

Village of Colfax

Comprehensive Plan 2014 - 2034



Prepared by:
The Village of Colfax Plan Commission

Amendments Adopted January 12, 2015 by:
Colfax Village Board

Planning Assistance Provided by:
Cedar Corporation

Resolution No. 2014-01

RESOLUTION OF PLAN COMMISSION RECOMMENDING ADOPTION OF
THE "VILLAGE OF COLFAX COMPREHENSIVE PLAN 2014 – 2034"
AMENDMENT

WHEREAS, the Village of Colfax is authorized to prepare, amend and adopt a comprehensive plan as defined in sections 66.1001(1)(a) and 66.1001(2) of the Wisconsin Statutes; and

WHEREAS, the Village Board of the Village of Colfax, Dunn County, Wisconsin authorized the Plan Commission to review and amend the Village's Comprehensive Plan for the Village of Colfax, and

WHEREAS, the Comprehensive Plan amendment for the Village of Colfax that contains all of the elements specified in section 66.1001(2) of the Wisconsin Statutes has been prepared; and

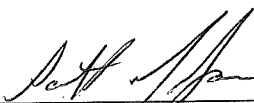
WHEREAS, the Comprehensive Plan amendment contains graphs, tables, and charts related to demographic and U.S. Census data, and maps related to land use, infrastructure, and natural resources.

NOW, THEREFORE, BE IT RESOLVED, that the Village of Colfax Plan Commission does hereby recommend the adoption of the amended Village of Colfax Comprehensive Plan 2014-2034 by the Village Board of the Village of Colfax, Dunn County, Wisconsin.


Resolution adopted on this 10th day of December, 2014.

VILLAGE OF COLFAX PLAN COMMISSION

By:



Scott Gunnufson, Chair

Attest 
Lynn Niggemann, Clerk

Ordinance No. 2015-01

An Ordinance to Adopt the amended Comprehensive Plan of the Village of Colfax, Dunn County, Wisconsin.

The Village Board of the Village of Colfax, Wisconsin, do ordain as follows:

Section 1. Pursuant to Sec. 61.35 Wis. Stats. and Sec. 62.23(2) and (3), Wis. Stats., the Village of Colfax is authorized to prepare, amend, and adopt a comprehensive plan as defined in Sec. 66.1001(1)(a) and Sec. 66.1001(2), Wis. Stats.

Section 2. The Plan Commission of the Village of Colfax, in compliance with Sec. 66.1001(4)(b), Wis. Stats., by a majority vote recorded in the official minutes dated December 10, 2014, has adopted a resolution recommending to the Village Board the adoption of the document entitled AVillage of Colfax Comprehensive Plan 2014 – 2034@ containing all of the elements specified in Sec. 66.1001(2), Wis. Stats.

Section 3. The Village held a public hearing on December 10, 2014, regarding this ordinance, in compliance with the requirements of Sec. 66.1001(4)(d), Wis. Stats.

Section 4. The Village Board of the Village of Colfax, Wisconsin, does, by enactment of this ordinance, formally adopt the document entitled, AVillage of Colfax Comprehensive Plan 2014 – 2034@ pursuant to Sec. 66.1001(4)(c), Wis. Stats.

Section 5. This ordinance shall take effect upon passage by a majority vote of the members-elect of the Village Board and publication as required by law.

Section 6. The Village Board hereby authorizes and directs the Village Clerk to provide copies of the amended Comprehensive Plan as adopted herein to governmental bodies and other persons as required in Sec. 66.1001(4)(b), Wis. Stats.

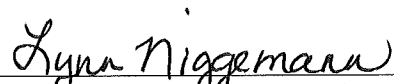
Adopted by the Village Board of the Village of Colfax this 12th day of January, 2015.

AYES 6 NO 0 ABSTAIN 0 ABSENT 1

APPROVED:


Scott Gunnufson, Village President

ATTEST:


Lynn Niggemann, Village Clerk

Adopted: 1/12/2015

Published: 2/04/2015



COMPREHENSIVE PLAN 2014-2034

Adopted January 12, 2015

Planning Assistance provided by:

Cedar Corporation
604 Wilson Avenue
Menomonie, WI 54751



Menomonie • Madison • Green Bay

Acknowledgments

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Village Staff, Committee Members and Residents

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Appendix

Village of Colfax Placemaking Downtown Colfax

Introduction

Colfax is located in a part of the state where glaciers significantly affected the surface geology and resulting plant communities. It is situated in a transition area between the more agricultural areas and upland deciduous forests of southwestern Wisconsin and the predominant, rural northern boreal forests.

The Red Cedar River flows through the northwestern corner of the Village and 18 Mile Creek flows through the Village from east to west.

The image consists of two maps. The top map is a map of the state of Wisconsin, with its counties outlined. A red rectangular box is drawn over the western part of the state, specifically covering the counties of Burnett, Washburn, Sawyer, Polk, Barron, and Rusk. A red arrow points from the bottom-left corner of this box down to a second, more detailed map. The second map is a detailed road map of the Colfax area in western Wisconsin. Colfax is marked with a black dot and labeled in large, bold letters. It is located at the intersection of US Highway 53 (running north-south) and Wisconsin State Highway 94 (running east-west). To the west of Colfax is the town of Chippewa Falls, and to the east is Eau Claire. Other nearby towns include Hudson, Baldwin, Menomonie, and Pepin. The map also shows the St. Croix River to the west, the Chippewa River to the east, and the Minnesota border to the south. Various other towns and highways are labeled, including Burnett, Washburn, Sawyer, Polk, Barron, Rusk, Taylor, Clark, Pierce, Pepin, Trempealeau, and Jackson. The map uses color-coding for different regions and includes a scale bar.

As part of the State's 1999-2000 biennial budget, Governor Thompson signed into law what is referred to as the "Smart Growth" legislation (1999 Wisconsin Act 9). Briefly, the Smart Growth law does the following:

- 1-1

3. States the political subdivision may enact an ordinance after the political subdivision holds at least one public hearing at which the proposed ordinance is discussed. The public hearing must be preceded by a class 1 notice under chapter 985 that is published at least 30 days before the hearing is held.

It should be noted that a community may choose not to adopt a comprehensive plan in accordance with the Smart Growth law. However it will be relinquishing a substantial portion of its ability to create or amend land use regulations.

Required Elements of a Comprehensive Plan

State statutes define nine (9) elements that must be addressed in a community's Comprehensive Plan.

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

There are minimum requirements for the types of demographic information, maps, policies, etc. that must be included in each element but how this information is interpreted and used is up to the community.

The Village may also include any additional information it believes is relevant to the community and important to the creation of its Comprehensive Plan. The information gathered and evaluated for each element is used to formulate the goals, objectives and recommendations of the Comprehensive Plan.

Purpose of a Comprehensive Plan

The purpose of a Comprehensive Plan is to act as a guide for Village officials, businesses, industries, developers, and residents so that informed decisions can be made regarding the physical, social, and economic development of the community. It should cover a 20-year planning period but may be reviewed and amended at any time. At a minimum, the Village's Comprehensive Plan must be updated no less than once every 10 years.

The Comprehensive Plan is intended to capture a shared vision for the Village. It is a statement reflecting community pride and how residents want the Village to manage growth and development in the future. It will help elected officials make decisions that reflect the short- and long-term wishes of the community. It will help prioritize the Village's human and financial resources so it can provide the necessary public infrastructure and amenities needed to maintain a high quality of life and will also help to foster a sustainable economy that is in keeping with its rural character.

Previous Planning Efforts

The Village of Colfax has been engaged in community planning for over 40 years. The Village's first comprehensive plan was adopted in 1970. It consists of several parts including community facilities, land use, economy, transportation and a capital improvements program. At that time, State statutes, in regards to planning, were not as comprehensive as they are today.

A second planning effort came in 1986 when the Colfax Development Corporation and the Colfax Village Board jointly decided to sponsor an economic development workshop. That effort generated a report that contains background information on the local economy and four goals and a number of recommendations for achieving them. More than 60 residents participated in a group process to identify problems, needs and weaknesses; strengths and potentials; what the business community would be like in five years; and the economic development goals.

Beginning in 2000, the Village began preparing its first Comprehensive Plan under the newly enacted Smart Growth law. The Village began by surveying residents on a variety of topics. Significant findings were incorporated into this Plan where appropriate. This Plan was adopted by ordinance on November 25, 2002 and is the subject of this revision.

Plan Development Process

Comprehensive planning provides an assessment of the Village's needs, identifies long-term goals and objectives, and identifies measurable actions that the community may take to achieve the goals and objectives outlined in the Comprehensive Plan.

The basic steps to create Colfax's Comprehensive Plan are:

1. Collecting community information and data
2. Analyzing the information that has been collected
3. Setting community goals
4. Creating implementation strategies to achieve the goals

The Village's Comprehensive Plan was developed by analyzing demographic data collected by the U.S. Census Bureau and other governmental agencies; reviewing maps showing existing conditions; evaluating the results of the 2000 Community Survey, incorporating the results from the 2012 placemaking exercise that Village residents and officials participated, and through discussion of the Comprehensive Plan with the Plan Commission, residents, and stakeholders.

Data and Mapping

Various sources were used to collect existing data and mapping for the Village's Comprehensive Plan such as the US Census, Wisconsin Department of Administration, Wisconsin Department of Natural Resources, and Wisconsin Department of Transportation. The information provided is for general planning purposes only and should not be used as a substitute for actual studies or surveys.

Goals, Objectives, and Recommendations

For each planning element goals, objectives, and recommendations were created. These reflect the vision of the community as it relates to each element. Definitions of these terms are listed below.

Goal: A general statement that describes a desired future result.

Objective: Objectives are statements that describe what the Village hopes to achieve by a goal.

Recommendations: Recommendations include actions, policies, or programs that are carried out in order to achieve a goal and meet the objectives.

Plan Adoption

Throughout the planning process, public participation has been of prime importance and began even before the plan was drafted. Consistent with state statutes, the Village developed a public participation program to ensure that residents were informed about the plan and given meaningful opportunities to participate and help shape the final product. It was adopted on May 13, 2013.

Monthly public meetings were conducted by the Plan Commission beginning with the first meeting on May 7, 2013. Meetings were held in the evenings.

Following a required 30-day period of public review, the Village Board held a public hearing on December 10, 2014 to receive public comment on the amended Comprehensive Plan. That same day, the Plan Commission passed a resolution recommending the Village Board adopt the proposed comprehensive plan.

The Village Board then adopted the plan on January 12, 2015 by Ordinance, a copy of which is on file with the Village Clerk. Copies of the ordinance and adopted Comprehensive Plan were delivered to the Colfax Public Library and the clerk of all adjacent local governmental units consistent with State law.

Chapter 2: Issues and Opportunities

Introduction

There are many different elements that influence the development and transformation of a community. Population change, availability of jobs, transportation infrastructure, nearby communities, and personal preferences influence the types of housing, transportation options, and businesses that are found in a community and where they are located.

The process of preparing a Comprehensive Plan is designed to identify and address issues and opportunities in the community. Quite often issues and opportunities are readily evident, while others may not be apparent until data is collected, reviewed and shared with others and a dialogue begins.

The importance of identifying issues and opportunities at the beginning of the planning process becomes readily evident when one reviews the goals, objectives and recommendations contained in this Comprehensive Plan.

By examining recent demographic data, results of the 2012 placemaking workshop, and community input, the Village can recognize important **Issues** facing it and identify **Opportunities** to build upon the successes of the community.

Demographic Data

Demographic data for Village of Colfax residents was collected from the 2010 U.S. Census, 2009-2013 American Community Survey, Wisconsin Department of Workforce and Development (2013), and the Wisconsin Department of Administration (2012). This data is used to understand the characteristics of the local population.

Historic Population

Since 1970, the Village of Colfax has experienced little population growth. Table 2-1 shows that between 1970 and 2010, the Village's population grew by 132 residents (12.7%). This is an average of 33 new residents every 10 years.

Table 2-1: Historic Population - Village of Colfax

Year	1970	1980	1990	2000	2010	Numeric Change	Percent Change
Population	1,026	1,149	1,110	1,136	1,158	132	12.7%
% Change	n/a	12.0%	-3.4%	2.3%	1.9%	n/a	n/a

Source: U.S. Census

Table 2-2 compares the population growth of all municipalities in Dunn County between 1990 and 2010. Of the 30 municipalities in Dunn County, the Village of Colfax had the 6th lowest population growth rate. Towns grew the most with the Town of Elk Mound increasing its population by 132%.

This residential growth of the Towns may be attributed to people's desire to live in rural areas, the proximity to urban areas where goods can easily be obtained, and being located near State, U.S. and Interstate Highways that provide quick access to work and schools.

Table 2-2: Population Growth - Dunn County Municipalities

Municipality	1990	2000	2010	Numerical Change 1990-2010	Percent Change 1990-2010
Towns					
Colfax	685	909	1,186	501	73.1%
Dunn	1,297	1,492	1,524	227	17.5%
Eau Galle	856	797	757	-99	-11.6%
Elk Mound	772	1,121	1,792	1,020	132.1%
Grant	400	426	385	-15	-3.8%
Hay River	505	546	558	53	10.5%
Lucas	635	658	764	129	20.3%
Menomonie	2,725	3,174	3,366	641	23.5%
New Haven	665	656	677	12	1.8%
Otter Creek	344	474	501	157	45.6%
Peru	221	247	242	21	9.5%
Red Cedar	1,422	1,673	2,086	664	46.7%
Rock Creek	673	793	1,000	327	48.6%
Sand Creek	541	586	570	29	5.4%
Sherida	484	483	454	-30	-6.2%
Sherman	729	748	849	120	16.5%
Spring Brook	1,261	1,320	1,558	297	23.6%
Stanton	637	715	791	154	24.2%
Tainter	1,768	2,116	2,319	551	31.2%
Tiffany	584	633	618	34	5.8%
Weston	569	630	594	25	4.4%
Wilson	517	500	531	14	2.7%
Villages					
Boyceville	913	1,043	1,086	173	18.9%
Colfax	1,110	1,136	1,158	48	4.3%
Downing	269	257	265	-4	-1.5%
Elk Mound	797	785	878	81	10.2%
Knapp	421	421	463	42	10.0%
Ridgeland	235	265	273	38	16.2%
Wheeler	327	317	348	21	6.4%
Cities					
Menomonie	13,547	14,937	16,264	2,717	20.1%
Dunn County	35,909	39,858	43,857	7,948	22.1%

Source: 1990, 2000, and 2010 U.S. Census

Table 2-3 shows that between 2010 and 2040, the Village's population is projected to shrink by 7.2% or 83 fewer residents. This is an average of losing 28 residents every 10 years.

Table 2-3: Population Forecasts - Village of Colfax

Year	2010*	2015	2020	2025	2030	2035	2040	Numeric Change	Percent Change
Population	1,158	1,165	1,155	1,145	1,125	1,095	1,075	-83	-7.2

Source: * 2010 U.S. Census and Wisconsin Department Of Administration: Demographic Center 2014

In general, the Village's population growth has been relatively stagnant with recent demographics indicating a decline. Potential issues related to low population growth or a shrinking population are slowed economic growth, an aging population, declining numbers of working age residents, shrinking tax base, and increased municipal costs spread over the same amount of residents and businesses.

Household Forecasts

It is projected that between 2010 and 2040, the Village of Colfax will have 17 additional households (see Table 2-4). Each household will require one dwelling unit. Some of the housing needs for these new residents will be met by purchasing or renting existing vacant homes or apartments. New dwellings will have to be constructed to meet the remaining housing needs.

The amount of land needed for new housing will depend on incomes, age, and consumer trends at the time. These factors will affect the type and density of housing in the Village.

Table 2-4: Household Forecasts - Village of Colfax

Year	2010	2015	2020	2025	2030	2035	2040
Population	1,158	1,165	1,155	1,145	1,125	1,095	1075
Persons Per Household	2.29	2.23	2.19	2.15	2.12	2.09	2.06
Total Occupied Households	478	495	500	504	503	498	495

Source: WI Dept. of Administration: Demographic Center 2013

Age Distribution

Table 2-5 shows the age distribution of residents in 2000 and 2010. There are no clear patterns indicating that clusters of similar age groups are declining or increasing. It also shows that there is a fairly equal distribution of population throughout the age groups.

The population pyramid shown in Figure 2-1 provides a visual representation of the population distribution. Typically, the population age structure of a community is divided into three categories.

1. Preproductive (ages 0-14) (20% of Colfax's population)
2. Reproductive (ages 15-44) (34% of Colfax's population)
3. Postreproductive (ages 45 and up) (46% of Colfax's population)

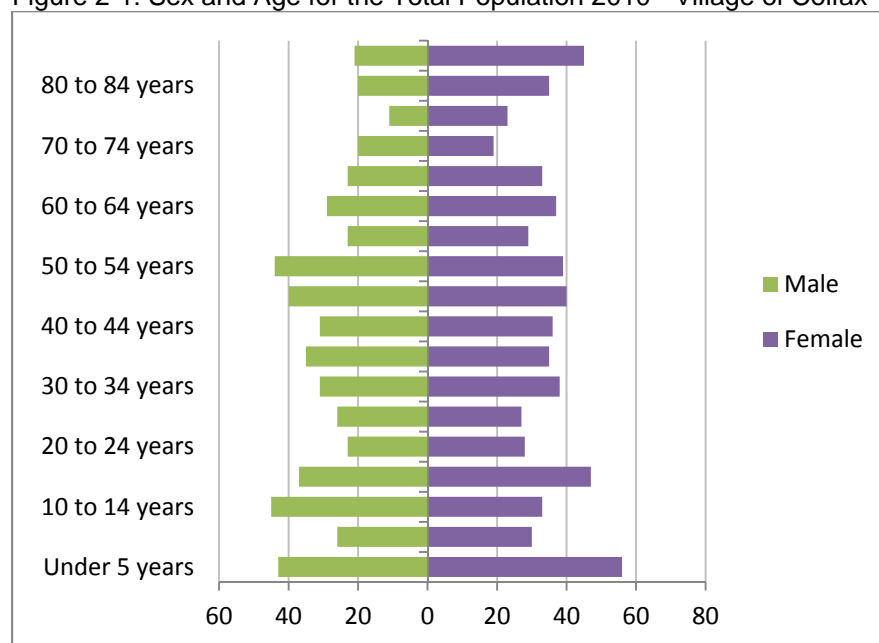
The population pyramid reveals that the number of residents in the preproductive category does not indicate increased population growth although population growth in a community is made up of the natural increase in population and the in-migration of adult residents and their children.

Table 2-5: Age for the Total Population - Village of Colfax

Age	2000	2010	Numeric Change 2000 - 2010	Percent Change 2000 - 2010
Under 5 years	70	99	29	41.4%
5 to 9 years	80	56	-24	-30.0%
10 to 14 years	78	78	0	0.0%
15 to 19 years	73	84	11	15.1%
20 to 24 years	46	51	5	10.9%
25 to 29 years	65	53	-12	-18.5%
30 to 34 years	66	69	3	4.5%
35 to 39 years	90	70	-20	-22.2%
40 to 44 years	70	67	-3	-4.3%
45 to 49 years	58	80	22	37.9%
50 to 54 years	67	83	16	23.9%
55 to 59 years	60	52	-8	-13.3%
60 to 64 years	49	66	17	34.7%
65 to 69 years	51	56	5	9.8%
70 to 74 years	57	39	-18	-31.6%
75 to 79 years	53	34	-19	-35.8%
80 to 84 years	52	55	3	5.8%
85 years and over	51	66	15	29.4%
Total	1,136	1,158	22	1.9%

Source: 2000 and 2010 U.S. Census

Figure 2-1: Sex and Age for the Total Population 2010 - Village of Colfax



Source: 2000 and 2010 U.S. Census

It is important to understand the age distribution of Village residents to anticipate future needs for housing types, parks and recreation, and transportation options.

Education Levels

Table 2-6 and Table 2-7 provide information on the educational attainment levels of persons 25 years and older. Table 2-6 shows that more Colfax residents are obtaining higher levels of education. This may be attributed to the increasing requirement of employers for technical or post-secondary degrees. At the same time, residents have access to higher learning institutions in the area such as UW-Stout, UW-Eau Claire, and Chippewa Valley Technical College.

According to the 2009-2013 American Community Survey, 11.9% of the population 25 years of age and older, had not received a high school diploma. This was down from 22.7% in 2000.

Table 2-6: Educational Attainment Population 25 and Older - Village of Colfax

	2000	% Of Total	2013	% Of Total	Numeric Change	Percent Change
Population 25 Years and Over	792	100.0%	709	100.0%	-83	-10.5%
Less than 9th Grade	97	12.2%	41	5.8%	-56	-57.7%
9th to 12th Grade (No Diploma)	83	10.5%	43	6.1%	-40	-48.2%
High School Graduation (Includes Equivalency)	308	38.9%	279	39.4%	-29	-9.4%
Some College, No Degree	127	16.0%	163	23.0%	36	28.3%
Associate Degree	57	7.2%	65	9.2%	8	14.0%
Bachelor's Degree	94	11.9%	69	9.7%	-25	-26.6%
Graduate or Professional Degree	26	3.3%	49	6.9%	23	88.5%

Source: 2000 U.S. Census and 2009-2013 American Community Survey

Table 2-7: High School Graduate or Higher Attainment - Village of Colfax

	2000	% Of Total	2013	% Of Total	Numerical Change	Percent Change
High School Graduate or Higher	612	77.3%	625	88.2%	13	2.1%
Bachelor's Degree of Higher	120	15.2%	118	16.6%	-2	-1.7%

Source: 2000 U.S. Census and 2009-2013 American Community Survey

Income Levels

Table 2-8 shows the median household income of Colfax residents has increased between 2000 and 2013 by almost 30%. In comparison, the median household income in Dunn County is \$48,342 and \$52,374 in the State of Wisconsin. This lower median household income may be attributed to the growing aging population that is retired and living on fixed incomes.

Table 2-8: Median Household Income - Village of Colfax

Year	2000	2013	% Change
Median Household Income	\$31,118	\$40,417	29.9%

Source: 2000 U.S. Census and 2009-2013 American Community Survey

Table 2-9 shows that between 2000 and 2013, the number of households earning between less than \$10,000 to \$49,999 has decreased while the number of households earning \$50,000 and more has increased. This may be attributed to the availability of better paying jobs, increased educational attainment rates, and in increase in dual income households.

Table 2-9: Median Household Income Distribution - Village of Colfax

	2000	2013	Numerical Change	% Change
Less than \$10,000	45	25	-20	-44.4%
\$10,000 to \$14,999	38	46	8	21.1%
\$15,000 to \$24,999	99	48	-51	-51.5%
\$25,000 to \$34,999	81	67	-14	-17.3%
\$35,000 to \$49,999	79	63	-16	-20.3%
\$50,000 to \$74,999	95	95	0	0.0%
\$75,000 to \$99,999	27	50	23	85.2%
\$100,000 to \$149,999	5	26	21	420.0%
\$150,000 or more	0	3	3	0.0%
Total Household Population	469	423	-46	-9.8%

Source: 2000 U.S. Census and 2009-2013 American Community Survey

Employment Characteristics

Occupation refers to what kind of work a person is doing. Table 2-10 shows that 36% of employed civilian population 16 years and over were doing service type work, about 27% were doing management, business, science, and arts type work and about 18% were doing sales and office work. These three occupation categories represent about 80% of jobs held by residents. The occupation categories were revised in 2013 making it difficult to compare with the 2000 U.S. Census results.

The data does not reveal where these occupations are located.

Table 2-10: Occupation: Employed Civilian Population 16 Years or Over - Village of Colfax

Occupation	2013
Management, Business, Science, and Arts	26.5%
Service	35.7%
Sales and Office	18.3%
Natural Resources, Construction, and Maintenance	4.2%
Production, Transportation, and Material Moving	15.3%

Source: 2009-2013 American Community Survey

Industry refers to the general industry category where occupations are found. Like the occupation data, this information does not let us know where these industries are located.

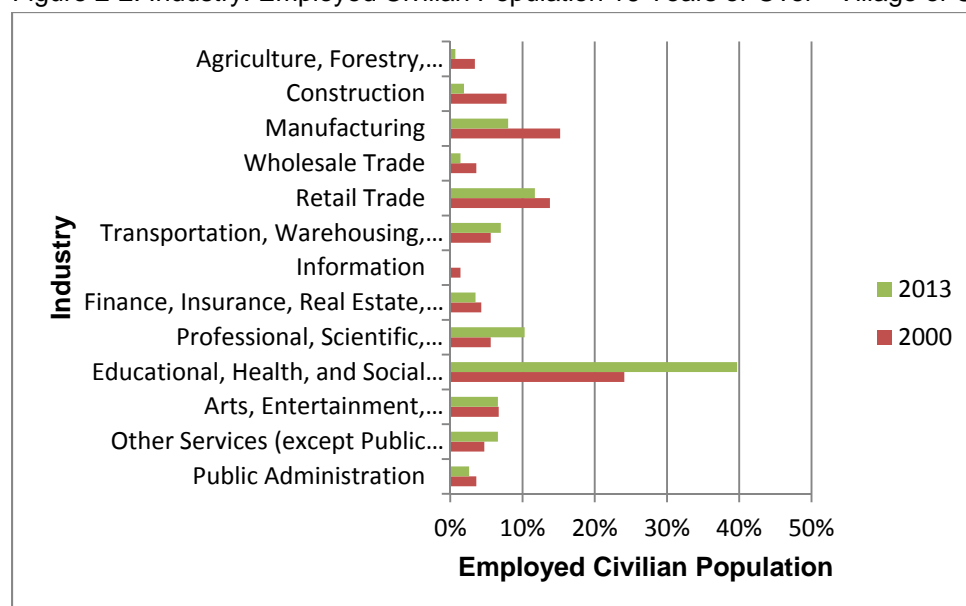
Table 2-11 and Figure 2-2 show that in 2013, 40% of the employed civilian population 16 years and over are working in the educational, health, and social services industry. Twelve percent are employed in the retail trade industry and almost 10% are employed in the professional, scientific, management, administrative and waste management categories.

Table 2-11: Industry: Employed Civilian Population 16 Years or Over - Village of Colfax

Industry	2000	2013	Percent Change
Public Administration	3.6%	2.6%	-27.8%
Other Services (except Public Administration)	4.7%	6.6%	40.4%
Arts, Entertainment, Recreation, Accommodation, and Food Services	6.7%	6.6%	-1.5%
Educational, Health, and Social Services	24.1%	39.7%	64.7%
Professional, Scientific, Management, Administrative, and Waste Management	5.6%	10.3%	83.9%
Finance, Insurance, Real Estate, and Rental Housing	4.3%	3.5%	-18.6%
Information	1.4%	0.0%	-100.0%
Transportation, Warehousing, and Utilities	5.6%	7.0%	25.0%
Retail Trade	13.8%	11.7%	-15.2%
Wholesale Trade	3.6%	1.4%	-61.1%
Manufacturing	15.2%	8.0%	-47.4%
Construction	7.8%	1.9%	-75.6%
Agriculture, Forestry, Fishing/Hunting, and Mining	3.4%	0.7%	-79.4%

Source: 2000 U.S. Census and 2009-2013 American Community Survey

Figure 2-2: Industry: Employed Civilian Population 16 Years or Over - Village of Colfax



Source: 2009-2013 American Community Survey

Employment Forecasts

Employment forecasts are not available for individual communities. The Wisconsin Department of Workforce and Development has put together industry employment projections for West Central Wisconsin. The Counties included in the region are Barron, Chippewa, Clark, Dunn, Eau Claire, Pepin, Pierce, Polk and St. Croix.

The industries with the greatest projected growth are education and health services; information, professional, and other services; and leisure and hospitality (see Table 2-12). This is positive since 30% of employed civilian population 16 years and over in Colfax is employed in the education and health services industry.

Table 2-12: Industry Employment Projections West Central Wisconsin

	Estimated Employment*		
	2008	2018	% Change
Total, All Nonfarm Industries	181,180	187,090	3.3
Construction/Mining/Natural Resources	7,460	7,840	5.1
Manufacturing	33,370	30,210	-9.5
Food Manufacturing	5,670	5,670	0.0
Fabricated Metal Product Manufacturing	5,130	4,620	-10.0
Plastics and Rubber Products Manufacturing	3,970	3,730	-6.0
Trade	29,280	29,170	-0.4
Transportation and Utilities (including US Postal)	8,290	8,690	4.9
Financial Activities	7,720	7,870	2.0
Education and Health Services (including State/Local Government)	40,560	45,510	12.2
Educational Services (including State/Local Government)	16,480	16,700	1.3
Hospitals (including State/Local Government)	8,340	9,390	12.6
Leisure and Hospitality	17,450	18,510	6.1
Information/Professional Services/Other Services	23,970	25,780	7.5
Government (excluding US Postal, State/Local Education and Hospitals)	13,080	13,490	3.2

Source: Wisconsin Dept. of Workforce Development, June 2011

Placemaking Downtown Colfax

In July 2012, the Village participated in a placemaking workshop facilitated by the Project for Public Spaces (PPS) with assistance from West Central Wisconsin Regional Planning Commission (WCWRPC). The Colfax High School's World History Class also provided input on the likes, dislikes, and things they would like to see downtown.

