoods and more build out of sidewalks, walking trails, etc. to connect the different parts of the town safely.		A, B
96	Very Negative	I live on Harrisville Court and would strongly prefer that the land across Woodland not be zoned as High Density Residential. Instead would like to see Medium Density Residential. This would provide a better transition from large apartments to single family housing.	See above	E
97	Negative	There is too much medium density housing along schmidt, state park rd, and highline. Those roads and the supporting roads (N and KK) feeding it are not suited to support that amount of housing. N already has traffic congestion in the morning along with KK. I don't feel that Calumet County has enough of a job market for people to be commuting east that that wouldn't become a bigger issue. I know we need a mix of housing density but that is a lot in a concentrated area, and it doesn't seem very strategically placed to help bridge the gaps of differently zoned areas. i.e. transitioning from commercial or high density to low density or vice versa.	Zoning transitioning doesn't seem to be consistent. Taking the Commerce Park for example we are going to have single family homes across the street from commercial businesses. I've seen other parts of the fox valley like this but rarely if ever have I seen them sharing the same road like this.	A, B
98	Negative	I agree with commercial use on corner of 114 & 55. That area could use a reputable gas station. The open land near lake park off of woodland shouldn't be used for more apartments. The area is being flooded with apartments and this is not appealing to other neighborhoods nearby. That area would be nice for additional family homes, keeping it preserved land or even a park.		E
99	Negative	Need more commercial. This area hasn't been a "rural" area in decades-time to stop pretending it is and bring it in line with what people want here. It would be nice to not have to drive to the other side of Appleton for most things.	More commercial and residential. Less focus on keeping a "rural", out-of-date feel. That era has passed. Bring in the stores, restaurants and housing people want here so we can compete with the rest of the Fox Valley.	F

100

Neutral

I would like to discuss this 20 year plan with you.

i noticed my home falls into the commercial property and am not happy about it. I've dealt with lots of issues throughout the years living on the corner of 114 & 55 on the west side of Sherwood. I've noticed for sale signs by me on 2 pieces of property listing them as Commercial! I also see in your plans to make that whole area commercial. I do not want to be pushed out of my home by rezoning of commercial or being surrounded by commercial property lowering my homes value! This area was zoned agriculture at one time. My neighbor's feel the same way! I'm sure you would not want to be pushed out of yours , whether it be 5 years 20 years or 50 years. I nor my neighbors have ever been asked about the rezoning of the nearby properties or our own property .As you can tell I'm not happy about your plans.

The next thing if this was converted and you did make this commercial area the round about is full now and truckers have a hard time negotiating it. Added traffic would cause added traffic issues.

As it is now the Village does very little maintenance here,

my neighbor and I have had to badger the county and state to fix the ditches so they drain, as we were told 3 years ago that the village does nothing with the state highways, as of Tuesday, we finally have heard that the state, is going to do something for us. All this and yet we have the same taxes as those that get service from the village. And now an area that requires little costs from the village to maintain, you want to screw with the residents of that area.

101	Very Negative	I'm located on Zirbel Drive in the area designated as transitional residential outside of the current water and sewer service area. Part of the recommendation have a direct impact on my house and property. Per the estimate provided in 2017 by the Village of Harrison, the cost of adding sewer and water would be over \$54,000. I can only imagine with inflation it will be significantly more. The quote does not take into account the cost of connecting to the pipes, decommissioning the well and the septic tank. Also in order for connecting to the pipe, it would require to go through an expensive brick patio and the wide driveway. By the time, it would be done, the project would most likely be over \$100,000 close to 25% of the value of my house, with no positive financial benefit. We are just one family impacted. There are many more in similar situation. I'm against a project that would add water and sewer to my property to such a high cost and no return on investment.	We would be interested in small group discussion. Thank you for your understanding and looking forward to discussing.	
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102	Negative	The vacant land allocated for high density housing should be considered for medium housing or an additional park for the village of Harrison. With limited baseball diamonds and recreational parks, I believe it's important to think about the use of land for these purposes.	I know this does not pertain to the Comprehensive Plan. It should also be considered to have sidewalk/running paths on Woodland and Manitowoc. Both of these roadways see a high volume of pedestrian walkers, runners and bicyclists.	E
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103	Negative	We moved and stayed in Harrison for 2 reasons, good school system and the rural atmosphere. We understand growth & development being next to Appleton. That said, the growth of the multi-family is crazy, and for those of us who invested a lot in our single-family homes, being en-circled by all of this multi-family is not appealing. Having some commercial to have ease of access is nice. Harrison is close enough to the stores/businesses along Appleton that adding a lot more commercial is not appealing. Being well placed along already commercial cooridores makes sense, not just randomly putting pockets in the middle of residential. We think that more green space (parks/preserves) should be identified so what is currently not developed doesn't just turn into more structures. Keep the Village having more of the rural feeling than the urban over-development.	I think the Village is doing a good job with some fore-thought about growth and the need for services (improving the DPW facilities, having the fire station designed to meet the future growth/full-time staffing). Some roads do need to be identified for sidewalk/bike pathes, like how Lake Park and Cty N were done (i.e. Manitowoc Rd, Midway) but not all of the residential streets. The subdivisions are generally low speed and taking away more of peoples front yards when the road is sufficient is a financial way to tick off the home owners. Creating walking paths and trails, however, is a good idea (like what Appleton did in the NE - north of Evergreen, east of Ballard, south of JJ). Note: in the Key on your map, better define what is listed (high density/Med. density/low density residential).	A, B
104	Negative			
105	Negative	I am not in favor of mixing industrial and commercial within residential areas. Also, the infrastructure in Darboy cannot hold additional growth. That needs to be fixed before anything else is done. What are the plans for that?		
106		Before any housing is built we need the roads in first. If Eisenhower is going to be future! Now is the time to push it through! Make's land to sell and traffic flow for more business opportunities.	My land was zoned commercial in the 1990's with myself paying to have water main brought into Wooland Road. Makes sense to have Eisenhower developed all the way through. Prices will only increase why wait	

APPENDIX A - COMMUNITY SURVEY RESULTS

2023-24 Village of Harrison Community and Economic Development Survey Executive Summary

Total Survey Responses: 762

Average age of survey taker: Almost 50% of the respondents were 45-64 years old

Number of years survey respondent lived in the Village: 43% were have lived in the Village 10-24 years.

Top Three Sources Survey Respondents Get Information: Village of Harrison website, Village Newsletter, Village Facebook Page

Workplace of Survey Respondent: 60% of the survey takers work outside of the Village.

Affected by no dedicated Zip Code: 80% have not been affected by no dedicated zip code.

Top Two Reasons Respondents Live in the Village: Rural Character/Lifestyle/Beauty and Schools

Community and Economic Development Information

Top Three Types of Commercial Development Missing: Restaurant/Food Related Business, Retail/Shopping Centers, Personal Care (salons, barbers, spas)

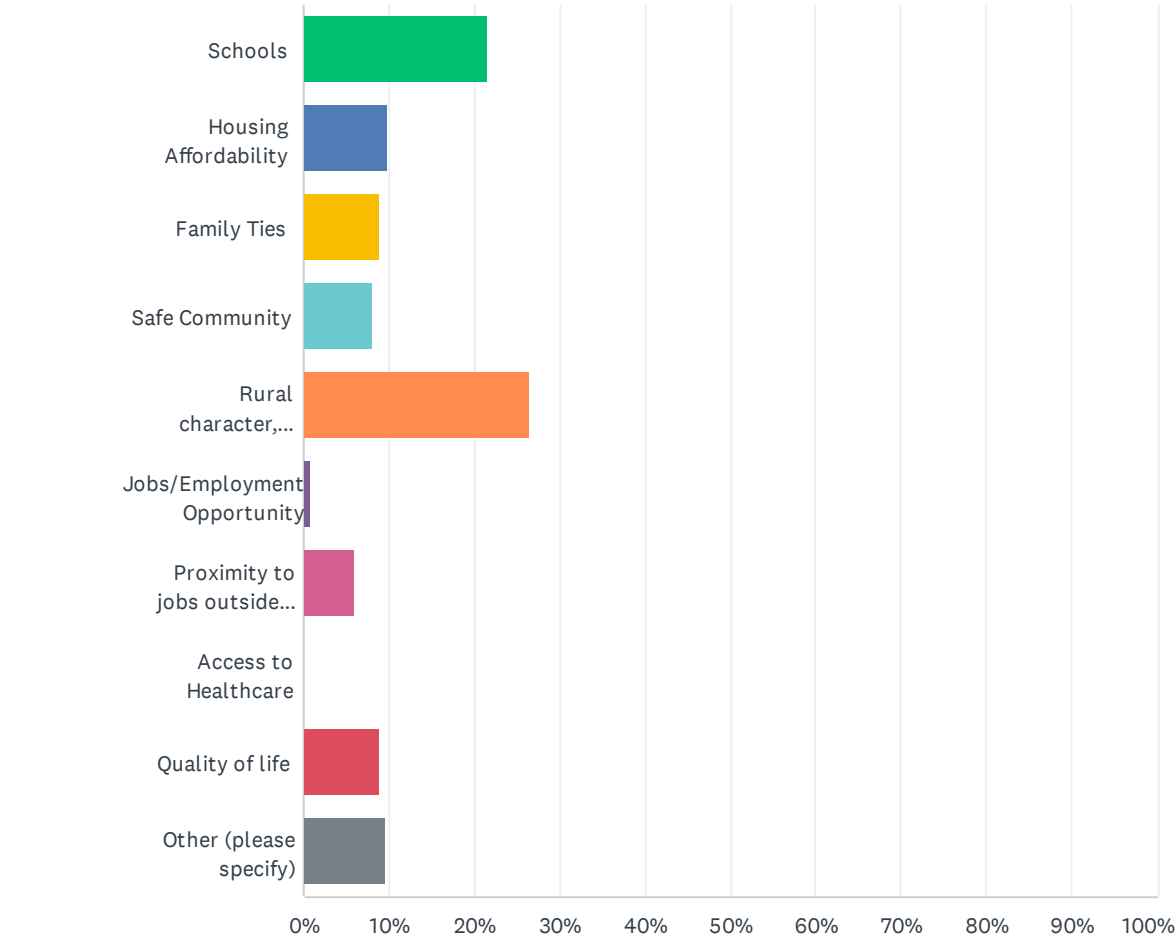
Top Three Types of Residential Development Missing: Affordable Senior Housing for 55 and Older, Assisted Living, CBRF, and/or Memory Care Units, and Single Family

Word Cloud of Open-Ended Questions (larger the word = more times it was mentioned)

bike rural make side Kwik Trip post office trails Midway Coop new don t
neighborhoods living Harrison great use much Chick-fil continue busy live
ice cream residents leaves Village Harrison family people really
Trader Joes us KK bring Please Midway Costco things
apartments connect see kids Fleet Farm streets S think
community craft store businesses bike paths
restaurants will village housing need close
area grocery store roads going Harrison safe parks
etc also added Trader Joe s plans better bike trails nice space
store way love school N place many improve along love see sidewalks
move traffic intersection development one built green space home Lake Park
Woodmans Darboy Park address don t need keep light Thank work Appleton
especially putting shopping

Q1 What is the top reason you chose to live in the Village of Harrison?

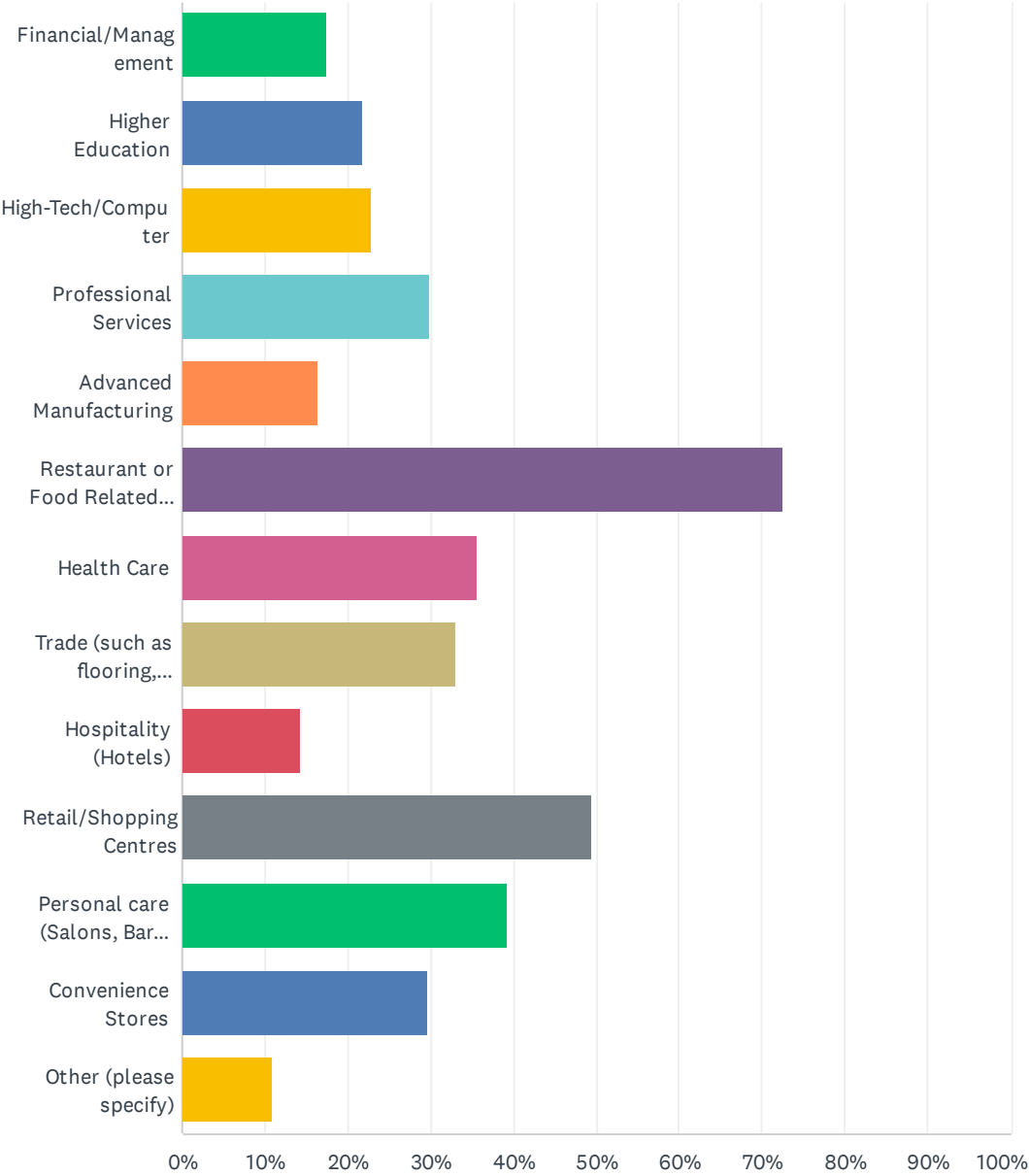
Answered: 759 Skipped: 3



ANSWER CHOICES	RESPONSES	
Schools	21.48%	163
Housing Affordability	9.75%	74
Family Ties	8.96%	68
Safe Community	8.04%	61
Rural character, Lifestyle, or Scenic Beauty	26.35%	200
Jobs/Employment Opportunity	0.79%	6
Proximity to jobs outside of the Village	6.06%	46
Access to Healthcare	0.00%	0
Quality of life	8.96%	68
Other (please specify)	9.62%	73
TOTAL		759

Q2 What type(s) of commercial development would you support/patronize in the Village (select all that apply)?

