

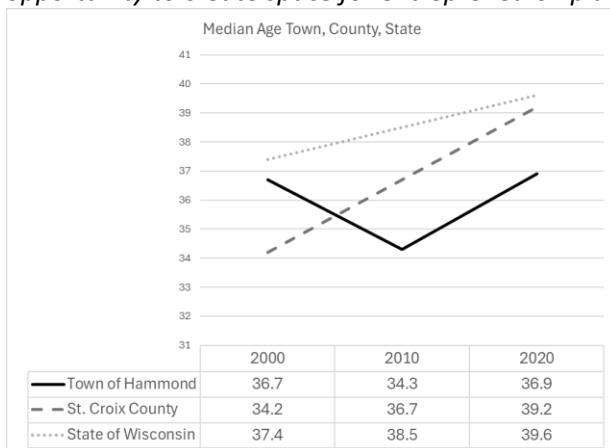
MEMORANDUM

Subject: Town of Hammond Comprehensive Plan Update
To: Town of Hammond Board of Supervisors, Plan Commission, Clerk
From: Nicole Peterson, Planner
Date: November 17, 2025

Please reference the attached Town of Hammond Comprehensive Plan draft dated 11/17/2025 sent with this memo including the following changes. The chapter changes were made from the 10/16/2025 draft plan that was reviewed at the November 3, 2025 Board/Plan Commission public meeting. We will commence the draft plan review at the December 1, 2025 Board/Plan Commission public meeting. The draft plan includes the following chapters: Introduction, Housing, added Transportation, Appendix A Public Participation Summary, and added Appendix B 2006 Plan Inconsistencies.

INTRODUCTION CHAPTER

1. Page 2 Table of Contents: Moved above Acknowledgements, Updated page numbers, added Transportation, added Appendix B 2006 Plan Inconsistencies
2. Page 7 History: Revised last paragraph: *Pre-settlement: We gratefully and humbly acknowledge our creator who provides earth's gifts to ALL people. We give thanks and gratitude to those who came before us from all lands, nationalities, and races in protecting these gifts. the Native Peoples on whose ancestral homelands we gather, as well as the diverse and vibrant Native communities who make their home here today.*
3. Page 7 Population Demographics: Revised sentence 1: *The official Wisconsin Department of Administration January 1, 2025 2024 final population estimate for Town of Hammond is 2,820 2,755 residents, which is 190 more than the 2020 decennial census.*
4. Page 9 Median Age: Added data and text: *The median age is the midpoint of the population. Median age refers to the age that divides a population into two equal halves, with one half being younger and the other half being older. According to the 2020 decennial census, the median age in the Town of Hammond is 36.9. The median age has fluctuated from 2000, with a decrease in 2010 and increase in the past decade. In 2020, the Town median age is lower than the County and the State as shown in the graph and table below.*
Increased median age may have implications including reduced labor force engagement, increased health expenditures, and strains on pension and health programs. Decreased median age may indicate a growing labor force, which could justify or cause need for investments in education, job training and housing for young individuals. Other community impacts of decreased median age may include increased innovation and an opportunity to create space for entrepreneurship and other creative endeavors.



HOUSING CHAPTER

5. Page 10 Housing Introduction:

- a. Revised first paragraph to: *Housing units in the Town of Hammond are single-family homes. This chapter includes Census housing data of the number of units, occupancy, tenure, type, value, and household size in the Town of Hammond. Residential building permit data, programs, and housing goals are also within this chapter.*

- b. Moved photo below housing unit information.

- c. Removed: *This chapter contains housing conditions and trends in the Town of Hammond. Wisconsin State Statute 66.1001 "Contents of a comprehensive plan," states the following regarding the comprehensive plan housing element.*

Housing element. A compilation of objectives, policies, goals, maps and programs of the local governmental unit to provide an adequate housing supply that meets existing and forecasted housing demand in the local governmental unit. The element shall assess the age, structural, value and occupancy characteristics of the local governmental unit's housing stock. The element shall also identify specific policies and programs that promote the development of housing for residents of the local governmental unit and provide a range of housing choices that meet the needs of persons of all income levels and of all age groups and persons with special needs, policies and programs that promote the availability of land for the development or redevelopment of low-income and moderate-income housing, and policies and programs to maintain or rehabilitate the local governmental unit's existing housing stock.

¹*Housing unit definition: A house, an apartment, a mobile home or trailer, a group of rooms, or a single room occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters.*

²*Household definition: A household includes all the people who occupy a housing unit (such as a house or apartment) as their usual place of residence. A household includes the related family members and all the unrelated people, if any, such as lodgers, foster children, wards, or employees who share the housing unit.*

6. Page 10 Housing Units

- a. Revised sentence 1: *According to the US Census Bureau, the number of single-family housing units in the Town of Hammond consistently increased since 1990.*
- b. Removed: *For reference, the terms housing units and households are deciphered in US Census Bureau glossary definitions, shown in footnotes below.*

7. Page 10 Added header Housing Projections

- a. Moved photo from 1st page here

8. Page 12 Housing Occupancy and Tenure

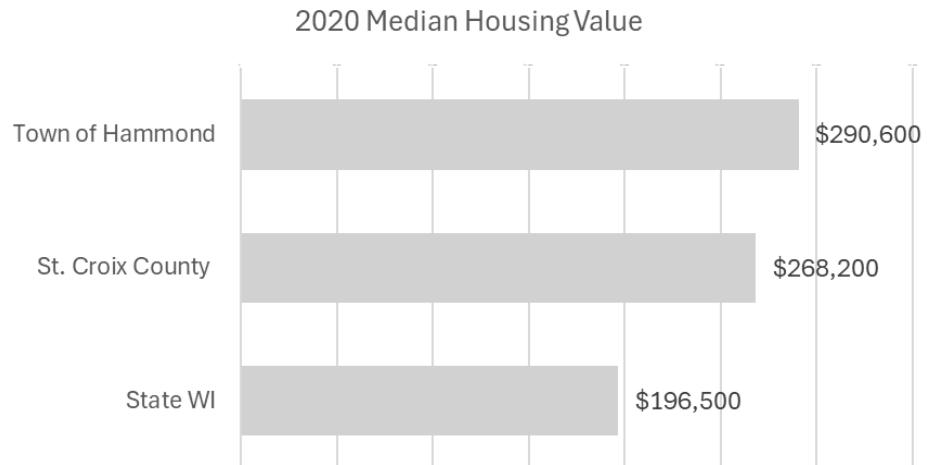
- a. Paragraph 2, last sentence, capitalize Town: *The Town's high ownership and low vacancy rates are signs of community stability.*

9. Page 14 Owner Occupied Housing Value

- a. Removed paragraph 1: *Since 2000, housing values in town have consistently increased. Finding affordable and quality housing has historically been somewhat difficult in St. Croix County. A lack of affordable housing has overriding impacts on population migration patterns, economic development, and the tax base.*

10. Page 15 Median Housing Value

- a. Updated order of municipalities in 2020 Median Housing Value graph, Hammond at top



11. Page 17 Building Permits

- a. Revised sentence 1: Added the Town of Hammond

12. Page 18 Household Size

- a. Added sentence 1: Household is all the people who occupy a single-family unit.
- b. Revised sentence 2, capitalize municipalities: According to US Census data the average household size decreased in the Town, County, and State.
- c. Revised sentence 3: Added the Town of Hammond

13. Page 19 Housing Programs and Regulations

- a. Revised: The Wisconsin comprehensive planning legislation requires governments to completing plans compile a list of programs available to help provide an adequate supply of housing that meets existing and forecasted housing demand in their jurisdiction.
- b. Revised County and Local Impact Seven to remove the Rice Lake reference
- c. Removed WI from Habitat and Tomorrow's Home Foundation.

14. Page 20 Housing Analysis

- a. Removed last sentence: Example approaches to increase housing affordability are increasing allowable density through cluster development, encouraging development in urban areas with available utilities, allowing accessory dwelling units (ADUs), and form-based codes.

15. Page 20 Housing Goal

- a. Objectives and Policies: Revised:
 - i. Support housing sites in the Town of Hammond that meet the needs of residents. persons within all income levels, age groups, and special needs.
 - ii. Support new developments that are primarily single-family homes or two-family homes.
 - iii. Continue to enforce the Uniform Building Code in residential permits. Encourage high quality construction standards for new housing.
 - iv. Encourage owners to maintain or rehabilitate the existing housing stock.
 - v. Discourage multi family or multiple dwelling housing, as it is not compatible with the rural character of the town. Multi family or multiple dwelling housing consists of three or more units in a structure or on a lot.

Policies:

- i. ~~Plan for a sufficient supply of developable land for housing development, in areas consistent with town policies, and of densities and types consistent with this plan.~~
- ii. ~~Continue to work with St. Croix County to address violations of applicable land use ordinances on existing residential or commercial properties.~~
- iii. ~~Enforce the Uniform Dwelling Code.~~
- iv. ~~Multi family developments need proportionally larger lot sizes.~~
- v. ~~Update land use regulations to require that relocated houses, manufactured housing, and mobile homes are sited on freestanding, separate parcels, are placed on permanent foundations and are properly maintained to provide safe, quality housing.~~
- vi. ~~Continue to enforce the maximum gross density for development of shall be 1 dwelling unit per 2 1.5 acres.~~

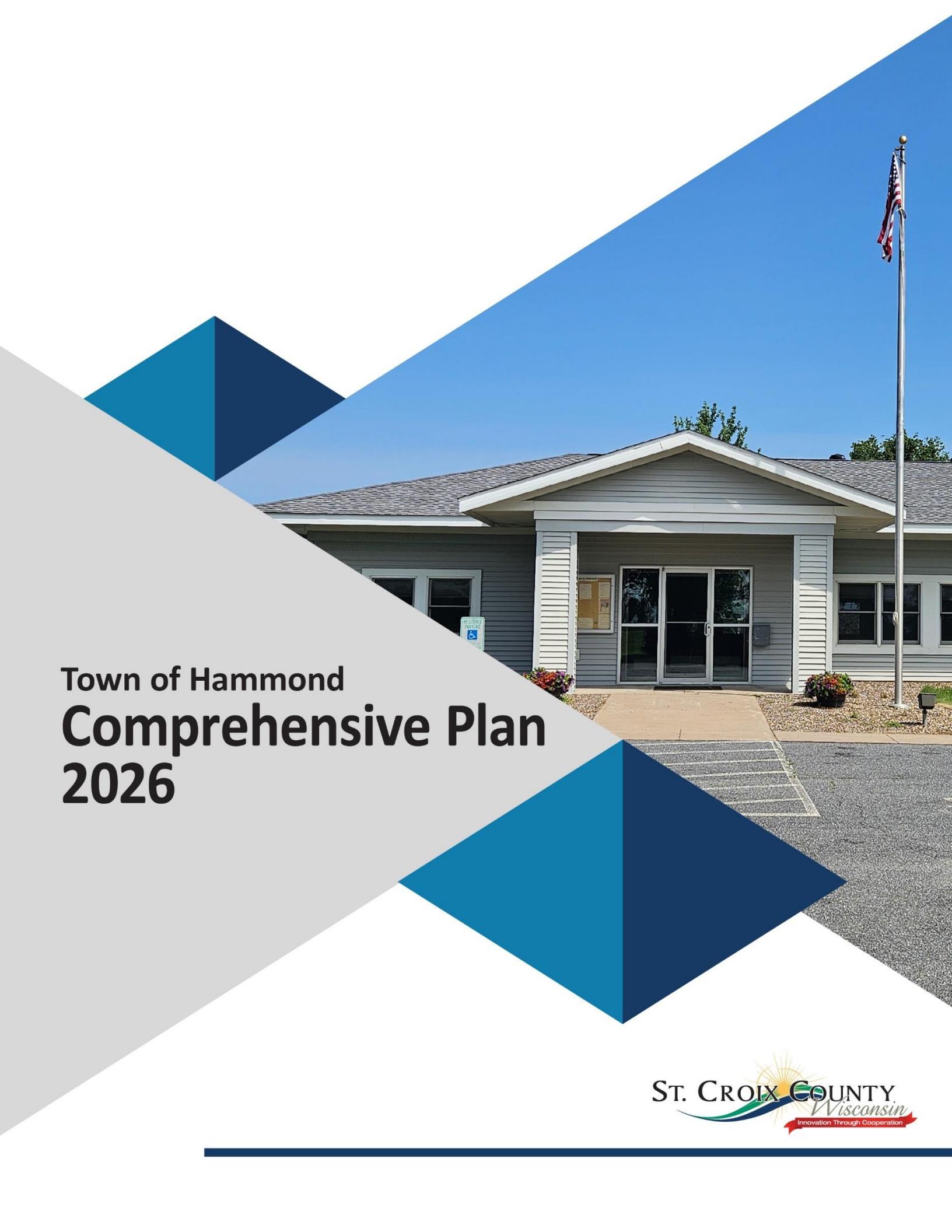
TRANSPORTATION CHAPTER

Added draft Transportation chapter

APPENDIX A PUBLIC PARTICIPATION SUMMARY: No change

APPENDIX B 2006 PLAN INCONSISTENCIES

Added Appendix B



Town of Hammond Comprehensive Plan 2026



Table of Contents

| | |
|---|----|
| Acknowledgments | 3 |
| Introduction..... | 4 |
| Housing..... | 10 |
| Transportation..... | 21 |
| Appendix A Public Participation Summary | 34 |
| Appendix B 2006 Plan Inconsistencies | 46 |

Acknowledgments

Thank you to the following elected officials and staff that participated in the development of the 2026 Town of Hammond Comprehensive Plan. Thank you to the community members who took the community survey and provided comments that informed the Comprehensive Plan.

Town of Hammond Board of Supervisors

Paul Hueg, Chair
Paulette Anderson
Bob Aune
Joe Miller
Kent Wynveen

Town of Hammond Plan Commission

Paul Hueg, Chair
Heidi Benson
William Drinken
Joe Miller
Greg O'Connell
Greg Olson
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Town of Hammond Staff

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John Hilgers, Senior Planner
Nicole Peterson, Planner
Ryan Haugland, Marketing Coordinator
Jake Sullivan, Land Use Technician

Introduction

Plan Purpose

In accordance with Wisconsin Statutes, the purpose of this Town of Hammond Comprehensive Plan is to guide the physical, social, and economic development of the community. The plan provides an inventory of community assets and issues to determine the local needs and set goals for the future. This Town of Hammond 2026 Plan replaces the 2006 Plan.

Plan Update Process

The Town of Hammond Comprehensive Plan update was prepared under the guidance of the Town Board of Supervisors, Plan Commission, and staff that reviewed the plan and conducted meetings between September 2025 and _____ 2026 with the St. Croix County facilitator as shown in the project schedule on the next page.

On July 14, 2025 the Town Board adopted Resolution No. 2025-01 approving the public participation plan as required by Wisconsin Statutes sec. 66.1001(4). The Town and County worked together to implement the public participation plan strategies listed below. A public vision session was held on September 4, 2025 and a public survey was administered August – October 2025. Results of the public vision session and survey can be found in Appendix A Public Participation Summary.

Town of Hammond Public Participation Plan

1. Develop and administer the 2025 Town of Hammond comprehensive plan update survey both online and paper copies.
2. Host a public meeting to introduce the comprehensive plan update process, promote the survey, facilitate discussion of the Town issues and opportunities, and answer questions.
3. Promote the 2025 Town of Hammond comprehensive plan update survey and public meeting through a webpage that provides updates.
4. Report the results of the survey and public meeting.
5. Review and consider the results of the survey and public meeting in the development of the 2026 Town of Hammond comprehensive plan update
6. Make the draft 2026 Town of Hammond comprehensive plan available for public review and comment 10 days prior to the public hearing
7. Hold a public hearing to accept public comment on the draft 2026 Town of Hammond comprehensive plan.

9 Comprehensive Plan Elements

As set forth in Wisconsin Statutes §66.1001 comprehensive planning, the plan is organized by and addresses the nine elements:

- 1) Issues & Opportunities
- 2) Housing
- 3) Transportation
- 4) Utilities & Community Facilities
- 5) Agricultural, Natural, & Cultural Resources
- 6) Economic Development
- 7) Intergovernmental Cooperation
- 8) Land Use
- 9) Implementation

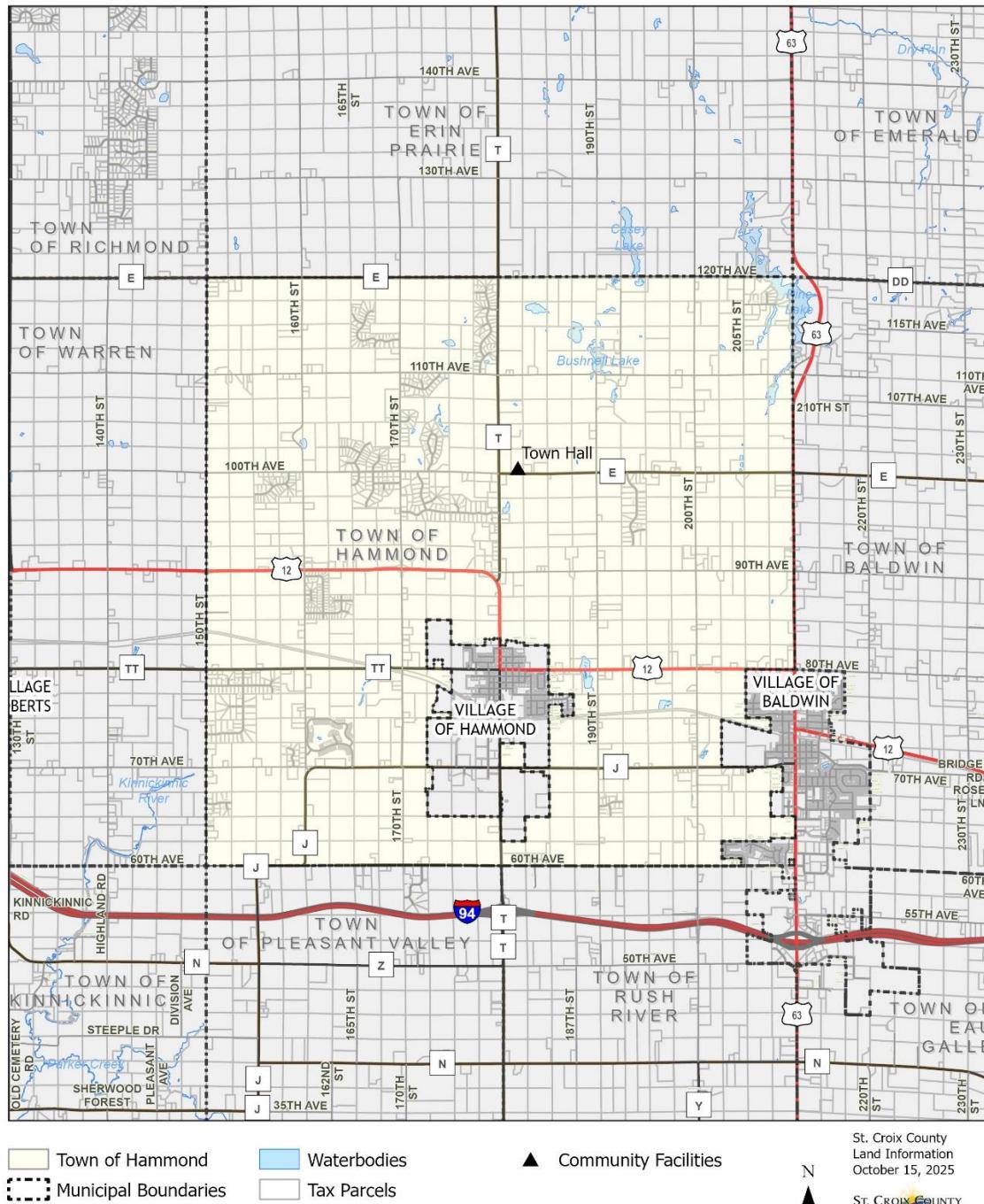
Town of Hammond Comprehensive Plan Update Project Schedule