The placemaking concept refers to the planning, design, and management of a community's public spaces. It involves engaging community members to determine their needs and desires and then taking this information to create common goals.

Benefits of great public spaces include providing places to nurture and define community identity, improve the local economy, create better accessibility, and foster frequent and meaningful contact.

PPS has identified four key qualities that successful places have in common:

1. They are accessible and have linkages to other places
2. People use the space and are engaged in activities there
3. The space is comfortable and has a good image
4. It is a sociable

Workshop participants identified and examined four nodes in the Village. These were the Railroad Museum, Main Street and Railroad Avenue Intersection, River Street and Main Street Intersection, and Village Hall. For each node, issues and opportunities were identified and an action plan was created.

Three main themes emerged from the workshop.

1. A need for pedestrian safety
2. Improved signage and wayfinding
3. Downtown aesthetics and comfort

The full report of the placemaking workshop is included in the Appendix.

Issues and Opportunities

The demographic data, along with the results of the placemaking workshop can be used to identify important issues facing the Village of Colfax and identify opportunities to build upon the successes of community

The issues and opportunities presented below represent main themes to be addressed in the Village's Comprehensive Plan.

Potential Issues

1. Taxes and the associated costs of running and maintaining a municipality increasing
2. No vacant lots for residential development
3. Deteriorating infrastructure (roads and utilities)
4. Lack of improved vacant lots for industrial and commercial development
5. Lack of facilities and activities for kids

Potential Opportunities

1. Create healthy activities for all ages (biking, walking, parks)
2. Explore actions and incentives to promote residential, commercial, and industrial development
3. Improve aesthetics of the community including entrances
4. Explore opportunities for increasing or developing parkland and open space
5. Support existing and explore new community groups and events that help create a sense of community.

Chapter 3: Housing

Introduction

Planning for housing is important because it is typically the single largest expenditure for residents and is the largest land use in a given community. One of the biggest concerns behind the Wisconsin Comprehensive Planning Law is the issue of sprawl or low-density development, which many see as an inefficient use of our land. Sprawl not only develops land in large pieces, but can also make housing, services, and infrastructure more expensive.

The Village can directly influence the provision of decent and affordable housing through the land use regulations and development standards it adopts and the types of services it provides. The Village can also assist in maintaining residential properties by participating in state and federal housing programs.

Age Characteristics

Table 3-1 shows the year a structure (home) was constructed. Approximately 15% of structures in Colfax were built within the last 25 years. This would indicate an aging housing stock. An aging housing stock may point to a need for roof, siding, furnace, window, or other repairs. Homes built before 1980 are assumed to have used lead-based paint.

The age of the structure does not indicate its current condition. In Wisconsin, many programs are available for homeowners with disabilities or low to moderate incomes to help rehabilitate their homes.

Older homes represent less expensive opportunities for people to own their first home. At the same time, people looking for newer homes to purchase, that will not need maintenance for many years, may find limited options for housing in Colfax.

Table 3-1: Year Structure Built - Village of Colfax

Year Built	Homes	Percent
Total	460	100.0%
2010 or later	0	0.0%
2000 to 2009	28	6.1%
1990 to 1999	40	8.7%
1980 to 1989	17	3.7%
1970 to 1979	61	13.3%
1960 to 1969	58	12.6%
1950 to 1959	80	17.4%
1940 to 1949	28	6.1%
1939 or earlier	148	32.2%

Source: 2009-2013 American Community Survey

Structural Characteristics

The structural characteristics of homes will indicate the housing options available to residents. Table 3-2 shows that 67% of homes in the Village are 1 unit detached which means they are a typical single family home. By definition, a 1 unit detached is a home that all exterior walls are exposed to the outside. The Village has a variety of multi-family housing options and also a mobile home court.

Table 3-2: Housing Units in a Structure - Village of Colfax

Units	Number	Percent
Total Housing Units	460	100.0%
1 Unit, detached	308	67.0%
1 Unit, attached	6	1.3%
2 Units	30	6.5%
3 or 4 Units	34	7.4%
5 to 9 Units	29	6.3%
10 to 19 Units	6	1.3%
20 or more Units	3	0.7%
Mobile Home	44	9.6%
Boat, RV, Van, etc	0	0.0%

Source: 2009-2013 American Community Survey

Heating Fuel

The type of heating fuel used in a home can indicate potential energy expenditures and condition of structures. It may also show growing trends in how homes are heated. In 2013, 77% of homes in Colfax were heated by utility gas (*see Table 3-3*). The next highest percentage was electricity (11%). Electricity is often found in multi-family dwellings. About 3% of housing units use wood as their main heating fuel. Wood can be burned using a fireplace, indoor wood stove or furnace, or outdoor wood furnace. Many communities prohibit the use of outdoor wood furnaces.

Table 3-3: Types of House Heating Fuel - Village of Colfax

Fuel Type	Number	Percent
Utility Gas	327	77.3%
Bottled, Tank, or LP Gas	15	3.5%
Electricity	47	11.1%
Fuel Oil, Kerosene, Etc.	18	4.3%
Coal or Coke	0	0.0%
Wood	6	1.4%
Solar Energy	0	0.0%
Other Fuel	0	0.0%
No Fuel	10	2.4%
Total Occupied Housing Units	423	100.0%

Source: 2009-2013 American Community Survey

Occupancy

All housing units are classified as either owner-occupied or renter-occupied. A housing unit is considered owner-occupied if the owner or co-owner lives in the unit even if it is mortgaged or not fully paid for. All occupied units, which are not owner-occupied, whether they are rented for cash rent or occupied without payment of cash rent, are classified as renter-occupied.

Table 3-4 shows that the Village of Colfax has a high percentage of owner-occupied homes (70.3%). This indicates that residents have made the commitment to call Colfax home. The percentage dropped 1.4% between 2000 and 2010 but showed little effect of the housing market decline beginning in 2008.

Table 3-4: Occupied Housing Units - Village of Colfax

	2000	% of Total	2010	% of Total
Owner-Occupied Housing Units	335	71.7%	336	70.3%
Renter-Occupied Housing Units	132	28.3%	142	29.7%
Total	467	100.0%	478	100.0%

Source: 2000 and 2010 U.S. Census

Table 3-5 shows that the percentage of vacant housing units increased between 2000 and 2010 by 4.5%. The increase may be due to home owners moving and selling their homes, multi-family dwellings having vacancies, or people going through foreclosure.

The general rule is that the overall vacancy rate should not exceed 3 percent (1.5 percent for owner-occupied units and 4.5 percent for renter-occupied units). When the overall vacancy rate is above 3 percent overall, it may indicate undervalued housing.

Table 3-5: Total Housing Units - Village of Colfax

	2000	% of Total	2010	% of Total
Occupied Housing Units	467	95.7%	478	91.2%
Vacant Housing Units*	21	4.3%	46	8.8%
Total Housing Units	488	100.0%	524	100.0%

Source: 2000 and 2010 U.S. Census *Vacant housing includes seasonal homes, recreational, homes for sale, etc.

Housing Values

Table 3-6 shows the median owner-occupied housing value has increased by 48.7% between 2000 and 2013. The increase can be attributed to appreciation, new construction, and/or renovations/additions.

Table 3-6: Median Owner-Occupied Housing Value - Village of Colfax

2000	2013	% Change
\$67,500	\$100,400	48.7%

Source: 2009-2013 American Community Survey

Table 3-7 and Figure 3-1 show that the number of homes valued less than \$50,000 has dropped by 48.5% between 2000 and 2013 and for the first time, the Village recorded homes valued at \$150,000 or more.

The median home values are influenced by the condition of the housing stock, the amount of new residential development, and the vacancy rates.

Table 3-7: Owner-Occupied Housing Value - Village of Colfax

Value	2000	2013	Numerical Change	% Change
Less than \$50,000	68	35	-33	-48.5%
\$50,000 to \$99,999	183	101	-82	-44.8%
\$100,000 to \$149,999	36	102	66	183.3%
\$150,000 to \$199,999	0	22	22	n/a
\$200,000 to \$299,999	0	11	11	n/a
\$300,000 or more	0	0	0	n/a

Source: US Census Bureau 2000 and 2009-2013 American Community Survey

Figure 3-1: Owner-Occupied Housing Value - Village of Colfax



Source: US Census Bureau 2000 and 2007-2011 American Community Survey

Housing Affordability

The US Department of Housing and Urban Development (HUD) defines affordable housing as housing (for rent or purchase) for which the occupant is paying no more than 30% of their household income for gross housing costs.

Table 3-8 reveals that about 86% of residents owning homes in Colfax pay less than 30% of their household income for housing costs. The monthly owner costs are calculated from the

mortgage payment, real estate taxes, home owners insurance, utilities, fuels, mobile home costs, and condominium fees.

Costs associated with renting can vary significantly compared to homeownership. Renters do not have to pay property taxes directly, insurance costs are less, and utility costs may be included with the rent.

Gross rent is the amount of the contract rent plus the estimated average monthly cost of utilities (electricity, gas, water and sewer) and fuels if these are paid for by the renter or for the renter by someone else. Table 3-9 shows that approximately 51% of the households that rent are paying less than 30% of their income on housing.

In Colfax, home ownership and renter costs appear to be affordable for most.

Table 3-8: Selected Monthly Owner Costs-Percentage of Household Income - Village of Colfax

2013	Number	Percent
Less than 20%	76	47.8%
20 to 24.9%	30	18.9%
25 to 29.9%	31	19.5%
30 to 34.9%	8	5.0%
35% or more	14	8.8%
Housing units with a mortgage	159	100.0%

Source: 2009-2013 American Community Survey

Table 3-9: Gross Rent-Percentage of Household Income - Village of Colfax

2013	Number	Percent
Less than 20%	43	32.3%
20 to 24%	3	2.3%
25 to 29%	22	16.5%
30 to 34%	19	14.3%
35% or more	46	34.6%
Occupied units paying rent	133	100.0%

Source: 2009-2013 American Community Survey

Land Available for Residential Development

The housing forecasts in the Issues and Opportunities chapter predicted an additional 17 households or dwelling units in Colfax by 2040. Some of these housing needs will be met by current vacant housing but the rest will require new residential development.

Currently, there is vacant land in the Village that could be used for residential development but most of it is privately owned. In order for residential development to occur, a developer would have to purchase land or an existing land owner would have to take the initiative to create housing. Today, there are currently no vacant lots for sale in the Village available if a person would like to move to Colfax and build a home.

Housing Assistance Programs and Agencies

There are several State and Federal programs and agencies that assist first time homebuyers, disabled and elderly residents, and low to moderate income citizens meet rental/home ownership needs.

The State of Wisconsin uses low to moderate income classification charts to determine if individuals or households meet requirements for financial assistance to purchase a new home or improving an existing home. The following is a list of programs and agencies that can be used to assist homeowners and renters.

Village of Colfax CDBG Housing Revolving Loan Program

The Community Development Block Grant program provides grants to local governments for housing rehabilitation programs that primarily benefit low and moderate-income households. Funding can be used to assist homeowners and proprietors in making essential improvements to properties and can assist rental households in purchasing homes. The Village of Colfax administers its own CDBG program. The Dunn County Housing Authority administers a CDBG program on behalf of Dunn County. Additionally, a multi-county consortium has recently been formed that also has block grant money available. Colfax residents can apply through all three entities.

Community Options Program (COP)

Community Options helps people who need long term care to stay in their own homes and communities. Its purpose is to provide cost-effective alternatives to expensive care in institutions and nursing homes. Elderly people and people with serious long-term disabilities receive funds and assistance to find services they are not able to get through other programs. The Wisconsin Department of Health and Family Services administer this program through the Dunn County Department of Health and Dunn County Human Services.

Dunn County Housing Authority

The Dunn County Housing Authority provides rental assistance for low income housing for families, the elderly and disabled adults.

Habitat for Humanity

Local affiliates, including dozens in Wisconsin, are responsible for raising funds, recruiting volunteers and identifying project sites and constructing owner-occupied housing for the benefit of participating low-income families.

HOME-Homebuyer and Rehabilitation Program (HHR)

A program established to provide essential home purchase assistance and necessary home rehabilitation, and other vital improvements for dwelling units occupied by low- and moderate-income households. The source of funds is the U.S. Department of Housing and Urban Development (HUD) HOME Investment Partnerships Program (HOME), and the American dream Down payment Initiative (ADDI) program. The Wisconsin Department of Commerce, DHCD awards these funds to local units of government and local housing organizations through a biennial funding cycle.

Home Investment Partnership Program (HOME)

A variety of affordable housing activities may be supported by federal HOME awards including down payment assistance to homebuyers, rental rehabilitation, weatherization-related repairs,

accessibility improvements and rental housing development. The program is administered by the Wisconsin Division of Housing and Intergovernmental Relations (DHIR).

HUD

The U.S. Department of Housing and Urban Development provides subsidized housing through low-income public housing and the Section 8 Program. Under the Section 8 Program, rental subsidies are given to low-income households, including households renting private apartments. The Dunn County Housing Authority administers Section 8 programs in the county. HUD is also responsible for providing funds to communities through various grant programs.

Rural Development –United States Department of Agriculture

Provides housing opportunities for individuals living in predominantly rural areas (population <10,000). The Rural Development Program provides support for rental housing, mortgage loans for homebuyers, and support for cooperative housing development.

Wisconsin Housing and Economic Development Authority (WHEDA)

The Wisconsin Housing and Economic Development Authority serves Wisconsin residents and communities by working with others to provide creative financing resources and information to stimulate and preserve affordable housing, small business, and agribusiness. This agency finances housing development through the sale of bonds. WHEDA provides mortgage financing to first-time homebuyers, and financing for multi-family housing.

Wisconsin Community Action Program (WISCAP)

WISCAP and its member agencies are dedicated to advancing safe and affordable housing, through development of resources, training and opportunities. The organization serves as an advocate for policy and program development, and provides technical assistance expertise on housing issues. Dunn County is served by West CAP out of Glenwood City.

West CAP is non-profit corporation that works in partnership with local communities to plan and develop good quality, affordable housing for low and moderate-income families and individuals. Their HomeWorks program constructs and manages new housing, and provides a variety of renovation, weatherization, and energy efficiency services for existing homes and apartments.

Wisconsin Home Energy Assistance Program (WHEAP)

The Energy Services Bureau oversees Wisconsin's Low Income Home Energy Assistance Program. This includes the federally funded Low Income Home Energy Assistance Program (LIHEAP) and other related programs. Households with incomes at or below the federal poverty level may be eligible for assistance. Many households with income from farms, offices, factories and other work places receive LIHEAP assistance.

Wisconsin Rural Development, Rural Housing Service

The mission of the Rural Housing Service is to enhance the quality of life of rural people through the creation of safe, affordable, housing where people can live, work and prosper as part of a community. The Wisconsin Rural Housing Service offers housing preservation grants, loans and grants for farm labor housing, loans and grants for home improvement and repairs, loans for financing housing site development, loans for home purchase or construction, loans on apartment buildings and self-help technical assistance grants.

Goals, Objectives, and Recommendations

Goal 1: Support and encourage residential development in the Village.

Objectives

1. Attract new residents to the Village.
2. Grow the tax base.

Recommendations

1. Continue to use Mixed-Use TIF Districts to provide incentives for residential development.
2. Purchase land within the existing Mixed-Use TIF District in order to have more control over the types of housing, site design, and promotion of residential development.
3. Meet with residential developers to discuss Village housing needs and goals and explore potential partnerships and/or incentives to encourage residential development.
4. Continue to improve Village aesthetics and amenities to attract people who are moving to the area.
5. Review and revise, as needed, land use regulations that address new housing concepts as they develop.
6. Support residential development that maintains a higher owner-occupied housing to renter-occupied housing ratio.

Goal 2: Support housing development that meets a variety of people's needs.

Objectives

1. Encourage housing options that provide opportunities for residents of all income levels, age groups, and with special needs.
2. Keep existing residents in Colfax and attract new residents.

Recommendations

1. Encourage residential developers to incorporate a variety of housing options in new subdivisions.
2. Encourage the use of local, state, and federal housing programs that assist with home maintenance and home ownership.
3. Support residential development that maintains a higher owner-occupied housing to renter-occupied housing ratio.
4. Explore the feasibility of the acquisition or abatement of distressed properties.

Goal 3: Preserve and enhance the quality of existing residential neighborhoods.

Objectives

1. Maintain or increase housing values.
2. Preserve neighborhood characteristics.

Recommendations

1. Continue to use the Community Development Block Grant program to primarily benefit low and moderate-income households in making essential improvements to properties and assist rental households in purchasing homes.
2. Encourage in-fill residential development to match the characteristics of the neighborhood.

3. Consider the creation of regulations that preserve neighborhoods and the quality of residential areas.

Goal 4: Review site plans for residential development to ensure quality neighborhoods.

Objectives

1. Support residential development that enhances the Village's aesthetics.

Recommendations

1. Site residential development in areas where potential and use conflicts are avoided.
2. Connect residential development to commercial areas, schools, and parks by requiring safe sidewalks and/or trails to these areas.
3. Consider the creation of regulations that preserve neighborhoods and the quality of residential areas.
4. Encourage residential site design that considers the long term costs of street and utility maintenance.

Chapter 4: Transportation

Introduction

A good transportation system is one that is designed for the efficient movement of people and goods in a safe manner by the use of a variety of modes such as highways, streets, trails, and sidewalks.

Transportation systems can influence the growth of a community. High traffic areas, such as highways, provide good locations for industry and businesses. Trail systems provide recreation opportunities for people throughout the area and add to the livability and desirability of a community. Sidewalks provide residents access to parks, friends, and businesses.

The Transportation chapter will inventory and evaluate local modes of transportation and identify future transportation needs in the Village of Colfax.

Functional Road Classification and Jurisdiction

Classifying roads by function is the process by which highways and streets are grouped into classes according to the type of service they are intended to provide, ranging from a high degree of travel mobility (Interstates) to access to property (local roads).

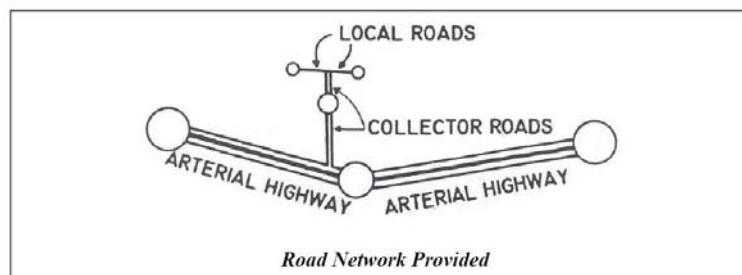
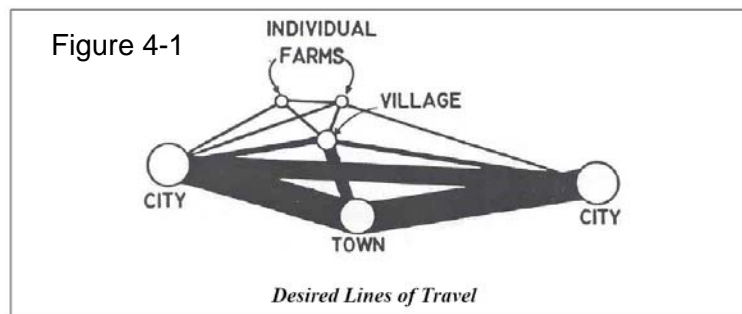
The Wisconsin Department of Transportation uses population figures, land uses, spacing between classified roads, and average daily traffic counts to determine the functional classification.

Figure 4-1 shows the lines of travel most used and the corresponding classification.

Classifications are updated every 10 years after census information becomes available.

Classifications help determine eligibility for federal aid and are divided into urban and rural categories.

The Village of Colfax falls under the rural functional classification system.



Source: Wisconsin Dept. of Transportation

Functional Road Classification System (Rural <5000 Population)

Rural Principal Arterials: Principal arterials serve corridor movements having trip length and travel density characteristics of an interstate or interregional nature. These routes generally serve urbanized (populations 50,000 and over) and urban (populations 5,000 to 49,999) areas.

Rural Minor Arterials: Minor arterials, in conjunction with principal arterials, serve moderate to large-sized places (cities, villages, towns, and clusters of communities), and other traffic generators providing intra-regional and inter-area traffic movements. These routes generally serve places with populations of 1,000 and over.

Rural Major Collectors: Major collectors provide service to smaller-to-moderate sized places and other intra-area traffic generators, and link those generators to nearby larger population centers (cities, villages, and towns) or higher function routes. These routes generally serve places with populations of 100 and over.

Rural Minor Collectors: Minor collectors provide service to all remaining smaller places, link the locally important traffic generators with their rural hinterland, and are spaced consistent with population density to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. These routes generally serve places with populations of 50 and over.

Rural Local Roads: Local roads provide access to adjacent land and provide for travel over relatively short distances on an inter-township or intra-township basis. All rural roads not classified as arterials or collectors will be local function roads.

Map 4-1 shows that within the Village of Colfax, S.T.H. 40 is classified as a Minor Arterial and S.T.H. 170, C.T.H. M, and C.T.H. N are Major Collectors. The remaining streets are classified as Local Roads.

Jurisdiction refers to which governmental unit is responsible for the maintenance and improvements to a roadway. The State of Wisconsin has jurisdiction over S.T.H. 40 and S.T.H. 170, Dunn County has jurisdiction over C.T.H. M and C.T.H. N, and the Village of Colfax has jurisdiction over the remaining local roads.

The classification and jurisdiction of roads should be considered when planning road improvements or new roads.

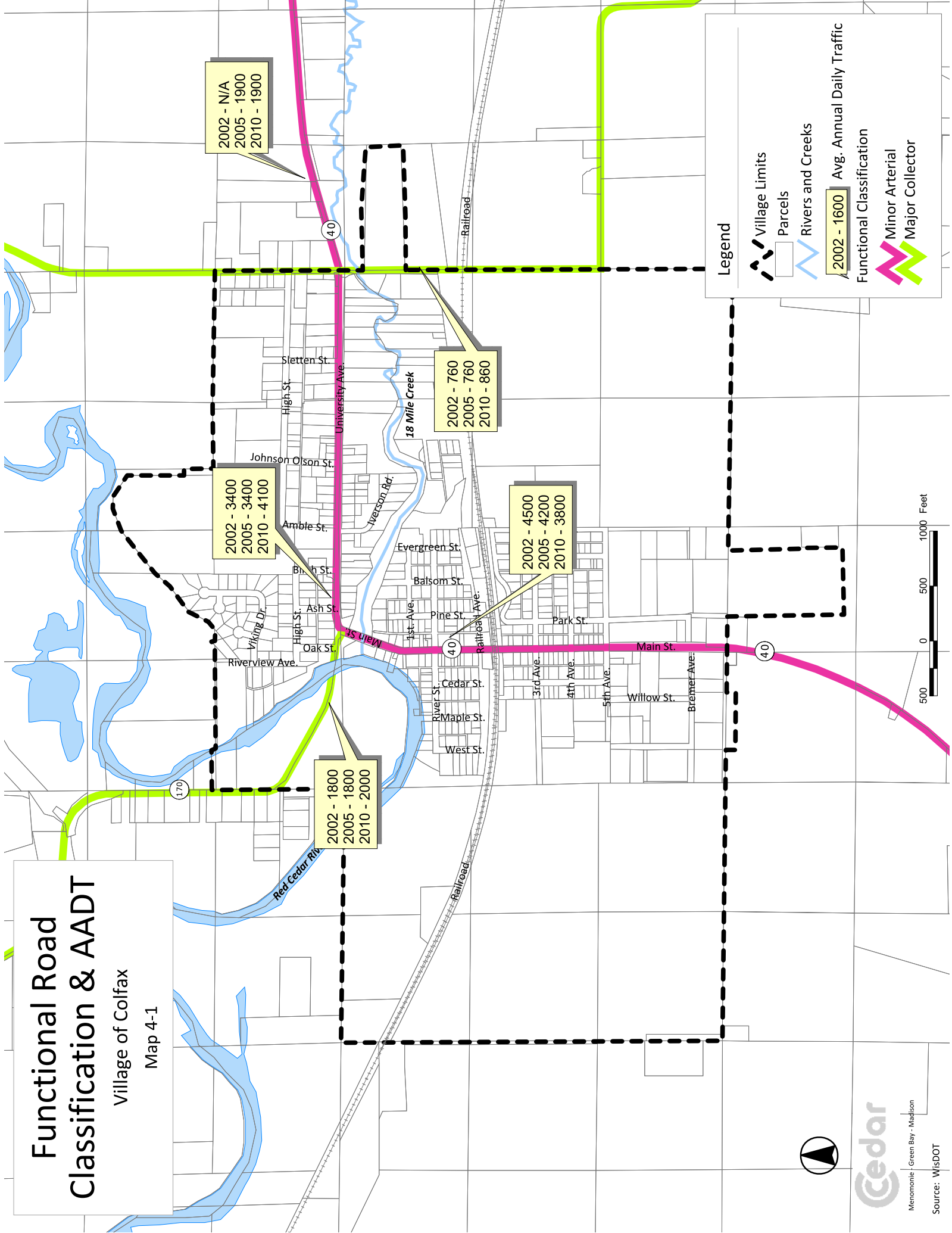
Traffic Counts

Map 4-1 also shows traffic count locations in and around Colfax where annual average daily traffic (AADT) counts were taken in 2002, 2005, and 2010. Historically, these traffic counts are taken in the same general location for consistency. The counts are typically taken in the spring or summer and avoid periods of construction or holidays, which may skew the counts. In general, most AADT counts increased between 2002 and 2010 except on S.T.H. 40 in the downtown. This decrease may be due to travelers taking alternative routes to travel within or through Colfax.

Functional Road Classification & AADT

Village of Colfax

Map 4-1



Menomonee - Green Bay - Madison

Source: WisDOT

Commuter Patterns

The good regional transportation network and geographic proximity to larger communities in the Chippewa Valley are major factors in commuting habits of working residents 16 years and older in the Village of Colfax.

Table 4-1 shows driving is the most common mode of transportation for residents who commute to work. In 2013, almost 77% of residents drove alone to work.

Table 4-1: Commuting to Work 16 Years and Older Village of Colfax

	2013	Percent
Total	402	100.0%
Car, truck, or van - drove alone	309	76.9%
Car, truck, or van - carpooled	28	7.0%
Walked	36	9.0%
Public Transportation	0	0.0%
Worked at home	22	5.5%

Source: 2009-2013 American Community Survey

Table 4-2 shows the place of work for residents 16 years and over. About 43% indicated that they worked in the Village of Colfax. Although this shows that there are employment opportunities in the Village, it also shows that over 57% of the working population is employed outside of the Village. This and the lack of transportation alternatives may influence the percentage of working residents driving alone to commute to work.

Table 4-2: Place of Work 16 Years and Over - State, County, and Place Level - Village of Colfax

	2013	Percent
Worked in state of residence:	396	98.9%
Worked in county of residence	245	60.9%
Worked outside county of residence	151	37.6%
Worked in place of residence	173	43.0%
Worked outside state of residence	6	1.5%

Source: 2009-2013 American Community Survey

Future Road Corridors

As the Village grows, new streets will have to be constructed. Future road corridor planning will help ensure smooth traffic flow within and through the Village of Colfax. Map 4-2 shows generalized future road corridors that will provide east-west and north-south transportation corridors. These corridors should be incorporated into future development plans whether by the Village or private developers.

The future road corridors might not be constructed exactly as presented on Map 4-2 but efforts should be made to make sure these corridors are created when an area is developed and that platted subdivisions of land provide right-of-way so that roads may be extended in the future.

These factors will be considered when planning future road corridors:

- Connect or extend existing dead ends and stub roads where possible.
- Require multiple access points for larger developments where a need is identified.
- Increase/improve east-west, north-south corridors.
- Follow natural features and topography of the land to reduce construction costs..

Air Transportation

The nearest major commercial air service for Colfax residents is the Minneapolis-St. Paul International Airport. The airport consists of the Humphrey and Lindberg Terminals. These airports provide regional, national, and international flights and will continue to be the main provider of passenger and commercial service in the area.

Closer to Colfax, the Chippewa Valley Regional Airport in Eau Claire provides a connection to the Chicago O'Hare Airport via United Express. Menomonie's Municipal Airport (Score Field) provides an airport facility for personal and corporate aircraft. The Village of Boyceville owns and operates the Boyceville Municipal Airport. The Village leases lots to people who then build hangars. Currently, there are 18 hangars at the airport.

Access to airports can be a factor when recruiting new industry.

