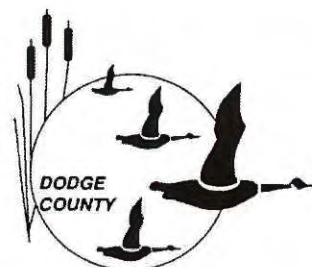


Planning Report

Town of Lomira Year 2030 Comprehensive Plan



TOWN OF LOMIRA DODGE COUNTY, WISCONSIN

YEAR 2030 COMPREHENSIVE PLAN

Adopted November 9, 2005

Town Board

Leon Schraufnagel, Town Chairman
Edward Emmer, Supervisor
Jeff Faber, Supervisor
Mark Young, Clerk

Town Planning Commission

Palmer Behm, Chairman
John Kinyon
Jeff Faber
Donald Charapata
Mark Mueller

This report was prepared for the Town of Lomira under the Community Services Planning Program of the Dodge County Planning, Development and Parks Department and Foth & Van Dyke and Associates, Inc.

Dodge County Staff

David Carpenter, Director
Dean Perlick, Manager of Planning
Nathan Olson, Planner
Stephanie Jansen, Senior Cartographer
Jesse O'Neill, GIS/CAD Specialist
Karen Boyd, Office Manager

Foth & Van Dyke Staff

Ken Jaworski, Senior Project Manager
John Williams, Lead Planner
Jeff Retzlaff, Lead Planner
Angela Gorall, Planner

Ordinance No. 11-01-05

**AN ORDINANCE TO ADOPT
THE TOWN OF LOMIRA
YEAR 2030 COMPREHENSIVE PLAN**

The Town Board of the Town of Lomira, Dodge County, Wisconsin, does ordain as follows:

SECTION 1. Pursuant to sections 60.22(3) and 62.23(2) and (3), Wisconsin Statutes, the Town of Lomira is authorized to prepare and adopt a comprehensive plan as defined in sections 66.1001(1)(a) and 66.1001(2), Wisconsin Statutes.

SECTION 2. The Town Board of the Town of Lomira has adopted written procedures designed to foster public participation in every stage of the preparation of a comprehensive plan as required by section 66.1001(4)(a), Wisconsin Statutes.

SECTION 3. The Town of Lomira Plan Commission, by a majority vote of the entire commission recorded in its official minutes dated June 6, 2005, has adopted a resolution recommending to the Town Board the adoption of the document entitled "*Town of Lomira Year 2030 Comprehensive Plan*" containing all of the elements specified in section 66.1001(2), Wisconsin Statutes.

SECTION 4. The Town of Lomira has provided numerous opportunities for public involvement in accordance with the public participation strategy adopted by the Town Board including numerous public meetings with respect to preparation of the "*Town of Lomira Year 2030 Comprehensive Plan*", a public informational meeting on February 7, 2005, and a public hearing on April 20, 2005, in compliance with the requirements of Section 66.1001(4), Wisconsin Statutes.

SECTION 5. The Town Board of the Town of Lomira does, by the enactment of this ordinance, formally adopt the document entitled, "*Town of Lomira Year 2030 Comprehensive Plan*" pursuant to Section 66.1001(4)(c), Wisconsin Statutes.

SECTION 6. This ordinance shall take effect upon passage by a majority vote of the members-elect of the Town Board and publication/posting as required by law.

ADOPTED this 9th day of NOVEMBER, 2005.

Voting Aye: *JH* Voting Nay: _____
lem

Published/Posted on: NOVEMBER 21, 2005.

Sean Schraufnager
Town Chair
Attest:

Maria B Young
Town Clerk

RESOLUTION No. 06-06-05

RECOMMENDATION OF THE TOWN OF LOMIRA PLAN COMMISSION TO ADOPT THE
TOWN OF LOMIRA YEAR 2030 COMPREHENSIVE PLAN

WHEREAS, the Wisconsin Legislature has established a "Smart Growth Law" which requires a local governmental unit to develop a comprehensive plan in accordance with Wisconsin Statutes s.66.1001, and

WHEREAS, the Town of Lomira Plan Commission has been delegated the responsibility by the Town Board of the Town of Lomira to develop a plan consistent with the requirements specified by law, and

WHEREAS, The Town of Lomira Plan Commission has prepared a comprehensive plan for the Town of Lomira that includes the nine elements required in Wisconsin Statutes s.66.1001 along with the required maps and descriptive materials, and

WHEREAS, Wisconsin Statutes s.66.1001(4)(b) requires that the Plan Commission or other body of a local governmental unit recommend to the Town Board, by a majority vote, the adoption of the prepared comprehensive plan;

THEREFORE, BE IT RESOLVED that the Town of Lomira Plan Commission hereby recommends for adoption by the Town Board of the Town of Lomira the attached *Town of Lomira Year 2030 Comprehensive Plan*.

Adopted this 6th day of June, 2005.

Motion for adoption moved by John Kingon

Motion for adoption seconded by Palmer Behm

Voting Aye: 3 Nay: 0

APPROVED:


Palmer Behm, Chairman

Notice of Public Hearing
Town of Lomira Year 2030 Comprehensive Plan

PLEASE TAKE NOTICE THAT the Town of Lomira Town Board and Plan Commission will hold a public hearing on the proposed *Town of Lomira Year 2030 Comprehensive Plan*. The public hearing will be held on Wednesday, April 20th, 2005 at 7:00 p.m. at the Lomira Town Hall, N 10479 County Road AY.

The *Town of Lomira Year 2030 Comprehensive Plan* is a policy document that will be used by the Town Board and Plan Commission as a guide for making decisions regarding land use and development in the community. The plan contains background information and goals, objectives, policies and recommendations addressing each of the following nine (9) plan elements required by Wisconsin's "Smart Growth" comprehensive planning legislation:

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

A "recommended draft" of the *Town of Lomira Year 2030 Comprehensive Plan* will be available for review beginning March 21, 2005 at the Lomira Town Hall, Dodge County Planning and Development Office, and Brownsville Public Library. Residents are encouraged to review the plan and submit oral and/or written comments at the public hearing.

For additional information regarding the proposed *Town of Lomira Year 2030 Comprehensive Plan* or to obtain copies of the Plan, contact Nate Olson at 920-386-3948 or nolson@co.dodge.wi.us.

Town of Lomira Plan Commission by Palmer Behm.