| Town of Hammond 2025-26 Comprehensive Plan Project Schedule | | |
|---|---|-------------------------------|
| Meeting or Task | Description | Date |
| Staff | DRAFT schedule, survey/ public participation plan (PPP) required under SS 66.1001.4.a, develop meeting materials | May-July 2025 |
| Meeting 1: Town Board | Discuss agreement, schedule, survey, public vision session, outreach strategies, PPP, review previous plan issues | July 7, 2025 July 14, 2025 |
| Staff | Launch plan website, implement online survey, Prepare vision session materials | |
| Meeting 2: Public Vision Session | Staff facilitate discussion | September 4, 2025 6:00 pm |
| Staff | Monitor survey, Compile, summarize survey and vision session data, draft plan with required elements | |
| Meeting 3: Town Board /Plan Commission Joint Meeting | Review public participation results (survey and vision session), draft Introduction chapter | October 6, 2025 6:00 pm |
| Staff | Draft plan with required elements | |
| Meeting 4: Town Board /Plan Commission Joint Meeting | Review DRAFT plan – 2 chapters | November 3, 2025 7:30 pm |
| Staff | Draft plan with required elements | |
| Meeting 5: Town Board /Plan Commission Joint Meeting | Review DRAFT plan – 1 chapter | December 1, 2025 6:00 pm |
| Staff | Draft plan with required elements | |
| Meeting 6: Town Board /Plan Commission Joint Meeting | Review DRAFT plan – 1 chapter | January 5, 2026 6:00 pm |
| Staff | Draft plan with required elements | |
| Meeting 7: Town Board /Plan Commission Joint Meeting | Review DRAFT plan – 1 chapter | February 2, 2026 6:00 pm |
| Staff | Draft plan with required elements | |
| Meeting 8: Town Board /Plan Commission Joint Meeting | Review DRAFT plan – 2 chapters | March 2, 2026 6:00 pm |
| Staff | Draft plan with required elements | |
| Meeting 9: Town Board /Plan Commission Joint Meeting | Review DRAFT plan – 2 chapters | April 6, 2026 6:00 pm |
| Staff | Draft plan with required elements | |
| Meeting 10: Town Board /Plan Commission Joint Meeting | Review DRAFT full plan, schedule public hearing | May 4, 2026 6:00 pm |
| Staff | Prepare full plan with changes from meeting, draft resolution adoption, prepare public hearing materials | |
| Meeting 11: Public Hearing | Plan Commission hosts public hearing and makes recommendation to Town Board | June 2026 |
| Meeting 12: Town Board | Town Board adopts plan | June-July 2026 |

Location Map

The Town of Hammond is located in southcentral St. Croix County adjacent to Town of Erin Prairie to the north, Town of Baldwin to the east, Town's of Pleasant Valley and Rush River to the south, and Town of Warren to the west. The Village of Hammond is within the Town of Hammond and Village of Baldwin is to the southeast shown on the **Location Map** below.

Town of Hammond



History

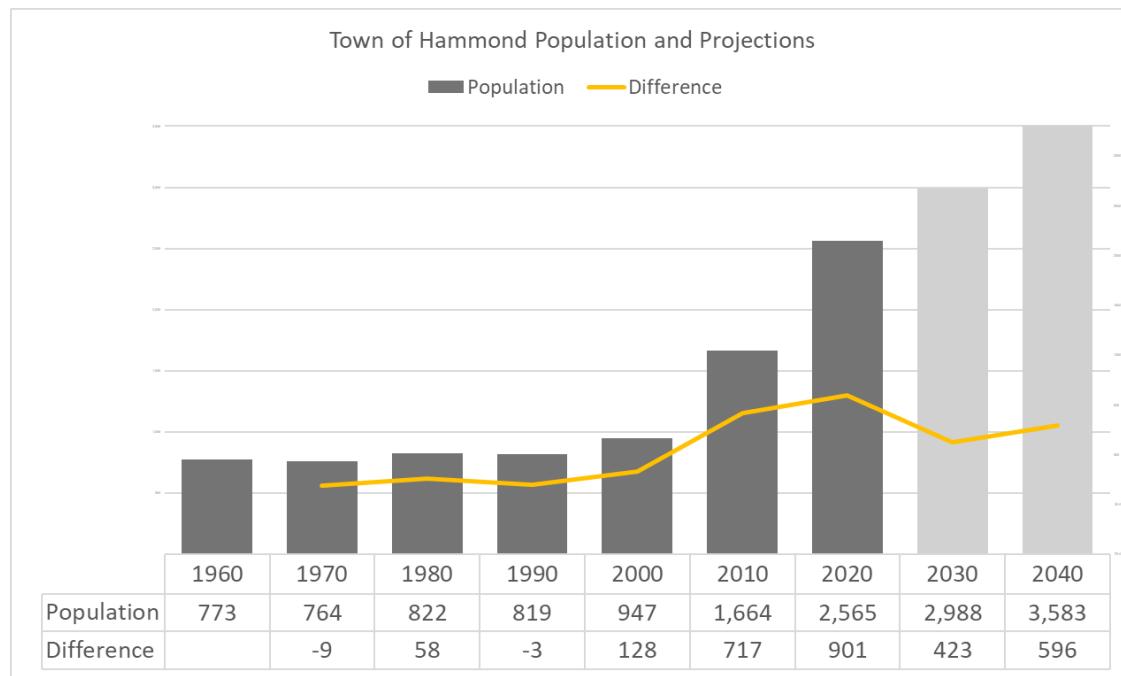
The Town of Hammond was first settled on June 4, 1855, with a train of four covered wagons, each pulled by eight oxen that arrived on the east fork of the Kinnickinnic River. In early settlement, the Town was called *The Thicket*. Early settlers included the Hawkins family, led by Lawrence Hawkins. There were 18 in the party, all from County Galway in Ireland. They had made stops in Connecticut and Madison, before coming to St. Croix County.

The Town of Hammond was established in 1856, the town was named for R. B. Hammond of Waukesha. He and a partner, named Ismond, were real estate dealers who were buying school lands in the area. They built a small sawmill at Hammond and then brought in six families as early settlers. They came by road from Racine. Hammond was incorporated as a town in 1880. Source: St. Croix County 1976 A Bicentennial Report, Past and Present.

Pre-settlement: We gratefully and humbly acknowledge our creator who provides earth's gifts to ALL people. We give thanks and gratitude to those who came before us from all lands, nationalities, and races in protecting these gifts.

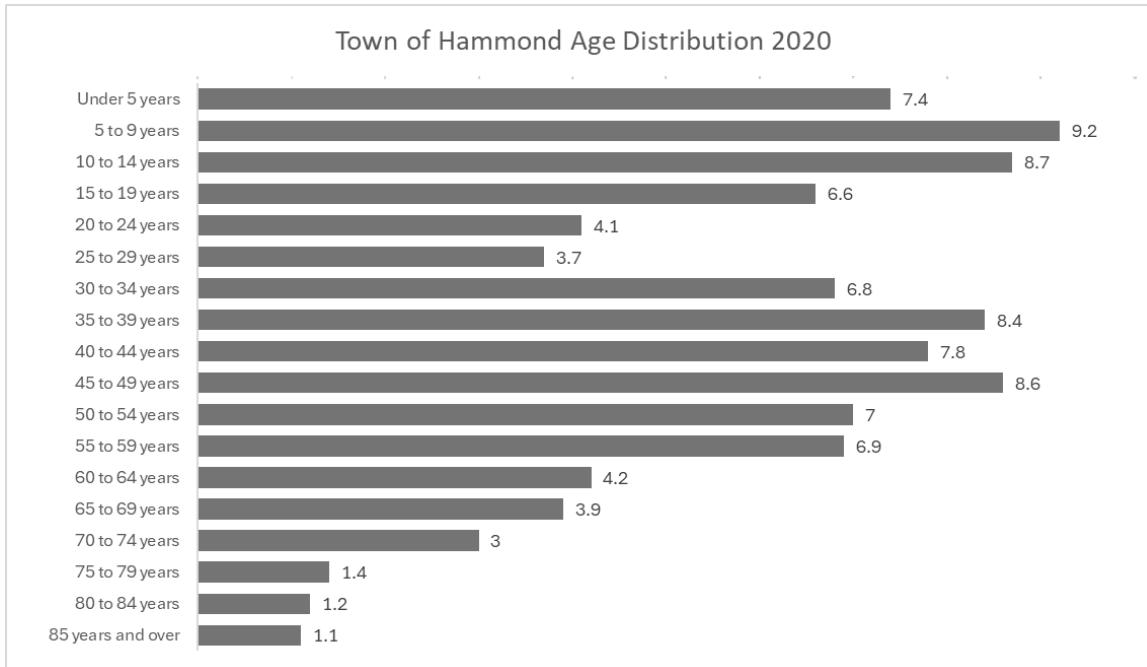
Population

The official Wisconsin Department of Administration January 1, 2025 final population estimate for Town of Hammond is 2,820 residents, which is more than the 2020 decennial census. According to the 2020 US Decennial Census, the Town of Hammond had 2,565 residents. The graph below shows the Town of Hammond population from 1960 to 2020 and projections to 2030 and 2040. According to US Census data, the Town of Hammond experienced consistent population growth from 1990 to 2020 with the greatest population increase from 2010 to 2020. The 2030 and 2040 population projections are an extrapolation calculation based on the assumption that the average previous decennial population change from 1990 will continue. For comparison, the Wisconsin Department of Administration (WDOA) 2040 population projection for the Town of Hammond is 3,136.



Age and Gender

The graph and table below shows the % population distribution by age groups and gender for 2020 in the Town of Hammond. The age group with the most population in 2020 was 5-9 (9.2%) followed by 10-14 (8.7%).



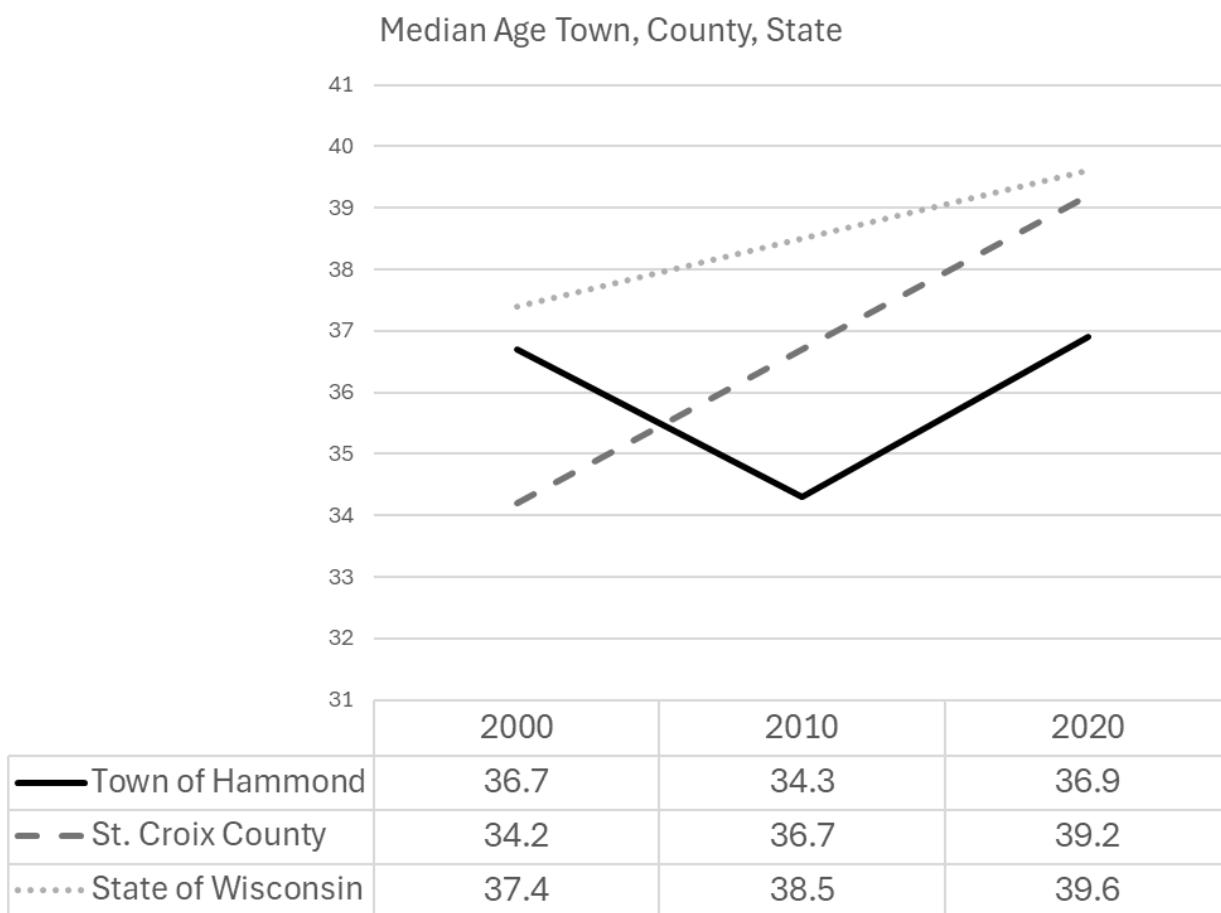
| Town of Hammond Age and Gender Distribution 2020 | | | | | | |
|---|------------|-------------|---------------|--------------|--------------|----------------|
| Age | % | Male | Female | Total | Male% | Female% |
| Under 5 years | 7.4 | 100 | 89 | 189 | 52.9% | 47.1% |
| 5 to 9 years | 9.2 | 122 | 113 | 235 | 51.9% | 48.1% |
| 10 to 14 years | 8.7 | 114 | 110 | 224 | 50.9% | 49.1% |
| 15 to 19 years | 6.6 | 80 | 90 | 170 | 47.1% | 52.9% |
| 20 to 24 years | 4.1 | 65 | 39 | 104 | 62.5% | 37.5% |
| 25 to 29 years | 3.7 | 52 | 44 | 96 | 54.2% | 45.8% |
| 30 to 34 years | 6.8 | 79 | 95 | 174 | 45.4% | 54.6% |
| 35 to 39 years | 8.4 | 100 | 115 | 215 | 46.5% | 53.5% |
| 40 to 44 years | 7.8 | 109 | 92 | 201 | 54.2% | 45.8% |
| 45 to 49 years | 8.6 | 109 | 111 | 220 | 49.5% | 50.5% |
| 50 to 54 years | 7 | 94 | 86 | 180 | 52.2% | 47.8% |
| 55 to 59 years | 6.9 | 99 | 78 | 177 | 55.9% | 44.1% |
| 60 to 64 years | 4.2 | 58 | 51 | 109 | 53.2% | 46.8% |
| 65 to 69 years | 3.9 | 50 | 51 | 101 | 49.5% | 50.5% |
| 70 to 74 years | 3 | 43 | 34 | 77 | 55.8% | 44.2% |
| 75 to 79 years | 1.4 | 22 | 13 | 35 | 62.9% | 37.1% |
| 80 to 84 years | 1.2 | 12 | 18 | 30 | 40.0% | 60.0% |
| 85 years and over | 1.1 | 11 | 17 | 28 | 39.3% | 60.7% |
| Total population | 100 | 1319 | 1246 | 2565 | | |

Source: US Census

Median Age

The median age is the midpoint of the population. Median age refers to the age that divides a population into two equal halves, with one half being younger and the other half being older.

According to the 2020 decennial census, the median age in the Town of Hammond is 36.9. The median age has fluctuated from 2000, with a decrease in 2010 and increase in the past decade. In 2020, the Town median age is lower than the County and the State as shown in the graph and table below.



Increased median age may have implications including reduced labor force engagement, increased health expenditures, and strains on pension and health programs. Decreased median age may indicate a growing labor force, which could justify or cause need for investments in education, job training and housing for young individuals. Other community impacts of decreased median age may include increased innovation and an opportunity to create space for entrepreneurship and other creative endeavors.

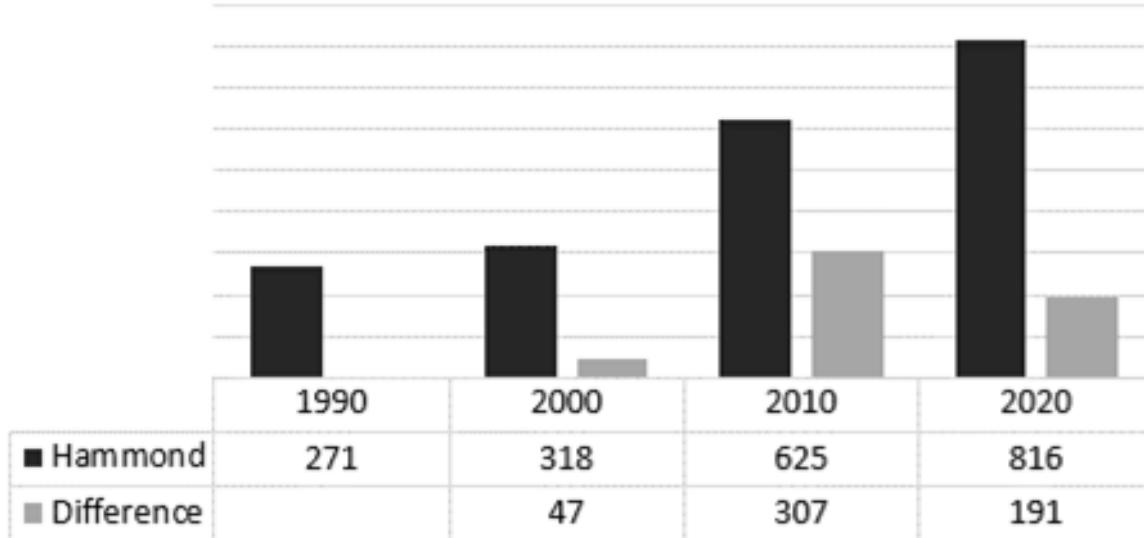
Housing

Housing units in the Town of Hammond are single-family homes. This chapter includes Census housing data of the number of units, occupancy, tenure, type, value, and household size in the Town of Hammond. Residential building permit data, programs, and housing goals are also within this chapter.

Housing Units

According to the US Census Bureau, the number of single-family housing units in the Town of Hammond consistently increased since 1990. The graph below shows the number of housing units increased by 47 from 1990 (271) to 2000 (318), and by 307 from 2000 (318) to 2010 (625) and increased by another 191 housing units from 2010 to 2020 (816) for a total increase of 545 housing units in the 30-year period.