Pedestrian and Bicycle Infrastructure

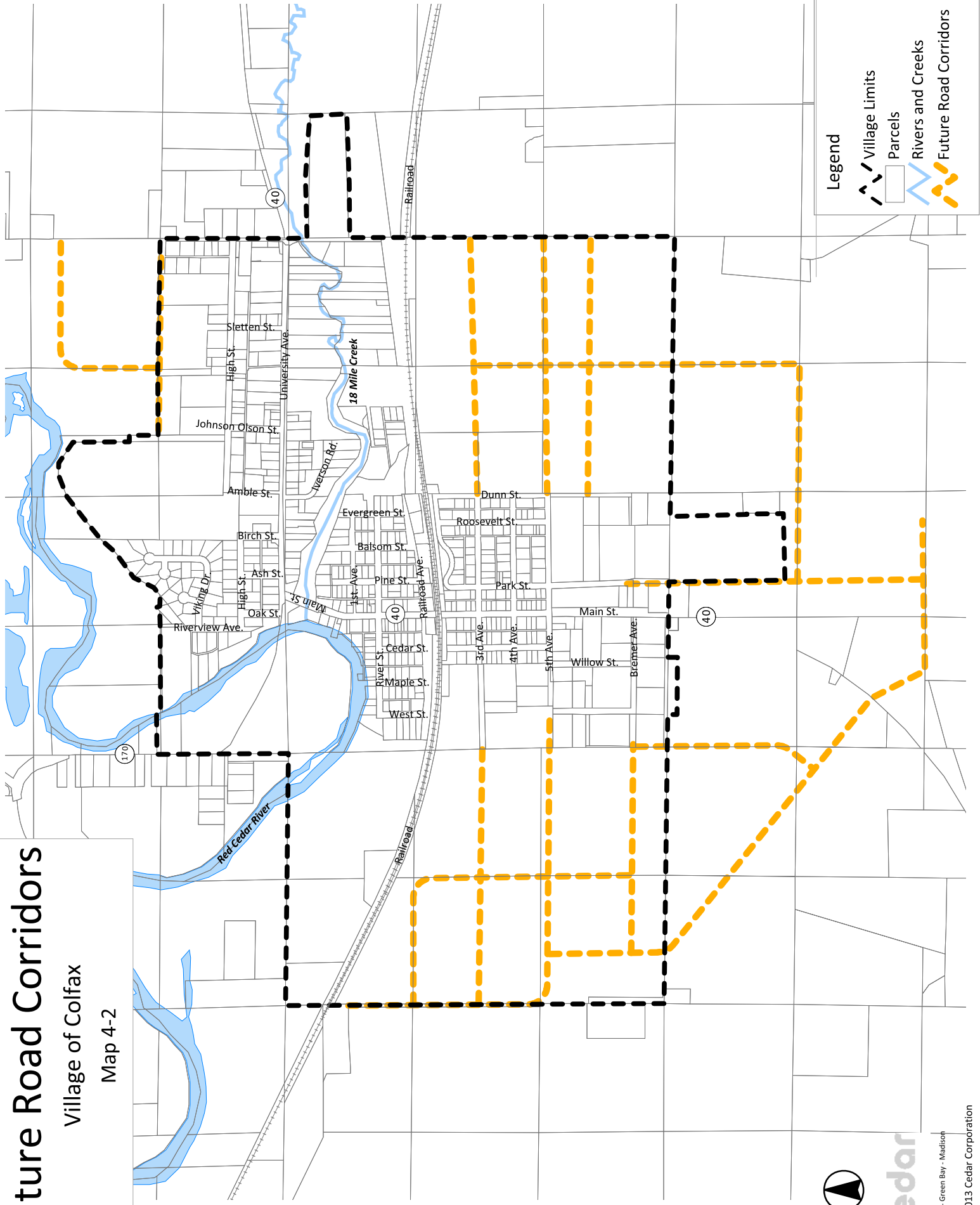
Sidewalks and multi-use trails provide a safe place for pedestrians and bicyclist to walk and bike and an alternative to driving to destinations in the community. Map 4-3 shows the location of existing sidewalks and trails in Colfax. The sidewalks serve most residents and provide access to downtown businesses, parks, and schools. There are no official multi-use trails in the Village at this time.

Figure 4-2 shows the location of a primary bicycle loop that potentially goes through the Village of Colfax. The loop is one of ten shown on the *Let's Ride in Dunn County* brochure produced by the Greater Menomonie Area Chamber of Commerce. The brochure was created to promote bicycle tourism in the area. The routes are not marked.

Future Road Corridors

Village of Colfax

Map 4-2



Menomonie - Green Bay - Madison

Source: 2013 Cedar Corporation

Legend

- Village Limits
- Parcels
- Rivers and Creeks
- Future Road Corridors

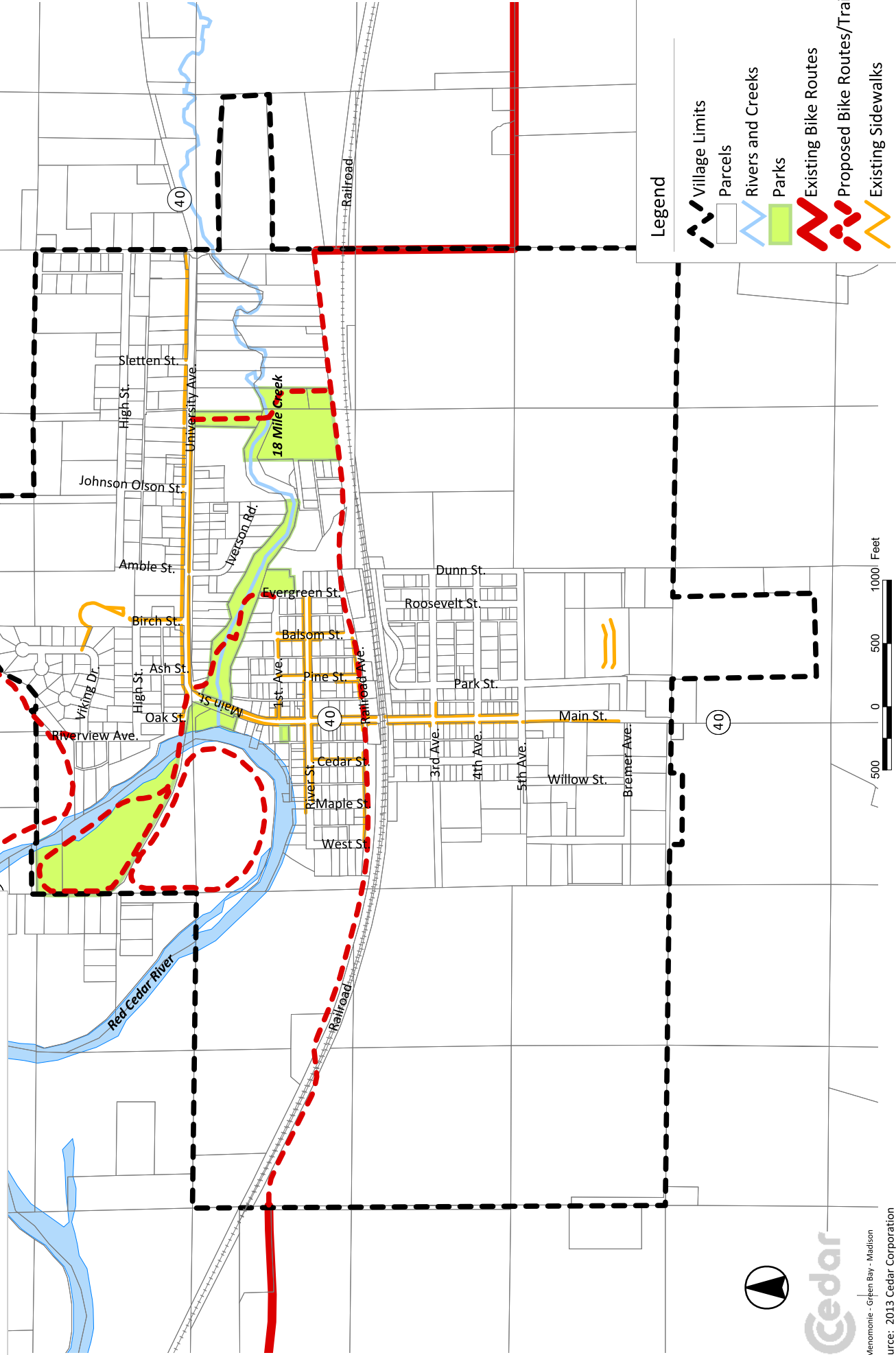
Sidewalks, Bicycle Routes and Multi-Use Trails

Village of Colfax

Map 4-3

Note: Some proposed multi-use trails are shown on private property in and outside the Village. These represent preferred locations that allow users to enjoy the natural resources of the community.

Some of these trails cannot be built without the cooperation of property owners though the purchase of land or obtaining an easement.

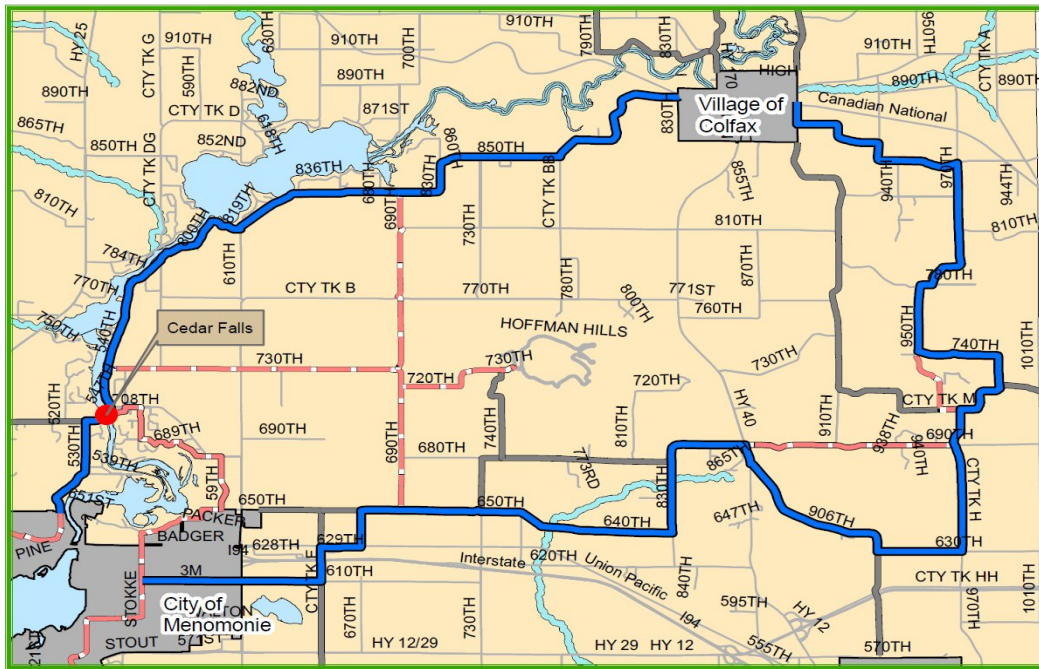


Cedar

Menomonie - Green Bay - Madison

Source: 2013 Cedar Corporation

Figure 4-2: Primary Bike Loops



Source: Greater Menomonie Area Chamber of Commerce

Future Sidewalks and Multi-Use Trails

Sidewalks and multi-use trails provide an alternative to using one's vehicle. Many people feel these types of infrastructure are an indicator of a desirable quality of life a community offers. The benefits of sidewalks and multi-use trails include:

Economic

- Biking and walking can reduce traffic, parking needs, and energy consumption
- Biking and walking reduces health care costs

Social

- Walking helps students and adults decompress after a long day
- Walking creates community interaction and connectedness.
- The elderly are more likely to walk to nearby services and socialize in their community. It also offers them more independence.

Safety

- Pedestrians separated from motorized traffic
- Appropriate signage and markings make motorists aware of possible pedestrian or bicyclist traffic

Health

- Biking and walking are easy ways to get short sessions of exercise.
- Active children tend to remain active.
- Biking and walking helps fight obesity.

Map 4-3 also shows proposed multi-use trails in the Village. The proposed multi-use trails provide access to natural areas and create looped routes for walking or biking. It should be noted that the map depicts a “perfect situation” but that some of the trails shown are on private property in and outside of the Village. Land would have to be purchased or easements would have to be obtained in order for this trail system to become realized.

Any new development should be evaluated for sidewalks and trails to ensure the development of a community that has well-connected bicycle and pedestrian infrastructure.

Future sidewalk and multi-purpose trail improvements should consider these factors:

- Providing safe passage to parks, schools, public buildings, residential areas and the downtown.
- Locate sidewalks along roads with high traffic volumes such as arterials and collectors.
- Build sidewalks that provide connectivity to other sidewalks.
- Provide adequate road width and shoulder space for safe sharing of road space with bicycles and vehicles on arterial and collector roads.
- Establish trails that link park and conservancy areas and provide parking for non-resident use.
- Provide safe crosswalks and appropriate signage.
- Utilize traffic calming techniques to reduce vehicle speeds and improve pedestrian and bicyclist safety.

Traffic Calming Techniques

Traffic calming techniques are designed to reduce the negative effects between motor vehicles and pedestrians/bicyclists. The techniques listed below are from the Federal Highway Administration and the Pedestrian and Bicycle Information Center and represent the techniques most commonly used by communities.

Curb Extensions: Also known as bulb-outs or bump-outs, curb extensions extend the sidewalk or curb line out into the parking lane, which reduces the effective street width. Curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, visually and physically narrowing the roadway, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street.





Crossing Islands: Also known as center islands, refuge islands, or pedestrian islands. These are raised islands placed in the center of the street at intersections to help protect crossing pedestrians from motor vehicles. Center crossing islands allow pedestrians to deal with only one direction of traffic at a time, and they enable them to stop partway across the street and wait for an adequate gap in traffic before crossing the second half of the street.

Speed Humps/Speed Tables/Raised Pedestrian Crossings: Speed humps are paved and usually 3 to 4 inches high at their center and extend the full width of the street with height tapering near the drain gutter to allow unimpeded bicycle travel. They are designed to reduce vehicle speed. Speed tables are flat-topped speed humps. Raised pedestrian crossings are similar to speed tables but are used for the entire intersection and enhance the pedestrian environment.



Landscaping: The careful use of landscaping along a street can provide separation between motorists and pedestrians, reduce the visual width of the roadway (which can help to reduce vehicle speeds), and provide a more pleasant street environment for all. This can include a variety of trees, bushes, and/or flowerpots, which can be planted in the buffer area between the sidewalk or walkway and the street.



Bike Lanes: Bike lanes are portions of roadway that have been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes make bicyclists more visible to motorists.

Transportation Facilities for the Disabled and Area Transit

As the population in the U.S grows older, there is a projected need for increased transportation options to meet their needs and the needs of disabled citizens. Colfax residents have two options for specialized transportation services. The first is called *Demand Response Service* provided by the Dunn County Transit Commission (DCTC). Services include lift equipped vehicles available to transport elderly/disabled clients in Dunn County.

Currently, the DCTC provides a diversified transit system with regular routes in Menomonie and to Eau Claire. The DCTC is evaluating the need for other routes to municipalities in Dunn County.

Volunteer Driver Service provides individual transportation service by drivers using their own vehicles. Riders must be able to get in and out of a car without assistance. Priority trips include those to medical facilities and for nutrition purposes.

Railroads

There are a number of freight railroads operating in the region. A rail line maintained by Canadian National (CN) bisects the Village. Given the importance of good access to rail, the Village should work with other jurisdictions and users to foster the continued use of the rail line. If CN decides to close this rail line through Colfax, it may be possible to work to establish a multi-use recreational trail along this route.

The closest Amtrak stations are located in the Twin Cities and Red Wing with passenger service between Seattle and Chicago and points beyond.

Water Transportation Facilities

There are no non-recreational water transportation facilities in the Village of Colfax. The largest commercial ports are located in St. Paul, Minnesota and La Crosse, Wisconsin.

Neighborhood Electric Vehicles

Neighborhood Electric Vehicles or NEVs are vehicles that are capable of traveling at speeds of around 25 mph and have an approximately 40-mile driving range between charges. They come with safety features like headlights, turn signals and seat belts. An NEV can be operated on roads where the posted speed limit is 35mph or less. As energy costs rise, more area governments are creating ordinances to allow and regulate the use of NEVs on roads. NEVs can be used for personal transportation and as a utility vehicle.

If there is an interest in the use of NEVs in the Colfax, the Village would have to enact an ordinance allowing neighborhood electric vehicles on public streets and alleys. Typically, users must have a valid driver's license and the vehicle must be licensed by the state.



Road Maintenance Planning

With infrastructure comes maintenance. A sound transportation plan should include planning for upcoming repairs and related expenses. Two ways of doing this are by using the Pavement Surface Evaluation and Rating Program (PASER) and creating a Capital Improvements Plan (CIP).

Pavement ratings can be used for planning maintenance and budgets for local roadways. Since 2001, municipalities and counties have been required to assess the physical pavement condition of their local roads using the PASER program. PASER allows for better allocation of resources, a better understanding of pavement conditions, and allows for long term planning. The Village will update the PASER ratings of local roads this year (2013).

The Village maintains a Five-Year Capital Improvements Plan that lists potential projects as well as their estimated costs and the year it will be completed. Road maintenance is included in a CIP. This list is continually updated.

The Wisconsin Department of Transportation (WDOT) maintains a 6-Year Highway Improvement Plan. The Village should coordinate local improvements with highway projects.

Potential Funding Sources

Costs for transportation, whether road maintenance, sidewalks, or trails, can be expensive or cost prohibitive. Local multi-modal transportation projects can be funded through different sources. Some sources can be used to reduce costs. The most common sources that are or could be used are:

- State Shared Revenue (road funding)
- Local General Funds (road funding)
- Community Development Block Grants (road funding)
- DNR Stewardship Grants (trail funding)
- Local Road Improvement Program LRIP (road funding)
- DOT Transportation Economic Assistance (road, rail, harbor, airport funding)
- Enhancement Grants (bicycle and pedestrian infrastructure funding)
- Private Foundations (trail funding)
- Corporate Foundations (trail funding)
- Local Volunteer Groups (trail development)
- Local Organizations (Boy/Girl Scouts, Lions Club) (trail development)

State and Regional Plans

The Wisconsin Department of Transportation has several state and regional transportation plans that were reviewed to ensure consistency. Overall goals in these plans are consistent with the Village's overall transportation goals. The plans reviewed relate to the freeway system, rail, state highways, airport, bicycle, and pedestrian transportation.

The Wisconsin Department of Transportation has updated its long-range plan titled *Connections 2030 Long Range Multi-modal Transportation Plan* in 2009.

The plan identifies trends and challenges that will pose difficulties as the department plans for Wisconsin's future transportation needs. Wisconsin's growing and aging population, rising costs, and increasing traffic congestion support the need for transportation alternatives such as transit. Land use and commuting patterns, as well as substantial projected increases in freight truck traffic, also need to be considered. Statewide, the trends and challenges listed below will affect the Village of Colfax.

Trends

- Wisconsin's population is growing and aging
- Wisconsin's travel patterns are influenced by fuel cost, land use, mode choice and other factors
- Wisconsin's economy will continue growing through 2030
- Energy, environmental, and transportation policies are increasingly in the spotlight

Challenges

- Transportation infrastructure is aging
- Transportation system will experience increased use
- Transportation system needs continue to exceed available resources
- Lack of coordination and cooperation leads to system inefficiencies
- Driver behavior continues to be a safety concern

Goals, Objectives, and Recommendations

Goal 1: Support a variety of safe transportation options for residents.

Objectives

1. Create transportation options that are safe for existing residents and will be attractive to new residents.
2. Encourage walking and bicycling in the Village.

Recommendations

1. Create, maintain, and implement a conceptual future sidewalks and trails map.
2. Review the Dunn County Comprehensive Bicycle and Pedestrian Pathways Plan and the *Let's Ride in Dunn County* brochure when planning and developing future sidewalks and multi-use trails in the Village.
3. Inventory bicycle parking facilities and identify areas that would benefit by having bicycle racks.
4. Work with the WisDOT to identify locations for safe crosswalks on STH 40.
5. Incorporate the use of traffic calming techniques to create safe bicycling and walking infrastructure.
6. Consider working with the Colfax School District to create a Safe Routes to School Plan.
7. Work with the Dunn County Transit Commission to analyze the need for bus transportation and identify potential bus stop locations.

Goal 2: Explore ways to maintain and expand the Village's transportation infrastructure while looking at ways to reduce the costs to residents.

Objectives

1. Create a sustainable multi-modal transportation network.

Recommendations:

1. Continue to use the Capital Improvements Plan to plan and prioritize future road, sidewalk, and trail projects.
2. Explore WisDOT / WisDNR grants to help offset acquisition, maintenance, or construction costs of transportation infrastructure.
3. Coordinate road, sidewalk, and trail improvements with State and County Highway projects when possible.
4. Apply for WisDNR Stewardship grants when considering multi-use trail development or land acquisition for multi-use trails.
5. Plan and develop east-west and north-south transportation corridors as the Village grows to ensure proper traffic flow.
6. Coordinate new infrastructure improvements with industrial job growth to offset costs.
7. Review Village ordinances as they pertain to street, sidewalk, and trail requirements and revise if necessary.

Goal 3: Promote the use of the railroad infrastructure.

Objectives

1. Promote economic development.
2. Develop a multi-use trail system.

Recommendations

1. Preserve lands adjacent to the railroad corridor for industrial development.
2. Consider the development of a railroad spur.
3. If the railroad corridor is ever abandoned, explore, with Dunn County and other entities, the feasibility of acquiring the land and developing a multi-use trail.

Chapter 5: Agricultural, Cultural and Natural Resources

Introduction

A community's identity is often shaped by its developed and undeveloped physical landscape. This chapter will identify the agricultural, cultural, and natural resources in and around the Village of Colfax. By identifying these resources, development can be guided to the most appropriate areas, thus protecting the Village's natural areas while providing opportunities for responsible growth

Agricultural Resources

The Village of Colfax has productive agricultural land located within its boundary. Most of it is located in the south east and south west portions of the Village. Map 5-1 identifies soils that are considered prime or of statewide importance.

Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, fiber and other agricultural crops with minimum inputs of fuel, fertilizer, pesticides, and labor.

Most villages and cities view agricultural land as a "land bank" that provides areas that can be easily developed when the demand for growth and development increases.

Cultural Resources

Cultural resources are defined as historic buildings/structures and historic/ancient archeological sites. The preservation and promotion of cultural resources can have a positive impact by promoting the Village's history, attracting visitors, and creating a community identity.

Wisconsin Architecture and History Inventory

The Wisconsin Historical Society (WHS) maintains an Architecture and History Inventory (AHI) which began as a state-wide project in the mid-1970s. It was created to collect information on historic buildings, sites, and structures. Beginning in 1980, more intensive surveys were conducted by professional historic preservation consultants and funded through subgrants. A search of the AHI database shows that there are three properties in the Village of Colfax (see *Table 5-1*). The properties and their AHI reference number are listed below.

Table 5-1: Architecture and History Inventory

AHI #	Community	Location	Resources Type
28494	V. of Colfax	RAILROAD AVE	Astylistic Utilitarian Building Depot
45147	V. of Colfax	BETWEEN MAPLE AND PINE STS	Astylistic Utilitarian Building Mill
16820	V. of Colfax	613 MAIN ST	Other Vernacular Colfax Municipal Building







Source: Wisconsin Historical Society. Some of these structures may no longer exist.

Prime Farmland

Village of Colfax

Map 5-1

Legend

-  Village Limits
-  Parcels
-  Rivers and Creeks
-  Prime Farmland
-  Farmland of Statewide Importance
-  Not Prime Farmland

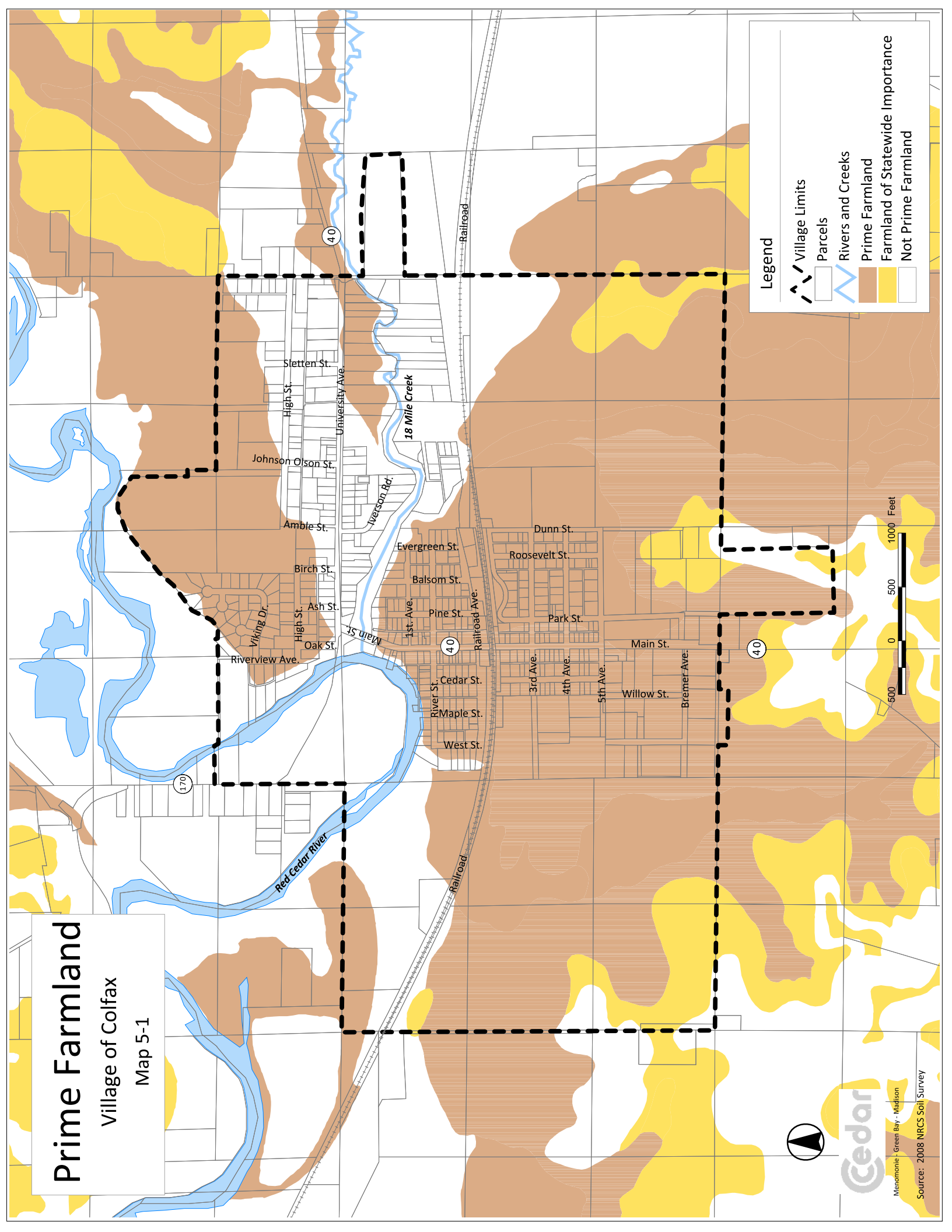
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Cedar

Menominee - Green Bay - Neilsen

Source: 2008 NRCS Soil Survey



The Colfax Municipal Building was listed on the State's Historic Register on October 17, 2003 and on the National Historic Register on January 28, 2004. Recently improvements to the municipal building included new windows, a roof, and new heating system.

Being on the AHI registry conveys no special restrictions on the property or special status. The information can be used to educate residents and local leaders of the significance and history of structures in the Village.

The inventory has not been updated to show structures that have been demolished, moved, renovated, or given new addresses over time. At the same time, other properties could be identified for inclusion. The AHI registry provides more detailed information about the importance of each resource. The Village may use this information as a starting point for any local research or the creation of a local historical society. Currently, there are individuals in the community that collect and display historical artifacts, photos, and information but not as an official Village commission or committee.

The Colfax Municipal Building Restoration Group (CMBRG) has been active since 1998. The Group meets once a month. The goal of the group is the restoration of the Village's Municipal Building which was completed in 1916.



The Group conducts a number of fundraising events such as a lasagna dinner, Holiday concert, bake and brat sales, and raffle. Grants are also applied for.

Recent improvements funded by the MBRG include the restoration of the main hallway of the building and replacement of the front steps. The most expensive project funded by the Group was the replacement of the entire electrical system in the building. A federal grant helped pay for new windows and other projects that improved the energy efficiency of the building.

The MBRG maintains a list of potential projects and continues to fundraise to help pay for these projects.

Archeological Sites

The Wisconsin Historical Society (WHS) also maintains a database of known archaeological sites. A search of the WHS database shows that the Evergreen Cemetery is the only known archaeological site in the Village.