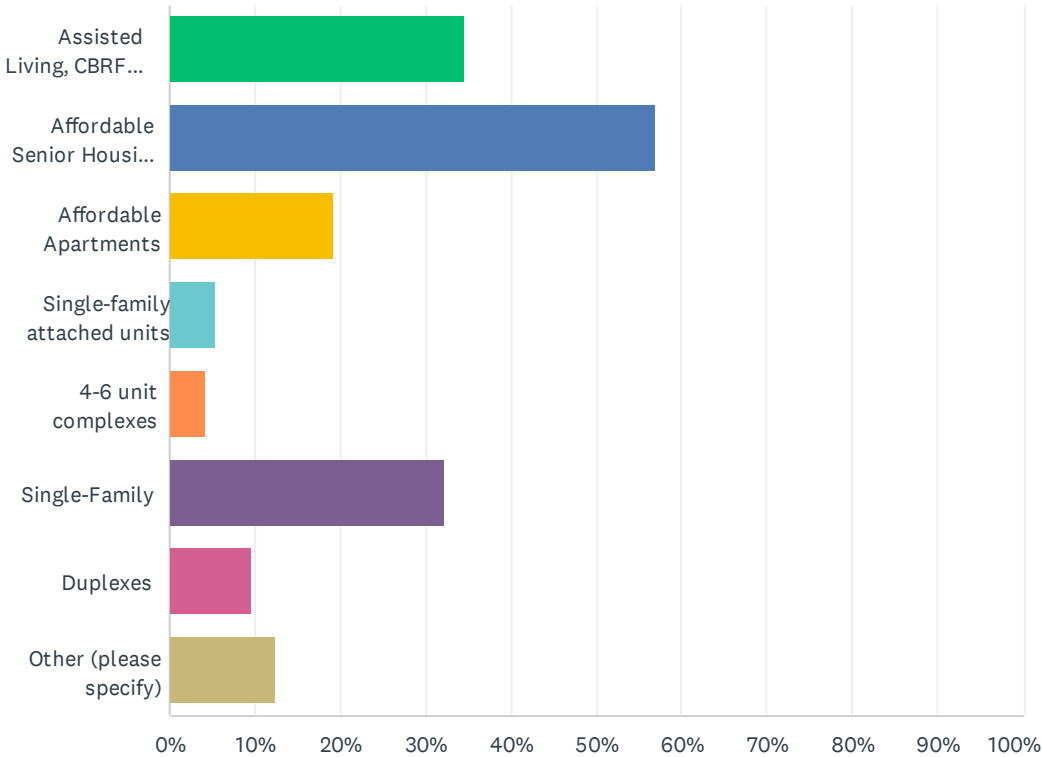
Answered: 748 Skipped: 14



ANSWER CHOICES	RESPONSES	
Financial/Management	17.38%	130
Higher Education	21.66%	162
High-Tech/Computer	22.73%	170
Professional Services	29.95%	224
Advanced Manufacturing	16.44%	123
Restaurant or Food Related Businesses	72.59%	543
Health Care	35.56%	266
Trade (such as flooring, carpentry, or plumbing)	33.16%	248
Hospitality (Hotels)	14.30%	107
Retail/Shopping Centres	49.47%	370
Personal care (Salons, Barber Shops, Spas)	39.30%	294
Convenience Stores	29.55%	221
Other (please specify)	10.83%	81
Total Respondents: 748		

Q3 The Village has seen an increased investment in residential development in the past five years in single and multi-family. In order to be a livable community all housing types should be provided. Please choose types of residential that you believe are missing from the Village.

Answered: 702 Skipped: 60



ANSWER CHOICES	RESPONSES	
Assisted Living, CBRF, and/or Memory Care Units	34.47%	242
Affordable Senior Housing for 55 and Older	56.98%	400
Affordable Apartments	19.23%	135
Single-family attached units	5.27%	37
4-6 unit complexes	4.27%	30
Single-Family	32.19%	226
Duplexes	9.69%	68
Other (please specify)	12.39%	87
Total Respondents: 702		

#	OTHER (PLEASE SPECIFY)	DATE
1	Single homes NOT in the \$500,000 range	1/8/2024 10:17 AM

2	slow development and focus on sustainability	1/3/2024 7:06 AM
3	Farm land	12/30/2023 8:57 AM
4	none	12/29/2023 4:54 PM
5	affordable single family houses	12/27/2023 2:45 PM
6	None of the above	12/22/2023 2:04 PM
7	Too many large apartment complexes along Lake Park Road	12/16/2023 5:42 PM
8	Non income based senior living	12/13/2023 6:21 PM
9	Stop allowing apartment complex and stop changing the zoning rules to allow them	12/13/2023 1:09 PM
10	there are to many people here already .stop building.the road and highways cant already handle the traffic the way it is today	12/11/2023 3:50 PM
11	We don't want apartments/duplexes	12/9/2023 12:55 PM
12	There should be less development. It is getting crowded and losing the rural feel that brought us here.	12/5/2023 6:55 PM
13	we don't need more multi-unit buildings in our town or people who don't pay taxes as it hurts our community.	12/5/2023 7:59 AM
14	NONE, growth needs to be managed	12/4/2023 9:26 AM
15	None, too many apartments here already	12/3/2023 11:04 AM
16	Neighborhoods with large lots- new developments are all crammed together and feel townhouse-like and not like the single family homes they are supposed to be	12/2/2023 9:09 PM
17	I do not believe we need more than single family residences.	11/30/2023 4:49 PM
18	none of the above	11/28/2023 3:07 PM
19	It depends on the street and "if/if not" section 8-housing; understand the "combination-theory of single-fam./duplexes": just be careful of that mix...for the "older" duplexes (some streets) have a diff. level-of-care by tenants than others (other streets):of course "aging of property/drainage patterns from planted berms changed pattern in backyards) gouging -deeper (mowing more difficult)...all combine to degrade terrain	11/27/2023 3:01 PM
20	None of the above	11/24/2023 2:30 PM
21	None of the above	11/23/2023 10:19 PM
22	None	11/23/2023 1:16 PM
23	Too many apartments. Also address the roads. You need to connect Woodland to Sunrise with wider roads, bike lanes and sidewalks. Midway, Coop, Manitowoc and Woodland need to be wider, bike lanes and sidewalks. You need a roundabout at Coop and Midway.	11/23/2023 8:55 AM
24	None	11/22/2023 9:49 AM
25	No preference	11/22/2023 9:19 AM
26	Don't think it's missing anything	11/21/2023 9:23 PM
27	condominiums	11/21/2023 1:24 PM
28	Farm land (Farms)	11/21/2023 10:30 AM
29	none	11/21/2023 10:17 AM
30	I think there is enough housing options. Focus should now be on supporting those here.	11/21/2023 10:16 AM
31	More affordable housing in the area.	11/21/2023 10:03 AM
32	WE HAVE TOO MANY MULTI FAMILY DEVELOPMENTS BRINGING IN TOO MUCH TRAFFIC	11/21/2023 7:57 AM
33	No more apartments. You don't have sidewalks to facilitate children to get to parks or rec.	11/20/2023 11:19 PM

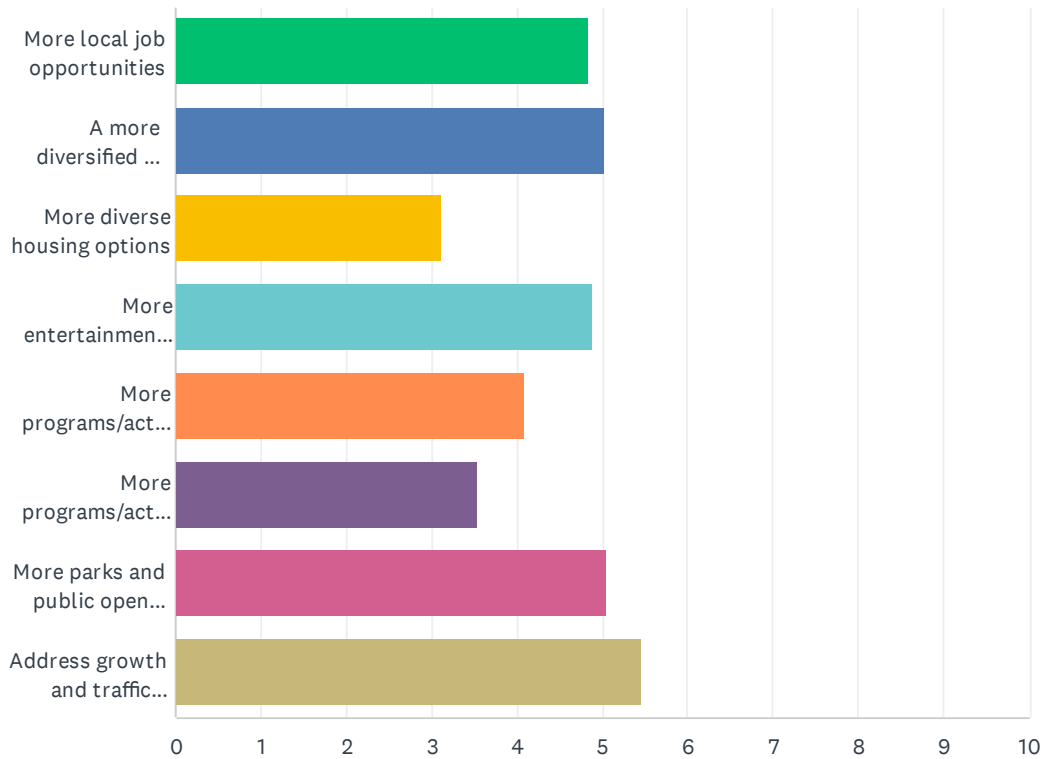
fields.

34	1+ acre lots developed subdivision	11/20/2023 5:37 PM
35	I don't think additional housing is needed.	11/20/2023 6:40 AM
36	I like the homes I see now	11/19/2023 11:31 PM
37	I don't think it needs development	11/19/2023 11:27 PM
38	Smaller detached homes for seniors similar to what is off of Eisenhower	11/19/2023 6:42 PM
39	It's time to slow down development	11/19/2023 6:24 PM
40	None. Especially no more apartments	11/19/2023 4:03 PM
41	None	11/19/2023 3:34 PM
42	?	11/19/2023 2:56 PM
43	NO MORE MULTI-FAMILY COMPLEXES! Stop approving new subdivisions packed with tiny lots.	11/19/2023 11:14 AM
44	Too much residential, not enough commercial	11/19/2023 10:55 AM
45	no more apartment complexes.	11/19/2023 10:28 AM
46	This is difficult to answer as a community member my bias is based on what I see in my routes as I drive around. I believe we are skewing too high on multi unit apartment complexes and the fact that they are all right next to each other on Lake Park road does not look aesthetically pleasing or fit with the character of the community. Would be great to have the distribution of where we are today before completing the survey i also could not locate the data on the website.	11/19/2023 8:11 AM
47	No more housing is needed.	11/19/2023 8:07 AM
48	There are a lot of other housing options in close proximity to the village of Harrison	11/19/2023 7:52 AM
49	I feel Harrison has a good balance, no complaints.	11/19/2023 7:46 AM
50	disabled housing	11/18/2023 8:14 PM
51	Lower the taxes for seniors who have lived here their whole life and it is their primary residence. How many times do you have to buy your land.	11/18/2023 4:28 PM
52	I think there have been way too many apartment complexes built. It is an eye sore at every turn. I'd much rather see single family nice homes that pay their own way/own taxes.	11/18/2023 4:17 PM
53	Neither- there's a lot of residential development already	11/18/2023 3:29 PM
54	Too many apartments, not good for long term.	11/18/2023 3:03 PM
55	No more apartment buildings and multi family complexes	11/18/2023 2:47 PM
56	Larger rural lots for single family	11/18/2023 1:57 PM
57	Affordable every type of housing	11/18/2023 1:53 PM
58	SINGLE STORY,2-3 BD RM,2 CAR GARAGE,SENIOR LIVING	11/18/2023 1:52 PM
59	Happy with way it is currently	11/18/2023 1:41 PM
60	Unsure	11/18/2023 8:40 AM
61	Do NOT put low income housing into this community.	11/18/2023 7:59 AM
62	Condominium complexes	11/18/2023 7:45 AM
63	Estate sized lots	11/17/2023 8:31 PM
64	Focus on single family. No low cost housing.	11/17/2023 5:21 PM
65	New 1400 square foot starter homes	11/17/2023 5:20 PM
66	Green Space for "Homeless"	11/17/2023 2:48 PM

67	None	11/17/2023 1:16 PM
68	None	11/17/2023 1:03 PM
69	Ok, with what is offered	11/17/2023 6:42 AM
70	Not anymore huge apartment complexes like south of Blackoak and east of Lake Park	11/17/2023 3:42 AM
71	None	11/16/2023 5:17 PM
72	Condos	11/16/2023 7:22 AM
73	More single family less complex, apartments, condos	11/15/2023 9:08 PM
74	Please stop with the residential development!	11/15/2023 6:42 PM
75	No more apartments of any size please.	11/15/2023 5:56 PM
76	None missing. Too much already.	11/15/2023 4:28 PM
77	A community should serve cradle to grave. We don't have a community for independent empty nesters	11/15/2023 3:43 PM
78	None	11/15/2023 3:38 PM
79	None.	11/15/2023 9:31 AM
80	No more multi family	11/14/2023 8:35 PM
81	Single Family with lot sizes 1 acre or more.	11/14/2023 11:56 AM
82	We do not need apartments and multi family units.	11/14/2023 7:43 AM
83	No more multifamily structures	11/13/2023 8:09 PM
84	None	11/13/2023 7:39 PM
85	Stop allowing apartments to be built.	11/13/2023 7:37 PM
86	No more apartments	11/13/2023 6:48 PM
87	None, would like farmland preservation	11/13/2023 6:28 PM

Q4 The next items will reflect future growth and development priorities that the Village may choose to focus on. Rank your choices in order of your preference (with 1 being the most preferred).

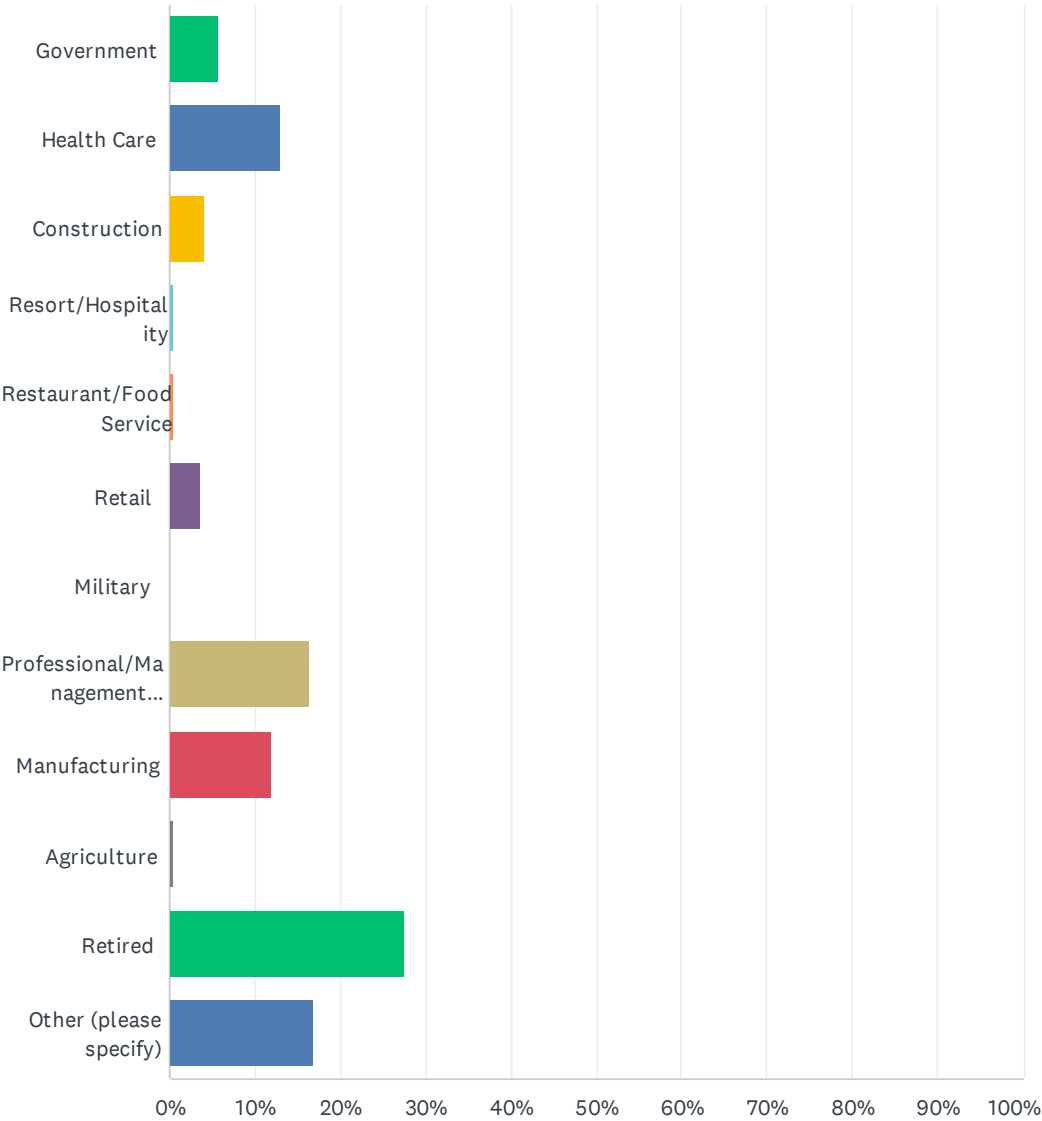
Answered: 751 Skipped: 11



	1	2	3	4	5	6	7	8	TOTAL	SCORE
More local job opportunities	12.52% 94	14.11% 106	12.65% 95	13.98% 105	17.84% 134	14.11% 106	9.59% 72	5.19% 39	751	4.83
A more diversified tax base	15.98% 120	18.11% 136	15.18% 114	9.19% 69	10.65% 80	11.98% 90	14.11% 106	4.79% 36	751	5.03
More diverse housing options	2.53% 19	4.53% 34	10.52% 79	9.85% 74	10.52% 79	12.78% 96	16.91% 127	32.36% 243	751	3.11
More entertainment for all ages	8.12% 61	13.98% 105	18.64% 140	19.84% 149	14.38% 108	11.72% 88	8.52% 64	4.79% 36	751	4.88
More programs/activities for children	5.46% 41	8.39% 63	12.12% 91	14.91% 112	16.78% 126	17.58% 132	15.71% 118	9.05% 68	751	4.10
More programs/activities for seniors	4.79% 36	5.99% 45	7.59% 57	10.52% 79	14.25% 107	21.30% 160	17.71% 133	17.84% 134	751	3.53
More parks and public open spaces	17.84% 134	19.84% 149	12.12% 91	11.85% 89	9.59% 72	6.79% 51	11.58% 87	10.39% 78	751	5.06
Address growth and traffic areas	32.76% 246	15.05% 113	11.19% 84	9.85% 74	5.99% 45	3.73% 28	5.86% 44	15.58% 117	751	5.46

Q5 What is your area of employment?

