

TOWN OF OMRO COMPREHENSIVE PLAN 2015-2035

Omro Town Board

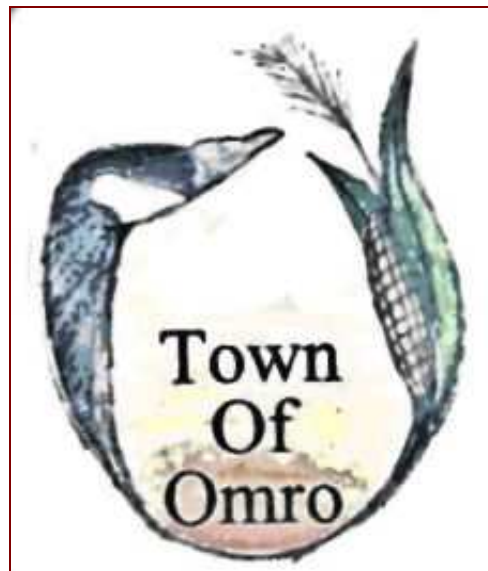
Brian Noe, Chairman
Charles Whittaker, Supervisor
Allen Knurr, Supervisor

Other Town Officials

Bev Searvogel, Town Clerk
Paula Beulen, Town Treasurer
Karen Marone, Town Attorney

Planning Commission

Thomas Tuschl, Chairperson
Douglas Gunz
Brian Noe
Wayne Schmick
Barbara Meyers
Glenn Anklam
Barbara Stanek



TOWN OF OMRO COMPREHENSIVE PLAN 2004-2024 2008 UPDATE

Omro Town Board

Brian Noe, Chairman
Charles Whittaker, Supervisor
Allen Knurr, Supervisor

Other Town Officials

Barbara Croisant, Town Clerk
Viola L. Schmick, Town Treasurer
Robert Wertsch, Town Attorney

Planning Commission

Thomas Tuschl, Chairperson
Douglas Gunz
Brian Noe
Wayne Schmick
Barbara Meyers
Glenn Anklam
Barbara Stanek



Martenson & Eisele, Inc.

Planning • Surveying • Engineering • Architecture

1377 Midway Road, P.O. Box 449
Menasha, Wisconsin 54952-0449
(920) 731-0381 • (800) 236-0381 • FAX (920) 733-8578

TOWN OF OMRO COMPREHENSIVE PLAN 2004-2024

Omro Town Board

Douglas A. Gunz, Chairman
Charles Whittaker, Supervisor
William Mack, Supervisor

Other Town Officials

Betty A. Reimer, Town Clerk
Viola L. Schmick, Town Treasurer
Robert Wertsch, Town Attorney

Planning Commission

Thomas Tuschl, Chairperson
Douglas Gunz
Brian Noe
Wayne Schmick
Barbara Meyers
Glenn Anklam
Richard Zentgraf

Jerry Bougie, Winnebago County Planning Department, assisted the Town of Omro in the preparation of the first Plan draft. In 2003, Warren Utecht from Martenson & Eisele, Inc., conducted an extensive rewrite, which is the following version of the Town of Omro Comprehensive Plan.



Martenson & Eisele, Inc.

Planning • Surveying • Engineering • Architecture

1377 Midway Road P.O. Box 449
Menasha, Wisconsin 54952-0449
(920) 731-0381 • (800) 216-0381
FAX (920) 733-8578

TOWN OF OMRO, WINNEBAGO COUNTY COMPREHENSIVE PLAN, 2015-2035

Table of Contents

PURPOSE OF THE COMPREHENSIVE PLAN.....	1
Why Plan?	1
Why Plan in the Town of Omro?	1

PART 1: PLAN AND PROCESS

FUTURE LAND USE PLAN.....	4
Enforcement and Interpretation of the Future Land Use Plan Map.....	5
Land Use Goals, Objectives, and Policies.....	6

SUMMARY OF THE PLANNING PROCESS.....	13
The Vision for the Town of Omro.....	13
Goals, Objectives, and Policies.....	14
Agricultural, Natural, and Cultural Resources.....	14
Transportation.....	15
Housing.....	17
Utilities and Community Facilities.....	18
Economic Development.....	19
Intergovernmental Cooperation.....	19

IMPLEMENTING THE COMPREHENSIVE PLAN.....	20
Goals and Objectives.....	20
Programs and Actions.....	21

PART 2: INVENTORY AND ANALYSIS

ISSUES AND OPPORTUNITIES.....	26
Population Characteristics.....	26
Household Characteristics.....	31
Income Attributes.....	33
Educational Attainment.....	33

Economic Characteristics.....	34
-------------------------------	----

HOUSING..... 38

Housing Stock Age.....	38
Owner/Renter Occupied Housing.....	39
Structural Type.....	39
Housing Construction History.....	40
Housing Value.....	41
Housing Costs.....	42
Current and Projected Housing Demand.....	43
Persons Per Household.....	44
Age of Housing Units.....	45
Housing Programs	46

TRANSPORTATION..... 47

Road Classification.....	47
Access Permits.....	47
Traffic Volume.....	48
PASER.....	51
Bridges.....	51
Modes of Transportation.....	51
Comparisons With Local Transportation Plans.....	54

UTILITIES AND COMMUNITY FACILITIES..... 57

Town Hall.....	57
Parks and Recreation.....	57
Solid Waste Disposal and Recycling.....	58
Cemeteries.....	58
Electric, Gas and Telephone Utilities.....	58
Sanitary Sewer Service.....	59
Water Service.....	59
Emergency Services.....	59
Health Care.....	60
Library Services.....	60
Education.....	63

AGRICULTURAL, NATURAL AND CULTURAL RESOURCES..... 67

Agricultural Resources.....	67
Farmland Conversion.....	68
Farm Numbers.....	68
Farm Size.....	69

Soil Suitability for Agriculture.....	70
Agricultural Land Cover.....	70
Natural Resources.....	73
Water Quality and Watersheds.....	73
Lakes, Rivers, Streams.....	74
Wetlands and Floodplains.....	74
Soils.....	79
Woodlands.....	79
Topography and Geology.....	80
Metallic and Nonmetallic Mineral Resources.....	80
Groundwater Quality.....	81
Soils Suitable for Septic Systems.....	81
Other Soil Limitations.....	81
Air Quality.....	97
Wildlife Habitat.....	97
Threatened and Endangered Species.....	97
ECONOMIC DEVELOPMENT.....	98
Economic Base.....	98
Strengths and Weaknesses of Town Economy.....	98
Economic Development Programs.....	98
INTERGOVERNMENTAL COOPERATION.....	100
Intergovernmental Goals, Objectives, and Policies.....	100
Relationships with School Districts, Adjacent Communities, Region, State and Other Government Units.....	101
Boundary Agreements.....	101
Potential Conflicts With Adjoining Governmental Units.....	102
LAND USE.....	103
Existing Land Use.....	103
Land Use Trends.....	107
Existing Land Use Ordinances.....	108
APPENDIX.....	112
Town of Omro Survey Results, 1999.....	112
Town of Omro Survey Results, 1996.....	112

TABLES

Table 1	Population Change, 1950-2010.....	26
Table 2	Population Change of Various Communities.....	27
Table 3	Population Age and Sex, 1990 and 2000.....	29
Table 3-B	Population Age and Sex, 1990 and 2010.....	30
Table 4	Population Projections for Various Communities, 2000-2020.....	31
Table 5	Household Size, 1990-2000.....	32
Table 6	Household Projections, 2000-2020 (update to 2030).....	32
Table 7	Income Status 1989 and 1999.....	33
Table 8	Educational Attainment, 1990 and 2000.....	34
Table 9	Employment, 1990 and 2000	35
Table 10	Unemployment Status	35
Table 11	Work Place of Residents Who Work in Winnebago County, 1990	36
Table 12	Work Place of Residents Who Work Outside Winnebago County, 1990.....	36
Table 13	Travel Time to Work, 1990 and 2000.....	37
Table 14	Age of One- and Two-Family Housing Units	38
Table 15	Owner/Renter Occupied Housing, 1990 and 2000.....	39
Table 16	Number of Units by Structural Type, 1990 and 2000.....	39
Table 17	Number of Housing Units Constructed by Decade.....	40
Table 18	New Housing Units Constructed, 1990 - 2002	41
Table 19	Housing Value, 1990 and 2000.....	41
Table 20	Housing Costs as Percentage of Household Income, 2000	42
Table 21	Gross Rent, 2000.....	42
Table 22	Gross Rent as Percentage of Household Income, 1999	43
Table 23	Status of Residential Subdivisions, Town of Omro, 2003.....	43
Table 23	(Update) Status of Residential Subdivisions, Town of Omro, 2003.....	44
Table 24	Household Change Comparison and Projections, 1970 - 2020	45
Table 25	Housing by Age, Town of Omro and Winnebago County, 1980 - 2000.....	45
Table 26	Omro School Enrollment, 2003-2006.....	63
Table 27	School Districts in Winnebago County, 2004, 2005 and 2006.....	62
Table 28	Changes in Farmland on Tax Rolls.....	67
Table 29	Farmland Sales, 1990 -1997.....	68
Table 30	Number of Farms, 1990 -1997	69
Table 31	Status of Farming.....	69
Table 32	Land Cover and Soil Quality	70
Table 33	Quarry/Extraction Operators	80
Table 34	Economic Development Agencies and Programs	99
Table 35	Existing Land Use Acreage, 2003.....	104
Table 36	Winnebago County Parcel Counts.....	107
Table 37	Winnebago County Parcel/Acreage Data.....	108

MAPS

Map 1	Future Land Use without parcel boundaries.....	7
Map 1	Future Land Use with parcel boundaries.....	8
Map 2	Road Classification.....	49
Map 3	Public Facilities.....	61
Map 4	Omro School District Boundaries.....	65
Map 5	Soil Suitability for Agriculture.....	71
Map 6	Floodplain Areas.....	75
Map 7	DNR Designated Wetland Areas with parcel boundaries.....	77
Map 7	DNR Designated Wetland Areas without parcel boundaries.....	78
Map 8	Topographic Features and Woodland Areas.....	83
Map 9	Arsenic Advisory Area.....	85
Map 10	Sanitary Sewer Systems Suitable for Site	87
Map 11	Probability of Alternate (Engineered) Septic Systems.....	89
Map 12	Soil Permeability.....	91
Map 13	Areas of High Bedrock.....	93
Map 14	Areas of High Ground Water.....	95
Map 15	Existing Land Use.....	105
Map 16	Extraterritorial Limits of Cities.....	109

PURPOSE OF THE COMPREHENSIVE PLAN

Why Plan?

General Dwight D. Eisenhower was quoted as saying, "In preparing for battle I have always found that plans are useless, but planning is indispensable."

Well, General, perhaps plans are not "useless," but the point is true. The real benefit of planning - community or otherwise - is working through the process, not the production of a map or document at the end. In this context, the word "plan" is a verb, not a noun; it is an action, not a result.

Good planning brings people together to talk about what responsible growth looks and feels like. It encourages discussion among citizens, agencies, and governments. It presents choices on how and where to live; how to get to and from work, school, home, and play; and how a community will look, function, and feel.

The planning process identifies what is and what can be, and fosters discussion on how the past influenced the present and can guide the future. It is an opportunity to discuss options and develop common goals. It provides a focus for finding and discussing innovative ways to meet diverse community needs.

The "finished" plan – the map or report – is really little more than the documentation of the planning process. It records facts and describes a scenario for the future. It displays how financial and human resources might be allocated. It illustrates the planning process's discussion and findings.

A good plan is not the end of a process but the beginning of a new one. It is the starting point for implementation, a guide for change. It cannot be viewed strictly as "law," but, rather, as a reference for future decision-making. The plan is a tool, not just a product.

Why Plan in the Town of Omro?

State of Wisconsin Comprehensive Planning Legislation

The most complete community planning legislation in Wisconsin's history was included in the State of Wisconsin Biennial Budget for 1999-2001, and was revised in May 2000 for technical changes.

The planning legislation found in State Statute 66.1001 provides local governmental units with the framework to develop comprehensive plans and assists the community in making informed land use decisions. The framework includes nine specific elements and fourteen goals. By January 1, 2010, all communities that make land use decisions will need to base

those decisions on an adopted comprehensive plan prepared in accordance with the legislation.

The State of Wisconsin also offers a comprehensive planning grant program (S.S. 16.965 and 16.9615) that provides communities with an incentive to undertake a comprehensive planning process.

Town Planning

Currently, about ninety percent of the town's land area is undeveloped. By far, the greatest use of land is for agricultural purposes. The Town of Omro's close proximity, however, to major population centers, traffic corridors, and waterways is creating development pressures within the town. These development pressures, primarily in the form of residential development, are certain to continue in the future.

Therefore, the Omro Town Board felt that a consistent strategy and vision was necessary in balancing the needs of maintaining the town's rural character with future development activity. The Board felt that a comprehensive land use plan that included future strategies and visions on land use development was the best way to succeed in maintaining the town's rural character into the future, while still allowing development to take place.

On September 11, 1995, the Omro Town Board unanimously supported a motion to begin developing a comprehensive land use plan with the assistance of Winnebago County. The motion also included a provision for a survey of all town property owners to get their input and thoughts on town development issues. The survey would be used to shape the town's planning activities and visions for the future. In addition, the Town Board agreed that a citizen planning committee be formed to work with the County on developing the plan.

Citizens Survey

A survey was created and distributed to all town property owners in February 1996. A total of 447 responses were returned, a response rate of greater than fifty percent. Included in the survey were questions related to property owners' feelings regarding existing and future development. Most respondents were property owners who have lived in the town for more than ten years on a rural lot that was not part of a subdivision.

Most respondents felt that the amount of residential, commercial and industrial development in the town at that time was about right or there was too much already. A smaller share felt that more development should be encouraged.

About three-fourths of the respondents felt that the Town Board should adopt policies to regulate the amount and location of new development in the town. The largest share (45%) of respondents felt that this development should occur on lots that are at least one acre in size. Another one-fourth of respondents felt development should occur on lot sizes of one-half acre or less.

Most respondents agreed that environmentally sensitive land, farmland, and natural and open spaces should be protected and preserved. Also, most respondents, though to a lesser degree, felt that expansions of agricultural operations should be allowed, compact residential growth should be promoted by discouraging scattered subdivisions and scattered lots, compatible land uses should be promoted, and recreation opportunities should be provided.

The survey also included two open-ended questions that requested the respondents to provide their opinions on development issues facing the town. These open-ended responses were then organized into categories based on their similarities. These were eventually used as the foundation for the creation of future visions for the town. The actual results of the survey can be found in the Appendix of this Plan.

PART 1: PLAN AND PROCESS

FUTURE LAND USE PLAN

The "*Future Land Use Map*" was created by the Omro Comprehensive Planning Commission using a variety of information. Following the Future Land Use Map are corresponding goals, objectives, and policies. A description on the process to create the Town's Future Land Use Map is detailed below.

First, the group rated aerial photographs containing different types of development patterns as they related to how closely they felt it related to rural preservation. Each photograph was ranked and grouped to provide a clearer picture on the types of development that would be encouraged or discouraged in a rural area.

Secondly, using a variety of mapped information and other trend data related to growth in the town, the Planning Committee mapped where the rural preservation, rural transition and urbanizing areas should be located in the town. The group then completed a proposed draft map.

Third, development standards for each area - rural preservation, rural transition, and urbanizing areas - were then developed. These development standards were developed so that the "character" of each area can be maintained and encouraged while staying within the ideals of the vision statements.

In June of 1999, every town resident was surveyed asking their input on whether they agreed or disagreed with the three boundaries (rural preservation, rural transition, and urbanizing areas). Included were the proposed development standards for each area. Residents were provided the opportunity to change any boundaries and provide any comments as necessary. From this, additional tweaking of the three main areas was done to come up with a proposed final "Future Land Use Map" (see Map 1 on next page). A copy of the survey and the survey results are shown in the appendix section.

In 2003, the Town Planning Commission, with assistance from a consultant, updated the Draft Comprehensive Plan and Future Land Use Map (previously called the Future Vision Map).

In 2006, during the required bi-annual review, the Land Use Plan Map was revised to comply with the Winnebago County Zoning Office interpretations.

Enforcement and Interpretation of the Future Land Use Plan Map

The aspects of the Future Land Use Plan map and the Land Use Goals, Objectives and Policies, are enforced as if they were included in the Town of Omro Subdivision Ordinance and other Town of Omro ordinances as are all parts of the Town of Omro Comprehensive Plan. Any differences in text are enforced in favor of the governing ordinance.

There are some land uses which are not predictable. For such uses the Town of Omro Planning Commission and the Town Board of Supervisors will make decisions on the suitability of the intended new use and arrange a process for allowing the use at the location.

Even though areas are set aside as "Residential" the Town of Omro Planning Commission and the Town Board of Supervisors may consider and allow "Neighborhood Businesses" to locate in a residential neighborhood. An example of such a business might be a "small" grocery store.

While lines on the map are sharp, there are times when the Planning Commission and the Town Board would find it reasonable for a use to exist which crosses the drawn line or is located immediately but not broadly adjacent to such line. Such uses may be allowed without amending the Future Land Use Plan map. Those will be decided on a case-by-case basis and will not automatically be considered precedential.

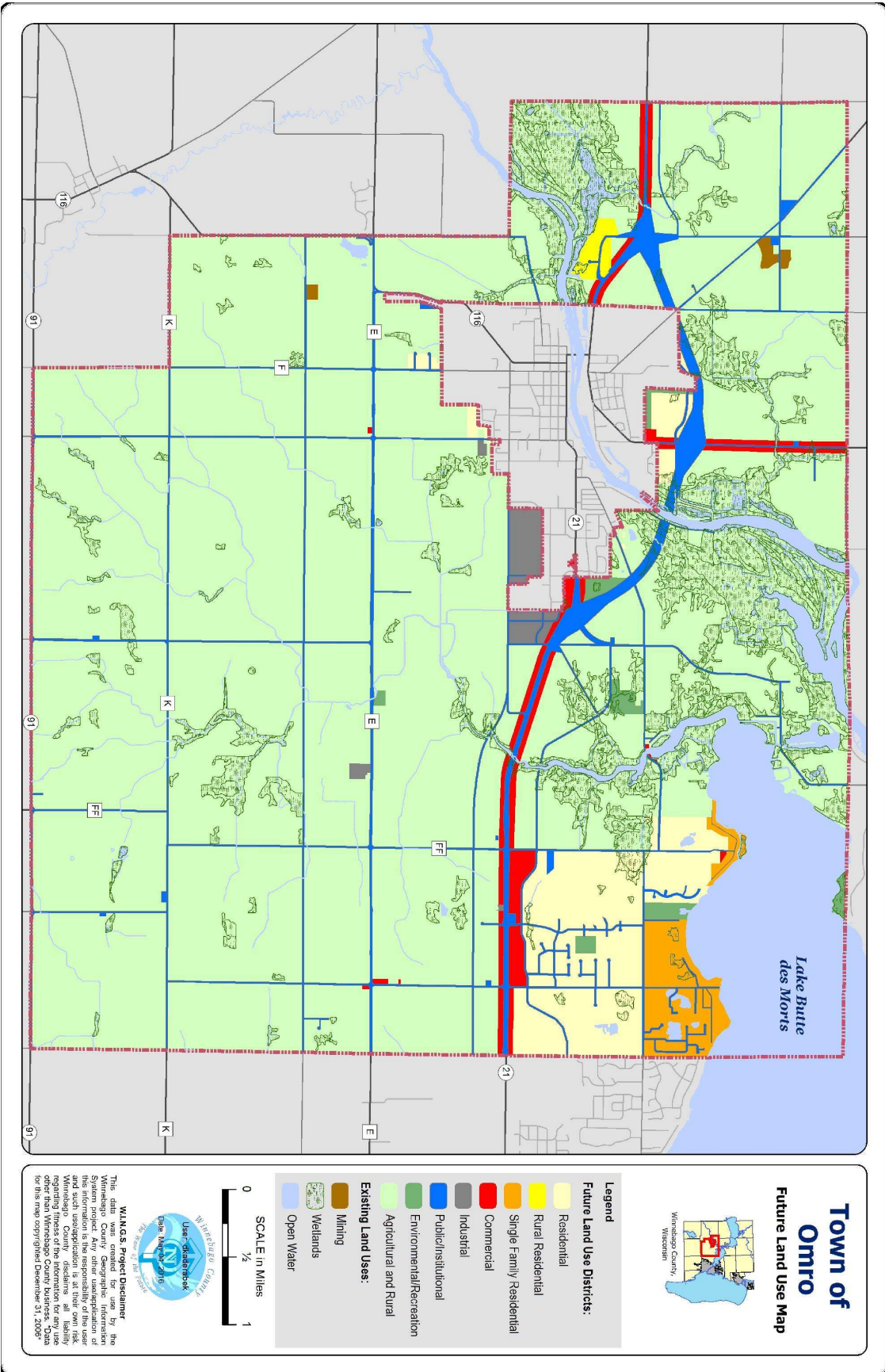
Land Use Goals, Objectives, and Policies

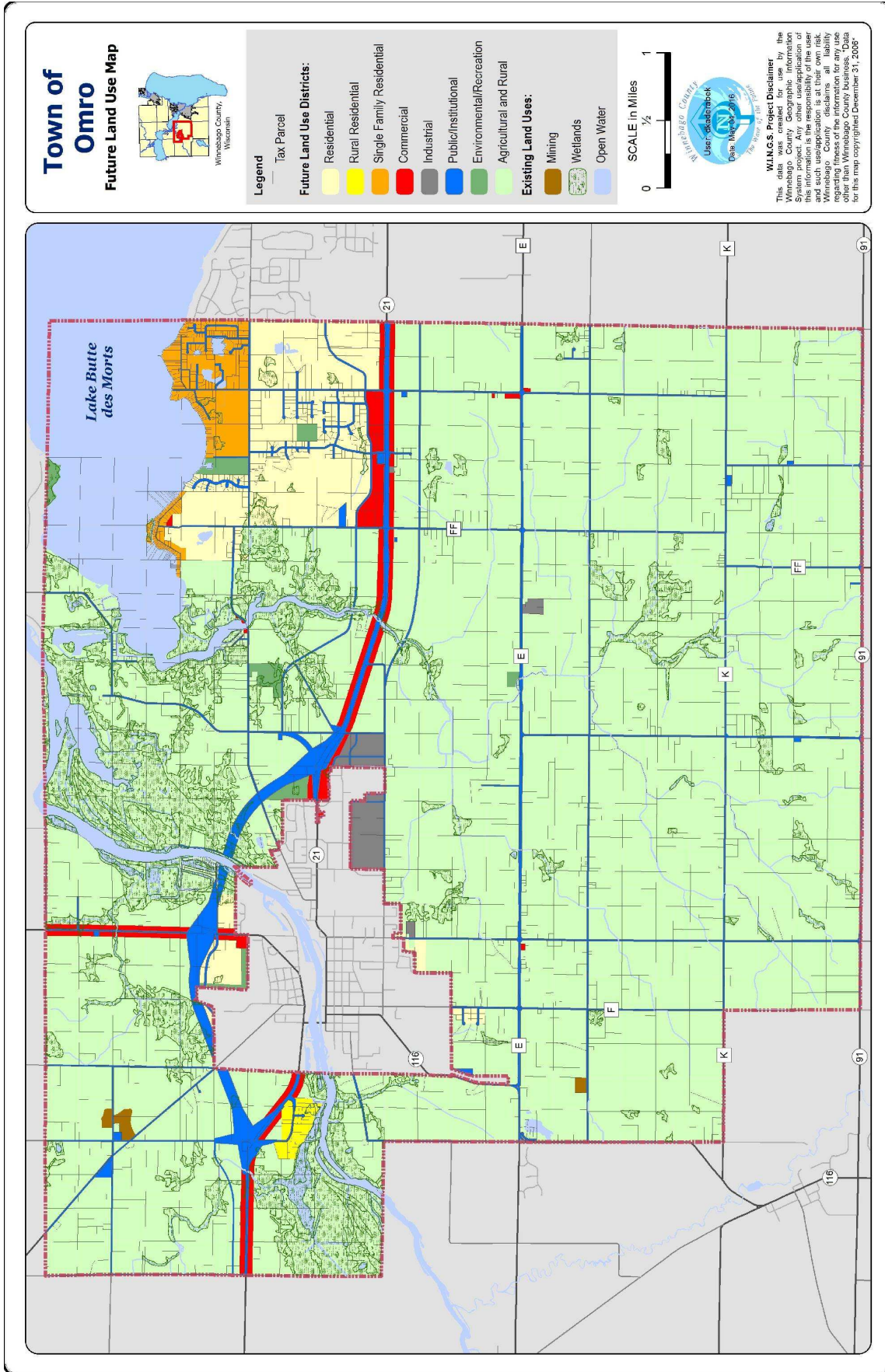
Goal #1

Ensure that the character, magnitude and location of all land uses provide a system for orderly growth and development that achieves a balanced natural, physical, and economic environment, and enhances the quality of life of all residents.

Objectives

1. That the Town may adopt site plan regulations (applicable to all but residential uses) that deal with safe ingress/egress, on-site traffic flow, and parking to meet annual maximum daily requirements.
2. The adopted zoning and future land division regulations shall ensure and provide that building permits are issued only upon certification that transportation facilities, water, sanitary systems, solid waste, and other services are available to serve proposed development.
3. The Town shall encourage the use of innovative land use development techniques, such as planned development projects and cluster subdivisions.
4. Residential subdivisions shall be designed to include an efficient system of internal circulation for all vehicles and pedestrians, including the provision for external collector streets and trails, where applicable, to feed all traffic onto external arterial roads and highways.
5. The developer will be responsible to protect residential areas from incompatible commercial and industrial uses by the use of open space, vegetative buffers and fences, as appropriate.
6. The Town shall encourage development within reach of existing sanitary district sewer systems.
7. The Town shall discourage isolated residential developments that require higher service costs through proper implementation of the Comprehensive Plan.
8. Prior to the approval of a development, the Town shall evaluate its impact on existing land use, transportation, essential services such as sewer and water, recreation, and drainage.
9. The Town shall encourage commercial activities to locate in designated commercial areas through the use of proper zoning district designation, as appropriate to the intensity and type of use to be permitted as directed in the Land Use Element of this Comprehensive Plan.
10. The Town shall require adequate off-street parking and loading facilities in all commercial areas.





11. The Town shall require the separation of industrial areas from residential and commercial districts through adequate buffering and screening.
12. The developer/owner of any site shall retain ultimate responsibility for on-site construction, maintenance, and management of stormwater run-off, which shall be provided in such a manner to comply with Town, County and State requirements.
13. Historic designations through the use of the Federal designation process shall be encouraged, when appropriate, for the purpose of preserving and protecting a structure's or property's character.
14. Work towards achieving the highest and best use of all vacant and under-utilized lands and buildings in the Town of Omro through the implementation of long-range comprehensive planning.
15. Strive to make development decisions consistent with the Comprehensive Plan.
16. Coordinate land use planning activities in the Town of Omro with planning activities in neighboring jurisdictions and the region.
17. Guide new development only to those areas in the town that are well- suited for urban development.
18. Coordinate land development projects with transportation system projects to achieve the highest and best use of remnant or underutilized lands.
19. Coordinate land use planning activities in the Town of Omro with the plans and activities of school districts, sanitary districts, Fire Department, and other providers of municipal services and facilities.
20. Improve the visual quality and physical design of the Town of Omro by developing and continuing to enforce signage, landscaping, property maintenance, site plan review, building design, parking, and outdoor storage regulations which foster high quality urban development.
21. Prohibit the expansion of non-conforming land uses that are incompatible with the recommendations of the Comprehensive Development Plan.