There are current laws and statutes in place that protect these sites. Federally funded projects need to ensure that projects, such as highways, do not adversely affect archeological sites (Section 106). In Wisconsin, state projects (Sec.44.40), political

subdivisions (Sec.44.43), burial sites (Sec.157.70), rock art sites (Sec.943.01), public lands (Archaeological Resource Protection Act of 1979), and state lands (Sec.44.47) are all protected.

Natural Resources

Natural resources, such as water, wetlands, and forested lands are important to the identity of any community. Though the original landscape has been altered over time, identifying ways to preserve what remains will help protect the qualities of the physical environment that resident's value.

Steep Slopes

The definition for steep slopes comes from the United States Department of Agriculture Soil Conservation Service and is described as land having a slope of 12% or greater. Most communities limit development on slopes greater than 20%.

Steep slopes are susceptible to erosion and require special management to prevent erosion from occurring. Erosion can lead to impairment of waterways and damage to wildlife habitat. Map 5-2 shows areas in and around the Village where steep slopes are present. There are some small areas of steep slopes in the Village which are along the banks of the Red Cedar River. Other areas are mainly outside of the Village boundary. Maintaining the existing natural cover on steep slopes can provide the necessary management to limit erosion.

Floodplains

Floodplains are areas, which have been, or may become inundated with water during a regional flood (see *Map 5-3*).

A regional flood is often referred to as a 100-year flood or having a 1% chance of occurring in any given year. Because of dangers posed during a flood event, most structural development within a floodway is not allowed. Development within the floodfringe may be accepted, provided adequate floodproofing measures are taken.

The Flood Insurance Rate Maps (FIRM) developed by the Federal Emergency Management Agency (FEMA) are used to assess if a property is located in a floodplain.

Map 5-3 shows that the floodplains in the Village of Colfax are located along the Red Cedar River and 18-Mile Creek. The Village has a Floodplain Zoning ordinance that regulates development within a floodplain.

Wetland Indicator Soils

Map 5-4 shows the location of wetland indicator soils in and around the Village of Colfax. Wetlands act as natural filters, removing sediments and contaminants from water. Wetlands regulate water levels by containing water during periods of excessive rain or snowmelt.

Slopes 20% <

Village of Colfax

Map 5-2

Legend

Village Limits

Parcels

Rivers and Creeks

Slopes 20% or Greater

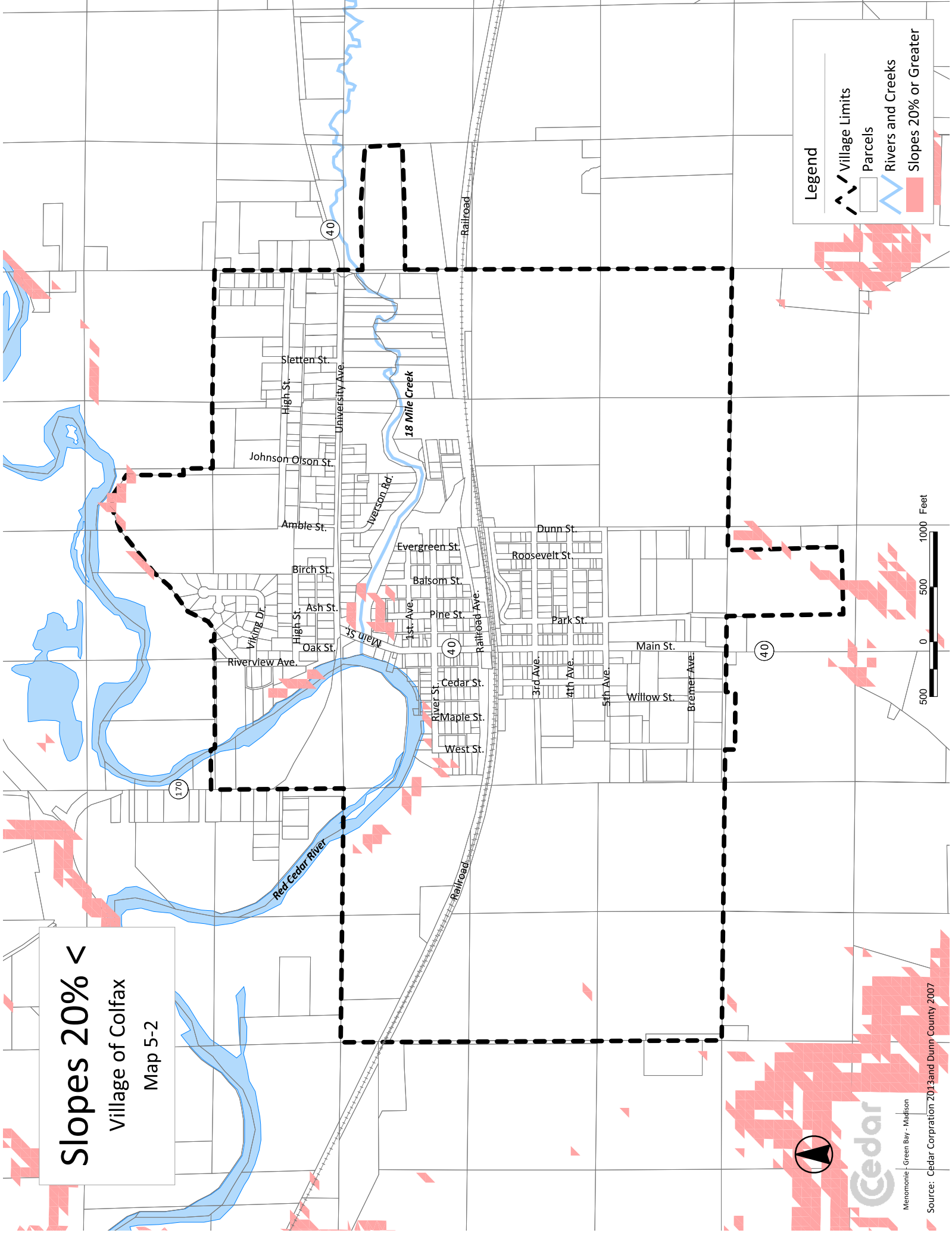
0 500 1000 Feet

Source: Cedar Corporation 2013 and Dunn County 2007



Cedar

Menomonie - Green Bay - Madison



Floodplains

Village of Colfax

Map 5-3

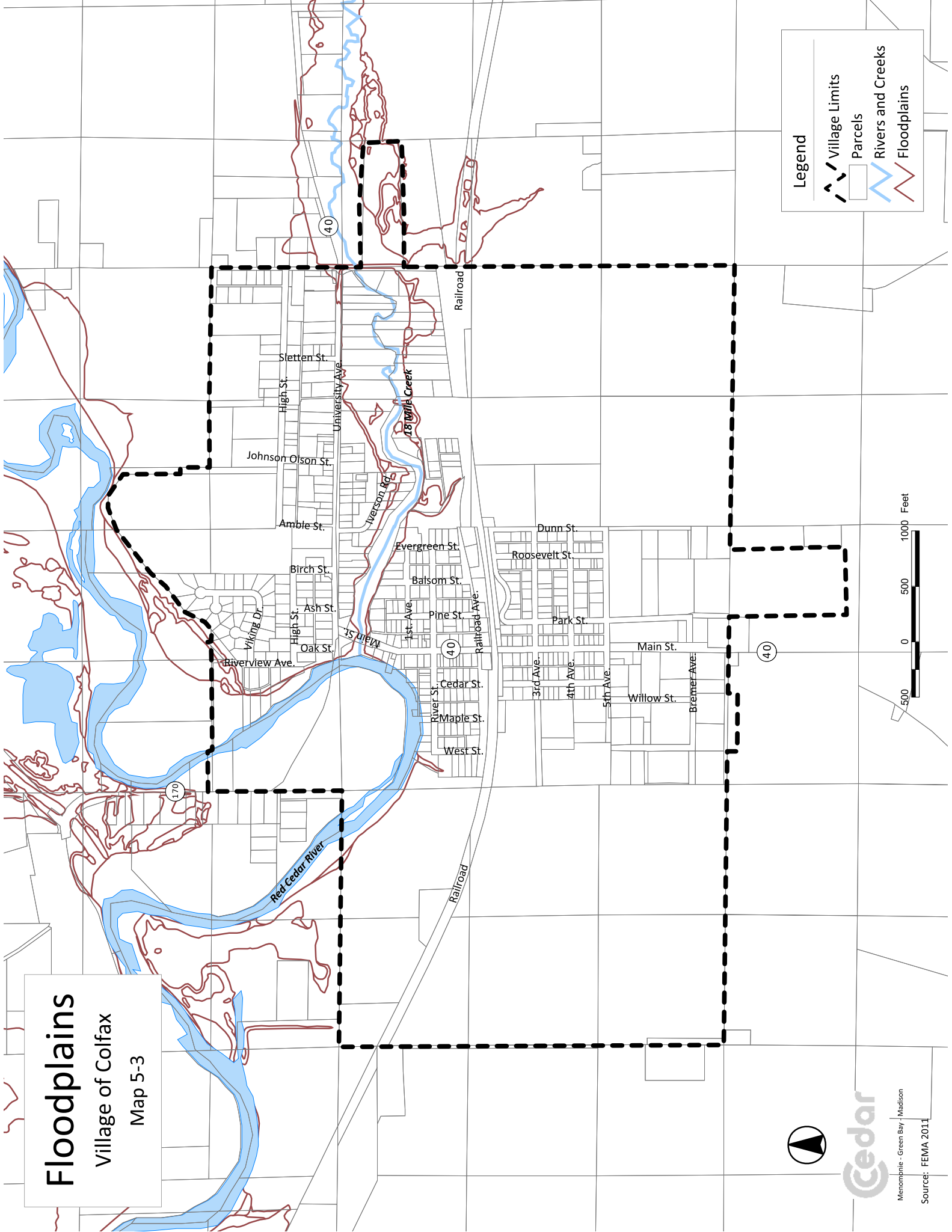


Menominee - Green Bay - Madison

Source: FEMA 2011

Legend

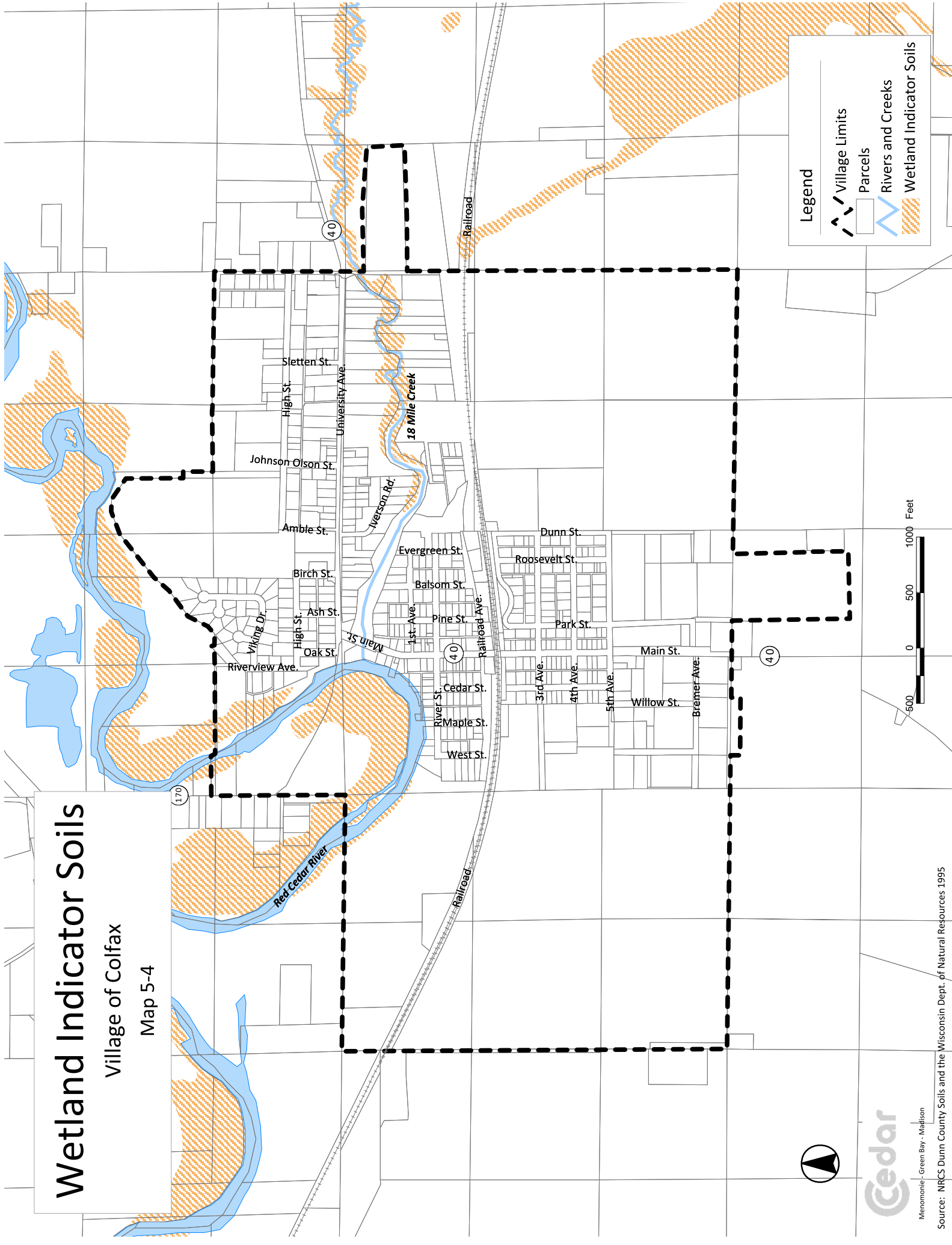
- Village Limits
- Parcels
- Rivers and Creeks
- Floodplains



Wetland Indicator Soils

Village of Colfax

Map 5-4



Legend

- Village Limits
- Parcels
- Rivers and Creeks
- Wetland Indicator Soils



These unique environments are host to a wide variety of plant and animal communities, including threatened and endangered species. Wetlands serve as rest areas for migratory waterfowl during the fall and spring months and serve as sources of groundwater recharge and flood control.

In the past decade, strict regulation on disturbing wetlands has slowed the loss of habitat and made conversion to other uses too expensive and impractical. Wetlands, particularly disturbance of wetlands, are regulated by the Army Corp of Engineers, Wisconsin Department of Natural Resources (WDNR), and local government.

Wetland indicator soils in Colfax are found primarily adjacent to the Red Cedar River and 18-Mile Creek. A large area of wetland indicator soils is found outside of the Village on the east side.

Groundwater

Groundwater is stored in underground aquifers and drawn out through a well or can rise naturally from the ground because of pressure. These water supplies are recharged through rainfall and melt water, which seeps through the porous soil under the force of gravity, settling at an impervious layer such as bedrock.

Groundwater is one of the most taken for granted and important natural resources. If adversely affected, it has the potential to have serious impacts on human health and wellbeing. If groundwater becomes contaminated, there are few alternative sources of potable water for local residents.

The Village of Colfax has adopted a Wellhead Protection Ordinance that regulates land uses in source water protection areas. These areas are identified in the Village's Colfax Area Source Water Protection Plan.

Shorelands

Shorelands are vital components to the relationship between the land and the water. Shoreland areas serve as environmental buffer zones, serving to catch potential pollutants and filter runoff before it enters the waterway. These buffer zones also provide habitat for a wide range of plant and animal species and, in many cases, are considered environmentally sensitive areas. Shoreland areas are also very attractive as housing and second home sites. The State of Wisconsin requires all counties to adopt and enforce a shoreland ordinance.

Shorelands are defined as:

- all land within 1,000 feet of the ordinary high water mark of a lake, pond, or flowage; or
- all land within 300 feet of the ordinary high water mark of a river or stream or to the landward side of the floodplain, whichever is greater.

The purpose of a Shoreland Zoning Ordinance is to promote the maintenance of safe and healthful conditions and prevent and control water pollution, protect spawning grounds, fish and aquatic life, control building sites, placement of structures and land

uses, and to preserve shore cover and natural beauty. The Village of Colfax has adopted its own Shoreland-Wetland Zoning to manage development in shoreland and wetland areas.

Surface Water

The two main surface water features in or near the Village of Colfax are the Red Cedar River and 18-Mile Creek. The Red Cedar River flows south from Barron County and into the Chippewa River. The river is 51 miles long and covers 432 surface acres. The biggest threat to surface water is runoff that contains sediment and/or contaminants.

Forested Lands

Map 5-5 shows forested lands in and around the Village of Colfax. Forested lands and other natural landscapes have been converted over time into farmland. Many of the larger tracts of forested land can be found on areas unsuitable for farming, publically owned land, or remaining tracts on privately held land.

Forests provide valuable wildlife habitat and are the homes for less visible threatened and endangered plant and wildlife. These areas also offer erosion control for riverbanks and steep slopes. A contiguous forest is extremely important as fragmented forests can result in the disruption of habitat and can lead to problems between wildlife and humans.

In Colfax, most of the forested lands are found along the Red Cedar River and areas containing wetland indicator soils. Some of the hilly areas south of the Village also remain forested because they are too steep to farm.

Endangered Species and Natural Communities

An “endangered” species is one that is in danger of extinction throughout all or a significant portion of its range. A “threatened” species is one that is likely to become endangered in the foreseeable future. These species are protected because of their scientific, educational, aesthetic, and ecological importance.

The Wisconsin Natural Heritage Inventory Program maintains data on the location and status of natural features, rare species, and natural communities in Wisconsin. These sites are broad in nature and provide a general location for rare, threatened, or endangered species as well as high-quality natural communities.

Common threats to some of these natural communities are invasive plants, animal specific, or land development.

There are no identified natural communities or endangered species in the Village of Colfax but some may exist.

Forested Land

Village of Colfax

Map 5-5

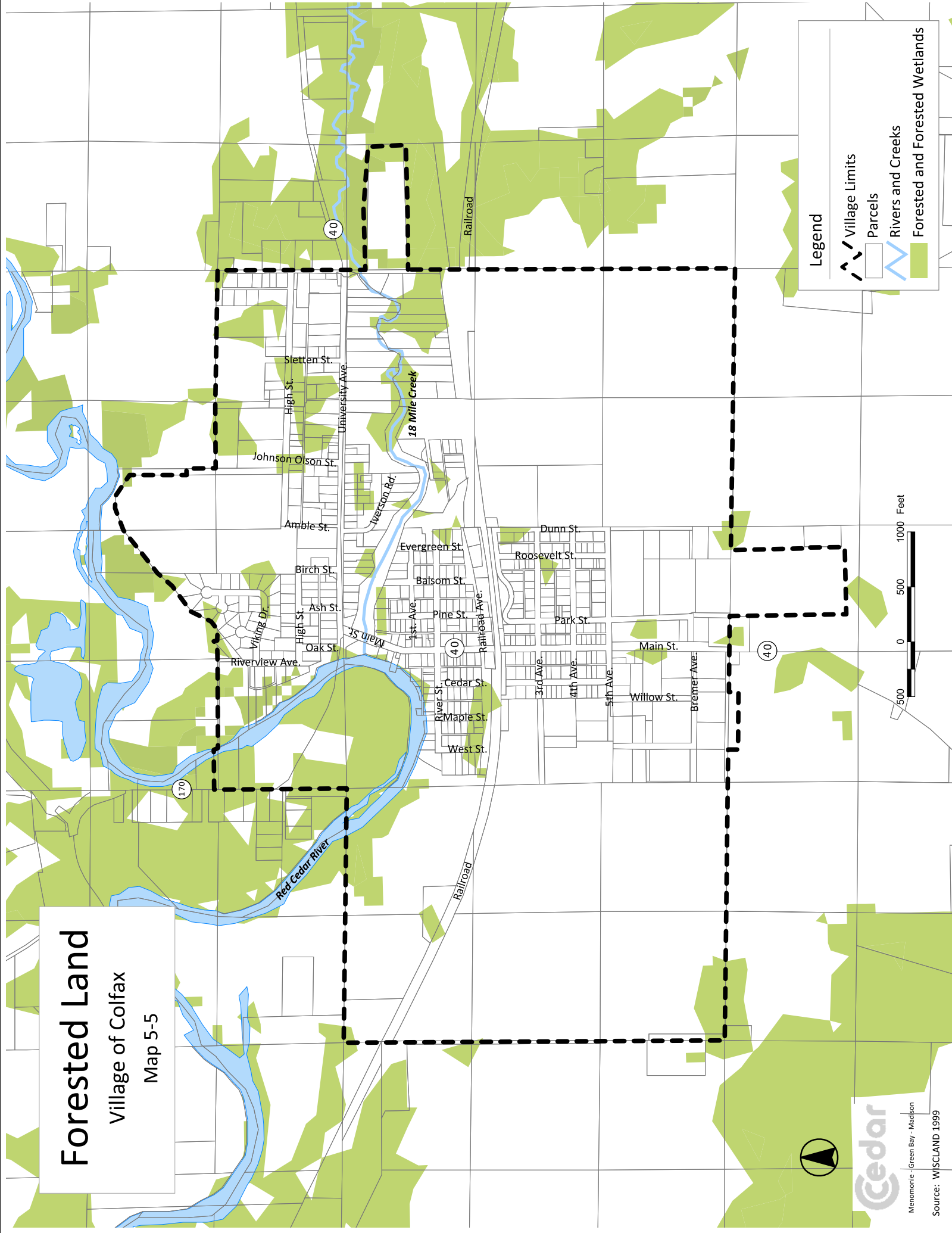


Menomonee - Green Bay - Madison

Source: WISCLAND 1999

Legend

- Village Limits
- Parcels
- Rivers and Creeks
- Forested and Forested Wetlands



Environmentally Sensitive Areas and Wildlife Habitat

Environmentally sensitive areas and wildlife habitat are extremely important for the protection of aquatic and terrestrial wildlife and plants. The preservation and possible expansion of these areas is vital to maintain a diverse ecosystem.

Environmentally sensitive areas, also referred to as environmental corridors, consist of wetlands, floodplains, forestland, slopes of 20% or greater, and buffers around the surface waters (300 feet around streams, and 1,000 feet around lakes and ponds). The integrity of these environmental corridors should be protected whenever possible.

The Village of Colfax contains many of these characteristics and has areas, especially adjacent to the Red Cedar River that would be considered environmentally sensitive areas and wildlife habitat.

Soil Suitability for Septic Tank Absorption Fields

The depth to groundwater or bedrock generally affects the ability to construct or install septic systems.

Drainage or absorption fields are connected to the end of the septic tank and allow the septic effluent to be distributed to the soil over a large area. Soil acts as the filter for the septic systems and if the soils are not suitable for absorption fields, they could contaminate the groundwater. The main properties of soil that affect the soil's suitability for absorption are soil permeability, soil depth to bedrock, soil depth to the water table, and susceptibility to flooding.

The Natural Resources Conservation Service interprets the various soil types and determines their ability to act as functioning absorption fields by looking at soils ability to maintain a properly functioning septic system but also the soils attenuation ability.

The majority of the Village has very limited soils for septic tank absorption fields (see *Map 5-6*).

This does not mean septic tanks cannot be built on soils with severe limitations however; residents should be aware of those areas and potentially higher costs to make sure their septic systems are designed and maintained properly to protect the areas wells and groundwater though communities require new structures to connect to municipal sanitary sewer if the infrastructure abuts the property.

The Village of Colfax requires owners of parcels with inhabitable buildings to connect to the Village's sanitary sewer mains if they are at the property.

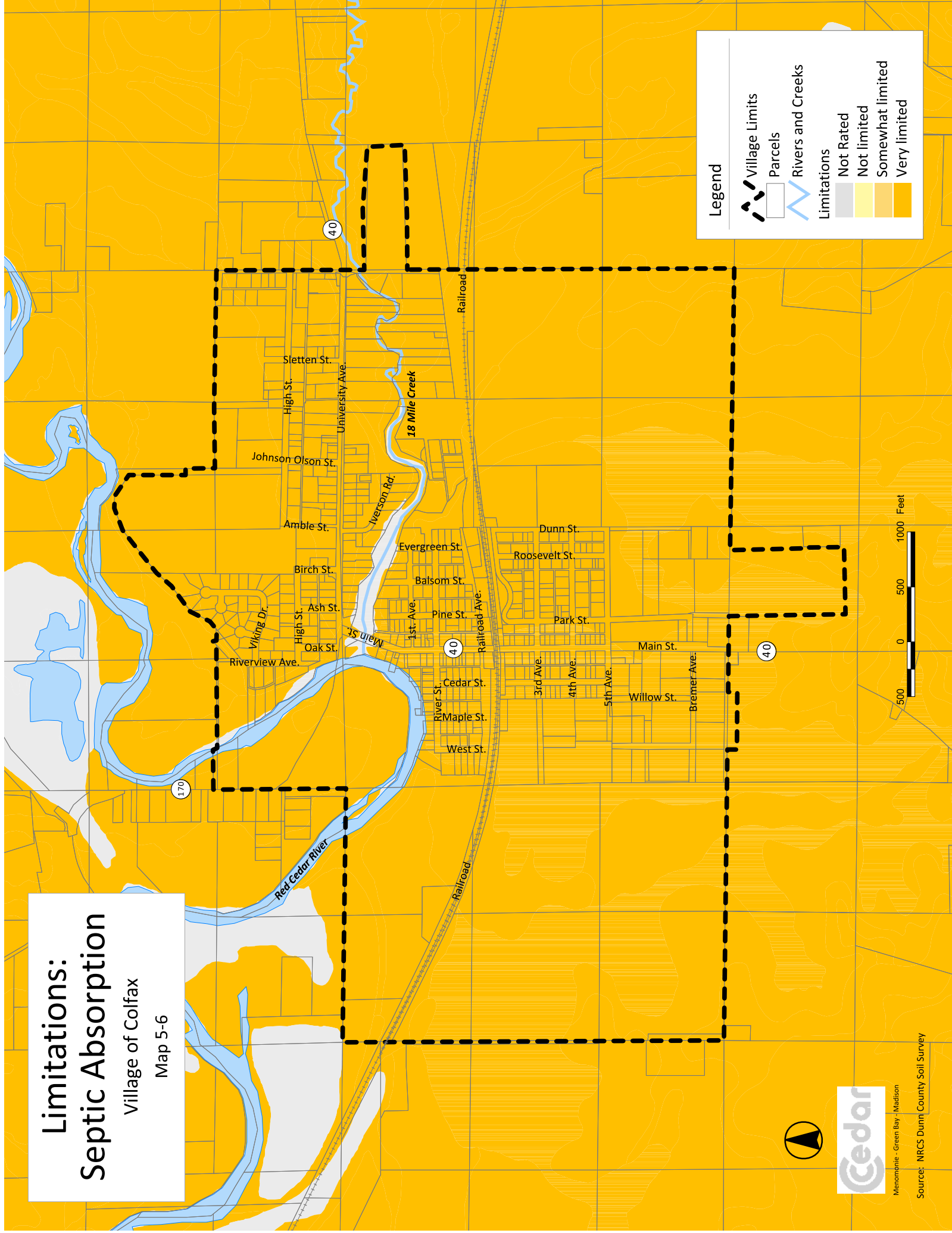
Soil Suitability for Dwellings with Basements

Soil properties and characteristics have a major influence on the land use activities that can occur on any given soil type. Soils are grouped into classifications based on their respective properties.

Limitations: Septic Absorption

Village of Colfax

Map 5-6



Village Limits
 Parcels
 Rivers and Creeks

Legend

Limitations

Not Rated

Not limited

Somewhat limited

Very limited



Menominee - Green Bay - Madison

Source: NRCS Dunn County Soil Survey



An important element of soils is their suitability for dwellings with basements. The soil properties that affect a soil's suitability are slope, depth to bedrock, moisture, and the content of rocks. These characteristics, when factored together, illustrate which areas will have limitations as well as the degree of limitations. A soil limitation on a person's property does not necessarily mean a basement cannot be built, but rather there may be an increased cost of construction.

The majority of soils throughout the Village of Colfax are classified as "somewhat limited" or "very limited" to support dwellings with basements (see *Map 5-7*).

Similar to the soil suitability for septic tank absorption fields, does not mean basements cannot be built on soils with severe limitations however; residents should be aware of those areas and that a basement in these areas may be more expensive to construct.

Mineral Resources

Metallic and Non-metallic mineral resources are naturally occurring sources of metal-bearing ore and non-metallic (rock or sand and gravel) materials, respectively. When economically viable, these materials may be removed through mining.

The recent increase in interest in the mining of silica sand in western Wisconsin is related to the increase in the use of a well stimulation technique called hydraulic fracturing. Hydraulic fracturing is used to maximize the extraction of oil or natural gas.

Lands in Dunn County contain large volumes of sand that meet the narrow range of specifications needed for hydraulic fracturing. This has drawn the attention of sand mining operations. Potential negative impacts from mining and processing operations include the excavation of sandstone ridges and hills, loss of agricultural land, noise from related equipment, dust, exposure to respirable silica dust, increased groundwater use, and increased traffic (truck and rail). Potential positive impacts from mining and processing operations include an increase in jobs, building construction, and an increased tax base.