Answered: 759 Skipped: 3



ANSWER CHOICES	RESPONSES
Government	5.67% 43
Health Care	12.91% 98
Construction	3.95% 30
Resort/Hospitality	0.40% 3
Restaurant/Food Service	0.40% 3
Retail	3.56% 27
Military	0.00% 0
Professional/Management Services	16.47% 125
Manufacturing	11.86% 90
Agriculture	0.53% 4
Retired	27.40% 208
Other (please specify)	16.86% 128
TOTAL	759

#	OTHER (PLEASE SPECIFY)	DATE
1	Customer service	1/10/2024 9:48 PM
2	Higher Education	1/9/2024 3:58 PM
3	Education	1/8/2024 8:56 PM
4	Communications	1/8/2024 10:30 AM
5	Retired/manufacturung/college	1/8/2024 10:17 AM
6	Software Engineering	1/8/2024 9:48 AM
7	Advertising/Marketing	1/3/2024 7:03 PM
8	Non-Profit	1/2/2024 8:01 PM
9	Education	1/2/2024 6:01 PM
10	scientific	12/30/2023 8:57 AM
11	Community service volunteers for veterans and voters	12/27/2023 11:48 AM
12	Retired Military	12/18/2023 11:55 AM
13	Technology	12/17/2023 1:28 PM
14	IT	12/13/2023 6:21 PM
15	DON'T WORK ON DISABILITY	12/13/2023 11:38 AM
16	Education	12/10/2023 6:19 PM
17	Sales	12/10/2023 6:04 PM
18	K-12 Education	12/10/2023 11:11 AM
19	Transportation	12/4/2023 8:44 AM
20	Homemaker	12/2/2023 9:09 PM
21	Education	12/2/2023 8:31 AM

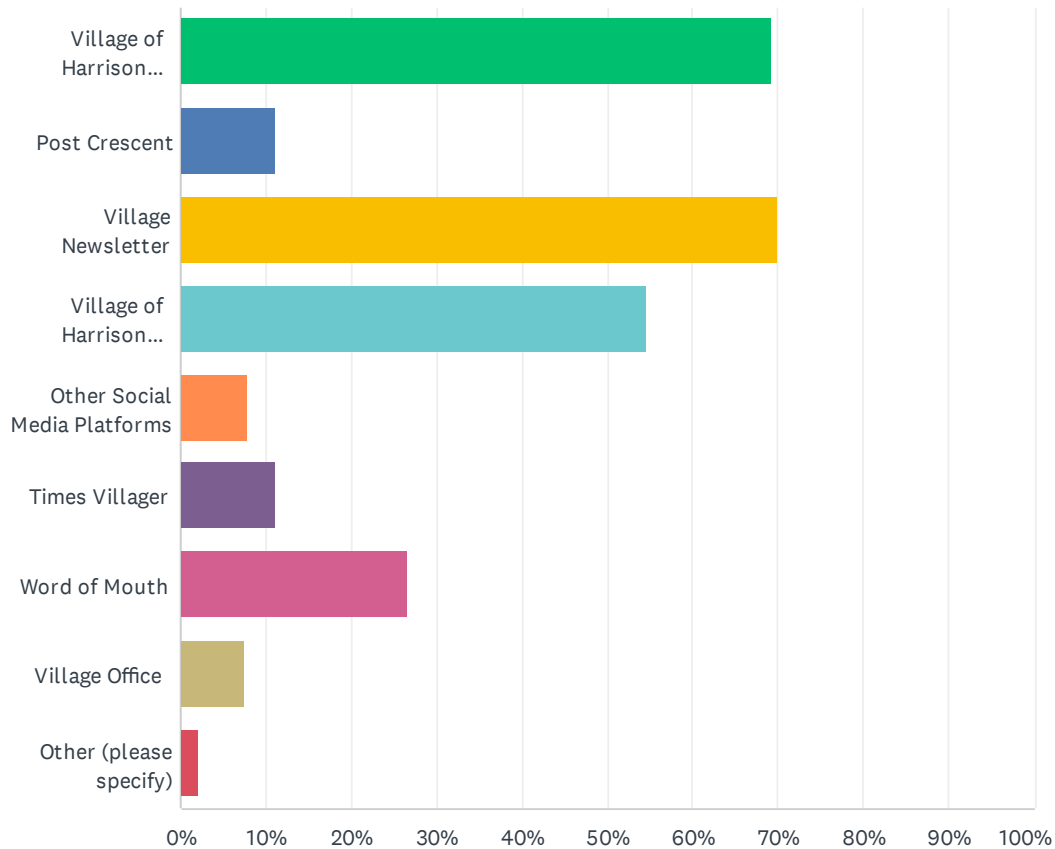
22	Software engineer	12/1/2023 11:33 AM
23	IT	11/30/2023 4:49 PM
24	SEMI-RETIRED, SELF EMPLOYED	11/29/2023 10:08 AM
25	Non profit	11/27/2023 6:10 PM
26	alot of seniors dealing with limited finances will be returning to the workforce; therein is the "senior jobs/activities:largely Kimberly School-District (free activities:so not spending our\$); already frd.s in 80s live so meagerly on SS "in" section 8 hs'g.: we in our 70s can "see the future." Definitely worried about '23's property tax amount/Calumet Co.,	11/27/2023 3:01 PM
27	Insurance	11/26/2023 10:29 AM
28	Self employed resale	11/26/2023 9:31 AM
29	Technology	11/25/2023 6:42 PM
30	part time fitness	11/25/2023 6:11 AM
31	Education	11/24/2023 7:25 PM
32	Executive business leadership	11/24/2023 2:42 PM
33	Engineering	11/24/2023 10:40 AM
34	School	11/23/2023 7:00 PM
35	Education	11/23/2023 7:49 AM
36	IT	11/22/2023 6:29 PM
37	self employed	11/22/2023 3:39 PM
38	Wholesale	11/21/2023 2:43 PM
39	Law Firm	11/21/2023 11:57 AM
40	Stay at home parent	11/21/2023 10:16 AM
41	Logistics	11/20/2023 9:25 PM
42	Real Estate	11/20/2023 7:48 PM
43	Information Technology	11/20/2023 6:35 PM
44	Semi retired, contractor supply delivery	11/20/2023 5:51 PM
45	Education	11/20/2023 4:19 PM
46	Financial	11/20/2023 12:40 PM
47	Education	11/20/2023 12:35 PM
48	Software	11/20/2023 9:18 AM
49	CPG	11/20/2023 9:10 AM
50	Specialty Training	11/20/2023 7:52 AM
51	Stay at home mom	11/20/2023 6:40 AM
52	Specialized Industrial equipment development	11/19/2023 8:52 PM
53	Education	11/19/2023 8:34 PM
54	Farming	11/19/2023 8:06 PM
55	School	11/19/2023 5:44 PM
56	Education	11/19/2023 4:03 PM
57	Finance	11/19/2023 3:34 PM

58	Financial services	11/19/2023 1:26 PM
59	Information Technology	11/19/2023 1:26 PM
60	Fitness	11/19/2023 12:58 PM
61	social worker	11/19/2023 10:28 AM
62	warehouse	11/19/2023 9:40 AM
63	Information technology	11/19/2023 9:27 AM
64	Education	11/19/2023 9:25 AM
65	Education	11/19/2023 8:40 AM
66	Education	11/19/2023 7:39 AM
67	Supply Chain	11/19/2023 6:18 AM
68	Transportation	11/18/2023 6:24 PM
69	Transportation	11/18/2023 6:02 PM
70	Mortgage/Financial	11/18/2023 4:18 PM
71	Private contractor for spill cleanup	11/18/2023 1:57 PM
72	Entrepreneurship & higher education	11/18/2023 1:53 PM
73	Education	11/18/2023 10:10 AM
74	Education	11/18/2023 9:43 AM
75	Self employed, home service industry	11/18/2023 8:50 AM
76	Education	11/18/2023 8:47 AM
77	Education	11/18/2023 7:59 AM
78	Education	11/17/2023 10:08 PM
79	Education	11/17/2023 8:26 PM
80	College student	11/17/2023 6:21 PM
81	Engineering	11/17/2023 5:20 PM
82	Homemaker	11/17/2023 4:58 PM
83	Education	11/17/2023 4:45 PM
84	Customer service	11/17/2023 3:55 PM
85	Bus driver	11/17/2023 1:18 PM
86	Me: Restaurant. Husband:sales	11/17/2023 1:08 PM
87	Quality Management	11/17/2023 1:03 PM
88	Travel	11/17/2023 6:42 AM
89	Sales	11/16/2023 4:18 PM
90	Insurance	11/16/2023 8:28 AM
91	IT, currently home with kids (need more wrap around care spots in the schools)	11/16/2023 7:22 AM
92	Education	11/16/2023 1:17 AM
93	Stay at home mom	11/15/2023 8:49 PM
94	Education	11/15/2023 8:31 PM
95	School	11/15/2023 7:50 PM

96	Education	11/15/2023 10:11 AM
97	Education	11/15/2023 5:47 PM
98	IT	11/15/2023 5:45 PM
99	Homemaker	11/15/2023 5:36 PM
100	Higher education	11/15/2023 4:32 PM
101	Schools	11/15/2023 3:48 PM
102	CPG	11/15/2023 3:38 PM
103	Auto Technician	11/14/2023 9:44 PM
104	Homemaker	11/14/2023 9:29 PM
105	Information Technology	11/14/2023 11:56 AM
106	Technology	11/14/2023 10:52 AM
107	I own a business.	11/14/2023 7:43 AM
108	Education	11/14/2023 7:27 AM
109	Education	11/14/2023 5:16 AM
110	Financial Services	11/14/2023 4:26 AM
111	Homeschool parent currently	11/14/2023 1:19 AM
112	Engineering	11/13/2023 10:42 PM
113	Education	11/13/2023 10:36 PM
114	Finance	11/13/2023 9:59 PM
115	Education	11/13/2023 9:40 PM
116	Education	11/13/2023 9:06 PM
117	None	11/13/2023 8:54 PM
118	Automotive	11/13/2023 8:40 PM
119	Business/sales	11/13/2023 8:38 PM
120	Financial	11/13/2023 7:41 PM
121	Education	11/13/2023 7:37 PM
122	Insurance	11/13/2023 7:13 PM
123	Transportation	11/13/2023 6:39 PM
124	Childcare/education	11/13/2023 6:39 PM
125	Energy	11/13/2023 6:25 PM
126	Banking	11/13/2023 6:23 PM
127	Automation	11/13/2023 6:16 PM
128	Education	11/13/2023 6:15 PM

Q6 For Village staff to improve communication with residents, please select all that apply as to where you get your information about the Village of Harrison.

Answered: 760 Skipped: 2



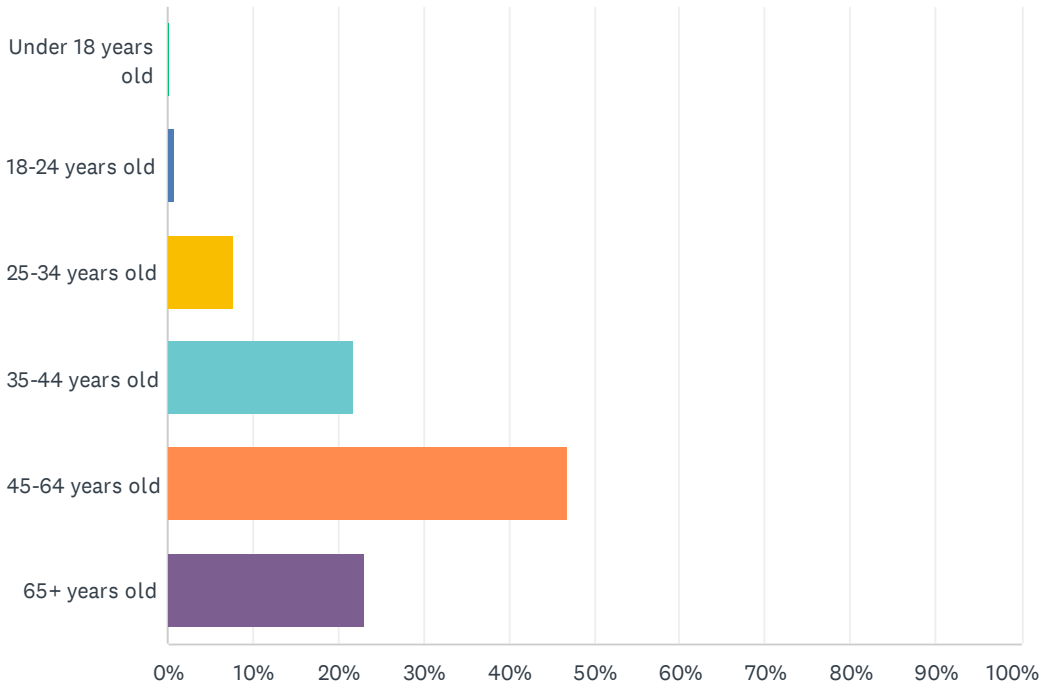
ANSWER CHOICES	RESPONSES	
Village of Harrison website	69.21%	526
Post Crescent	11.05%	84
Village Newsletter	70.00%	532
Village of Harrison Facebook Page	54.61%	415
Other Social Media Platforms	7.89%	60
Times Villager	11.18%	85
Word of Mouth	26.71%	203
Village Office	7.37%	56
Other (please specify)	2.24%	17
Total Respondents: 760		

#	OTHER (PLEASE SPECIFY)	DATE
1	Be more transparent	12/26/2023 1:09 PM
2	Journal	12/11/2023 5:23 AM
3	Wish the Times Villager came to us.	12/10/2023 1:10 PM
4	When we lived at a different Harrison address, we received a mailing very regularly, perhaps monthly? We no longer get that mailing.	11/28/2023 9:29 AM
5	mail	11/27/2023 5:38 PM
6	word of mouth=rarely; though have passed on info. (change of lot#:learned thru deed change) to persons on same St., in 2023.	11/27/2023 3:01 PM
7	Create an app	11/23/2023 9:04 AM
8	Darboy Park Facebook group	11/20/2023 9:18 AM
9	Communication would improve if you responded to emails.	11/20/2023 6:40 AM
10	Mailers and I go looking when I have questions	11/19/2023 8:02 PM
11	Neighbor's of Midway Publicatio	11/19/2023 6:42 PM
12	Would love to see an emailed newsletter rather than printed	11/19/2023 2:56 PM
13	would like a dog park with a swim area	11/19/2023 12:15 PM
14	Radio WHBY, or 91.1 ...promote a non profit Radio Station	11/18/2023 9:39 AM
15	We hardly ever hear anything about what is happening in Harrison.	11/17/2023 5:21 PM
16	Would love a mailer	11/15/2023 7:50 PM
17	Need to get rid of all the extra fb pages. Too many rumors and "wishes"people think are important when it's really just complaining and hiding behind keyboards	11/13/2023 7:49 PM

DRAFT

Q7 Your Age?