RESOLUTION NO. 01-05-14-03

TO THE HONORABLE TOWN BOARD OF THE TOWN OF LOMIRA, DODGE COUNTY,
WISCONSIN

Members:

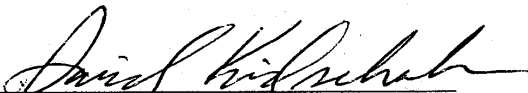
WHEREAS, the Wisconsin Legislature has established a "Smart Growth Law" which requires a local governmental unit to develop a comprehensive plan in accordance with Chapter 66.1001 of the Wisconsin State Statutes, and

WHEREAS, the Town Board of the Town of Lomira has delegated the responsibility to develop a plan consistent with the requirements specified by law to the Town of Lomira Plan Commission, and

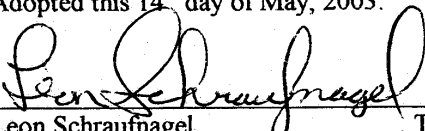
WHEREAS, the governing body of a local governmental unit shall adopt written procedures that are designed to foster public participation in every stage of the preparation of a comprehensive plan;


THEREFORE, BE IT RESOLVED that public participation in the development of the comprehensive plan shall include, but not be limited to the following activities: public input meetings, news releases, committee meetings, legal notices, posting of meeting notices at public places, and open meetings for which the public is entitled to have advanced notice. Additionally, all informational items used and produced by the Commission shall be made available for public review at the Town Hall. Written comments on all subjects pertaining to the development of this plan shall be encouraged. An address to forward written comments shall be provided in meeting notices and news releases. The Commission shall respond to written comments at public meetings.

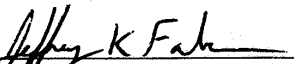
All of which is respectfully submitted this 14th day of May, 2003.


Plan Commission Chairperson

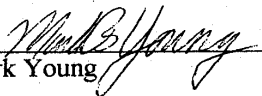
Adopted this 14th day of May, 2003.


Leon Schraufnagel, Town Chairman


Ed Emmer, Supervisor


Jeffrey Faber, Supervisor

ATTEST:


Mark Young, Town Clerk

Town of Lomira

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1. Issues and Opportunities

1.1 Introduction

In the summer of 2002, the Town of Lomira signed a Resolution agreeing to participate in the preparation of a Multi-Jurisdiction Comprehensive Plan for the general purpose of guiding and accomplishing coordinated, adjusted, harmonious development within the Town of Lomira. With assistance from the staff of the Dodge County Planning and Development Department and Foth & Van Dyke & Associates Inc., a comprehensive planning effort was begun. This planning effort is intended to serve as a guide to assist the Town of Lomira in making decisions concerning the conservation and development of land over the next 20 years and beyond.

The Town of Lomira is located in the northeast corner of Dodge County. Lomira is bounded by the Fond du Lac County to the north and east, the Town of Theresa to the south, and the Town of Leroy to the west. The Town of Lomira contains the Village of Brownsville and the Village of Lomira; also the Village of Theresa is approximately five miles from the center of the Town. USH Highway 41 is a four lane expressway providing a direct route to the Milwaukee area. STH 49 provides a direct route from USH Highway 49 to the west, STH 175 provides a north – transportation route through the Town, and STH 67 provides a direct route from the south to the east. CTH Y is a north-south transportation route through the Town. Map 1-1, Appendix, shows the regional setting of the Town of Lomira.

1.2 Planning Process

In November of 2002, the Dodge County Planning and Development Department and Foth & Van Dyke & Associates Inc. prepared a Comprehensive Planning Grant application on behalf of the Town of Lomira and 18 other communities in Dodge County (Map 1-2, Appendix, shows the Multi-jurisdictional Plan Groupings). In February of 2003, the County was informed by the state that Dodge County, the Town of Lomira, and the other participating communities were awarded a \$321,000 comprehensive planning grant. On April 30, 2003, the contract with the Wisconsin Department of Administration to produce a comprehensive plan document within 30 months became effective.

In June of 2003, the Town of Lomira signed a Memorandum of Agreement with the Dodge County Planning and Development Department to assist with the development of a Town Comprehensive Plan. The planning program called for a Comprehensive Plan document, a current land use map, and a future land use map. Mapping for the planning program involved the recording, classifying, and analyzing of current land uses in the Town. From this information, a base map with property lines was developed along with an existing land use map and a series of future land use maps.

Wisconsin Statutes, Section 62.23 by reference from Section 60.62 provides that it is a function of the Town Plan Commission to make and certify to the Town Board, a plan for the physical development of the Town of Lomira. The plan's general purpose is in guiding and accomplishing a coordinated, adjusted, and harmonious development...which will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity, or the general welfare, as well as efficiency and economy in the process of development. Wisconsin

Statutes, Section 66.1001, further defines a comprehensive plan and a local unit of government's responsibilities. This legislation requires that a community that engages in land use regulations develop and adopt a comprehensive plan. The plan must contain nine elements as specified in the statutes. It also requires that all land use decisions be consistent with the comprehensive plan.

The plan document is divided into two separate reports, the Inventory and Trends Report and the Recommendations Report. The Inventory and Trends Report contains the necessary background information and maps about the Town of Lomira and points out important trends. The Recommendations Report contains the policies, goals, and objectives of the Town and the recommendations for future action.

Policies, goals, and objectives stated in this document reflect the deliberations of the Town Plan Commission and Town Board, based on the comments and opinions expressed by the people within the Town of Lomira. References made to specific state, county, and other governmental programs do not imply endorsement of such plans, but are presented for background and reference only.

1.3 Public Participation Efforts

The Town of Lomira adopted a Public Participation Plan at the beginning of the comprehensive planning process based on input from the Town Plan Commission. The following core efforts were identified to foster public participation above and beyond the statutory requirements of Wisconsin's Smart Growth law:

- All meetings will be open to the public;
- Notices and press releases will be sent to local media outlets identifying the time and location of public informational meetings and public hearings;
- Materials will be kept at the Town Hall and the Village of Lomira library for review by local residents and interested persons;
- Information about regional meetings and the Multi-Jurisdiction Comprehensive Plan will be available on the Dodge County Planning and Development Department website.

In addition, an address to forward written comments shall be provided in meeting notices and news releases. The Commission shall respond to written comments at public meetings.

1.4 Population Characteristics

Population Counts

Population change is the primary component in tracking a community's past growth as well as predicting future population trends. Population characteristics relate directly to the community's housing, educational, utility, community, and recreational facility needs, as well as its future economic development. Tables 1-1 and 1-2 display population trends and changes from 1960 to 2000 for all municipalities in Dodge County.