Goal #2

Encourage an orderly and planned pattern of community growth and development within sanitary districts, and discourage development of lands on prime farmland.

Objectives

1. Maintain a rural character, limiting subdivision of properties, especially outside sanitary districts or sewer service area.
2. Limit industrial and commercial development to appropriate locations adjacent to State Highways 21, 91, and 116, especially at State Highway 21 bypass interchanges.
3. Review new subdivisions in view of the potential development of adjoining lands.
4. Where urban development (more densely developed housing areas, as opposed to scattered rural development) in active sanitary districts is appropriate, encourage such development in an efficient and economical manner.
5. Encourage urban development consistent with distinctive individual community character and identity.

In this Plan, State highways, officially known as "State Trunk Highways", are often abbreviated as "STH", as in STH 21. Likewise, "County Trunk Highways" are often written as "CTH", as in CTH "FF".

Policies

Rural Preservation Area

Emphasis of area is for large open spaces for continued rural uses, mainly farming, but with expectation of limited lot splits through certified survey maps.

Proposed Limitations

1. One residence on a single parcel not less than five acres and no division of land can occur on less than ten (10) acres that creates more than two (2) lots, until such time as public sewer becomes available.
2. Creation of no more than eight residential building sites (new and existing) for every mile of town road per side, and no new lots that front on or need access to any County or State Highway. (See also Town of Omro Access Ordinance.)
3. New residential building sites shall have at least 100 feet of frontage on a town road.
4. Any division of more than two lots on ten (10) or more acres shall be divided according to the Town of Omro's Cluster Subdivision Ordinance.

5. When new lots of 10 acres or less are created they shall have "shadow" divisions that would show proposed splits into even smaller lots when the area develops enough to become urban in nature and have sewer available. No structures will be permitted to cross these "shadow" lines.

Rural Residential Area

Emphasis of area is for small open spaces for continued rural character but not farming, but with expectation of limited lot splits through certified survey maps. The expectation is that zoning could be either agriculture or residential whichever fits Winnebago County Zoning requirements.

Proposed Limitations

1. One residence on a single parcel not less than two acres.
2. No new lots that front on or need access to any County or State Highway.
3. On Town roads new residential building sites shall have at least 75 feet of frontage.
4. When new lots are created they shall have "shadow" divisions that would show proposed splits into even smaller lots when the area develops enough to become urban in nature and have sewer available. No structures will be permitted to cross these "shadow" lines.

Residential Area (Outside of Sanitary Sewer Area)

Emphasis is on higher development densities with a likewise de-emphasis on farming activities. This area would see a greater number of lots in a residential cluster development than in the rural preservation area, and likewise a decrease in the amount of open space. Scattered uses for residential and businesses also allowed. Development in this area would need to occur on a public sanitary system. Major land division is required to connect to municipal water.

Proposed Limitations

1. One residence on a single parcel that is 1 acre or less but no less than ½ acre. (See also Town of Omro Sub-Division Ordinance.)
2. New Residential lots shall have frontage no less than 75 feet on a town or subdivision road.

3. Hookups required to sewer system if a new principal structure is within 200 feet of the sewer line.

Sewer Service Area Provisions

1. Emphasis of area is to allow the highest density of development on a public sewer system.
2. Development would be more conventional in nature, usually containing small lots in subdivisions less than 1 acre but no less than ½ acre each in size. Some scattered individual building lots outside of subdivisions also possible, usually by certified survey map. Area shown on map contains existing and projected sewer service area as approved by DNR. (See also Town of Omro Sub-Division Ordinance.)

SUMMARY OF THE PLANNING PROCESS

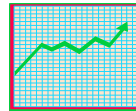
The Vision for the Town of Omro

“When we look at the Town of Omro in the future we want to see...

- ❖ **Rural Preservation** (farmland, open space, forest lands, clean water and air)



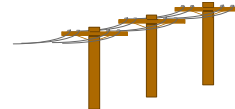
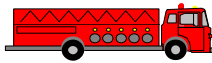
- ❖ **Well-planned growth**



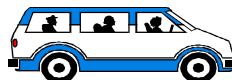
- ❖ Promotion of a **quality educational system**



- ❖ **Quality and adequate services** (police, fire, ambulance, utilities)



- ❖ **Safe and efficient transportation** within the town and to area communities.



- ❖ Provision of **quality recreational opportunities** (parks, trails, boating)“



The Town Planning Committee used these visions to assist them in developing key aspects of the town plan, such as the Future Land Use Map, and development standards. These are described later in the plan.

Goals, Objectives, and Policies for Plan Elements

A visioning process gives town residents and the Town Board common goals, and a foundation upon which future planning efforts can be based. The Town's Citizen Planning Committee utilized the comments provided in the survey to formulate the future vision or goal statements for the planning process. Based on comments received through the 1996 survey, the following future Vision Statements were agreed to by the Town Planning Committee:

Goals and objectives are intended to provide the framework for guiding the Town of Omro's future land use decisions, including developing the Land Use Plan recommendations contained in this Town Comprehensive Plan. These goals and objectives reflect the strong desire of the town to **preserve the unique "rural character"** of the community. Major themes of the Town's Goals and Objectives are the preservation of **prime agricultural lands**, protecting and enhancing the **environmental resources**, and minimizing the impact of **"urban sprawl."**

Goals represent *common ideals* of the community that can be reached or achieved through the actions of government leaders, private enterprise, citizen organizations, and residents of the town. Objectives, on the other hand, are a *strategy or specific course of action* that can be *implemented* to satisfy or achieve the desired community goals.

Agricultural, Natural, and Cultural Resources

Goal

Protect the productive agricultural lands in the town for long-term farm use and maintain agriculture as a major economic activity and way of life, and conserve, protect and enhance the natural resources and environmentally sensitive areas that exist in the town.

Objectives

1. Protect the prime agricultural lands in the town by maintaining farms and productive acreage.
2. Encourage residential development and other types of urban land uses to locate away from prime agricultural lands, and recommend areas that would best accommodate non-farm uses.
3. The Town of Omro will not encourage the creation of any new landfill or quarry/gravel pit operations within the town boundaries.
4. Encourage farmers and agricultural landowners to continue their participation in state and federal agency programs that would provide benefits for keeping land in agricultural production.
5. The Town of Omro should investigate other implementation methods or techniques that would preserve productive farmland.

6. The Fox River should be protected from urban development encroachment and non-suitable agricultural practices.
7. The Town of Omro should work cooperatively with Winnebago County and the State of Wisconsin to ensure that watersheds, shoreline areas, wetlands, and woodlands are protected for future generations.
8. The Town of Omro shall implement the Town Erosion Control and Storm Water Ordinances.
9. The Town will support State and Federal government agency efforts to protect and upgrade the quality of surface waters and groundwater within the town.
10. The Town will encourage efforts to protect and preserve areas needed to support local wildlife.
11. The Town of Omro will work to eliminate light pollution in order to protect wildlife and preserve the rural dark night sky for future generations.
12. The Town of Omro should work closely with Winnebago County and other governmental units to protect and preserve Lake Butte Des Morts.
13. The Town of Omro should review all development plans in or adjacent to important natural features, with the intent of preserving those features.

Transportation

Goal

Achieve a safe, efficient, and environmentally sound transportation system that provides personal mobility to all segments of the population, and supports the economy of the Town of Omro and the region.

Objectives

1. Integrate transportation with other functional elements of comprehensive planning in recognition of the fact that the primary objective of a transportation system is to connect or relate activity locations.
2. Provide a street and highway system which, together with other transportation facilities, will meet short- and long-range needs, interests, and objectives of the town's citizens in a cost-effective manner.
3. Encourage development of a transportation system that minimizes environmental disruption and strives to maintain a quality environment.
4. Develop a transportation system compatible with existing and future land use patterns.

5. Encourage private developers to incorporate bicycle-pedestrian paths through future subdivisions, consistent with an overall multi-purpose trail network.
6. Adopt an Official Map that reserves adequate rights-of-way for future reconstructed or newly-constructed streets, pedestrian, and bicycle facilities.
7. Link the town's transportation system with the Winnebago County Transportation Plan, through coordinated intergovernmental long-range transportation and land use planning.
8. To establish priorities and a roadway improvement spending plan, the Town should consider adoption of a capital improvements plan.
9. Ensure that pedestrian crossings at major intersections are properly designed to provide maximum safety and convenience to those crossing these heavily-traveled streets.
10. Minimize the impact of new transportation projects on existing neighborhoods, businesses and natural resources, through the use of buffering requirements.
11. The Town may implement access-control regulations along town roads to facilitate safe travel and control the number of residential platting on roadways.
12. If new home access points are requested on substandard town roads, the petitioner shall be responsible to dedicate the necessary right-of-way and improve such roads to existing town standards.
13. The Town will work with East Central Regional Plan Commission, the State of Wisconsin, and Winnebago County to prioritize and schedule reconstruction of roadways through the town.
14. Adequately maintain and plow town roads.
15. Limit dead-end streets (cul-de-sacs) where possible, or, if no turn-around exists, work with the adjacent property owner(s) to dedicate an adequate turn-around.
16. Limit new development on private roads.
17. Be an active member of the STH 21 Advisory Committee in support of the reconstruction of STH 21 and the construction of the STH 21 bypass.
18. Develop a five-year transportation improvements program that is integrated with the other elements of the Town's Comprehensive Plan.
19. Continue to use the PASER program to help prioritize needed street improvements.
20. Encourage the development of a trails system on which pedestrians and bicyclists can travel to all parts of the town and beyond using the Winnebago County trail system

21. Continue to work with the Oshkosh Red Cross to provide transportation for elderly and disabled residents of the Town of Omro.
22. Coordinate transportation improvements with the City of Omro and the Towns of Poygan, Rushford, Algoma; Winnebago County; East Central Wisconsin Regional Planning Commission; and the Wisconsin Department of Transportation.
23. Develop an Official Map in order to reserve adequate right-of-way for future constructed or reconstructed streets and pedestrian and biking trails.
24. Review existing Town ordinances and standards as needed to implement the recommendations of this plan.

Policies

1. Study officially mapping road extensions as they relate to Highways 21, 91, and 116.
2. Support preliminary Highway 21-bypass concept (see Future Land Use Map) and study the need to officially map the proposed bypass.
3. Support and encourage widening STH 21 to four lanes from Oshkosh area to Omro.
4. Limit future access to Highway 21 and work with Winnebago County, WisDOT and East Central Regional Planning on future road accesses for Highway 21.
5. Study limits on driveway accesses to town roads.
6. The Town of Omro shall review, revise and adopt a five-year transportation improvement program that is consistent with this Plan.

Housing

Goal

Promote safe, affordable, quality housing for current and future town residents.

Objectives

1. Stabilize the physical condition of older homes by creating and enforcing property maintenance codes
2. Buffer residential areas from incompatible land uses.
3. Identify the most suitable areas for new residential dwelling units on the Land Use Plan Map, and guide new residential development to those areas.

4. Encourage the location of new housing units in areas that can be served by a sanitary district.
5. Project housing needs based on population forecasts and project land requirements for these housing needs over the next planning period.
6. Homes that are no longer habitable should be demolished to protect the safety and welfare of the residents.

Utilities and Community Facilities

Goal

Promote the provision of government services and facilities in an efficient, environmentally sound and socially responsible manner.

Objectives

1. Provide efficient and economical public facilities and services.
2. Foster cooperation and coordination in the provision of services where efficiency, equity and economies of scale can be obtained with other entities.
3. Develop a capital improvements program that is consistent with this Plan.
4. Promote economy and equity in the delivery of town and utility district services.
5. Promote development within sanitary districts, which will effectively and economically serve development.
6. Develop service phasing plans that are coordinated with the town's Land Use and Transportation portions of the Comprehensive Plan.
7. Where appropriate, have developers dedicate park and open space land in locations where housing density is occurring.

Policies

Parks and Recreation

1. In the plat review process, the Town should pursue parkland dedication, based on the language of the Town of Omro's Subdivision Ordinance and future park sites shown on the Future Land Use Map.
2. The Town should establish a timeframe to build active and passive type park improvements, including the town land already owned south of STH 21.
3. Study development of future on or off road trails.

Economic Development

Goal

A growing and vital economy for all residents shall be promoted through careful planning and diversification of commercial and industrial land uses that may develop around State Highways 21, 91 and 116 corridors, and other appropriate locations in the town.

Objectives

1. Identify future commercial and industrial areas around the future State Highway 21 interchanges. In other locations in the town, encourage commercial and industrial uses to locate adjacent to existing development of the same kind, subject to compatibility with surrounding land uses.
2. Anticipate the need for frontage road development along portions of STH 21.
3. Consider rezoning an appropriate amount of land along portions of State Highways 21 and 91.
4. The Town will seek assistance to support economic development through county, regional, and state economic development programs that apply to the town.

Intergovernmental Cooperation

Goal

The Town of Omro will strive to communicate and work with surrounding political entities, seeking ways to conduct joint planning and service agreements.

Objectives

1. On a continuing basis, the Town of Omro will strive to communicate with surrounding communities, school districts, the County, and other entities to seek ways to provide services jointly with others.
2. The Town will meet as needed with adjoining communities regarding boundary issues and any other mutual interests.

IMPLEMENTING THE COMPREHENSIVE PLAN

The following are the recommendations for implementing the Town of Omro's Comprehensive Plan. These recommendations provide a series of action steps necessary to achieve the Town's vision. The Town Planning Committee developed these recommendations over the course of many meetings. Even though the plan itself receives formal adoption, much additional action must be taken by the town to ensure these recommendations are followed through. A timetable should be done to help the town stay on course when implementing the recommendations.

Goals and Objectives

Goal

Revise existing ordinances and/or create new regulations to assure a system of orderly growth and development that achieves a balanced natural, physical, and economic environment and enhances the quality of life of all residents.

Objectives

1. The Town will consider adoption of an Official Map Ordinance, Capital Improvement Plan, and design standards that will implement the goals and objectives of the Comprehensive Plan. In some instances, this will require close coordination with Winnebago County.
2. Permanently protect environmental corridors from development through a combination of zoning, official mapping, public acquisition, developer land dedications, and other options.
3. The Town of Omro will consider adopting an ordinance to eliminate light pollution in order to protect wildlife and preserve the rural dark night sky for future generations.
4. The Town shall prohibit development activities from locating in wetlands, 100-year floodplains, and delineated conservation areas, through the use of proper site plan review procedures, zoning, and adopted flood plain management objectives and objectives of this plan.
5. On an ongoing basis, the Town shall review, amend, and enforce existing land use regulations to effectively guide and manage future growth and land development.
6. The Town shall enforce and amend specific ordinances that provide for drainage and stormwater management and protect potable water, wells, and aquifer recharge areas.

7. Strive to establish a positive image of the town by improving the visual quality of development along key community entryways, such as STH 21, STH 91, and STH 116. This could be achieved by creating and enforcing signage and site plan regulations.
8. Environmentally sensitive areas, such as ponds, wetlands, drainageways, and their associated vegetative communities, shall be conserved and protected from the effects of urbanization and development activities through the creation and enforcement of environmental regulations.

Programs and Actions

The implementation section of the plan provides the necessary “tools” to carry out the future plan recommendations. This includes a Town of Omro Future Land Use Map that shows recommended areas for development density and preferred areas for the preservation of the town’s rural character. In general, the future plan recommendations are the key link to implementing the Town’s Future Vision Statements.

This section of the plan outlines a course of action for Town of Omro officials to follow and implement over the next 20 years of the plan (from 2015–2035). Implementation will take the form of adopting and implementing a number of land use regulation ordinances and policies, which are further explained as follows:

Zoning Ordinance

Zoning laws regulate which activities (land uses) are permitted in which areas (zones) of the town. Zoning regulations also set forth standards for development (such as setbacks, height, density, etc.) which are designed to bring about efficient and attractive developments. A zoning code or ordinance is comprised of two parts: the ordinance text, which spells out the regulations, and the zoning district map, which identifies the boundaries for each district (residential, commercial, industrial, etc.).

It must be emphasized that zoning is intended to carry out the Comprehensive plan. Zoning ordinances are derived from the powers granted to local municipalities by State Statutes Chapter 62.23, and Chapters 60.61 and 60.62 pertaining to town zoning powers.

The Town of Omro does not have its own zoning code. Rather, the Town works with Winnebago County Officials to enforce the County’s Zoning Ordinance.

To implement the land use plan recommendations, the Town should take great care to review each rezoning request in light of the future Land Use Plan, and work closely with the Winnebago County Planning Department to assure compliance with the Town’s Plan. At some future point, the zoning map should “mirror” the land use plan map.

Official Mapping

State Statutes Chapter 62.23 allows the Town of Omro Planning Commission to create and maintain an official map of the municipality. An Official Map shows present and pro-

posed future roads, parks, trails, and public facilities. The law limits compensation to private property owners who construct buildings on designated future streets or public areas.

Sign Regulation

All signage in the town is regulated by both the Winnebago County Sign Ordinance and the Town's own signage regulations. The State of Wisconsin Department of Transportation signage on state highways is allowed as government signage, and is not regulated by the Town Sign Code.

Erosion and Storm Water Control Ordinances

The Winnebago County and Town of Omro Subdivision, Erosion Control, and Stormwater Drainage Ordinances regulate drainage issues in subdivisions. The Town Planning Commission reviews and analyzes drainage on all plats, and will call in professional help as needed. Federal, State and DNR regulations and the Winnebago County Drainage Board cover drainage on farms and rural areas.

Historic Preservation Ordinances

The Town of Omro would consider requests from property owners who seek written support to preserve historical buildings. No Historic Preservation Ordinance is in effect, and no such ordinance is anticipated in the future.

Site Plan Regulation

At the present time, the Town of Omro does not have a site plan review process. However, in the future, the town may find a need for site plan regulations as commercial and industrial development occurs on State Highways. [Note: In 2007 the Town of Omro adopted a site plan ordinance which regulates commercial properties.]

Design Review Ordinances

The Town of Omro will not likely adopt design review standards at any time in the foreseeable future.

Building Codes

Building codes in the Town of Omro are enforced through the Town Building Inspector. All county, state and national codes are the standards followed.

Mechanical Codes

Mechanical codes in the Town of Omro are enforced through the Town Building Inspector and follow all State of Wisconsin and National standards.

Sanitary Codes

Winnebago County regulates all on-site sanitary systems, when property is not served by a public sanitary sewer system. If a public sanitary sewer line is available in an adjacent street, connection to such sewer line shall occur as opposed to constructing an independent system.

Subdivision Ordinances

Wisconsin State Statutes Chapter 236 set forth the necessary requirements to divide land in the State. A subdivision ordinance establishes criteria, standards and guidelines for the orderly layout of streets, lots, open space areas and utility easements and other land division issues. The code also identifies how subdivisions relate to each other and public highways to ensure the importance of orderly planning in the town.

The Town of Omro has its own subdivision ordinance. Winnebago County continues to have review powers, but the town plays a greater role in the initial review and ultimate adoption of new plats. The Town and County subdivision ordinances cover both subdivisions as well as certified survey maps (minor land divisions of 4 lots or less).

Capital Improvements Program

A capital improvements program is a financial planning tool used by local units of government to map out a spending strategy. The typical capital improvements program usually outlines a five or six year spending plan for major equipment purchases (fire truck, computer system, etc.) and capital outlays (street reconstruction, debt refinancing, etc.) that requires major public expenditures. A capital improvements program (CIP) prioritizes the various expenditures or projects, provides cost estimates, and identifies the funding source or sources (tax levy, grants, fees, etc.) necessary to accomplish the project.

As the Town of Omro continues to grow and develop over the next twenty years, it may be beneficial to develop a Capital Improvements Program for the reasons already identified. The adoption of a CIP would also help implement the comprehensive plan recommendations. The Planning Commission may make recommendations to more closely align the CIP with the Comprehensive Plan. Once prepared, the CIP should be periodically reviewed and updated.

Taxing and Spending Power

Taxing policies can discourage the amount of development that occurs in the community. Spending policies may act as an incentive to encourage new development. Taxing and spending power should relate closely to the capital improvements program.

State Laws

In addition to the state statutes previously cited, Wisconsin has regulations that are enforced at the county or local level. These regulations include preservation of flood plains,

wetlands, ponds and shoreland areas, assessment policies, location of community based residential and day care facilities, and so forth.

Special Districts

Consideration of storm water improvement districts should also be evaluated to address storm water runoff issues that will be generated by all types of future development.

Impact fees are not necessarily a type of special district, but could be studied by the Town to assist financially in the future creation of police services, added fire protection, parks and recreation programs, and other services that will eventually be demanded by a growing town population.

It is the intent of the Omro Future Land Use Plan to allow for logical, planned growth that is adequately serviced by appropriate levels of various public services. The provision of these services in the future is the key to implementing the plan's vision.

Public Sanitary Sewer Expansion Issues

The Town of Omro's sanitary sewer district should review existing regulatory tools and development policies to determine how they affect the planning, financing, and extension of public sanitary sewer lines to serve, or not serve, new development. Funds to study potential sewer line engineering or install desired public sewer lines could come from taxes or impact fees, levied by the Town's Sanitary District.

Particular attention should be given to large lot development serviced with on-site systems within the plan's sewered growth areas. Allowance for this type of development may hinder the economics of extending future sanitary sewer mains.

As new development is reviewed by the Town, certain issues should be to consider from a design perspective, such as:

- ❖ Lot size
- ❖ Lot frontage
- ❖ Potential for future lot splits
- ❖ Allowance of "cluster developments" with a single community well and treatment system
- ❖ Reservation of easements for future sewer extensions
- ❖ Road patterns which allow for effective extension of sewer in the future

An inspection and maintenance program for on-site systems along lakeshore areas should be initiated by the Town and/or County to ensure the protection of water quality. Inspection information can be used in future studies for the expansion of sanitary sewer.

Request amendments to the existing Sewer Service Area plans by East Central Planning as necessary to implement the Town's Plan.

Consistency with Other Elements of the Comprehensive Plan

The Town of Omro Planning Commission will be responsible for comparing all proposed development with each element of the Comprehensive plan, including the natural environment (wetlands, high ground water and bedrock, and soil limitations for below grade septic systems). The Town will also consider implementation tools, such as land use ordinances and an official map, to assure consistency of land use decisions with Comprehensive Plan recommendations.

Measurement of Progress

The Town of Omro Planning Commission will provide a report on the community's progress as it pertains to the Comprehensive Plan each year at the annual meeting. The Planning Commission will undertake a review of the Comprehensive Plan biannually. And will develop more detailed planning procedures to further assess the potential for implementing the Plan's vision.

Plan Update Process

As a method of keeping the Plan current, the Town Planning Commission and the Town Board will review any changes suggested for the plan in even numbered years. The Town will also consider plan updates every five years and a comprehensive review every ten years.

PART 2: INVENTORY AND ANALYSIS

ISSUES AND OPPORTUNITIES

This section will look at past, present, and future trends in demographics for the Town of Omro. Demographic trends include information on the town’s population and economic characteristics. Trend information helps “paint a picture” of the changing issues in the town, and the types of opportunities that these trends can provide the town in the future. The changes in demographics have a direct link to changes in land use and, ultimately, the quality of life and overall character of the town.

Location

The Town of Omro is centrally located within Winnebago County. Lake Butte des Morts and the Town of Winneconne border it on the north, Town of Utica on the south, Town of Algoma to the east, and the Town of Rushford to the west. The town entirely circles the City of Omro, and has the Fox River running through the northwestern one-fourth of the town. The Town’s eastern boundary is only 1½ miles from the western edge of the City of Oshkosh. Highway 21 bisects the town from east to west and is a major traffic corridor for regional and Wisconsin travelers.

Population Characteristics

Table 1
Population Change, 1950-2010

Year	Town of Omro	% Change	Winnebago County	% Change
1950	1,100		91,103	
1960	1,221	11.0%	107,928	18.5%
1970	1,444	18.3%	129,946	20.4%
1980	1,684	16.6%	131,772	1.4%
1990	1,616	-4.0%	140,320	6.5%
2000	1,875	16.0%	156,763	11.7%
2010	2,116	12.9%	166,994	6.5%

Source: U.S. Census

Population History

In 1950, the Town of Omro had a population of 1,100 persons. Between 1950 and 1999, the total population increased by 775 persons (an average of fifteen per year), bringing the town’s population to 1,875. The town saw relatively rapid population growth during the 1960s and 1970s, and declining population in the 1980s. A steadier population in-

crease has been seen in the 1990s (see Table 1). Between 1960 and 2010 the population increased by 895 persons (an average of 18 per year) bringing the population to 2,116. From 2000 to 2010 the population increased by 241 which averages 24 per year even with the recession in the middle of that period.

Increases in population tend to follow good economic times, and decreases in population tend to follow slower economic times. In addition, population fluctuations are related to changes in societal factors, such as the growth in the 1960s being due to the tail end of the post-war baby boom. Slower economic times in the first half of the 1980s created a decline in the Town of Omro's population, as people working primarily in agriculture needed to look for employment in other types of work. Therefore, some population was lost as people moved out of the town to seek employment opportunities in other communities.

Population growth in the town since 1950 has generally been at a slower rate than Winnebago County as a whole. The 1970s was a lone exception to this as the Town of Omro grew at a much faster rate than the county. Recently, however, the population growth rate for the town and county has been relatively similar, with the county growing at a slightly higher pace than the town (see Table 1). However, in the period from 2000 to 2010 the percentage of growth in the Town of Omro was eclipsed only by the Town of Algoma in the communities cited in Table 1.

**Table 2
Population Change of Various Communities, 1950 - 2010**

	Town of Omro	Town of Algoma	Town of Utica	Town Of Rushford	City of Omro	Town of Winneconne	Winnebago County
1950	1,100	1,647	940	1,326	1,470	731	91,103
1960	1,221	2,177	987	1,320	1,991	914	107,128
1970	1,444	3,158	1,029	1,415	2,341	1,408	129,946
1980	1,684	3,249	1,038	1,420	2,763	1,595	131,772
1990	1,616	3,492	1,046	1,361	2,836	1,761	140,320
2000	1,875	5,702	1,168	1,471	3,177	2,145	156,763
2010	2,116	6,822	1,299	1,561	3,517	2,350	166,994
2001*	1896	5,819	1,193	1,472	3,171	2,196	157,283
2002*	1,933	5,933	1,201	1,497	3,185	2,245	159,161
2020*	2,300	7,770	1,400	1,655	3,740	2,540	177,050
2030*	2,520	8,925	1,515	1,765	4,020	2,760	188,680
% Change							
1990 to 2000	16.0	63.3	11.7	8.1	12.0	21.8	11.7
2000 to 2010	12.9	17.2	11.2	6.1	10.7	9.6	6.5
1950 to 2002	75.7	260.2	27.8	12.9	116.7	207.1	74.7
1960 to 2010	73.3	213.4	31.6	18.3	76.6	157.1	55.9

Source: U.S. Census, compiled by ECWRPC

*Wisconsin Department of Administration Estimated Population

The Town of Omro's population in 2000 was 1,875, sixteen percent more than in 1990, and an increase of more than 75% since 1950. Town growth since 1950 is slightly higher than the county's (74.7%), higher than the Towns of Utica and Rushford, but lower than the City of Omro or the Town of Algoma, all of which are in Winnebago County.