Reclamation of non-metallic mining sites is covered under Chapter NR 135 of the Wisconsin Administrative Code and 295.12 of the Wisconsin State Statutes. Other governmental units and agencies are involved with permitting such as Dunn County and the Wisconsin Economic Development Corporation (formerly the Wis. Dept. of Commerce). The WDNR also permits for air quality and stormwater. The Village can create its own non-metallic mine operators license to regulate non-metallic mining in the Village.

Limitations: Dwellings with Basements

Village of Colfax

Map 5-7

Village Limits
 Parcels
 Rivers and Creeks

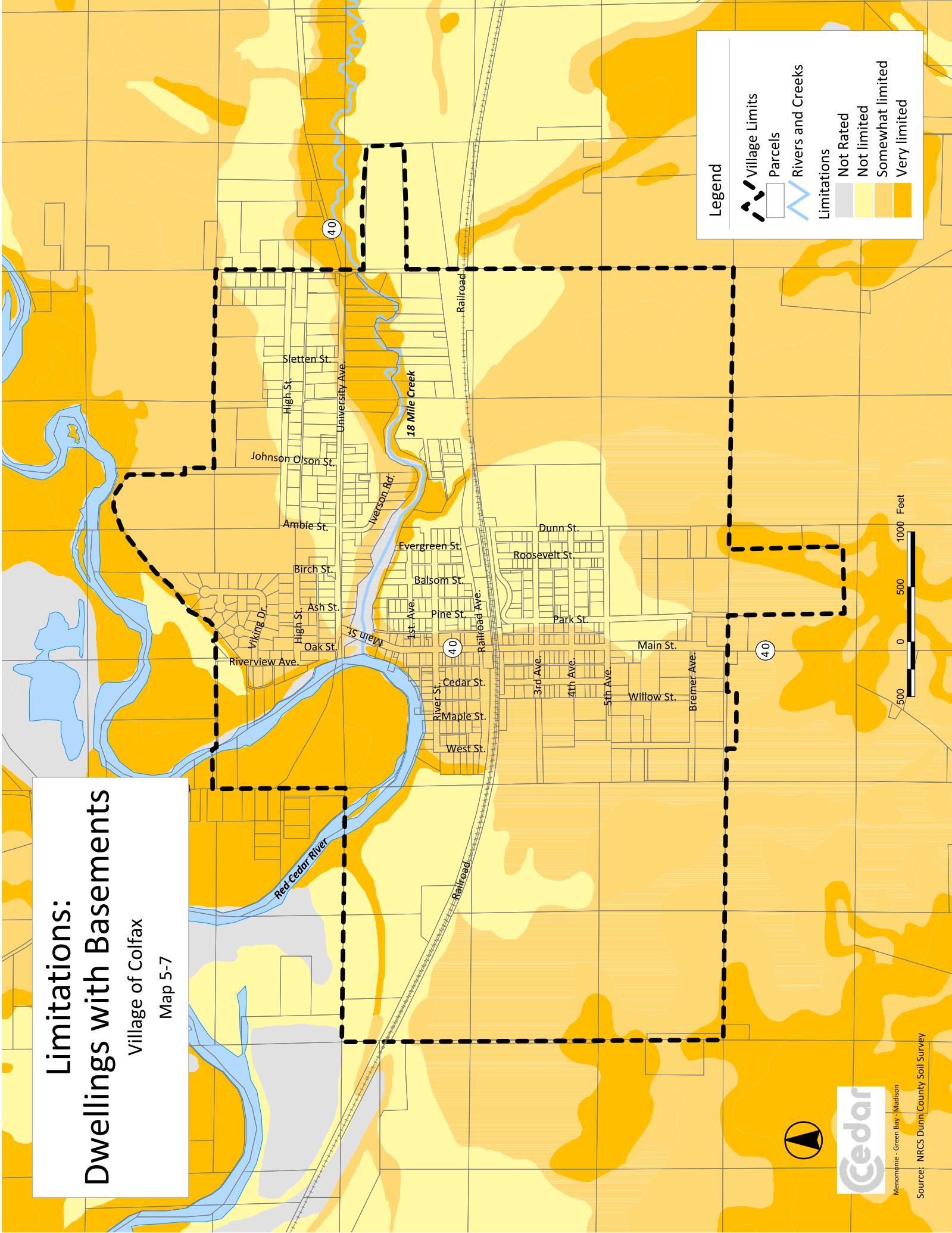
Limitations

	Not Rated
	Not limited
	Somewhat limited
	Very limited



Menominee - Green Bay - Madison

Source: NRCS Dunn County Soil Survey



Goals, Objectives, and Recommendations

Goal 1: Support the collection, preservation, and promotion of local history.

Objectives

1. Promote the Village's unique features and sites to distinguish it from other communities.

Recommendations:

1. Work with the Dunn County Historical Association to promote local history.
2. Collect books, photos, and other artifacts that show or describe the Village's history.
3. Support residents who collect and preserve Colfax historical information and artifacts or the creation of a formal local historical society.
4. Support the work of the Colfax Municipal Building Restoration Group and its ongoing efforts to restore the Municipal Building.

Goal 2: Support agricultural activities in and around the Village of Colfax.

Objectives

1. Encourage growth that minimizes the fragmentation of farmland.

Recommendations:

1. Consider surrounding agricultural practices and activities when reviewing future development plans.
2. Support the development of a Community Garden if a need is identified.
3. Support the creation of a local Farmers Market

Goal 3: Support the preservation, promotion, and enhancement of the Village's natural resources.

Objectives

1. Preserve the natural beauty of the area.
2. Protect the health of the community
3. Preserve and enrich wildlife habitat

Recommendations:

1. Explore the use of the WDNR Stewardship Program or other grants to acquire or develop land for passive recreation.
2. Explore the feasibility of providing access to area natural resources to provide opportunities for healthy activities such as walking and bicycling.
3. Support the use and enforcement of current regulations for wetland, shorelands, floodplain, groundwater, and stormwater management and protection.
4. Minimize the impact of development on environmentally sensitive areas such as excessive slopes, waterways, environmental corridors, and wetlands.
5. Identify and pursue, when feasible, land purchases, easements, and cooperative agreements with landowners and surrounding communities to protect and preserve natural areas and provide public access to them.
6. Encourage forms of development which maximize the retention of open space, forested lands, and other undeveloped areas.

Chapter 6: Economic Development

Introduction

The purpose of the Economic Development chapter is to analyze information related to the local economy and its relationship to the region in order to understand the strengths the weaknesses of the Village and how it affects its ability to retain, expand, and recruit business and industry.

Business and industry help diversify the Village's tax base and disperse the tax burden more evenly among property owners. In addition, local businesses provide an opportunity for residents to work and live in their community and may attract new residents to the Village as well.

Place of Employment Characteristics

As mentioned previously in the Transportation chapter, about 43% of residents 16 years and over indicated that they worked in the Village of Colfax (see *Table 6-1*). Although this shows that there are employment opportunities in the Village, it also reveals that 57% of the working population is employed outside of the Village.

Table 6-1: Place of Work 16 Years and Over - State, County, and Place Level - Village of Colfax

	2013	Percent
Worked in state of residence:	396	98.9%
Worked in county of residence	245	60.9%
Worked outside county of residence	151	37.6%
Worked in place of residence	173	43.0%
Worked outside state of residence	6	1.5%

Source: 2009-2013 American Community Survey

Employment Characteristics: Occupation and Industry

Occupation refers to what kind of work a person is doing. Table 6-2 shows that 36% of employed civilian population 16 years and over were doing service type work, about 27% were doing management, business, science, and arts type work and about 18% were doing sales and office work. These three occupation categories represent about 80% of jobs held by residents. The occupation categories were revised in 2013 making it difficult to compare with the 2000 U.S. Census results.

It should be noted that US Census information related to occupation does not tell us where these jobs are located.

Table 6-2: Occupation: Employed Civilian Population 16 Years or Over - Village of Colfax

Occupation	2013
Management, Business, Science, and Arts	26.5%
Service	35.7%
Sales and Office	18.3%
Natural Resources, Construction, and Maintenance	4.2%
Production, Transportation, and Material Moving	15.3%

Source: 2009-2013 American Community Survey

Industry refers to the industry where the occupations are part of. Like the occupation table, this information does not let us know where these industries are located.

Table 6-3 and Figure 6-1 show that in 2013, 40% of the employed civilian population 16 years and over are working in the educational, health, and social services industry. Twelve percent are employed in the retail trade industry and almost 10% are employed in the professional, scientific, management, administrative and waste management categories.

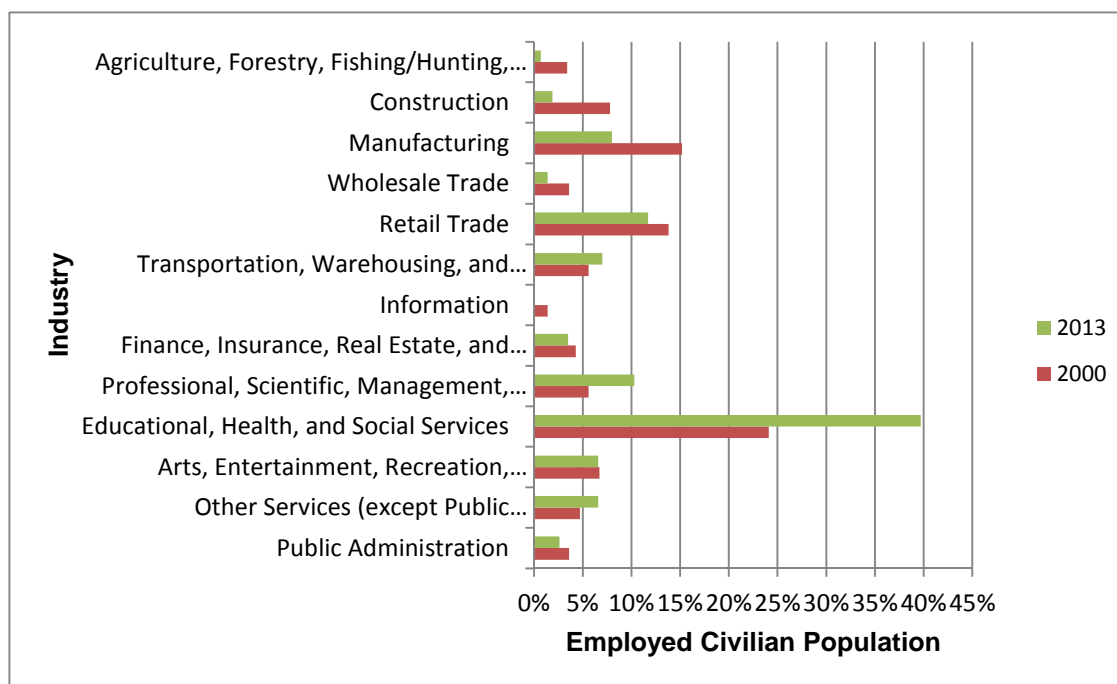
Strong business and industry in Menomonie, Chippewa Falls, and Eau Claire provide a variety of job opportunities for residents in Colfax.

Table 6-3: Industry: Employed Civilian Population 16 Years or Over - Village of Colfax

Industry	2000	2013	Percent Change
Public Administration	3.6%	2.6%	-27.8%
Other Services (except Public Administration)	4.7%	6.6%	40.4%
Arts, Entertainment, Recreation, Accommodation, and Food Services	6.7%	6.6%	-1.5%
Educational, Health, and Social Services	24.1%	39.7%	64.7%
Professional, Scientific, Management, Administrative, and Waste Management	5.6%	10.3%	83.9%
Finance, Insurance, Real Estate, and Rental Housing	4.3%	3.5%	-18.6%
Information	1.4%	0.0%	-100.0%
Transportation, Warehousing, and Utilities	5.6%	7.0%	25.0%
Retail Trade	13.8%	11.7%	-15.2%
Wholesale Trade	3.6%	1.4%	-61.1%
Manufacturing	15.2%	8.0%	-47.4%
Construction	7.8%	1.9%	-75.6%
Agriculture, Forestry, Fishing/Hunting, and Mining	3.4%	0.7%	-79.4%

Source: 2000 U.S. Census and 2009-2013 American Community Survey

Figure 6-1: Industry: Employed Civilian Population 16 Years or Over - Village of Colfax



Source: 2007-2011 American Community Survey

Wages

Table 6-4 compares average annual wages by industry in Dunn County. This table shows that all industries lag behind the State average when comparing wages.

Table 6-4: Average Annual Wage by Industrial Division in 2012 Dunn County

Average Annual Wage by Industry Division in 2012				
	Average Annual Wage		Percent of Wisconsin	1-year % change
	Wisconsin Average Annual Wage	Dunn County Average Annual Wage		
All industries	\$ 41,985	\$ 35,646	84.9%	2.3%
Natural Resources	\$ 33,047	\$ 32,683	98.9%	4.1%
Construction	\$ 51,670	\$ 49,559	95.9%	-1.0%
Manufacturing	\$ 52,413	\$ 50,279	95.9%	0.2%
Trade, Transportation & Utilities	\$ 35,946	\$ 34,079	94.8%	2.1%
Information	\$ 56,015	\$ 36,825	65.7%	-1.8%
Financial Activities	\$ 58,493	\$ 40,422	69.1%	7.7%
Professional & Business Services	\$ 49,451	\$ 32,562	65.8%	8.3%
Education & Health	\$ 43,781	\$ 35,372	80.8%	1.5%
Leisure & Hospitality	\$ 15,221	\$ 10,915	71.7%	3.4%
Other Services	\$ 23,598	\$ 21,911	92.9%	3.9%
Public Administration	\$ 42,198	\$ 34,893	82.7%	1.4%

Source: WI DWD, Workforce Training, QCEW, June 2013

Inventory of Commercial, Industrial, and Institutional Businesses

The Village of Colfax has a number of commercial, industrial, and institutional type employment opportunities that provide many of the basic day to day services residents require.

The south side of the Village contains a majority of the newer commercial, industrial, and institutional businesses (see *Map 6-1*). Many of these were the result of the purchase of land, construction of infrastructure, and creation of TIF District 4 by the Village. Some of the businesses in this area include banks, a grocery store, professional service offices, a health-rehabilitation center, and several industries.

In the downtown area you will find bar/restaurant type businesses, a car dealership, convenience stores, a pharmacy, and retail shops. Much of this area is located in TIF District 3. The School District of Colfax is located on the north side of the Village.

Transportation Infrastructure

Good transportation infrastructure is vital for retaining, expanding, and attracting businesses. The Village of Colfax can be accessed from S.T.H. 40 and S.T.H. 170. It is approximately eight miles from S.T.H. 29 nine miles for Interstate 94. Perhaps the Village's biggest asset is the Canadian National Railroad that bisects the community. There is enough vacant land surrounding the Village that would allow for a railroad spur that may be attractive to industry.

Strengths and Weaknesses for the Retention and Attraction of Businesses

The strengths and weaknesses listed below represent local and regional factors that may help or hinder economic development in the Village. It is important to consider these when planning strategies to retain, expand, or attract new businesses.

Strengths

1. Growth potential (housing, commercial, industrial, and the room to grow)
2. Wastewater Treatment Plant capacity to accommodate growth
3. Proximity to other communities to attract workers and businesses.
4. Good transportation routes
5. Railroad serving the community
6. Wages are lower in this area of the state
7. Quality education system
8. Great work ethic

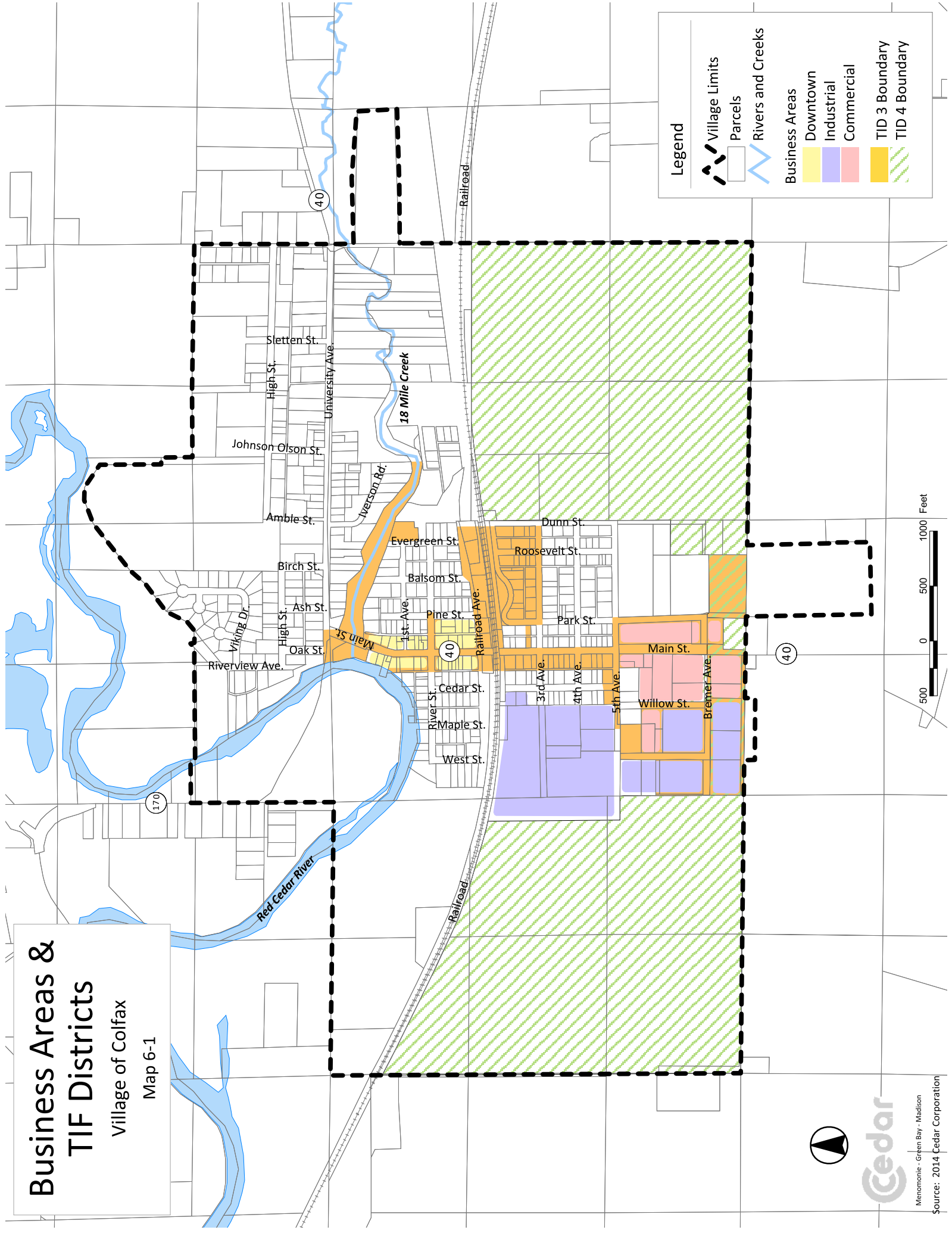
Weaknesses

1. Availability of workforce in the Village. May need workers from other communities
2. No building sites for new housing, businesses or industry
3. High phosphorous levels in run-off affects the Red Cedar River
4. Older infrastructure in need of upgrades (water, sanitary sewer, storm sewer, and streets)
5. No Village owned property to be used for development
6. No access to fiber optics that may be needed by potential businesses

Business Areas & TIF Districts

Village of Colfax

Map 6-1



Cedar

Menomonee - Green Bay - Madison

Source: 2014 Cedar Corporation

Desired Businesses

They types of businesses the Village of Colfax would like to see develop are businesses that complement existing businesses, add to the diversity of businesses, promote the enjoyment of the outdoors and natural resources, are sustainable, pay good wages and benefits. In general, these types of businesses would be appropriate for Colfax.

Industry: Wood related industries, assembly (end products), machining, and businesses that could benefit from the railroad. Industries that can collaborate and work the High School, Technical Colleges, or Universities to provide training and internships. Also, the ability to offer clean energy options for industry such as wind or solar power.

Agricultural: A digester to turn farm animal waste into energy, food/produce production using greenhouses.

Commercial: A hotel.

Retail: Clothing, sporting goods, small engine repair and accessories.

The *Placemaking Downtown Colfax* plan also lists types of businesses high school students indicated they would like to see in the downtown area.

Telecommuting

Telecommuting allows people to live and work at home while staying connected to an office in another city, county, or state. To do this, the best telecommunications infrastructure is desired. This allows residents to live in Colfax and not have to relocate because of work. Good telecommunications infrastructure also allows residents to open their own business at home and reach a wide customer base.

Recreational Opportunities

Recreation can have a positive impact on the local economy. The Village should continue to participate in long-range bicycle infrastructure planning with Dunn County and the Greater Menomonie Area Chamber of Commerce. Improving access to the Red Cedar River may also bring canoeists, kayakers, or anglers to Colfax.

Redevelopment Opportunities

Opportunities for redevelopment can commonly be empty industrial buildings or contaminated lands. The Village of Colfax has never had a large industrial base that would normally provide these opportunities.

Community Events

Community events are useful for promoting local businesses and your community. They provide opportunities for visitors to see what Colfax has to offer and can create a favorable impression that will bring them back.

Colfax has several annual community events that are held annually such as the Colfax Free Fair and the Fireman's Ball. Business owners can coordinate sales or being open extra hours to coincide with these events.

The Railroad Museum also provides an underdeveloped opportunity to attract visitors to Colfax.

Area Economic Development Programs and Assistance

Communities often have local or regional organizations that help existing businesses stay and grow in the community as well as recruit new businesses. There are also local or area programs that can provide financial assistance to businesses. Listed are the organizations and tools the Village commonly uses.

Tax Incremental Financing (TIF) Districts

TIF Districts are aimed at eliminating blight, rehabilitating declining property values, promoting industry, or encouraging mixed-use development. It uses future gains in taxes to subsidize current improvements, which are projected to create the gains.

Currently, the Village of Colfax has created Tax Incremental Finance Districts (TIF Districts) 3 and 4. TIF District 3 was created in 2002 and encompasses a large portion of the downtown area and additional areas to the south. This is a "Blighted TIF" which is used to rehabilitate specific areas in the Village.

TIF District 4 was created in 2006. This is a "Mixed-Use TIF". This district was used to develop land on the south side of the Village that now is home to new businesses and industries.

Each district has a project plan that outlines eligible expenses that can be reimbursed with TIF money.

Dunn County Economic Development Corporation

The Dunn County Economic Development Corporation was formed for the sole and exclusive purpose of promoting economic growth and stability in Dunn County. Its mission is to work in cooperation with business, industry, government and education to facilitate economic growth and economic stability. Its objectives include:

- To pursue opportunities for job creation with priorities on industry attraction, expansion, and retention.
- To maintain information on available industrial and commercial properties.
- To maintain information on funding sources and economic incentive programs, both public and private, that can be used to encourage economic growth and industrial development.

The Dunn County Economic Development Corporation works closely with the Village and a number of economic development organizations to promote economic growth in the area.

Greater Menomonie Area Chamber of Commerce

The Greater Menomonie Area Chamber of Commerce was founded in 1937 with a mission to foster partnerships and collaboration of all members in order to promote business growth and the quality of life in the Dunn County area.

The Chamber relies on the work of many volunteers who work on committees in the following areas: agri-business, community events, business development, education/public affairs, retail and tourism. There is also a group of Chamber Ambassadors to spread the word about the Chamber. Businesses and industries in Colfax can belong to the GMACC.

Colfax Commercial Club

The Colfax Commercial Club (CCC) was formed in 2013. Its function is similar to a Chamber of Commerce. The CCC is open to area businesses and funding of the organization is through donations and membership dues. Current projects the CCC is working on include improvements to the Downtown area, making Colfax more attractive, and organizing the Village's upcoming sesquicentennial celebration.

The CCC has also organized a Business After Hours event where local business owners can meet and exchange ideas.

Federal and State Economic Development Programs and Assistance

There are many available programs at the state and federal level that aid in economic development. These programs can be used to provide expertise, financial aid, or incentives for developing businesses.

Community Development Block Grant - Public Facilities for Economic Development (CDBG-PFED) Program

The Public Facilities for Economic Development (PFED) program is a federally funded program designed to assist communities with expanding or upgrading their infrastructure to accommodate businesses that have made a firm commitment to create jobs and invest in the community. Eligible activities include improvements to public facilities such as water systems, sewerage systems, and roads, and that as a result will induce the business(es) to create additional jobs and to invest in the community.

Regional Business Fund Program (RBF)

The RBF program was designed to assist businesses that will invest private funds and create jobs as they expand or relocate to Wisconsin. Low interest loan repayments are utilized to finance additional economic development projects within the community. Eligible activities include construction and expansion, working capital, and acquisition of existing businesses, land, buildings, and equipment, but not refinancing.

Transportation Facilities Economic Assistance and Development (TEA-Grant) Program

The Transportation Economic Assistance (TEA) program provides 50% state grants to communities for road, rail, and airport projects. The goal of the TEA program is to attract and retain business in Wisconsin and thus create or retain jobs.

West Central Wisconsin Regional Planning Commission (WCWRPC)

The Commission is designated as an economic development district by the State of Wisconsin. It is required to undertake economic development planning and project identification for all seven counties of the region. The Commission provides a variety of economic development functions to local government and the public including: local economic strategies, industrial site analysis, economic development financing, county economic and population profiles and community and industrial park profiles.

Goals, Objectives, and Recommendations

Goal 1: Support continued improvements to the downtown area.

Objectives

1. Encourage a wide variety of small businesses that provide for the daily needs of residents.
2. Create an aesthetically pleasing and unique area in the community that attracts visitors.

Recommendations:

1. Work with the Commercial Club to promote downtown businesses and to try to attract new businesses to the downtown.
2. Review and implement, when feasible, recommendations for downtown improvements listed in the *Placemaking Downtown Colfax* plan.
3. Support the creation of a Business Improvement District to plan and fund downtown improvements such as pedestrian infrastructure, streetscape enhancements, and marketing programs.
4. Create historic building design standards for downtown buildings.
5. Encourage the use of a Downtown Façade Loan Fund or Program for downtown building owners to make improvements to building facades.
6. Consider the creation of an identity for the downtown based on cultural heritage, the outdoors, historic building materials, etc.

Goal 2: Work with existing business and industry to understand long-term needs.

Objectives

1. Identify ways the Village can help expand existing or attract new business and industry.

Recommendations:

1. Set up quarterly meetings to discuss infrastructure, land, and expansion needs.
2. Work with local business and industry to identify incentives, programs, or financing options to help them grow in the Village.

Goal 3: Support commercial and industrial development.

Objectives

1. Be proactive so that the Village is prepared when business or industry wants to expand or move to Colfax.

Recommendations:

1. Continue to use TIF Districts to provide incentives for economic development.
2. Analyze the feasibility of purchasing and developing land for residential, business, and industrial purposes.
3. Create promotional materials to give to prospective new business and industry.
4. Work closely with the Dunn County Economic Development Corporation to promote the Village of Colfax.
5. Analyze the feasibility of constructing a rail spur on the west side of the Village.
6. Support the use of wind power, solar power, or methane gas to meet the energy needs of new business and industry in a sustainable way.
7. Consider the creation of another incubator building to help new business and industry get off the ground.
8. Encourage the collaboration of business, industry, schools, colleges, and universities to provide training or internships for students and to help the businesses and industries grow and expand.

Chapter 7: Community Facilities and Utilities

Introduction

Community facilities and utilities provide the infrastructure to meet the daily needs of residents and can help the Village grow. The challenge to the Village of Colfax is to provide and maintain this infrastructure in a cost effective manner. The quality of this infrastructure can influence a person's decision to live, work, or start a business in Colfax.

The Community Facilities and Utilities chapter will inventory existing facilities and utilities in the Village of Colfax and identify future needs.

Village Hall

The Village Hall is located at 613 Main Street in the Colfax Municipal Building (CMB). The building was completed in 1916 and is listed on the State's Historic Register and National Historic Register (see *Map 7-1*).

Recent improvements to the CMB include new windows, a new roof, and new heating system. The CMB is also home to the Colfax Police Department, Colfax Public Library, and has an upper level auditorium.

The Village Hall space is approximately 610 square feet and contains the Clerk's office, Deputy Clerk/Treasurer's desk, boardroom, and storage. Both employees are full time.

The boardroom space is limited making it difficult to seat members of the public and press. In addition, all members of the Village Board are not able to face the public during meetings.

The boardroom contains a wall of cabinets which limits the seating area for the public. The boardroom is also used for elections. There are no restrooms or a break room in the Village Hall. The restrooms on the first floor are shared by the Village Hall, Police Department, Library, and the public. A recent inspection of the Village Hall showed inadequate space for a person in a wheelchair.