Table 1-1: Population Trends, Dodge County, 1960-2000

	1960	1970	1980	1990	2000
T. Ashippun	1,376	1,500	1,929	1,783	2,308
T. Beaver Dam	1,509	1,933	3,030	3,097	3,440
T. Burnett	899	875	917	915	919
T. Calamus	908	934	1,077	1,009	1,005
T. Chester	933	1,060	981	797	960
T. Clyman	852	889	815	742	849
T. Elba	928	960	1,028	964	1,086
T. Emmet	969	1,050	1,089	1,014	1,221
T. Fox Lake	793	1,501	1,674	1,928	2,402
T. Herman	1,145	1,215	1,131	1,127	1,207
T. Hubbard	1,079	1,301	1,508	1,390	1,643
T. Hustisford	891	1,034	1,262	1,209	1,379
T. Lebanon	1,212	1,278	1,518	1,630	1,664
T. Leroy	1,086	1,146	1,110	1,025	1,116
T. Lomira	1,242	1,247	1,391	1,280	1,228
T. Lowell	1,205	1,254	1,205	1,134	1,169
T. Oak Grove	1,543	1,326	1,333	1,200	1,126
T. Portland	879	915	976	994	1,106
T. Rubicon	1,355	1,564	1,759	1,709	2,005
T. Shields	625	602	584	500	554
T. Theresa	1,092	1,174	1,152	1,083	1,080
T. Trenton	1,221	1,406	1,319	1,299	1,301
T. Westford	890	1,006	1,203	1,248	1,400
T. Williamstown	659	659	657	692	646
V. Brownsville	276	374	433	415	570
V. Clyman	259	328	317	370	388
V. Hustisford	708	789	874	979	1,135
V. Iron Ridge	419	480	766	887	998
V. Kekoskee	247	233	224	218	169
V. Lomira	807	1,084	1,446	1,542	2,233
V. Lowell	341	322	326	312	366
V. Neosho	345	400	575	658	593
V. Randolph*	978	1,089	1,206	1,227	1,346
V. Reeseville	491	566	649	673	703
V. Theresa	570	611	766	771	1,252
C. Beaver Dam	13,118	14,265	14,149	14,196	15,169
C. Columbus*	0	0	0	10	36
C. Fox Lake	1,181	1,242	1,373	1,279	1,454
C. Hartford*	0	0	0	9	10
C. Horicon	2,996	3,356	3,584	3,873	3,775
C. Juneau	1,718	2,043	2,045	2,157	2,485
C. Mayville	3,607	4,139	4,333	4,374	4,902
C. Watertown*	3,968	4,373	5,911	6,754	8,063
C. Waupun*	5,849	5,481	5,439	6,086	7,436
Dodge County	63,170	69,004	75,064	76,559	85,897
Wisconsin	3,951,777	4,417,731	4,705,642	4,891,769	5,363,675

Source: Wisconsin Department of Administration, 1960, 1970, and 1980. U.S. Bureau of the Census, 1990 and 2000. *Municipality crosses county line, only includes portion in Dodge County.

Table 1-2: Population Change, Dodge County, 1970-2000

	1970-1980		1980-1990		1990-2000	
	Number	Percent	Number	Percent	Number	Percent
T. Ashippun	429	28.6%	-146	-7.6%	525	29.4%
T. Beaver Dam	1,097	56.8%	67	2.2%	343	11.1%
T. Burnett	42	4.8%	-2	-0.2%	4	0.4%
T. Calamus	143	15.3%	-68	-6.3%	-4	-0.4%
T. Chester	-79	-7.5%	-184	-18.8%	163	20.5%
T. Clyman	-74	-8.3%	-73	-9.0%	107	14.4%
T. Elba	68	7.1%	-64	-6.2%	122	12.7%
T. Emmet	39	3.7%	-75	-6.9%	207	20.4%
T. Fox Lake	173	11.5%	254	15.2%	474	24.6%
T. Herman	-84	-6.9%	-4	-0.4%	80	7.1%
T. Hubbard	207	15.9%	-118	-7.8%	253	18.2%
T. Hustisford	228	22.1%	-53	-4.2%	170	14.1%
T. Lebanon	240	18.8%	112	7.4%	34	2.1%
T. Leroy	-36	-3.1%	-85	-7.7%	91	8.9%
T. Lomira	144	11.5%	-111	-8.0%	-52	-4.1%
T. Lowell	-49	-3.9%	-71	-5.9%	35	3.1%
T. Oak Grove	7	0.5%	-133	-10.0%	-74	-6.2%
T. Portland	61	6.7%	18	1.8%	112	11.3%
T. Rubicon	195	12.5%	-50	-2.8%	296	17.3%
T. Shields	-18	-3.0%	-84	-14.4%	54	10.8%
T. Theresa	-22	-1.9%	-69	-6.0%	-3	-0.3%
T. Trenton	-87	-6.2%	-20	-1.5%	2	0.2%
T. Westford	197	19.6%	45	3.7%	152	12.2%
T. Williamstown	-2	-0.3%	35	5.3%	-46	-6.6%
V. Brownsville	59	15.8%	-18	-4.2%	155	37.3%
V. Clyman	-11	-3.4%	53	16.7%	18	4.9%
V. Hustisford	85	10.8%	105	12.0%	156	15.9%
V. Iron Ridge	286	59.6%	121	15.8%	111	12.5%
V. Kekoskee	-9	-3.9%	-6	-2.7%	-49	-22.5%
V. Lomira	362	33.4%	96	6.6%	691	44.8%
V. Lowell	4	1.2%	-14	-4.3%	54	17.3%
V. Neosho	175	43.8%	83	14.4%	-65	-9.9%
V. Randolph*	117	10.7%	21	1.7%	119	9.7%
V. Reeseville	83	14.7%	24	3.7%	30	4.5%
V. Theresa	155	25.4%	5	0.7%	481	62.4%
C. Beaver Dam	-116	-0.8%	47	0.3%	973	6.9%
C. Columbus*	0	0.0%	10	0.0%	26	260.0%
C. Fox Lake	131	10.5%	-94	-6.8%	175	13.7%
C. Hartford*	0	0.0%	9	0.0%	1	11.1%
C. Horicon	228	6.8%	289	8.1%	-98	-2.5%
C. Juneau	2	0.1%	112	5.5%	328	15.2%
C. Mayville	194	4.7%	41	0.9%	528	12.1%
C. Watertown*	1,538	35.2%	843	14.3%	1,309	19.4%
C. Waupun*	-42	-0.8%	647	11.9%	1,350	22.2%
Dodge County	6,060	8.8%	1,495	2.0%	9,338	12.2%
Wisconsin	287,911	6.5%	186,127	4.0%	471,906	9.6%

Source: Wisconsin Department of Administration, 1970 and 1980. U.S. Bureau of the Census, 1990 and 2000. *Municipality crosses county line, only includes portion in Dodge County.

From 1960-2000, Lomira's population decreased from 1,242 residents to 1,228. The rate of population growth varied widely during that time, decreasing 8.0 percent during the 1980s and decreasing 4.1 percent during the 1990s. The Town of Theresa also experienced a decrease in population from 1960 – 2000.

Population Estimates

Every year the Wisconsin Department of Administration (WDOA), Demographic Services Center develops population estimates for every municipality and county in the state. The 2003 population estimate for the Town of Lomira was 1,235 residents, an increase of .57 percent from 2000. The 2003 estimate for Dodge County was 87,599 residents, an increase of 1.98 percent from 2000. Population estimates from the Wisconsin Department of Administration should be utilized as the primary source for population information until the release of the 2010 Census.

Age Distribution

A shifting age structure can affect a variety of services and needs within the community. A shifting age structure is a national trend that is also prevalent in Wisconsin. The baby-boomer generation, which is the largest segment of the overall population, is nearing retirement age. As this age group gets older the demand for services such as health care will increase and a younger workforce will need to take the place of retirees. It will become increasingly important to recognize if these trends are taking place and to determine how to deal with the effects.

Table 1-3 displays the population by age cohort for the Town of Lomira and Dodge County.