**Town of Hammond
Number of Housing Units 1990-2020**



Housing Projections

Using an extrapolation calculation, the Town of Hammond has projected continued growth. The following graph shows forecasted projections to 2030 and 2040. The dashed lines represent lower and upper confidence projections based on the average changes from 2000.

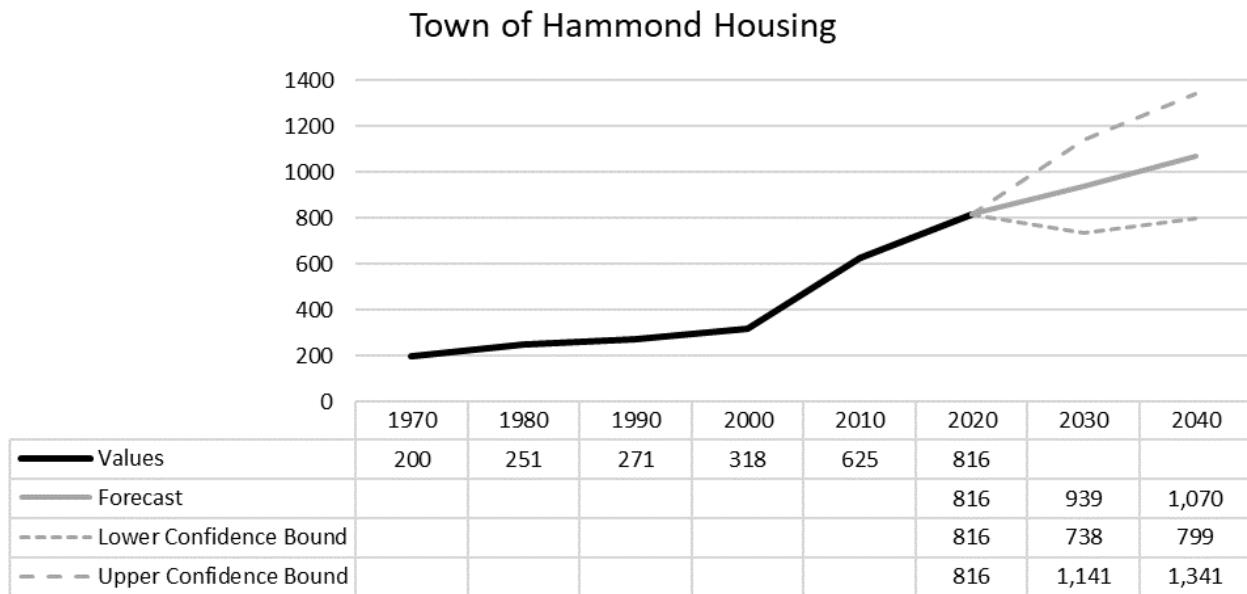
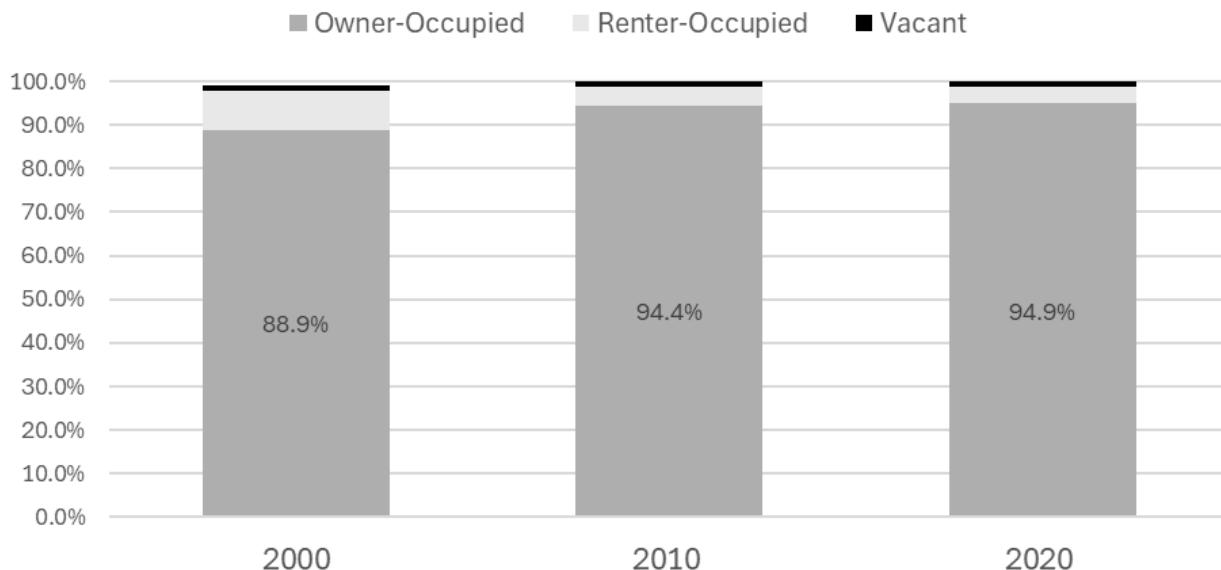


Photo July 2025: Town of Hammond housing development

Housing Occupancy and Tenure

The graph and table below show the housing occupancy and tenure in the Town of Hammond from 2000-2020. The data shows that the percentage of vacant houses has slightly decreased from 2000 (1.3%) to 2020 (1.1%). Owner-occupied housing has consistently increased from 2000 (89.9%) to 2020 (94.9%).

Town of Hammond Occupancy and Tenure



| Town of Hammond Occupancy and Tenure | 2000 | 2010 | 2020 | | |
|--------------------------------------|------|-------|------|-------|-----|
| Occupied | 314 | 98.7% | 617 | 98.7% | 807 |
| <i>Owner-Occupied</i> | 286 | 89.9% | 590 | 94.4% | 774 |
| <i>Renter-Occupied</i> | 28 | 8.8% | 27 | 4.3% | 33 |
| Vacant | 4 | 1.3% | 8 | 1.3% | 9 |
| Total | 318 | | 625 | | 816 |

Source: US Census

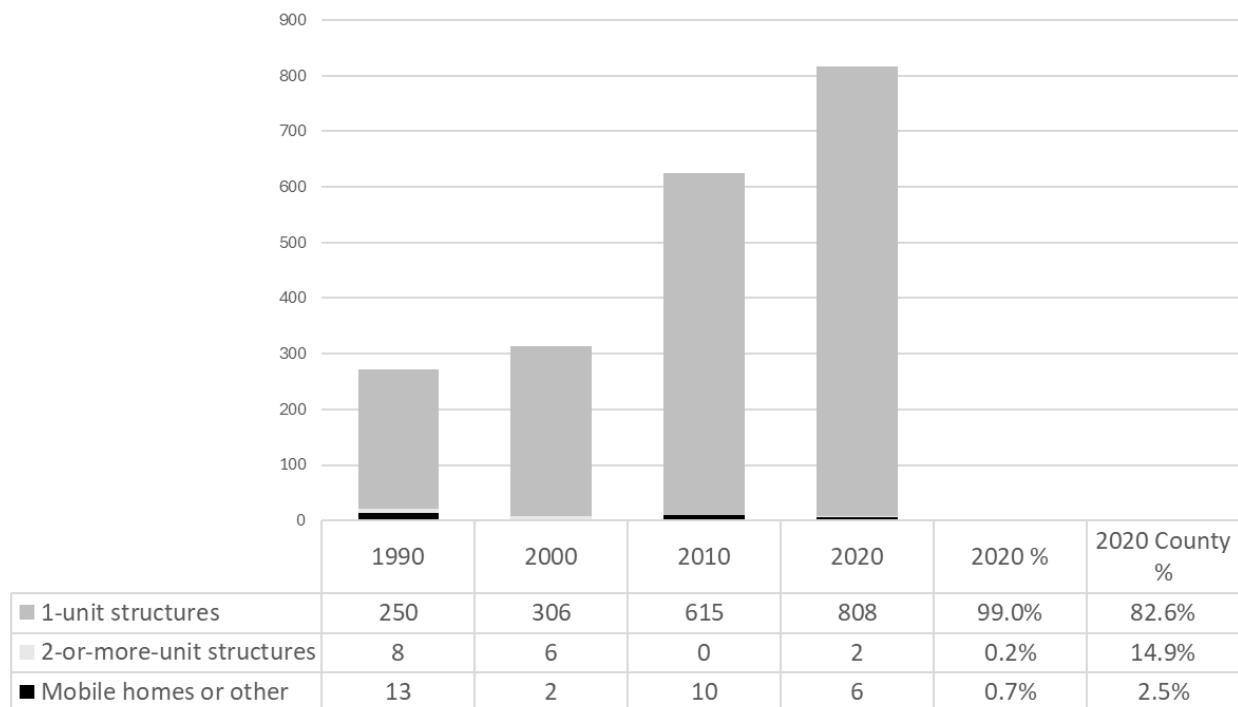
Housing vacancies and homeownership data are used to evaluate the need for new housing programs and initiatives. Vacant housing units can depress property values, lower local property tax revenue, and impose additional costs on public agencies in the form of additional police, fire, and other municipal services needed to respond. The Town's high ownership and low vacancy rates are signs of community stability.

Housing Type

The following graph and table show housing in three Census types including 1-unit structures, 2-or-more-unit, and mobile homes or other. Key findings below.

- 1-unit structures increased
- 2-or-more-unit decreased
- Mobile homes fluctuated
- In 2020, approximately 99 percent of housing was 1-unit structures; roughly 17 percent higher than the county.

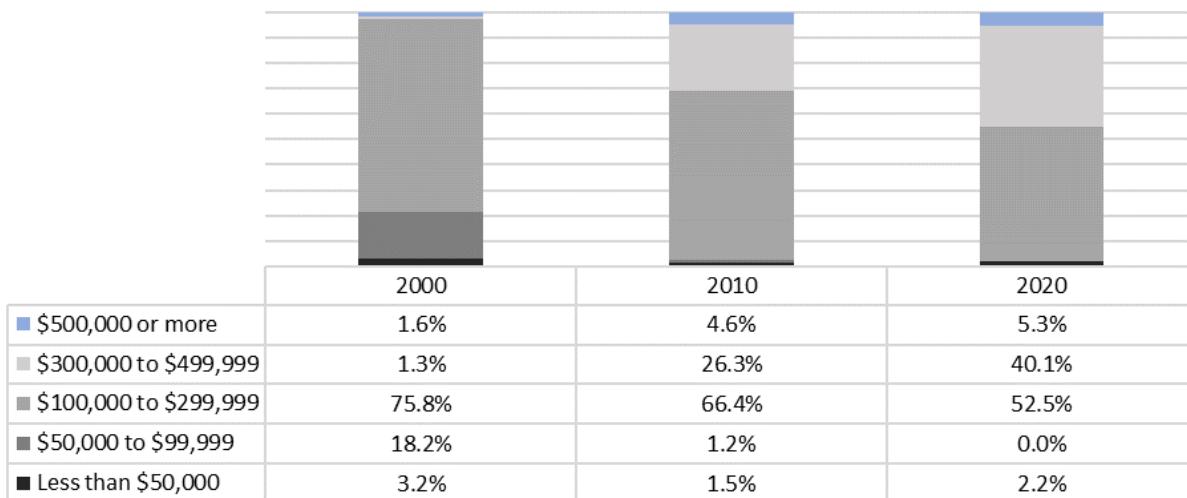
Town of Hammond Housing Type



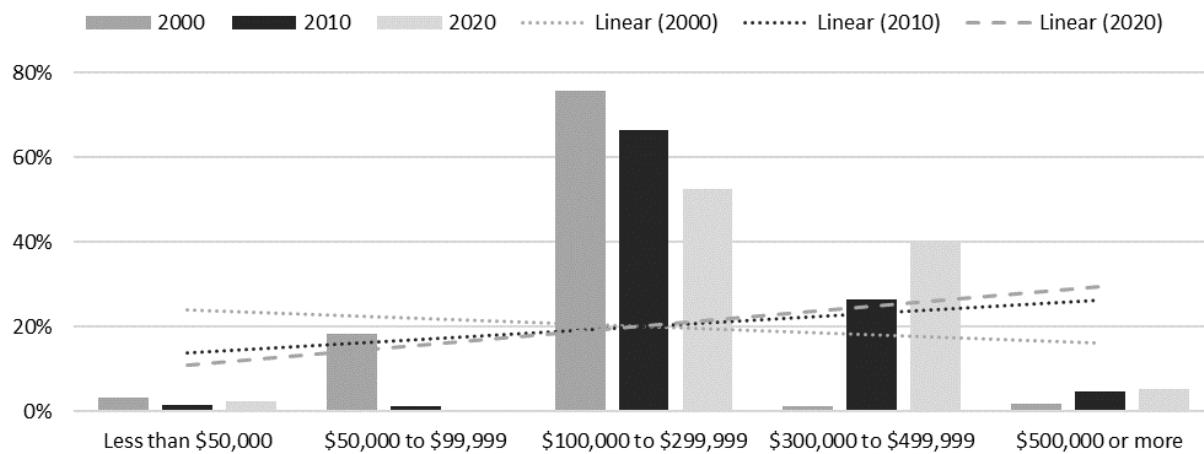
Owner Occupied Housing Value

Housing values have consistently increased since 2000. The graphs below show the percent of housing in five Census dollar value categories ranging from less than \$50,000 to \$500,000 or more. The same data was utilized to create both graphs to highlight the percentage comparison in the top graph and develop trend lines in the bottom graph.

Town of Hammond Owner Occupied Housing Value 2000-2020



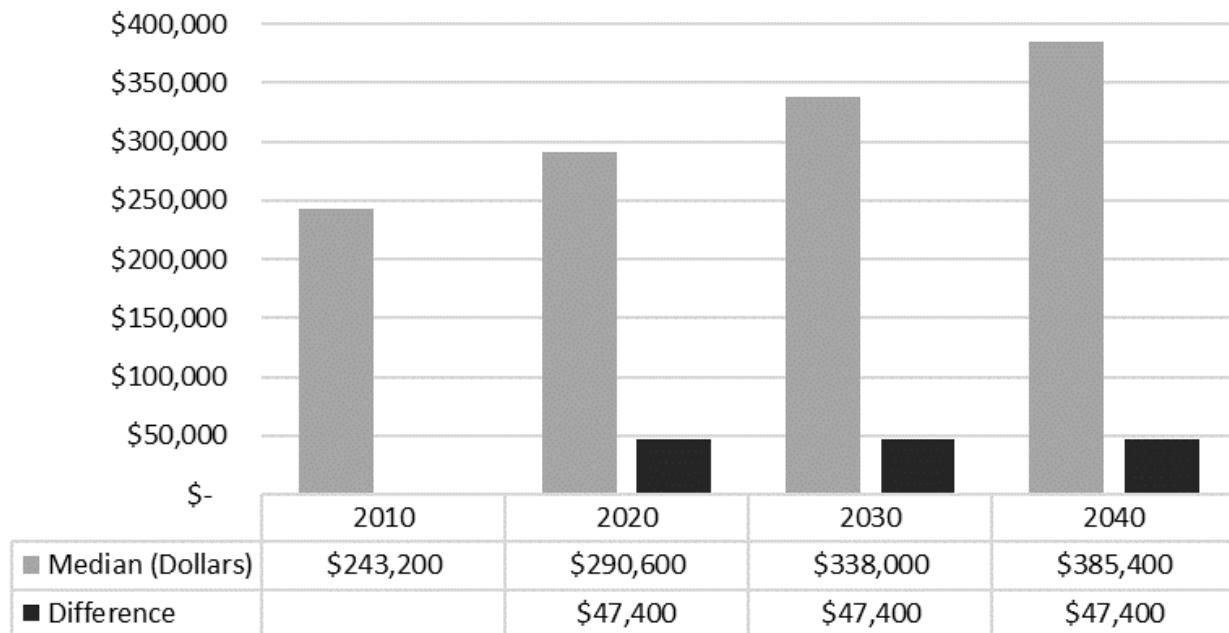
Town of Hammond Housing Value 2000-2020 Trend Lines



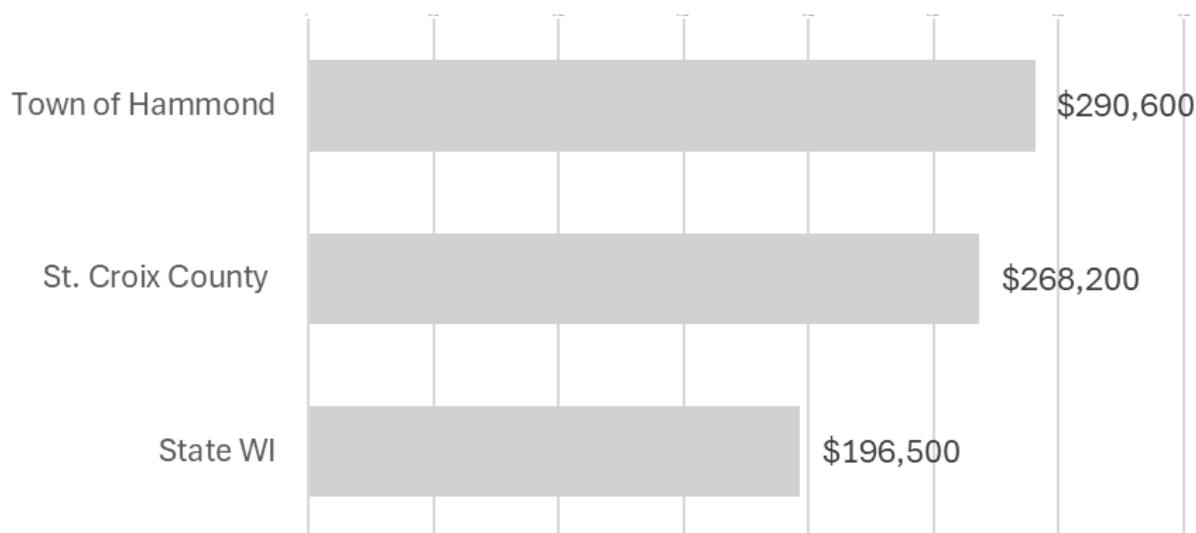
Median Housing Value

The top graph below shows that the median value of homes within the Town has consistently increased since 2010. The value projections for 2030 and 2040 were developed with an extrapolation calculation based on the previous decades. The bottom graph shows a comparison that reveals the Town of Hammond median housing value in 2020 was higher than the State of Wisconsin and the County.