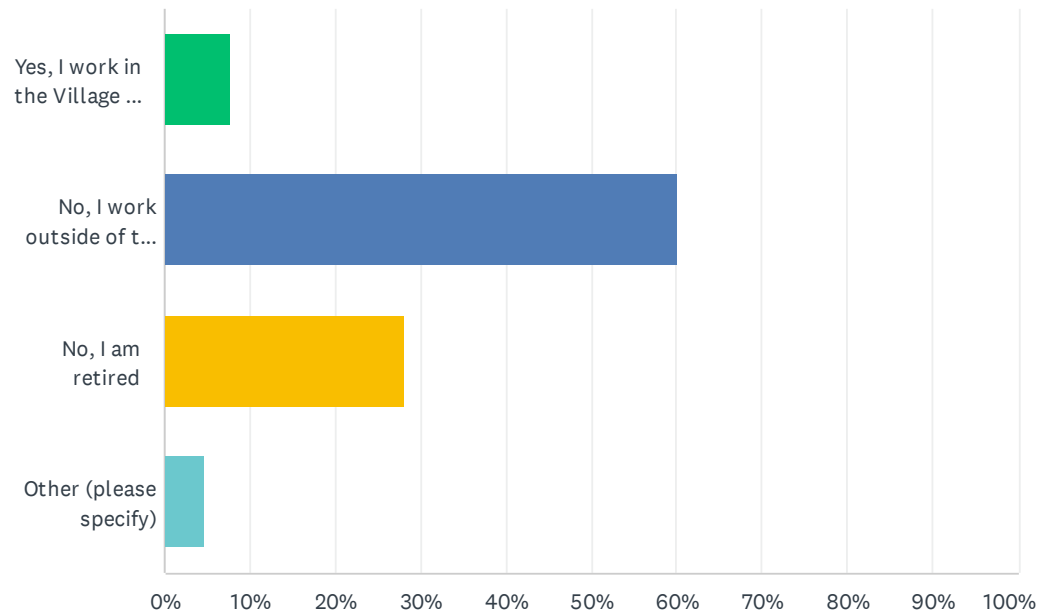
Answered: 756 Skipped: 6



ANSWER CHOICES	RESPONSES	
Under 18 years old	0.13%	1
18-24 years old	0.93%	7
25-34 years old	7.67%	58
35-44 years old	21.69%	164
45-64 years old	46.83%	354
65+ years old	23.02%	174
Total Respondents: 756		

Q8 Do you work in the Village of Harrison village limits?

Answered: 759 Skipped: 3



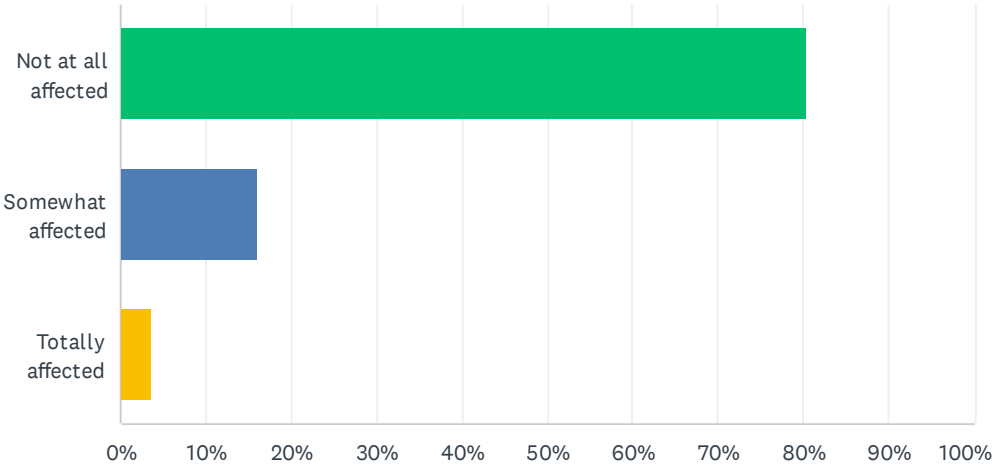
ANSWER CHOICES	RESPONSES	
Yes, I work in the Village of Harrison	7.77%	59
No, I work outside of the Village of Harrison	60.21%	457
No, I am retired	28.06%	213
Other (please specify)	4.61%	35
Total Respondents: 759		

#	OTHER (PLEASE SPECIFY)	DATE
1	All over the area	1/9/2024 10:12 AM
2	Retired/Work	1/8/2024 10:17 AM
3	Work from home	1/8/2024 10:17 AM
4	Yes, I work from home.	12/26/2023 4:56 PM
5	ON DISABILITY	12/13/2023 11:38 AM
6	My husband works remotely for another state, but I have a home based business	12/12/2023 3:35 PM
7	Work from home part time	12/11/2023 5:23 AM
8	Work from home, for company outside of VoH	12/8/2023 3:03 PM
9	Homemaker	12/2/2023 9:09 PM
10	I have a home office and travel nationally 50% time	11/30/2023 10:27 AM
11	I work from home but my employer is outside Harrison limits	11/28/2023 9:29 AM

12	I did work in Village and live 1 1/2 blks off of the KK/N intersection; the "planners" for the new Brew Pub (in-lot and highways) should have been better at their professions (a, surely, the plan(s) must have needed much-approval)	11/27/2023 9:05 PM
13	Remote employee with Corp headquarters in Michigan	11/22/2023 6:32 PM
14	Work from home	11/20/2023 9:25 PM
15	I work at home for a company outside of the village	11/20/2023 9:30 AM
16	I work from home	11/20/2023 9:18 AM
17	Work from home	11/20/2023 7:52 AM
18	Yes - I stay home and raise my kids here.	11/20/2023 6:40 AM
19	My employee is out of town limits but I work from home	11/19/2023 2:56 PM
20	Remote worker	11/19/2023 1:26 PM
21	Remote worker	11/19/2023 8:11 AM
22	I work from home for a company headquartered out of state	11/17/2023 8:27 PM
23	Work at home in Harrison	11/17/2023 7:16 PM
24	I don't have a job yet	11/17/2023 6:21 PM
25	Currently home with kids, but have always worked outside village limits in the past	11/16/2023 7:22 AM
26	Stay at home mom	11/15/2023 8:49 PM
27	Remote at home	11/15/2023 7:58 PM
28	Remote employee	11/15/2023 3:43 PM
29	Homemaker	11/14/2023 9:29 PM
30	Work from home	11/14/2023 10:55 AM
31	Village and county.	11/14/2023 7:43 AM
32	I work remotely from home	11/14/2023 4:26 AM
33	Stay at home parent	11/14/2023 1:19 AM
34	None	11/13/2023 8:54 PM
35	Work from home	11/13/2023 6:19 PM

Q9 The Village of Harrison does not have its own zip code. Have you been negatively affected by not having a dedicated Harrison zip code?

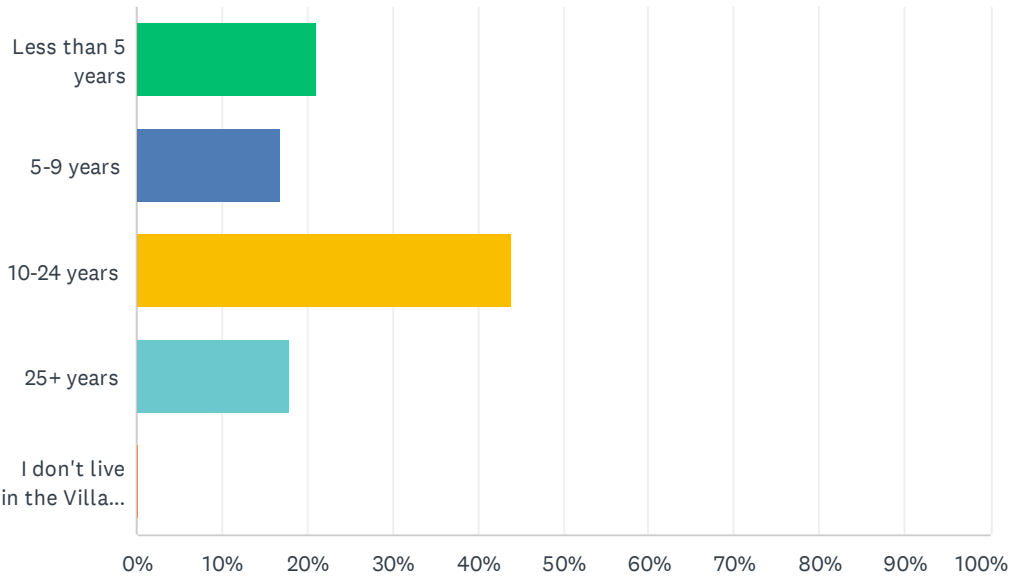
Answered: 761 Skipped: 1



ANSWER CHOICES	RESPONSES	
Not at all affected	80.42%	612
Somewhat affected	15.90%	121
Totally affected	3.68%	28
Total Respondents: 761		

Q10 How many years have you lived in the Village of Harrison?

Answered: 762 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than 5 years	21.13%	161
5-9 years	16.80%	128
10-24 years	43.83%	334
25+ years	17.98%	137
I don't live in the Village of Harrison	0.26%	2
TOTAL		762

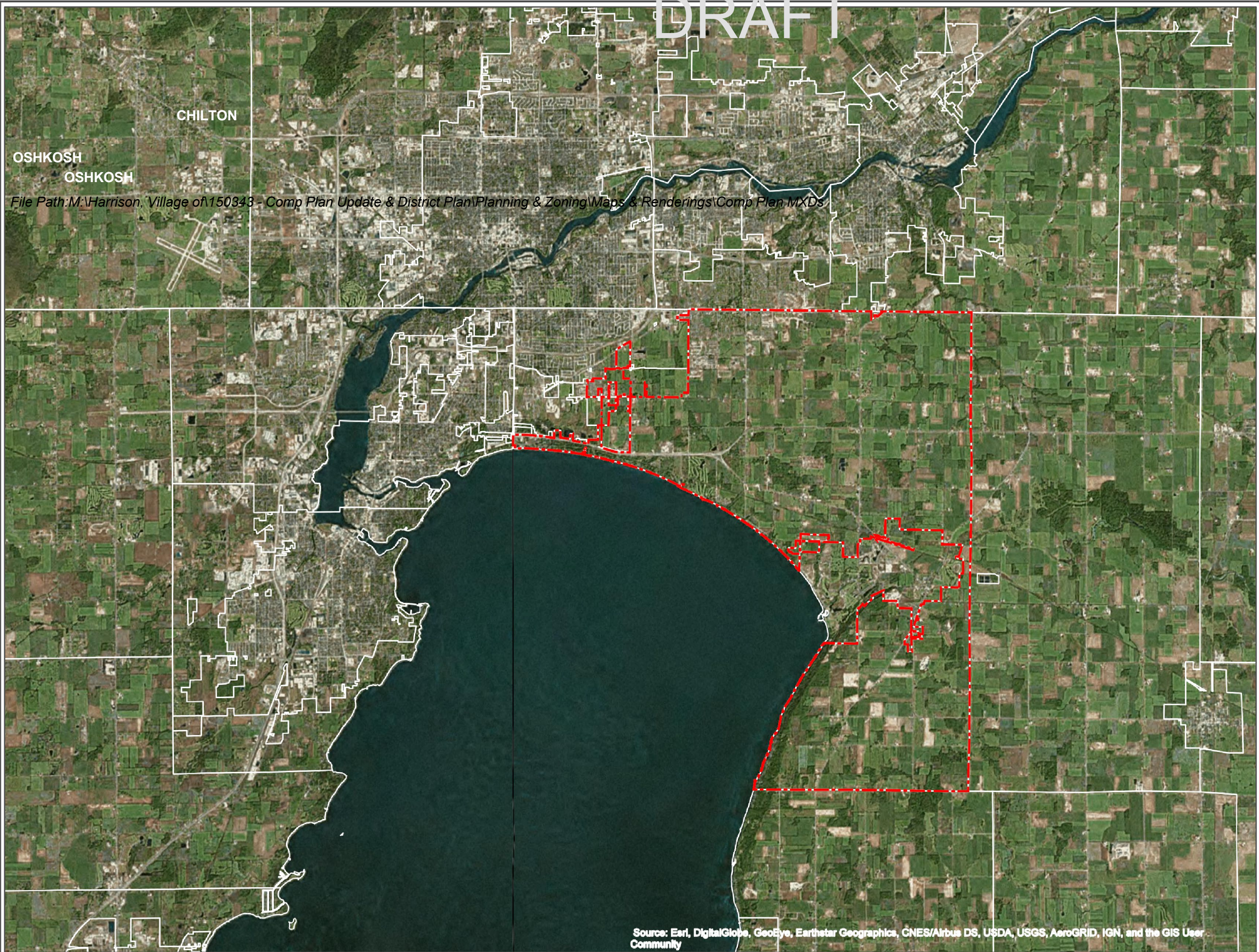
Q11 Please share with us actual names of businesses in other areas that you would like to see in the Village of Harrison or anything else you would like to share.

Answered: 392 Skipped: 370

bike rural make side Kwik Trip post office trails Midway Coop new don t
 neighborhoods living Harrison great use much Chick-fil continue busy live
 ice cream residents leaves Village Harrison family people really
 Trader Joes us KK bring Please Midway Costco things
 apartments connect see kids Fleet Farm streets S think
 community craft store businesses bike paths
 restaurants will village housing need close
 area grocery store roads going Harrison safe parks
 etc also added Trader Joe s plans better bike trails nice space
 store way love school N place many improve along love see sidewalks
 move traffic intersection development one built green space home Lake Park
 Woodmans Darboy Park address don t need keep light Thank work Appleton
 especially putting shopping

APPENDIX B – MAPS

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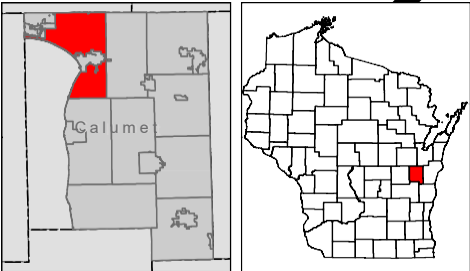
File Path: M:\Harrison, Village of\150343 - Comp Plan Update & District Plan\Planning & Zoning\Maps & Renderings\Comp Plan MXDs

Location & Pro
Village of Harrison

Section 7, Item a.

Village Boundary

Map 1



Date Created: 12/22/2016
Date Amended:

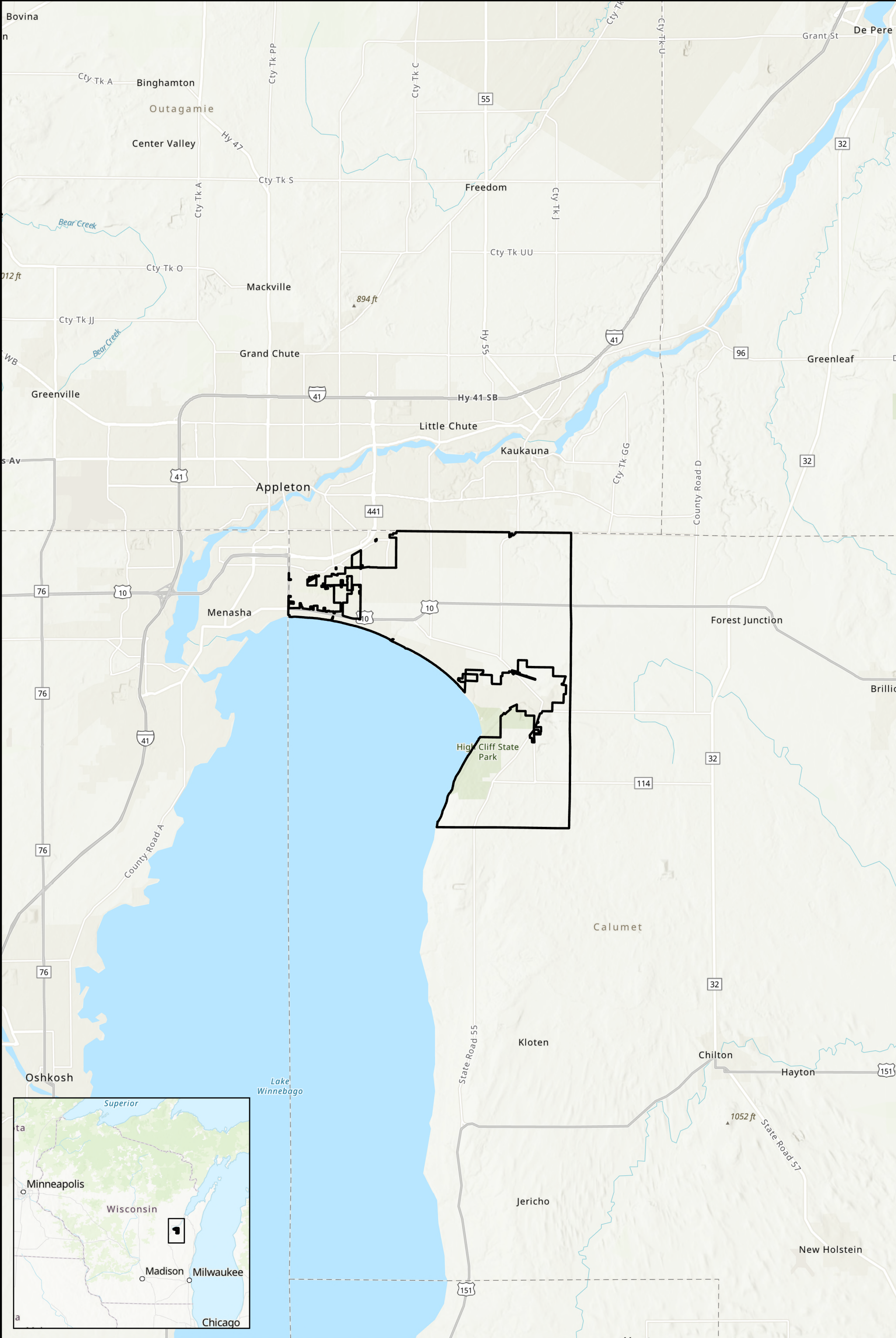
Data Sources: Calumet County, & Vierbicher