Table 1-3: Population by Age Cohort,
Town of Lomira and Dodge County, 2000

	Town of Lomira		Dodge County	
	Number	% of Total	Number	% of Total
Under 5	85	7%	5,098	5.9%
5 to 14	214	17%	12,095	14.0%
15 to 24	139	11%	11,174	13.0%
25 to 34	157	13%	11,746	13.7%
35 to 44	220	18%	15,018	17.5%
45 to 54	163	13%	11,341	13.2%
55 to 64	118	10%	7,439	8.7%
65+	132	11%	11,986	14.0%
Total	1,228	100%	85,897	100.0%
Median Age	35.8		37.0	

Source: U.S. Bureau of the Census, 2000.

The largest percentage (18 percent) of Town of Lomira residents is between the ages of 35 to 44, the next largest age cohort is ages 5 to 14. The largest percentage of Dodge County's residents is in the 35 to 44 age category, 17.5 percent. The Town of Lomira is similar since 18 percent of its residents are in the same age category. Also, 11 percent of the Town's population is 65+ years

of age, which is lower than the County's percentage (14 percent). The Town of Lomira's median age is 35.8, which is younger than Dodge County's median age of 37.

Educational Attainment

Approximately 46.3 percent of the Town of Lomira residents have attained a high school level education, comparable to the 43.6 percent in Dodge County with the same education level. The second largest percentage (18.3 percent) of education attainment in the Town of Lomira is some college, no degree. The Town of Lomira had 7.8 percent of its residents obtaining a bachelor's degree, which is lower than the Dodge County percentage of 9.5. The Town of Lomira had a lower percentage of residents with 12th grade or less and no diploma than the County. Table 1-4 indicates the education levels for the Town of Lomira and Dodge County.

Table 1-4: Educational Attainment,
Town of Lomira and Dodge County, 2000

Attainment Level	T. Lomira		Dodge County	
	Number	Percent of Total	Number	Percent of Total
Less than 9th grade	52	6.2%	4,025	7.0%
9th grade to 12th grade, no diploma	66	7.8%	6,128	10.7%
High school graduate (includes equivalency)	390	46.3%	25,031	43.6%
Some college, no degree	154	18.3%	10,588	18.4%
Associate degree	85	10.1%	4,079	7.1%
Bachelor's degree	66	7.8%	5,476	9.5%
Graduate or professional degree	30	3.6%	2,126	3.7%
Total Persons 25 and over	843	100.0%	57,453	100.0%

Source: U.S. Bureau of the Census, 2000. Only includes persons age 25 and over.

Household Income

Table 1-5 displays the 1999 household income and median household income for the Town of Lomira and Dodge County as reported by the 2000 Census. The highest percentage (29 percent) of residents in the Town of Lomira had a household income between \$50,000 to \$74,999. The next largest percentage (20.1 percent) of household income was \$35,000 to \$49,999, which was slightly lower than the County's percentage of 20.4 percent of the same income level. Approximately 11.5 percent of the households in the Town of Lomira had a household income of \$100,000 or greater. This exceeded the County's 6.9 percent of households that made \$100,000 or more. The median household income for the Town of Lomira was \$51,071. The median income for Dodge County was \$45,190, slightly higher than the State's reported median income of \$43,791. The Town of Lomira has a notably lower percentage of households earning \$35,000 or less than the County.

Table 1-5: Household Income,
Town of Lomira and Dodge County, 1999

	T. Lomira		Dodge County	
	Number	% of Total	Number	% of Total
Less than \$10,000	15	3.3%	1,659	5.3%
\$10,000 to \$14,999	20	4.4%	1,627	5.2%
\$15,000 to \$24,999	29	6.4%	3,579	11.4%
\$25,000 to \$34,999	65	14.4%	4,434	14.1%
\$35,000 to 49,999	91	20.1%	6,420	20.4%
\$50,000 to \$74,999	131	29.0%	8,326	26.4%
\$75,000 to \$99,999	49	10.8%	3,305	10.5%
\$100,000 to \$149,999	35	7.7%	1,605	5.1%
\$150,000 or More	17	3.8%	558	1.8%
Total	452	99.9%	31,513	100.2%
Median Household Income	\$51,071		\$45,190	

Source: U.S. Bureau of the Census, 2000.

*Percentages may not add up to 100%, due to rounding.

Population Projections

Population Projections are based on past and current population trends and are not predictions, rather they extend past growth trends into the future and their reliability depends on the continuation of these past growth trends. Projections are therefore most accurate in periods of relative socio-economic and cultural stability. Projections should be considered as one of many tools used to help anticipate and predict change within the community.

Table 1-6 displays the population trends in the Town of Lomira and Dodge County, 1990 – 2003.

Table 1-6: Population Trends,
Town of Lomira and Dodge County, 1990-2003

Year	Town of Lomira		Dodge County		Wisconsin	
	Population	% Change	Population	% Change	Population	% Change
1990	1,280	---	76,559	---	4,891,769	---
1991	1,282	.15	76,884	0.42	4,920,507	0.59
1992	1,274	(.62)	78,032	1.49	4,968,224	0.97
1993	1,284	.78	78,738	0.90	5,020,994	1.06
1994	1,286	.15	78,945	0.06	5,061,451	0.81
1995	1,278	(.62)	79,915	1.23	5,101,581	0.79
1996	1,286	.62	80,839	1.16	5,142,999	0.81
1997	1,293	.54	82,147	1.62	5,192,298	0.96
1998	1,295	.15	83,348	1.46	5,234,350	0.81
1999	1,293	(.15)	84,312	1.16	5,274,827	0.77
2000	1,228	(5.02)	85,897	1.88	5,363,675	1.68
2001	1,236	.65	86,476	0.67	5,400,004	0.68
2002	1,237	0	87,083	0.70	5,453,896	0.99
2003	1,235	(.16)	87,599	0.59	5,490,000	0.66
Total Change	-45	-3.5	11,040	14.42	598,231	12.23

Source: Official Population Estimates, Demographic Services Center, Wisconsin Department of Administration

In the years 1990 and 2000 the Town of Lomira's population was verified by a census, the other years listed are estimates by the Wisconsin Department of Administration. In 2000, the Town's population was lower than the estimated increases of the other years. Overall, the Town of Lomira has had a decrease in its population from 1990 to 2003. Compared to the County, the Town has had a much lower percent change in its population.

Wisconsin Department of Administration, Population Projections

In 2002 the Wisconsin Department of Administration (WDOA) Demographic Services Center prepared baseline population projections to the year 2025 for the communities and counties of Wisconsin. The WDOA utilized a projection formula that calculates the annual population change over three varying time spans. From this formula, the average annual numerical population change is calculated, which was used to give communities preliminary population projections for a future date. Table 1-7 shows the WDOA population projection for the Town of Lomira.