Table 2 shows population changes in surrounding communities. From 1990 to 2000, the Town of Omro experienced a higher percentage growth than the county (11.7%), but slightly lower than the City of Omro (16.6%). The Town of Algoma has had unusually high growth (63.3%). See Table 1 for more comparisons.

Population by Age and Sex

Table 3 (following page) shows the breakdown of age and sex for both the Town of Omro and Winnebago County. The median age of Town of Omro residents rose 2.9 years from 1990 to 2000. In the same period, the median age of Winnebago County residents also rose by 2.9 years, but the median age of the town is 3.4 years older than the county median age. The aging of the "Baby Boomer" population has produced this trend throughout Wisconsin and the United States.

The number and percentage of residents older than 65 had a slight decrease in the town between 1990 and 2000. The county, however, showed an increase of 1,731 people (although the *percentage* of those over 65 dropped slightly from 12.8 to 12.5). As the elderly population ages, there will be a growing need for housing, facilities, and services that meet their needs.

Table 3 shows that the number of children age 19 and under between 1990 and 2000 increased in both the Town of Omro and Winnebago County. In the town, the numerical increase was 57, but the percentage of those under 19 stayed the same. The county increase was 5,072, and the share of the total population for this age group increased by 0.4%.

Those between 20 and 64 in the Town of Omro experienced a substantial gain of about 16.3% over this ten-year period. This same group *decreased* by 0.1% in Winnebago County, though it *numerically grew* by 9,640 people. Those 65 and over also experienced a decrease in their numbers and percentages in both the town and county, but much more so in the Town of Omro. This decrease is not really reflected in the median age change between 1990 and 2000, which shows both the town's and county's median age increasing. It may be assumed that the "Baby-Boom" population is in the later stages of middle age, but have not reached the 65-and-over age group. Much more will be told in the statistical analysis in the next five years.

The number of school age children from the town is not significant enough to drive a building program in the School District, but enrollment numbers should be watched as projected growth in the town may have an effect on school enrollment numbers.

**Table 3
Population Age and Sex, 1990 and 2000**

	Town of Omro				Winnebago County			
	1990		2000		1990		2000	
	No.	%	No.	%	No.	%	No.	%
TOTAL	1,616	100.0	1,813	100.0	140,320	100.0	156,763	100.0
Male	835	51.7	968	51.6	68,699	49.0	78,149	49.9
Female	781	48.3	907	48.4	71,621	51.0	78,614	50.1
Age <5	109	6.7	99	5.5	9,815	7.0	9,364	6.0
5 to 9	122	7.5	149	8.2	9,657	6.9	10,395	6.6
10 to 14	120	7.4	151	8.3	8,652	6.2	11,001	7.0
15 to 19	126	7.8	135	7.4	9,758	7.0	12,194	7.8
20 to 24	78	4.8	69	3.8	12,334	8.8	12,882	8.2
25 to 29	97	6.0	73	4.0	11,936	8.5	10,344	6.6
30 to 34	127	7.9	122	6.7	11,917	8.5	11,115	7.1
35 to 39	161	10.0	171	9.4	10,728	7.6	13,173	8.4
40 to 44	133	8.2	187	10.3	9,386	6.7	12,963	8.3
45 to 49	125	7.7	148	8.2	7,265	5.2	11,409	7.3
50 to 54	93	5.8	140	7.7	6,304	4.5	9,423	6.0
55 to 59	69	4.3	132	7.3	5,833	4.2	7,060	4.5
60 to 64	65	4.0	86	4.7	3,731	2.7	5,777	3.7
65 to 69	114	7.1	61	3.4	5,138	3.7	5,061	3.2
70 to 74	109	6.7	57	3.1	4,521	3.2	4,801	3.1
75 to 79	79	4.9	61	3.4	3,657	2.6	3,945	2.5
80 to 84	65	4.0	22	1.2	2,462	1.8	3,052	1.9
85 and over	81	5.0	12	.7	2,154	1.5	2,804	1.8
Median Age	35.9		38.8		32.5		35.4	
19 and under	477	29.5	534	29.5	37,882	27.0	42,954	27.4
20 to 64	691	42.8	1,066	58.8	84,506	60.2	94,146	60.1
65 and over	448	27.7	213	11.7	17,932	12.8	19,663	12.5

Source: U.S. Census

**Table 3-B
Population Age and Sex, 2000 and 2010**

	Town of Omro				Winnebago County			
	2000		2010		2000		2010	
	No.	%	No.	%	No.	%	No.	%
TOTAL	1,813	100.0	2,116	100.0	156,763	100.0	166,994	100.0
Male	968	51.6	1,094	51.7	78,149	49.9	83,952	50.3
Female	907	48.4	1,022	48.3	78,614	50.1	83,042	49.7
Age <5	99	5.5	102	4.8	9,364	6.0	9,866	5.9
5 to 9	149	8.2	129	6.1	10,395	6.6	9,944	6.0
10 to 14	151	8.3	139	6.6	11,001	7.0	9,972	6.0
15 to 19	135	7.4	154	7.3	12,194	7.8	12,033	7.2
20 to 24	69	3.8	73	3.4	12,882	8.2	14,187	8.5
25 to 29	73	4.0	73	3.4	10,344	6.6	11,511	6.9
30 to 34	122	6.7	85	4.0	11,115	7.1	10,409	6.2
35 to 39	171	9.4	125	5.9	13,173	8.4	10,147	6.1
40 to 44	187	10.3	146	6.9	12,963	8.3	11,282	6.8
45 to 49	148	8.2	211	10.0	11,409	7.3	12,996	7.8
50 to 54	140	7.7	218	10.3	9,423	6.0	12,564	7.5
55 to 59	132	7.3	198	9.4	7,060	4.5	11,041	6.6
60 to 64	86	4.7	157	7.4	5,777	3.7	8,706	5.2
65 to 69	61	3.4	113	5.3	5,061	3.2	6,247	3.7
70 to 74	57	3.1	85	4.0	4,801	3.1	4,912	2.9
75 to 79	61	3.4	47	2.2	3,945	2.5	4,089	2.4
80 to 84	22	1.2	27	1.3	3,052	1.9	3,487	2.1
85 and over	12	.7	34	1.6	2,804	1.8	3,601	2.2
Median Age	38.8		45.6		35.4		37.9	
19 and under	534	29.5	524	24.8	42,954	27.4	41,815	25.1
20 to 64	1,066	58.8	1,286	60.7	94,146	60.1	102,843	61.6
65 and over	213	11.7	306	14.4	19,663	12.5	22,336	13.3

Source: U.S. Census

Population Projections

Table 4 identifies predicted growth for the Town of Omro and surrounding communities. According to the predictions, the rate of growth for the Town of Omro will be in the single-digit range, with a projected population of 2,044 by 2020. This rate of growth may increase if developable land becomes available and the State of Wisconsin decides to move up the rebuilding of Highway 21.

Table 4 was not updated in the 2015 revision in favor of Table 2 and preserving the historic value of the original data.

[Note: In 2006 an Addendum was created to update information in charts and tables. In 2008 those data are moved into the body of this Plan. The information below, up to Household Characteristics, is brought forward and replaces old content of the Plan.]

**Table 4
Population Projections for Various Communities, 2000 – 2020**

	Town of Omro	Town of Algoma	Town of Utica	Town Of Rushford	City of Omro	Town of Winneconne	Winnebago County
Actual 2000	1,875	5,702	1,168	1,471	3,177	2,401	156,763
2005	1,969	6,411	1,215	1,509	3,351	2,567	164,436
2010	2,003	6,945	1,224	1,496	3,411	2,646	166,739
2015	2,024	7,457	1,224	1,477	3,475	2,732	168,620
2020	2,044	7,963	1,223	1,453	3,524	2,804	170,029
% Change							
2000 to 2010	6.8	21.8	4.8	1.7	7.4	10.2	6.4
2011 to 2020	2.0	14.7	-0.1	-2.9	3.3	6.0	2.0

Sources: U.S. Census, Wisconsin Department of Administration, East Central Wisconsin Regional Planning Commission

In June of 2006 the Commission received the following data from the Town Clerk:

Actual Estimates	2004 Population Projections by East Central
2001 1,896	2005 2,043
2002 1,933	2010 2,143
2003 1,951	2015 2,238
2004 2,011	2020 2,347
2005 2,063	2025 2,470
	2030 2,590

On August 15, 2006, the Oshkosh Northwestern reported the following data from the Wisconsin Department of Administration: (growth is referenced to 2000 U.S. Census)
 Winnebago County 163,867 +4.5% Town of Omro 2,079 +10.9%
 Town of Algoma 6,823 +10.2% City of Oshkosh 65,510 +4.1%

Sources: U.S. Census, Wisconsin Department of Administration, East Central Wisconsin Regional Planning Commission

Household Characteristics

Table 5 illustrates how household size has been significantly declining in the Town of Omro and in the surrounding towns, villages, cities, and the county. The average number of persons per household in the Town of Omro dropped from 3.45 persons in 1970 to 2.66 persons in 2000, a decrease of 0.79 persons per household. The Town of Omro’s average household size is exactly the same as the county’s average of 2.79 percent, and less than the Town of Utica. The other surrounding communities, however, did not lose as many persons per household. The decline in household size can be partly attributed to a higher divorce rate, an aging population, and parents beginning their families later in life than previous parents. The trend toward smaller household size has slowed over the past ten years.

**Table 5
Household Size, 1990 - 2000**

	Town of Omro	Town of Algoma	Town of Utica	Town of Rushford	City of Omro	Village of Winneconne	Winnebago County
1970	3.45	3.44	3.65	3.45	3.08	3.29	3.22
1980	2.98	3.07	3.05	3.07	2.76	2.73	2.71
1990	2.81	2.89	2.76	2.76	2.66	2.65	2.52
2000	2.66	2.94	2.58	2.68	2.49	2.53	2.43
Change							
1970 to 2000	-.79	-.50	-1.07	-.77	-.59	-.76	-.79

Source: U.S. Census

**Table 6
Household (HH) Projections, 2000 – 2020 (update to 2030)**

Year	Town of Omro		Town of Omro Update		Winnebago County	
	No. of HH	Persons per HH	No. of HH	Persons per HH	No of HH	Persons per HH
2000	706	2.66	706	2.66	61,157	2.43
2005	760	2.59	775	2.64	65,981	2.36
2010	795	2.52	823	2.60	68,787	2.29
2015	826	2.45	871	2.57	71,579	2.22
2020	859	2.38	921	2.55	74,323	2.15
2025	894	2.31	969	2.55	76,924	2.08
2030			1,022	2.53		
Change						
2000 to 2005	54	-.07	69	-.02	4,824	-.07
2005 to 2010	35	-.07	48	-.04	2,806	-.07
2010 to 2015	31	-.07	48	-.03	2,792	-.07
2015 to 2020	33	-.07	50	-.02	2,744	-.07
2020 to 2025			48	.00	2,601	-.07
2025 to 2030			53	-.02		

Sources: U.S. Census; Wisconsin Department of Administration, East Central Wisconsin Regional Planning Commission and Martenson and Eisele, Inc. Update taken from M&E's November 7, 2006, report to the School District of Omro.

[Note: Table 6 and the following, up to Income Attributes, is brought forward from Addendum 2006 and replaces old content of the Plan.]

Martenson & Eisele, Inc. was contracted to consult with the School District of Omro to explore the growth potential within the school district. A report from M&E was provided to the school district on November 7, 2006. Data to update Table 6 and others was taken from that report. There were different charts that showed differing numbers for the same data issues. A good faith effort was made to blend the differences as well as possible.

Household Projections

Table 6 contains a prediction of household size in five-year increments from 2000 to 2020. The projection is based on a .07 percent decrease per household in both the town and county. However, even though the prediction is for decreasing household size, the populations of both the Town of Omro and Winnebago County are projected to increase. The Town's household count may increase from 706 to 859 (additional 153 households, or 21.6%), and the County is projected to increase its household count from 61,157 to 74,323 (additional 13,166 or 21.5%).

Income Attributes

Table 7 compares a number of income attributes of Town of Omro residents as opposed to Winnebago County residents between 1989 and 1999. In 1989 and 1999, the *per capita income* of **households** was slightly lower in the Town of Omro than in the county. In 1989, the town's *median income* per household was slightly higher than the county, but in 1999, the county had the slightly higher median income per household. When median income of **families** in the town and county was reviewed, the town's average was slightly less than the county in both 1989 and 1999.

In 1989, the percentage of *persons* below the poverty level was much lower in Town of Omro than in the county. This same large separation was also true with *families* below the poverty level. No comparison could be done between 1989 and 1999 because the data for 1999 was not available.

Table 7
Income Status, 1989 and 1999

Categories	Town of Omro		Winnebago County	
	1989	1999	1989	1999
	Income	Income	Income	Income
Per Capita Income	13,187	19,702	13,696	21,706
Median Income-Household	32,500	43,750	30,007	44,445
Median Income-Families	34,561	48,988	35,821	53,932
Persons below Poverty	69 of 1,614 (4.3%)	*	11,793 of 133,950 (8.8%)	*
Families below Poverty	11 of 473 (2.3%)	*	1,959 of 36,630 (5.3%)	*

Source: U.S Census Information

* Information in the 2000 census was suppressed to assure confidentiality.

Educational Attainment

Table 8 (following page) shows the differences in educational attainment in both 1990 and 2000 for the Town of Omro and Winnebago County. Between 1990 and 2000, both the town and county saw an increase in the percentage of all residents having a high school education, and many more people having some kind of college degree.

**Table 8
Educational Attainment*, 1990 and 2000**

Categories	Town of Omro				Winnebago County			
	1990		2000		1990		2000	
	No.	%	No.	%	No.	%	No.	%
Less than 9 th Grade	73	6.9	69	5.5	6,979	7.8	4,129	4.1
9 th - 12 th Grade, no diploma	142	13.4	134	10.7	10,262	11.5	9,738	9.6
High School Graduate	499	47.0	538	43.1	35,255	39.6	37,849	37.4
Some College, no degree	166	15.6	231	18.5	14,228	16.0	19,437	19.2
Associate Degree	81	7.6	78	6.2	6,074	6.8	6,914	6.8
Bachelor's Degree	71	6.7	142	11.4	11,127	12.5	16,462	16.3
Graduate or Professional Degree	29	2.7	57	4.6	5,035	5.7	6,566	6.5
Total	1,061	100	1,249	100	88,960	100	101,095	100
Percent High School Degree or higher		79.7		83.7		80.6		86.3
Percent Bachelor's Degree or higher		9.4		15.9		18.2		22.8

* For Persons 25 years and over
Source: 1990 and 2000 U.S. Census

Economic Characteristics

Labor Force

The labor force in the Town of Omro increased from 839 persons in 1990 to 935 in 2000, an 11.4% increase (Table 9, following page). This corresponds to the town's population increase of 16% during the same time period.

The biggest share of employment for town residents continues to be in the manufacturing sector. About one-third of all residents in the labor force work in this sector. This share is similar to the county.

The number of workers has dropped significantly within the agricultural classifications in both the town and county. Increases have been experienced in the entertainment industry and educational/health industries in the last ten years.

The future labor force for the town is likely to level off over the next twenty years due to a limited number of younger residents entering the work force and, at the same time, more residents moving toward or beyond retirement age. This will increase the difficulties for employers to find qualified workers.

**Table 9
Employment, 1990 and 2000**

	Town of Omro				Winnebago County			
	1990		2000		1990		2000	
Categories	No.	%	No.	%	No.	%	No.	%
Agriculture, Forestry, and Fisheries	98	11.7	71	7.6	1,483	2.1	865	1.0
Construction	47	5.6	68	7.3	2,659	3.8	3,850	4.7
Manufacturing	263	31.3	260	27.8	22,662	32.2	22,924	27.7
Transportation, Warehousing, Utilities	47	5.6	57	6.1	2,537	3.6	3520	4.3
Communications/Information	22	2.6	21	2.2	906	1.3	1,601	1.9
Wholesale Trade	26	3.1	23	2.5	2,405	3.4	2,280	2.8
Retail Trade	103	12.3	101	10.8	12,202	17.3	10,281	12.4
Finance, Insurance and Real Estate	31	3.7	43	4.6	3,287	4.7	4,250	5.1
Professional, Science, Management, Administration, and Waste Management	27	3.2	23	2.5	2,489	3.5	5,112	6.2
Art, Entertainment, Recreation, Accommodations, and Food Service	20	2.4	38	4.1	2,533	3.6	5,781	7.0
Educational, Health and Social Service	110	13.1	183	19.6	11,871	16.9	15,549	18.8
Other Professional and Related Service	16	1.9	24	2.6	3,491	5.0	3,880	4.7
Public Administration	29	3.5	23	2.5	1,876	2.7	2,773	3.4
Total	839	100.0	935	100.0	70,401	100.0	18,538	100.0

Data for persons 16 years and older
Source: 1990 and 2000 U.S. Census

Unemployment Rates

Unemployment rates declined in the decades from 1990 to 2000. Since 2002, however, unemployment rates have been growing due to a soft economy.

**Table 10
Employment Status**

	1980	1990	2000
Labor Force	830	872	972
Employed	782	839	935
Unemployed	48	33	37
% Unemployed	5.8%	3.8%	2.7%

Source: 1980, 1990 and 2000 U.S. Census

Place of Work

In 1990 (2000 data not available), about 87% of town residents who were employed worked somewhere within Winnebago County. This compares to 81% of workers county-wide who worked within the county. The greatest share (54%) of town residents who worked in Winnebago County worked in the City of Oshkosh. Another 3% worked in the City of Neenah and 1% worked in the City of Menasha. The remaining 42% of town workers employed in the county worked elsewhere in the county (see Table 11).

Table 11
Work Place of Residents Who Work in Winnebago County, 1990

	Town of Omro		Winnebago County	
	Number	Percentage	Number	Percentage
Total Workers	824		69,409	
Inside County	719	(87%)	56,257	(81%)
Place of Work				
City of Oshkosh	392	54%	28,681	51%
Remainder of Winn. Co.	298	42%	12,763	23%
City of Neenah	22	3%	11,317	20%
City of Menasha	7	1%	3,496	6%

Source: Wisconsin Department of Administration

The greatest share of the 13% of town residents working outside of Winnebago County worked in Fond du Lac County. The others worked in Appleton, the remainder of Outagamie County, or worked elsewhere (see Table 12) (2000 data not available).

Table 12
Work Place of Residents Who Work Outside Winnebago County, 1990

	Town of Omro		Winnebago County	
	Number	Percent	Number	Percent
Total Workers	824		69,409	
Outside County	105	(13%)	13,152	(19%)
Place of Work				
Fond du Lac County (inc. City)	37	35%	1,316	10%
City of Appleton (Out. & Cal. Co.)	10	10%	5,566	42%
Remainder of Outagamie Co.	13	12%	3,627	28%
Worked Elsewhere	45	43%	2,643	20%

Source: Wisconsin Department of Administration

Travel Time to Work

Travel time to work is an indication of how far people are willing to travel while living in a rural setting. In 1990, about 41% of town residents were within nineteen minutes of their employment, which means 59% of town residents travel at least twenty minutes to get to their job. In comparison, about 70% of county residents were within nineteen minutes of their job.

In 2000, town residents within nineteen minutes of their employer fell slightly to 39.4% of the population, which means a larger percentage had to be on the road a longer time to get to their job. The same happened in the county, with 65% of county residents within nineteen minutes of their job.

The implications of this trend is that more people are on the road longer to get to their jobs, which adds more pressure for the town and county roads to handle traffic loads. It also shows that people who move to the Town of Omro are willing to travel longer distances to their jobs.

Table 13
Travel Time to Work, 1990 and 2000

Categories	Town of Omro				Winnebago County			
	1990		2000		1990		2000	
	No.	%	No.	%	No.	%	No.	%
Less than 5 minutes	38	4.6	13	1.4	3,604	5.2	3,794	4.7
5-9 minutes	63	7.6	105	11.6	13,662	19.7	13,921	17.2
10-14 minutes	86	10.4	112	12.4	17,389	25.1	18,696	23.1
15-19 minutes	155	18.8	127	14.0	13,796	19.9	16,287	20.1
20-24 minutes	186	22.6	231	25.5	8,607	12.4	10,707	13.2
25-29 minutes	44	5.3	71	7.8	2,689	3.9	4,250	5.2
30-34 minutes	81	9.8	84	9.3	3,999	5.8	5,177	6.4
35-39 minutes	16	1.9	11	1.2	650	.9	1,103	1.4
40-44 minutes	20	2.4	16	1.8	568	.8	918	1.1
45-59 minutes	22	2.7	26	2.9	1,147	1.7	1,617	2.0
60-89 minutes	15	1.8	8	.9	782	1.1	1,192	1.5
90 or more minutes	15	1.8	12	1.3	527	.8	1,358	1.7
Worked at home	83	10.1	89	9.8	1,989	2.9	2,089	2.6
Total Commuters	824	100.0	905	100.0	69,409	100.0	81,109	100.0

Source: U.S. Census

HOUSING

This section looks at housing trends in the Town of Omro. Changes over time in average household size, housing unit growth, age of the housing stock and the value of housing ultimately point to changes in land use and societal preferences for housing.

Housing Stock Age

The oldest home in the Town of Omro was built in the mid-1800s. The largest number of homes that currently exist in the town were built between 1970 and 1979 (150 homes built, or about one fifth of all housing), which reflects the greatest increase in the town's population, as shown in Table 14 of this plan. Since 1980, the number of homes built per decade has fluctuated, from 70 permits between 1980-1989 to 133 permits between 1990-1998. As shown on Table 17, home construction has averaged 16.7 permits per year in the last thirteen years.

In comparison, Winnebago County also experienced a growth spurt from 1970 to 1979, with 10,207 housing units built in the ten-year period. The 1990 to 1998 period also had a high number of building permits issued.

Table 14
Age of One- and Two-Family Housing Units

Year Built	Town of Omro		Winnebago County	
	No.	Percent	No.	Percent
1939 or earlier	173	22.6	15,038	23.2
1940-1959	110	14.3	12,740	19.7
1960-1969	98	12.8	8,188	12.7
1970-1979	150	19.6	10,207	15.8
1980-1989	70	9.1	7,267	11.2
1990-1998	133	17.4	10,049	15.5
1999-2000 (March)	33	4.3	1,232	1.9
Total	767		64,721	

Source: 2000 U.S. Census

The following data are addenda to Table 14 Age of One- and Two-Family Housing Units. The data was received January 17, 2006 from the Clerk of the Town of Omro. The data gives the number of houses built within the Town of Omro in the given year.

2000	16	2001	19	2002	22	2003	27
2004	34	2005	16	2006	9		

No new county information has been obtained.

Owner/Renter Occupied Housing

The Town of Omro had a substantially higher percentage of owner-occupied housing units than Winnebago County in both 1990 and 2000 (Table 15). Owner occupancy increased in both the town and county between 1990 and 2000, with the county experiencing a larger percentage of growth in home ownership than the town. This may indicate that people are more secure in the real estate market than other forms of investment.

Table 15
Owner/Renter Occupied Housing, 1990 and 2000

Year	Entity	Owner Occupied		Renter Occupied		Total Occupied
		Number	Percent	Number	Percent	
1990	Town of Omro	498	86.5	78	13.5	576
	Winnebago County	35,423	66.6	17,793	33.4	53,216
2000	Town of Omro	611	88.7	78	11.3	689
	Winnebago County	41,558	68.0	19,599	32.0	61,157

Source: 1990 and 2000 U.S. Census

Structural Type

Single-family residential units comprise the vast majority of the Town of Omro's housing stock. In 1990, 95.8% of the Town of Omro's 665 dwelling units were single-family units (Table 16). Of the remaining units, 1.2% were 2-4 unit housing, and 3.0% were mobile homes.

Table 16
Number of Units by Structural Type, 1990 and 2000

Type of Housing	1990		2000	
	Number	Percent	Number	Percent
Single-Family	637	95.8	741	96.6
2-4 Apartment units	8	1.2	21	2.7
5 or more units	0	-	0	-
Mobile Home/Trailer	20	3.0	5	.7
Total	665	100.0	767	100.0
Owner Occupied Units	498	74.9	632	81.4
Renter Occupied Units	78	11.7	74	9.5
Vacant Housing Units*	89	13.4	70	9.1

*Seasonal housing is part of the Vacant housing count

Source: U.S. Census

In 2000, the percentage of single-family homes increased to 96.6%. Duplex units increased from 8 to 21 units. Mobile homes experienced a decrease from 20 to 5 units.

Owner-occupancy increased from 74.9% in 1990 to 81.4% in 2000, while renter- occupancy decreased from 11.7 to 9.5 percent. Vacant units decreased as well, from 89 to 70 units.

Housing Construction History

During the 1990s, the Town issued 153 building permits for new single-family homes (see Table 17). Home construction far exceeded the construction history of the 1980s, and exceeded the 141 building permits in the 1970s. A stronger trend is also seen in the last three years, where an average of seventeen single-family permits were issued yearly.

The number of housing permits issued is projected to be at least as much over the next ten years as they have been in the last three years. This is based on the ideal location that the Town of Omro has to the Oshkosh Metropolitan area (via State Highway 21), and easy access to the growing number of jobs from retail and medical related development growing west on Highway 21.

Table 17
Number of Housing Units Constructed by Decade

Period of Time	Number	Yearly Average
Past		
1970-1979	141	14.1
1980-1989	34	3.4
1990-1999	153	15.3
1999-2002	57	19
Future		
2003-2012	200*	20
2013-2022	250*	25

*Assumption is that the Town of Omro will grow in popularity as a place to live, given the rate of growth that is occurring in the Town of Algoma and the Oshkosh metropolitan area as a whole.

Source: U.S. Census, Town of Omro, Winnebago County

Between 1990 and 2002, 215 new single-family housing units were constructed in the Town of Omro (Table 18, following page). Over that time period, the average number of permits granted was 16.5. The highest number of single-family permits occurred in 1997, when 32 permits were issued. The lowest number of permits occurred in 1995, when only six permits were issued. The number of two-family permits is very low, with only one new duplex unit granted a permit. Apartment permits are non-existent.

[Note: Table 18 is updated and brought forward from Addendum 2006. New data was provided by the Town Clerk.]

Table 18
New Housing Units Constructed, 1990 - 2002

Year	Single Family Units	Two- & Three-Family Units	Multi-Family Units	Total Units
1990	8	0	0	8
1991	10	0	0	10
1992	14	0	0	14
1993	14	0	0	14
1994	16	2	0	18
1995	6	0	0	6
1996	18	0	0	18
1997	32	0	0	32
1998	18	0	0	18
1999	22	0	0	22
2000	16	0	0	16
2001	19	0	0	19
2002	22	0	0	22
2003	27	0	0	27
2004	34	0	0	34
2005	16	0	0	16
2006	9	0	0	9
All Units	301	2	0	303
17 Yr Avg	17.7	--	0	17.8

Source: Town of Omro

Housing Value

Table 19
Housing Value, 1990 and 2000

Housing Value	1990		2000	
	No.	%	No.	%
Less than \$50,000	83	25.3	21	4.5
\$50,000 to \$99,999	204	62.3	149	32.1
\$100,000 to \$149,999	30	9.1	179	38.6
\$150,000 to \$199,999	5	1.5	69	14.9
\$200,000 to \$299,999	5	1.5	38	8.2
\$300,000 to \$499,999	0	0	4	.9
\$500,000 or more	0	0	4	.9
Owner-Occupied Units	327	100.0	464	100.0
Median (dollars)	\$63,500		\$114,500	

Source: 1990 and 2000 U.S. Census

In 1990, the majority of homes in the town were in the \$50,000 to \$99,999 range. In 2000, the value of homes increased markedly, particularly in the higher price ranges. The median value of homes in the town almost doubled between 1990 and 2000, going from \$63,500 to \$114,500.