0 0.5 1 2
Miles

vierbicher
planners | engineers | advisors

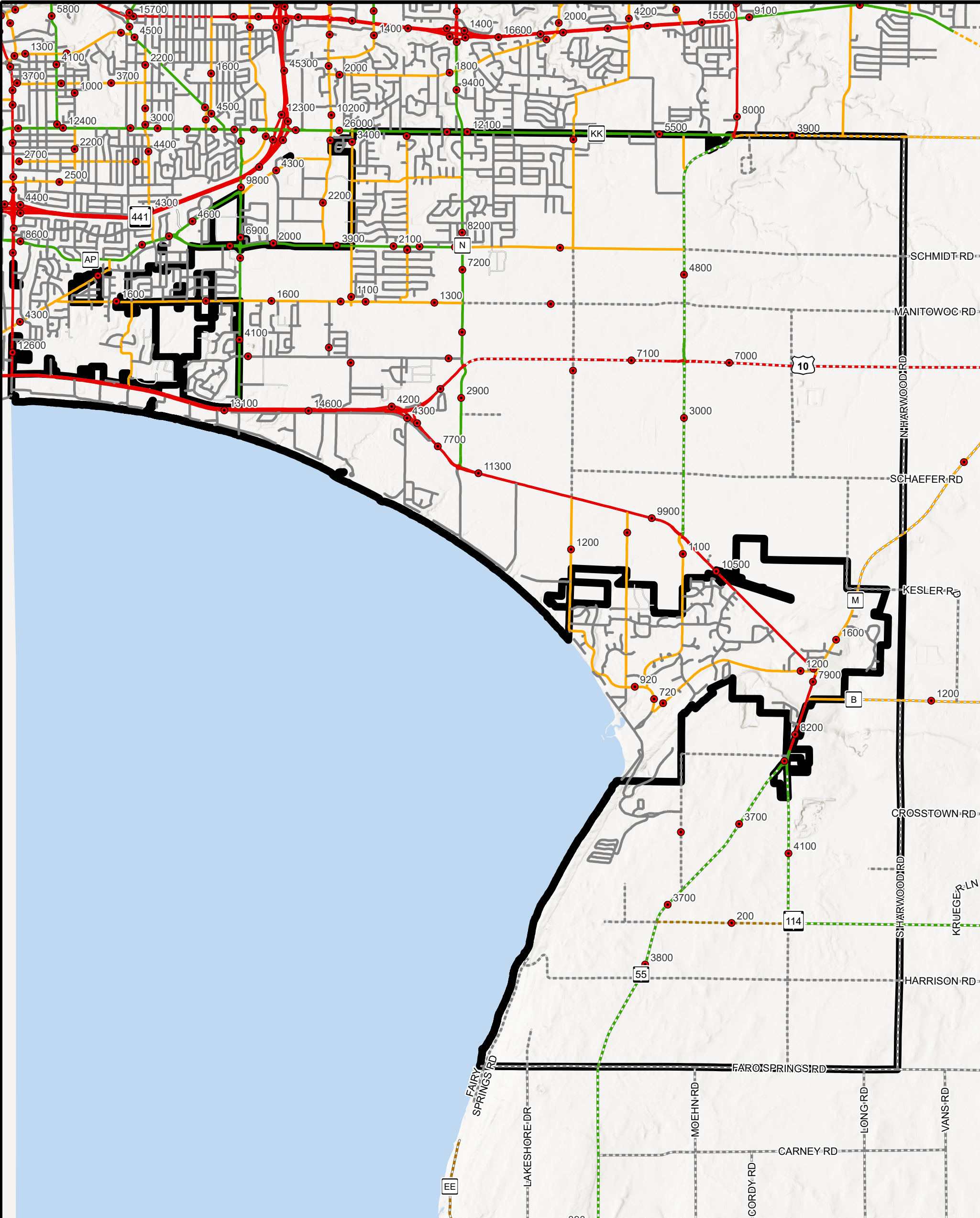
REEDSBURG - MADISON - PRAIRIE DU CHIEN
999 Fourier Drive, Suite 201, Madison, WI 53711
Phone: (608) 826-0532 Fax: (608) 826-0530

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Village of Harrison

DISCLAIMER: This map is only a graphical representation, and as such, should not be used for legal or official purposes. All of the data used to create this map is accurate as of May 2025.



Village of Harrison

Functional Classes and Daily Average Traffic Counts

- Urban Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Urban Local
- Average Daily Traffic Counts
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Rural Local

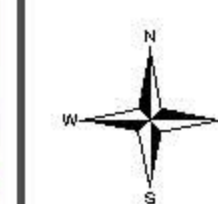
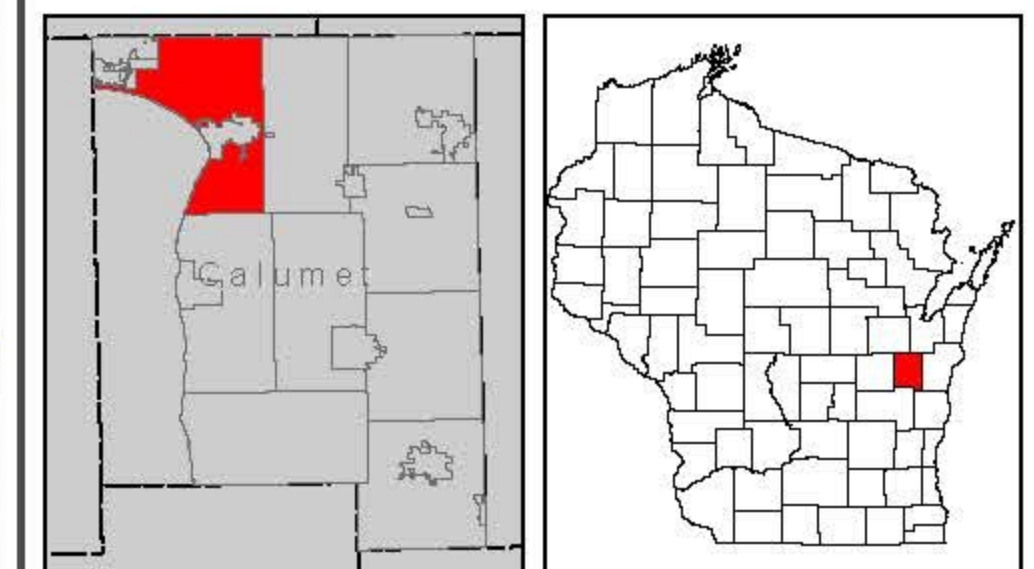
DISCLAIMER: This map is only a graphical representation, and as such, should not be used for legal or official purposes. All of the data used to create this map is accurate as of May 2025.

0 0.75 1.5 Miles

 Village Boundary

- Stockbridge School District

Map 3



Date Amended:

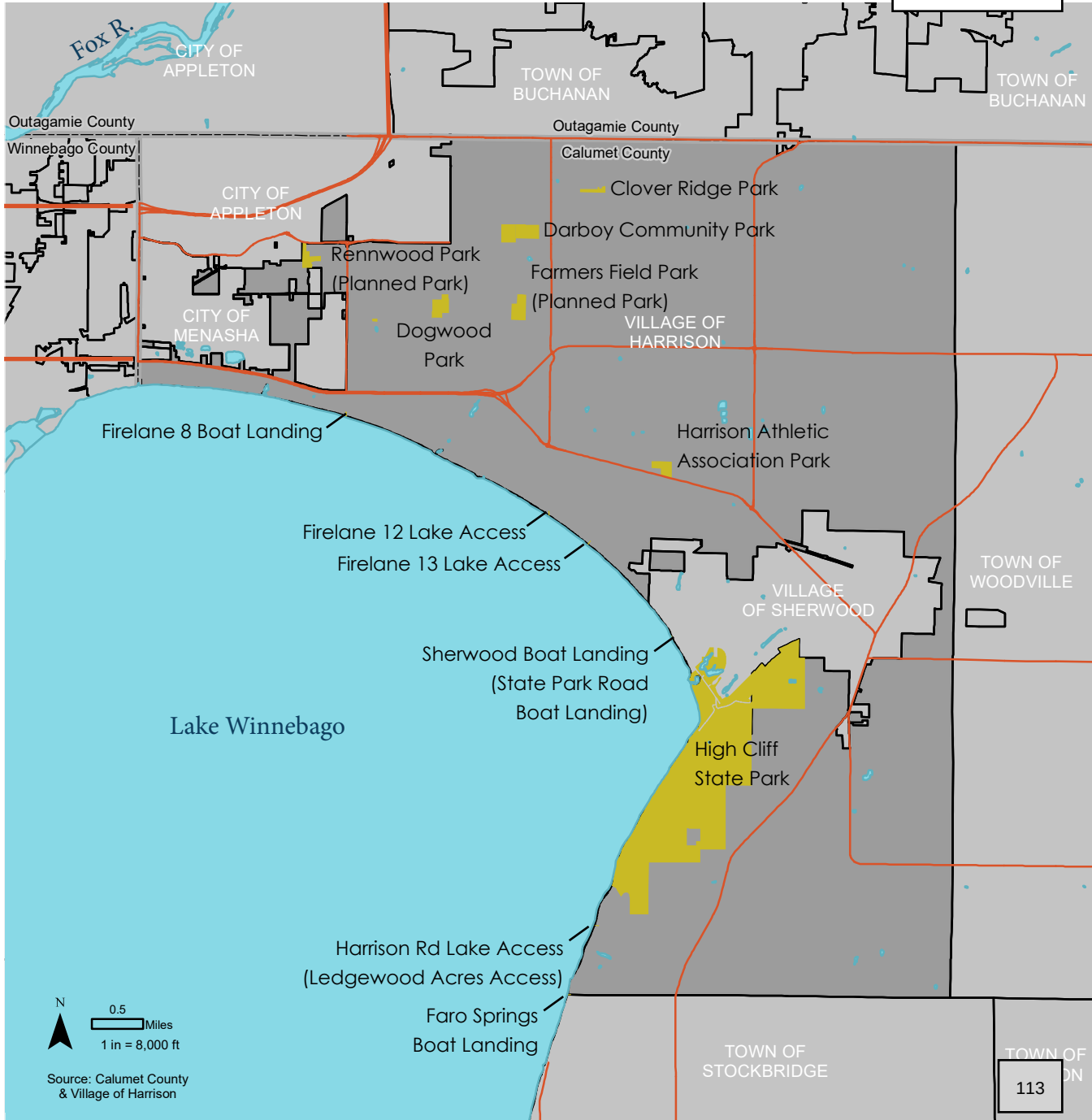
Data Sources: DPI, Calumet County GIS,
& Vierbicher,

0 0.375 0.75 1.5 Miles

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Village of Harrison Parks

Section 7, Item a.



DRAFT

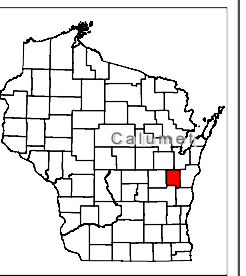
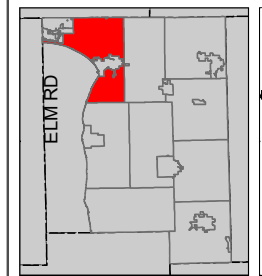
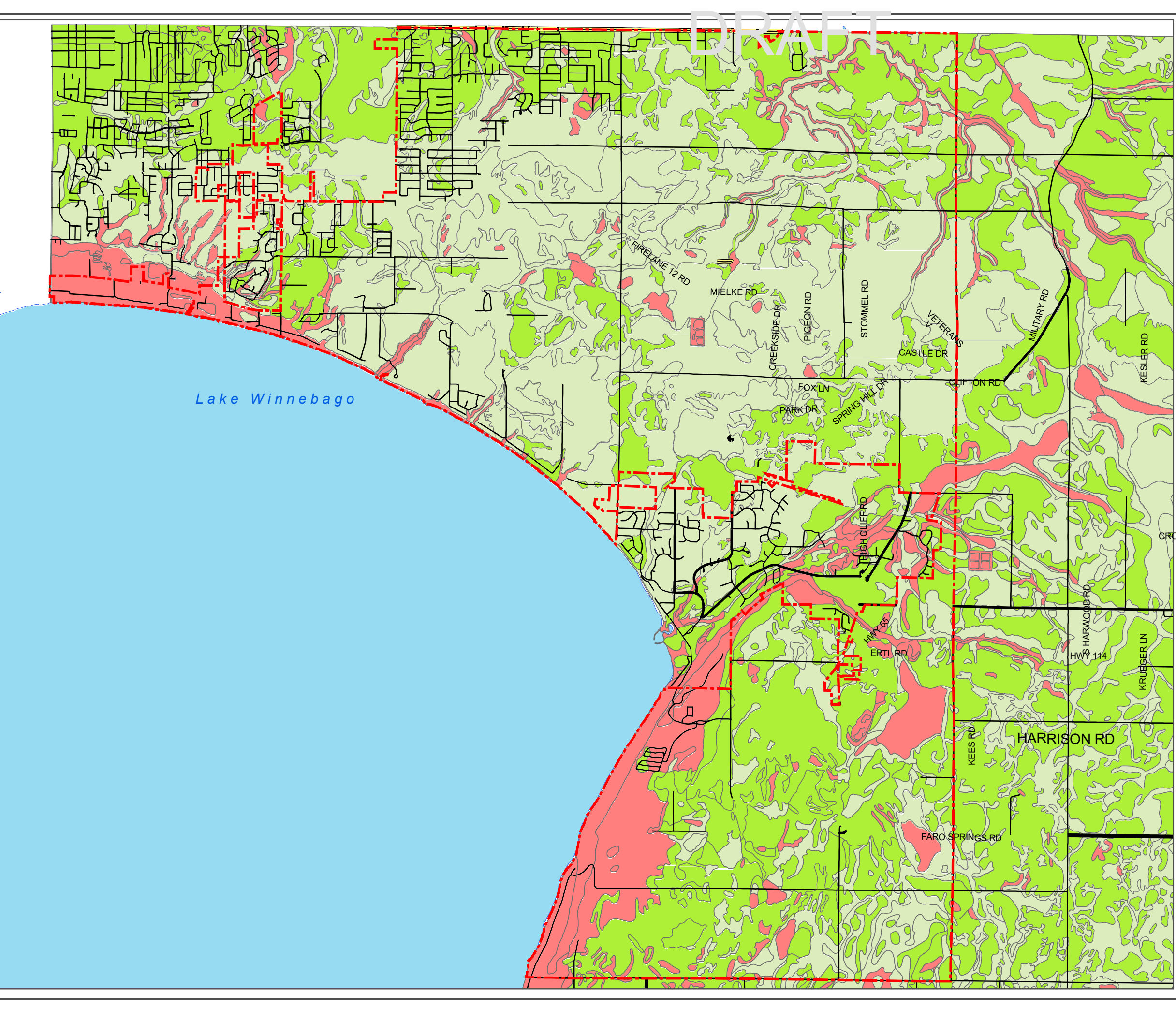
Soil Suitability for
Village of Harrison

Section 7, Item a.

-  Not prime farmland
-  Prime farmland
-  Prime if drained and not flooded
-  Village Boundary

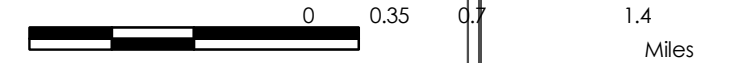
Prime Farmland is considered Prime if all the soil properties are favorable for row crop production.

Non-Prime soils can be productive with proper management controls.