Table 1-7: WDOA Population Projections,
Town of Lomira, 2000-2025

2000 Population	2010	2015	2020	2025	% Change 2000-2025	Total New Persons 2000-2025
1,228	1,195	1,179	1,162	1,144	-6.8	-84

Source: Wisconsin Department of Administration, Demographics Services Center, Preliminary Population Projections for Wisconsin Municipalities: 2000-2020

The Town of Lomira had a -6.8 percent decrease in population from 2000 to 2025. According to the WDOA Population Projection, the Town of Lomira will have a population of 1,144 by 2025. The WDOA shows the Town will lose 84 persons by 2025.

Census/Population Estimate Projections

Projections were created by using the population estimates of 1990 to 2000 census population data along with the 2003 population estimate and increasing or decreasing population counts by the annual percentage rate of increase or decrease. Therefore, projections are based directly on historical population trends. Table 1-8 displays the resulting projections from the 2000 population estimate to the 2030 projection.

Table 1-8: Census/Population Estimate Projection,
Town of Lomira, 2000-2030

2000 Population	2010	2015	2020	2025	2030	% Change 2000-2030	Total New Persons 2000-2030
1,228	1,213	1,198	1,183	1,169	1,154	-6.0	-74

Source: Foth & Van Dyke and Dodge County Planning and Development Staff

The Dodge County Planning and Development Staff used the Town of Lomira's yearly growth percentages from 1990 to 2003 to determine the Town's future population. The Town of Lomira had an estimated -0.25 percent annual increase from 1990 to 2003. According to the average yearly growth rate, the Town of Lomira will have 1,154 residents by 2030.

Alternate Population Projections

The Alternate Population Projection was produced by Foth & Van Dyke and Dodge County Planning and Development Staff to give County and local officials another population projection model. The Alternate Population Projection utilizes current average household size and the building permit data from 1994 to 2003 (See Section 8.4) to create a new population projection model. The average household size in 2000 was multiplied by the average number of new housing units built annually to produce the alternate population projection. Table 1-9 displays the Alternate Population Projections for the Town of Lomira.

Table 1-9: Alternate Population Projections,
Town of Lomira, 2000-2030

2000 Population	2010	20015	2020	2025	2030	% Change 2000-2030	Total New Persons 2000-2030
1,228	1,402	1,489	1,576	1,663	1,750	42.5	522

Source: Foth & Van Dyke and Dodge County Planning and Development Staff

The Alternate Population Projections show the Town of Lomira having a 42.5 percent increase in population between 2000 and 2030. According to the Projection, the Town of Lomira will have 1,750 residents in 2030, an increase of 522 residents from 2000. The Alternate Population Projection shows an increase in the Town's population, compared to the decrease the Census/Population Estimate Projection showed.

1.5 Housing Characteristics

Table 1-10 displays the number of housing units found in the Town of Lomira and Dodge County for 1990 and 2000. The table also includes the number of occupied and vacant homes.

The U.S. Census Bureau classifies housing units as a house, apartment, mobile home or trailer, a group of rooms, or a single room occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live separately from any other individuals in the building and which have direct access from outside the building or through a common hall.

Table 1-10: Housing Supply, Occupancy and Tenure,
Town of Lomira and Dodge County, 1990-2000

T. Lomira

	1990	Percent of Total	2000	Percent of Total	# Change 1990-00	% Change 1990-00
Total housing units	428	100.0%	430	100.0%	2	0.5%
Occupied housing units	420	98.1%	423	98.4%	3	0.7%
Owner-occupied	322	75.2%	364	84.7%	42	13.0%
Renter-occupied	98	22.9%	59	13.7%	-39	-39.8%
Vacant housing units	8	1.9%	7	1.6%	-1	-12.5%
Seasonal units	0	0.0%	0	0.0%	0	0.0%

Source: U.S. Bureau of the Census, 2000.

Dodge County

	1990	Percent of Total	2000	Percent of Total	# Change 1990-00	% Change 1990-00
Total housing units	28,720	100.0%	33,672	100.0%	4,952	17.2%
Occupied housing units	26,853	93.5%	31,417	93.3%	4,564	17.0%
Owner-occupied	19,632	68.4%	23,067	68.5%	3,435	17.5%
Renter-occupied	7,221	25.1%	8,350	24.8%	1,129	15.6%
Vacant housing units	1,867	6.5%	2,255	6.7%	388	20.8%
Seasonal units	950	3.3%	815	2.4%	-135	-14.2%

Source: U.S. Bureau of the Census, 2000.

*Percentages may not add up to 100%, due to rounding.

In 2000, the Town of Lomira had 430 housing units, a 0.5 percent increase from 1990. In 2000, approximately 98.4 percent of the community's housing units were occupied. Of this figure, approximately 84.7 percent were occupied by owners and 13.7 percent were occupied by individuals renting the housing unit. Vacant units accounted for 1.6 percent of the total housing supply. None of the housing units within the community were for seasonal, recreational, or occasional use.

Table 1-11 displays the average household size found in the Town of Lomira and Dodge County for 1990 and 2000.

Table 1-11 Average Household Size,
Town of Lomira and Dodge County, 1990 and 2000

	1990	2000
Town of Lomira	3.05	2.90
Dodge County	2.71	2.56

Source: U.S. Bureau of the Census, 1990-2000.

The size of households have decreased from years ago, families are having fewer children than the large traditional families. The Town of Lomira average household size has decreased by approximately .15 persons since 1990. The County's average household size has decreased at rate comparable to that of the Town. In 2000, the Town of Lomira had a higher average household size than the County's 2.56 persons and the State of Wisconsin's 2.50 persons.

Housing Unit Projections

Housing unit projections are an important element in preparing the comprehensive plan for a community. Specifically, they are used as a guide to estimate required acreage to accommodate future residential development, as well as prepare for future demands growth may have on public facilities and services throughout the planning period. Similar to population projections, it is important to note that housing projections are based on past and current trends, and therefore should only be used as a guide for planning.

Please refer to Table 2-5 for the linear housing unit projection and Table 2-6 for the alternate housing unit projection utilizing building permit data.

1.6 Employment Characteristics

Employment by industry within an area illustrates the structure of the economy. Historically, Dodge County has had a high concentration of employment in the manufacturing and agricultural sectors of the economy. Recent state and national trends indicate a decreasing concentration of employment in the manufacturing sector while employment within the services sector is increasing. This trend is partly attributed to the aging of the population.

Table 1-12 displays the number and percent of employed persons by industry group in the Town of Lomira and Dodge County for 2000.

The manufacturing sector supplied the most jobs (32.9 percent) and agriculture, forestry, fishing and hunting, and mining sector provided the second most jobs (13.8 percent) in the Town of Lomira. The greatest percentage of employment for the county was also in the manufacturing sector (33.2 percent), followed by the educational, health, and social services (16.0 percent). The agricultural, forestry, fishing and hunting, and mining sector provided 5 percent of the employment by industry in the County. The educational, health, and social services sector claimed 12.7 percent, which was lower than the County's percentage.