Housing Costs

In 2000, 40.7% of the town residents were paying less than fifteen percent of their income on housing. In contrast, over 35.5% of the town residents were using at least 25% of their income for housing costs. The remaining 23.7% of the population was putting between 15 and 24% of their income towards housing.

Table 20
Housing Costs as Percentage of Household Income, 2000

Percentage of Income	Number	Percentage
Less than 15 Percent	189	40.8
15 to 19 Percent	56	12.1
20 to 24 Percent	54	11.6
25 to 29 Percent	52	11.2
30 to 34 Percent	34	7.3
35 Percent or more	79	17.0
Total Units	464	

Source: 2000 U.S. Census

Gross Rent Payment

Table 21
Gross Rent, 2000

Rental Value	Number	Percentage
Less than \$200	0	0.0
\$200 to \$299	5	7.5
\$300 to \$499	20	29.9
\$500 to \$749	29	43.3
\$750 to \$999	4	6.0
\$1,000 to \$1,499	0	0.0
\$1,500 or more	0	0.0
No cash rent	9	13.4
Owner-Occupied Units	67	100.0
Median (dollars)	513	

Source: 2000 U.S. Census

In 2000, approximately 37.4% of Town of Omro residents paid rent of less than \$500 per month. Another 43.3% paid between \$500 and \$749. The remaining 19.4% paid more than \$750 in monthly rental. The median rent in the Town of Omro was \$513.

Rent Payments as Percentage of Household Income

Over 55% of apartment dwellers used less than 25% of their income to make rental payments. About twelve percent paid 25 to 34% of their income on rent, while 19.4% paid 35% or more of their income.

Table 22
Gross Rent as a Percentage of Household Income, 1999

Percentage of Income	Number	Percentage
Less than 15 Percent	17	25.4
15 to 19 Percent	8	11.9
20 to 24 Percent	12	17.9
25 to 29 Percent	8	11.9
30 to 34 Percent	0	0.0
35 Percent or more	13	19.4
Not Computed	9	13.4
Total Units	67	

Source: 2000 U.S. Census

Current and Projected Housing Demand

Table 23
Status of Residential Subdivisions, Town of Omro (May 2003)

No.	Subdivision	Status	Total Lots	Available Lots
1	Harbor Village	Active Plat	45	24
2	Ormand Beach Heights	Sewer installed, water to be installed	36	14
3	Don and Doug Kienast	Concept Plan	16	0
4	Vern Kienast	Preliminary Plat	13	13
5	Hughes Development	Concept Plan approved	98	85
6	Bill Roeder	Final Plat approved	14	11
7	John Buttke/Albright	Concept Plan	90	0
8	Lee Engleman	Concept Plan approved	14	0
			205	177

Source: Town of Omro Records

Steady residential growth has been experienced in the town over the last number of years. The appeal for retirement home construction in a rural setting and the town's close proximity to the Oshkosh metropolitan area are contributors to this growth. The City of

Omro’s industrial park is also growing, which brings more people into the area. Table 23 illustrates the number of new lots that are being generated by current residential subdivision development.

[Note: Table 23 is repeated below with new information taken from M&E’s report to the Omro School District is provided in the table below.]

Table 23 (Update)
Status of Residential Subdivisions, Town of Omro

No.	Subdivision	Status	Total Lots	Available Lots
1	The Barony	Active Plat	74	69
2	Sandhill Farms 1 st phase	Active Plat	29	29
3	Harbor Village	Active Plat	46	13
4	Ormand Beach Heights	Active Plat	14	6
5	Ormand Beach Heights, 1 st Addition	Preliminary Plat, Sewer and water installed.	19	0
6	Sandhill Farms future phases	Preliminary Plat approved	84	0
7	Quarry Ridge	Concept presented	13	0
8	Valores Last Trust	Concept presented	50	0
(Vern Kienast concept is no longer viable. Hughes development is now The Barony. John Buttke/Albright is now Sandhill Farms. Lee Engleman concept was denied by the City of Oshkosh.)				
9	Inclusions from original table 23		43	24
			372	141

Source: M&E’s November 7, 2006, report to the School District of Omro.

Persons Per Household

Table 24 shows that household size in the town has been declining steadily due to societal trends. These trends correspond to what has been going on regionally and nationally: family size is declining due to people having fewer children, children of the Baby Boom generation are now old enough to move away, people are marrying later, and divorces are occurring at a higher rate than in the past. This trend is expected to continue into the future, especially as the Baby Boomers begin to age past the childbearing years and move toward retirement. The impact is that smaller household size tends to increase the demand for housing even though the overall population growth may not be increasing very much.

Another tendency, especially in the Town of Omro, is that many people who are building in the town are “empty nesters” who are building their retirement home, and are not generating school-age children. Easy accessibility by automobile to their jobs has allowed people to be more mobile, giving them the opportunity to live in rural areas like the Town of Omro.

**Table 24
Household Change Comparison and Projections, 1970 - 2020**

Year(s)	Town of Omro		Winnebago County	
	Households	Persons per HH*	Households	Persons per HH*
1970	418	3.45	39,249	3.22
1980	566	2.98	46,885	2.71
1990	576	2.81	53,216	2.52
2000	706	2.66	61,157	2.43
2005*8	760	2.59	65,981	2.36
2010**	795	2.52	68,787	2.29
2015**	826	2.45	71,579	2.22
2020**	859	2.38	74,323	2.15
% Change				
1970 to 2000	68.9%	-.79 Persons	55.8%	-.79 Persons
2000 to 2020	21.7%	-.28 Persons	21.5%	-.28 Persons

Source: U.S. Census, compiled by ECWRPC

*Households

**Wisconsin Department of Administration Estimated Population

Age of Housing Units

Before 1960, agriculture was the primary lifestyle and source of income for residents of the Town of Omro. The oldest housing units in the town – those built before 1960 – are primarily either cottages on the lakeshore or homes built as part of farmsteads.

In recent times, the town has become a bedroom community for residents who actually work and shop in the neighboring urbanized areas of Oshkosh, Omro, and the Fox Cities. The ability of persons to travel longer distances due to the automobile has affected where people live, work and shop.

As shown in Table 25, the Town of Omro’s overall housing stock is younger than the county’s. A fluctuation in age from 1980 to 1990 and then 2000 is based on the drastic dip in building permit numbers that occurred in the 1980s.

**Table 25
Housing by Age, Town of Omro and Winnebago County, 1980-2000**

Total Occupied Units by Age	1980		1990		2000	
	Town	County	Town	County	Town	County
Total Occupied Units	566	46,885	576	53,216	818	61,157
10 or less Years	27%	22%	11%	17%	22%	17%
11-20 Years	15%	17%	27%	19%	9%	11%
21-30 Years	12%	14%	18%	15%	20%	16%
31-40 Years	6%	10%	13%	12%	13%	13%
Older than 40 Years	41%	38%	30%	36%	37%	43%
	100%	100%	100%	100%	100%	100%

Source: U.S. Census

Housing Programs

Affordable housing issues are primarily ones that affect urbanized areas more than rural agricultural areas like the Town of Omro. The provision of rental and other low-income housing and policies related to this type of housing are initiated and implemented by the Winnebago County Housing Authority and the various nearby incorporated communities.

TRANSPORTATION

The existing rural-residential aspects of the Town of Omro point to the importance the automobile has had on the citizens and economy of the town since the first half of the twentieth century. Today's easy access to services within and outside the area were major transportation decisions for town residents in the early part of the twentieth century. These time savings reached through ease of travel have since opened the town to many opportunities, including increased residential development. Evaluation of the town's system of roadways, traffic patterns and other transportation services are an important element of any planning activity.

Road Classification

The Town of Omro has about 78 miles of roadway within its borders (see Map 2 on next page). These roads are classified as local, collector, or arterials. Each type provides a different function and is described below.

In this Plan, State highways, officially known as "State Trunk Highways", are often abbreviated as "STH", as in STH 21. Likewise, "County Trunk Highways" are often written as "CTH", as in CTH "FF".

Local Roads

Local roads are primarily the Town-owned roads, and serve as direct access to homes, businesses and agricultural uses. There are about 44 miles of local roads in the town.

Collector Roads

County-owned roads serve as collector streets in the town. They provide for traffic movement and land access - a balance between local road functions and arterial road functions. There are about twenty miles of County-owned roads in the town. They include County Roads "E", "F", "FF", and "K".

Arterial Roads

State Highways are the primary arterial roadways in the town. These roadways are designed to move traffic with minimal obstruction. This means that land access is secondary to traffic movement. These roads are access-controlled by the State. State permits are therefore required for access. About fourteen miles of State Roads exist in the town. They are State Roads 21, 91 and 116.

Access Permits

Access to local, county and state roads requires a permit. The primary purpose of access permits is for safety. The town requires culvert permits for anyone interested in obtaining a new access to a town road. The County Highway Department issues driveway access

permits for all county roads, and the Wisconsin Department of Transportation issues access permits for all state roads.

Traffic Volume

Map 2 shows how traffic volumes have changed between 1988 and 2002 for selected roadways in the town. Traffic volumes can be used as a tool to determine street improvement priorities.

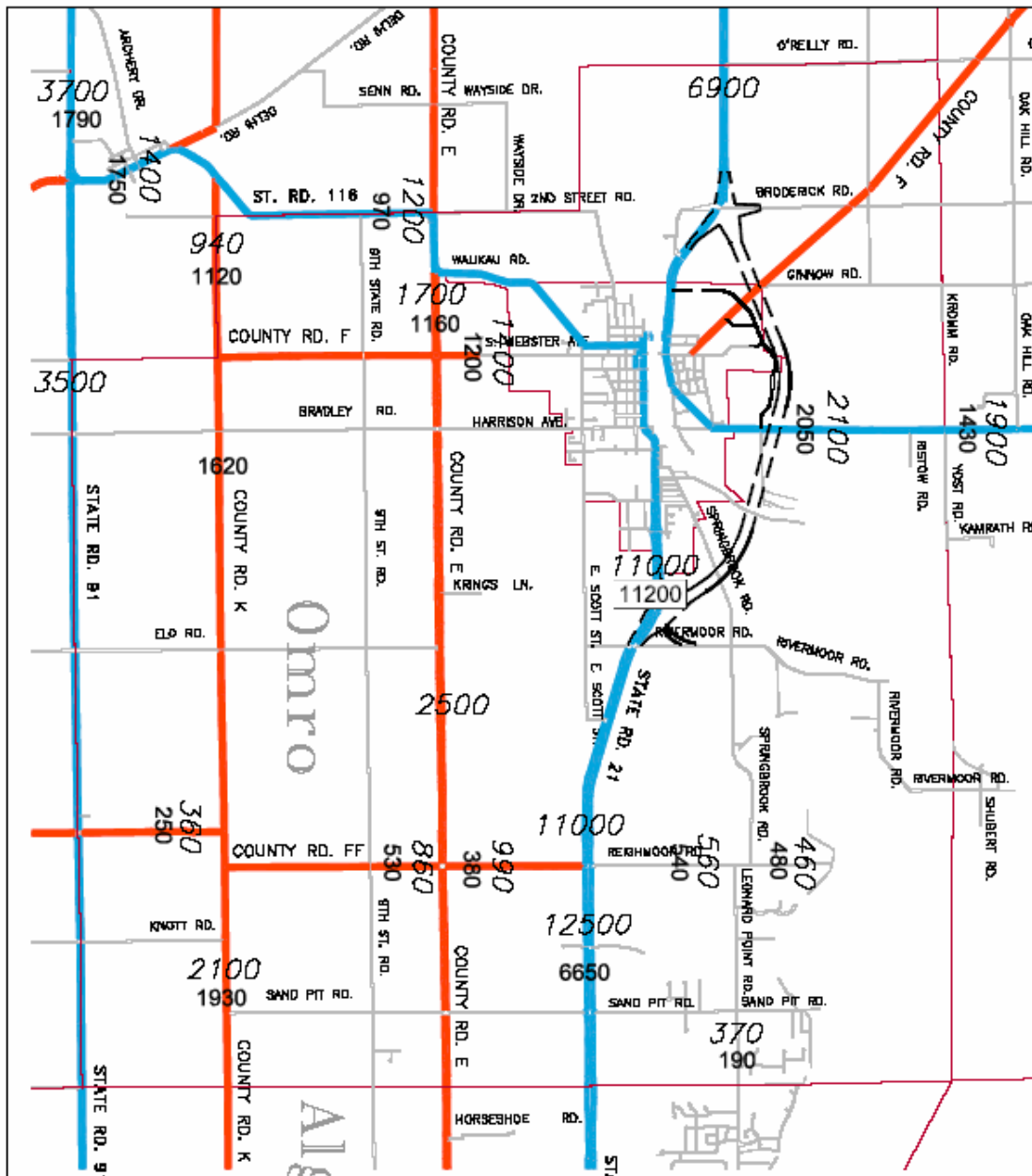
The highest traffic counts are found on State Highway 21 east of Reighmoor Road, with 12,500 vehicles per day. This traffic count doubled since 1991, when there were 6,650 vehicles per day. Traffic on STH 21 is projected to increase as both the Town of Omro and City of Omro continue to attract home owners. Continued traffic volume increases in the next ten years will increase the need for a STH 21 bypass around the City of Omro.

Traffic volume is monitored so it can be compared to the capacity for which a stretch of road is designed. Measuring the relationship between the two can provide valuable information when a roadway should be upgraded and/or reconstructed to handle the present and future traffic volumes. This is called volume-to-capacity ratio.

Only Highway 21 has a volume-to-capacity ratio that would suggest an upgrade in the future. Presently, STH 21 has about 12,500 vehicles traveling along it each day. Its designed capacity is 10,000 vehicles. Therefore, the volume-to-capacity has already been exceeded. Traffic volumes that are higher than the designed capacity suggest that the roadway is becoming unsafe and inefficient for travel. Upgrading to alleviate this may be necessary in the near future. To this end, planning activities by the East Central Wisconsin Regional Planning Commission (ECWRPC) and the Wisconsin Department of Transportation have been undertaken recently to look at options for the Highway 21 corridor.

Because of the increasing traffic load, the State of Wisconsin has changed the status of STH 21 from a "Connecting Highway" to a "Backbone Highway." This new designation will support the contention from communities along STH 21 that this highway needs to be upgraded to an expressway status and, in the long-term, to freeway status.

State Highway 91 also experienced heavier traffic loads from 1991 to 2000. During that time, traffic counts near Waukau jumped from 1,790 vehicles to 3,700 vehicles per day. Leonard Point Road has shown a significant increase, from 190 vehicles in 1991 to 370 per day in 2000. This may reflect the increasing residential growth that has been occurring in this part of the town. Another road that experienced a jump in traffic was CTH "FF", from CTH "E" to STH 21. This segment of CTH "FF" went from 380 vehicles in 1991 to 990 vehicles per day in 2000.



Map 2

Town of Omro
 Traffic Counts, Official Mapped Roads,
 and Road Classifications



- Legend**
- State Highway (Arterial)
 - County Highway (Collector)
 - Town Road (Local)
 - Official Mapped Road
 - 1989-1991 Annual Average Daily Traffic
 - 2000 Annual Average Daily Traffic

The data shown here was compiled by the Wisconsin Department of Transportation. We warrant that the data is accurate as of the date of the report. The data is provided for informational purposes only and does not constitute a contract.

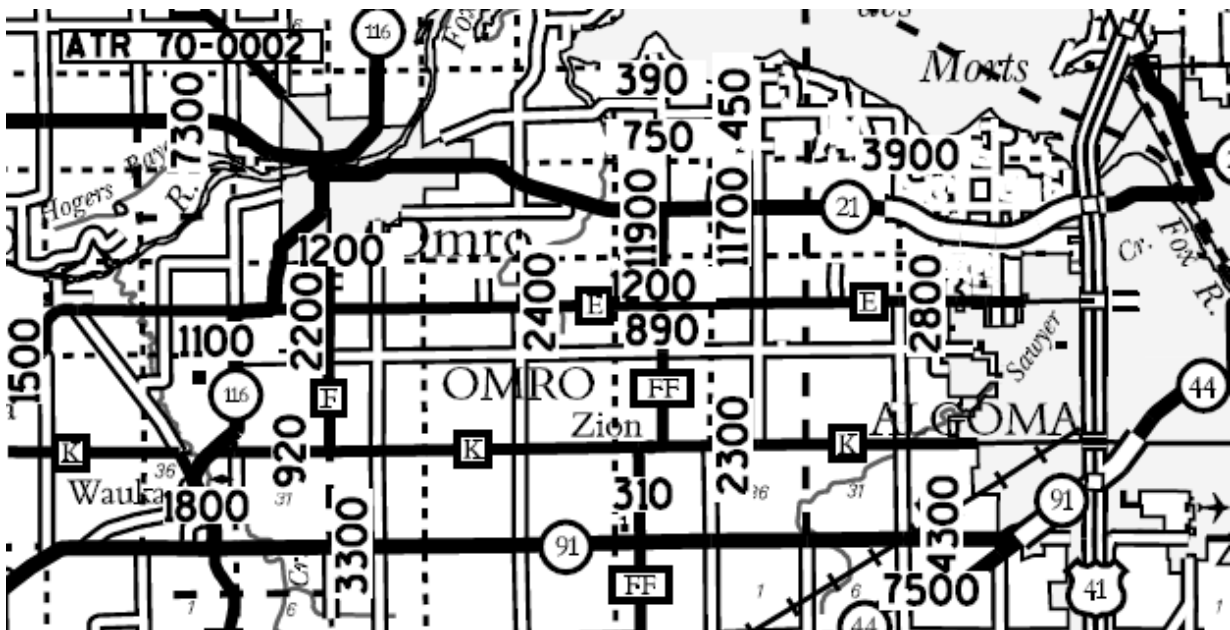
Martenson & Eisele, Inc.
 Planning - Surveying - Engineering - Architecture
 1277 Midway Road, Muskego, WI 53072
 Phone: (262) 741-6800 Fax: (262) 738-8178
 www.martenson-eisele.com
 info@martenson-eisele.com
 jmartenson@mei.com

Back of Map #2

This map, as well as others should be "live". You should be able to enlarge it and rotate it to making viewing easier. If those kinds of functions do not work then you may wish to try using the .pdf version in the folder of maps associated with this Plan.

The map below updates traffic count information first found on page 47.

Commission members would also like to make it clear that in the original title for Map 2, the City of Omro is the body that "officially mapped" the highway 21 by-pass to the north of the city. While that map is in the files of the WisDOT it has not been officially adopted by WisDOT.



PASER

Another tool available to the Town of Omro in determining budget priorities for street construction and repair is PASER (pronounced pacer). PASER is a simplified pavement management program that communities use to evaluate pavement surface condition. The PASER rating reflects the physical condition of the street.

Bridges

Four highway bridges exist in the Town of Omro. One bridge is located on CTH "E", and another directly to the south on 9th Street Road. The other two bridges are located on Springbrook Road, crossing Springbrook Creek, and to the north on Rivermoor Road.

Modes of Transportation

Trucks

There are about a half dozen regional or national trucking companies or services located in the Town of Omro. Services are provided by various carriers that are located in Oshkosh and the Fox Cities. Truck traffic in the town primarily occurs on STH 21 and STH 91.

Rail Transportation

There are no railroad lines running through the Town of Omro. At one time, a rail line did run north and south through the town and City of Omro, but has since been abandoned. Rail lines for freight hauling do exist in the region, providing necessary economic benefit to the region as a whole. In addition, future expectations suggest that passenger rail service may become available in Oshkosh and Fox Cities area through Amtrak. This would provide town residents with the opportunity to access this service. The closest Amtrak passenger service in Wisconsin is in the City of Columbus.

Bus and Taxi Service

Regional bus transportation for town residents is available through Greyhound Lines, with service in Oshkosh. Private taxi service is available from Oshkosh City Cab Company.

Winnebago County provides door-to-door transportation for the elderly and disabled throughout the rural areas of the county, including the Town of Omro. This service is contracted with Oshkosh City Cab. Reduced fares are provided to eligible riders. The American Red Cross in Oshkosh certifies eligible riders. Typically, eligible riders include elderly persons age sixty and over and certified disabled individuals of any age.

Transit

No local bus service currently exists, and none is likely in the twenty-year planning period.

Transportation Systems for Persons with Disabilities

Services offered in the rural areas of Winnebago County (and Town of Omro) include:

Rural Transportation for Persons Over Age 60

This subsidized taxi and van service is provided to rural Winnebago County residents 60 years or older. Residents can call 24 hours per day, seven days a week for service, and are eligible for ten one-way trips each month. Because the Town of Omro contributes half of the current \$8.00 charge, the disabled resident pays Cabulance \$4.00 per one-way trip.

Rural Transportation for Persons Under Age 60

This subsidized taxi and van service is provided to disabled rural Winnebago County residents. Residents can call 24 hours per day, seven days a week for service, and are eligible for ten (10) one-way trips each month. Application for individuals under 60 years old and not within the cities are required to apply for certification at the Oshkosh Red Cross Office. Cost is \$4.00 per one-way trip for residents who live in towns that contribute to the program or \$8.00 for residents who live in towns that do not contribute.

Airline Service

The closest, regularly scheduled air service available to the residents of the Town of Omro is at the Outagamie County Regional Airport. It is located in the Town of Greenville on the far west side of the Fox Cities. Encompassing nearly 1,500 acres of land at the intersections of STH 76, STH 96 and CTH "CB", the regional airport serves the Fox Cities Metro Area and the surrounding counties with commercial airline service. Presently, the airport is served by five commercial airlines, and provides 66 flights (arrivals and departures) daily. In addition to the commercial passenger service, air freight, chartered flight service, car rentals and aviation technological services are also provided at the airport.

The major airport runways include a 7,000 foot northeast-southwest concrete runway and a 6,500 foot northwest-southeast concrete runway. The airport recently completed a \$12 million addition and renovation project. The work included a 28,000 square foot concourse addition with five boarding bridge gates to aircraft, three at-grade gates, and renovation of the terminal, including a new paging and flight information system. An even larger expansion project is being planned.

Wittman Regional Airport, located at 525 West 20th Avenue, within the city limits of Oshkosh, no longer provides scheduled commercial passenger flights. The airport does provide aircraft rental and charter flights. Every summer during the last week of July, Wittman Regional Airport becomes the busiest airport in the world when the Experimental Aircraft Association (EAA) holds its annual AirVenture convention. This event attracts more than 825,000 visitors and aviation enthusiasts annually.

Wittman Regional Airport is located on approximately 1,500 acres of land and has an Airport Master Plan that was adopted by Winnebago County in 1992. Presently, Wittman Regional Airport operates two runways at the facility. The north-south runway is an 8,000-foot long concrete runway constructed to accommodate the larger aircraft that fly in for

the EAA Annual Convention. The east-west runway is a 6,000-foot long concrete runway that is used primarily for regular aircraft to take-off and land.

In addition to public airline access, the town contains two private air strips. The first is located in Sections 10 and 15 near the intersection of State Highway 21 and Rivermoor Road. This privately owned grass landing strip is oriented northeast/southwest and provides a facility for small aircraft to use. The airstrip site is also used as the home base for the Skydive Adventure Inc. (plane rides and skydiving), which is located at 4028 Rivermoor Road.

The second air strip is located on the Leonard Stone Farm on the north side of STH 91, west of CTH "FF". This privately owned grass landing strip is oriented north-south and provides a facility for a crop duster business.

Multi-Purpose Recreational Trails

Multi-use trails are becoming more important as both an alternate transportation mode and a recreational amenity. Groups and governmental agencies are finding that the acquisition, dedication, or official mapping of trails is a very difficult process in existing residential areas, and there is a critical need for advance planning of trail locations in future growth areas.

Trails should not only connect residential areas with parks and open space, but also make connections to longer regional trails. Just like the roadway system has arterial, collector, and local streets, trails could be defined in the same way.

The presence of trails often increases the value of properties adjacent to the corridors, especially those through residential neighborhoods. The National Association of Home Builders cites trails as the second or third most important amenity that would influence people to move to a new location.

Trails provide pleasant places for people to walk, run, bicycle, ski, skate, or do other exercises, all of which help control weight, blood pressure and cholesterol levels, builds strength and endurance, and help prevent osteoporosis, diabetes and depression.

Trails can offer more than just the typical health and economic benefits. A trail corridor may be useful as a non-intrusive communications linkage for fiber optic or underground utility systems to enhance communications.

Trail corridors can also become outdoor classrooms where children and adults can observe and learn about their natural and cultural environment. Portions of the trail corridor may also be used for natural resource management and observation, prairie restoration, endangered species protection, and wetland protection where possible.

In 2007 the Town Board adopted a Comprehensive Outdoor Recreation (COR) Plan which lays out potential trails and parkland.

Winnebago County is host to two State trails, one County trail, and 21 on-road and 7 off-road bicycle and multi-use trails; two major snowmobile corridors; and two cross-country ski trails. Of these trails, the only one that connects directly with the Town of Omro is a snowmobile trail. The Transportation Element of the Winnebago County Comprehensive Plan includes plans for an extensive network of on- and off-road multi-use trails.

To help achieve the vision for the community, the Town of Omro should consider how trails can be included in areas of new development and added to areas of existing development.

Snowmobile Paths

The Town of Omro has snowmobile trails that run through the town. Trails connect to adjoining Towns' of Winneconne, Rushford and Algoma. Signage along town roads identify where the trails are located.

Water

Those in need of water transportation for commercial shipping purposes have access to the Port of Green Bay, located in Brown County. These shipping facilities are located along the Fox River near the confluence with the Bay of Green Bay. The Port of Green Bay is located approximately fifty miles northeast of the Town of Omro.

Comparison With Local Transportation Plans

City of Omro

The Town of Omro and the City of Omro have worked, and continue to work, cooperatively on the STH 21 Corridor and Bypass project. Both municipalities strongly support the reconstruction of STH 21 to initially expressway and eventually freeway status, and the construction of a STH 21 bypass around the north side of the City of Omro. The communities will remain active in working with District 3 of the Wisconsin Department of Transportation (WisDOT) and in contacting local legislative representatives. Specific actions that will need to be addressed include the location and number of interchanges and the construction of collector streets that will parallel STH 21 and provide access to existing and future development along the corridor.

Winnebago County And State Road Projects

The Town of Omro should continue to work with the State of Wisconsin and Winnebago County on the STH 21 Corridor and Bypass project.

The 2004-2009 Executive Capital Improvements Program for Winnebago County does not include specific projects in the town. However, the State's five-year plan does include two highway transportation projects within the Town of Omro. The first project is the resurfacing of STH 91 in 2004. The second project is the resurfacing of STH 21 west of Omro, which is scheduled for 2007.

The Transportation Element of the Winnebago County Comprehensive Plan shows future trails going south from Oshkosh to Fond du Lac, southwest towards Ripon along State Highway 44, and connecting the City of Omro with the Village of Winneconne, generally east of STH 116.

Proposed on-road bicycle routes are shown throughout the county, generally following County and Town roads.

Regional, State, and Federal

STH 21 Corridor and Bypass

Background

State Highway 21, from U.S. Highway 41 and the City of Oshkosh, west through the City of Omro to the Winnebago County line, is becoming a heavily traveled state highway. At the present time, this route is not on the ten-year State Road Plan. However, the State realizes that an upgrade will need to be considered, and that the increasing traffic will bring STH 21 closer to the top of the project priority list.