The second floor of the CMB contains an auditorium that can be rented by the public. It is occasionally used for weddings, 4-H meetings, and Colfax Municipal Building Restoration Group meetings.

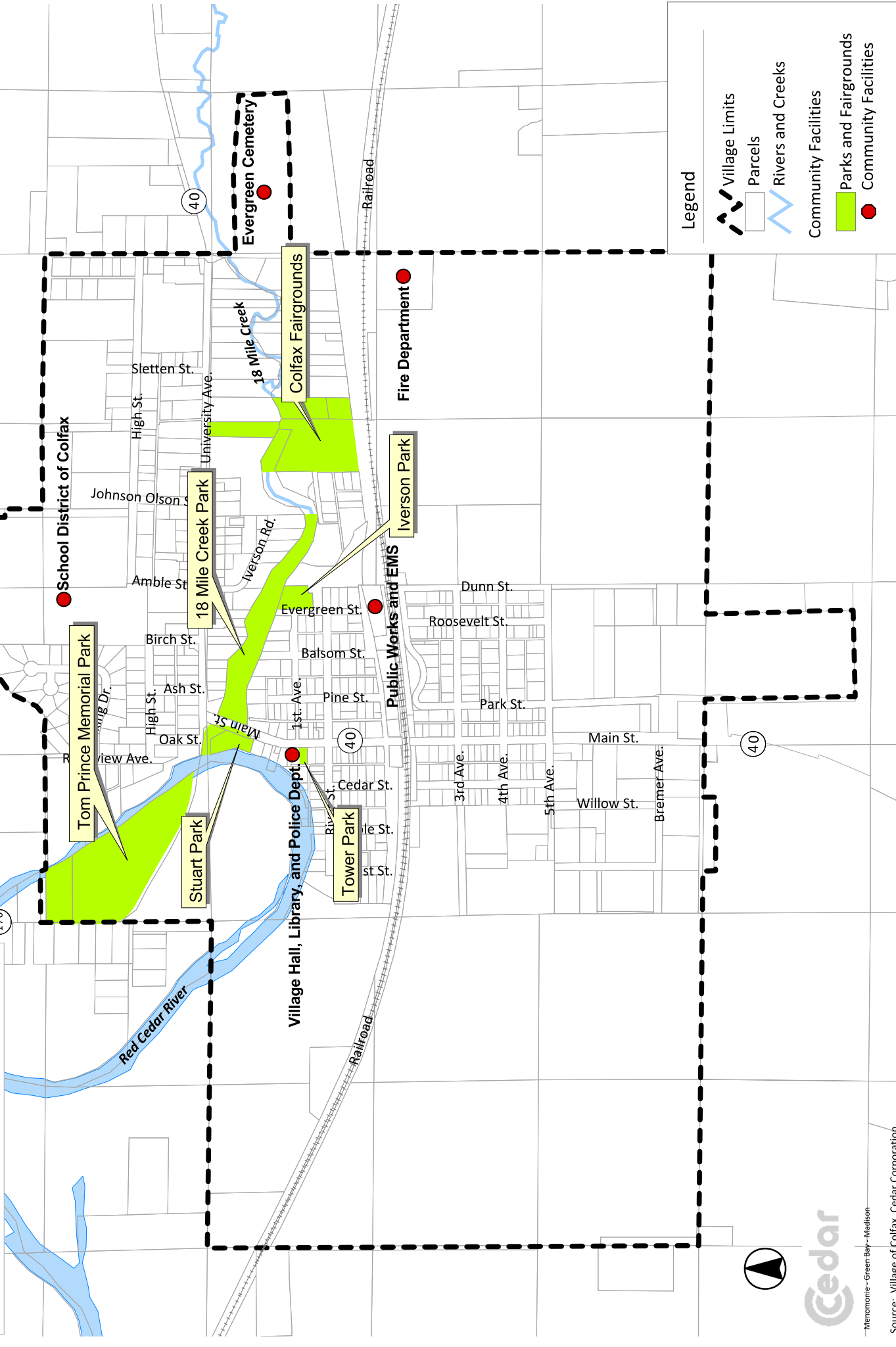
The CMB basement was recently inspected and treated for mold. Walls and cabinets were removed as part of this project.

There is a need for additional office, storage, work room, and boardroom space in the Village Hall. Possible restrooms and a break room for Village staff are also desired.

Community Facilities

Village of Colfax

Map 7-1



Legend

- Village Limits
- Parcels
- Rivers and Creeks
- Community Facilities
- Parks and Fairgrounds
- Community Facilities



Menomonee - Green Bay - Madison

Source: Village of Colfax, Cedar Corporation

Police Department

The Colfax Police Department is also located in the Colfax Municipal Building (CMB). It has approximately 780 square feet of internal space. There is one open office space with two desks, a multipurpose space that currently has one computer and a desk, and an evidence storage room. The office space is used by a fulltime Police Chief, a full time officer, and five part time officers.

There is no jail at the CMB and persons arrested for serious offenses are taken to the Dunn County Jail to be interviewed. The Police Department has two vehicles that are stored at the Public Works Shop.

Future needs identified are:

- Separation wall between the public and offices to increase officer safety
- Secured Interview Room
- Police Garage (2 squad cars, large evidence storage)
- Patrol Room
- Electronic Access System (limited access to the remainder of the building)
- Large Conference Room/Training
- Restroom with Shower (decontamination)

Colfax Public Library

The Colfax Public Library is located in the Colfax Municipal Building (CMB) on Main Street as well. The Library is approximately 1,800 square feet. It is part of the Indianhead Federated Library System. The Library has been located in the CMB since 1917.

The Colfax Public Library houses shelving for books, magazines, newspapers, DVDs, and CDs. Patrons can use computers and free Wi-Fi. Materials can be checked out at the Circulation Desk.

The Library also provides various programming for all ages throughout the year. The current space has limited options to increase the useable space. The Library Space Needs Report (2009) and Colfax Assessment Report (2013) have identified needs for additional space. The Library System estimates that it needs approximately 10,000 to 12,000 square feet of space to serve its patrons in Colfax.

The Colfax Public Library, along with the Library Board, Village Board, and Colfax Municipal Building Restoration Group are in the process of identifying and evaluating sites for a new library and possibly a combined building that addresses the Village Hall and Police Department space needs as well.



Colfax Department of Public Works Building

The Colfax Department of Public Works Building is located at 614 East Railroad Avenue. It is the former Cenex Warehouse that was remodeled to serve Public Works and the Colfax EMS.

The Public Works Department moved into the building in 2008. It has a restroom with shower, two offices, a conference room, work benches, oil storage, janitor's closet, mechanical room, and inventory room. The Public Works Department stores and maintains equipment such as an end loader, dump truck, a flatbed truck, truck with utility box, skid steer track loader, tractor, and zero turn mower as well as two police vehicles.

Currently, there is enough room to meet the immediate needs of the Public Works Department although there is a need for a new salt storage shed.

The old Public Works Shop is a masonry building located off of Evergreen Street immediately to the south of Iverson Park. It is scheduled to be torn down. Currently is being used for salt storage.

Fire Department

The Colfax Community Fire Department built a new Fire Hall in 2012. It is located on five acres of land it purchased near C.T.H. M and East Railroad Avenue. The Fire Hall has four bays and includes an office, media room, conference room, storage room, and radio room.



The main vehicles at the Colfax Community Fire Department include two brush trucks, two engines, two tankers, a rescue truck, and a river pump. There is adequate property to accommodate an expansion of the Fire Hall if needed. The Fire Hall meets the space needs of the Fire Department and will for the foreseeable future.

Emergency Medical Services (EMS)



The Colfax EMS building is located in the eastern portion of the building that also houses the Public Works Department. The building was remodeled in 2010 to include space for two ambulances, an apparatus room, meeting room, report room, Chief's office, break area,

restrooms, and locker room. There is a mezzanine that is currently being used as a sleeping area.

Future needs being considered include a formal sleeping area for staff, a larger meeting room, and additional space for exercise equipment. The apparatus room does not have a floor drain and occasionally water pools on the floor.

School District of Colfax

The School District of Colfax is located at 601 University Avenue. The Elementary, Middle, and High School are found here. There are no private schools in the Village. The School District has an outdoor sports complex that includes a track, football field, ball diamonds, and tennis courts. There is a playground on the north side of the Elementary School.



Child Care

Wisconsin law requires a person who provides care and supervision for four or more children under the age of seven for less than 24 hours a day to obtain a license to operate a child care center from the Wisconsin Department of Children and Families.

Currently there are no licensed day care facilities located in the Village but there are two in the Town of Colfax. Residents who need day care services may use local residents or facilities in other communities.

Health Care Facilities



There are two healthcare facilities in the Village of Colfax. The new Colfax Health & Rehabilitation Center is located at 110 Park Drive and offers a full continuum of health and wellness services to Colfax and the surrounding communities.

The Center provides a full service skilled nursing facility and assisted living services in two different settings; Ridge Crest Manor a 16 bed community based residential facility (CBRF) and a 12 unit residential care apartment complex (RCAC).

Residents also have access to the Mayo Clinic Health System in Colfax which offers primary care and specialty care services at its office located at 1010 High Street. Larger medical facilities are available in Menomonie and Eau Claire.

Parks

There are six parks in the Village of Colfax that total approximately 31 acres (see map 7-1). The Village maintains these parks and makes improvements as needed and as funds allow.

The parks include:

1. Iverson Park: Located near Evergreen Street and First Avenue, this children's park has a sand box, grill, jungle gym, swings, and slides. There is also access to Eighteen Mile Creek
2. Tom Prince Memorial Park: This Park is located on S.T.H. 170 in the northwest part of the Village. The Park has two baseball diamonds, concession stand, and upgraded playground equipment.
3. Stuart Park: Stuart Park is located on the bank of the Red Cedar River by the S.T.H. 40 bridge. It has grill, picnic tables, and some parking.
4. Tower Park: Located next to the Colfax Municipal Building, the Park has benches, trees, and a gazebo where outdoor concerts are held in the summer.
5. 18 Mile Creek Park: This Park is located on the former lakebed of what used to be Mirror Lake. In 1999 the Colfax Dam was removed and the Creek was restored to provide a coldwater fishery. Eighteen Mile Creek has several access points.
6. Colfax Fairgrounds: The Colfax Fairgrounds is located off of Railroad Avenue and has a number of buildings including a pavilion, animal barns, display barns, and a concessions building. It also has a children's playground with upgraded equipment. The American Legion and the FFA Alumni host the Colfax Free Fair every year. In spring 2014, a heavy snow collapsed part of the pavilion. It was reconstructed in the summer of 2014.



Future park upgrades being considered are adding lights to the ball fields and upgrades to the concession stand at the Fairgrounds.

The Colfax School District has playground equipment at the Colfax Elementary School that is open to the public.

The Red Cedar River also offers opportunities for canoeing, tubing and fishing.

The Village may want to create a Parks and Outdoor Recreation Plan that inventories and evaluates the Parks to identify improvements, costs, and park accessibility. A Parks Plan will also make the Village eligible to apply for various grants for land acquisition and improvements.

Cemeteries

The Village owns and operates the six-acre Evergreen Cemetery on the east side of the Village. There is adequate space in the cemetery to accommodate foreseeable needs.



Sanitary Sewer System and Wastewater Treatment Plant

The sanitary sewer system in the Village of Colfax consists of sanitary sewer mains, a lift station, forcemain, and a lagoon system used to treat wastewater. The sanitary sewer system collects wastewater from homes and businesses and uses gravity mains, forcemains, and lift stations to convey wastewater to the Wastewater Treatment Plant (WWTP) where it is treated (see Map 7-2). The WWTP was built in 1982. Treated effluent is currently discharged into the Red Cedar River under a Wisconsin Pollution Discharge Elimination System (WPDES) Permit.

A lift station is used when the topography does not allow for gravity mains. The wastewater is pumped to a higher elevation so it can use gravity mains to reach the lagoons. The Village's lift station had a new fines screen installed in 2009.

The lagoon's capacity is approximately 105,000 gallons of effluent per day of which an average of 65,000 gallons of effluent is conveyed to the WWTP. Just over half of the capacity is used. Currently, the Village is working with the WDNR on conducting a phosphorus removal study.

Water Supply

The Village's water system is made up of wells, a water tower, hydrants, and watermains that help draw, store, maintain pressure, and distribute potable water to homes and businesses in the Village.

Water production comes from three wells with a combined capacity of 1,159,200 gallons per day. They all are located within the Village boundary and draw from the same aquifer. The Public Works Department replaced a well pump that was struck by lightning in 2014. All wells are in good working order.

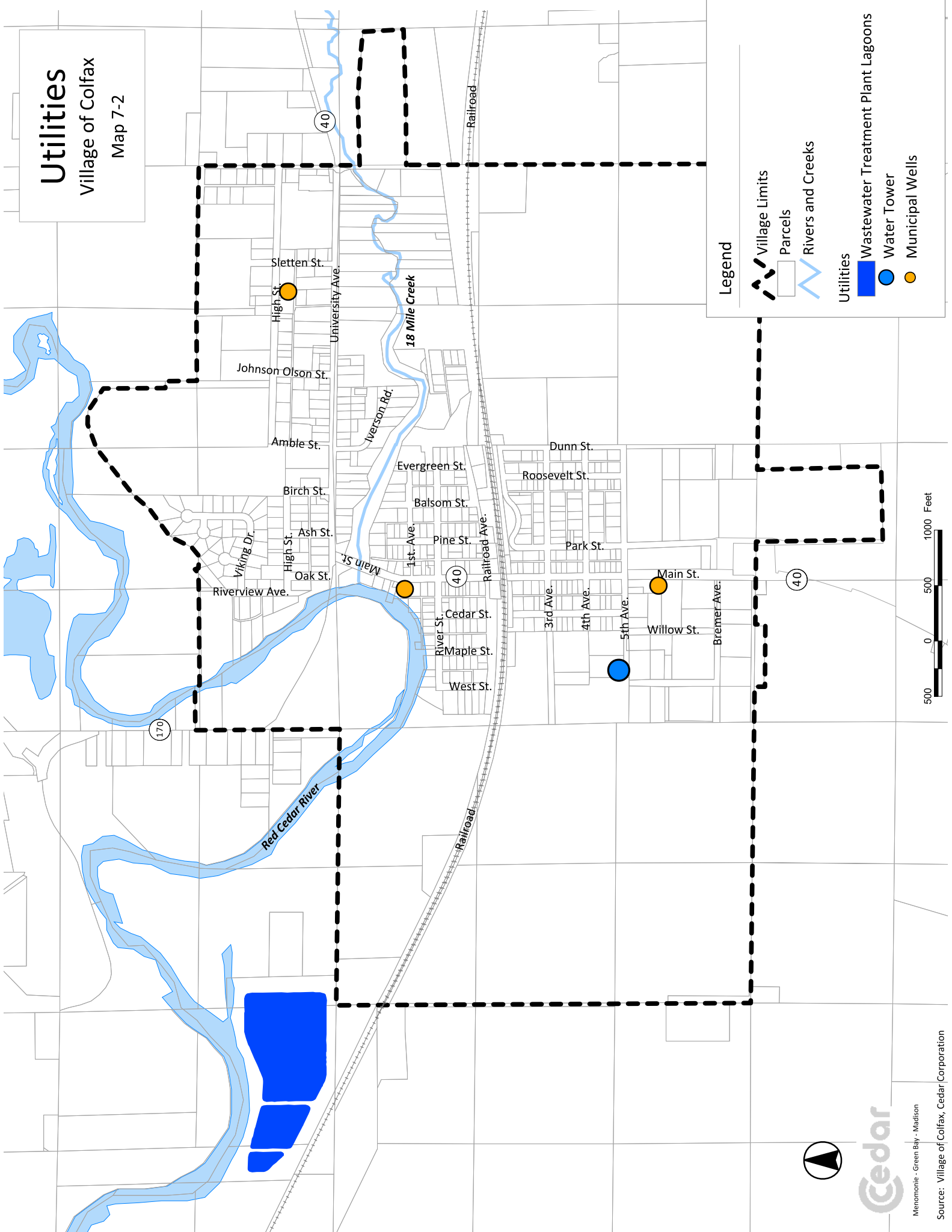
The Village's water supply has to meet all specifications set by the Safe Drinking Water Act established by the Environmental Protection Agency in 1974. Copies of the Village's Consumer Confidence Reports (CCR) are mailed to Village residents each year and are available on the DNR website. The Village adds caustic soda to the water supply to balance the pH. No chlorine is added.

Water storage consists of one elevated steel water tower. The water tower was constructed in 1996 and holds 150,000 gallons. Water usage averages about 100,000 per day. The tower was painted in 2013 and is in good shape.

Utilities

Village of Colfax

Map 7-2



Menomonee - Green Bay - Madison

Source: Village of Colfax, Cedar Corporation

Stormwater Management

The Village's stormwater system consists of ponds, outfalls, inlets, and storm sewer pipe. The stormwater system is designed to collect stormwater and snowmelt runoff and move it away from existing development. Stormwater is transported through this system and deposited in the Red Cedar River and 18 Mile Creek. Nursing home went in took over pond, adding

Current stormwater regulations in Wisconsin put an emphasis on reducing the quantity and improving the quality of the stormwater that reaches water bodies as well as increasing water infiltration to recharge aquifers. Future development will have to meet the new requirements.

Recently, riprap was added along the shoreline of the Red Cedar River near the WWTP lagoons to address erosion. This will continue to be monitored.

Electrical Power and Natural Gas

Excel Energy provides electrical power to customers in the Village and Wisconsin Gas Company provides natural gas. There are no electrical substations in the Village.

Solid Waste Disposal and Recycling Facilities

The Village takes part in Dunn County's Solid Waste and Recycling Program along with a number of other communities. Village residents are able to take their household garbage to the drop-off site located on 810th Street on the west side of the Village north of S.T.H. 170.

In addition, residents can contract privately for weekly curb-side pick-up of their garbage. After collection, the solid waste is taken to various landfills in the region. The Village has also elected to provide all of its residents with a curb-side recycling pick-up. Currently, the Village has a contract with the County for collection, which in turn contracts with Viking Disposal for collection.

Community Facilities and Utilities Goals, Objectives, and Recommendations

Goal 1: Provide quality community resources, facilities, and utilities for residents in a fiscally responsible matter.

Objectives

1. Provide facilities that meet the needs of residents.
2. Maintain utilities to reduce long term maintenance costs.

Recommendations:

1. Create and update, as needed, a formal Parks Plan to identify future needs, prioritize projects and estimate long term costs.
2. Create and maintain a formal 5-year Capital Improvement Plan to prioritize road, public building, and utility projects to anticipate costs and possible grant funding opportunities.

3. Conduct and update, as needed, a Facility Needs Assessment to understand the facility space needs of the various Village facilities.
4. Explore grant and intergovernmental opportunities to offset the costs of community facility and utility improvements

Chapter 8: Land Use

Introduction

Where development occurs in the Village and how it is designed will impact the natural resources around it. Increased amounts of impervious surfaces will increase run-off that can negatively impact surface waters. The removal of trees can disrupt environmental corridors. In turn, these can impact the quality of life for residents in the Village.

The purpose of the Land Use chapter is to identify and analyze how land within the Village of Colfax is being used at a specific point in time and to recommend appropriate locations for various land uses in the future. The existing land use inventory will be used in conjunction with population projections, a development limitations map, and other relevant background information, to determine the amount of land needed and suitable areas for future growth and redevelopment that will meet the needs and desires of Village residents.

A well thought-out Land Use chapter will allow the Village to help make zoning decisions, evaluate development proposals, update Village ordinances, and create a vision that provides the necessary background information for local government, residents, business owners, and developers to make consistent and informed decisions.

Current Land Use Regulations

How land is developed is influenced by a community's ordinances. The Village's Zoning code and Subdivision and Planning ordinance are the main regulatory tools that influence land use in Colfax. Zoning classifications determine the permitted or conditional uses of land as well as minimum lot sizes, building setbacks, and building heights while the subdivision ordinance specifies street widths, sidewalks, trees, and lighting.

Other regulations such as floodplain zoning, wellhead protection, and shoreland/wetland zoning ordinances will also influence development in the Village.

Existing Land Use Analysis

The Village's development patterns have been influenced by its topography, water resources, wetlands, railroad, and transportation network. Some of these act as barriers that interrupt the flow of traffic or can prevent development from expanding into an area.

The purpose of the existing land use analysis is to identify existing land use patterns (see *Map 8-1*). Creating an existing land use map will help determine where future development is appropriate and identify existing or potential land use conflicts. Below is a brief description of land uses. Table 8-1 shows existing land use acreages and percentages for the Village of Colfax. In general, most developed land is located along S.T.H. 40 and Railroad Avenue. The following land use categories were used to create Map 8-1.

Single Family: All lands for single-family residential structures.

Multi-Family: All lands used for multiple family dwellings. These typically include apartment complexes and elderly housing.

Mobile Home Park: All lands providing for communities that allow mobile home owners to rent space on which to place a home.

Commercial: All lands and structures used for commercial purposes. Commercial land uses includes retail establishments, personal service businesses, restaurants, banks, taverns, and other similar businesses.

Industrial: All lands and structures used for industrial purposes. These include factories, warehouses, and distribution facilities.

Agricultural: All lands used for agricultural purposes including crop production, farmhouses and farm-related structures.

Open Space: All lands, which are primarily undeveloped and in a natural state. These include grasslands, forestlands, and wetlands. Also included in this category are lands that are part of a platted subdivision (residential, commercial, industrial) but do not yet have a structure on them.

Parks: All lands dedicated as parkland.

Institutional: All lands and structures used for public, quasi-public and instituted use such as municipal buildings, churches, schools, hospitals, libraries, and cemeteries.

Transportation: All road and railroad right-of-way areas.

Water Resources: All lands that contain lakes, streams, and rivers.

The largest use of land within the Village limits is for agriculture (39%) followed by housing (20%) and transportation (10%). Agricultural land is often thought of as land that can easily be developed because it is already cleared. Today, it is also being looked at for local food production that can provide a percentage of local food needs.

Existing Land Use Patterns

The Village's Central Business District (CBD) or "downtown" and earliest residential and institutional development centers on the intersection of the railroad tracks and S.T.H. 40. As the Village grew, lands along University Avenue were mainly developed for housing and schools while commercial and industrial growth occurred on the southern end of the Village along S.T.H. 40. Most of the growth on the southern end can be attributed to the creation of Tax Incremental Financing Districts that provided incentives for development.

Table 8-1: Existing Land Uses and Acreages

Land Use	Acres	% of Area
Single Family	169	18%
Multi-Family	10	1%
Mobile Home Park	10	1%
Commercial	27	3%
Industrial	49	5%
Institutional	82	9%
Agricultural	360	39%
Parks	33	4%
Open Space	80	9%
Water Resources	13	1%
Transportation	93	10%
Total	926	100%

Source: Cedar Corporation 2014

Planning Boundary

The Village can plan 1½ miles outside of its legal boundary. Because there is a large amount of agricultural land in the Village limits, this chapter will focus on future development in the Village.

Future Development Limitations

Development within the Village and surrounding area will be influenced by the attributes of the land. Land that has steep slopes, contains wetlands, are forested, have surface waters, or are prone to flooding may not be suited for development. These lands should be preserved for wildlife habitat, are often locations for endangered species, and provide erosion protection.

The Village has many of these features that will limit development in certain areas. Map 8-2 shows these limitations. Development in or adjacent to these areas should be carefully thought-out so that these important areas are not negatively impacted.

Potential Land Use Conflicts

Land use conflicts arise when incompatible land uses are located next to each other creating undesirable conditions. The Village should be aware of potential land use conflicts that are caused by development and explore ways to mitigate them or move a potential land use to other areas of the Village where they may be more appropriate.

Existing Land Use 2014

Village of Colfax

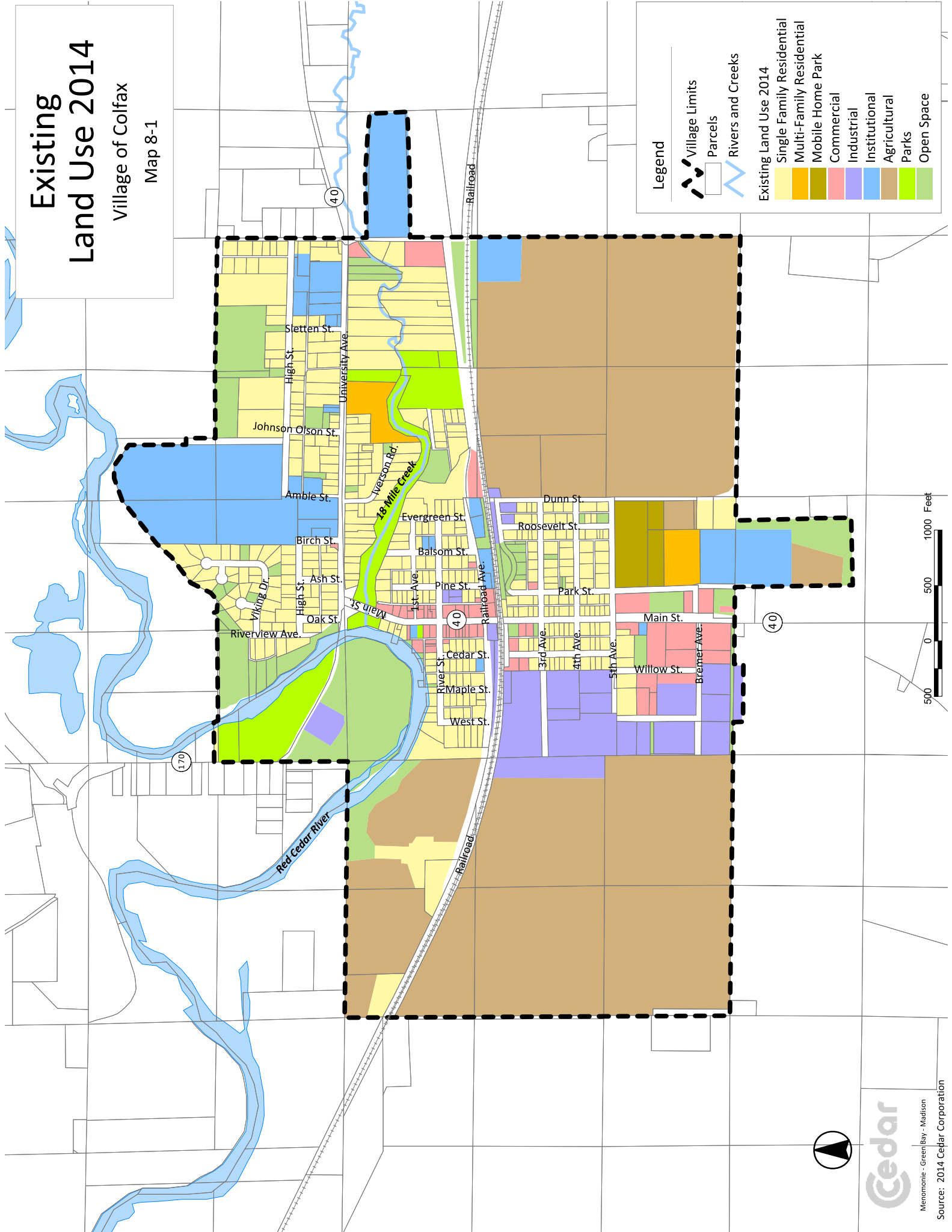
Map 8-1

Legend

- Village Limits
- Parcels
- Rivers and Creeks

Existing Land Use 2014

- Single Family Residential
- Multi-Family Residential
- Mobile Home Park
- Commercial
- Industrial
- Institutional
- Agricultural
- Parks
- Open Space



500 0 500 1000 Feet

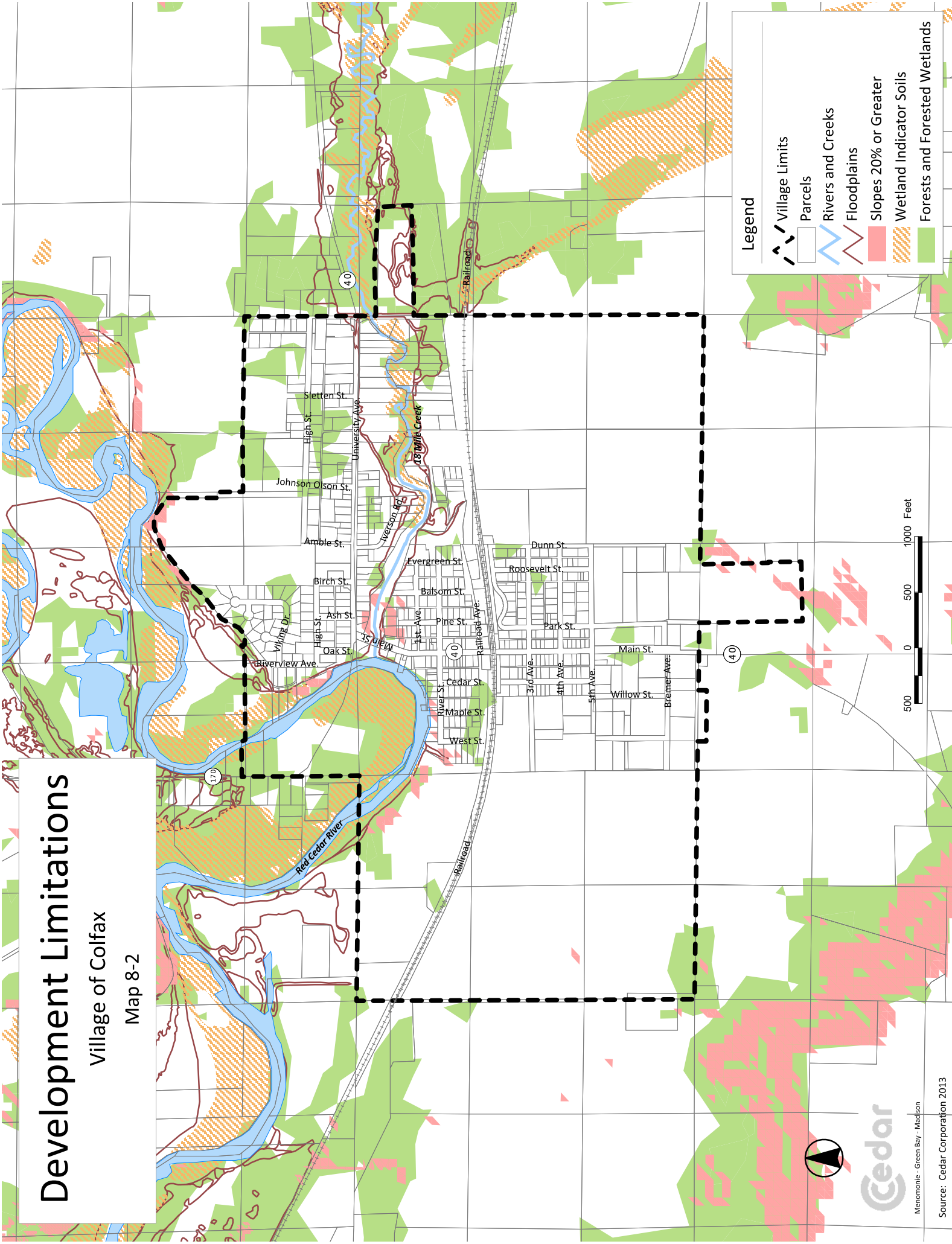


Menomonee - Green Bay - Madison
Source: 2014 Cedar Corporation

Development Limitations

Village of Colfax

Map 8-2



Cedar

Menomonee - Green Bay - Madison

Source: Cedar Corporation 2013

Redevelopment Opportunities

Opportunities for redevelopment are empty commercial and industrial buildings or contaminated lands. The Village of Colfax has never had a large industrial base that would normally provide these opportunities. There are some commercial properties in the downtown that could be rehabilitated to accommodate different uses. Areas along the railroad tracks may also be attractive for industrial or certain commercial development.