Table 1-12: Employment by Industrial Sector
Town of Lomira and Dodge County, 2000

Industry	T. Lomira		Dodge County	
	Number	Percent of Total	Number	Percent of Total
Agriculture, forestry, fishing and hunting, and mining	102	13.8%	2,148	5.0%
Construction	47	6.4%	2,840	6.6%
Manufacturing	243	32.9%	14,359	33.2%
Wholesale trade	25	3.4%	1,142	2.6%
Retail trade	63	8.5%	4,668	10.8%
Transportation and warehousing, and utilities	39	5.3%	1,584	3.7%
Information	6	0.8%	792	1.8%
Finance, insurance, real estate, and rental and leasing	32	4.3%	1,523	3.5%
Professional, scientific, management, administrative, and waste management services	26	3.5%	1,691	3.9%
Educational, health, and social services	94	12.7%	6,929	16.0%
Arts, entertainment, recreation, Accommodation, and food services	36	4.9%	2,235	5.2%
Other services (except public administration)	12	1.6%	1,555	3.6%
Public administration	13	1.8%	1,731	4.0%
Total	738	100.0%	43,197	100.0%

Source: U.S. Bureau of the Census, 2000.

*Percentages may not add up to 100%, due to rounding.

1.7 Issues and Opportunities Trends

Identified below are some of the population and demographic trends that can be anticipated over the next 30 years in the Town of Lomira:

- ◆ Lomira's population is projected to steadily increase according to the Alternate Population Projections. While the WDOA and Census/Population projection models project the Town to decrease in population.
- ◆ School attainment percentages will gradually change, with more of the population attaining education beyond high school.
- ◆ Household income will slowly rise.
- ◆ The number of births will continue to support the rise in population, and deaths will rise due to the aging of the baby boomer generation.

- ◆ The 65-plus population will increase slowly up to 2010, and then grow dramatically as the baby boomers join the ranks of the elderly.
- ◆ The population aged 85 and over will continue to rise in the Town.

2. Housing

2.1 Introduction

This section contains an inventory of housing characteristics in the Town of Lomira. It is intended that this inventory will help identify deficiencies and opportunities relative to meeting the community's housing needs.

2.2 Housing Characteristics

Housing Supply

The U.S. Census Bureau classifies housing units as a house, apartment, mobile home or trailer, a group of rooms, or a single room occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live separately from any other individuals in the building and which have direct access from outside the building or through a common hall.

In 2000, the Town of Lomira had 430 number of housing units, a 0.5 percent increase from 1990. In 2000, approximately 98.4 percent of the community's housing units were occupied. Of this figure, approximately 84.7 percent were occupied by owners and 13.7 percent were occupied by individuals renting the housing unit. Vacant units accounted for 1.6 percent of the total housing supply. None of the housing units within the community were for seasonal, recreational, or occasional use.

Table 2-1 displays the number of housing units found in the Town of Lomira and Dodge County for 1990 and 2000. The table also includes the number of occupied and vacant homes.

Table 2-1: Housing Supply, Occupancy and Tenure,
Town of Lomira and Dodge County, 1990-2000

T. Lomira

	1990	Percent of Total	2000	Percent of Total	# Change 1990-00	% Change 1990-00
Total housing units	428	100.0%	430	100.0%	2	0.5%
Occupied housing units	420	98.1%	423	98.4%	3	0.7%
Owner-occupied	322	75.2%	364	84.7%	42	13.0%
Renter-occupied	98	22.9%	59	13.7%	-39	-39.8%
Vacant housing units	8	1.9%	7	1.6%	-1	-12.5%
Seasonal units	0	0.0%	0	0.0%	0	0.0%

Source: U.S. Bureau of the Census, 2000.

Dodge County

	1990	Percent of Total	2000	Percent of Total	# Change 1990-00	% Change 1990-00
Total housing units	28,720	100.0%	33,672	100.0%	4,952	17.2%
Occupied housing units	26,853	93.5%	31,417	93.3%	4,564	17.0%
Owner-occupied	19,632	68.4%	23,067	68.5%	3,435	17.5%
Renter-occupied	7,221	25.1%	8,350	24.8%	1,129	15.6%
Vacant housing units	1,867	6.5%	2,255	6.7%	388	20.8%
Seasonal units	950	3.3%	815	2.4%	-135	-14.2%

Source: U.S. Bureau of the Census, 2000.

Units in Structure

Table 2-2 displays the number of units within structure for the Town of Lomira and Dodge County for 2000. Detached housing units are defined as one-unit structures detached from any other house, with open space on four sides. Structures are considered detached even if they have an attached garage or contain a business unit.

Table 2-2: Units in Structure
Town of Lomira and Dodge County, 2000

	Town of Lomira		Dodge County	
	Number	% of Total	Number	% of Total
1-unit detached	408	89%	23,983	71.2%
1-unit attached	6	1%	676	2.0%
2 units	20	4%	2,598	7.7%
3 or 4 units	0	0%	930	2.8%
5 to 9 units	0	0%	1,539	4.6%
10 to 19 units	0	0%	1,245	3.7%
20 to 49 units	0	0%	598	1.8%
50 or more units	0	0%	504	1.5%
Mobile home	26	6%	1,567	4.7%
Boat, RV, van, etc.	0	0%	32	0.1%
Total	460	100%	33,672	100.1%

Source: U.S. Bureau of the Census, 2000.

*Percentages may not add up to 100%, due to rounding.

The predominant housing structure in both the Town of Lomira and Dodge County is the one-unit detached structure, making up 89 percent and 71.2 percent of all housing structures, respectively. Mobile homes come in a distant second, comprising less than five percent of housing structures in the County and six percent in Lomira.

Age of Housing Units

An examination of the age of the community's housing stock will provide an indication of its overall condition. The age of the housing stock is an important element to be analyzed when planning for a future housing supply. If there is a significant amount of older housing units within the housing supply they will most likely need to be replaced, rehabilitated, or abandoned for new development within the planning period. Allowing for a newer housing supply also requires planning regarding infrastructure, land availability, community utilities, transportation routes, and a variety of other things which are affected by new housing development.

Table 2-3 details the year that structures were built in the Town of Lomira and Dodge County according to the 2000 Census.

Table 2-3: Year Structures Built
Town of Lomira and Dodge County, 2000

	Town of Lomira		Dodge County	
	Number	% of Total	Number	% of Total
Built 1995 to March 2000	30	6.5%	3,587	10.7%
Built 1990 to 1994	34	7.4%	2,289	6.8%
Built 1980 to 1989	36	7.8%	2,707	8.0%
Built 1970 to 1979	62	13.5%	5,023	14.9%
Built 1960 to 1969	25	5.4%	3,129	9.3%
Built 1950 to 1959	19	4.1%	3,123	9.3%
Built 1940 to 1949	34	7.4%	2,126	6.3%
Built 1939 or earlier	220	47.8%	11,688	34.7%
Total	460	99.9%	33,672	100.0%
Median year	1943		1960	

Source: U.S. Bureau of the Census, 2000.

*Percentages may not add up to 100%, due to rounding.