A study committee was formed in the spring of 2001 to analyze, with the assistance of the East Central Wisconsin Regional Planning Commission, the potential reconstruction of STH 21 from Oshkosh to Omro, and a bypass of the City of Omro (see Map #2). The Study Committee recommended to WisDOT that STH 21 should be designed and constructed as four-lane, 55 mph facility, with limited access to public roads and permitted driveways, between Leonard Point Road and the City of Omro, and to design and construct the Omro Bypass.

In the fall of 2001, the Department of Transportation considered fourteen projects, including the STH 21 project, for review by the Transportation Projects Commission. The TPC did not select the STH 21 project for further study at that time, but it will continue to be reviewed for selection at a future date.

Future

The future of the STH 21 Corridor and Bypass project was discussed at a meeting held at the Omro City Hall on December 1, 2003. Representatives from WisDOT District 3, the East Central Wisconsin Regional Planning Commission, Winnebago County, the City of Omro, the Village of Winneconne and the Towns of Omro and Winneconne were present.

Currently the project includes interchanges on the east side of the City of Omro near Rivermoor Road and on the west side at Broderick Road. The possibility of adding a third interchange at STH 116 was discussed. A major concern with an interchange at this location is that it does not meet the federal and state standards with respect to distance between interchanges. The WisDOT District 3 staff discussed the pros and cons of an interchange at this location and what other communities have done in similar situations. It

was the consensus of the municipalities to support the addition of the interchange to the project.

The Town of Omro Plan Commission reviewed the information they heard at the meeting and decided that it was important to the town to have an interchange at STH 21 and STH 116.

The Town of Omro is also showing on their Future Land Use Plan (Map 1) frontage roads that will act as major vehicle carriers if STH 21 becomes a freeway. These frontage roads are set back approximately one-quarter mile to allow development to occur between the frontage road and STH 21. The Town will also support a major north-south arterial roadway that would parallel the Town of Algoma/Town of Omro border. This major traffic carrier would have a full grade separated interchange if STH 21 ever becomes a freeway. This roadway would likely be built as a county highway.

The Town of Omro should continue to work with WisDOT District 3, Winnebago County, and the East Central Wisconsin Regional Planning Commission on the STH 21 Corridor, including the Omro bypass, and the north-south arterial on the east edge of the town.

UTILITIES AND COMMUNITY FACILITIES

A variety of facilities and services exist in the Town of Omro that serve town residents. Providers include:

- ❖ The Town of Omro
- ❖ The Town in partnership with another governmental entity, such as the City of Omro or Winnebago County
- ❖ Other nearby communities
- ❖ Private utility companies
- ❖ Omro Sanitary District #1

These facilities and services provide the necessary infrastructure upon which future growth will be able to occur within the town. The following is an inventory of the facilities and services available to town residents. Map 3, "Public Facilities", shows where many of these facilities are located.

Town Hall

The Omro Town Hall is a fairly new facility located at 4205 Rivermoor Road. It replaced the old Town Hall in October 1998. The new Town Hall also functions as the Town's community center, is the location for Town meetings, provides a central location for Town records, and is the polling place for annual elections. As the community center it now also has picnic tables, benches, a volley ball area and a native plant garden.

Parks and Recreation

The Comprehensive Outdoor Recreation Plan was developed by the Town of Omro Planning Commission in 2007 with the assistance of R. A Smith & Associates, Inc. The plan was revised in 2012 by the Town of Omro Planning Commission. This is a plan for the location of parks, trails and other recreational facilities within the town.

Schnyder/Wendt, the Town of Omro's first park, is located behind the recycle center off CTH FF between STH 21 and CTH E. It opened on October 3, 2010, and covers 22 acres of meadow, forest, and a pond on land reclaimed on the old dump site. It features walking trails and rest areas and is a natural habitat for wildlife and birds.

On March 17, 2015, Priske Park was purchased as the third park in the Town of Omro. The 15 acre parcel was purchased with grant money and with payments made during land divisions in lieu of dedicating parkland. The park presently includes trails made by nearby users. The town is beginning to work on a plan for improving the park and removing invasive species.

The Town of Algoma Sanitary District #1 created Our Park north of STH 21 on Reighmoor Rd. The park includes a walking trail and a soccer field.

The Town of Omro's first trail segment of a future network through the town was established on the north side of Leonard Point Rd east of Sand Pit Rd.

The County owned Lake Butte des Morts Park and Boat Landing is situated on the south shore of Lake Butte des Morts on the north side of Leonard Point Road between Sand Pit Road and Reighmoor Road. The park and boat landing facilities are open to the public. Nearby communities provide other park and recreation facilities within relatively close proximity to the Town of Omro.

Another recreation facility located in the Town of Omro (and part in the Town of Winneconne) is the Butte Des Morts Conservation Club. This facility, located on Terrell's Island at the end of Rivermoor Road and Shubert Road, hosts wildlife habitat restoration, conservation and preservation classes. Walking trails for the public are located on the property. The facility also offers duck hunting, fishing, and bird watching.

Other recreation facilities include a shooting range on Springbrook Rd and a trap shooting club on CTH E. Both are private facilities.

Solid Waste Disposal and Recycling

The Town of Omro provides a drop-off site for solid waste and recyclables. It is located on Wendt Road, which is on the east side of CTH "FF", between STH 21 and CTH "E". This site is available at no cost to town residents who wish to drop off their refuse or recyclables. The Town contracts with a private hauler to remove the waste and recyclables from the site. As an option to using the drop-off site, town residents may contract with the Town's private refuse hauler on an individual basis to pick up their waste and recyclables.

Cemeteries

There are four cemeteries located in the Town of Omro. They are the Minckler Cemetery on Knott Road, Oak Grove/Goggins Cemetery on Broderick Road, Tice Cemetery on Elo Road, and the Omro Junction Cemetery on Marquart Lane. Generally, cemetery associations set up under Chapter 157 of the State Statutes oversee cemeteries. Annual reports are required to be prepared and submitted to the State by each cemetery association. The Town provides basic maintenance to Oak Grove/Goggins Cemetery, otherwise, the remaining cemeteries are maintained by their associations.

Electric, Gas and Telephone Utilities

Four different private companies provide utility services for the Town of Omro. Alliant Energy provides electric and gas utilities. Two other companies provide gas services: Wisconsin Gas Company, which serves about 90% of the town, and Wisconsin Public Service, which serves the southeast corner of the town. Multiple phone companies, ranging from land-based to cellular service, provide telephone service for Town of Omro residents. The primary cable television service is provided by Charter Communications, which is based in Fond du Lac.

Sanitary Sewer Service

A large part of the Town of Omro is served by private sanitary systems, such as mound systems and holding tanks. Some parts of the town, however, are located within sanitary districts that provide some public sewer service. The Town of Omro Sanitary District #1 provides public sewer to portions of the Town of Omro. The district operates on the basis of service agreements with the City of Omro. There are no limitations on the number of hookups to the system, according to an amended contract that will be reviewed in 2007.

Omro Sanitary District #1 was originally created in 1969. After remaining inactive for many years, the district was activated in 1993. In 1994, the District completed a facilities planning process. This was an important step in allowing the Sanitary District to proceed with the provision of public sewer service for property owners in the district. The district covers a total area of 214 acres in the northern part of the town, along the southern shores of Lake Butte Des Morts. The sewer service area is included within the existing sanitary district, but also covers areas beyond the existing district boundary. It encompasses a total of 297 acres. The district serves an estimated population of about 690 persons (2003), 275 households, and four businesses.

The currently inactive Rivermoor Sanitary District #1 is a recent inclusion in the Omro Sewer Service Area. It encompasses 148 acres. The district stretches along both sides of Rivermoor Road. It begins just north of Springbrook Road and extends north to the southern shore of Lake Butte Des Morts in the Town of Winneconne. If the district were activated, and sanitary sewer lines installed, the district would have the potential of serving an estimated population of 152 persons in 54 households. The districts are part of the Omro Sewer Service Area, which includes the City of Omro. The wastewater treatment plant is located in the northeast part of the City of Omro off Hawthorne Drive.

More information is provided later in this plan in regard to the impact the sewer service area has on the overall development activity in the town.

Water Service

Homeowners and businesses in the Town of Omro rely on private wells to supply their potable water. The water is usually supplied through the drilling of wells to groundwater. More specifics on groundwater is provided later in this plan. The Omro Sanitary District has negotiated with the Algoma Sanitary District to provide public water to proposed subdivisions in the northeast portion of the Town of Omro.

Emergency Services

Police, fire and ambulance services are available to Town of Omro residents. These services are dispatched through Winnebago County's enhanced 911 system, which is staffed and housed in the Winnebago County Sheriff's Department. The following discusses the provision of these services in more detail:

Fire Protection

The Omro–Rushford–Omro Joint Fire Department is located in its new facility at Huron Street in the City of Omro, and provides fire service for the City and Town of Omro and the Town of Rushford. The department is staffed by volunteer fire fighters. The Fire Department also has trained volunteer First Responders. Mutual aid agreements with other area fire departments provide backup support in case of major incidents.

Police Services

Town of Omro residents receive police services from the Winnebago County Sheriff's Department. The Sheriff's Department provides patrols on a daily basis. Winnebago County (including all municipal police departments) provides 2.0 police officers per one thousand residents, which is higher than the East Central Region (1.8 per thousand), but less than the state average (2.3 per thousand).

Ambulance Services

Up until 2003, Gold Cross Ambulance served the Town of Omro, but as of January, 2004, the primary service for Town of Omro residents will be the City of Oshkosh Fire Department's ambulance service.

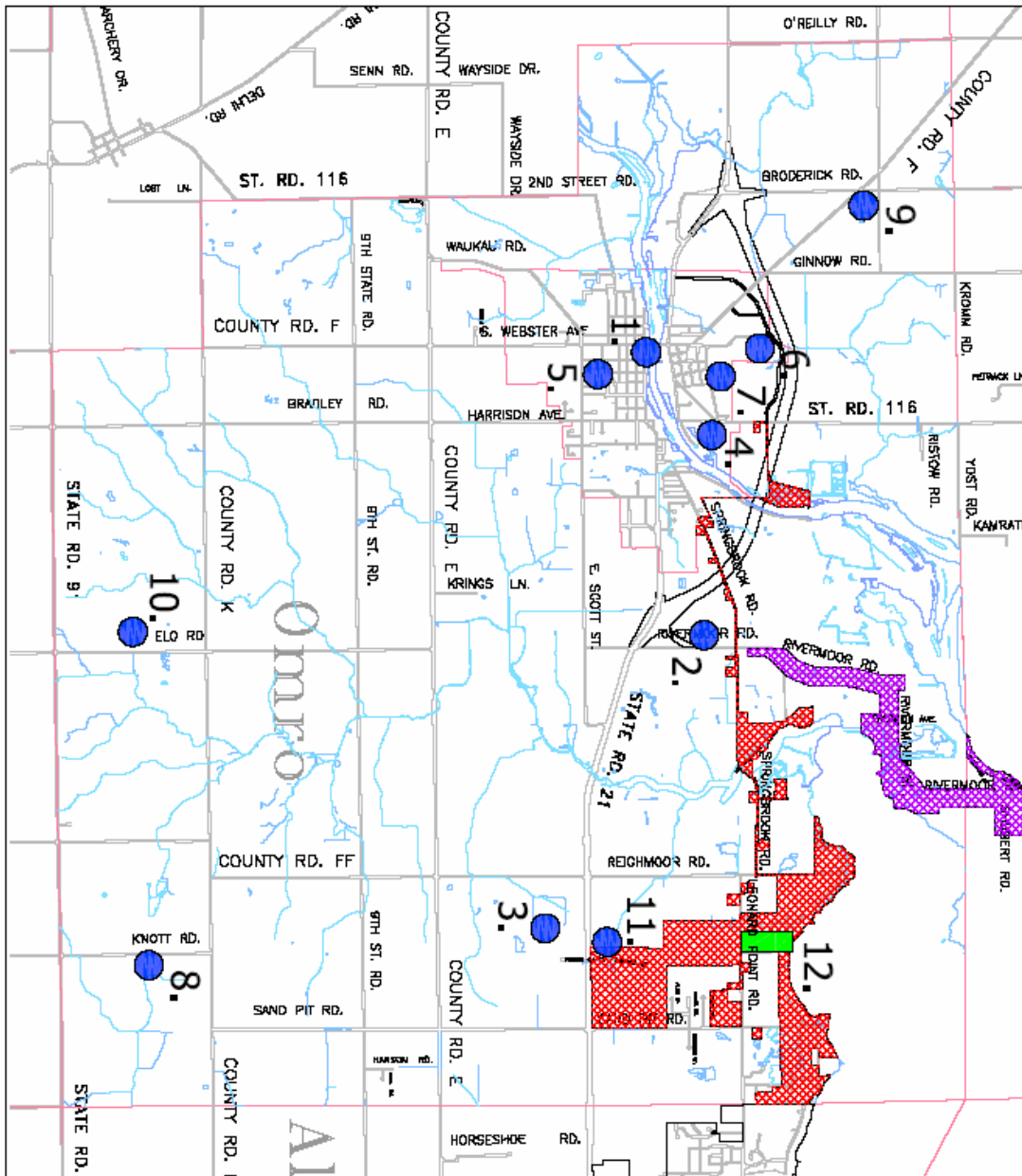
Health Care

Four area hospitals primarily serve Town of Omro residents. These include Mercy Medical Hospital and Aurora Hospital in Oshkosh and, to a lesser degree, Theda Clark Hospital in Neenah and Berlin Hospital. Mercy Medical Hospital has about 170 beds. Located at the corner of 9th Avenue and Oakwood Road on the west side of Oshkosh, this hospital provides Town of Omro residents with much easier access than the old hospital, which was located on the east side of Oshkosh. Aurora Hospital is an 84 bed facility. This new hospital (opened in 2003) is located at 855 North Westhaven Drive in the City of Oshkosh. Theda Clark Hospital, located at 130 2nd Street in Neenah, is a 216 bed facility.

A variety of out-patient medical clinics are available to town residents in Oshkosh and throughout the Fox Valley area. The Affinity Medical Group facilities in Oshkosh and Winneconne, and the Aurora Medical Group facility located on the west side of Oshkosh on Highway 21, are the primary out-patient medical clinics for Town of Omro residents.

Library Services

The Town of Omro, as is all of Winnebago County, is a member of the Winne-Fox Library System. Town residents have access to public libraries in the City of Omro and City of Oshkosh. In addition, other public libraries in the region are located in the Cities of Neenah, Menasha, Appleton, Fond du Lac, Ripon, Winneconne, and Berlin. Academic libraries are also available on various campuses, such as UW-Oshkosh and Fox Valley Technical College.



Map 3

Town of Omro Public Facilities



Legend

- Public Facilities
 1. Omro Fire Department
 2. Omro Town Hall
 3. Solid Waste & Recycling Site
 4. Wastewater Treatment Facility
 5. H.S. Patch Grade School
 6. Omro Elementary School
 7. Omro Middle/High School
 8. Midler Cemetery
 9. Oak Grove Cemetery
 10. Tea Cemetery
 11. Omro Union/Junction Cemetery
- Parks and Recreation
 12. Lake BDM Park & Boat Landing
- Rivermoor Sanitary District
- Omro Sanitary District

Mattenson & Eisele, Inc.
 Planning • Consulting • Engineering • Architecture
 2077 Midway Blvd., Menasha, WI 54952
 Phone: (920) 731-0881 Fax: (920) 738-8079
 www.mattenson-eisele.com
 info@mattenson-eisele.com
 pmc01@920731-0881

Back of Map 3

This map, as well as others should be “live”. You should be able to enlarge it and rotate it to making viewing easier. If those kinds of functions do not work then you may wish to try using the .pdf version in the folder of maps associated with this Plan.

Education

Residents of the Town of Omro have access to primary and secondary education, as well as access to quality higher education at the college and technical school level. An evaluation of the services offered to town residents is described here.

Primary and Secondary Education

The Town of Omro is part of the Omro School District. The district encompasses the Town and City of Omro, and extends west into the Towns of Poygan, Rushford and parts of Nepeuskun and Utica (see map 4). The Omro School District currently includes two elementary schools, a charter school, a middle school and a high school. The facilities are used by many members of the community for sporting events, exercise, and training. The students and staff help support the community by being involved in local activities. The community takes great pride in the success and education of their children. The School District of Omro and Omro Scholarship and Education Foundation annually present graduating seniors with scholarships. The annual scholarships total an estimated \$65,000.

Attendance at two elementary schools, Omro Junction School (now gone) and the Enterprise Elementary School (now special needs and a charter school) were combined into a new facility called the Omro Elementary School. This newer grade (2-5) school was built west of the Omro High School in the City of Omro.

Other facilities are the H.B. Patch Elementary School (K-1), located on the southern end of the City of Omro and the Omro Middle School, which is located at the Omro High School site on the north end of the City of Omro.

Table 26
Omro School Enrollment, 2003-2006 and projections

Year	Elementary School	Middle School	High School	Total
2003	572	271	384	1,227
2004	586	285	401	1,272
2005	580	311	406	1,297
2006	572	309	393	1,274
2007	567	314	412	1,293
2008	576	297	424	1,297
2009	565	314	422	1,301
2010	566	310	438	1,314
2011	567	319	433	1,319
% Change	-.9%	17.7%	12.8%	7.5%

Source: M&E's November 7, 2006, report to the School District of Omro.

Table 26 shows enrollment figures for the Omro School District. As of September 2002, the Omro School District had an enrollment of 1,206 students, which is an increase of 2.7% over the 1990 enrollment of 1,174 students. High School enrollment showed the

largest increase during the time period at 7.5%. Elementary school enrollment, on the other hand, showed only a modest loss of 1% over the same time span. In general, the District’s enrollment has increased at a slow but manageable rate during the 1990s. Expectations for the future suggest that the school enrollments will begin to increase slightly, due to residential growth. Table 26 as it appears now has been updated from Martenson & Eisele’s 2006 report to the school district.

In 2001, the Omro School District had the lowest pupil/teacher ratio compared to all other school districts in the county and the average for the state (see Table 27). This is generally an indicator of better quality education, but it usually comes at a cost, as shown in the expenditure-per-pupil. In 2001, the Omro School District had the highest expenditure-per-pupil ratio of all school districts in the county, region and state.

Table 27
School Districts in Winnebago County, 2004, 2005, and 2006

School District	Enrollment	Pupil/Teacher Ratios	Expenditure per Pupil
Menasha	3,709	15.4	\$9,793
Neenah	6,332	16.1	\$9,831
Omro	1,322	14.2	\$10,095
Oshkosh	10,230	15.3	\$9,609
Winneconne	1,610	15.6	\$10,030
Wisconsin	875,174	14.7	\$10,605

Source: Wisconsin Department of Public Instruction

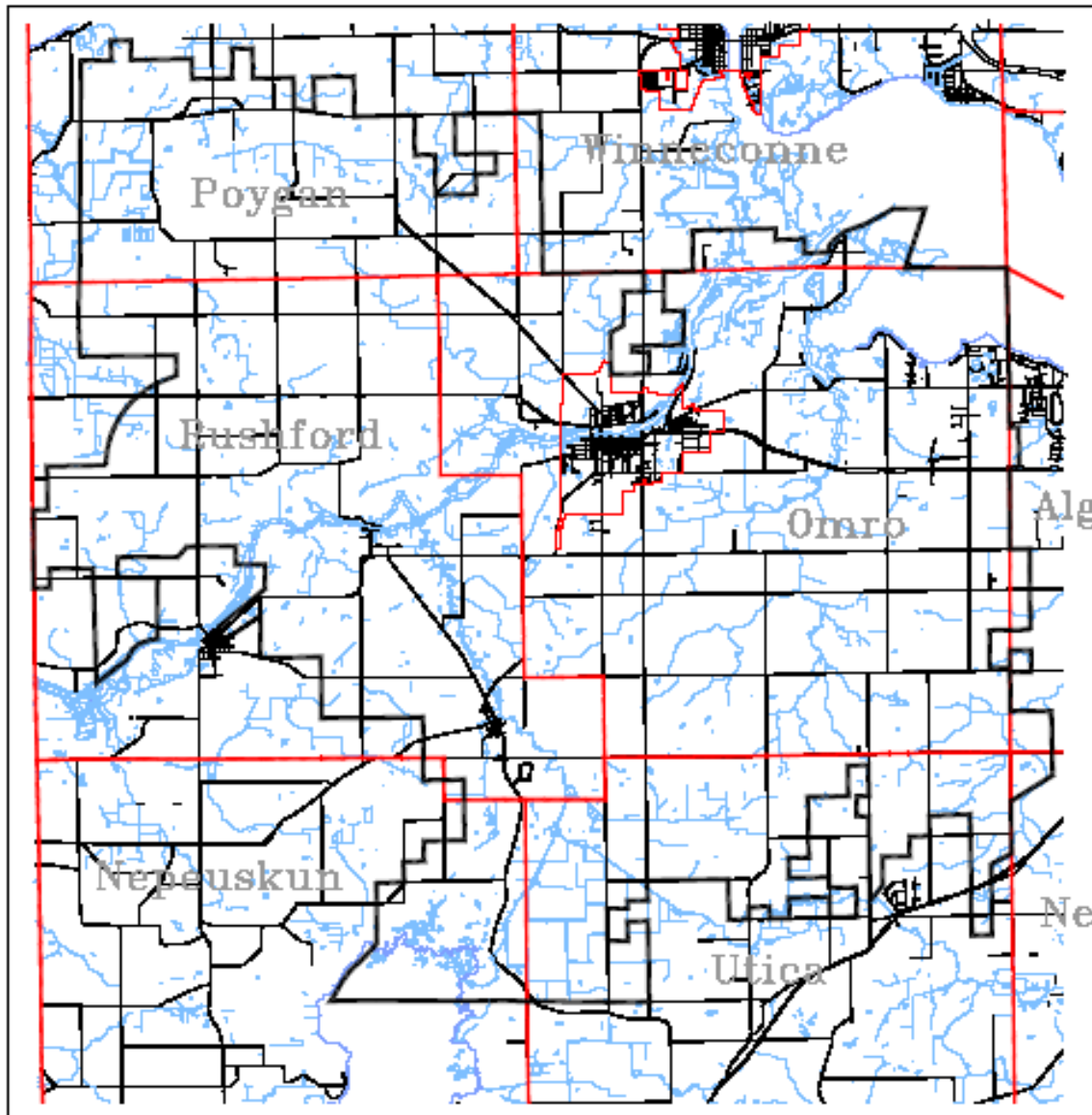
The data for the new Table 27 was obtained from the Wisconsin DPI website data section. Enrollments were current to 2005-2006. Expenditures were listed for 2004-2005. A year was not associated with the Pupil/Teacher ratio. This table was brought forward from Addendum 2006 and replaces the content of the old Table 27.

Vocational and Technical Education

The Town of Omro is part of the Fox Valley Technical College District, which encompasses most of Winnebago, Calumet, Winnebago, Waupaca Counties and parts of Waushara and Shawano Counties. Vocational and Technical College Districts are a separate taxing entity from state, county, local and school district taxes. Central campuses are located in Oshkosh and Appleton. Adult and outreach centers are located in the Cities of Neenah, Wautoma, Waupaca, Clintonville, and Chilton, and the Town of Winneconne.

Higher Education

Regionally, the town is in relatively close proximity to six institutions of higher education. The closest is the University of Wisconsin-Oshkosh. The other universities include the UW-Fox Valley in Menasha, UW Fond du Lac, Lawrence University in Appleton, Marian College in Fond du Lac, and Ripon College. Access to these universities and colleges provides important opportunities for higher education for students fresh out of high school or persons wishing to expand or change their employment opportunities.



Martenson & Eisele, Inc.

Planning - Surveying - Engineering - Architecture

1327 Midway Road, Menasha, WI 54952

Phone: (920) 733-0381 Fax: (920) 733-8578

www.martensoneisele.com

mfe@martensoneisele.com

psac349999d_06-14-04

Omro School District Boundary

The information contained in this map regarding the school district boundary, was provided by The School District of Omro.

Back of Map 4 School District map

This map, as well as others should be “live”. You should be able to enlarge it and rotate it to making viewing easier. If those kinds of functions do not work then you may wish to try using the .pdf version in the folder of maps associated with this Plan.

AGRICULTURAL, NATURAL, AND CULTURAL RESOURCES

The effective management of the town’s resources is important for economic and quality of life reasons. Agricultural resources include maintaining large blocks of productive agricultural lands for economically viable farming into the future. Natural resources would include such physical resources such as wetlands, floodplains, woodlands, rivers, lakes, streams, groundwater, and a dark night sky. These resources for the Town of Omro are analyzed in this section.

Agricultural Resources

In 1997, the Town of Omro had about 17,555 acres of agricultural land. This represented about 80.3% of the town’s total area (total area includes water areas). Of the seven surrounding Towns, only the Town of Clayton had more agricultural acreage than the Town of Omro. Since 1997, the amount of agricultural acreage has shrunk considerably in the Town of Clayton, due to a number of rural plats.

When 1997 “taxable” agricultural land is considered, the Town of Omro comes out on top, with 17,051 acres that is taxed for agricultural purposes (see Table 28).

Table 28
Changes in Farmland on Tax Rolls

Town Name	Acres of Farmland on Tax Rolls		% Change on Tax Rolls	% Taxed as Farmland, '97
	1990	1997		
Algoma	4,437	3819	-13.9%	54.8%
Nekimi	16,150	15,117	-6.4%	78.4%
Omro	17,555	17,051	-2.9%	80.3%
Oshkosh	4,147	4,124	-0.6%	46.3%
Poygan	11,412	10,711	-6.1%	71.7%
Rushford	17,532	16,838	-4.0%	75.0%
Winneconne	9,610	8,635	-10.1%	60.9%
Clayton	17,622	15,410	-6.9%	70.3%

Source: Wisconsin Town Land Use Data Project: Program on Agricultural Technology Studies, University of Wisconsin-Madison

Since most of the land area in the town is used for agricultural purposes, future uses of this resource are an important public policy issue. Therefore, further analysis of the agricultural sector is needed to determine trends that affect the future of agricultural land in the town.

Farmland Conversion

The Town of Omro had 17,051 acres of taxable farmland in 1997. This was down from 17,555 acres in 1990, a decrease of over 500 acres, or 2.9% (see Table 28). The drop in farmland acreage for the Town of Omro was not as great as the average for all the towns combined, which was 718 acres per town. The average percentage decrease was 6.3%. Most of the decrease tended to be related to the towns located near the urban centers. Decreases were likely attributed to conversion of farmland to nonagricultural uses.

Farmland conversion to other uses is evident in the town when looking at farmland sales (see Table 29). The Town of Omro led all other towns in the county with the most number of agricultural parcels sold (49), most agricultural acreage sold (3,847 acres), and the most sales of agricultural land converted to uses other than agriculture (756). This suggests that urban activities are filtering into the Town of Omro because of the town's relative proximity to the urbanizing areas and the abundance of quality farmland that is available for sale in the town.