Influences on Land Supply and Demand for Development

Population growth, land prices, the economy, land ownership, and the quality of the community can have an impact on the supply of and demand for land in the Village of Colfax. The growth of a community may stagnate if there are no developed vacant lots for new businesses or housing. At the same time, a landowner may have land for sale but the asking price is prohibitive for development. In many cases, communities purchase land so that they have control over how it is used.

Future Land Use Needs Analysis

Residential, commercial, and industrial growth has been stagnant in the Village over the last ten years. One reason is that there are few lots available for new development. In addition, the Village of Colfax is near larger communities that provide more opportunities for work and housing. In order to attract residential, commercial, and industrial growth, the Village must have the infrastructure in place for development to occur and consider what makes the Village unique compared with surrounding communities in order to attract new residents.

Table 8-2 shows 17 new households are projected by the year 2040. Currently, about 70% of the households in Colfax own their home. We can assume that 70% (12 dwelling units) of the 17 new households will be single family homes and 30% (5 dwelling units) will be multi-family dwellings or mobile homes. The Village would like to maintain an overall residential development ratio of 70% single family homes and 30% multi-family dwelling units.

Current development ratios are as follows:

1. Single Family Residential: 1 unit per 0.5 acres
2. Multi-Family Residential: 1 unit per 0.15 acres

At current development ratios, the projected 12 single family dwellings would require 6 acres of undeveloped land. The 5 multi-family dwellings would require less than one acre of undeveloped land. Some housing needs may be met by residents converting single family homes into multi-family units or the development of currently unbuilt residential lots.

If the 12 projected single family dwelling are built on 12,000 sq. ft. lots, the minimum lot size for the R-1 zoning district, the amount of land needed would be only 3.3 acres.

Denser development costs less to maintain and service over time. The Village should review its minimum lot sizes periodically in the zoning code to ensure that they reflect the type of development desired.

Table 8-2: Household Forecasts - Village of Colfax

Year	2010	2015	2020	2025	2030	2035	2040
Population	1,158	1,165	1,155	1,145	1,125	1,095	1075
Persons Per Household	2.29	2.23	2.19	2.15	2.12	2.09	2.06
Total Occupied Households	478	495	500	504	503	498	495

Source: WI Dept. of Administration: Demographic Center 2013

Based on population ratios, the Village commercial and industrial land would remain as is.

Although population projections do not indicate population growth, the Village can take actions to try to increase the Village's population and commercial and industrial development.

Future Land Use

Determining what type of land use should go where in a community is often difficult. It is important to recognize adjacent land uses and the surrounding land characteristics to help determine the desired future land use patterns. For example, a vacant parcel of land near an industrial park may not be an appropriate location for new residential development. Factors that would have to be taken into consideration would be they type of industry, traffic patterns, ability to mitigate noise, etc.

The future land use portion of this chapter is generalized in order to allow for land use decisions to be made on a case by case basis. These decisions should take into account the existing development patterns, transportation options, potential land use conflicts, and topography. For development outside the mapped areas, the same general development principles outlined in this chapter would apply.

Generalized Future Land Use Patterns

As discussed earlier in this chapter, it is projected that the Village of Colfax will need up to 4 additional acres of land for future residential, commercial, and industrial growth. Currently, there are almost 440 acres of land that could potentially be developed. Also, a developer could request annexation of land outside of the Village if it is determined that their development would benefit by connecting to municipal utilities such as water and sanitary sewer. The Village has enough developable land to meet projected growth needs for the foreseeable future.

Map 8-3 shows the generalized areas for future residential, commercial, industrial, institutional, and parks/open space development. An explanation of these areas follows.

Residential

- A. Areas 3, 6, and 7 are adjacent to existing residential areas. There are few development limitations in these areas (floodplains, forested wetlands). These limitations can be incorporated into the design of future residential development to enhance the aesthetics. Residential development in this area is consistent

with the future land use plan of the Town of Colfax. Residential development in this area should be implemented in a way that does not fragment the existing agricultural land.

- B. Area 13 is located outside the Village but currently has some residential development at a density that is compatible with the development of the Village. Additional residential development in this area may provide an opportunity to extend municipal utilities in this area.

Commercial

- A. Areas 9 and 10 are adjacent to existing commercial development such as a grocery store, restaurant, and financial institutions. Commercial development would be appropriate in this area and can also serve as a transition area between commercial and industrial development.

Industrial

- A. Areas 4 and 5 are adjacent to the railroad tracks and may be attractive to some industrial type businesses that rely on rail transportation. The type of industrial development should be carefully thought-out because residential development is planned directly to the south of this area.
- B. Areas 11 and 12 are adjacent to existing industrial development. There is potential for a railroad spur in this area.

Institutional

- A. Area 2 is adjacent to the existing school campus and would provide an opportunity for the School District to expand in this area.
- B. Area 8 is adjacent to the Colfax Health and Rehabilitation Center and would provide an opportunity for further growth in this area.

Parks/Open Space

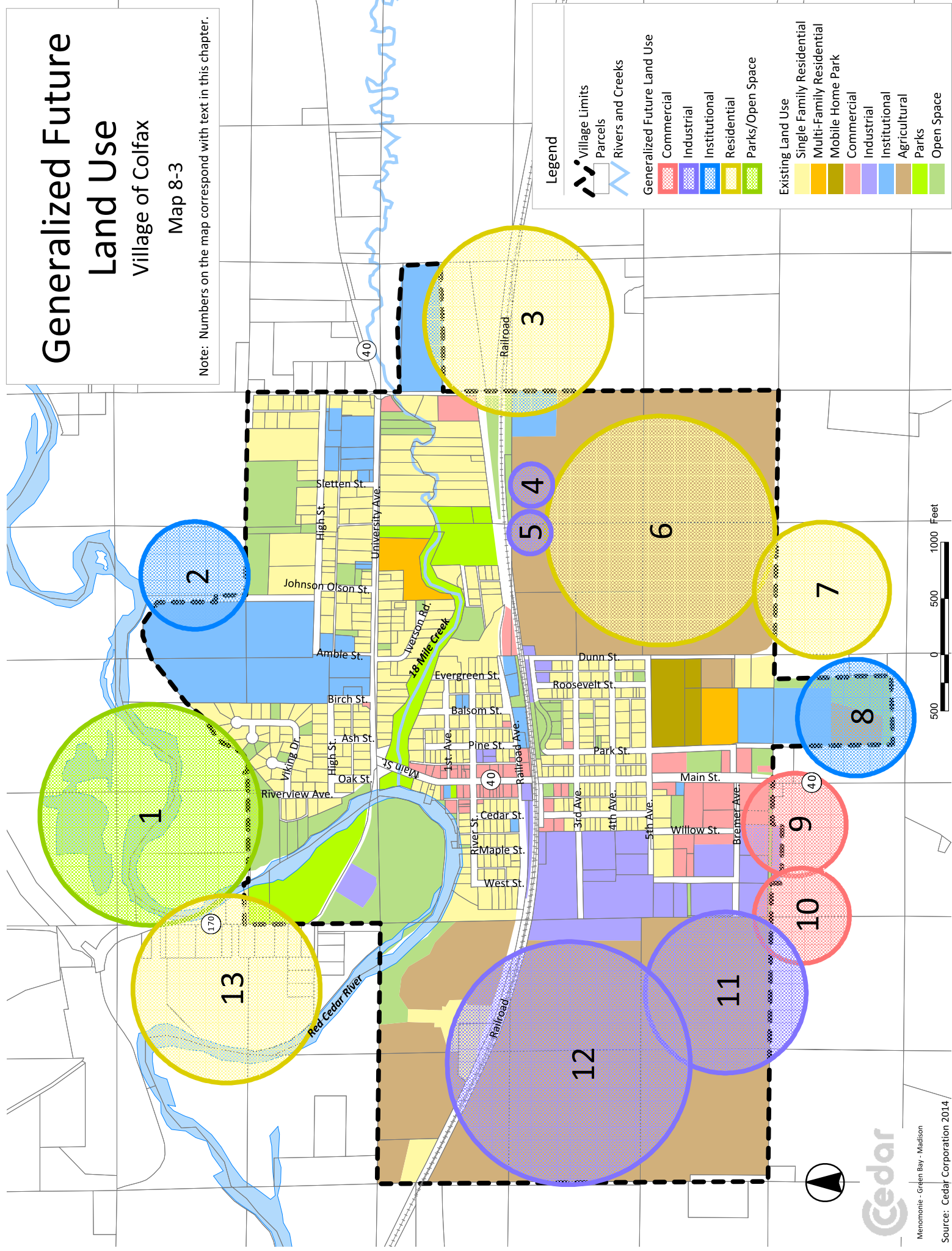
- A. Area 1 is adjacent to the Red Cedar River and has floodplains, wetlands, and forested areas that would make this area difficult to develop. This may provide an opportunity for joint County, Town, and Village development as open space or a recreational facility.

Generalized Future Land Use

Village of Colfax

Map 8-3

Note: Numbers on the map correspond with text in this chapter.



Future Development Principles

When evaluating future development plans, the specific site conditions, existing land uses, and future land use plans should be considered. Future residential, commercial, and industrial development should take into account the following principles.

Residential Development

1. Should include access to multi-modal transportation options.
2. Should have safe access to parks, open space, institutions, and commercial areas
3. Should provide a variety of housing options.
4. Should preserve the natural topography and natural resources and incorporate them into its design.
5. Should be designed and incorporate engineering principles to reduce vehicle speeds and create a safe environment.
6. Should be protected from conflicting land uses by adding buffers or development restrictions that limit hours of operation, traffic, noise, light intrusion, and/or odors.
7. Should be designed to minimize the impact on the environment.

Commercial Development

1. Should consider the hours of operations, traffic generated, and existing development patterns when evaluating potential development sites.
2. Should consider lighting that reduces light pollution.
3. Should provide safe access for a variety of transportation modes.
4. Should minimize the impact on adjacent residential areas.
5. Should be designed to minimize the impact on the environment.

Industrial Development

1. Should consider the hours of operations, traffic generated, and existing development patterns when looking for a site in the Village.
2. Should anticipate potential land use conflicts and mitigate them by the use of buffers, designated transportation routes, reduced speed limits, and lighting reductions or find a more suitable location.
3. Should provide safe access for a variety of transportation modes.
4. Should minimize the impact on adjacent residential areas.
5. Should be designed to minimize the impact on the environment.

Agricultural Development

1. Should promote orderly development that does not fragment farmland.
2. Should promote the expansion of agriculture in and around the Village that provides for local food production.

Goals, Objectives, and Recommendations

Goal 1: Encourage housing, commercial, and industrial growth that minimizes the impact to the environment and long term maintenance costs.

Objectives

1. Promote responsible development that benefits the Village and its residents.

Recommendations

1. Support growth that is contiguous to existing residential, commercial, and industrial properties.
2. Review and revise as needed Village zoning and subdivision/planning ordinances to ensure they allow the types of development stated in the Village's Comprehensive Plan.
3. Meet with commercial and industrial businesses to discuss long-term land and infrastructure needs for growth.
4. Explore the use of solar power and other alternative energy sources in public buildings or in industrial parks.
5. Explore the use of incentives to reduce impervious surfaces.
6. Require new development to include trails and sidewalks to connect to existing or planned pedestrian and bicycle infrastructure.

Goal 2: Develop tools to manage new development in order to maintain the character of the community.

Objectives

1. Make the Village of Colfax a destination and promote tourism.
2. Preserve the natural aesthetics of the area.
3. Preserve and rehabilitate the remaining historic buildings in the Village.

Recommendations

1. Explore the creation of a Community Character Ordinance or Development Standards that preserve and improve upon the existing character of the downtown.
2. Explore the creation of a Historic Preservation Ordinance and establish a Historic Preservation Committee
3. Review tree requirements specified in the Subdivision and Planning Ordinance.
4. Amend existing Village Code to require all new development, except one and two family residences, to have an approved site plan before a building permit is issued.
5. Create a site plan checklist for developers/contractors.
6. Implement the recommendations in the Village's *Placemaking Downtown Colfax* document.
7. Review Village requirements for public parks and other public areas in new developments.

Goal 3: Support development that has a positive impact on the community.

Objectives

1. Promote quality housing, commercial and industrial development.

Recommendations

1. Encourage a variety of housing options that meet the needs of fixed-income residents, the elderly, single adults, and families.
2. Review site plans to ensure that new development does not negatively impact adjacent and existing development.
3. Review new commercial and industrial development to minimize the impact of lighting, traffic, noise, and odors to the community.
4. Preserve natural areas in the community.
5. Support development that minimizes the fragmentation of productive farmland.
6. Provide safe access to parks, open space, institutions, neighborhoods, and commercial areas by incorporating safe crosswalks and traffic calming techniques.
7. Review site plans using the *Future Development Principles* outlined in this chapter

Chapter 9: Intergovernmental Cooperation

Introduction

Coordination and collaboration among units of government at all levels is a very important goal. Intergovernmental communication, coordination and cooperation can make a significant difference in the implementation and administration of The Village's Comprehensive Plan by potentially reducing costs and finding partners for larger projects.

Intergovernmental cooperation can be developed over time. This section explores the relationships between the Village of Colfax and other municipalities and agencies. It also identifies existing and potential conflicts and offers processes to resolve conflicts and build cooperative relationships.

Existing Agreements

It is challenging for any community to provide and fund all the services residents may desire but intergovernmental cooperation can be used to provide some of these services at a reasonable cost. Sharing equipment, facilities, or pooling financial resources to purchase common materials in volume are all ways communities have benefited from intergovernmental cooperation.

Intergovernmental cooperation can be both formal and informal agreements. The Village of Colfax service providers (Village government, Public Works, Police Department, Fire Department, and EMS) participate in a number of cooperative agreements with neighboring governments and agencies. These are listed below:

Public Works

- Coordinates with the Town of Colfax to mow, snow plow, and maintain 830th Street and 860th Avenue.
- Joint purchase of a sewer jetter with the Village of Elk Mound.
- Purchases salt, sand, and asphalt through Dunn County

Emergency Medical Services

- Provides services to the Villages of Colfax, Elk Mound, Wheeler and Towns of Sand Creek, Grant, Otter Creek, Tainter, Colfax, and Elk Mound. EMS services are funded by each community using per capita cost as well as a run cost to the individual.
- Participates in emergency management planning for emergencies resulting from all natural disasters and large-scale emergencies.
- Organizes training exercises with surrounding communities.
- Participates in the voluntary Mutual Aid Box Alarm System (MABAS) which is a mutual aid measure that may be used for deploying fire, rescue and emergency medical services personnel in a multi-jurisdictional and/or multi-agency response.
- Receives 911 dispatches from Dunn County Emergency Communications.

Colfax Fire District

- Provides fire services to the Village of Colfax and Towns of Colfax, Otter Creek, and Grant. Fire Department services are funded by each community based on equalized value as well as a run coast to the individual.
- Participates in the voluntary Mutual Aid Box Alarm System (MABAS) which is a mutual aid measure that may be used for deploying fire, rescue and emergency medical services personnel in a multi-jurisdictional and/or multi-agency response.
- Receives 911 dispatches from Dunn County Emergency Communications.
- Participates in joint training exercises with surrounding communities.

Police Department

- Participates in firearms training with all municipalities in Dunn County.
- Receives 911 dispatches from Dunn County Emergency Communications.
- Informal mutual aide agreements with the Villages of Boyceville, Elk Mound, Wheeler, and Dunn County.
- Assist EMS within the Village boundary.
- Provide traffic control for Public Works and other utility projects.

Public Library

- The Colfax Public Library is part of the MORE Libraries which is a consortium of libraries in Western Wisconsin that shares resources totaling more than a million items. Materials can be searched using the online catalog to find materials or find additional information at any of the MORE member libraries.
- Participates in the Interlibrary Loan service that is a free service that provides access to library materials (both academic and public) that the MORE consortium doesn't own.

Existing or Potential Conflicts and Conflict Resolution

There are no identified existing or potential conflicts between the Village of Colfax and surrounding municipalities and governmental agencies. It is important to address any existing or potential conflict in a manner that produces a mutual understanding of an issue and creates an atmosphere under which the conflicts can be resolved successfully. The Village of Colfax should hold joint meetings with neighboring governments and governmental agencies to resolve any conflicts identified in the future

Future Areas for Intergovernmental Cooperation

Existing and future intergovernmental cooperation can help Colfax implement the Village's Comprehensive Plan. Issues such as trails, natural resource protection and economic development often extend beyond political borders. Listed below are potential areas for cooperation the Village of Colfax may wish to pursue:

- Work with the WisDNR, neighboring communities, and area residents to protect the area's water resources.
- Work with neighboring Towns and Dunn County when planning and constructing walking, biking, or other trail systems.
- Work with the WisDOT to identify improvements along STH 40 for pedestrian crossings, bike lanes, or sidewalks.

- Work with Dunn County Economic Development Corporation and other agencies to plan and promote economic development.

Goals, Objectives, and Recommendations

Goal 1: Explore intergovernmental cooperation opportunities that mutually benefit the Village, surrounding municipalities, and governmental agencies that help protect and enhance the character of the Village of Colfax.

Objectives

1. Maintain quality services
2. Promote understanding and goodwill

Recommendations:

1. Continue to work with the Town of Colfax to provide road maintenance, park development, and park maintenance.
2. Continue to work with neighboring governments to provide emergency services to Village residents.
3. Pursue opportunities in the *Future Areas for Intergovernmental Cooperation* section of this chapter when opportunities arise.
4. Consider organizing joint meetings with the Town of Colfax on a periodic basis.

Chapter 10: Plan Implementation

Introduction

Once the Village of Colfax adopts its amended Comprehensive Plan, it can begin to implement the recommendations. There are different “tools” that can be used to implement the Plan. The tools can be new policies, amending the zoning code, creating committees. All of these can be used to help implement the recommendations.

There are goals, objectives, and recommendations at the end of each chapter in the Village of Colfax Comprehensive Plan. These represent the end result that the Village hopes to achieve by implementing the Plan. Though there are many excellent ideas in each chapter, it may be impossible to address them all at the same time. Potentially, budgets, time constraints, manpower, or changes in attitude may cause some of the ideas not to be realized.

The Plan Implementation chapter will review the goals, objectives, and recommendations at the end of each chapter to determine which policies should be implemented and in what time frame.

Potential Implementation Tools

Implementation tools can be grouped into regulatory and non-regulatory categories. Regulatory tools can be state, county, and municipal codes that the Village of Colfax uses to regulate itself. Non-regulatory tools can be actions the Village government, groups, or residents voluntarily take to achieve a goal. Regulatory and non-regulatory tools can be used to do budgetary planning, public education, and park maintenance. Throughout the plan, ways of achieving the goals have been identified.

Roles and Responsibilities

Residents and Property Owners

The Village of Colfax encourages continuous input from its residents and property owners. The planning process does not end with the adoption of the Comprehensive Plan. Views change, regulations are amended, new ideas evolve over time, and with this, the Comprehensive Plan will need to be updated. Therefore, public participation will always be needed and encouraged.

Plan Commission: The Village of Colfax Plan Commission’s role in the planning process is to review all pertinent information, give input, and make recommendations to the Village Board. The Plan Commission will use the comprehensive plan as a guide for decision making and will recommend revisions and updates as needed.

Village Board: In order for the Comprehensive Plan to be implemented, the Village Board must formally adopt it. Upon adoption, the Comprehensive Plan becomes a guide for decision making by Village officials. As chief policy makers, the Board is also responsible for establishing and actively supporting a continuing planning program.

Plan Updates

Ongoing evaluation of the Village of Colfax Comprehensive Plan is important. The needs of the community today may be different from the needs of tomorrow. Revisions and amendments to the Village's Comprehensive Plan can be done at any time by following the procedures for adopting a comprehensive plan required by state statutes. These include publishing a Class I notice, having the plan available for the public to review for 30 days, and holding a public hearing.

The Village of Colfax Comprehensive Plan 2014-2034 Implementation Schedule should be reviewed each year by the Colfax Village Board and/or Plan Commission to measure the progress of the plan implementation. By law, the plan is required to be reviewed every 10 years.

Plan Consistency

When drafting a comprehensive plan for a community, the possibility exists that the individual pieces of the plan may not support other elements to the extent they should or, in the worst case, contradict other elements. As envisioned and crafted, the elements of this plan fit together into a cohesive direction for future decision making in the Village.

Implementation Recommendations and Schedule

There are many recommendations throughout the Village of Colfax Comprehensive Plan. Personnel and budget limitations can make it difficult to address all of them in a short period of time. The Village of Colfax Comprehensive Plan 2014-2034 Implementation Schedule should be used as a guide to prioritize and schedule implementation recommendations. The schedule should be reviewed and updated as necessary. The Village should also note what recommendations have or have not been implemented, what were the successes, what obstacles prevented implementation, and if the schedule should be revised.

The timeframes used for the recommended actions are:

Short Term:	1-5 Years
Mid Term:	6-10 Years
Long Term:	11-20 Years
Ongoing:	Ongoing support/action with no definite beginning or end.

Village of Colfax Comprehensive Plan 2014-2034 Implementation Schedule

Table 10-1: Short Term Recommendations (1 to 5 years)

Element	Recommended Action	Potential Lead Group(s)
Housing	Purchase land within the existing Mixed-Use TIF District in order to have more control over the types of housing, site design, and promotion of residential development.	Village
Housing	Connect residential development to commercial areas, schools, and parks by requiring safe sidewalks and/or trails to these areas.	Village, Developers
Transportation	Create, maintain, and implement a conceptual future sidewalks and trails map.	Village, Community
Transportation	Inventory bicycle parking facilities and identify areas that would benefit by having bicycle racks.	Village, Community
Transportation	Consider working with the Colfax School District to create a Safe Routes to School Plan.	Village, School District, Community
Transportation	Work with the Dunn County Transit Commission to analyze the need for bus transportation and identify potential bus stop locations.	Village, Dunn County Transit Commission
Economic Development	Review and implement, when feasible, recommendations for downtown improvements listed in the <i>Placemaking Downtown Colfax</i> plan.	Village, Community
Economic Development	Encourage the use of a Downtown Façade Loan Fund or Program for downtown building owners to make improvements to building facades.	Village, Business Owners
Economic Development	Analyze the feasibility of purchasing and developing land for residential, business, and industrial purposes.	Village
Economic Development	Create promotional materials to give to prospective new business and industry.	Village, Business Owners
Land Use	Meet with commercial and industrial businesses to discuss long-term land and infrastructure needs for growth.	Village, Business Owners, Industry
Community Facilities and Utilities	Create and update, as needed, a formal Parks Plan to identify future needs, prioritize projects and estimate long term costs.	Village, Community
Community Facilities and Utilities	Create and maintain a formal 5-year Capital Improvement Plan to prioritize road, public building, and utility projects to anticipate costs and possible grant funding opportunities.	Village
Community Facilities and Utilities	Conduct and update, as needed, a Facility Needs Assessment to understand the facility space needs of the various Village facilities.	Village

Table 9-10: Mid Term Recommendations (6 to 10 years)

Element	Recommended Action	Potential Lead Group(s)
	N/A	

Table 10-3: Long Term Recommendations (11 to 20 years)

Element	Recommended Action	Potential Lead Group(s)
	N/A	

Table10-4: Ongoing Recommendations

Element	Recommended Action	Potential Lead Group(s)
Housing	Meet with residential developers to discuss Village housing needs and goals and explore potential partnerships and/or incentives to encourage residential development.	Village, Developers, Contractors
Housing	Continue to improve Village aesthetics and amenities to attract people who are moving to the area.	Village, Community, Business Owners
Housing	Support residential development that maintains a higher owner-occupied housing to renter-occupied housing ratio.	Village, Developers, Contractors
Housing	Explore the feasibility of the acquisition or abatement of distressed properties.	Village, Contractors
Housing	Connect residential development to commercial areas, schools, and parks by requiring safe sidewalks and/or trails to these areas.	Village, Community, School District
Transportation	Explore WisDOT / WisDNR grants to help offset acquisition, maintenance, or construction costs of transportation infrastructure.	Village
Transportation	Apply for WisDNR Stewardship grants when considering multi-use trail development or land acquisition for multi-use trails.	Village
Agricultural, Cultural, and Natural Resources	Consider surrounding agricultural practices and activities when reviewing future development plans	Village, Developers
Agricultural, Cultural, and Natural Resources	Explore the use of the WDNR Stewardship Program or other grants to acquire or develop land for passive recreation.	Village, Community
Economic Development	Continue to use TIF Districts to provide incentives for economic development.	Village
Land Use	Support growth that is contiguous to existing residential, commercial, and industrial properties.	Village, Community
Land Use	Encourage a variety of housing options that meet the needs of fixed-income residents, the elderly, single adults, and families.	Village, Developers, Contractors

Land Use	Preserve natural areas in the community.	Village, Community, Developers, Contractors
Community Facilities and Utilities	Explore grant and intergovernmental opportunities to offset the costs of community facility and utility improvements	Village, Town
Community Facilities and Utilities	Review the implementation schedule annually to gauge implementation progress and make recommendations for revisions.	Village Board, Plan Commission, Community

Plan Implementation Goals, Objectives, and Recommendations

Goal 1: Maintain and update the Comprehensive Plan so that it remains a useful and relevant planning document..

Objectives

1. Create a planning document that provides a consistent guide for the future growth and development of the Village.

Recommendations

1. Review the implementation schedule annually to gauge implementation progress and make recommendations for revisions.
2. Create a list of local and area groups, organizations, and committees that could potentially help implement the Colfax's comprehensive plan.
3. Continue to explore alternative funding options such as grants or in-kind services to help make some of the recommendations feasible.
4. Revise and amend the Village of Colfax Comprehensive Plan as needed.

VILLAGE OF COLFAX

PLACEMAKING DOWNTOWN COLFAX

SEPTEMBER 2012



PREPARED BY
WEST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION



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Project for Public Spaces, Inc. (PPS) is a nonprofit planning, design, and educational organization dedicated to helping people create and sustain public spaces that build stronger communities.