Taking into account the area's settlement history, it is not surprising that the greatest percentage of both Lomira's and Dodge County's existing housing units were built prior to 1940. Both the Town and the County experienced building spurts during the 1970s when roughly 13.5 percent of current housing stock was erected. More recently, Lomira added 7.4 percent of its current housing stock during the period 1990-94; Dodge County added 10.7 percent from 1995-2000. The median year of structures built is 1943 for Lomira, 1960 for Dodge County.

Housing Value

Housing costs are typically the single largest expenditure for individuals. It is therefore assumed that a home is the single most valuable asset for homeowners. While many people in Wisconsin enjoy a good housing situation, many are struggling. According to the State of Wisconsin's *2000 Consolidated Plan: For the State's Housing and Community Development Needs*, households in the low-income range have great difficulty finding adequate housing within their means that can accommodate their needs. A lack of affordable housing not only affects these individuals, but also has effects on population and migration patterns, economic development, and the local tax base.

Table 2-4 provides housing values of specified owner-occupied units for 2000. A housing unit is owner-occupied if the owner or co-owner lives in the unit even if it is mortgaged or not fully paid for. The U.S. Bureau of the Census determines value by the respondents estimate of how much the property (house and lot, mobile home and lot, or condominium unit) would sell for if it were for sale.

Table 2-4: Housing Value for Specified Owner-Occupied Units,
Town of Lomira and Dodge County, 2000

	Town of Lomira		Dodge County	
	Number	% of Total	Number	% of Total
Less than \$49,999	4	1.7%	519	2.9%
\$50,000 to \$69,999	2	0.9%	1,528	8.6%
\$70,000 to \$89,999	38	16.2%	3,760	21.2%
\$90,000 to \$99,999	29	12.3%	2,250	12.7%
\$100,000 to \$124,999	33	14.0%	3,566	20.1%
\$125,000 to \$149,999	45	19.1%	2,664	15.0%
\$150,000 to \$199,999	52	22.1%	2,308	13.0%
\$200,000 to \$299,999	26	11.1%	988	5.6%
\$300,000 or more	6	2.6%	174	0.9%
Total	235	100.0%	17,757	100.1%
Median value	\$131,400		\$105,800	

Source: U.S. Bureau of the Census, 2000.

*Percentages may not add up to 100%, due to rounding.

The Town of Lomira had a large percentage (22.1 percent) of homes valued between \$150,000 to \$199,999. Whereas Dodge County had the largest percentage (21.2 percent) of its homes valued between \$70,000 and \$89,999. The median value of homes in the Town of Lomira is noticeably higher than Dodge County's. Attracting affordable housing to the Town may be difficult, since the Town has a higher median housing value than Dodge County.

2.3 Housing Unit Projections

Housing unit projections are an important element in preparing the comprehensive plan for a community. Specifically, they are used as a guide to estimate required acreage to accommodate future residential development, as well as prepare for future demands growth may have on public facilities and services throughout the planning period. Similar to population projections, it is important to note that housing projections are based on past and current trends, and therefore should only be used as a guide for planning.

Linear Housing Unit Projections

Linear projections were created by using the 1990 and 2000 Census, and increasing and decreasing housing unit counts by a constant value that is based on the selected Census counts. Table 2-5 displays the resulting linear projections from the 2000 Census count to the estimated 2030 projection.

Table 2-5: Linear Housing Unit Projections
Town of Lomira, 2000-2030

2000 Housing Units	2010	2015	2020	2025	2030	% Change 2000-2030	Total New Units 2000-2030
430	432	433	434	435	436	1.4	6

Source: U.S. Bureau of the Census, 1990 and 2000. Linear projections completed by Foth & Van Dyke.

The Town of Lomira had a 1.4 percent increase in housing units from 2000 to 2030. According to the Linear Housing Unit Projections, the Town of Lomira will have 436 housing units by 2030, an increase of six new units.

Alternate Housing Unit Projections

The Alternate Housing Unit Projections were created using land use permit information from 1994 to 2003 for the Town of Lomira. This information was then used to calculate the total number of new housing units built annually over that time period. A five year average growth rate was then determined and used to project the number of new housing units gained for each five year period from 2010 to 2030. If the Town of Lomira continues to grow the way it has in the previous 10 years, this projection shows the number of housing units by 2030. Table 2-6 displays the Alternate Housing Unit Projections for the Town of Lomira.

Table 2-6: Alternate Housing Unit Projections
Town of Lomira, 2000-2030

2000 Housing Units	2010	2015	2020	2025	2030	% Change 2000-2030	Total New Units 2000-2030
430	490	520	550	580	610	41.9	180

Completed by Foth & Van Dyke and Dodge County Planning and Development office.

The Alternate Housing Unit Projections shows the Town of Lomira with 610 housing units in 2030, an increase of 180 units from 2000. The Alternate Housing Unit Projections identifies a 41.9 percent increase in housing units, which is 40.5 percent higher than the Linear Housing Projection of 1.4 percent.

2.4 Housing Trends

There were a number of changes in the State of Wisconsin, Dodge County, and the Town of Lomira with regard to housing from 1990 to 2000. Housing trends that need to be considered as part of the planning process are identified below:

- ◆ Increased pressure to convert farmland to residential use;
- ◆ Increased need to remodel and rehabilitate the older housing stock in the Town;
- ◆ Increased demand to build housing in rural areas;

- ◆ Demographic trends and an aging population will increase the need for more choices relative to elderly housing, rental units, and starter homes;
- ◆ Highway improvements will make commuting easier and increase rural development pressures.

3. Transportation

3.1 Introduction

The transportation system which serves the Town of Lomira provides for the transport of goods and people into, out of, and within the Town. The transportation system contains multiple modes involving air, land, and water transport. Many elements of the system are not located in the Town itself, however the Town's proximity to these elements is an important consideration in evaluating and planning for the Town's transportation system.

3.2 Transportation Programs

PASER Program

The PASER (Pavement Surface Evaluation and Rating) Program is a system for communities to evaluate and schedule road maintenance on local roads. The program requires Town officials to evaluate the condition of Town roads based on observing characteristics of the road such as the texture of the road surface or the spacing of cracks. The officials then assign a rating on a scale of 1 to 10. These ratings, along with information on traffic volumes, are used to schedule the maintenance and reconstruction of Town roads.

Dodge County Capital Improvement Program

Dodge County annually updates a Capital Improvement Program. The program prioritizes the allocation of financial resources for various projects over a five year time frame. In terms of the Town of Lomira, no transportation projects are scheduled to receive funding under the program.

Town of Lomira Land Divisions

The Town of Lomira's land divisions are administered by Dodge County Planning and Development. The Dodge County Land Use Code regulates the division of land within the Town. It also provides standards for the construction of new roads such as street width and grade requirements. Under the County's Land Use Code, streets/roads within Lomira are classified into three separate categories; Arterial Streets, Collector Streets, and Minor Streets. Paved roads, except cul-de-sacs, are required to have a width of 24 feet. Additionally, four feet of shoulder area is mandatory on both sides of the road, unless curb and gutter are required. Additional road construction standards are included within the Dodge County Land Use Code.