Table 29
Farmland Sales, 1990 - 1997

Town Name	Number of Parcels Sold	Total Acreage	Acres Sold	
			Continuing Agriculture	Converted Out of Ag.
Algoma	9	406	0	406
Nekimi	36	2,934	2,309	625
Omro	49	3,847	3,091	756
Clayton	33	1,670	1,007	663
Poygan	30	1,917	1,428	489
Rushford	38	2,709	1,998	711
Winneconne	19	1,312	1,151	161

Source: Wisconsin Town Land Use Data Project: Program on Agricultural Technology Studies, University of Wisconsin-Madison

Farm Numbers

In 1990, the Town of Omro had the highest number of farms of all towns in Winnebago County, with 114. This number declined 16.7% to 95 farms in 1997, slipping the town to second place behind the Town of Rushford. The decline in farm numbers for the town is shown to be at a faster pace than the overall decline countywide, where farm numbers fell 10.5% between 1990 and 1997. Overall, the decline in farm numbers is not only occurring at the local level, but also regionally and nationally, primarily as a result of farm consolidation and bankruptcy.

**Table 30
Number of Farms, 1990 - 1997**

Town	Estimated Farm Numbers			Farms per Square Mile (estimate)	Dairy Farm Number			Farms per Square Mile, 1997
	1990	1997	% Change		1989	1997	% Change	
Algoma	30	23	-23.3%	2.1	10	3	-70.0%	0.3
Nekimi	88	70	-20.5%	2.3	46	37	-19.6%	1.2
Omro	114	95	-16.7%	2.9	36	24	-33.3%	0.7
Oshkosh	22	21	-4.5%	1.5	11	6	-45.5%	0.4
Poygan	65	65	0.0%	2.8	31	18	-41.9%	0.8
Rushford	111	107	-3.6%	3.1	59	32	-45.8%	0.9
Winneconne	44	39	-11.4%	1.8	18	11	-38.9%	0.5

Source: Wisconsin Town Land Use Data Project: Program on Agricultural Technology Studies, University of Wisconsin-Madison

Of the 114 farms in the town in 1990, nearly one-third (36) were dairy farms. Between 1989 and 1997, however, the number of dairy farms declined by one-third in the town, dropping to 24 dairy farms in 1997. Dairy farms, therefore, represented only one quarter of all farms in 1997. This suggests that dairy farming tends to be at a higher risk of going out of business or being consolidated into larger farms.

Farm Size

Despite the continuing decline in farm numbers and agricultural acreage, the average farm size is increasing. This again is a trend seen regionally and nationally. This is because farm numbers are declining at a faster rate than the decline in agricultural acreage. Farm size in the Town of Omro has increased from 154 acres in 1990 to 180 acres in 1997 (see Table 31).

**Table 31
Status of Farming**

Year	Number of Farms	Total Acres	Average Size (Acres)
1990	114	17,555	154
1997	95	17,501	180

Source: Wisconsin Town Land Use Data Project: Program on Agricultural Technology Studies, University of Wisconsin-Madison

Generally, as farms are sold or go out of business, the leftover farmland is sold and consolidated with another farm, making those farms larger. This trend is expected to continue into the future. Some farms will evolve into either "hobby" type farms where the owner makes their primary income from another profession unrelated to the farm, or large "corporate" farms where ownership tends to be in the hands of more than one family and/or a corporation.

Soil Suitability for Agriculture

Map 5, "Soil Suitability for Agriculture", shown on the previous page, shows areas of different classes of soil suitability for agricultural crop uses in the Town of Omro. Classifications range from Class 1 to Class 3. The best soils are Class 1 soils, and the worst soils are Class 3. The explanation below summarizes the limitations of each soil class as it relates to the ability to grow crops (Source: USDA Natural Resources Conservation Services)

Class 1: Prime farmland

Class 2: Prime if adequately drained

Class 3: Prime if adequately drained and not flooded

Remainder classified as not prime

As the map shows, most of the Town of Omro contains lands that are a mix of either Class 1 or 2 soils, which means that most of the town contains good quality soils for crop production. A Class 3 soil does not exist, and land classified as "not prime" is primarily around the Fox River flowage, which is associated with wetlands or floodplains.

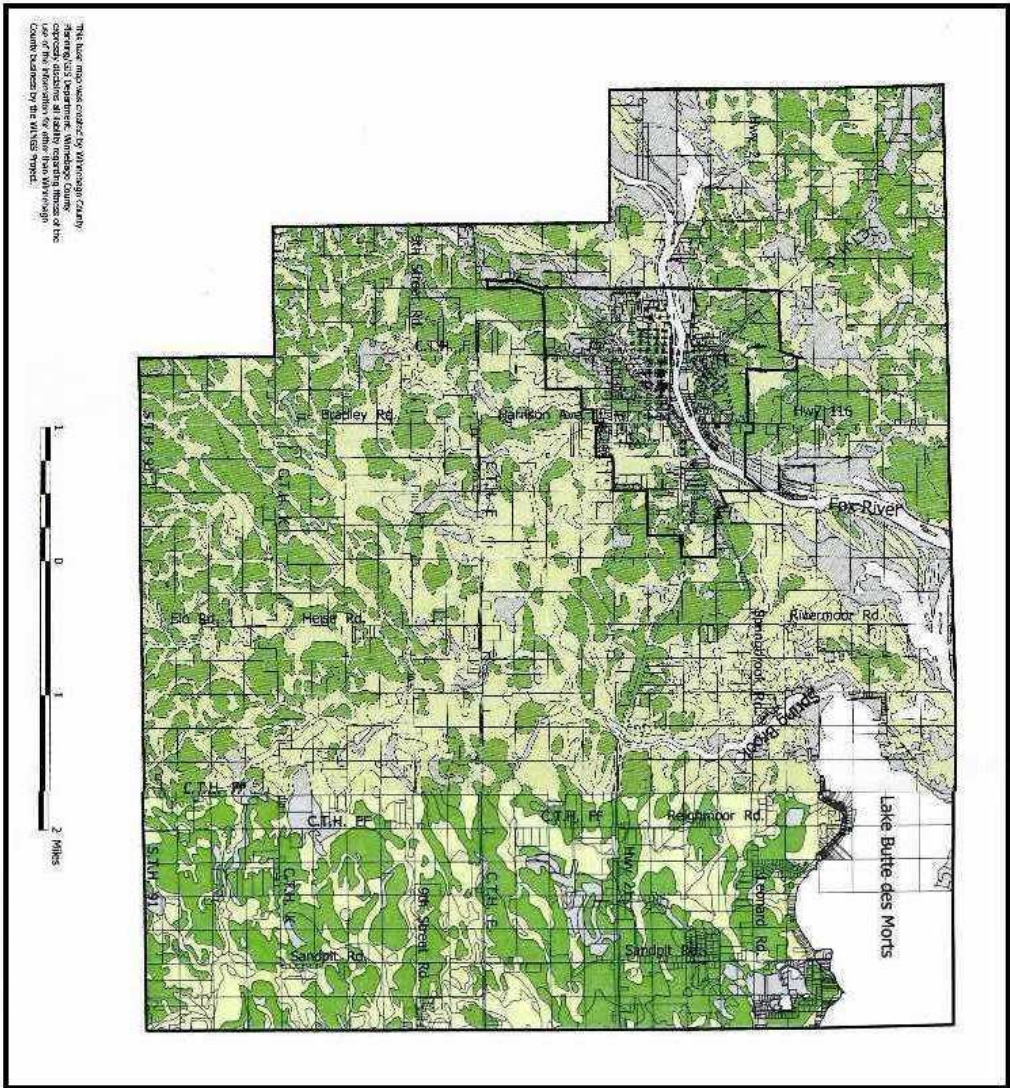
Agricultural Land Cover

About 87% of the Town of Omro's land area is made up of farmland, most of which is used for crop production. Over half (55.5%) of the land area in the Town of Omro is used for row crops. The most prevalent row crop in the town is corn, as it is for much of this region of Wisconsin. Forages, such as hay, make up over one-fourth (28.2%) of the land area of the town. Another 3.4% are used as grasslands. Grasslands include miscellaneous farmland such as idle farmland, pasture lands, Conservation Reserve Program land, grass and grass-like plants or forbs.

Table 32
Land Cover and Soil Quality

Town Name	Total Area of Town (sq. mi.)	Percent Land Cover, 1991-1993			
		Row Crops	Forages	Grassland	Farmland
Algoma	10.9	47.1	17.2	13.1	77.4
Nekimi	30.1	53.3	27.3	6.3	86.9
Omro	33.2	55.5	28.2	3.4	87.1
Oshkosh	13.9	53.1	26.4	4.7	84.2
Poygan	23.3	37.9	29.2	6.3	73.5
Rushford	35.1	45.4	27.3	3.8	76.5
Winneconne	22.1	40.8	32.3	2.3	75.4

Source: Wisconsin Town Land Use Data Project-Program on Agricultural Technology Studies, UW-Madison



This base map was created by Wisconsin County Planning and GIS Department, Knowledge Center. Use of the information or other than Wisconsin County boundaries by the WISPS Project.

Map 5

Town of Omro Soil Suitability for Agriculture



Legend

- Corporate Limits
- Farmland Soil Classification
 - Class 1 (Prime Farmland)
 - Class 2 (Prime if Drained)
 - Class 3 (Prime if Drained and not Flooded)
 - Classified as Not Prime

Disclaimer:
Soil Data extracted from the Standard State Soil Survey Database as provided by the USDA and the Natural Resources Conservation Service which is the best available information. It has not been field verified.

Martenson & Eisele, Inc.
 Planning - Surveying - Engineering - Architecture
 1377 Alderly Road, Menasha, WI 54952
 Phone: (920) 733-0381 Fax: (920) 733-8878
www.martenson-eisele.com
info@martenson-eisele.com
 print: (920) 733-1414

Back of Map 5 Soil Suitability for Agriculture map.

This map, as well as others should be "live". You should be able to enlarge it and rotate it to making viewing easier. This map was unavailable in electronic format from Martenson & Eisele, Inc. Therefore it has been scanned in two parts and then stitched back into one .jpg picture using photoprocessing software. Our apologies for the distortions this inevitably causes. You may wish to obtain a printed copy from the Town Clerk at your expense.

Natural Resources

The natural resource base of the town impacts the physical and economic uses of the land. The management and preservation of these resources is important for sustaining economic uses of the land and maintaining the quality of life enjoyed by town residents, but also for their ecological benefits. Wetlands control flooding and filter pollutants. Along with wetlands, surface water, woods, and grasslands provide wildlife habitat. Groundwater is a major source of drinking water. These and other environmental characteristics often determine whether or not an area is suitable for a specific type of development.

Conservation of these natural resources, however, is more than simply a matter of preserving them. The use of the lands around these environmentally important areas is equally important to prevent contamination or damage that would diminish their environmental and cultural usefulness. The most obvious of these are pollution and sediment from stormwater runoff. Watershed management is important in protecting many natural resources.

Water Quality and Watersheds

A watershed is a geographic area in which all the precipitation that falls upon it, and all surface waters within it, drain to one point. There are subwatersheds within watersheds, and they range from the drainage area of a little creek to continent-sized watersheds such as the Great Lakes/St. Lawrence River or the Mississippi River basins. The interconnect-edness of successively larger watersheds means it is important to treat stormwater carefully in even the smallest of subwatersheds.

Two watersheds exist in the Town of Omro. The eastern two-thirds of the town lies within the Lake Butte des Morts watershed. The western third is within the Fox River/Rush Lake watershed. These watersheds are part of the larger Upper Fox River Basin, which flows into Lake Winnebago and eventually the Bay of Green Bay and Lake Michigan.

According to the Winnebago County Land and Water Resource Management Plan, December 1998, sediments and nutrients contained in runoff from the rural/agricultural landscapes are the most significant forms of nonpoint source pollution impacting the water resources of Winnebago County and the entire Fox-Wolf River Basin. These pollutants degrade water quality and impair recreational and biological uses. The principal rural non-point sources of pollution in Winnebago County include:

- ❖ Sediment delivery from cropland and construction sites.
- ❖ Sediment eroded from shorelines, streambanks and drainage ditches.
- ❖ Runoff from barnyards, livestock feeding areas, and pasturing areas.
- ❖ Runoff from land that was spread with manure.
- ❖ Runoff from urbanized areas.

The primary drainage channels in the town that direct water flow to the outer areas are Spring Brook in the Lake Butte des Morts watershed and the Fox River in the Fox River/Rush Lake watershed. Spring Brook drains approximately 22 square miles of area between Oshkosh and Omro. There are several barnyard/feedlot operations in this drainage

area that are a concern in terms of phosphorus loading. In addition, nonpoint source pollution problems from urbanization can be expected to increase in the future in this drainage area.

That portion of the Fox River watershed within the Town of Omro drains almost 21 square miles of land area. The primary land use is agricultural, specifically small dairy and cash grain farms. There are also extensive areas of wetlands within the watershed. Many of these wetlands are crucial spawning areas for walleye and northern pike. The nonpoint sources of pollution are related to agriculture, with upland erosion being the primary source of sediment. There are also several animal lots that contribute nutrients to runoff. The goals and strategies identified in the Water Resource Management Plan are intended to reduce the amount of sediment runoff within each watershed. This in turn will reduce the amount of phosphorus loading that occurs which is the major cause of algae blooms in the lake and river systems. Algae blooms interfere with recreation such as boating, fishing, swimming and overall aesthetics, as well as disruption to water quality that interferes with aquatic life and other wildlife dependent on water quality.

Lakes, Rivers, Streams

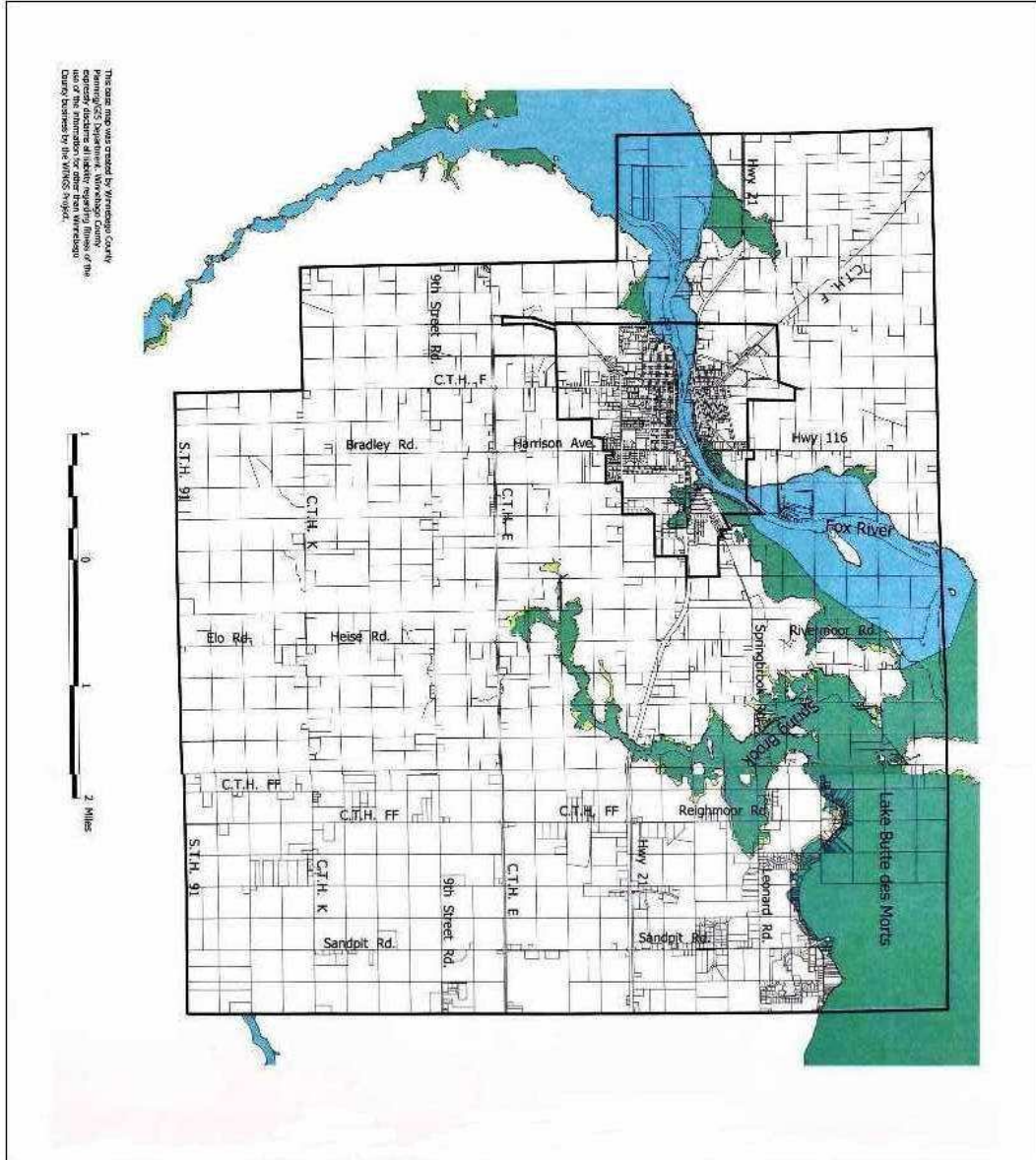
About 1,660 acres of open water exist in the Town of Omro. This represents about 8% of the total area of the town. The primary water bodies present in the town are the Fox River, Lake Butte Des Morts, and Spring Brook (see Map 6). These water bodies provide important recreational opportunities for the general public, tourism dollars for area merchants, and important habitat for wildlife and plant species.

Wetlands and Floodplains

Map 6 (Floodplain Areas) and Map 7 (DNR Designated Wetland Areas) show the areas where floodplains and wetlands exist in the town. About 2,585 acres of wetlands, floodway and 100-year floodplain areas exist in the town, which represents about 12% of the total area of the town.

The purpose of designating wetland and floodplain areas is to preserve significant environmental features from encroachment by urban type development. Environmentally sensitive areas perform a variety of important functions, including stormwater drainage, floodwater storage, pollutant entrapment, and the provision of wildlife habitat. In addition, they provide desirable green space and recreational opportunities that enhance the quality of life for area residents.

Typically, development in these areas is severely limited, especially in wetland and floodway areas. Only passive recreational activities and some farming activities may be allowed to occur in these areas. The 100-year floodplain generally allows some urban type development to occur. Any homes or addition to existing homes in these areas usually have quite rigid standards on how they are built. Usually, floodproofing is required for any structure that will be inhabited by people. The 500-year floodplain generally is not restricted for building purposes.



The map was created by Marzoni County Planning & Zoning Department, Wisconsin County, and is not intended to be used for any purpose other than that for which it was prepared. The County assumes no liability for any errors or omissions.

Map 6
Town of Omro
Floodplain Areas

- Legend
- Corporate Limits
 - Floodplain Designation
 - Floodway
 - 100 year
 - 500 year
 - Approximate Floodplain

Information for the Floodplain areas was obtained from the Wisconsin County WMS Project.

Martenson & Eisele, Inc.
 Planning - Surveying - Engineering - Architecture
 1377 Midway Blvd., Menasha, WI 54952
 Phone: (920) 731-1891 Fax: (920) 733-8878
 www.martensoneisele.com
 info@martensoneisele.com
 Post: 149799, 16-1449

Back of Map 6 Floodplain Areas

This map, as well as others should be "live". You should be able to enlarge it and rotate it to making viewing easier. This map was unavailable in electronic format from Martenson & Eisele, Inc. Therefore it has been scanned in two parts and then stitched back into one .jpg picture using photoprocessing software. Our apologies for the distortions this inevitably causes. You may wish to obtain a printed copy from the Town Clerk at your expense.

Soils

There are seven major soil groups present in Winnebago County, three of which exist in the Town of Omro. The type of soil plays a role in the quality and type of agricultural activities, recreation activities, plant growth, and construction activity. An analysis of the three soil groups existing in the town are described below and are provided from the USDA Soil Survey of Winnebago County. Each soil group is a compilation of smaller soil types that have similar characteristics. The larger soil groups are used for general land use planning purposes and require a more detailed analysis when dealing with site specific uses.

Kewaunee-Manawa-Hortonville

This soil group makes up about two-thirds of the land area in the Town of Omro. This soil group has generally loamy or clayey properties, is located in somewhat flat or gently undulating relief, and is used mainly for cultivated crops. Seasonal wetness, poor tilth (soil workability), and erosion are the main concerns in farming. The suitability is poor for septic tank absorption fields because of seasonal high water table or restricted permeability. These soils are the most desirable for both agricultural uses and for construction of homes (provided a sewer system other than septic tanks is used).

Zittau-Poy

This soil group makes up about one-third of the land area in the town. It generally has a clayey surface layer underlain by sandy soils. It grades gently to adjacent lakes and is cut by many meandering streams. Wetness and poor tilth are the main management concerns in farming. This soil group is used mainly for pasture and cultivated crops, with dairy farming as the main enterprise. The suitability is poor for septic tank absorption fields because of the seasonal high water table and restricted permeability. The potential is good for wildlife habitat, although some of the area is seeing home construction due to its proximity to roadways and waterways.

Houghton-Willette

This soil group makes up less than 5% of the land area in the town. This group contains many marshy areas of ponded water, typically adjacent to open water. Very poorly drained, level organic soils are the main properties of this soil group. For most of the year this area is flooded with one to three feet of water. Most of this soil group is used for wildlife habitat and recreational activities. Some small drained tracts are used for sod farming, field corn or marsh hay. Residential and other urban uses are very limited in these areas due to the extreme limitations of this soil group.

Woodlands

At one time, much of the town was covered in trees and forests. However, due to the importance of farming to residents of the town in the 1800s, much of the town was stripped of trees. Approximately 810 acres (or less than 4%) of land area in the Town of Omro are classified as woodlands. Map 8, "Topographic Features and Woodland Areas" shows where the remaining woodlands are located in the town.

Being an important resource for wildlife habitat and quality of life for residents of the area, it is important that any woodlands be preserved for future enjoyment. Residential development has a tendency to locate in these areas because of aesthetic reasons. Therefore, care needs to be taken to minimize destruction of these areas when development occurs in or near woodland areas.

Topography and Geology

The physical relief of the town is generally flat, with areas of the landscape containing some rolling, undulating relief. Elevations vary from about 750 feet above sea level to as high as 850 feet. Glaciation is a primary reason for the general flatness of the region, which has made this a good quality area for cultivation of farm crops.

As Map 8 shows, some higher areas exist in the northeast part of the town. Another higher area is in the far northwest part of the town. These higher areas are due to the elevated bedrock that underlies these areas. Lower areas tend to be located nearer to Spring Brook and its tributaries, and near where the Fox River and Lake Butte des Morts meet in the northern part of the town.

The Town of Omro sits on four different types of bedrock due to the bedrock escarpment that passes directly through the town from north to south. The four types of bedrock are the Platteville-Decorah-Galena dolomite, St. Peter sandstone, Prairie du Chien dolomite, and the Cambrian sandstone. In general, the bedrock defines the elevation of topography, the depth of the water table, and the movement and availability of groundwater.

Metallic and Nonmetallic Mineral Resources

The Town of Omro is noted for their resources of sand and gravel. They provide an excellent supply of materials for roads and building construction at a reasonable cost. Winnebago County and the State of Wisconsin regulate all gravel pit and quarry operations.

There are currently at least eight gravel pits/quarries scattered throughout the town (see Table 33 and Map 15, Existing Land Use). Of these eight quarries, five are active and three inactive. The County regulates these gravel pit and quarry operations through the extraction provisions (17.19) of the Winnebago County Zoning Code.

Table 33
Quarry / Extraction Operators

	Owner	Address	Parcel #	Status
1	William & Peggy Seuffer	Liberty & Broderick Roads	016-0186	Active
2	P&Q Central WI LLC	9th Street Road	016-0477-01	Inactive

Source: Town of Omro, Winnebago County Planning & Zoning Offices

Groundwater Quality

In general, the availability of groundwater in the town is good, though the quality in some locations may be affected by high levels of arsenic because of the presence of St. Peter Sandstone. The entire Town of Omro lies within an Arsenic Advisory Area, which is a five-mile boundary surrounding the St. Peter Sandstone (Map 9). Wells drilled in the advisory area have the potential to produce water contaminated with arsenic. The Wisconsin DNR has provided well drillers with guidance for well construction to best avoid arsenic contaminated groundwater. However, there are no guarantees that wells constructed according to the advisory recommendations will contain no arsenic. Water treatment devices are available commercially that can reduce the arsenic levels from water supplies.

Soils Suitable for Septic Systems

In establishing soil suitability for conventional septic systems, the Soil Conservation Service considers properties and features that affect the absorption of the effluent, such as permeability, depth to seasonal high water table, depth of bedrock, and susceptibility to flooding. Stones, boulders, and shallowness to bedrock interfere with installation. Excessive slope can cause lateral seepage and surfacing of the effluent. Soil erosion and soil slippage are also hazards if absorption fields are installed on sloping soils.

Taking the above properties and features into account, soils that may be suitable for on-site sewer systems are shown on Map 10. As shown on this map, many areas in the Town of Omro are not suitable for at- or below-grade systems. As a result, potential homeowners are required to build above-ground mound systems (as shown in green on Map 9).

Map 11 shows soils that could facilitate alternate (engineered) septic systems based on the State of Wisconsin Com 83 (on-site sewer) regulations. Soils represented by the dark orange areas on the map are highly favorable to an alternate (engineered) on-site sanitary system. A few areas could be moderately favorable, and even smaller amounts in the town would be favorable, but with some soil limitations. Some of the land and marsh areas along the Fox River and Lake Butte des Morts are not favorable to any private on-site sewer system.

Other Soil Limitations

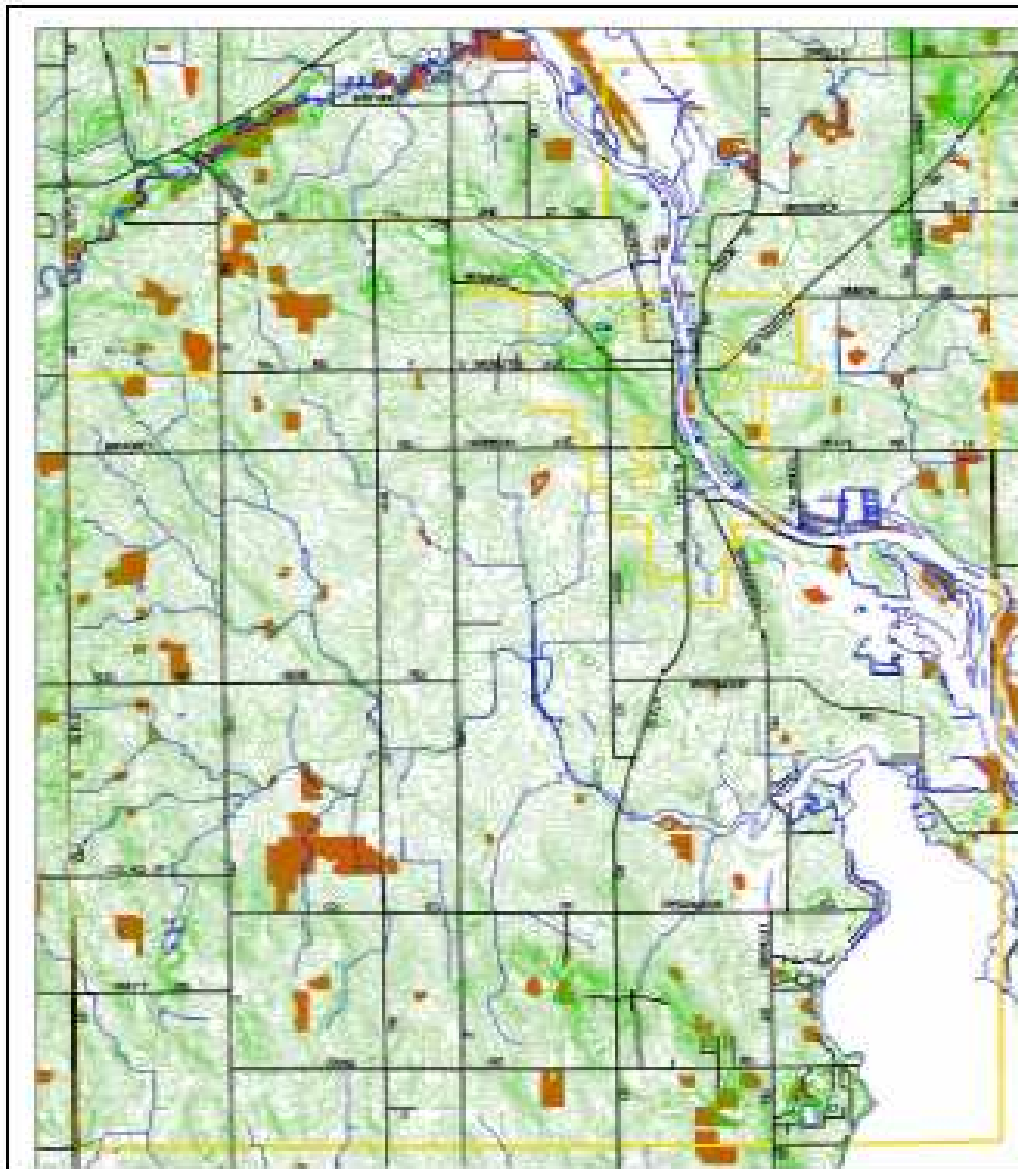
Soil Permeability in the Town of Omro is illustrated on Map 12. The legend breaks down the soil permeability into 6 categories, ranging from rapid to very slow. The major wetland areas that front the lakes and rivers in the town are characterized by moderate to moderate-rapid permeability. Most of the town contains soils that are a slow to a moderate-slow permeability, which is the result of the type of soils that are predominant in the Town.