Town of Hammond Median Housing Value



2020 Median Housing Value

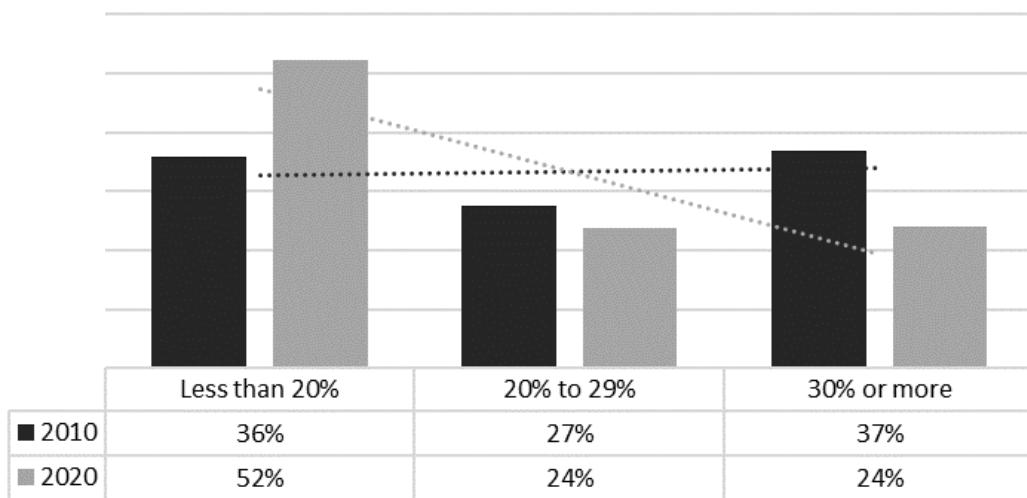


Housing Affordability

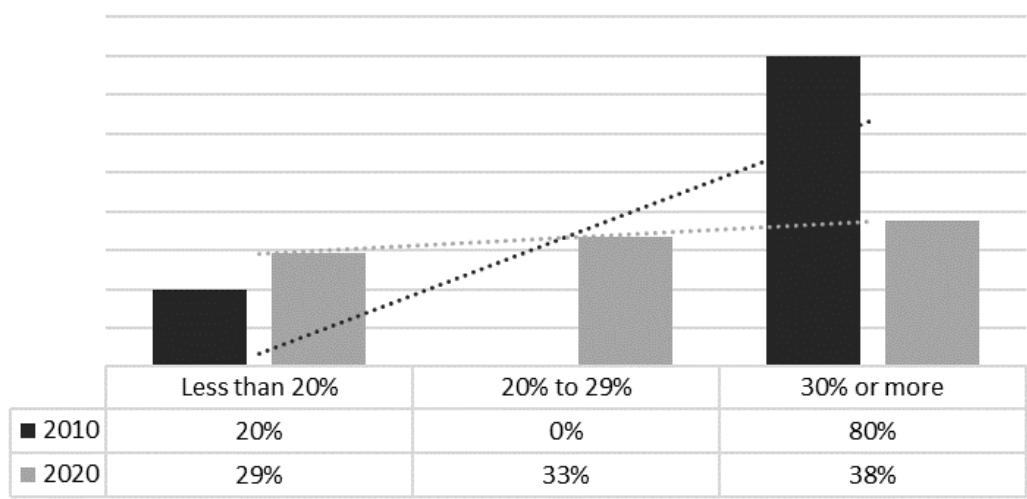
The U.S. Department of Housing and Urban Development (HUD) defines affordable housing as housing that does not exceed more than 30 percent of household income. The graphs below show the percentage of households in three Census categories including less than 20%, 20%-29%, and 30% or more. Key findings below.

- 2010 most owner and renter households paid 30% or more of their income
- 2020 most owner households paid less than 20% of their income
- 2020 most renter households paid 30% or more of their income

Town of Hammond Owner Occupied Housing Cost as Percent of Income

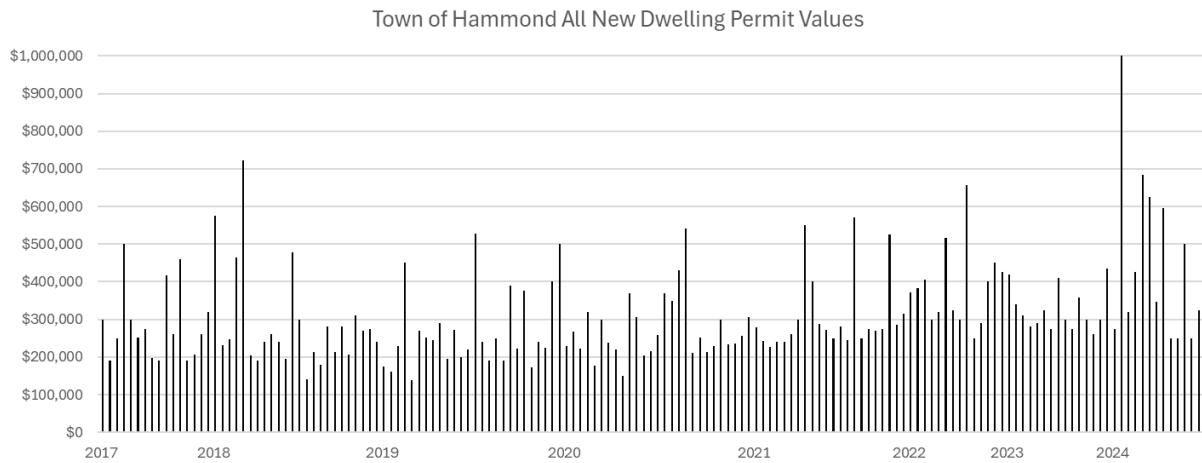
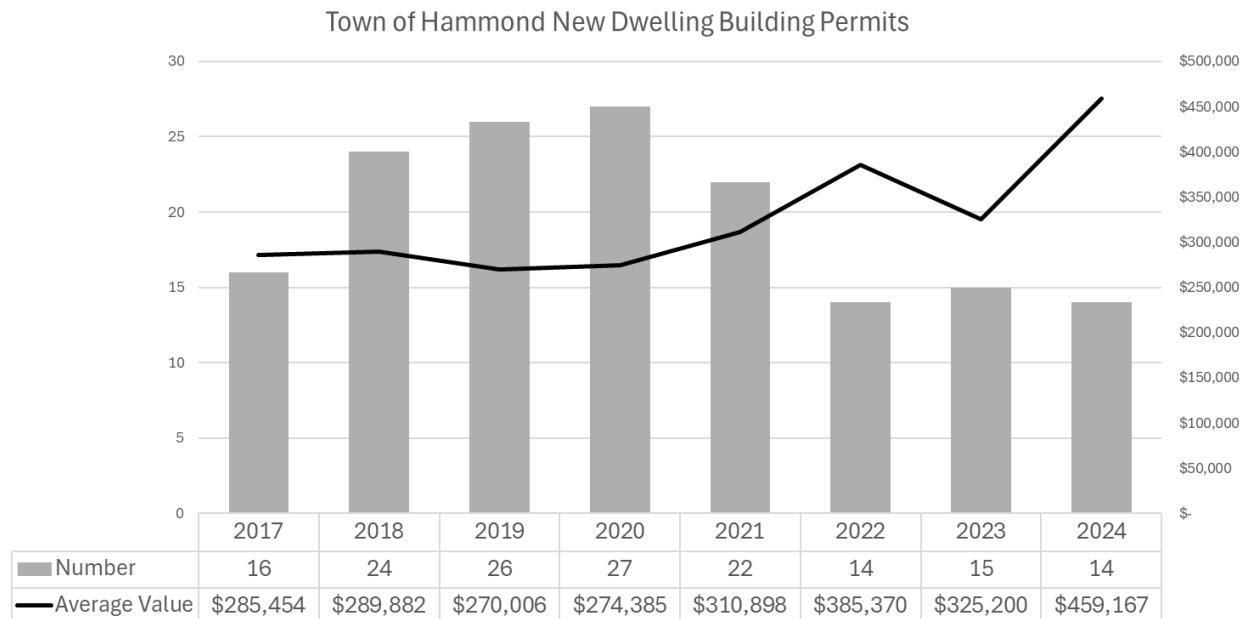


Town of Hammond Renter Occupied Housing Cost as Percent of Income



Building Permits

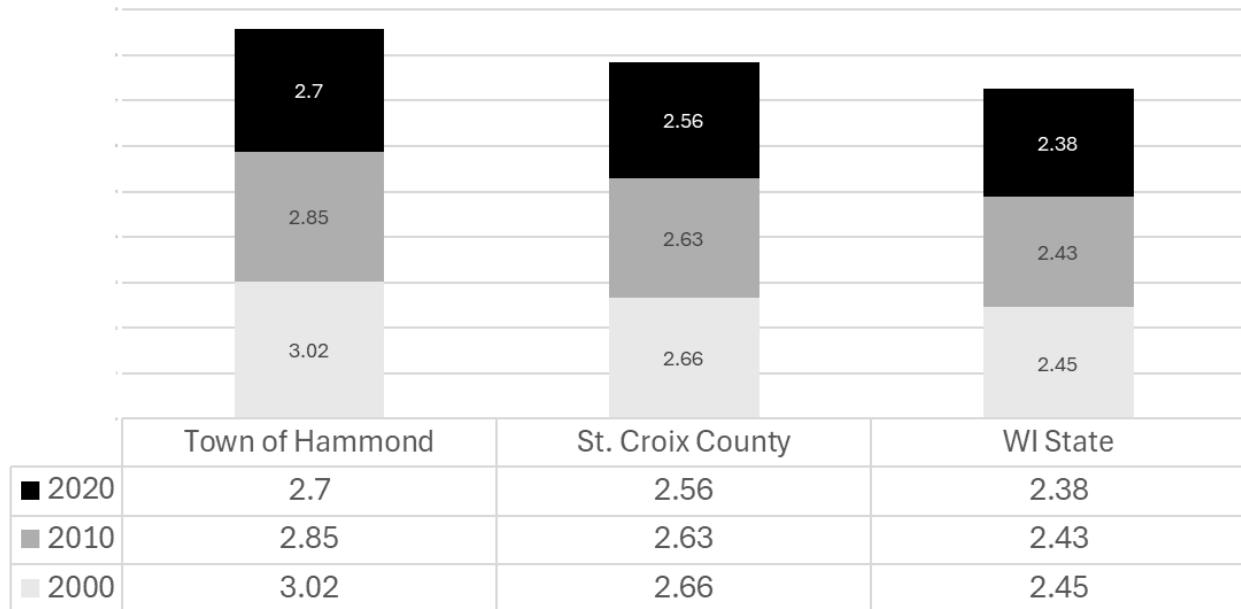
Between 2017 and 2024, one-hundred fifty-eight (158) new dwellings were constructed in the Town of Hammond. The top graph and table below show new dwelling permit numbers and average values from 2017 to 2024. In 2020, the highest number of new dwellings (27) were built. Average annual values range from \$270,000 to \$459,000. All new dwelling permit values for each dwelling are shown in the bottom graph. Individual dwelling values range from \$137,600 to 1.4 Million.



Household Size

Household is all the people who occupy a single-family unit. According to US Census data the average household size decreased in the Town, County, and State. The average household size in the Town of Hammond has decreased since 2000. The graph and table below show the household size for Town of Hammond, St. Croix County and State of Wisconsin.

Household Size Comparison



Housing Programs and Regulations

The Wisconsin comprehensive planning legislation requires governments to compile a list of programs available to help provide an adequate supply of housing that meets existing and forecasted housing demand. The following list includes known available programs.

County and Local

1. *St. Croix County Housing Authorities Hudson, New Richmond and River Falls*
2. *West Central Wisconsin Community Action Agency, Inc. ([WestCAP](#))*
3. *[Impact Seven, Inc.](#) provides senior housing support*
4. *[St. Croix Valley Habitat for Humanity](#) River Falls*
5. *[United Way St Croix and Red Cedar Valleys](#) - Housing Report June 2023 "A Home for All"*
6. *St. Croix Economic Development Corporation ([SCEDC](#)) 2025 Housing Needs Assessment*

State

7. *Wisconsin [Housing and Urban Development](#)*
8. *[Tomorrow's Home Foundation](#), Madison*
9. *Wisconsin Department of Administration*
 - a. *Division of Housing and Intergovernmental Relations*
 - b. *Community Development Block Grant (CDBG) – [Community Development Block Grant \(CDBG\)](#)* Housing Rehabilitation funds are made available through the federal Department of Housing and Urban Development (HUD). The CDBG program provides grants to local governments for housing rehabilitation initiatives that benefit low- and moderate-income households.
 - c. *Wisconsin Housing Cost Reduction Initiative (HCRI)*
 - d. *[Wisconsin Historic Home Tax Credits](#)*
 - e. *[Wisconsin Home Safety Act](#)*
 - f. *[Wisconsin Property Tax Deferred Loan Program \(PTDL\)](#)*
 - g. *[Wisconsin Housing and Economic Development Authority](#) (WHEDA) serves Wisconsin residents and communities by working with others to provide creative financing resources and information to stimulate and preserve affordable housing, small business, and agribusiness.*
 - h. *[Wisconsin Rural Development](#), Rural Housing Service*
 - i. *[Wisconsin Weatherization Assistance](#) Programs*

Federal

10. *USDA-Rural Development* administers federal funds to help secure loan options to assist low- to moderate-income families with home purchase and rehabilitation. Rural Development generally funds individuals who cannot obtain conventional financing.
11. *[United States Department of Housing and Urban Development](#) (HUD)*
 - j. *Section 8 Program* - rent assistance
 - k. *Home Investment Partnership Program (HOME)*

Housing Analysis

The trends in this housing chapter reveal that the average cost of housing construction and value are increasing while the household size decreases, making housing affordability an issue. The community impacts when there's a lack of affordable housing include: Increased stress for cost-burdened households, decreased workforce productivity, lost tax revenue for counties and towns, and greater burden on public services. In addition, housing development is costly in rural areas due to individual well and septic installation, utility extension and transportation of materials.

Housing Goal

Goal: Safe, affordable housing for all Town of Hammond residents.

Objectives and Policies:

1. Support housing sites in the Town of Hammond that meet the needs of residents.
2. Support new developments that are single-family homes.
3. Continue to enforce the Uniform Building Code in residential permits.
4. Encourage owners to maintain or rehabilitate the existing housing stock.
5. Continue to work with St. Croix County to address violations of applicable land use ordinances on existing residential or commercial properties.
6. Continue to enforce the maximum gross density for development of 1 dwelling unit per 2 acres.

Transportation

This chapter contains all modes of transportation conditions, trends, issues, opportunities and goals. A list of state and regional transportation plans and programs is included in this chapter for comparison and analysis. State and regional plans and programs are updated and revised therefore officials will continue to reference related plans and contact the appropriate jurisdictions when implementing future transportation plans.

Town of Hammond Roads

The local, county and state road system in the Town of Hammond is shown on the **Transportation System Map** on the next page. The Town of Hammond works with the County Highway Department and Wisconsin Department of Transportation (WisDOT) on road maintenance and improvements utilizing state programs for assistance. Major roads in the Town of Hammond include Highway 12, County Highway T, County Highway E, County Highway TT, and County Highway J. Highway 63 runs parallel to the town's eastern boundary with the exception of the Pine Lake area.

- Highway 63 – Principal Arterial
- Highway 12 – Minor Arterial
- Highway T – Major Collector
- Highway E – Minor Collector
- Highway J – Minor Collector

Functional Classification

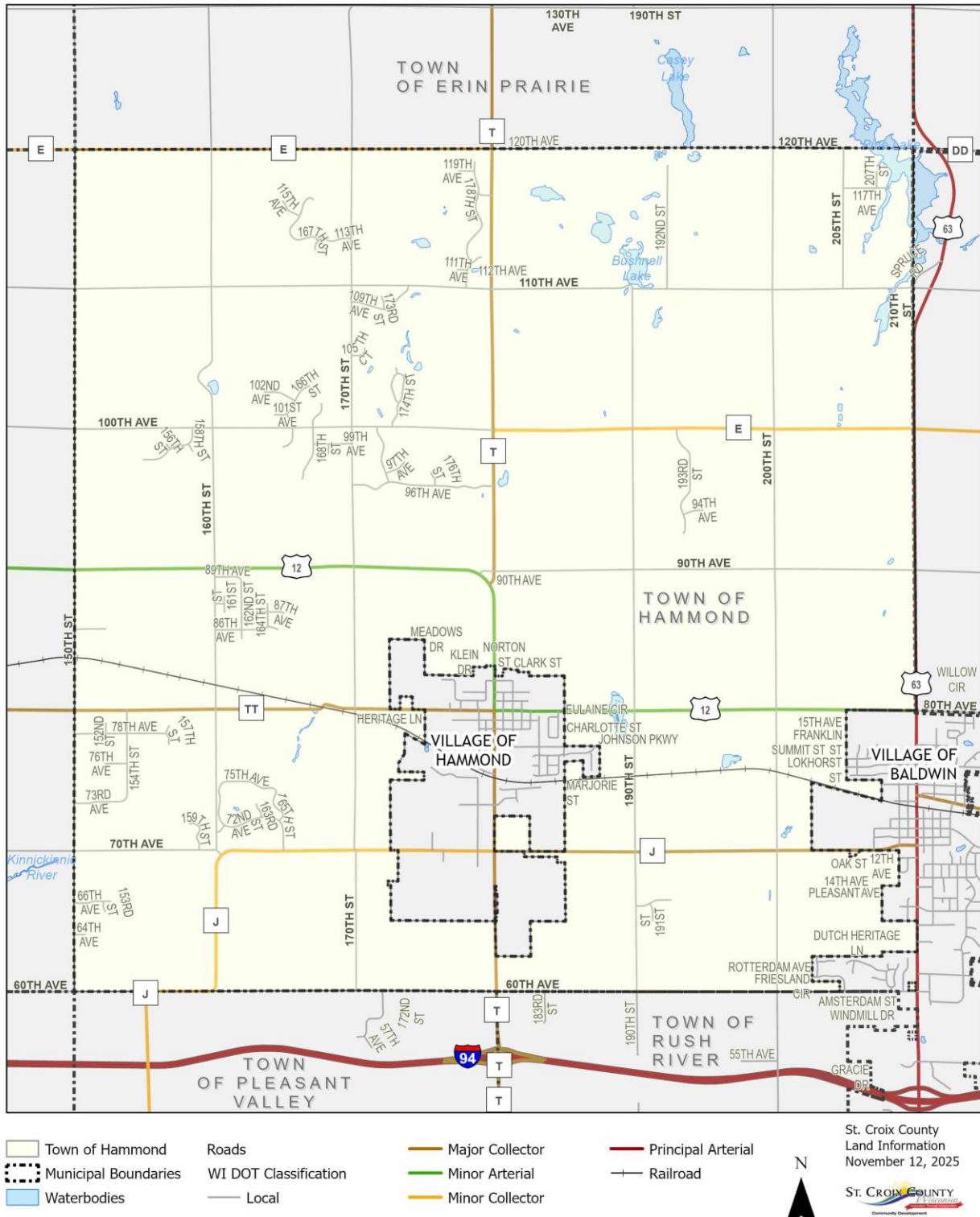
The Wisconsin Department of Transportation (WisDOT) determines road functional classification. The functional classification system groups roads and highways according to the level of service, determined by traffic counts, road spacing, land uses, and population. Road classification helps determine eligibility for state and federal aid. Wisconsin road classifications are divided into urban and rural categories, based on population. The Town of Hammond is considered rural in the functional classification system. Classifications are updated every 10 years after census information becomes available. More information is available on the WisDOT website.

Road Classification Types

- Principal Arterials: Serve interstate and interregional trips. These routes generally serve all urban areas greater than 5,000 people. The rural principal arterials are further subdivided into: Interstate highways and other principal arterials.
- Minor Arterials: In conjunction with the principal arterials, they serve cities, large communities, and other major traffic generators providing intra-regional and inter-area traffic movements.
- Major Collectors: Provide service to moderate sized communities and other intra-area traffic generators and link those generators to nearby larger population centers or higher function routes.
- Minor Collectors: Collect traffic from local roads, and provide links to all remaining smaller communities, locally important traffic generators, and higher function roads. All developed areas should be within a reasonable distance of a collector road.
- Local Roads: Provide access to adjacent land and provide for travel over relatively short distances. All roads not classified as arterials or collectors are local function roads.