Date Created: 09/07/16
Date Amended:

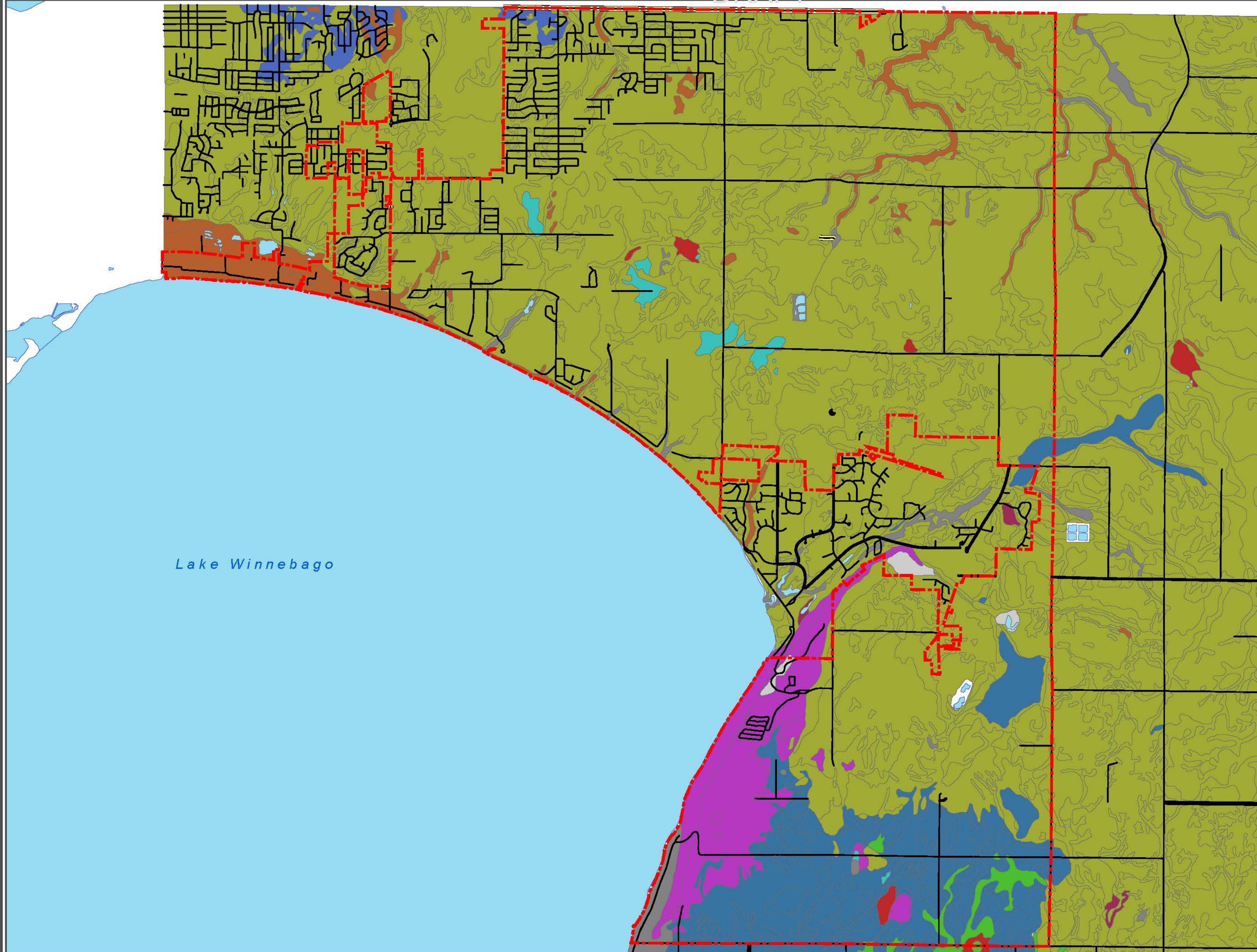
Data Sources: NRCS, Calumet County GIS, & Vierbicher



vierbicher
planners | engineers | advisors

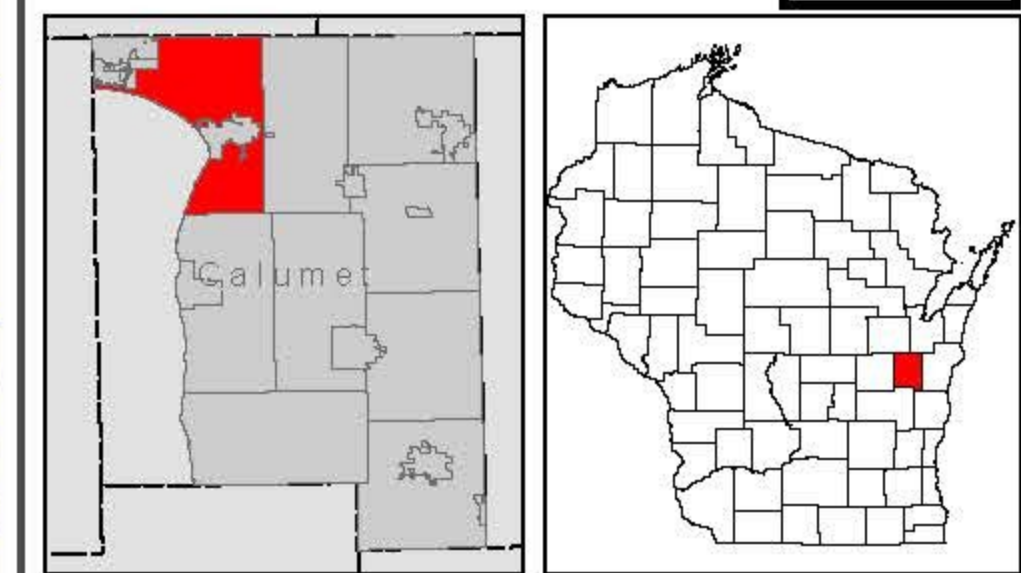


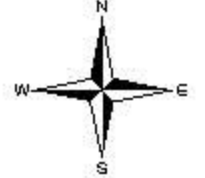
REEDSBURG - MADISON - PRAIRIE DU CHIEN
999 Fourier Drive, Suite 201, Madison, WI 53711
Phone: (608) 826-0532 Fax: (608) 826-0530



- ### Soil Associations
- Village of Harrison*
-  Channahon-Whalan-Kolberg
 -  Granby-Oakville-Tedrow
 -  Hochheim-Larmartine-Mayville
 -  Kewaunee-Manawa-Poygan
 -  Wasepi-Plainfield-Boyer
 -  Briggsville soils
 -  Brookston soils
 -  Palms Muck soil
 -  Pits, Quarries, Gravel
 -  Shiocton soils
 -  Miscellaneous
 -  Water
 -  Village Boundary

Map 7





Date Created: 11/18/16

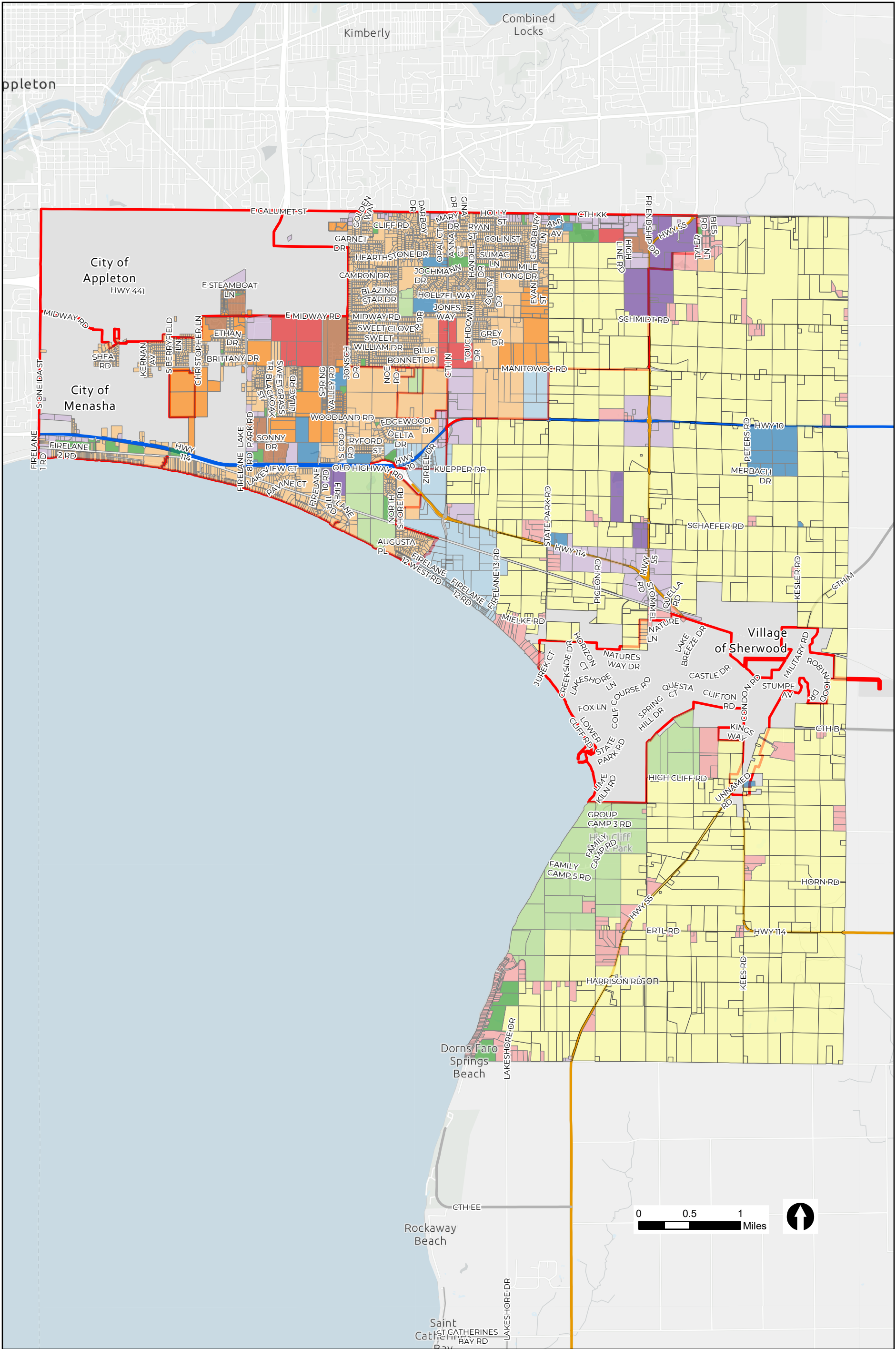
Date Amended:

Data Sources: Calumet County GIS, & Vierbicher

0 0.35 0.7 1.4



Miles



PLAN COMMISSION MEETING

VILLAGE OF HARRISON**From:**

Josh Sherman, Assistant Planner

Meeting Date:

May 20, 2025

Title:

Zoning Map Amendment (Rezoning) – Dercks DeWitt, LLC – North Shore Rd & Hwy 114 – Parcels 39522 and 39526.

Issue:

Should the Plan Commission recommend approval of a zoning map amendment (rezoning) to the Village Board?

Background and Additional Information:

The applicant is proposing to rezone a portion of land located east of North Shore Rd and south of Hwy 114 from General Agriculture [AG] to Single-Family Residential (Suburban) [RS-1]. The area of the rezone is wholly within parcels 39522 and 39526.

The purpose of the rezoning is to accommodate the Forest Ridge Subdivision preliminary plat, which consists of single-family residential lots. A separate memo for the preliminary plat is on the agenda.

The area surrounding the proposed rezone is residential.

Findings of Fact:

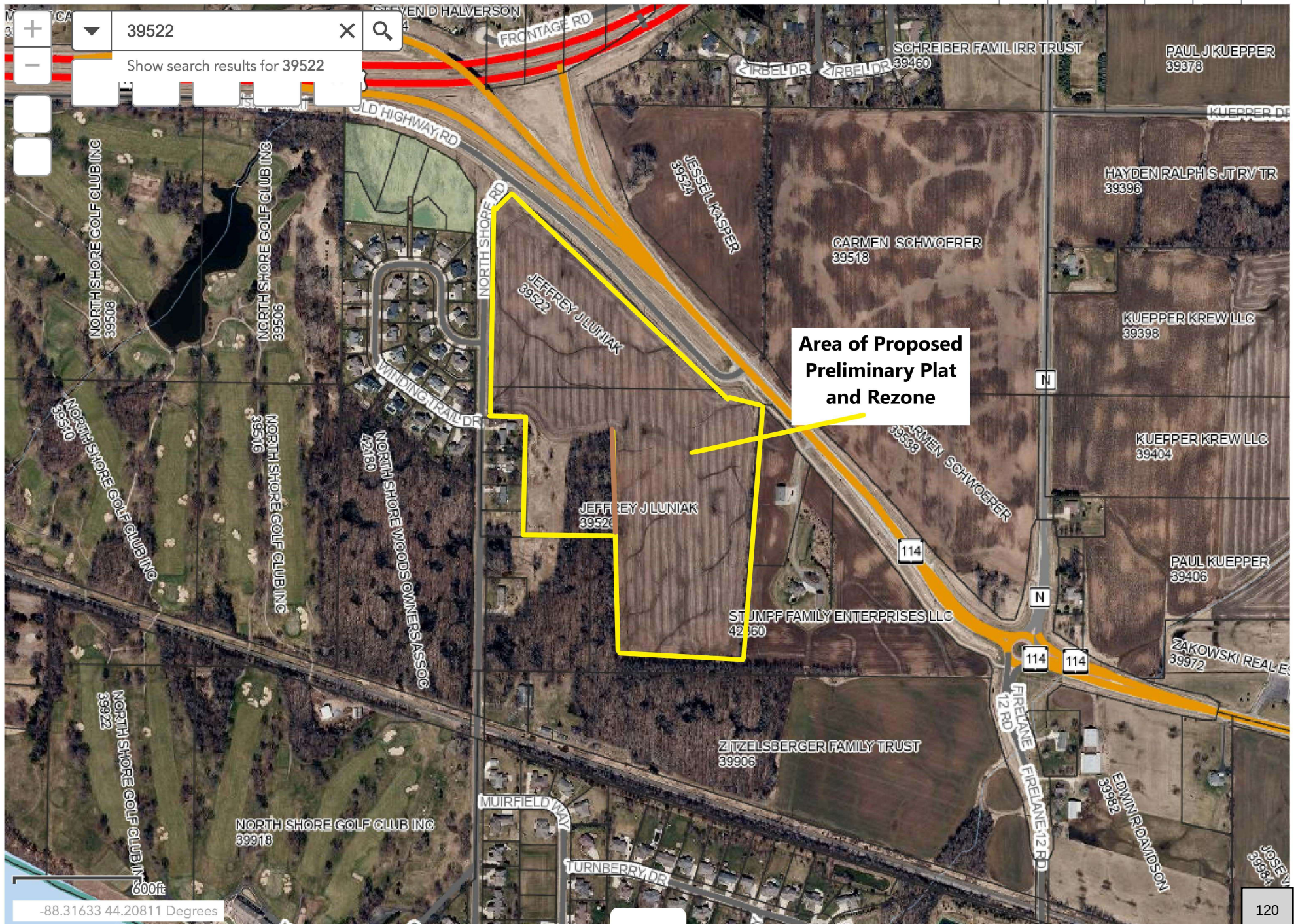
- Property owners within 300-feet of the subject property have been notified via first-class mail.

Recommended Action:

Staff recommends approval of the Zoning Map Amendments from General Agriculture [AG] to Single-Family Residential (Suburban) [RS-1] as submitted.

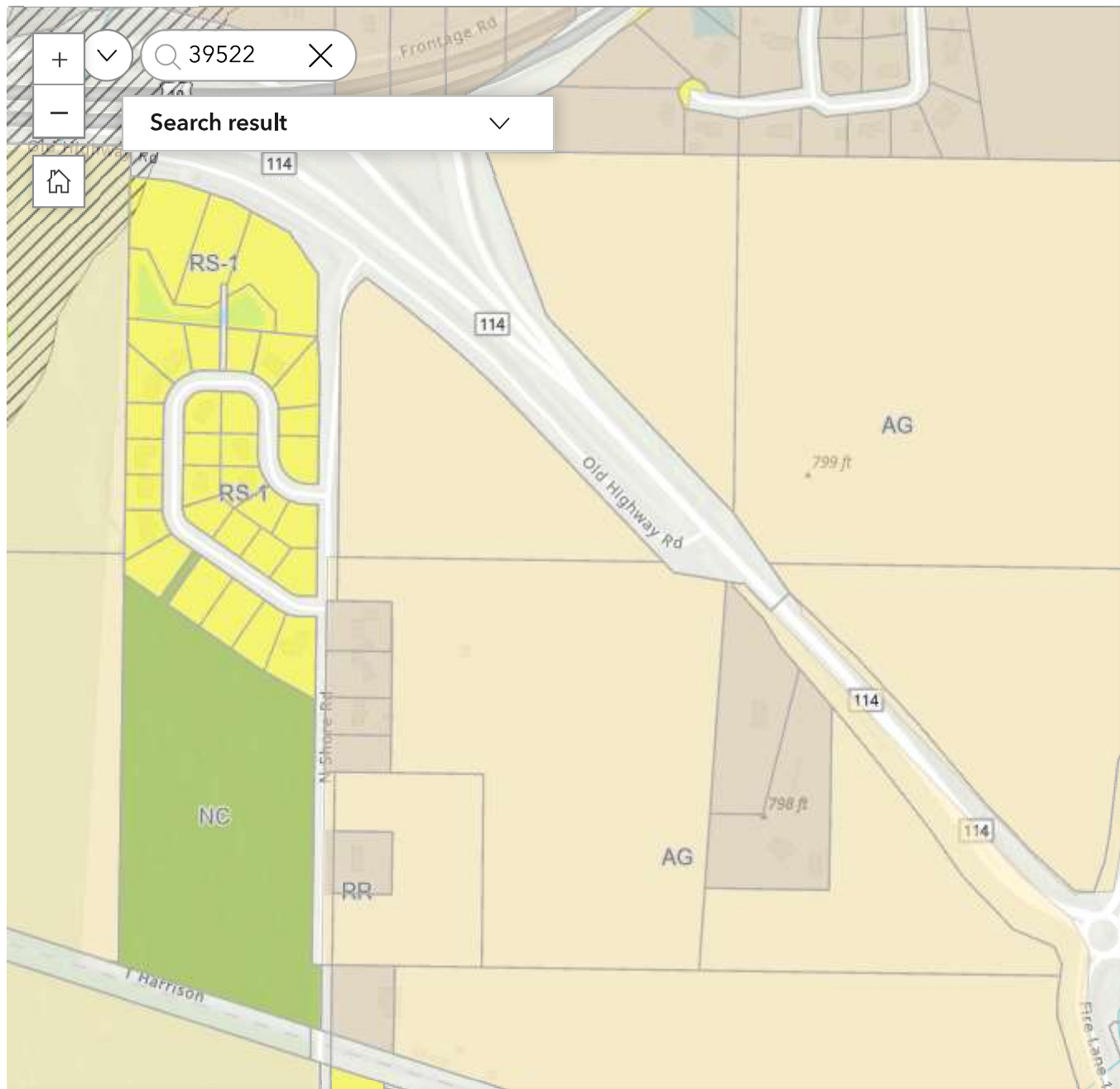
Attachments:

- Aerial Map
- Zoning Map



Calumet County Zoning Map

Section 10, Item a.