Areas of high bedrock, shown on Map 13, show up as relatively scarce. However, based on the eight active and inactive quarries listed on Table 33, Map 13 may not represent all of the areas with high bedrock. The few sites shown are in the vicinity of the St Peter Sandstone rock that is shown on the arsenic advisory (Map 9). The scattered location that has bedrock at the surface is located on both sides of 9th Street Road, west of County

Road "F" and East of Highway 116. Some concentrated areas show a depth of 16 to 30 inches.

The location of active gravel pits and quarries are identified on the Existing Land Use, Map 15, and Table 33. Some of these may include gravel pits and quarries in the town that are presently inactive.

Map 14 illustrates those areas of the town that have a high ground water table. The marsh and wetland along the lakes and rivers within the town are easily distinguishable as being under water. Other low-lying areas and wetlands are shown on the map as dark blue areas, showing their high ground water characteristics.



Map 3

**TOWN OF OMRO
TOPOGRAPHIC
FEATURES
&
WOODLAND
AREAS**

LEGEND

- Woodland Area
- Topographic Features
- Section Lines

Scale
0 1/4 1/2 3/4 1 Mile

North Arrow

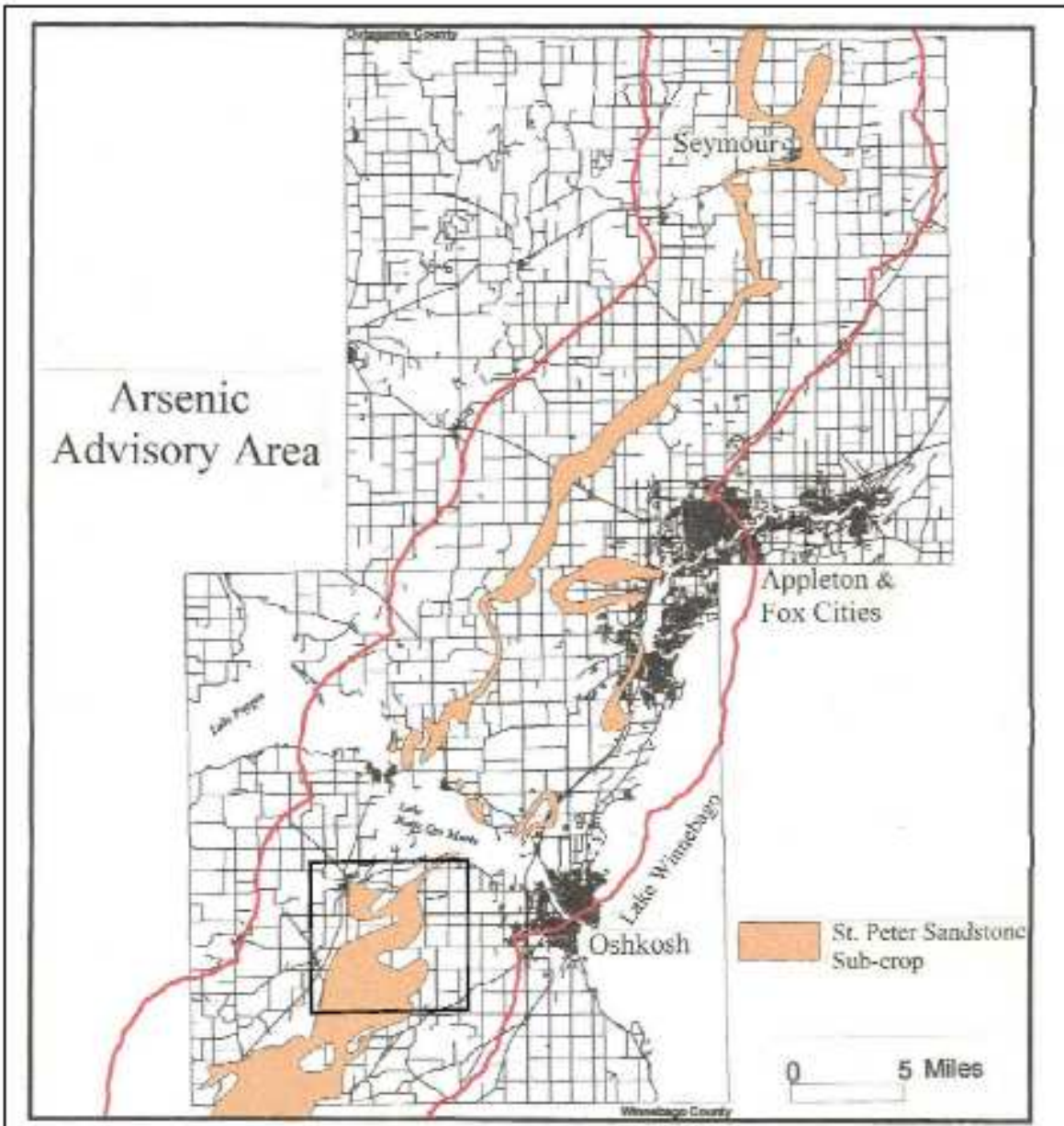
DATE: 1/17/2013

PROJECT: TOWN OF OMRO COMPREHENSIVE PLAN

PREPARED BY: [unreadable]

Back of Map 8

This map, as well as others should be “live”. You should be able to enlarge it and rotate it to making viewing easier. If those kinds of functions do not work then you may wish to try using the .pdf version in the folder of maps associated with this Plan.

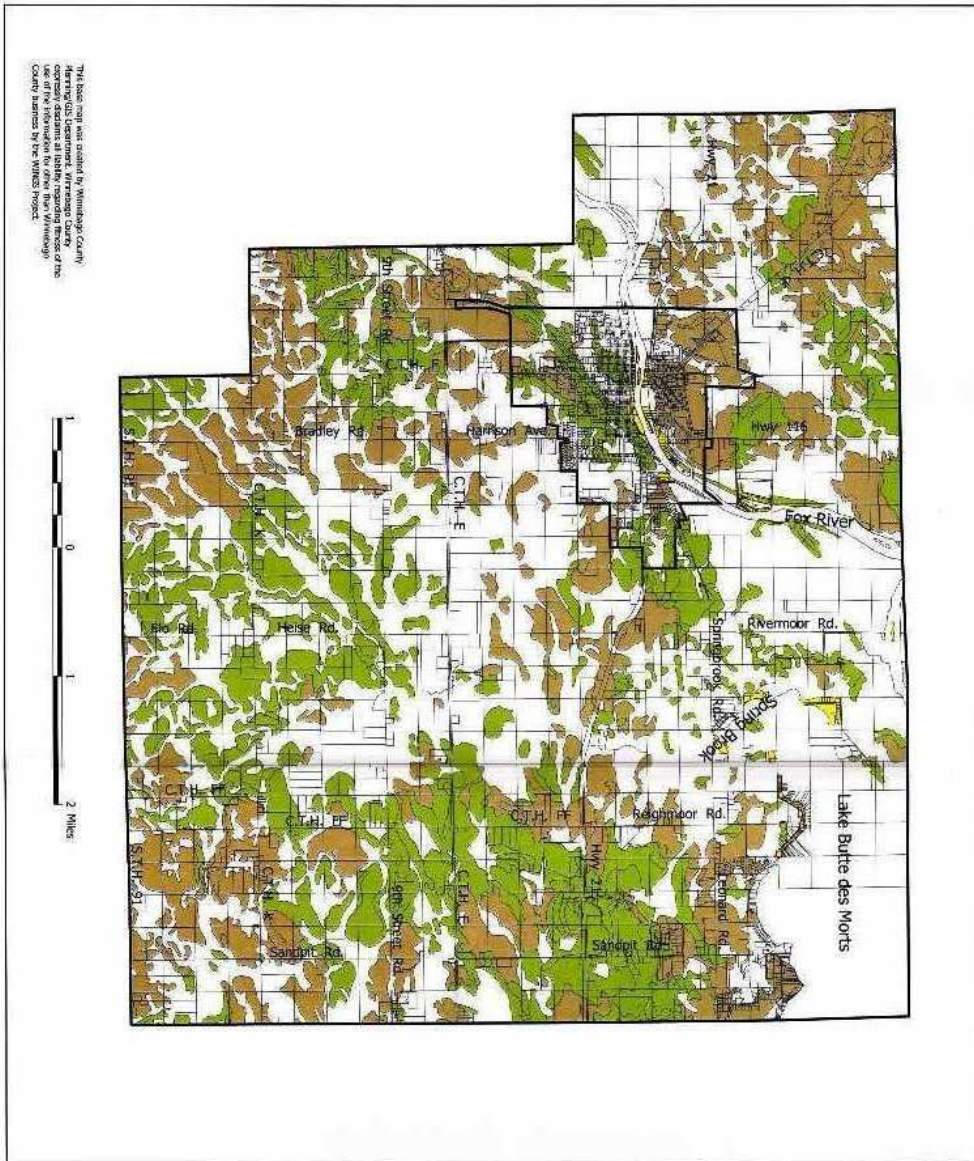


Source: Wisconsin Department of Natural Resources Website
www.dnr.state.wi.us/org/water/dwg/arsenic/AAA-45.jpg

 **Martenson & Eisele, Inc.**
Planning • Surveying • Engineering • Architecture
107 Midway Blvd, Menasha, WI 54952
Phone (920) 234-4300 Fax (920) 234-6201
www.martenson-eisele.com
info@martenson-eisele.com
pcau149000rsl_00-04-64

Back of Map 9

This map, as well as others should be “live”. You should be able to enlarge it and rotate it to making viewing easier. If those kinds of functions do not work then you may wish to try using the .pdf version in the folder of maps associated with this Plan.



THE DATA WAS CREATED BY WINDSPEED COUNTY AND THE TOWN OF OMKAR. THE USER ASSUMES ALL LIABILITY REGARDING THESE DATA. THE USER ASSUMES ALL LIABILITY REGARDING THESE DATA. THE USER ASSUMES ALL LIABILITY REGARDING THESE DATA.

Map 10

Town of Omro
Sanitary Sewer Systems
Suitable for Site



Legend

-  Corporate Limits
- Systems Suitable for Site**
-  New Mound
-  At Grade
-  Below Grade

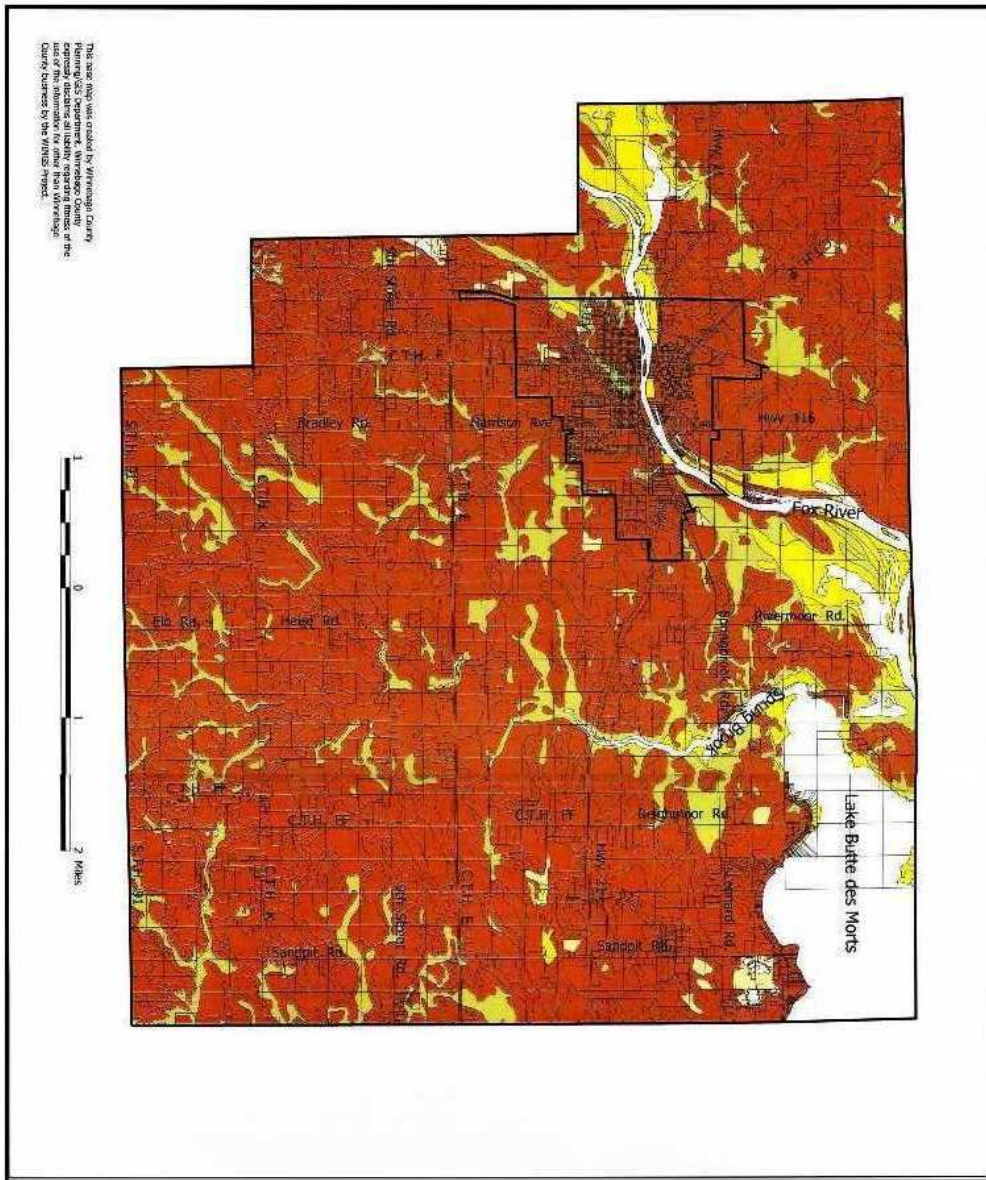
Disclaimer
 Soil data extracted from Standard State Soil Survey Database as provided by the USDA and the Natural Resources Conservation Service, which is the best available information, it has not been field verified.



Mattenison & Eisele, Inc.
 Planning, Surveying, Engineering, Architecture
 1377 Maloney Road, Monona, WI 53652
 Phone: (708) 771-0801 Fax: (708) 773-8278
www.mattenison-eisele.com
info@mattenison-eisele.com
 Fax: (408) 996-1011

Back of Map 10

This map, as well as others should be "live". You should be able to enlarge it and rotate it to making viewing easier. This map was unavailable in electronic format from Martenson & Eisele, Inc. Therefore it has been scanned in two parts and then stitched back into one .jpg picture using photoprocessing software. Our apologies for the distortions this inevitably causes. You may wish to obtain a printed copy from the Town Clerk at your expense.



This map data was created by Wisconsin County Planning's Department, Winnebago County, and is provided as a public service. It is not intended to be used for any other purpose. All liability regarding this map or any other map created by the Wisconsin Department of Transportation is hereby disclaimed.

Map 11

Town of Omro
 Probability of Alternate Engineered Systems Based on Soil Properties



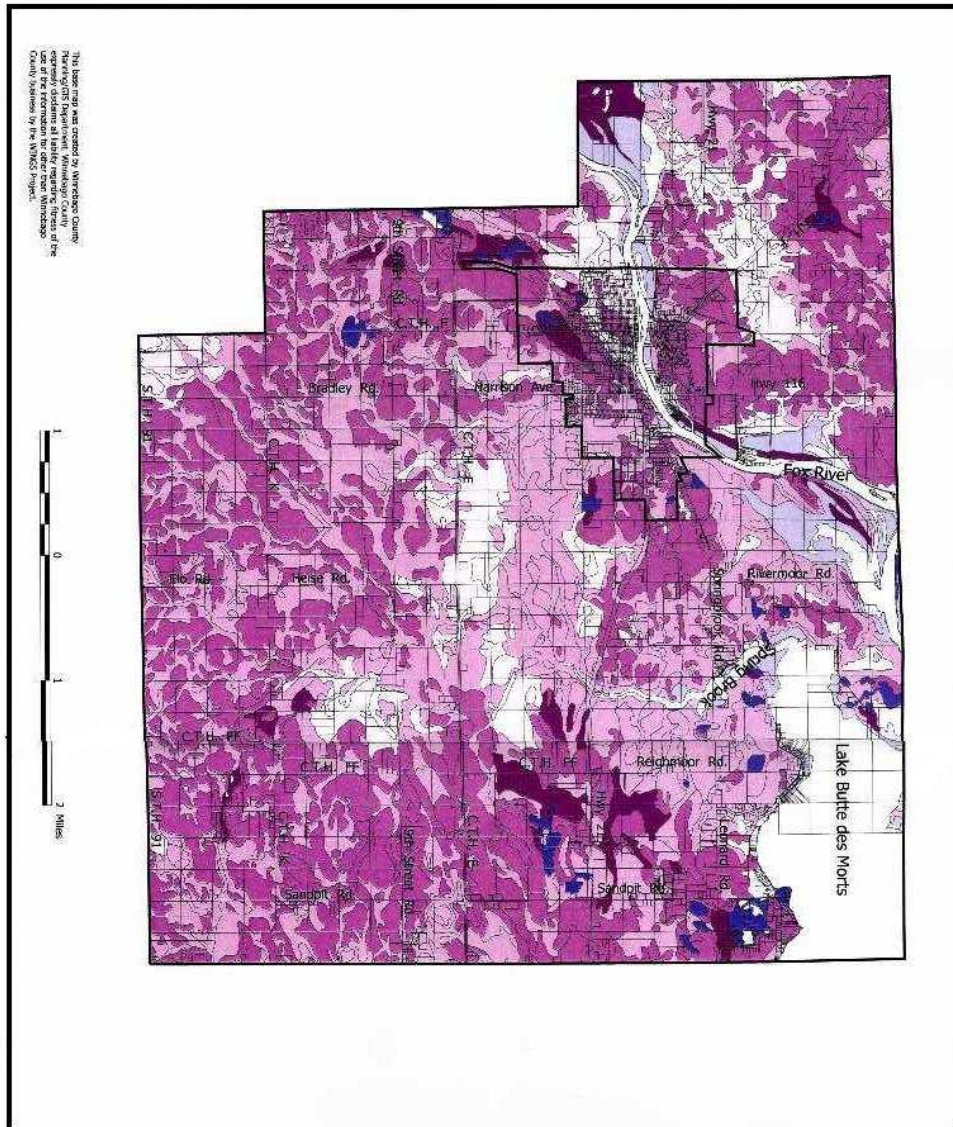
- Legend**
- Soil Ratings
 - Highly Favorable
 - Favorable
 - Not Favorable - Severe Soil Limitations
 - Corporate Limits

Disclaimer:
 Soils Data extracted from the Standard State Soil Survey Database as provided by the USDA and the Natural Resources Conservation Service which is the best available information, it has not been field verified.

Martenson & Eisele, Inc.
 Planning - Surveying - Engineering - Architecture
 1377 Malheur Road, Mosheim, WI 54632
 Phone: (920) 733-0881 Fax: (920) 733-6778
www.martensoneisele.com
info@martensoneisele.com
 psc# 180979w, 06 14 01

Back of Map 11

This map, as well as others should be "live". You should be able to enlarge it and rotate it to making viewing easier. This map was unavailable in electronic format from Martenson & Eisele, Inc. Therefore it has been scanned in two parts and then stitched back into one .jpg picture using photoprocessing software. Our apologies for the distortions this inevitably causes. You may wish to obtain a printed copy from the Town Clerk at your expense.



This base map was created by Winnebago County Planning Department, Winnebago County, Wisconsin. The map is a reproduction of the original map and does not represent the County's position on any matter. The County makes no warranty as to the accuracy of the information shown on this map.



Map 12

Town of Omro

Soil Permeability

- Corporate Limits
- Soil Permeability
 - Very Slow
 - Slow
 - Moderately Slow
 - Moderate
 - Moderately Rapid
 - Rapid

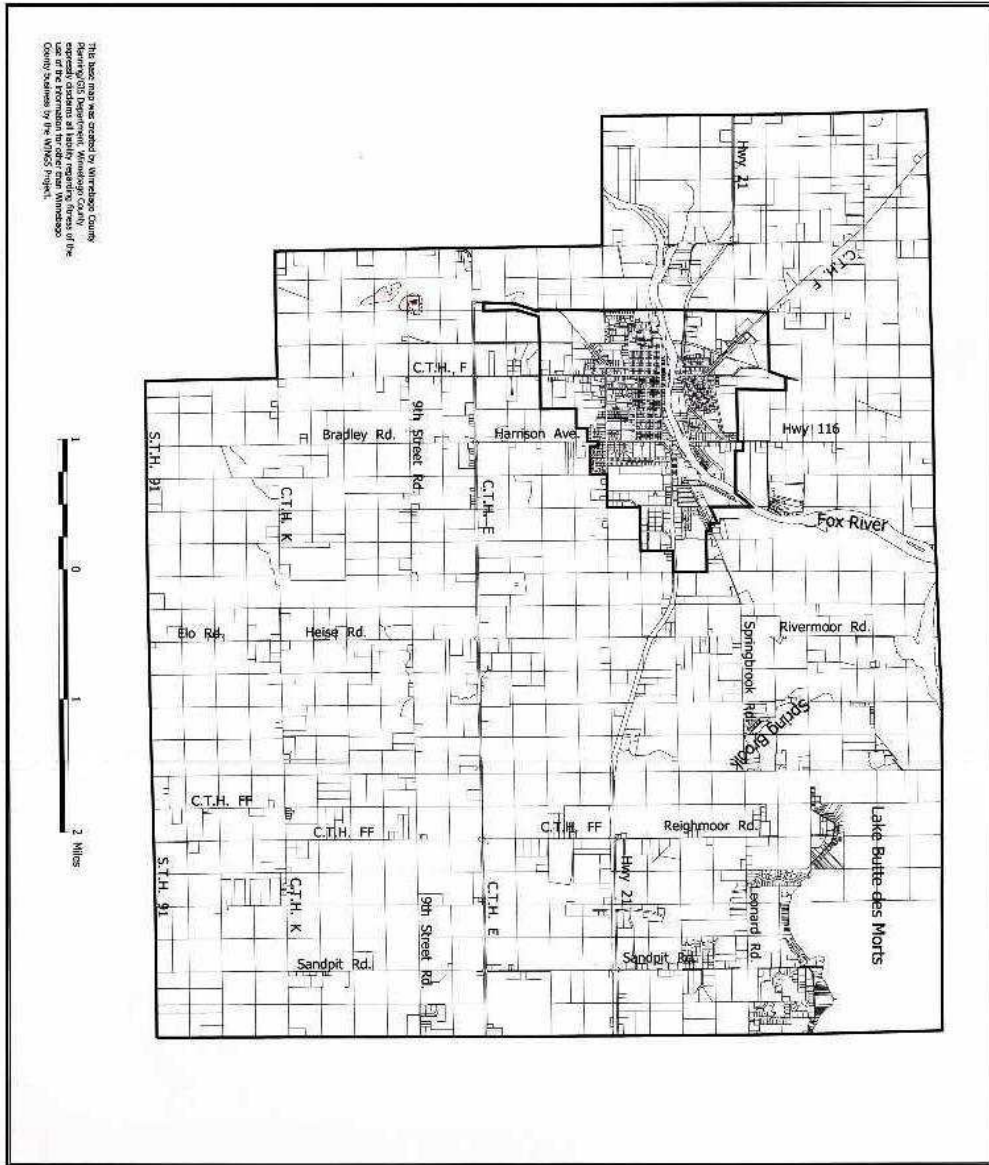


Disclaimer:
 Data extracted from the Standard State Soil Survey Database as provided by the USDA and the Natural Resources Conservation Service which is the best available information, it has not been field verified.

Martenson & Eisele, Inc.
 Planning, Surveying - Engineering - Architecture
 1377 Midway Road, Menasha, WI 54952
 Phone: (920) 731-4381 Fax: (920) 731-8578
 www.martensoneisele.com
 info@martensoneisele.com
 (920) 731-4381

Back of Map 12

This map, as well as others should be "live". You should be able to enlarge it and rotate it to making viewing easier. This map was unavailable in electronic format from Martenson & Eisele, Inc. Therefore it has been scanned in two parts and then stitched back into one .jpg picture using photoprocessing software. Our apologies for the distortions this inevitably causes. You may wish to obtain a printed copy from the Town Clerk at your expense.



This map was created by Winnebago County and is for informational purposes only. It does not represent a warranty of any kind, and the user assumes all liability regarding the use of the information for any purpose. The County assumes no liability for any errors or omissions.



Map 13

Town of Omro Areas of High Bedrock



Legend



Disclaimer:
 Scale Data extracted from the Standard State Soil Survey Database as provided by the USDA and the Natural Resources Conservation Service, which is the best available information, it has not been field verified.

Martenson & Eisele, Inc.
 Planning - Surveying - Engineering - Architecture
 1377 Sullyway Road, Okemo, WI 54632
 Phone: (762) 714-8181 Fax: (762) 725-5878
www.martensoneisele.com
info@martensoneisele.com
 (part) 489/950 (6) 1412

Back of Map 13

This map, as well as others should be "live". You should be able to enlarge it and rotate it to making viewing easier. This map was unavailable in electronic format from Martenson & Eisele, Inc. Therefore it has been scanned in two parts and then stitched back into one .jpg picture using photoprocessing software. Our apologies for the distortions this inevitably causes. You may wish to obtain a printed copy from the Town Clerk at your expense.