Transportation System Map

Town of Hammond Transportation



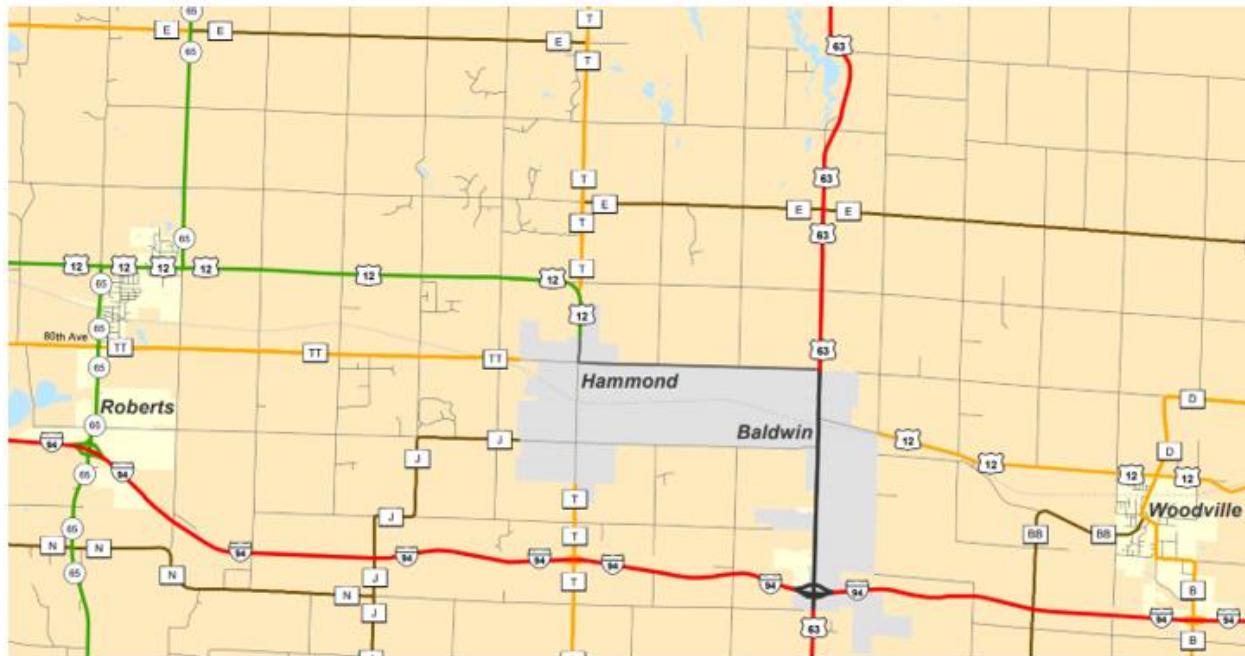
WI DOT Rural Classification Map

WisDOT Bureau of Planning and Economic Development

FHWA Approval Date: 06/15/2016

PDF Created: 12/22/2015

ST CROIX

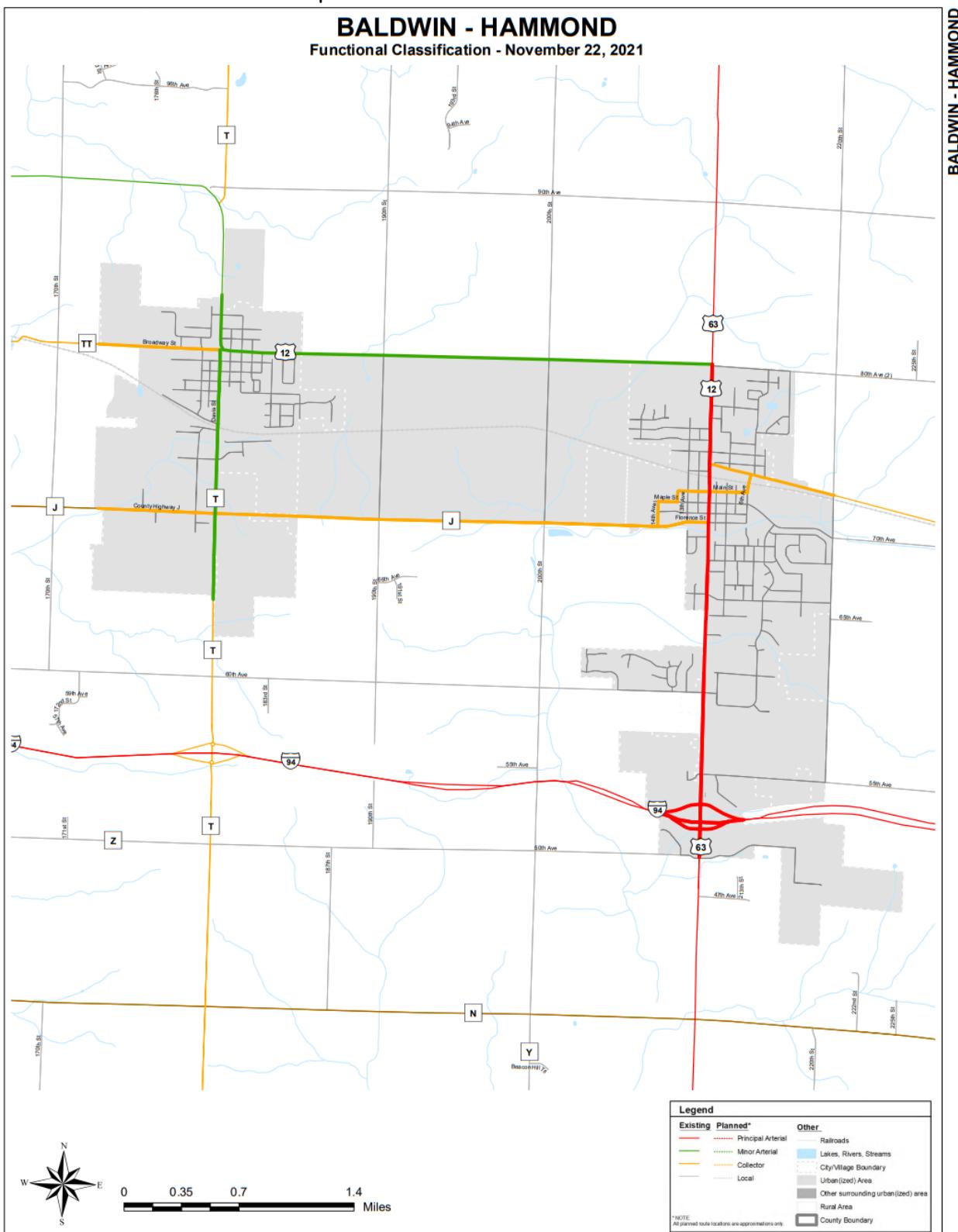


Legend

| Existing | Planned* | Other |
|---|---|--------------------------|
| — | Principal Arterial | — Railroads |
| — | Minor Arterial | — Lakes, Rivers, Streams |
| — | Major Collector | — City/Village Boundary |
| — | Minor Collector | — Urban(ized) Area |
| — | Minor Collector classified using small community criteria and Local | |
| * NOTE: All planned route locations are approximations only. In urban(ized) areas, only urban connecting links of rural classified routes and urban non-connecting link principal arterials are shown. | | |

The information on these maps and produced from these maps was created for the official use of the Wisconsin Department of Transportation (WisDOT). Any other use, while not prohibited, is the sole responsibility of the user. WisDOT expressly disclaims all liability regarding fitness of use of the information for other than official WisDOT business.

WI DOT Urban Classification Map



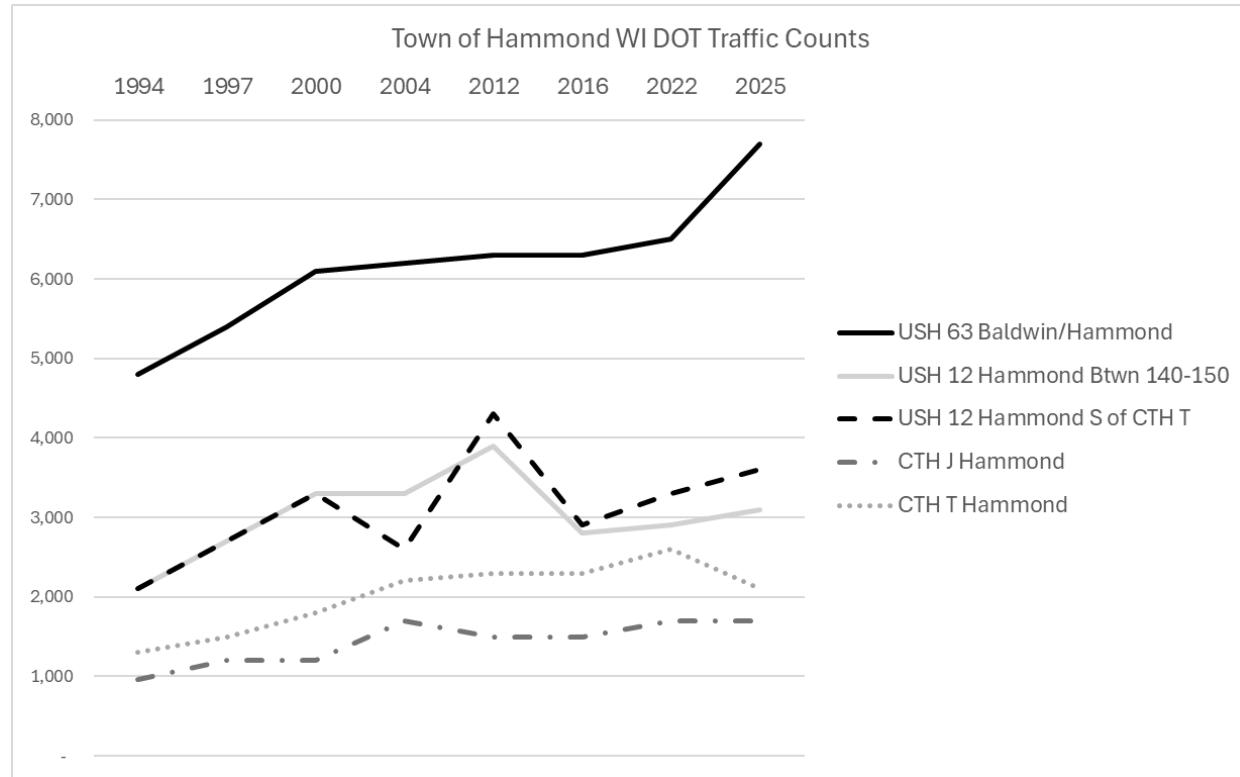
Traffic Counts

Traffic counts for federal, state and county roadways are provided by Wisconsin Department of Transportation. The Annual Average Daily Traffic (AADT) is based on a short duration traffic count, usually 48 hours, taken at the location. This count is then adjusted for the variation in traffic volume throughout the year and the average number of axles per vehicle. Short duration counts are collected over three, six, or 10-year cycles at more than 26,000 rural and urban locations throughout the state.

Traffic counts on major roads within the Town of Hammond are shown in the table and graph below. According to Wisconsin Department of Transportation interactive traffic count map, the data for 2025 is 'Preliminary'. All major road traffic county increased since 2016 with the exception of Hwy T.

| Town of Hammond Annual Average Daily Traffic counts | | | | | | | | | |
|---|--------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Site # | 1994 | 1997 | 2000 | 2004 | 2012 | 2016 | 2022 | 2025 |
| USH 63 Baldwin/Hammond | 550191 | 4,800 | 5,400 | 6,100 | 6,200 | 6,300 | 6,300 | 6,500 | 7,700 |
| USH 12 Hammond Btwn 140-150 | 550112 | 2,100 | 2,700 | 3,300 | 3,300 | 3,900 | 2,800 | 2,900 | 3,100 |
| USH 12 Hammond S of CTH T | 550168 | 2,100 | 2,700 | 3,300 | 2,600 | 4,300 | 2,900 | 3,300 | 3,600 |
| CTH J Hammond | 550358 | 960 | 1,200 | 1,200 | 1,700 | 1,500 | NA | 1,700 | 1,700 |
| CTH T Hammond | 550395 | 1,300 | 1,500 | 1,800 | 2,200 | 2,300 | NA | 2,600 | 2,100 |

Source: Wisconsin Department of Transportation Highway Traffic Volume Data



County Road Projects

According to the St. Croix County 2024-2028 Five Year Road Construction Plan, County highway E will from Hwy 65 to County highway T is planned for reconstruction in 2028.

Air Transportation

St. Croix County has one publicly owned airport located in the City of New Richmond. The New Richmond Regional Airport (NRRA) opened in 1964. The airport is owned by the City of New Richmond and operated by a seven-member airport commission. It is included in the Federal Aviation Administration (FAA) National Plan of Integrated Airport Systems for 2021–2025, in which it is categorized as a local general aviation facility. The airport has two runways and houses about 200 aircrafts based in privately owned hangars. The airport serves an estimated 155,000 people in Western Wisconsin and Eastern Minnesota.

The nearest scheduled air passenger service and air freight connections are available at Minneapolis-St. Paul International Airport. The MSP International Airport is located approximately 45 miles to the southwest. It offers scheduled passenger service and serves as an air cargo feeder for air freight shipments.

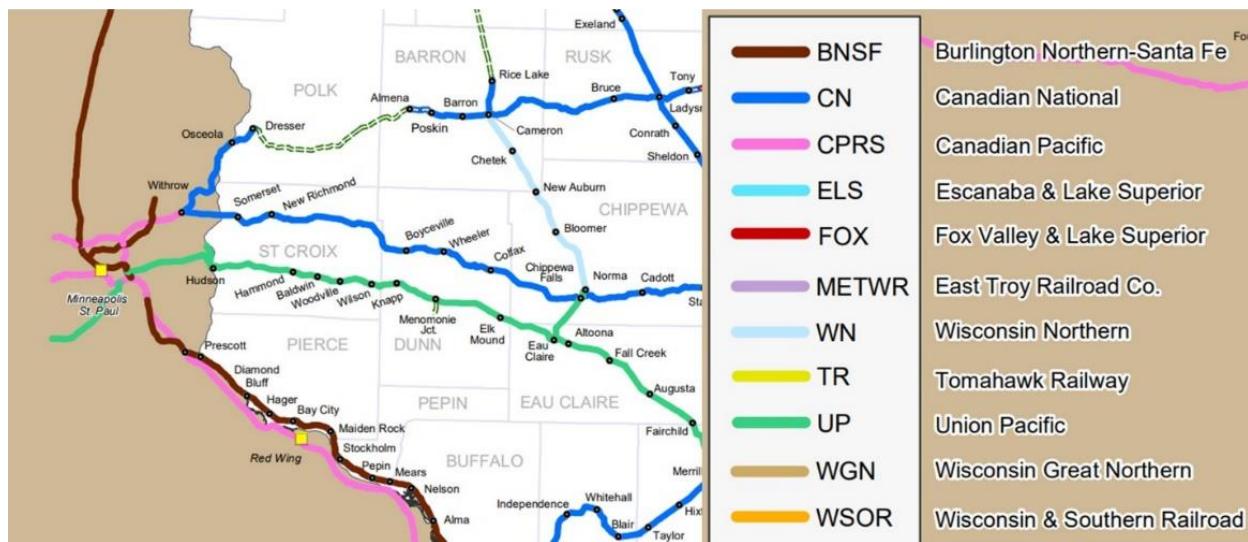
Active Transportation

Active transportation refers to any form of human-powered transportation, such as walking, cycling, skateboarding, rolling (wheelchair, stroller), running, or skating. This mode of transportation not only promotes physical activity but also helps reduce traffic congestion and environmental pollution.

Rail Transportation

St. Croix County is served by two railroads with east-west routes, the Canadian National (CN) and Union Pacific (UP), as shown in the map below. The Union Pacific (UP) railroad runs through the Town of Hammond. The UP Railroad operates the former Chicago-Northwestern (CNW) mainline between Minneapolis-St. Paul and Chicago. This line travels through the towns of Baldwin and Hammond and serves the communities of Hudson, Roberts, Baldwin, Hammond, Woodville and Wilson. The availability of service provided by the UP rail line is dependent upon the level of shipping generated by individual communities along this route and by access to larger rail systems to the west and east.

WI DOT Railroads and Harbors Map 2025



Trucking & Water Transportation

The Wisconsin Department of Transportation (WisDOT) Freight Plan and Statewide Long-Range Multimodal Transportation Plan address trucking and freight including heavy weight load restrictions and routes. There are no significant passenger or freight water transportation services in the Town of Hammond or in St. Croix County. The nearest is the barge traffic on the Mississippi river. Water transportation within the County is primarily recreational in nature (e.g., canoeing, fishing, water skiing) occurring throughout the County on its many rivers and lakes, with some larger recreational boats and sailboats on Lake St. Croix. Paddlewheel and other riverboat excursions are also available along the St. Croix River for sight-seeing and dinner cruises.