Legend

Zoning Municipal

Zoning Village Of Harrison

- General Agriculture
- Rural Residential
- Single Family Residential (Suburban)
- Single Family Residential (Traditional)
- Two Family Residential
- Multiple Family Residential
- Neighborhood Commercial
- Office and Retail Commercial
- Community Commercial
- Business Park
- Industrial and Manufacturing
- Natural and Conservancy
- Shoreland Overlay
- Shoreland-Wetland Overlay
- Planned Development Overlay

Zoning Village Of Sherwood

- A

PLAN COMMISSION MEETING

VILLAGE OF HARRISON**From:**

Josh Sherman, Assistant Planner

Meeting Date:

May 20, 2025

Title:

Preliminary Plat – Forest Ridge Subdivision – Dercks DeWitt, LLC – North Shore Rd & Hwy 114 – Parcels 39522 and 39526

Issue:

Should the Plan Commission recommend approval of the Preliminary Plat of the Forest Ridge subdivision to the Village Board?

Background and Additional Information:

The proposed single-family residential subdivision is located west of North Shore Road and south of Highway 114, encompassing 39.26 acres. Access to the subdivision is proposed via Marie Drive and Forest Run, both connecting to North Shore Road.

The property is currently zoned General Agriculture [AG], and the applicant has submitted a request to rezone it to Single-Family Residential (Suburban) [RS-1]. The subdivision includes 65 residential lots and 2 outlots. A pocket park is proposed on Outlot 2, located north of the stormwater pond.

Lot sizes range between 13,000 and 16,000 square feet, with larger lots generally located on the southern end of the plat. All lots meet the minimum size of the RS-1 zoning district.

Lots 1 through 13, which border Hwy 114, include a 50-foot Highway Setback area along the rear lot lines. There are restrictions on permanent structures—including fences—within the setback area, which will be addressed on the final plat. Lot 35 will be accessed via Forest Run.

All roadways are proposed to be dedicated to the public at a width of 66-feet for the right-of-way.

Public comments attached to this memo raise concerns regarding increased traffic volume on North Shore Rd and access and connectivity to parks.

Recommended Action:

Staff recommends approval of the Preliminary Plat for the Forest Ridge Subdivision, subject to the following conditions:

1. Lot 1 shall be consolidated with Outlot 1 for future park purposes.
2. Final plat shall include language that Lots 1-13, 37, 39, and 65 shall be access restricted with egress off of Marie Drive and Forest Run.

3. Final plat shall have language addressing permanent structures (e.g. berms, fences, ect) within Lots 1-13.
4. Final plat shall address snow storage accommodations within the cul-de-sac area.
5. The final plat, plansets, and record drawings shall be subject to review and recommendations by the Village of Harrison's engineer(s) of record.
6. Wetlands shall be shown on the final plat. No Lots may be sold until wetland permits are obtained.
7. Wetland permits shall be obtained from the WI Department of Natural Resources and submitted to the Village.
8. The developers agreement shall be finalized prior to or in conjunction with the final plat approval.
9. All lots must be provided with a storm sewer lateral for sump pump discharge.
10. All review comments from Village staff shall be included in the Plan Commission's discussion and decision.
11. Erosion Control Silt Fencing shall be installed along the right-of-way lines of all streets, in accordance with state specifications, prior to temporary roadway acceptance.
12. A grading/drainage stormwater management plan and erosion control plan, along with application and fee, shall be reviewed and approved by the Village engineer and Village staff.
13. Final utility and street plans shall be reviewed and approved by the appropriate review authority prior to final plat approval and prior to construction.
14. Grading/Drainage Plan shall identify elevations of ground at the foundation.
15. All road names shall be approved by Calumet County E911.
16. Sidewalks, trails, street lighting, and laterals shall be indicated on the infrastructure plans. Final Plat shall address sidewalks on both sides of streets.
17. Notes required under Section 115-12(d)(1)(f) shall be added to the face of the final plat.
18. The final plat and grading/drainage plans shall include benchmarks for all fire hydrants, referencing hydrant tag bolts.
19. Plans shall be submitted to all relevant utility entities for review (i.e. phone, cable, gas/electric, sewer/water).
20. All easements shall be labeled with correct ownership and must provide the necessary rights to the easement holder, including but not limited to access, maintenance, or other authorities.

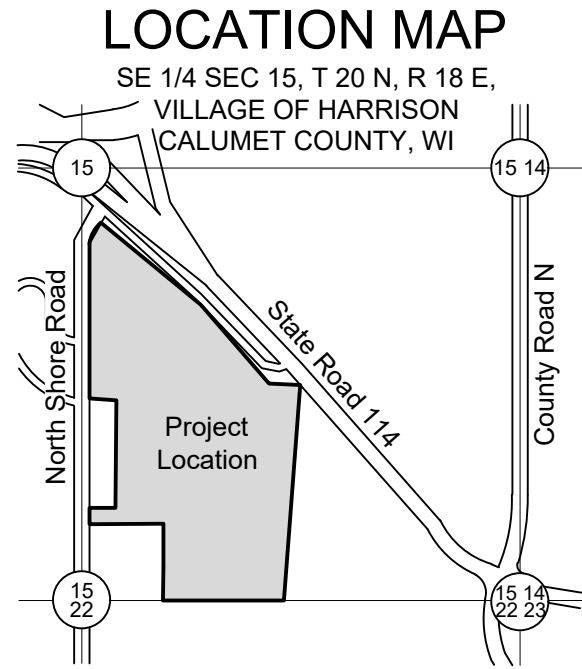
Attachments:

- Preliminary Plat
- Aerial Map
- Public Comments

Preliminary Plat of

Forest Ridge

All of Lot 3 and Part of Lot 2, Certified Survey Map No. 3963, being located in the Southwest 1/4 of the Southeast 1/4; and Part of the Northwest 1/4 of the Southeast 1/4 of Section 15, Township 20 North, Range 18 East, Village of Harrison, Calumet County, Wisconsin



BENCHMARKS (Datum NAVD88)

BM 0	NGS Benchmark PID and Designation - DE7758 Elev 798.07
BM 1	Fire Hydrant, Tag Bolt Northwest corner Winding Trail Drive and North Shore Road across from west field entrance to site Elev 799.25
BM 2	Fire Hydrant, Tag Bolt Northwest corner Winding Trail Drive and North Shore Road ±355' north of west field entrance to site Elev 796.29
BM 3	Fire Hydrant, Tag Bolt ±260' Southwest of intersection Old Hwy Rd and North Shore Road On West R/W Elev 793.66
BM 4	Nail in Power Pole ±445' Southeast of intersection Old Hwy Rd and North Shore Road On South R/W Elev 796.85
BM 5	Nail in Power Pole ±1125' Southeast of intersection Old Hwy Rd and North Shore Road On South R/W Elev 799.05

Horizontal Control				
7958 Lunak Properties - (Village of Harrison)				
2025-03-04				
Davel Engineering and Environmental Horizontal Control (per Calumet County Coordinate System)				
Point Number	Northing	Easting	Elevation	Description
416	539737.12	846627.29	796.17	Control MAG
417	540441.45	846664.22	799.27	Control MAG
418	541338.40	846674.64	795.30	Control MAG
419	541901.85	846829.40	795.66	Control MAG
420	541024.13	847771.09	801.69	Control MAG
421	540853.065	847259.57	800.681	Control HUB
422	540009.922	847804.623	798.659	Control HUB

Sanitary Structures						
Structure	#	Rim	Inv	Size	Material	Direction
MH	1	792.74	770.94	12"	PVC	NW
			771.14	12"	PVC	S
MH	2	791.44	772.04	12"	PVC	N
			772.04	12"	PVC	S
MH	3	795.63	787.53	8"	PVC	S
			786.49	8"	PVC	N
MH	4	798.11	786.49	8"	PVC	N
			786.53	8"	PVC	S

SUPPLEMENTARY DATA

Total Area = 1,710,540 SF (39.2686 acres)
R/W Area = 242,872 SF (5.5756 acres)
Net Area = 1,467,668 SF (33.6930 acres)
Number of Lots = 65 and 2 Outlots
Average Lot Size = 20,992 SF
Typical Lot Dimension = 90' x 150'
Lineal Feet of Street = 3,665 LF
Existing Zoning = AG
Proposed Zoning = RS-1

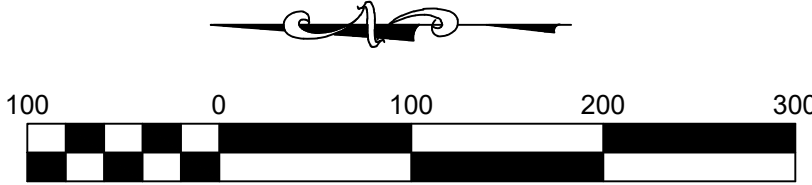
Approving Authorities:
Village of Harrison

Objecting Authorities:
Department of Administration
Calumet County Land Services Department
Wisconsin Department of Transportation

NOTES:
• Utility and Drainage Easements will be shown on Final Plat

LEGEND

CATV	Underground Cable TV	Sanitary MH / Tank / Base	CATV Pedestal
FO	Underground Fiber Optic	Hydrant	Sign
OH	Overhead Utility Lines	Utility Valve	Post / Guard Post
Utility Guy Wire	Sanitary Sewer (Pipe Size)	Utility Pole	Benchmark
San	Sanitary Sewer (Pipe Size)	Light Pole / Signal Guy Wire	Asphalt Pavement
G	Underground Gas Line	Telephone Pedestal	Concrete Pavement
W	Water Main (Pipe Size)	Telephone Manhole	Gravel
Fence - Wood	Treeline	Exp Spot Elevation	Index Contour - Existing
Culvert			Intermediate Contour - Existing
	Government Corner		Delineated Wetlands



Bearings are referenced to the South line of the Southeast 1/4, Section 15, T20N, R18E, assumed to bear S89°17'05\"/>

SURVEYOR'S CERTIFICATE

I, Scott R. Andersen, hereby certify that this Preliminary Plat is a correct representation of all existing land divisions and features, and that I have complied with the preliminary plat requirements for the Village of Harrison.

Scott R. Andersen, P.L.S. No. S-3169

Date

May 13, 2025 - 08:31 AM J:\Projects\7958der.dwg Civil 3D\7958Plat.dwg Printed by: kristy

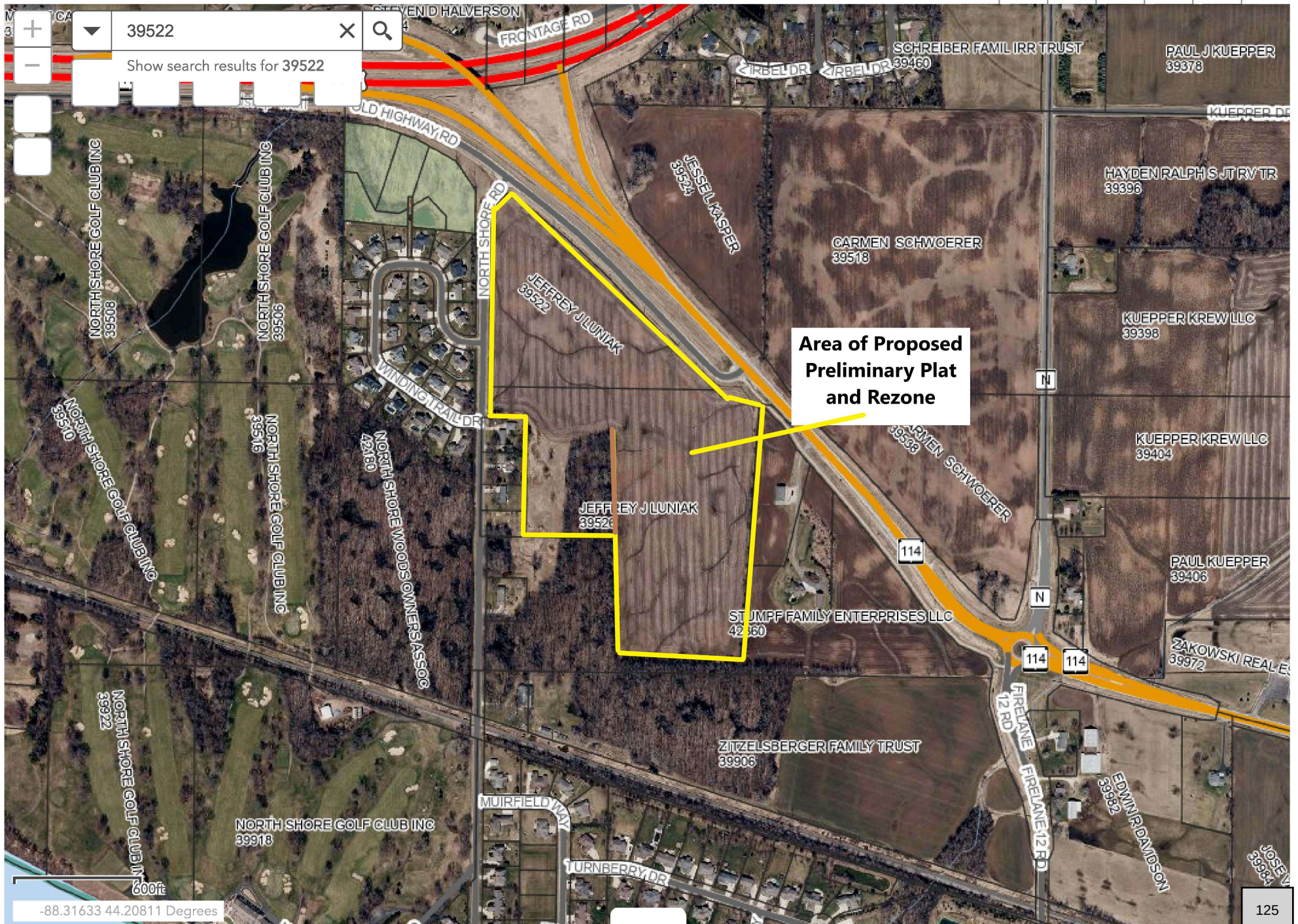
DAVEL ENGINEERING & ENVIRONMENTAL, INC.
Civil Engineers and Land Surveyors
1164 Province Terrace, Menasha, WI 54952
Ph: 920-981-1868
www.davel.pro



PRELIMINARY PLAT

Forest Ridge
Village of Harrison, Calumet County, WI
For: Dercks DeWitt LLC

Date:	05/13/2025
Filename:	7958Plat.dwg
Author:	SRA
Last Saved by:	kristy
Page	1 of 1



[webform_submission:values:subject:raw]

From "[webform_submission:values:name:raw]" <noreply@civicplus.com>

Date Thu 5/1/2025 6:53 AM

To Chad Pelishek <cpelishek@harrison-wi.org>

Why not have the entrances to that subdivision going out onto Old Hwy Rd as that's the intended travel route? Or at least have the directly across from the entrances to the other subdivision. The increased traffic of approximately 130 vehs (2 per household) will cause traffic congestion at the Northshore/Old Highway Rd intersection. With all the construction that will be going on has the Village considered the damage to northshore and old highway rds and will they be fixed by the developers?



Re: [webform_submission:values:subject:raw]

From Chad Pelishek <cpelishek@harrison-wi.org>

Date Wed 5/7/2025 7:13 AM

To taegangrunwald@yahoo.com <taegangrunwald@yahoo.com>

Hello:

Thanks for your comments. We are planning a park in this subdivision near the middle/east side by a stormwater detention pond that will have a trail around the pond as well. This park will be a small pocket park that would be developed in the future with small playground set.