Back of Map 14

This map, as well as others should be "live". You should be able to enlarge it and rotate it to making viewing easier. This map was unavailable in electronic format from Martenson & Eisele, Inc. Therefore it has been scanned in two parts and then stitched back into one .jpg picture using photoprocessing software. Our apologies for the distortions this inevitably causes. You may wish to obtain a printed copy from the Town Clerk at your expense.

Air Quality

The following information is from the Wisconsin Department of Natural Resources:

"A few common air pollutants are found all over the United States. These pollutants can injure health, harm the environment and cause property damage. The Environmental Protection Agency (EPA) calls these pollutants "criteria air pollutants" because the agency has regulated them by first developing health-based criteria (science-based guidelines) as the basis for setting permissible levels. One set of limits (primary standard) protects health; another set of limits (secondary standard) is intended to prevent environmental and property damage. A geographic area that meets or does better than the primary standard is called an attainment area; areas that don't meet the primary standard are called nonattainment areas."

Winnebago County is an attainment area. Air quality monitoring stations nearest to the Town of Omro are located in Oshkosh. According to the DNR, there are no air quality issues in the Town of Omro.

More information on air quality is available at:

www.dnr.state.wi.us/org/aw/air/

and at:

www.dnr.state.wi.us/org/aw/air/hot/1hr_redes/

Wildlife Habitat in Woodland/Wetland Areas

The wetland and woodland areas as shown on Maps 6 and 7 provide an excellent environment for a variety of wildlife, including deer, muskrats, and raccoons.

Threatened and Endangered Species

Information on wildlife habitat and threatened and endangered species is available from the Wisconsin Department of Natural Resources at:

www.dnr.state.wi.us/org/land/er.

The information is available only at the county and state level. It is recommended that landowners and developers consult this website for information on habitat and species that may affect their property.

ECONOMIC DEVELOPMENT

Based on the Economic Characteristics section of Chapter 1, the Town of Omro's labor force, employment status of residents, the industry of employed residents, and the places where they work, were analyzed. This section will look at the town's economic base, the type of businesses and industries that exist in the town, and some economic strengths and weaknesses will be mentioned. In addition, types of economic development programs that impact the town will be identified.

Economic Base

The agricultural sector is the predominant economic base for the Town of Omro. More than three-quarters (77%) of the town's total area is devoted to agricultural activities. In addition, any employment opportunities in the town are generally related to the agricultural sector. Other economic activities are related primarily to scattered commercial and manufacturing activities that provide some economic base for the town.

Strengths and Weaknesses of Town's Economy

Overall, the town's economy relies heavily on agriculture, with most commercial and industrial opportunities being offered in the nearby incorporated communities - Omro, Oshkosh, Winneconne, and the Fox Cities. This reliance on agriculture will likely continue well into the future, primarily due to the lack of public sewer and water service that so many industries rely on.

Even though the reliance on agriculture will continue into the future, some future diversification may occur as the entire region around Oshkosh continues to move outward, and as roadways are upgraded and expanded to allow additional economic opportunities for the Town of Omro. This especially may be the case in those areas that are visible and accessible from the major highways.

Economic Development Programs

Table 34 (following page) shows the various economic development agencies and programs that directly or indirectly affect the Town of Omro. These agencies and programs primarily result in improving the livelihoods of town residents because they provide quality employment opportunities and increase the area's tax base, which helps keep property taxes down.

Table 34
Economic Development Agencies and Programs

Agency	Program
Wisconsin Department of Commerce	Funding programs for communities and businesses
Wisconsin Department of Housing and Economic Development Corporation	Funding programs for communities and businesses
Forward Wisconsin	Promotes and Markets the State or business expansions and relocations
Winnebago County Industrial Development Board	Provides financing for businesses located in local communities, and provides per capital funding program for local community economic development activities. Promotes and markets County to outside areas as a good place to do business.

INTERGOVERNMENTAL COOPERATION

State Statutes Chapter 66.30 provides guidelines for intergovernmental cooperation between municipalities. This statute enables adjoining communities to enter into agreements that will benefit each, such as providing or sharing community services. Other services or agreements that are beneficial to each community may also be executed.

As the Town of Omro looks to the future, one area that may be worthwhile pursuing is the establishment of a boundary agreement with the City of Omro. The main purposes of this effort would be to stabilize present town boundaries and be able to better plan future areas that would remain in the town.

Mutual service agreements are another type of intergovernmental cooperation effort. At the present time, the Towns of Omro and Rushford, and the City of Omro, share in the cost and operation of a volunteer fire department. Mutual service agreements are also beneficial as a way of coordinating road maintenance and other public services between and among abutting towns and the City of Omro. To achieve these types of agreements, each governmental unit must negotiate in "good faith".

The Town should strive to improve intergovernmental coordination between the Town Board, Town Sanitary District, and the City of Omro with respect to planned development and the extension of future sanitary sewer in the following ways:

- ❖ Have the Town's Planning Commission or Board meet with the Town Sanitary District periodically to discuss or initiate actions to implement the Plan's Vision.
- ❖ The Town Planning Commission and the Sanitary District should jointly review developer's concept plans or preliminary plats within the Sewer Service Boundary Line and Planning Area to specifically examine the potential for the immediate or future extension of sanitary sewer.

Intergovernmental Cooperation Goals, Objectives, and Policies

Goal

The Town of Omro will strive to communicate and work with surrounding political entities, seeking ways to conduct joint planning and develop service agreements.

Objectives

1. On a continuing basis, the Town of Omro will strive to communicate with surrounding communities, school districts, the County, and other entities, to seek ways to provide services jointly with others.
2. The Town plans an annual contact with the City of Omro regarding boundary issues and any other mutual interests concerning long-term borders and/or boundary agreements.

Policies

It is the policy of the Town of Omro to encourage involvement with adjoining communities, to minimize conflict of land use and development policies, and to achieve economies of scale. The Town needs to continue developing liaisons with adjoining communities, town boards, the City of Omro, East Central Wisconsin Regional Planning Commission, and Winnebago County. This effort will give the Town of Omro a voice in applicable issues and build cooperation between various governmental units.

Relationships with School Districts, Adjacent Communities, Region, State, and Other Government Units

The Town of Omro sends representatives to the Winnebago County Town Planning Association meetings, the Wisconsin Towns Association meetings, the Wisconsin Municipal Clerks Association, and the Wisconsin Municipal Treasurers Association. In addition, when an issue arises, Town of Omro representatives attend meetings with other local governing bodies, including the Omro School District.

Upgrading State Highway 21 to a major transportation corridor (4 lane expressway) will have a definite impact on the town's future land use. Town representatives have attended (and will continue to attend) all East Central Wisconsin Regional Planning Commission meetings to influence and follow the progress of this major roadway improvement.

Boundary Agreements Under S. 66.023, 66.30 Or 66.945

At this time, the Town of Omro does not have any boundary agreements with adjoining towns or the City of Omro. It may be to the advantage of the Town to hold discussions with the City to determine if a boundary agreement would be in the best interest of both entities.

Potential Conflicts With Adjoining Governmental Units

The Town of Omro is currently not in discussions with the City of Omro concerning extra-territorial zoning or plat review. No conflict exists between the two entities, and the City has expressed no interest in exercising these regulations.

These next four paragraphs were brought forward from Addendum 2006 as part of the 2008 review of the Town of Omro Comprehensive Plan. Since then, the City and the Town formed a special Joint Committee of three members from each municipality to specifically discuss extraterritorial zoning. In the fall of 2006 the City Administrator announced that the City of Omro would not impose an extraterritorial zoning district but would work out any zoning issues in joint meetings as needed. The Town set up procedures whereby the City would receive copies of zoning change applications within the City's extraterritorial jurisdiction.

During the discussions the possibility of a boundary agreement was discussed but did not come to fruition.

Another result of the discussions was a mutual Land Use Plan map that was adopted in a form that was in substantial agreement in the area of overlap.

Finally, in light of the surveys shown in the Appendix, the Commission would like it known that public input was gathered during this review. During the spring 2006 elections a power point presentation was done in the Town Hall in a room adjacent to the voting area and a suggestion box was put up. The only responses in the suggestion box were to create a web site for Town information. The Town Board adopted a motion to create such a web site by June of 2007. Articles were put in the news seeking public input. In response, phone calls were received where callers argued for both increasing and decreasing the five acre limitation outside of the area set aside as residential. Such callers were all in favor of preserving farmland—they simply differed on how the limitations accomplished that.

Conflict Resolution Procedure

The Town Board attempts to meet and listen to all other governmental units with whom there may be issues. The Town of Omro respects the rights of residents and landowners, and strives to resolve conflicts in an equitable manner.

LAND USE

An analysis of land use trends is important so that past and present policies regarding land use can be evaluated for any changes. Where and what type of development has been occurring in the town provides important information for any future policymaking decisions. This section will inventory the existing land use ordinances that affect land use patterns and decisions regarding land use issues in the town.

Existing Land Use

Map 15, "Existing Land Use", shown on next page, provides information on where and how land is currently being used in the Town of Omro. Table 35 shows how much of the town's area is devoted to each specific land use type.

In 2003, the town's total land and water area was 22,758 acres. The primary land use in the Town of Omro is agricultural. Approximately 17,235 acres are used for this purpose, which is about 76% of the entire land and water area in the town. The second most prevalent land use is environmental areas, encompassing woodlands and open water. This use covers about 16.9% (3,852 acres) of the town's entire area. Overall, agricultural, woodland and water areas encompass about 93% of the town's total area. The other 7%, or 1,671 acres, constitute the developed area of the town.

Residential Uses

Residential uses make up about 906 acres in the town, or only 4% of the town's total land and water area. It encompasses the largest share of developed land in the town, with 54% of the developed area.

Residential uses are primarily centered on the area north of Highway 21, specifically along the lakeshore and the northeast portion of the town. Many of the residential uses strung along the various roadways in the town represent a mix of scattered single-family homes and homes related to farmsteads.

Transportation Uses

Transportation uses in the town are exclusively roadway uses. Nearly 3% (684 acres) of the town's total land and water area is comprised of actual roadway surfaces (exclusive of road right-of-way). This percentage will increase if the State of Wisconsin someday acquires right-of-way for the future State Highway 21 Bypass around the north end of the City of Omro.

Commercial and Industrial Uses

Commercial uses accounted for 6.5 acres of land area in the town in 2003. This amounted to 0.02% of the total area of the town. The commercial uses are mostly found along State Highway 21 and Sand Pit Road.

The town also had about 44.2 acres of industrial land in 2003, or less than 2% of the town's area.

Table 35
Existing Land Use Acreage, 2003

Land Use Type	Acres	Percent of Total Land Area
One- and Two- Family Residential	903.33	3.97%
Multi-Family Residential	0.00	0.00%
Mobile Homes	2.22	0.01%
Agriculture/Vacant/Open Space	17,206.20	75.60%
Commercial	6.50	0.03%
Industrial	13.68	.06%
Mining	96.46	.42%
Public/Institutional	4.58	.02%
Recreational	24.81	.10%
Transportation	678.09	2.98%
Transportation and Utilities	5.68	.02%
Utilities	1.91	.00%
Water	1,889.47	8.30%
Woodlands	1,925.28	8.40%
Total	22,758.21	100.00%

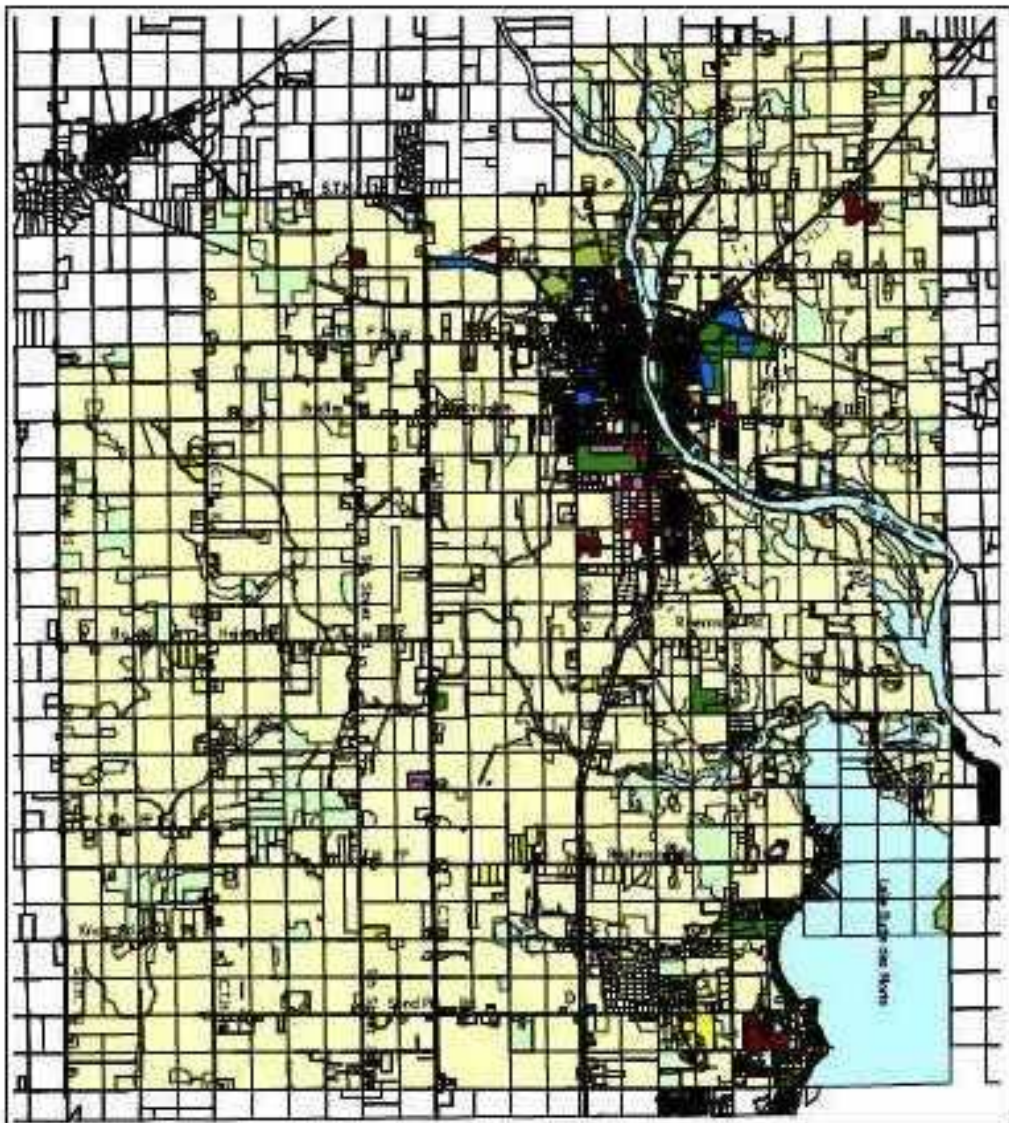
Source: Martenson and Eisele, Inc., 2003

Recreation and Conservation Uses

About 1% (25 acres) of the developed acreage in the town is made up of recreation and conservation areas. These include such uses as the County-owned Lake Butte des Morts Park and Boat Landing; the Springbrook Sportsman Club and Upper Lakes Fishing Club, both on Springbrook Road; and the Fox Valley Hunting and Fishing Club. located on CTH "E".

Other Land Uses

The remaining developed acreage in the town is a mix of other land use types. They include such uses as non-metallic mining sites; utilities and public facility uses, such as the Town Hall and school sites; and the Town Landfill located off CTH "FF".



Map 15
Town of Omro
 Existing Land Use Map

- Legend**
- Critical Support Basins
 - Corporate Area
 - Existing Land Use Categories
 - Residential, One and Two Family Units
 - Multiple Family Structures, Towns or House Inns/Hotels
 - Mobile Homes and Parks
 - Commercial
 - Industrial
 - Heavy
 - Public / Institutional
 - Government
 - Transportation
 - Transportation & Utilities
 - Utilities
 - Agricultural / Vacant / Open Space
 - Water
 - Woodlands
 - Conservation Easement Area

This Land Use Map was prepared by the City of Omro, Wisconsin. The City of Omro, Wisconsin, is not responsible for any errors or omissions in this map. The City of Omro, Wisconsin, is not responsible for any damages or losses resulting from the use of this map.

Martenson & Eisele, Inc.
 2021 7th St, Omro, WI 54901
 Phone: 920.233.1111
 Fax: 920.233.1112
 Email: info@martensoneisele.com
 Website: www.martensoneisele.com

Back of Map 15

This map, as well as others should be “live”. You should be able to enlarge it and rotate it to making viewing easier. If those kinds of functions do not work then you may wish to try using the .pdf version in the folder of maps associated with this Plan.

Land Use Trends

The plan has thus far looked at various trends that affect land use changes in the town, including residential housing growth and lands converted out of agricultural use. As seen, these trends point to development activity increasing in the Town of Omro. Additional trends that can be looked at to evaluate land use change and development activity is the amount of new parcels (land-splitting) created in the town, and the resulting decreases in average parcel size in the town. The supply of available lots for residential purposes is also evaluated.

Change in Parcel Counts

Table 36 shows that there were 225 new parcels created in the Town of Omro between 1985 and 1996, a 16% increase. This rate of change was slightly higher than the unincorporated county average rate of change of 15%. New parcels are generally used for new home sites in the town.

Table 36
Winnebago County Parcel Counts

Township	Total # of Parcels		Net Change in Parcel Count	Percent Change
	1985	1996		
Omro	1,442	1,667	+225	+16%
Algoma	1,933	2,832	+899	+47%
Rushford	1,546	1,669	+123	+8%
Winneconne	1,773	2,087	+314	+18%
County	28,035	32,192	+4,157	+15%

Source: Winnebago County Tax Lister and GIS Department

From 1996 to the end of 2003, the town has had an additional 228 parcels added to its inventory.

Change in Average Parcel Size

Table 37 shows that between 1985 and 1986 the average parcel size in the Town of Omro decreased 16%, from 15.33 acres per parcel to 13.16 acres per parcel. This decrease was slightly higher than the 15% decrease for the overall unincorporated area of the county. Decreases in the average parcel size suggest that the density of development is increasing in the town, which, if continued over a longer time period, can impact the critical mass of farmland that is important for economically viable farming and the overall rural character of the town.

**Table 37
Winnebago County Parcel/Acreage Data**

Township	Average Acreage/Parcel		
	1985	1996	% Decrease
Omro	15.33	13.16	16%
Algoma	4.19	2.34	79%
Rushford	14.57	13.50	8%
Winneconne	8.88	7.51	18%
County Average	11.82	10.28	15%

Source: Winnebago County Geographic Information System (GIS)

Land Splits – Residential

As mentioned above, most new parcels created are for new home sites. Parcels are created through certified survey mapping (CSM) procedures or subdivision platting. Most of the undeveloped lots in subdivisions are in areas served by the Omro Sewer Service District.

Supply and Demand for Residential Lots

Reviewing the number of vacant residential lots provides information on the overall need for additional lot splitting that may be required to serve the overall future demand.

Consumer choices, however, necessitates the need for the supply of lots to outstrip the demand, otherwise tight supply increases the cost of lots and diminishes the choice on where someone may choose to live. Therefore, there is typically room to allow additional lot splits for residential development even though it may appear that the strict numbers may show no need for it.

Existing Land Use Ordinances

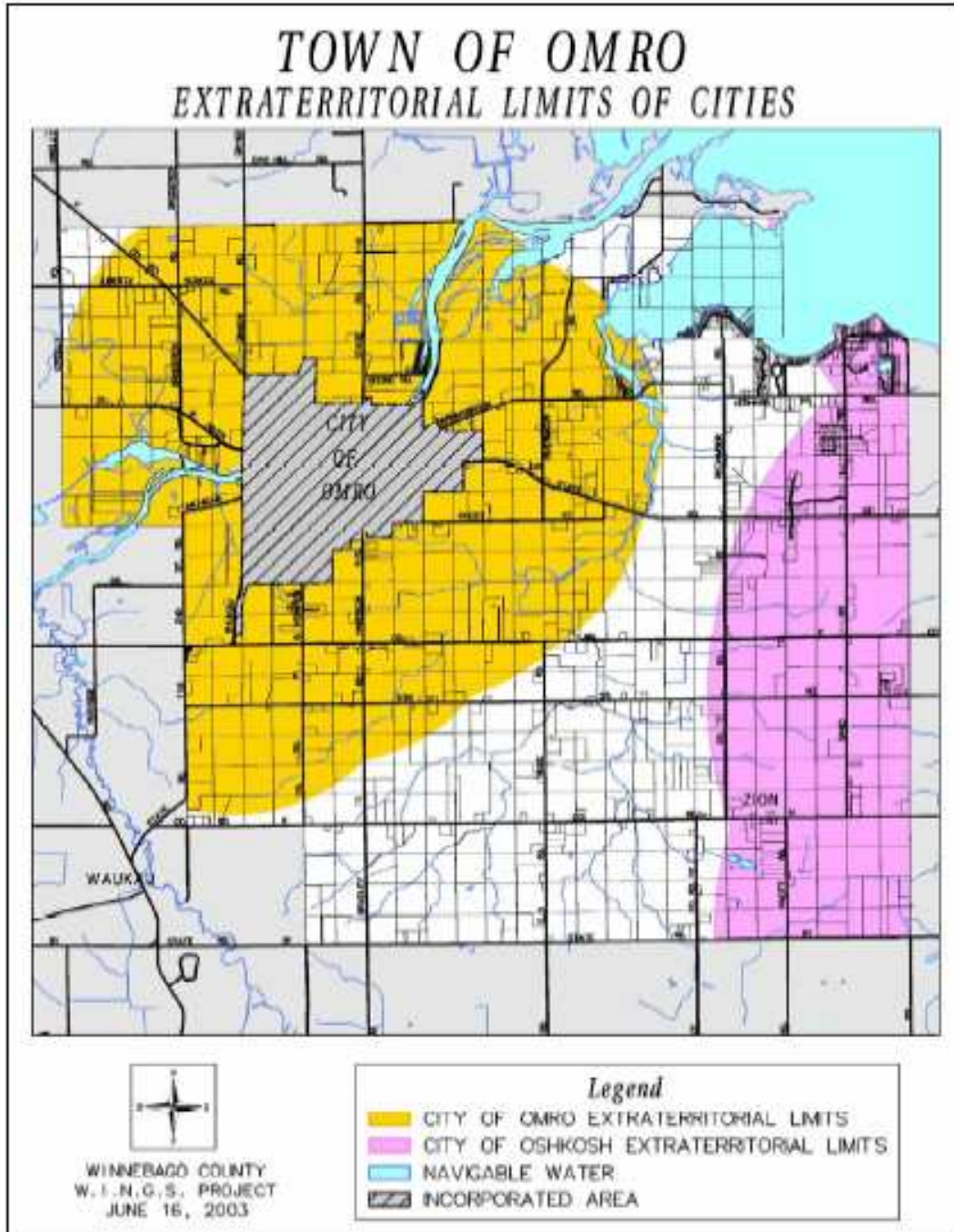
The following details the primary ordinances and laws that currently exist that impact town land use patterns and decisions.

Zoning Ordinance

The primary tool that impacts land use decisions and patterns in the town is the County Zoning Ordinance. The town voted to be included in the County Zoning Ordinance in 1999. Before then, the town administered its own zoning ordinance. The Zoning Ordinance regulates the use of land.

The County administers the County Zoning Ordinance under Chapter 59 of the State Statutes. The Town, however, provides recommendations to the County on any zoning matters related to the Town. Final approval of zoning decisions is left to the County.

Map 16



 **Martenson & Eisele, Inc.**
Planning - Surveying - Engineering - Architecture
www.martenson-eisele.com
tte@martenson-eisele.com
pncw248919e_06-14-04

Back of Map 16

This map, as well as others should be "live". You should be able to enlarge it and rotate it to making viewing easier. If those kinds of functions do not work then you may wish to try using the .pdf version in the folder of maps associated with this Plan.

Floodplain, shoreland and wetland zoning provisions are included in the County Zoning Ordinance. Land use decisions that involve these areas are also subject to State and, in some cases, Federal review.

Subdivision Ordinance

The Town of Omro adopted their own Subdivision Ordinance in the spring of 2002. This gives the Town much more review power, even though a plat in the Town of Omro must still be reviewed by Winnebago County. Therefore, the Town and County continue to have separate approval authority over subdivision plats.

The City of Omro and the City of Oshkosh have extraterritorial review authority on plats and C.S.M.s within their extraterritorial jurisdiction. These extraterritorial boundaries as they affect the Town of Omro, are shown on Map 16, "Extraterritorial Limits of Cities". In addition, the State has the right to review subdivision plats within the Town of Omro. In general, state statutes allow for land divisions to be subject to independent reviews by town, county, city and state governments before final approval takes place.

Highway Access Control Ordinance

Winnebago County recently implemented an ordinance that places access control on all county roads. Therefore, review and approval of any proposed accesses onto County Roads "E", "F", "FF", and "K" in the town requires approval by the Winnebago County Highway Department. The ordinance requires that accesses be a minimum of 600 feet apart, with a maximum of eight accesses per side per mile. Generally, parcels created before the ordinance was adopted are exempt from the spacing requirement. The State Department of Transportation regulates access onto State Roads. Accesses onto State Roads 21, 116, and 91 require approval by WisDOT.

Official Map Ordinance

An important tool that is allowed by state statute that is often used by municipalities to secure future roadways is called an Official Map. The purpose of an Official Map is to keep proposed roadway corridors clear of any future development activity. Otherwise, future purchase of right-of-way becomes much more costly to taxpayers. Town governments have the right to officially map future road corridors, although the Town of Omro does not currently have an adopted official map. Cities also have the right to officially map future road corridors within their extraterritorial review area.

To date, the City of Oshkosh has not officially mapped any future road corridors within the Town of Omro. The City of Omro, however, has official mapped the Highway 21 Bypass around its borders, to prevent development within this corridor.

APPENDIX

Town of Omro Survey Results July 27, 1999

	Agree		Disagree		Total	Comments
	No.	%	No.	%		
Rural Preservation Area	197	73	74	27	271	21 of 74 who disagreed wanted <i>greater</i> limits on development. 42 who disagreed gave no explanation.
Rural Transition Area	162	60	110	40	272	32 Of 110 who disagreed wanted <i>greater</i> limits on development. 66 who disagreed gave no explanation
Urbanizing Area	134	50	134	50	268	44 of 1340 who disagreed wanted <i>greater</i> limits on development. 81 who disagreed gave no explanation
Sewer Service Area	261	194	74	67	26	21 Of 67 who disagreed wanted <i>greater</i> limits on development. 40 who disagreed gave no explanation
Heise Road Extension	187	71	75	29	262	
Park Location	209	78	60	22	269	10 wanted different location

Source: Town of Omro Survey, 1999

Survey Results, March 1996

Total Responses = 447

Residential Development

63% said the existing amount is about right or there is too much already.
30% said it should be encouraged.

Commercial Development

53% said the amount is about right or there is too much already.
41% said it should be encouraged.

Industrial Development

51% said the amount is about right or there is too much already.
41% said it should be encouraged.

Lot Size

68% felt the minimum lot size for new residential development should be one acre or less.

Do you wish the Town Board to adopt policies to regulate the amount and location of new development in the town?

76% said YES.

17% said NO.

7% no response.

Other

78% felt environmentally sensitive areas should be protected.

70% felt farmland should be preserved.

70% felt natural areas and open space should be preserved.

55% felt that recreational opportunities should be provided.