Public Transit & Park and Ride

Some bus service is provided to the region along Interstate Highway 94, more information provided by Wisconsin Department of Transportation. Existing park and ride lots for cars and van pools are located to provide connections for commuter transit to the Minneapolis-St. Paul Metropolitan Area. The following table shows the Park and Ride Facilities and number of stalls in St. Croix County.

| | St. Croix County Park-and-Ride Facilities | # of Stalls | |
|--|---|-------------|------|
| | | 2009 | 2023 |
| 1 | Baldwin (I-94/US 63) | 36 | 33 |
| 2 | Forest (US 63/WIS 64) - Cylon 4-corners | 24 | 15 |
| 3 | Hammond (I-94/County T) | | 86 |
| 4 | Houlton-Somerset (WIS 64/WIS 35) | | 59 |
| 5 | Hudson (I-94/County F/Carmichael Rd.) | 168 | 166 |
| 6 | River Falls (WIS 35/WIS 65) | 124 | 124 |
| 7 | Roberts (I-94/WIS 65) | 48 | 116 |
| 8 | Southeast (SE) of Hudson (South of I-94/WIS 35) | 74 | 74 |
| 9 | New Richmond (STH 65/Airport) | 30 | 30 |
| Sources: 2012 Plan-2009 data, WisDOT-2023 data | | | |

Specialized Transportation

St. Croix County Department of Aging and Disability Resource Center maintains a fleet of vans that provide demand responsive service for seniors and those with disabilities. The State-County Elderly and Disabled Transportation Assistance program provides counties with financial assistance to provide transportation services to seniors and individuals with disabilities. For more information visit the Wisconsin Department of Transportation website. The following table shows all available van trip data for villages and cities from 2005-2022.

| St. Croix County Van Transportation Services | | | | | | | | | | | |
|--|--------|--------|--------|--------|--------|--------|-------|-------|-------|-------|--------|
| Cities | 2005 | 2008 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
| Glenwood City | 2134 | 2108 | n/a | 936 | 806 | 792 | 196 | 114 | 346 | 550 | 1450 |
| Hudson/ N. Hudson | 3796 | 4300 | 7792 | 6448 | 5410 | 5490 | 1574 | 1074 | 4046 | 5088 | 4908 |
| New Richmond | 9068 | 3668 | 10832 | 6946 | 4830 | 3068 | 556 | 76 | 1094 | 1600 | 2118 |
| Villages | | | | | | | | | | | |
| Baldwin | 1774 | 1564 | 842 | 616 | 484 | 846 | 398 | 74 | 220 | 490 | 710 |
| Deer Park | 14 | 283 | 360 | 520 | 112 | 110 | 116 | 76 | 116 | 128 | 114 |
| Hammond/Roberts | 450 | 993 | 166 | 158 | 114 | 120 | 116 | 76 | 114 | 112 | 68 |
| Somerset | 2260 | 1042 | 186 | 134 | 248 | 796 | 356 | 516 | 968 | 1414 | 1438 |
| Woodville | 2784 | 2950 | 508 | 206 | 376 | 158 | 128 | 74 | 148 | 376 | 200 |
| Total | 22,280 | 16,908 | 20,686 | 15,964 | 12,380 | 11,380 | 3,440 | 2,080 | 7,052 | 9,758 | 11,006 |

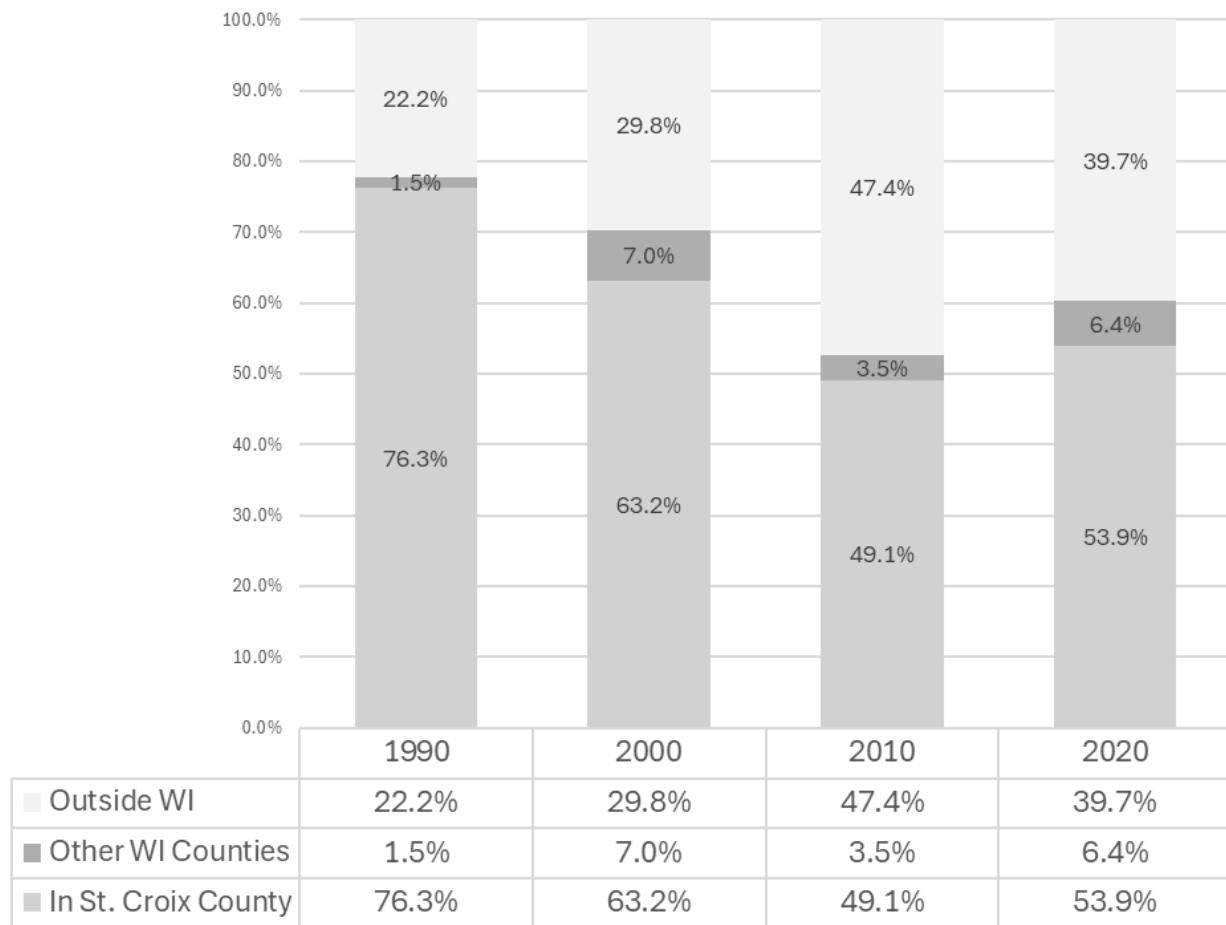
Source: 2005-2008 from 2012 County Comprehensive Plan and 2017-2024 St. Croix County Department of Aging and Disability Resource Center. Data Considerations:

1. Site Specialized Transportation provides rides only within the 6 mile radius of the Senior Center in the community.
2. Transportation services were closed in March 2020 with resuming medical essential rides in June of 2020.
3. Senior Centers were closed from March 2020 to June 2021, no special trips or rides provided to the Centers.
4. In Woodville and Hammond/Roberts area, Western Wisconsin Health campus also provides rides for medical appointments.
5. Hudson Hospital and Amery Hospital both ended their transportation services.
6. In 2018, the volunteer ride program was transferred to CILWW/New Freedom transport.
7. 2014 City of New Richmond started a rideshare program. Westfields Hospital also has multiple vans for rides to their campus.
8. In Baldwin, Western Wisconsin Health campus also provides rides for medical appointments.
9. January 2024, the City of Hudson began a successful Rideshare Program.

Commuting Patterns - Place of Work

The graph and table below show the place of work of town residents in three categories including: In St. Croix County, Other WI counties, and Outside Wisconsin. According to Census data, most residents work in St. Croix County in 2020 (53.9%).

Town of Hammond Resident Place of Work Percent

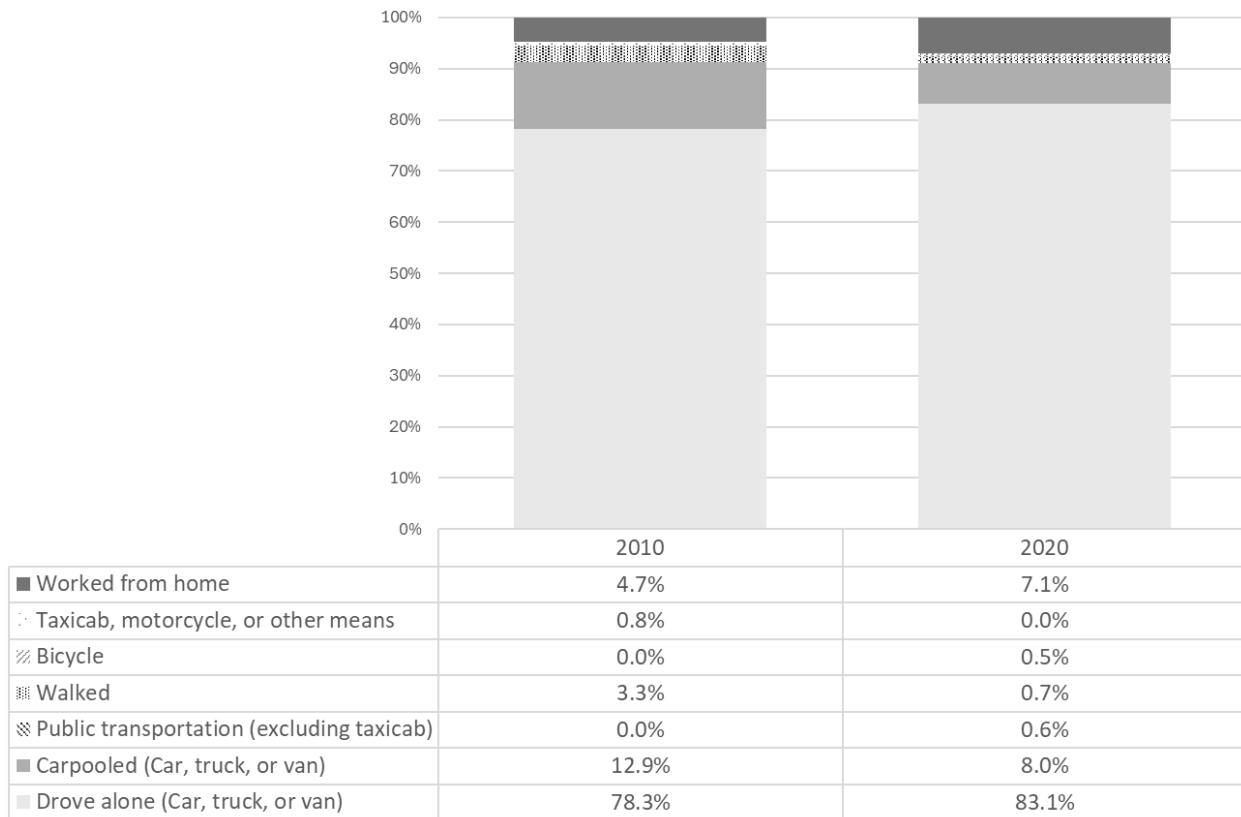


Mode of Transportation

The graph and table below show the mode or means of transportation to work of Town residents in seven categories including: Worked at home, taxicab, motorcycle, or other means, bicycle, walked, public transportation, carpooled, or drove alone. The data includes a decennial comparison of the years 2010 and 2020.

From 2010 to 2020 the number of residents working from home increased from 4.7 % to 7.1%. In the same period the number of residents that carpooled decreased from 12.9% to 8.0%. The data reveals that most Town residents drive alone.

Town of Hammond Mode of Transportation to Work Percent



Transportation Plans and Programs

Several state, regional, and St. Croix County organizations and agencies have developed plans and programs for the management and systematic update of transportation facilities in the area. State and regional plans and programs are updated and revised therefore officials will continue to reference related plans and contact the appropriate jurisdictions when implementing future transportation plans.

State Plans and Programs

1. [Wisconsin State Transportation Plan](#)
2. Access Control for STH 65. 1998. Project # 1540-08-29.
3. Wisconsin Department of Transportation (DOT) Plan 2050 ([Connections 2050](#))
4. WI DOT four-year [Statewide Transportation Improvement Program](#)
5. WI DOT [Access Management State Statutes](#)
6. Wisconsin State [Airport System Plan](#)
7. Wisconsin [Bicycle Transportation Plan](#)
8. WI DOT [Pedestrian Policy Plan](#)
9. WI DOT [Adopt-A-Highway](#) Program
10. WI DOT [Information System for Local Roads](#) (WISLR)
11. WI DOT [Local Roads Improvement Program](#) (LRIP) - Town plan to DOT for funding
12. WI DOT [Transportation Economic Assistance](#) (TEA) Program
13. Wisconsin Department of Natural Resources (DNR) [trails program](#)
14. Wisconsin Economic Development Corporation
15. Surface Transportation Rural Program (STP-R)
16. Town Road Improvement Program (TRIP)
17. Discretionary Town Road Improvement Program (TRIP - D)
18. Local Bridge Improvement Assistance (Local Bridge)
19. Snowmobile Routes & Trail Crossing Signs
20. [Association of Wisconsin Snowmobile Clubs](#) (AWSC)

Regional and Local Plans and Programs

1. St. Croix [County Transportation](#) Local Road Improvement Program (LRIP) plan
2. St. Croix County [Highway Department 5-year plan 2022-2026](#)
3. St. Croix County Land Division Ordinance
4. St. Croix County Bicycle and Pedestrian Plan
5. St. Croix County Comprehensive Plan
6. Pierce County Comprehensive Plan
7. West Central Wisconsin Regional Planning Commission ([WCWPRC](#)) [Transportation](#)
8. Comprehensive Plan for the City of River Falls
9. Town of Warren and Village of Roberts Comprehensive Plan
10. Town of River Falls Comprehensive Plan
11. Specialized Transportation and Transit Providers
 - i. St. Croix County [Aging and Disability Resource Center](#)
 - ii. New Freedom Program – [Center for Independent Living for Western Wisconsin](#)

2006 Transportation Goal

Goal: Provide a safe and efficient transportation system that meets the needs of multiple users.

Objectives:

1. Ensure transportation system improvements are coordinated with land development desires.
2. Provide for adequate road capacities and road conditions.
3. Support the development of facilities that accommodate biking, hiking, and other modes of transportation.

Policies:

1. Continue to update and implement the Pavement Assessment Surface Evaluation Report (PASER) program to provide for the upgrading and maintenance of town roads.
2. Work, both as a town and with the county, to properly place and maintain road signs in the town so that these signs are in compliance with the Federal Manual on Uniform Traffic Control Devices.
3. Consider implementing town road impact fees for any new development project that place burden on or require the upgrading of town roads.
4. Discourage “side of the road” residential and commercial development on State and County highways to prevent congestion and preserve rural character.
5. Work with county, state and private landowners in ensuring that road-rights-of-way are clear of visual obstacles, particularly at road intersections. Road rights-of-way should be properly mowed and cleared.
6. Enforce weight restrictions on existing town roads and consider weight limits when reviewing development proposals.

AI Condensed Goal

Provide a safe, efficient, and multimodal transportation system that supports community needs and land use plans.

Objectives and Policies

1. Integrate Transportation and Land Use
 - a. Coordinate system improvements with land development.
 - b. Discourage highway “side of the road” development to reduce congestion and preserve rural character.
2. Maintain and Improve Road Infrastructure
 - a. Implement and update the Pavement Assessment Surface Evaluation Report (PASER) for road maintenance and upgrades.
 - b. Enforce weight restrictions and consider weight limits when reviewing new development proposals.
 - c. Consider impact fees for developments that increase road demands.
3. Enhance Safety and Efficiency
 - a. Ensure proper placement and maintenance of road signs in compliance with federal standards.
 - b. Work with partners to keep rights-of-way clear of obstructions, particularly at intersections, through mowing and maintenance.
4. Support Multimodal Transportation
 - a. Expand and improve facilities for biking, hiking, and other alternative transportation modes.

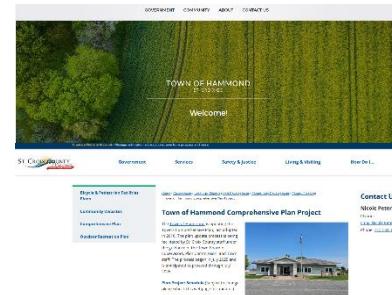
Appendix A Public Participation Summary

Public Participation Process

On July 14, 2025 the Town Board adopted Resolution No. 2025-01 approving the public participation plan as required by Wisconsin Statutes sec. 66.1001(4). The Town and County worked together to implement the public participation plan strategies within the resolution. A public vision session was held on September 4, 2025 and a public survey was administered August – October 2025. The results of the vision session and survey were presented at a public joint Board and Plan Commission meeting on October 6, 2025. The summarized results of the vision session and survey within this appendix are organized by the plan elements including: Housing, Transportation, Utilities & Community Facilities, Agricultural, Natural, & Cultural Resources, Economic Development, Intergovernmental Cooperation, and Land Use.

Project Webpage

St. Croix County hosted a dedicated project webpage for the 2026 Town of Hammond comprehensive plan update. The webpage was launched in August 2025 and provided a project description, plan purpose, plan update schedule, meeting materials, and link to the Town website (Both shown right).



Vision Session Process Summary

The Town of Hammond comprehensive plan update public Vision Session was held on September 4, 2025, from 6:00 pm – 8:00 pm at Town Hall. Town staff promoted the vision session by mailing 970 post cards to property owners and posters at Town Hall. Approximately 15 participants attended the 2-hour vision session. St. Croix County staff delivered a presentation about the plan update process, purpose, and elements. Participants were given a 1-page handout that listed the plan elements and sub-categories. Participants were asked to share their thoughts at 5 staff-facilitated tables representing the comprehensive plan elements including: Housing, Transportation, Utilities & Community Facilities, Agricultural, Natural, Cultural Resources, Economic Development, Intergovernmental Cooperation, and Land Use.

Survey Process Summary

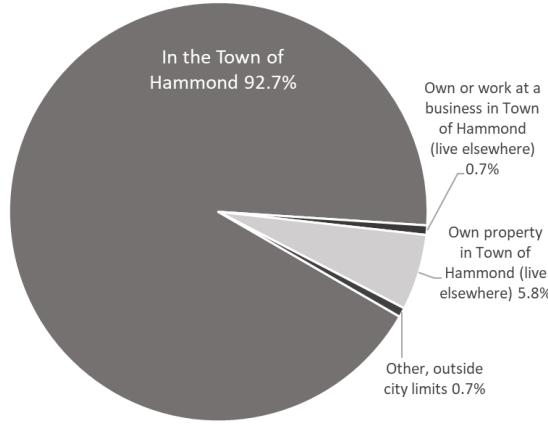
Staff developed and administered the Town of Hammond comprehensive plan update survey in October-December 2024. The final survey participant count was 138 total responses. The survey results found in this Appendix show the number of responses in parenthesis at the top. The 23-question online and paper survey was gathered from August 2025 to September 28, 2025. The survey was promoted through a post card to property owners, posters at election, and the county project website.

Public Meetings

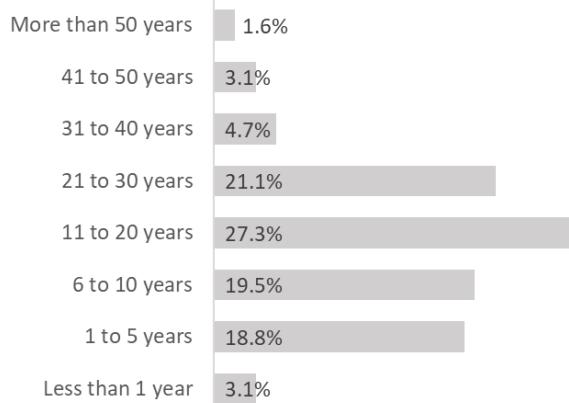
St. Croix County staff presented the draft 2026 Town of Hammond comprehensive plan at public joint Board and Plan Commission meetings to gather information and solicit any plan corrections. On _____, the Town of Hammond Plan Commission held a public hearing to gather public comment on the draft 2026 Town of Hammond comprehensive plan. The plan was made available for public review and comment 10 days prior to the public hearing on the project webpage.