As for your second comment about a park near the High Cliff Trail. There is an stormwater pond planned on the corner of North Shore Road and Old Highway Road. We thought benches and picnic tables could be provided there, but we will explore getting the first lot east of the pond to maybe designated for trailhead parking in the future. You bring up a valid point that we will explore more.

Thanks,

Chad Pelishek
Village Manager



Village of Harrison
W5298 State Road 114
Harrison, WI 54952
920-989-1062, ext 109
www.harrison-wi.org
cpelishek@harrison-wi.org

From: "[webform_submission:values:name:raw]" <noreply@civicplus.com>

Sent: Tuesday, May 6, 2025 6:51 PM

To: Chad Pelishek <cpelishek@harrison-wi.org>

Subject: [webform_submission:values:subject:raw]

I would like to submit comments regarding the preliminary plat presented for Forest Ridge development along Hwy 114 and North Shore Rd.

Is the planning commission considering any public park area for Harrison residents south of Hwy 10/114? There are currently no existing parks that serve the residents of many Firelanes, North Shore Woods, North Shore Estates, etc. I did not see any being considered in this new development either. I would love to see the many children in these neighborhoods have a safe place to play without having to cross a dangerous highway.

Additionally, this particular parcel being considered for development would make a perfect near mid-point public space along the Friendship Trail between Menasha and High Cliff once that project is completed. Certainly it would be utilized by Harrison residents and our community neighbors as well.

Thank you for the opportunity to provide feedback and for your time and consideration of these thoughts as you proceed with the planning process.



Re: [webform_submission:values:subject:raw]

From Chad Pelishek <cpelishek@harrison-wi.org>

Date Tue 5/6/2025 11:01 AM

To brian@wruck.us <brian@wruck.us>

📎 1 attachment (394 KB)

7958 Wetland Overview Map 2023-12-27 TAS-min.pdf;

Brian:

Thanks for your comments. Our responses are below in red.

Thanks,

Chad Pelishek
Village Manager



Village of Harrison
W5298 State Road 114
Harrison, WI 54952
920-989-1062, ext 109
www.harrison-wi.org
cpelishek@harrison-wi.org

From: "[webform_submission:values:name:raw]"
Sent: Tuesday, May 6, 2025 7:50 AM
To: Chad Pelishek
Subject: [webform_submission:values:subject:raw]

A few questions for the Forest Ridge proposal.

1. I see they have North Shore Golf Course listed as parks and open space. Does the park/open space not need to be a public area or does a paid members only area count? It seems crazy to be adding 65 additional houses to the existing in the North Shore area without a reasonable safe area for children to play. There is nothing south of the very busy 114/10 highways. Clearly whoever filled out the form realized there is nothing safe when answering question 11 - "No schools within safe walking distance." It sure would be nice if there was an actual public park south of 114/10 for the new and existing subdivisions to use. Has this been discussed for this proposal? **The Village is requiring a park to be designated as part of the plat. The location of the land for the park will be adjacent to the stormwater management pond that will be constructed with a gravel walking paths.**

2. I see on the proposed map there are no wetland areas marked out. However, it is in the key of the map. Were the areas left out for a reason? **Please see attached map of the wetlands. We have asked the plat to be updated with the wetlands shown.**

3. Being that subdivision will most likely change the flow of water and runoff in the area. How is the Village going to make sure it doesn't affect the nearby property owners? I ask this because of a similar situation within a different municipality where a subdivision was added next to existing property of a family member and subsequently changed runoff. The municipality was of no help and rectify the issue nor was the developer and the family member was left with damage to their property and the burden to fix it. **Village ordinance requires that the peak post-development flow rate cannot exceed the peak pre-development flow rate. There is nothing mentioning volume of water. Stormwater ponds are met to detain the peak flows and release them slowly to the pre-development flow rate. However, with the addition of impervious surfaces, there is more volume of runoff. Further, with the construction of homes with basements, there is the constant flow of sump pumps that was not there before. Unless the ordinance was changed, the existing ordinance requirements are being met.**

4. North Shore road is already a semi busy road with traffic from the existing subdivisions and the golf course. Far too many people treat North Shore road as if it was a drag strip. Now there will be two additional intersections added with those adding more traffic. Is there any thought to lower the speed on North Shore and/or enforcing the speed limit? **There is a very detailed process per State Statute that needs to be followed to lower speed limits and most of the time conditions such as average speeds and speed related crashes do not warrant lowering the limits. The Village can however make sure this roadway is on the radar to have the speed radar trailer placed to determine the average speed and whether additional enforcement is needed.**



Re: Harrison

From Chad Pelishek <cpelishek@harrison-wi.org>

Date Tue 5/6/2025 10:52 AM

To Jlkessenich@gmail.com <Jlkessenich@gmail.com>

Thanks for your comments. Single-family residential developments have less traffic than a multi-family. This development is planned as a single family which has the small traffic demand rates per hour similar to 10 vehicles. As for a park, yes the developer will dedicate a site for a park connected to the stormwater management pond which will have a gravel trail around it. The park will be developed in the future as a pocket park.

Thanks,

Chad Pelishek
Village Manager



Village of Harrison
W5298 State Road 114
Harrison, WI 54952
920-989-1062, ext 109
www.harrison-wi.org
cpelishek@harrison-wi.org

From: Village of Harrison Wisconsin <noreply@civicplus.com>

Sent: Tuesday, May 6, 2025 10:05 AM

To: Chad Pelishek <cpelishek@harrison-wi.org>

Subject: Harrison

Section 10, Item b.

Name: Jenna Kessenich

Email: Jlkessenich@gmail.com

Message: Hello - I saw the new proposed plans for the subdivision on Northshore Road and 114....are there any plans to deal with the increased traffic that will happen with 65 new lots? It seems like Harrison is putting in so many multi family homes and large subdivisions but lake park is often backed up during after work hours. What is the plan to handle all this additional traffic and people? Also are there any plans to have a park south of hwy 10/114? It would be awesome to have one where kids do not have to cross the hwy. I saw someone else mention that on the post and thought it was a great idea.



[webform_submission:values:subject:raw]

From "[webform_submission:values:name:raw]" <noreply@civicplus.com>

Date Tue 5/6/2025 6:51 PM

To Chad Pelishek <cpelishek@harrison-wi.org>

I would like to submit comments regarding the preliminary plat presented for Forest Ridge development along Hwy 114 and North Shore Rd.

Is the planning commission considering any public park area for Harrison residents south of Hwy 10/114? There are currently no existing parks that serve the residents of many Firelanes, North Shore Woods, North Shore Estates, etc. I did not see any being considered in this new development either. I would love to see the many children in these neighborhoods have a safe place to play without having to cross a dangerous highway.

Additionally, this particular parcel being considered for development would make a perfect near mid-point public space along the Friendship Trail between Menasha and High Cliff once that project is completed. Certainly it would be utilized by Harrison residents and our community neighbors as well.

Thank you for the opportunity to provide feedback and for your time and consideration of these thoughts as you proceed with the planning process.

PLAN COMMISSION MEETING

VILLAGE OF HARRISON**From:**

Josh Sherman, Assistant Planner

Meeting Date:

May 20, 2025

Title:

Certified Survey Map (CSM) – Benjamin & Elizabeth Van Handel – W6182 & W6172 Brick Lane –
Parcels 46780 & 46782

Issue:

Should the Plan Commission recommend approval of the Certified Survey Map?

Background and Additional Information:

The applicant is proposing to combine 2-lots by Certified Survey Map (CSM). The purpose of the CSM is to create a single, larger lot for a principal structure (house). The village would not issue a zoning permit for a proposed home straddling a lot line.

The combination of the two parcels would result in a single lot measuring 3.4205 acres. The area is zoned Single-Family Residential (Suburban) [RS-1] and is located off Brick Lane in the North Shore Ridge Subdivision.

The proposed lot directly borders the railroad tracks to the south and North Shore Golf Club to the east.

Recommended Action:

Staff recommends approval of the Certified Survey Map (CSM) request as submitted.

Attachments:

- Aerial Map
- CSM

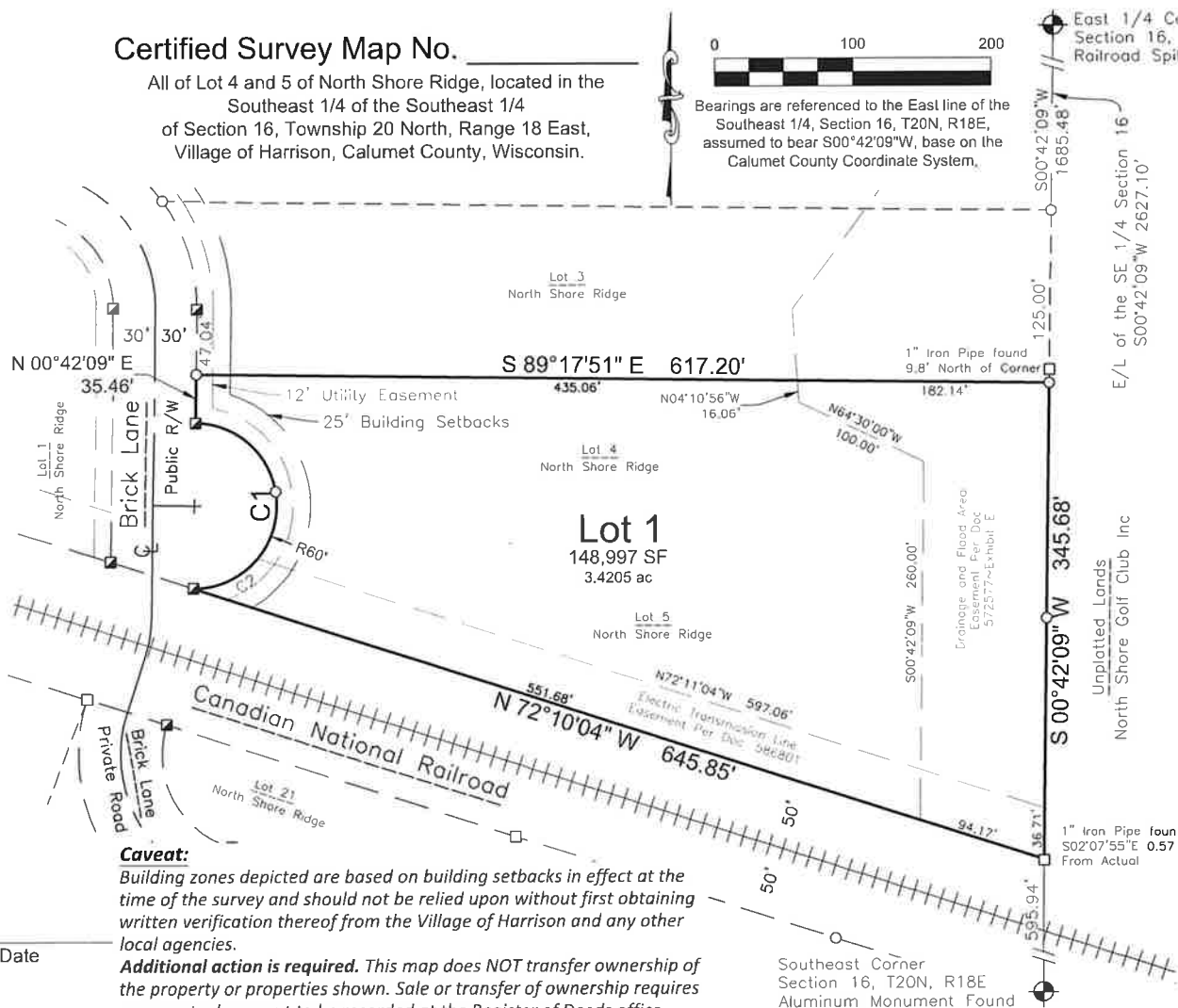
Certified Survey Map No. _____

All of Lot 4 and 5 of North Shore Ridge, located in the Southeast 1/4 of the Southeast 1/4 of Section 16, Township 20 North, Range 18 East, Village of Harrison, Calumet County, Wisconsin.

Bearings are referenced to the East line of the Southeast 1/4, Section 16, T20N, R18E, assumed to bear S00°42'09"W, base on the Calumet County Coordinate System.

LEGEND

- 3/4" Rebar Found
- 1" Iron Pipe Found
- 2" Iron Pipe Found
- ⊙ Government Corner
- () Recorded As



Caveat:

Building zones depicted are based on building setbacks in effect at the time of the survey and should not be relied upon without first obtaining written verification thereof from the Village of Harrison and any other local agencies.

Additional action is required. This map does NOT transfer ownership of the property or properties shown. Sale or transfer of ownership requires a separate document to be recorded at the Register of Deeds office.

Scott R. Andersen
Professional Land Surveyor
No. S-3169

Date _____

File: 8770CSM.dwg
Date: 04/19/2025
Drafted By: scott
Sheet: 1 of 5

Survey for:
Benjamin & Elizabeth Van Handel
2320 S. Harmon Street
Appleton, WI 54915

**DAVE ENGINEERING &
ENVIRONMENTAL, INC.**
Civil Engineers and Land Surveyors
1164 Province Terrace, Menasha, WI 54952
Ph: 920-991-1866
www.davel.pro



4/19/2025 5:50 PM J:\Projects\8770csn\dwg\Civil 3D\8770CSM.dwg Printed by: scott



Village of Harrison
March-25 Zoning Permit Report

	Current Year					Previous Year				
	Permits		YTD Permits	Estimated Value	YTD Estimate Value	Permits		YTD Permits	Estimated Value	YTD Estimate Value
Residential										
Single Family	11		20	\$ 4,687,300	\$ 9,972,300	13		27	\$ 4,692,600	\$ 11,873,600
Two Family (units)	0	(0)	0	\$ 0	\$ 0	0	(0)	0	\$ 0	\$ 0
Multi Family (units)	0	(0)	0	\$ 0	\$ 0	0	(0)	0	\$ 0	\$ 0
Additions	2		4	\$ 227,600	\$ 272,900	2		3	\$ 86,000	\$ 156,000
Acc. Structures	3		7	\$ 53,200	\$ 237,400	1		2	\$ 87,000	\$ 88,000
Miscellaneous	8		17	\$ 55,800	\$ 119,800	12		22	\$ 119,450	\$ 197,050
Total Residential	24		48	\$ 5,023,900	\$ 10,602,400	28		54	\$ 4,985,050	\$ 12,314,650
Com./Ind.										
New	0		1	\$ 0	\$ 278,100	1		1	\$ 650,000	\$ 650,000
Additions	0		0	\$ 0	\$ 0	0		0	\$ 0	\$ 0
Acc. Structures	0		0	\$ 0	\$ 0	0		0	\$ 0	\$ 0
Miscellaneous	2		3	\$ 10,000	\$ 14,900	2		3	\$ 40,000	\$ 75,000
Total Com./Ind.	2		4	\$ 10,000	\$ 293,000	3		4	\$ 690,000	\$ 725,000
Combined Total	26		52	\$ 5,033,900	\$ 10,895,400	31		58	\$ 5,675,050	\$ 13,039,650

Village of Harrison
April-25 Zoning Permit Report

	Current Year					Previous Year				
	Permits		YTD Permits	Estimated Value	YTD Estimate Value	Permits		YTD Permits	Estimated Value	YTD Estimate Value
Residential										
Single Family	8		28	\$ 4,267,000	\$ 14,239,300	11		38	\$ 4,574,800	\$ 16,448,400
Two Family (units)	0	(0)	0	\$ 0	\$ 0	0	(0)	0	\$ 0	\$ 0
Multi Family (units)	0	(0)	0	\$ 0	\$ 0	0	(0)	0	\$ 0	\$ 0
Additions	0		4	\$ 0	\$ 272,900	2		5	\$ 35,000	\$ 191,000
Acc. Structures	2		9	\$ 148,500	\$ 385,900	2		4	\$ 8,500	\$ 96,500
Miscellaneous	20		37	\$ 182,198	\$ 301,998	14		36	\$ 93,900	\$ 290,950
Total Residential	30		78	\$ 4,597,698	\$ 15,200,098	29		83	\$ 4,712,200	\$ 17,026,850
Com./Ind.										
New	2		3	\$ 2,580,000	\$ 2,858,100	0		1	\$ 0	\$ 650,000
Additions	3		3	\$ 2,490,000	\$ 2,490,000	0		0	\$ 0	\$ 0
Acc. Structures	0		0	\$ 0	\$ 0	0		0	\$ 0	\$ 0
Miscellaneous	1		4	\$ 50,000	\$ 64,900	0		3	\$ 0	\$ 75,000
Total Com./Ind.	6		10	\$ 5,120,000	\$ 5,413,000	0		4	\$ 0	\$ 725,000
Combined Total	36		88	\$ 9,717,698	\$ 20,613,098	29		87	\$ 4,712,200	\$ 17,751,850