West Central Wisconsin Regional Planning Commission (WCWRPC), a multi-county planning agency statutorily charged with planning for the physical, social, and economic development of the region, has formed a partnership with PPS to advocate for and facilitate placemaking activities in west central Wisconsin.

The placemaking concepts discussed within this document, including the four attributes to a great place (place diagram), the ‘Power of 10’, and managing your public space, are provided by or adapted from PPS materials and



cannot be used without formal, written permission from PPS. More information on PPS and placemaking can be found at www.pps.org.



I. INTRODUCTION

Downtown Colfax has a great potential to be a true center of community life. The placemaking approach looks to enhance the character of places where people gather, while building on existing initiatives in a community, and to connect spaces physically and thematically, through partnerships and cooperation. The goal of this initiative is to introduce the placemaking concept to the Colfax community, build enthusiasm and support, and identify both short and long term opportunities for the Colfax community to pursue.



In its comprehensive plan adopted in 2002, the Village of Colfax recognized the need for a more diverse and visually appealing downtown to help improve community identity and build on assets such as the Railroad Museum. Since 2002, positive strides have been made, such as new street lighting with a historic flavor. The Village's plan also stressed the importance of involving residents, business owners, and community organizations in determining and achieving the community's vision and goals. With these themes in mind, this report presents the results of a 2012 placemaking exercise which brought business owners and residents together to take a fresh look at the parks, sidewalks, buildings, and other places of their downtown.

The following summarizes the primary steps in this placemaking exercise:

- In late 2011, West Central Wisconsin Regional Planning Commission (WCWRPC) applied for an EPA *Building Blocks for Sustainable Communities* grant for technical assistance from the Project for Public Spaces (PPS) to conduct placemaking exercises in two small, rural communities. WCWRPC identified Colfax as a candidate due to the Village's commitment to improving its downtown, as identified in its comprehensive plan. The Village agreed to participate and the technical assistance grant was approved.
- On May 31, 2012, WCWRPC conducted a brief downtown assessment with a Colfax High School World History class.
- The Village advertised the July 10, 2012, community placemaking workshop through the newspaper, flyers, and by word-of-mouth. During the three-hour workshop facilitated by PPS, participants received an overview on placemaking, then split into teams to conduct on-site evaluations of four key nodes within the community. Each team identified short-term, and longer-term opportunities to improve the space, as well as potential resources.
- WCWRPC then compiled this report for presentation at a follow-up community meeting. A corresponding one-page report summary was also prepared by WCWRPC.



II. PLACE MAKING PRINCIPLES

a. What is Placemaking?

Placemaking is the planning, design, and management of public spaces. Placemaking involves listening to, and asking questions of the people who live, work, and play in a particular space, to determine their needs and aspirations. This information is then used to create common goals. The goals can evolve quickly into an action plan, beginning with small-scale, do-able improvements that can immediately bring benefits to public spaces and the people who use them.

Simply put, placemaking allows people to make extraordinary improvements, both big and small, in their communities.

b. Benefits of a Great Place

Great places have many far-reaching benefits:

- Places nurture and define community identity
- Places benefit cities economically
- Places promote a greater sense of comfort
- Places draw a diverse population
- Places create improved accessibility
- Places foster frequent and meaningful contact

c. What Makes a Great Place?

Great public spaces are where celebrations are held, social and economic exchanges take place, friends run into each other, and cultures mix. They are the “front porches” of our communities – libraries, field houses, cafés, neighborhood schools – where we interact with each other and government. When the spaces work well, they serve as a stage for our public lives.

What makes some spaces succeed while others fail? In part, it is having a variety of things to do in one spot. When the space becomes more than the sum of its parts, it becomes a place. For example, an area in a park that has a fountain, a playground, somewhere for parents to sit in the shade, and a place to get something to drink or eat will attract people to stay there for more than a few minutes, and to return. If the park had a library across the street, with an outdoor area that had storytelling hours for kids, and exhibits on local history, people would come to both the library and park, again and again. Easy access to a bus stop or bike trail and proximity to residential areas are additional components that cumulatively add up to create a very successful place.

Principles of Placemaking

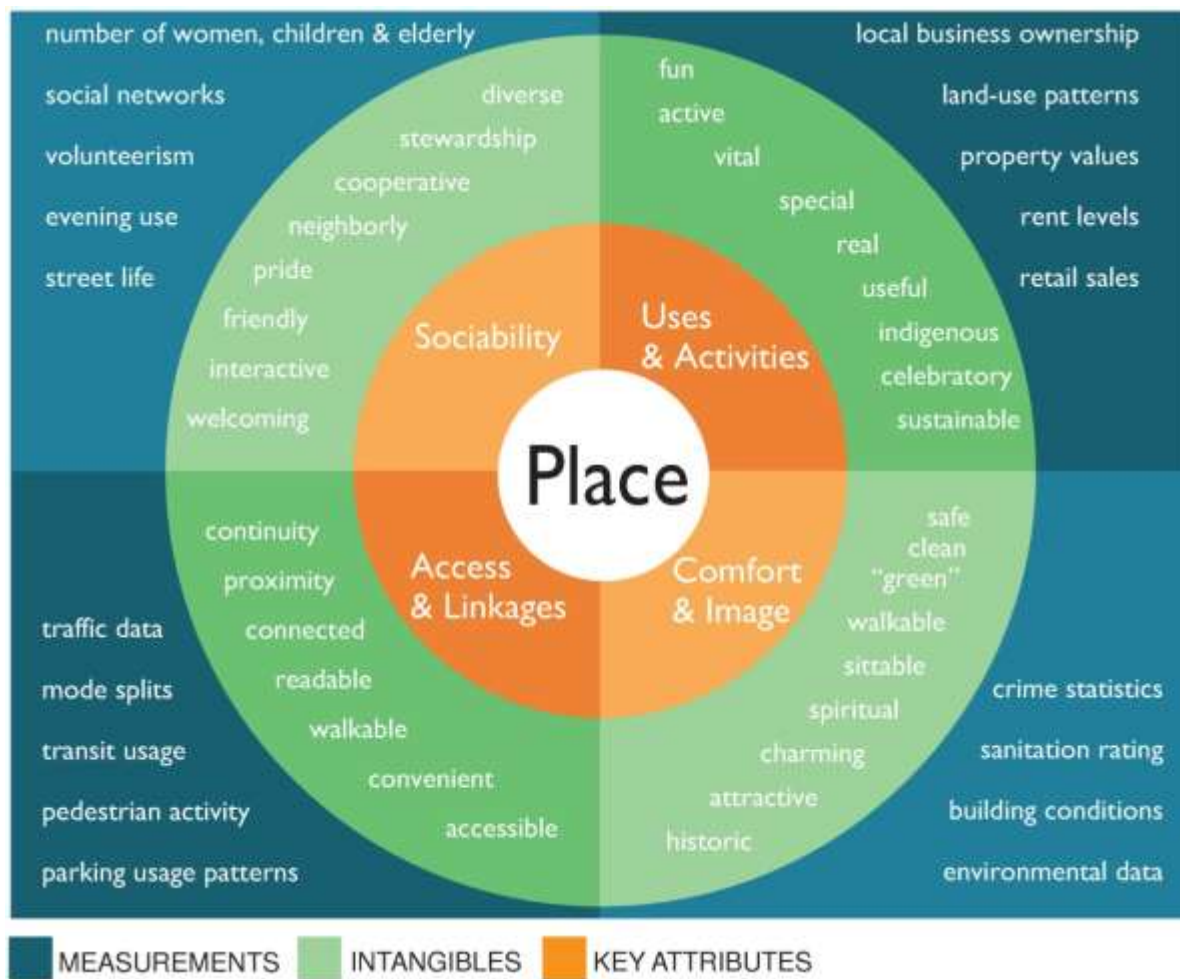
1. The community is the expert
2. You are creating a place, not a design
3. You can't do it alone
4. They'll always say, “It can't be done”
5. You can see a lot just by observing
6. Develop a vision
7. Use is more important than design
8. Cluster elements to foster activities
9. Start with simple, short-term solutions
10. Money is not the issue
11. You are never finished

d. Four Key Qualities of a Successful Place

PPS has identified four key qualities that successful places have in common:

- 1. Access and Linkages**
They are accessible and have linkages to other places;
- 2. Uses and Activities**
People use the space and are engaged in activities there;
- 3. Comfort and Image**
The space is comfortable and has a good image; and
- 4. Sociability**
It is a sociable place – one where people meet each other and take people when they come to visit.

PPS developed the Place Diagram as a tool to help people in judging any place, good or bad, by using the four key qualities of a successful place:



Imagine the center circle on the diagram is a specific place that you know: a street corner, playground, or area outside a building. You can evaluate that place according to the four criteria in the orange ring. In the green ring are a number of intuitive or qualitative aspects by which to judge a place; the blue area shows the quantitative aspects that can be measured by statistics or research.

III. OPPORTUNITIES - DOWNTOWN COLFAX

a. Identifying Places in Colfax

Four places, or nodes, were identified as targets for the placemaking exercise by PPS and WCWRPC staff before the workshop. The following criteria were used in selecting the nodes:

- Small-scale
- Easily identifiable and comprehensible
- Issues and clear opportunities available
- Transition zones (gateways, park entrances, focal point, intersection, or offers linkages to other places)
- At least one site must create interest and excitement

At the workshop, four groups were formed and each was sent to one of the nodes to identify:

- What do you like best about this place?
- What can be done right away and at a low cost to improve the place?
- What long-term changes would you make that would have the biggest impacts?
- What local partnerships and resources are available to implement some of your improvements?

Figure 1: Identified nodes in downtown Colfax



b. Nodes

The following node information was provided from the groups at the workshop. The reported issues and opportunities are just ideas at this point and will need to be further discussed.

NODE #1: RAILROAD MUSEUM



Issues

- **Underused**
The Railroad Museum does not have set hours of operation and hosts only a few events throughout the year that are open to the public.
- **Wayfinding**
The museum is hidden, off of Main Street.
- **Aesthetic and Comfort**
The landscaping is dull and there is no seating.

Opportunities

- **Tourism Draw**
There is potential for the Railroad Museum to be a draw for visitors with:
 - improved signage, seating, and landscaping;
 - expanded activities, like a train-set playground; and/or
 - specialized activities like a railroad buff swap meet or a holiday train event.An eventual expansion of the museum to Main Street and acquisition of the other depot building (currently being used for housing) would provide increased visibility and more space to showcase the museum.
- **Aesthetic Improvements**
There is a need for more benches, signage and landscaping at the site. Some flower gardens and bushes would provide natural beauty that would help define the space. A railroad-themed mural on both sides of the Cenex building would bring life to the dull walls as well as provide a means of wayfinding for the museum.
- **Marketing**
There is a need for improved signs at the museum and advertisements of museum events in local papers or other publications.



NODE #2: MAIN ST. AND RAILROAD AVE. INTERSECTION



Issues

- **Pedestrian Hazards**
Vehicles do not normally adhere to the speed limit at this intersection and often do not yield to pedestrians in the crosswalk.
- **Railroad Signal Malfunctions**
The signal on the railroad is sometimes activated inadvertently.
- **Lack of Wayfinding Signs**
This intersection could benefit from a sign indicating the entrance to downtown as well as wayfinding signage directing people to local attractions.
- **State Highway**
The State of Wisconsin has jurisdiction over Main Street, as it is State Highway 40. In the past, the Village has had difficulty working with the State on their restrictions on signage, bump-outs, and pedestrian yield signage in the road.

Opportunities

- **Aesthetics and Comfort**
The following list should be completed in order to improve the aesthetics and comfort of the node:
 - more outdoor seating should be provided;
 - overhead wires should be removed;
 - crosswalks should be painted;
 - a mural should be painted on the Little Italy building (on the Railroad Ave. side, above the awning); and
 - decorative plantings should be encouraged.Additionally, a screening of some sort should be constructed to lessen the visual impact of the loading dock and railroad tracks.
- **Wayfinding Signs**
A sign should be installed indicating the entrance to downtown and wayfinding signs added to direct the public to other attractions like the fairgrounds and Village Hall.
- **Railroad and Highway**
Correct the problems with the railroad signals and work with the State on creating a safer Main Street for pedestrians.



NODE #3: RIVER ST. AND MAIN ST. INTERSECTION



Issues

- **Aesthetics**
The public spaces next to the auto dealer and laboratory business are not welcoming.
- **Safety**
The crossing is long and can be difficult and dangerous.

Opportunities

- **Aesthetics**
The following improvements could be made to improve the aesthetics of this node:
 - create murals on the window panels of the laboratory business building;
 - build benches and plant trees near the auto dealership;
 - plant flowers and highlight intersection as “the middle” of downtown to draw people down the street
 - widen sidewalks and narrow the street on River Street, to the west of the intersection, and locate umbrella tables or plant trees (for shade) and seating;
 - work with WisDOT to consider bumpouts to narrow crossing and calm traffic;
 - paint the bottoms of the light poles; and
 - add signage on the buildings.
- **Activities**
Outdoor activities, such as a farmer’s market and/or street dance/concerts would fit nicely into this node, just west of Main Street on River Street.
- **History**
The stately sandstone buildings were constructed with sandstone that was quarried and cut locally. The buildings could be showcased as part of a walking tour with an accompanying brochure explaining their history. The buildings could also have their own plaques describing the local history.
- **Business Association**
The formation of a business association in Colfax would greatly benefit the downtown. An association would allow more open communication amongst business owners who could collaborate on some of the improvements suggested for downtown.



NODE #4: VILLAGE HALL



Issues

- **Hidden & Underutilized Park Space**

The open space adjacent to the municipal building is easily missed by passing vehicles and lacks adequate signage to signal its existence. This small, but very nice park is underutilized and could accommodate more uses to attract more visitors.

Opportunities

- **Park Space Activities**

There are many opportunities to enhance the park space, such as:

- improved signage to bring attention to the park (e.g, consider the addition of an electronic bulletin board to display event dates, etc.);
- posting more historic information;
- hosting outdoor library events; and
- adding kid-friendly amenities;

- **Activities and Linkages**

There are a number of activities and linkages that would liven up this node including:

- a visible connection to the river behind the park with public access;
- offer historic tours of the village hall;
- activities (e.g., farmer's market) in the parking lot behind the municipal building;
- community-wide bike share program and establish bike routes/lanes;
- better promotion of the historic walking tour; and
- involve teens to identify appropriate teen activities and amenities at the park and for the area behind the park, including the connection to the river (e.g., open mic. nights, Quonset hut site with kayak/tube/canoe rental with snack shop, small indoor teen facility, skate park)

- **Aesthetics**

Some aesthetic work was suggested to “freshen up” this area, like painting and minor repairs in the park, improved pavilion lighting, and trompe-l’oeil window murals for the building to the north. More planters and other aesthetic amenities were recommended to encourage people to slow down and linger in the space.



c. Common Themes

There were three common themes that emerged during the workshop. They are:

Pedestrian Safety

The main theme that emerged during the workshop was pedestrian safety. Most participants voiced their concern about traffic speed, especially on Main Street. Attendees said vehicles rarely yield to pedestrians at the designated crosswalks, even when additional signage is employed.



Colfax, WI

Signage and Wayfinding

Another topic that continually arose during the workshop was about signage and wayfinding. Additional signage could benefit the Village in a number of ways. A large, attractive entrance sign could signal to drivers to slow down. Signs on buildings at all the nodes would provide visitors and even residents a better understanding of what downtown Colfax has to offer. Additionally, it was mentioned that a community bulletin board, possibly in the courtyard near Village Hall, could provide timely information for residents on the activities and events in Colfax.



Example of signage and wayfinding, Glasgow, UK

Aesthetics and Comfort

The workshop participants also mentioned node improvements that related to aesthetics and comfort. Façade improvements would make downtown more visually appealing and would help define it. Natural landscaping also beautifies a space, can help define it, and can sometimes act as a visual or physical barrier to conflicting uses.



Example of aesthetics and comfort

d. Linkages



Linkages help downtown Colfax capitalize on existing destinations by encouraging people to walk from places like the Railroad Museum to an event at the municipal building or beyond. This visual and activity-based “bread-crumb trail” must provide safe and convenient access for people of all ages and capabilities, especially for those who may not drive.

Linkages can be formed and strengthened through visual cues, such as unified streetscape treatments, signage, wayfinding, pavement treatments, designated bike routes with signage, and accentuating the sight-lines between key destinations. Colfax’s historic-style street lighting is one such positive feature which can be expanded upon. But activities and amenities between key destinations are also important to strengthening linkages, such as store window treatments, outdoor shopping or dining areas, public art, street furniture, informational signage, drinking fountains, infill development, etc. Clustering such amenities along routes will promote your breadcrumb trail.

Connecting Downtown Colfax

The need to strengthen the linkages between the different nodes and places in downtown Colfax, as well as other parts of the community, was emphasized by exercise participants. Visual cues, such as signage and an extension of streetscape treatments (e.g., historic lighting), is needed to better connect the Railroad Museum to Main Street. A railroad-themed mural on the side of the Cenex building to direct visitors to the Railroad Museum is one such idea. Improving the connections between the different nodes along Main Street is also needed, such as the murals, bumpouts, and amenities discussed in Node #3. Participants also discussed the need to update and better advertise the historic walking tour, with the potential addition of plaques on buildings and other signage. Improving the visual and public access linkage between the Village Hall park and the Red Cedar River was also emphasized by participants.

Colfax’s comprehensive plan suggests that a common theme and cohesive message about points of interest and destinations in the downtown is needed. Wayfinding downtown could be facilitated by murals, embedding art in the sidewalks, historical signage, or using public art pieces as “bread-crumbs” leading people from destination to destination. Textures or colored concrete for sidewalks and street crossings could also be used to encourage pedestrian movement between places. These features and public art in Colfax could have an agricultural, railroad, or river theme, etc. For instance, train features could be painted or embedded in the sidewalks. Another idea for public art is to create a series of art pieces (temporary or permanent) following Colfax’s theme, like the Peanuts characters in St. Paul.



e. Youth Exercise – Colfax High School Results

WCWRPC staff visited Colfax High School's World History Class to gain input from Colfax's younger generation on downtown Colfax. The results are outlined below.

Downtown Colfax Likes

- Bowling alley
- Library
- Country shop/café
- Dollar General, for the food
- Cenex
- Food
- Fitness place
- Salon
- Moms on Main
- Pedestrian-friendly
- 18-mile creek for:
 - Swimming
 - Fishing
 - Tubing
- Tom Prince Baseball Park
- Free fair
- Campgrounds
- Basketball courts @ school
- Landscaping/aesthetics

Downtown Colfax Dislikes

- Green Cow building (always closed/out of business)
- Dog food factory (smells)
- Antique shop (building is run-down)
- Run-down buildings
- Access to creek is overgrown/nonexistent
- Outdated baseball fields/bleachers/fences

Things You'd Like to See in Downtown Colfax

- Affordable clothes store/sporting goods store like Scheels
- Different music/bigger bands for summer's Music in the Park series
- Affordable grocery store
- Outdoor basketball courts with good lighting
- 2-3 store strip mall with clothing stores
- Do something with train station
- Creek converted back to a lake again, with a beach
- Improved access to creek
- Bakery
- Mini golf
- More things to do in the park—not just activities for little kids
- Fountain/splash park in summer and skating rink in winter
- Fountain
- Outdoor pool
- Indoor pool
- Nice softball/baseball fields



IV. ACTION PLAN

a. Downtown Colfax's Five General Goals

1. **Connect Colfax's destinations with walkable and bikeable streets**
2. **Scale back the importance of the car**
Streets should be designed for more than just vehicle speed and the predominance of parking should be reduced. Pedestrians should feel safe when walking or biking throughout downtown.
3. **Encourage residents and business owners to participate in placemaking activities**
A wide range of stakeholders should be involved in the process of implementing the placemaking recommendations, and no one entity should dominate the planning process.
4. **Overcome potential government obstacles**
The community should be involved in Colfax's planning efforts, even joining Village committees to help move placemaking forward.
5. **Don't lose momentum**
Start implementing change as soon as possible in order to keep the momentum strong. If possible, start many of the small, short-term projects at once. Seeing many small changes will motivate the group to continue to move forward.



b. Next Steps

	Recommendations	Priority	Potential Partnerships
Node #1: Railroad Museum	Install benches	Short-term	<ul style="list-style-type: none"> Cenex (expansion of museum and mural) Women's Club, 4-H, church groups, School Honor Society (plantings and other aesthetic improvements) Village of Colfax (sidewalk improvements and trim trees) Foundations (funding) Possibly a Railroad foundation (funding)
	Plant flower gardens and bushes	Short-term	
	Improve signage on dining car	Short-term	
	Improve sign on Railroad Museum	Short-term	
	Paint murals on both sides of the Cenex building	Short-term	
	Train set playground	Short-term	
	Trim trees near sidewalk	Short-term	
	Fix sidewalk	Short-term	
	Advertise events in papers	Long-term	
	Host a railroad buff swap meet	Long-term	
	Host a holiday train scene	Long-term	
Node #2: Main Street & Railroad Ave. intersection	Expand museum to Main St. and acquire other depot building	Long-term	
	Provide more outdoor seating	Short-term	<ul style="list-style-type: none"> WisDOT (signage, bump-outs, and pedestrian yield issues) Village and County highway (street and sidewalk improvements) School district (plantings, murals) Legislators (WisDOT issues) Businesses, Kiwanis, churches, other service organizations (seating, painting, murals, plantings) Dunn County EDC
	Remove overhead wires	Short-term	
	Paint crosswalks	Short-term	
	Paint murals on Little Italy building (on RR side)	Short-term	
	Create gateway elements and wayfinding signs to better define downtown entrance	Short-term	
	Correct Railroad signal	Short-term	
	Work with State to address signage restrictions, bump-out restrictions, and restrictions on pedestrian yield in the road	Short-term	
	Install screening to lessen visual impact of the loading dock and railroad tracks	Long-term	
	Close off railroad company access along tracks to keep public from using it to access the parking lot	Long-term	
	Plant flowers and add wayfinding signage on SE quadrant	Long-term	
Node #3: River Street & Main Street intersection	Paint the bottoms of light poles	Short-term	<ul style="list-style-type: none"> High school art classes, shop class (plantings, benches, murals, signage) Discovery Center @ UW-Stout Historic preservation group (building plaques) Chippewa Valley United Way (funding) WisDOT (street/sidewalk improvements) Business owners (signage and plantings)
	Create murals on window panels at Commercial Testing Laboratory, Inc.	Short-term	
	Build benches near Karl's Auto Sales	Short-term	
	Plant flowers	Short-term	
	Add signage on the buildings	Short-term	
	Start a farmers' market on River Street	Short-term	
	Host street dance concerts on River Street	Short-term	
	Install historical building plaques	Short-term	
	Widen sidewalks on and narrow River Street	Long-term	
	Construct umbrella tables or trees and benches on newly widened sidewalks on River Street	Long-term	
	Work with WisDOT to improve crossings-bumpouts	Long-term	
Node #4: Village Hall	"Spruce-up" the park with painting, minor repairs, improved pavilion lighting, etc.	Short-term	<ul style="list-style-type: none"> Horticulture & shop classes, Women's Club (plantings, other aesthetic improvements) Colfax Public Library (activities) High school art class & adjacent property owner (murals) Individual community members (painting, historic information) Municipal Building Restoration Group (tours, partnering) Village of Colfax (kid amenities) Colfax area teens (input, painting) Colfax Plan Commission (planning for river connection)
	Improve park signage, potentially including an electronic bulletin board if deemed appropriate	Short-term	
	Host outdoor library events in park	Short-term	
	Post historic information in park and partner with Restoration Group on building tours, etc.	Short-term	
	Install kid-friendly amenities	Short-term	
	Obtain the input from area teens on potential improvements and teen-oriented activities	Long-term	
	Paint window murals on adjacent building	Long-term	
	Explore and develop plans for potential public use of areas immediately behind the park and develop a visible linkage from the park to the nearby river which is accessible by the public.	Long-term	
Community-wide	Identify champions	Short-term	<ul style="list-style-type: none"> All of the above
	Form a business association	Short-term	
	Update downtown walking tour and brochure	Long-term	
	Develop bike lanes/routes to school	Long-term	
	Create a community-wide bike sharing program	Long-term	

V. MANAGING YOUR PUBLIC SPACE

Public spaces that have the four key placemaking attributes do not occur by accident. While the appropriate design and physical features of the space are important, proper management is even more critical to their ongoing success. The principal public space management tasks are:

MAINTENANCE: The more used and loved a public space is, the more maintenance it requires. But regular cleaning and repair of the facility more than repays the cost. Prompt attention to items that could be easily deferred, such as the removal of graffiti, says that someone is in charge, that the facility is respected, and that the public is protected. Landscaping may require special attention if gardens are extensive, or if rare plants are present.

SECURITY AND HOSPITALITY: If a space is well-designed and active, security can be comforting without being intrusive. Active public spaces are to a large extent self-policing. The more people feel secure in a space, the more users the space attracts, and the more secure the space will be. Security guards and maintenance workers who are friendly, informed, and helpful can make people feel “hosted” and “welcomed”, without feeling the need to be “protected”.

PROGRAMMING: “Programming” refers to the wide variety of planned activities and to all the facilities and equipment related to them: furnishing the space appropriately, for example, with chairs that can easily be rearranged; operating a retail program with vending carts or a seasonal cafe; producing a regular concert series or a onetime festival; hosting a story time; or operating a regular farmers’ market. Programming a public space successfully is an entrepreneurial art, but does not necessarily imply intensive staffing. It can be something as simple as providing benches or installing a historical plaque or exhibit. Much of it can be retail operations that are contracted to vendors, whether with carts, space for an outdoor cafe, or through retail operations in the buildings that open out to the public space. Programming can be undertaken by community organizations (like youth clubs) that may be given the responsibility for operating a portion of or a specific facility within a park.



Example of “programming”

MARKETING AND PROMOTION: Promoting the events and activities that take place in the public space is an important adjunct to programming, particularly for a space being built or programmed for the first time. The most successful public spaces can reach a point where the space is so well-known and sought-after that no marketing is necessary. But for most spaces, and especially early in a new public-space management program, a commitment to marketing and promotion is needed. Like programming, this is an activity that can be contracted out, or provided by a downtown improvement organization as part of the publicity for a larger district.

COORDINATION WITH ADJACENT USES: Public spaces and surrounding commercial, educational and civic uses should be seamlessly integrated. The activities of nearby buildings should spill right into the park and streets and the outdoor activities and circulation should move smoothly through these buildings. A community entity or organization, whether it be for a park or a market, should play a key role in making sure that these kinds of linkages occur.

VI. RESOURCES

Finding the information and funding required to initiate placemaking or implement a placemaking strategy can be a daunting task. However, the West Central Wisconsin Regional Planning Commission can help. While a listing of resources provides the what, where and who of potential placemaking implementation approaches, the WCWRPC can provide your community the how to make them happen. Whether it is performing placemaking exercises, fine-tuning strategies or finding funding opportunities, let the WCWRPC help you continue forward toward your placemaking goals.

The following technical and funding resources were gathered to help communities, decision-makers and citizens understand and use the principles of what makes for vibrant downtowns, healthy neighborhoods, and distinctive, special places.

TECHNICAL INFORMATION

- **West Central Wisconsin Regional Planning Commission's** *Plan Implementation Guide for West Central Wisconsin*: wccwrpc.org/Regional_Comp_Plan/Plan_Implementation_Guide.pdf

Information about enhancing and managing public spaces in both a local and regional context.

- **Project for Public Spaces, Inc.**: www.pps.org

Seminal information from the expert practitioners of placemaking.

- **Partners for Livable Communities**: www.livable.com

Information from a non-profit organization working to improve the livability of communities by promoting quality of life, economic development, and social equity.

- **Wisconsin Main Street Program**: <http://wedc.org/mainstreet>

A comprehensive revitalization program designed to promote the historic and economic redevelopment of traditional business districts in Wisconsin. Annually the Wisconsin Economic Development Corporation selects communities to join the program and receive technical support and training needed to restore their Main Streets to centers of community activity and commerce.

- **Congress for the New Urbanism**: www.cnu.org

A leading organization promoting walkable, mixed-use neighborhood development, sustainable communities and healthier living conditions.

FUNDING OPPORTUNITIES

- **West Central Wisconsin Regional Planning Commission & Regional Business Fund, Inc.**: www.wccwrpc.org and www.rbfinc.org

Pertinent funding sources including the downtown façade loan program.

- **USDA-Rural Development**: www.rurdev.usda.gov

Financial programs supporting essential public facilities and services like community centers, water and sewer systems, housing, health clinics, emergency service facilities and electric and telephone service.

- **Wisconsin Housing and Economic Development Association (WHEDA)**: www.wheda.com

Resources to help families and small businesses.

- **Wisconsin Economic Development Corporation**: <http://wedc.org/>

Manages Community Development Block Grant (CDBG) programs for economic development, and community development planning and infrastructure improvements.



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