Survey Demographics, Quality of Life

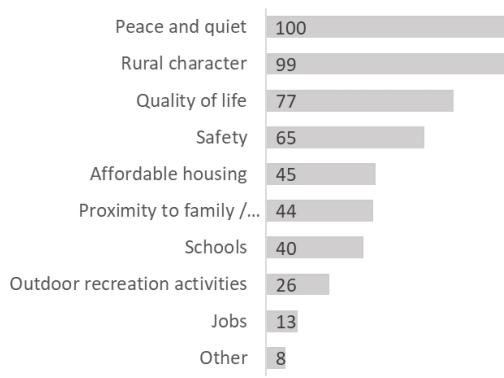
Q1 Town of Hammond
Survey Participant Location Percent
(137)



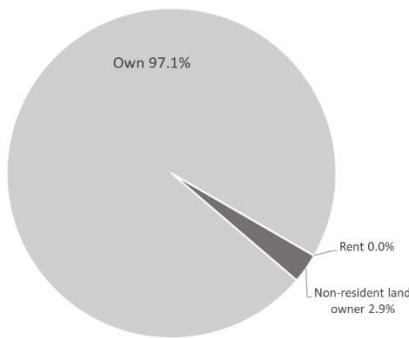
Q2 Town of Hammond
Survey Resident Longevity Percent
(127)



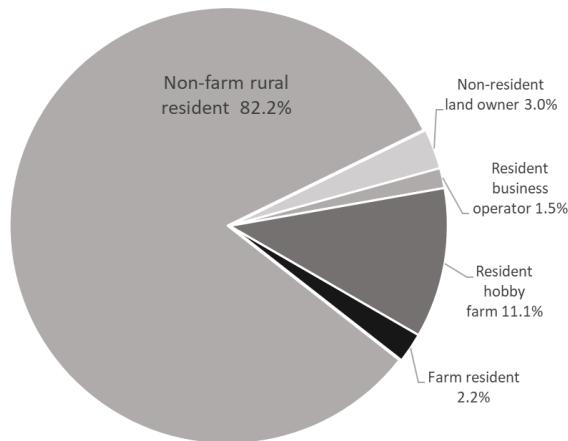
Q3 Town of Hammond
What drew you to, or keeps you in, the
Town of Hammond? (Select all that apply)



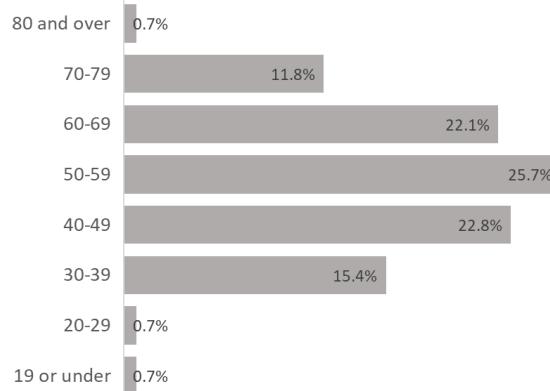
Q4 Town of Hammond
Survey Participant Housing Tenure Percent
(137)



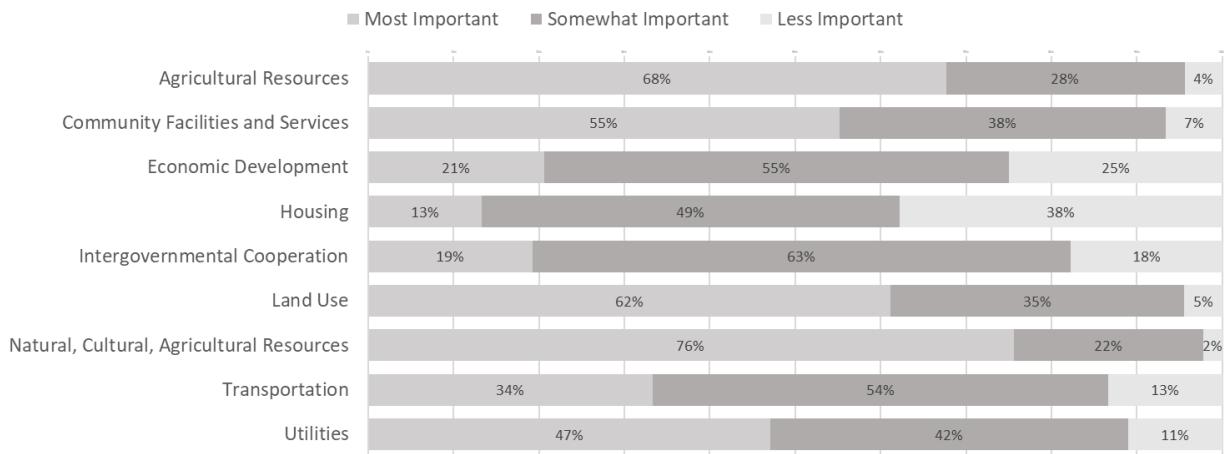
Q5 Town of Hammond
Survey Participant Residency (135)



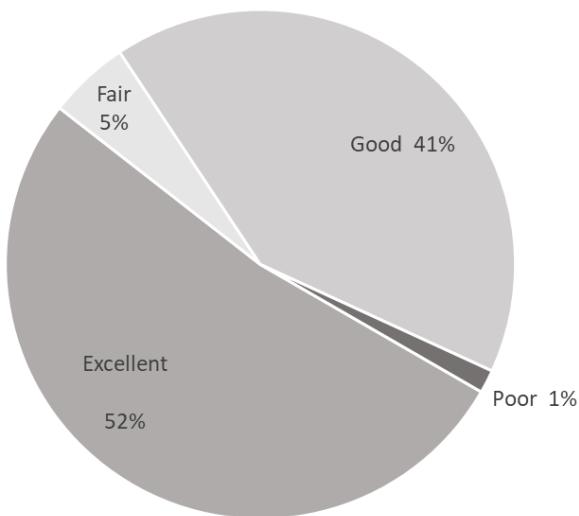
Q6 Town of Hammond
Survey Participant Age
(136)



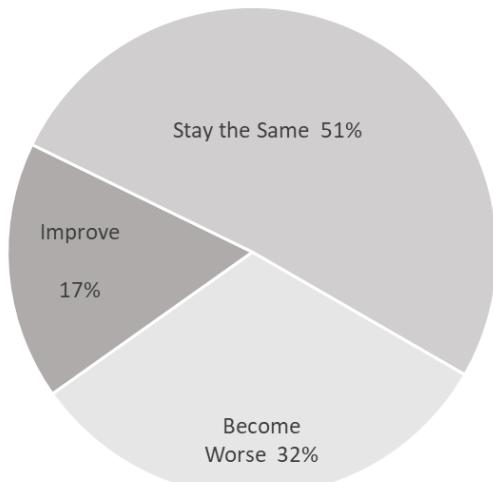
**Q7 Town of Hammond
Most Important Comprehensive Plan Topic
(134-136)**



**Q8 Town of Hammond
Rate Overall Quality of Life (136)**



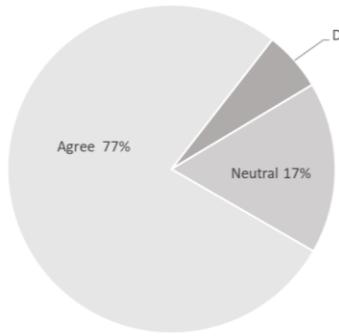
**Q9 Over the next 10 years,
Do you think quality of life in Town of Hammond
will: (135)**



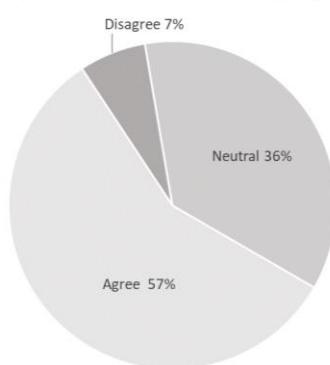
HOUSING

The purpose of the housing section is to document and analyze the provision of an adequate housing supply that meets existing and forecasted housing demand.

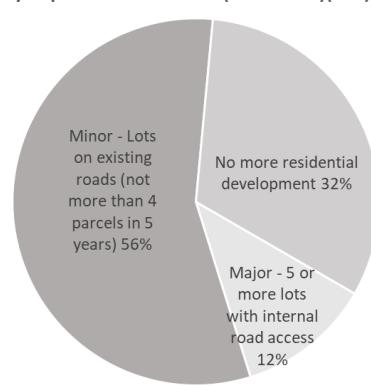
Q10a I am satisfied with the residential lot sizes in town (Town Hammond minimum is 2 acres): (136)



Q10b I am satisfied with the external appearance, condition and maintenance of properties in the Town of Hammond (136)



Q11 What type of rural development pattern do you prefer in the Town? (Select one)(135)



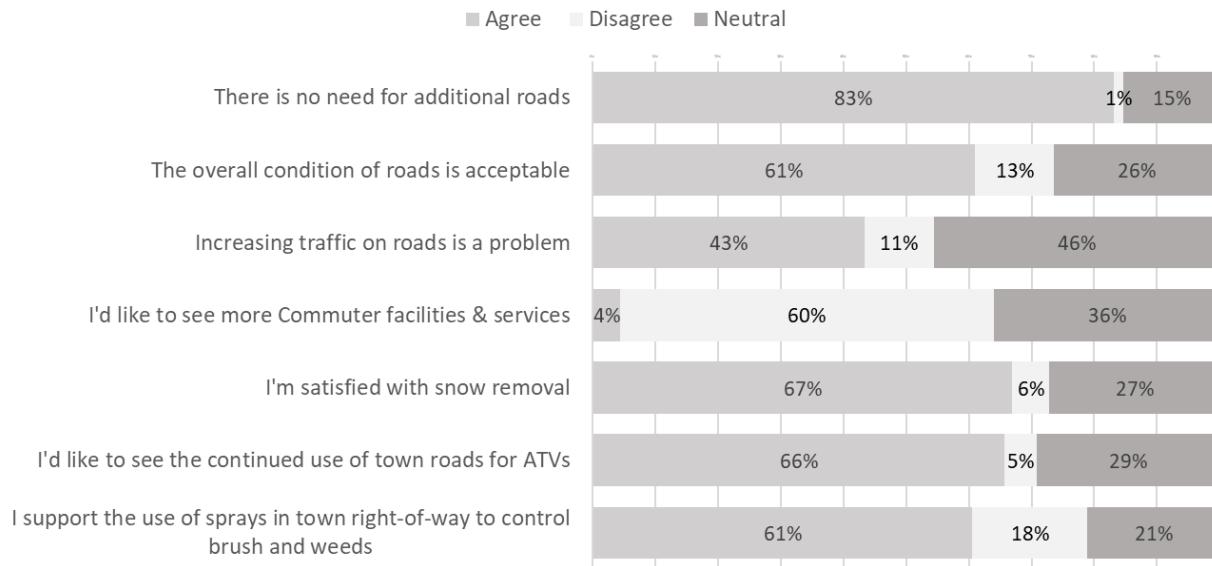
Housing Vision Session Summary:

1. Residential lot sizes
 - a. Important to have 2-3 acre minimum, Keep 2 acre minimum
2. Housing affordability
 - a. People have to move here to afford housing and can with remote work
 - b. Nothing is affordable, high lot prices for single family homes
 - c. Range of housing value from \$200,000 to 1 million
3. Condition and maintenance of housing
 - a. Good to have minimum maintenance standards on housing
 - b. Condition and maintenance in town is good
4. Outdoor storage and maintenance
 - a. Like screening and landscaping around storage
 - b. Make it blend in with surrounding landscape
 - c. Have a lot of requests for pole sheds to enclose storage
5. New housing development (See also Land Use)
 - a. Have regulations in place to allow new residential developments, we can't stop it
 - b. Have open residential lots that are ready to develop
 - c. Don't want more development & don't want to impede on private property owner rights
6. Accessory dwelling units
 - a. Concerned about the increased density: Supportive if infrastructure (sewer, water, road) is adequate and meets minimum standards for increased density. Allow extend family
 - b. Concern about the sustainability-maintenance of the additional unit elder family passes
 - c. No ADUs because of septic and enforcement reasons
 - d. Implement regulations for rental unit versus extended family
7. Variety of housing types
 - a. Single-family and modular only, no shared septic, wells or driveways due to maintenance and differing opinions
 - b. Support for single-family and modular homes, Duplex ok
 - c. No apartments or mobile homes due to safety concerns
 - d. Question about AirBnB ordinance. See St. Croix County-Licensing and Inspections.

TRANSPORTATION

The purpose of the transportation section is to document, analyze, and guide the future development of the various modes of transportation.

Q12 Town of Hammond Transportation: Level of Agreement (136)

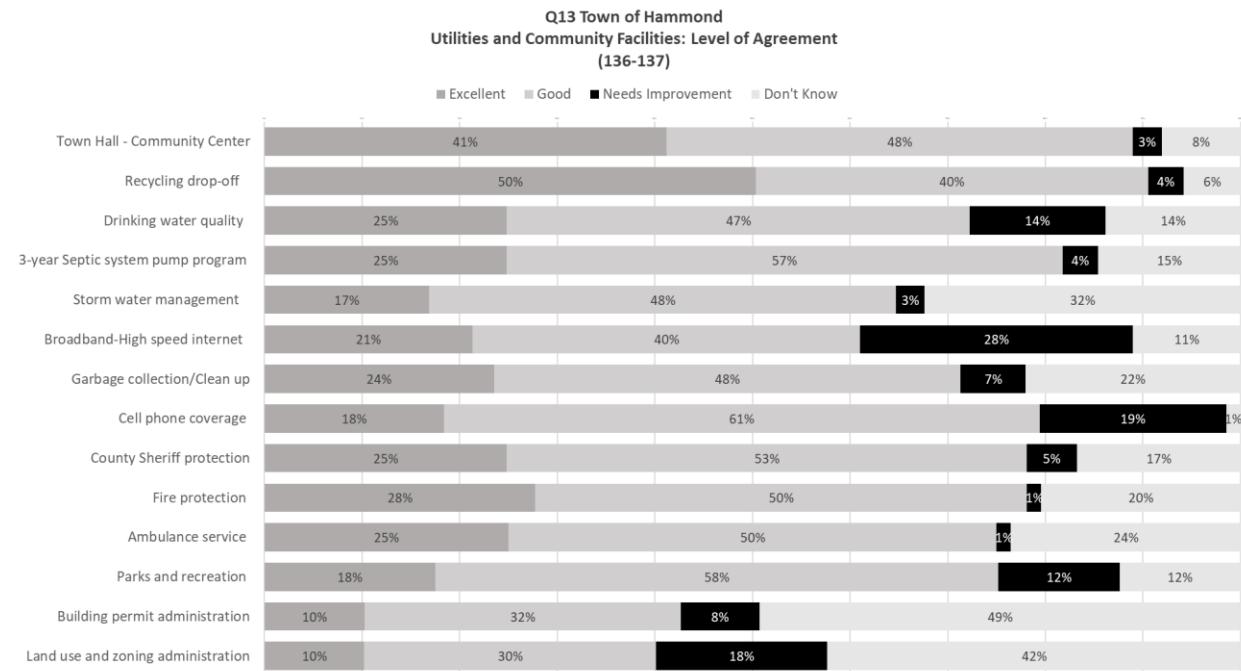


Transportation Vision Session Summary:

1. Roads, Highways (Condition, maintenance, trucking, farm vehicles, weight limit, braking)
 - a. Overall conditions of roads are good. County agreement for maintenance is reliable.
2. Safety
 - a. Stop sign at 90th/190th is an issue. People run it.
3. Railroads
4. Air, Water
5. Driveways
6. ATV, Trails, Sidewalks, Transit, ADA
 - a. Talk to golf course about development of a walking trail

UTILITIES & COMMUNITY FACILITIES

The purpose of the Utilities & Community Facilities section is to document, analyze and guide the future development of the Utilities & Community Facilities.



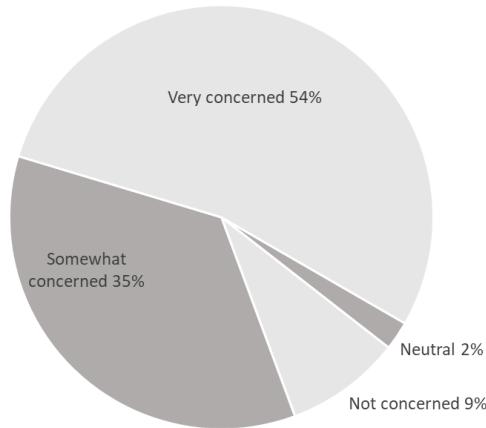
Utilities & Community Facilities Vision Session Summary:

1. **Town Hall, Parks**
 - a. Like Town Hall and rental for events
 - b. Support for pickleball at Town Hall
 - c. Parks are good around Town Hall, not looking to acquire more
 - d. Love Pine Lake Park
2. **Private Onsite Wastewater Treatment Systems, Drinking water, well testing, Storm water, Natural gas, Recycling, Clean-up programs, Garbage, burning permits, Broadband, Internet**
3. **Electric, Solar**
 - a. Must implement ordinances restricting large scale green energy projects (solar panels on farms)
 - b. Regarding the current Xcel solar project: Please go above and beyond what is normally done and do what is best for our county. Tell us what is good about this project.
 - c. If Hammond will encourage tech businesses, must prohibit monstrosity solar farm.
 - d. Must have reliable, affordable energy
 - e. No solar farms! No wind turbines
 - f. Limit solar panel installations to rooftops of residential and not on land
 - g. Questions about solar ordinance: Are there restrictions on size, placement of res. solar panels? Looking at ordinance for distance to homes/subdivisions, water for groundwater and surface water.
4. **Fire, Ambulance, Sheriff Protection** Very good
5. **Building permit administration**
6. **Schools, Library**

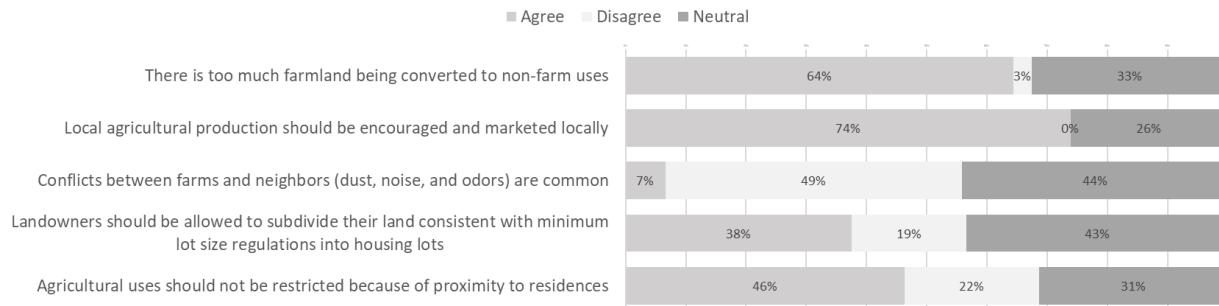
AGRICULTURAL, NATURAL, CULTURAL RESOURCES

The purpose of the Agricultural, Natural, & Cultural Resources section is to document and analyze the conservation and promotion of effective management of resources.

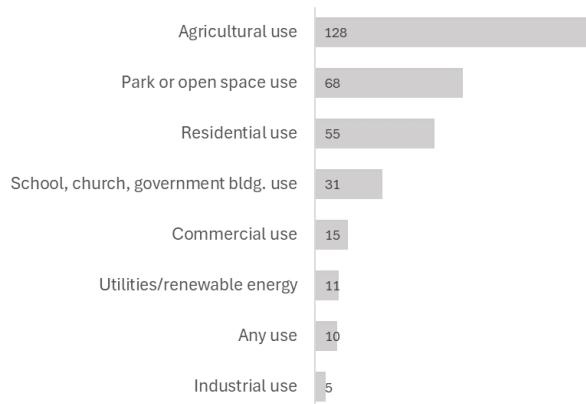
Q14 Town of Hammond
How do you feel about the conversion of agricultural land to non-farm uses? (136)



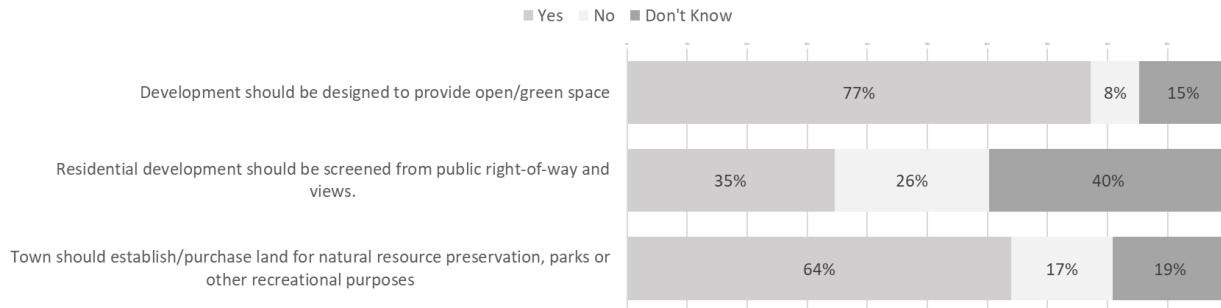
Q15 Town of Hammond
Agricultural Resources: Level of Agreement
(133-135)



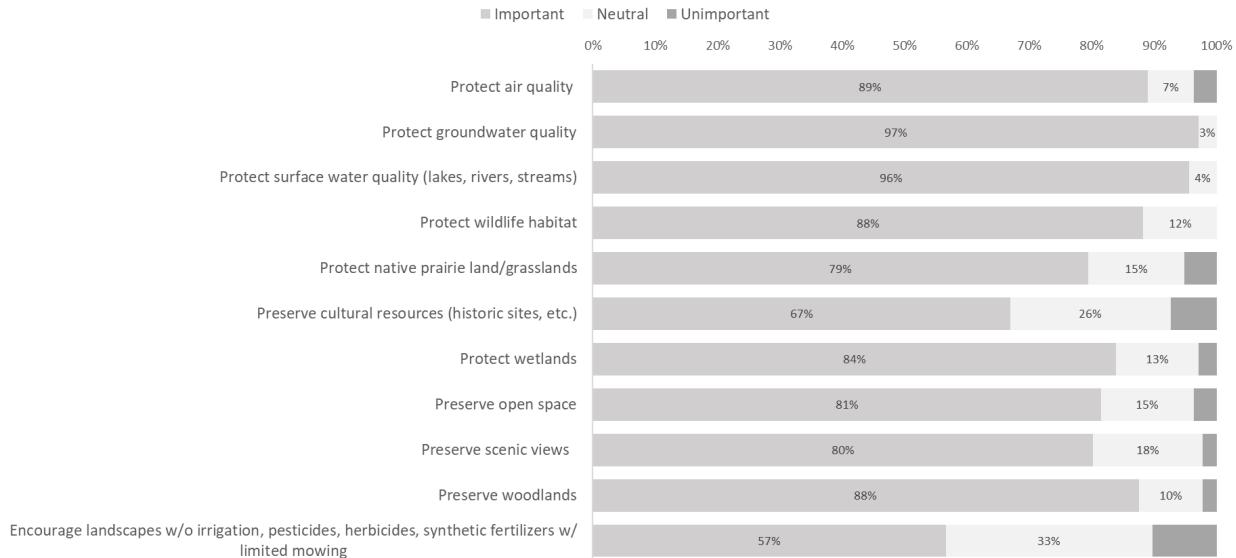
Q16 Town of Hammond
Productive agricultural land should be allowed to be used for (Select all that apply) (136)



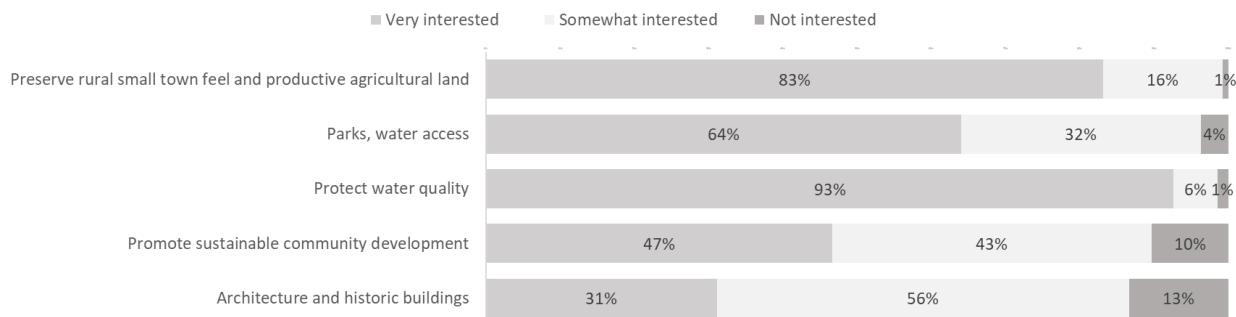
Q17 Town of Hammond
Natural Resources: Please share your opinion about the following statements:
(136)



Q18 Town of Hammond
How important is it for planning and zoning regulations to protect the following natural and cultural resources? (136)



Q19 Town of Hammond
What natural and cultural resources would you like to preserve or see in your community in the future? (136)

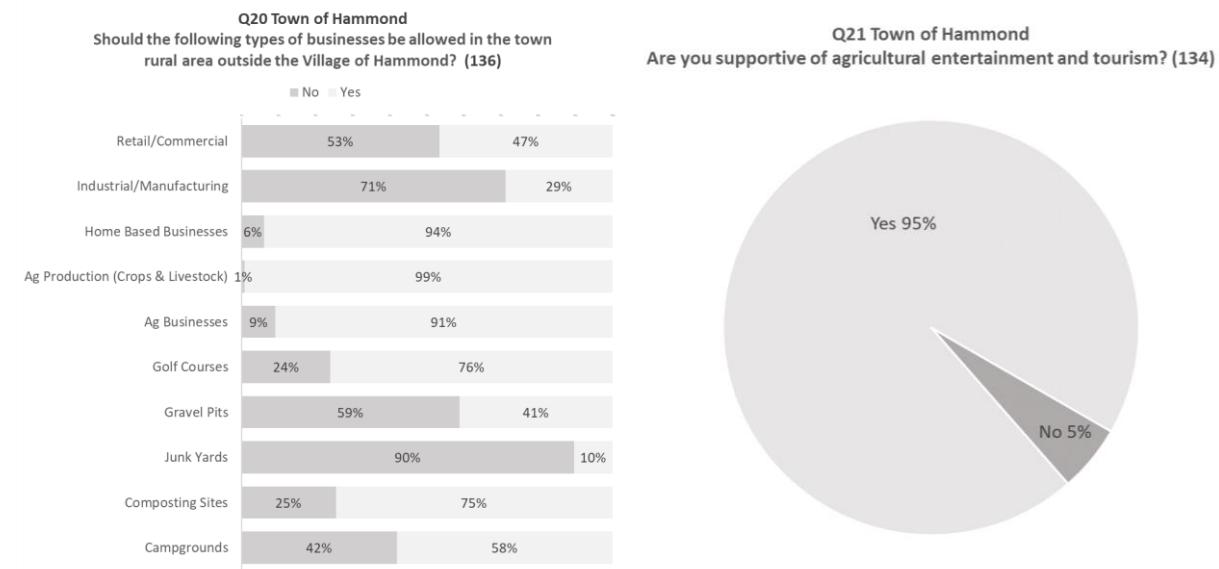


Agricultural, Natural, & Cultural Resources Vision Session Summary:

1. Agricultural, Forest areas
 - a. Conserve as much as possible
 - b. Don't allow large solar on productive farm land
 - c. People want open space, that's the reason to move here
 - d. Love agricultural land preservation, working in agricultural restoration
 - e. Too much agricultural land is lost to development
 - f. Keep open space for hunting, recreation, hiking
 - g. Important to have a variety of tree species in forests due to diseases such as ash borer, dutch elm
 - h. Difficult balance between private property ownership and conservation of natural resources including agricultural and forest lands
 - i. Questions about rural residential guide book: Does it still exist? Could we use it for new residents?
 - j. Farmers markets are good! Local farmers encouraged to participate.
 - k. Family farms are active in town. Should encourage retention of agricultural land.
2. Ground- Surface water, Wetlands, Stream, River
 - a. Nitrates are an issue in groundwater, concern about drinking water quality
 - b. The town participates in the county well water testing
 - c. Don't allow large solar due to affects on surface and groundwater
 - d. Like County water testing programs
3. Shoreland, Floodplain, Environmental sensitive areas
 - a. Some flooding issues south Pine Lake
4. Endangered species, wildlife habitat
 - a. Current residential development is halting construction during bird breeding months
 - b. Have lots of wildlife including: bears, deer, pheasants, fox, turkeys, kyote
 - c. Wildlife populations have improved since 1970s
5. Cultural: Historic Preservation, Archeology
 - a. Hawkins Cemetery
 - b. Farmhouse on 12
 - c. Important to preserve history
 - d. Maintain cultural heritage events where possible

ECONOMIC DEVELOPMENT

The purpose of the Economic Development section is to document, analyze, and promote the stabilization, retention or expansion, of the economic base and quality employment opportunities.



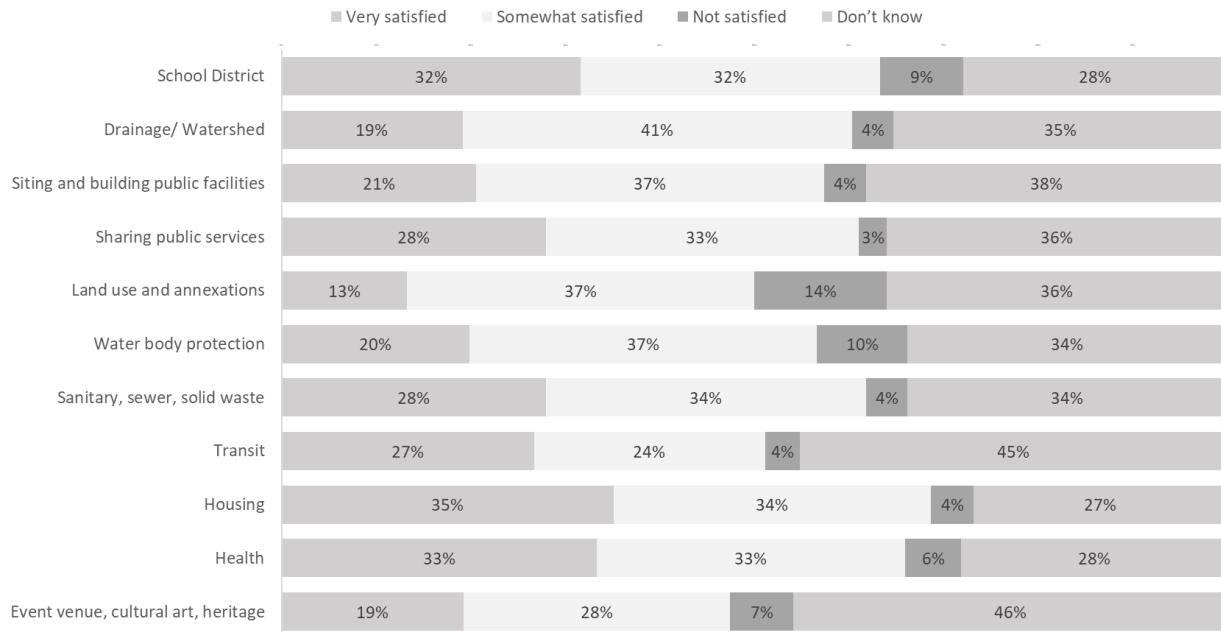
Economic Development Vision Session Summary:

1. Employment
2. Education
3. Commute patterns
4. Agriculture
5. Property values, equalized valuations
 - a. Question: What does property values and equalized values mean in terms of definition and relation to home owners?
6. Brownfields
7. Tax base
 - a. If Hammond will encourage tech businesses, must prohibit monstrosity solar farm.
8. Role of town in promoting business
9. Partner organizations and programs
10. Home occupations

INTERGOVERNMENTAL COOPERATION

The purpose of the Intergovernmental Cooperation section is to document and analyze joint planning and decision making with other jurisdictions.

**Q23 Town of Hammond
Satisfaction with Intergovernmental Cooperation (136)**



Intergovernmental Cooperation Vision Session Summary:

Cooperation in the following:

1. Drainage, Watershed
2. Water body protection
3. Health
4. Housing
5. Land use and annexations
6. Sanitary sewer, recycling, solid waste, water service
7. School districts, library system
8. Emergency services
9. Siting and building public facilities
10. Transit
11. Event venues, cultural art, heritage

LAND USE

The purpose of the Land Use section is to document, analyze, and guide the future development and redevelopment of public and private property.

Q22 Town of Hammond Land Use: Level of agreement (136)

■ Agree ■ Disagree ■ Neutral

I am satisfied with the way the town is developing under the present St. Croix County land use zoning and subdivision ordinances

34% 13% 53%

I support consistent enforcement of town and county zoning ordinances

71% 4% 25%

I support consistent enforcement of building codes and permits

66% 6% 28%

Land Use Vision Session Summary:

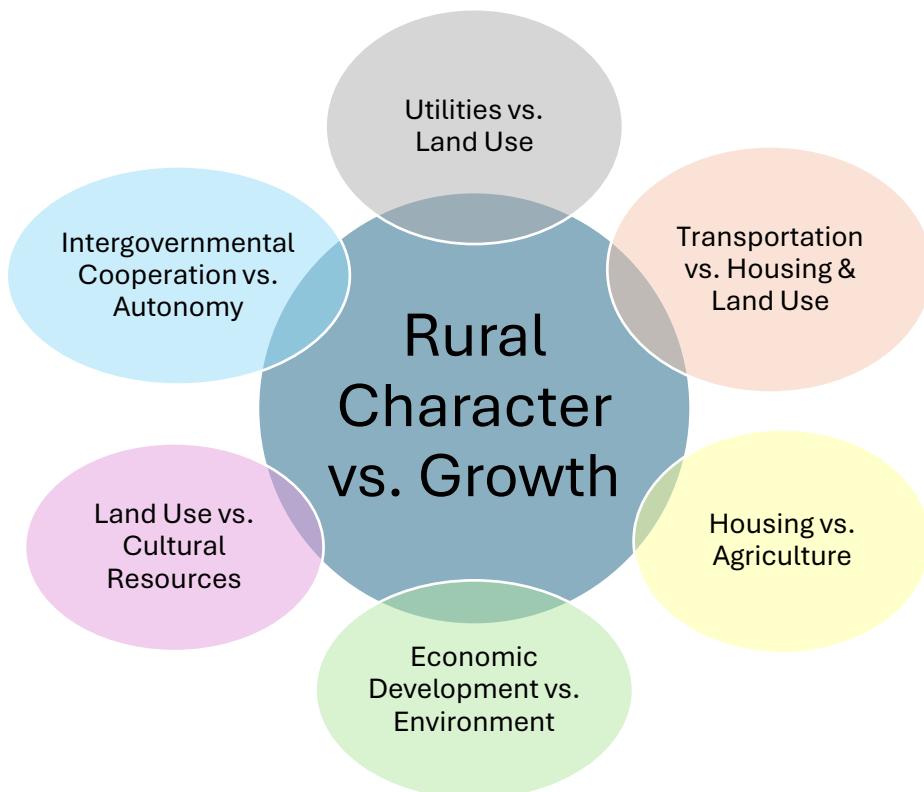
1. Rate of growth
 - a. Question: How many new homes can be built within a specific time period?
 - b. Question: Any restriction on the number of housing units and/or development areas?
 - c. Control population
2. Enforcement of land use regulations
3. Lot size and density
4. Supply, demand and price of land
5. Redevelopment opportunities
6. Existing and potential land-use conflicts
7. Zoning and land use consistency
8. Demographic impacts on land use

Appendix B 2006 Plan Inconsistencies

The following record is a consideration of the 2006 Comprehensive Plan inconsistencies. The following plan inconsistency analysis was generated by Artificial Intelligence (AI) software, Chat GPT. Generally, the 2006 Town of Hammond Comprehensive Plan aims to balance rural preservation with development, public services, and economic growth. However, analysis of its Goals, Objectives, and Policies reveals internal conflicts across several elements.

2006 PLAN INCONSISTENCY ANALYSIS

| Plan Elements Inconsistent | Primary Tension |
|--|---|
| Utilities vs. Land Use | Expanded facilities vs. rural, low-service expectations |
| Transportation vs. Housing & Land Use | Walkability/road improvements vs. large-lot sprawl |
| Housing vs. Agriculture | Housing demand vs. farmland preservation |
| Economic Development vs. Environment | Growth in businesses/farms vs. resource and character protections |
| Land Use vs. Cultural Resources | Subdivisions and density vs. preservation of historic landscapes |
| Intergovernmental Cooperation vs. Autonomy | Desire for regional coordination vs. local control of land use |
| Rural Character vs. Growth | Modern service and development demands vs. identity as a rural, agricultural town |



DETAILED 2006 PLAN INCONSISTENCY ANALYSIS

1. Utilities & Community Facilities vs. Land Use & Growth Management

- Conflict: The Utilities & Community Facilities element supports expanding recreation facilities and community services to meet resident needs (e.g., Town Hall expansions, added services), while simultaneously stating a goal to limit public expenditures and urban-style infrastructure (e.g., avoiding municipal improvements linked to urban development).
- Land Use policies discourage urban-style services in rural areas, but expanded recreation and town facilities resemble suburban growth patterns.

2. Transportation vs. Housing & Land Use

- Conflict: Transportation goals promote bike/hike paths and safe roads, often requiring infrastructure investments that conflict with:
 - Housing goals, which enforce low-density, single-family development incompatible with compact, walkable design.
 - Land Use objectives, which encourage minimal development footprints to preserve rural aesthetics, potentially limiting road connectivity or non-vehicular infrastructure.

3. Housing vs. Agricultural Preservation

- Conflict: The Housing element supports sufficient land for housing of various types and income levels but:
 - Strongly discourages multi-family housing, restricting options for lower-income residents or those needing smaller housing types.
 - Agriculture goals emphasize preserving farmland and protecting against non-farm conflicts—potentially constraining where housing can expand.

4. Economic Development vs. Environmental Protection & Rural Character

- Conflict: Economic development is encouraged (e.g., home-based businesses, large-scale agriculture), but:
 - Natural Resources and Agriculture elements push for strict groundwater, air, and land protections that may impose limits on farm expansions or business operations.
 - Promoting rural-compatible signage, lighting, and development may deter larger businesses or modern facilities that want visibility and convenience.

5. Land Use vs. Cultural Resources

- Conflict: Land use policies promote development clustering, subdivisions, and small lots, yet:
 - Cultural Resources goals emphasize preserving historic and agricultural settings, which may be disrupted by subdivisions, especially if not carefully integrated with the existing cultural landscape.

6. Intergovernmental Cooperation vs. Autonomy in Land Use

- Conflict: The Town promotes cooperative land use planning with surrounding jurisdictions, yet:
 - Many objectives and policies emphasize maintaining strict local control over land use, density, and design—potentially clashing with regional goals or county plans (e.g., if the county supports higher-density housing or regional infrastructure).

7. General Inconsistency: Rural Identity vs. Evolving Needs

- Conflict: The plan aims to preserve a rural lifestyle, yet many policies suggest a shift toward enhanced services, modern subdivisions, and economic diversification. This tension reflects a struggle between maintaining the past and accommodating future growth realities.