3.3 State and Regional Transportation Plans

State and regional transportation plans that affect the Town of Lomira are the responsibility of the Wisconsin Department of Transportation. The DOT has capital improvement plans for each county in the state. The Town of Lomira contains STH's 49, 67, 175, and US Highway 41. The 2002-2007 Highway Improvement Program lists four sections of State Highways to receive

improvements, they are as followed: replace existing deteriorated pavement with new concrete on US Highway 41 and recondition STH 175 from Village of Lomira to north county line.

Dodge County is not served by a Regional Planning Commission.

3.4 Functional Classification of Highways

Vehicular travel on the public highway system is the transportation mode for the vast majority of trips by Town of Lomira residents. Road and highway transportation systems primarily serve two basic functions, - to provide access to adjacent properties and to provide for the movement of vehicular traffic. Roads and highways are grouped into three functional classes (local, collector, and arterial streets) which are described below. Map 3-1, Appendix, shows the location of local, collector, and arterial roadways in the Town.

Local Roads

Local roads primarily provide access to adjacent properties and only secondarily provide for the movement of vehicular traffic. Since access is their primary function, through traffic should be discouraged. Traffic volume is expected to be light and should not interfere with the access function of these streets. Butternut Road and Center Road are examples of local roads in the Town of Lomira.

Collector Roads

Collector roads and highways carry vehicular traffic into and out of residential neighborhoods and commercial and industrial areas. These streets gather traffic from the local streets and funnel it to arterial streets. Access to adjacent properties is a secondary function of collector streets. Collector streets are further divided into major or minor collectors depending on the amount of traffic they carry. CTH H and CTH Y are examples of major collector highways in the Town. CTH AY is an example of a minor collector highway.

Arterial Highways

Arterial highways serve primarily to move through traffic. Traffic volumes are generally heavy and traffic speeds are generally high. Arterial highways are further divided into principal or minor arterials depending on the traffic volume and the amount of access provided. US Highway 41 is a principal arterial roadway.

3.5 Traffic Volumes

Traffic volume is also an important consideration for land use planning. The volume of traffic on a particular roadway and the associated noise, fumes, safety level, and other such concerns are considerations that need to be addressed in deciding how land should be used. Map 3-2, Appendix, shows the average daily traffic counts on the major traffic corridors within the Town.

Traffic volumes vary considerably on the different roadways within the Town. US Highway 41 being the major thoroughfare in the Town, carrying the largest volume of traffic. STH 49 also carries considerable traffic. The volume of traffic on a particular roadway can be significantly influenced by its intersection with other roadways. For example, the average daily traffic volume on CTH Y decreases by 190 vehicles north of its intersection with CTH H.

3.6 Traffic Safety

Traffic safety at particular intersections can be a concern within the Town of Lomira. No particular intersection was listed on the Dodge County Accident Listings; however, a total of 425 accidents occurred within the Town between January 1997 and December of 2002. Over that six year period, there was an average of 70.8 automobile accidents per year. The Town may wish to address these issues through contacting County highway officials about improving safety at intersections and increasing the level of speed limit enforcement.

Traffic safety and efficiency in the Town can also be improved by discouraging the creation of new parcels that require access to County Trunk Highways or Town roads where sight distance is limited. This practice restricts the access points to these roadways, thereby reducing accident potential and the need to reduce speed limits to improve safety. New parcels should be encouraged only where access can be provided by an existing Town road or where a new Town road will be constructed by the subdivider.

Safety concerns on heavily traveled highways in the Town can also be addressed by examining the role the particular highway plays in the transportation network of the County.

3.7 Town Road and County Highway Standards

Subsection 7.6.3 of the Dodge County Land Use Code shows the street design standards for roadways in the County and Lomira. The design standards vary among roadways, as different roads serve different functions within the transportation system. These standards are outlined in Table 3-1.

TABLE 3-1
Dodge County Minimum Street Design Standards

Street Type	Right-of-Way Minimum Width	Minimum Pavement Width
Arterial or Highway	120 feet	Dual 24 feet, two 5-foot outside shoulders, 4-foot inside shoulders (20-foot median)
Collector	80 feet	24 feet, two 5-foot outside shoulders
Minor (local)	70 feet	24 feet, two 4-foot outside shoulders

The minimum street design standards, outlined in Table 3-2 below, are those set forth by Wisconsin State Statute 86.26 (1).

TABLE 3-2
State of Wisconsin Minimum Street Design Standards

Street Type	Right-of-Way Minimum Width	Minimum Pavement Width
Arterial or Highway	66 feet	24 feet, two 5-foot outside shoulders
Collector	66 feet	22 feet, two 4-foot outside shoulders
Minor (local)	49.5 feet	16 feet, two 4-foot outside shoulders

3.8 Town Road and County Highway Deficiencies

On July 21, 2003 the Town of Lomira used the PASER program to evaluate which roads are in need of repairs in the Town. The roadways in the Town were given a number between 1 to 10, with 1 needing the most repairs and 10 being a new road. Each number rating has specific criteria the road must meet to be assigned that rating. Roads with a rating of 1 to 4 are in need of major repairs and reconstruction, compared to roads rated 5 or higher. Below is a list of roads in the Town that qualify for ratings 1 through 4.

Roads assigned a rating of 1 are roads in that have failed and have severe loss of surface integrity. The following is a list of roads, with sections that have been assigned a rating of 1 in the Town of Lomira:

- ♦ Henkel Road
- ♦ Lettau Road
- ♦ Maple Drive
- ♦ Raymond Road

Deteriorated roads that are in need of being reconstructed are assigned a rating of 2. There are no roads, with sections that have been assigned a rating of 2 in the Town of Lomira.

Roads that are rated as a 3 will need to structural improvements. A section of Schwartz Road is the only section in the Town of Lomira that was rated 3:

Roads that receive the rating of 4 are showing signs of needing strengthening. The following is a list of roads, with sections that have a rating of 4:

- ♦ Klebs Road
- ♦ Peter Road

Substandard Roadways

Town road and County highway standards are designed to require that roadways be constructed to minimum standards that will provide adequate levels of service based on current transportation needs. The level of service needed on a particular type of road is based on the amount of traffic the road carries as well as other issues. However, many of the existing Town roads and County highways were developed at an earlier time when the levels of service requirements were not as great as today. As a result many roadways within the Town have some form of deficiency when compared to the State of Wisconsin's minimum street design standards.

One standard that is used to identify deficiencies is right-of-way width. The Wisconsin State Statutes list minimum right-of-way widths of 49.5 feet for local roads, and 66 feet for collector roads. Where it is practical, acquisition of additional right-of-way should be done. It should be noted that it may not always be practical or desirable to attempt to widen the right-of-way of some of the substandard roadways within the Town. All new roads and highways should be required to meet current right-of-way width standards before they are accepted by the Town.

Another standard that can be easily used to identify deficiencies in roadways is pavement width. The Wisconsin State Statutes establish minimum pavement widths of 16 feet for local roads, and 22 feet for collector roads. Where it is practical, road pavement should be widened to the required standard as it is reconstructed. However, it may not be practical or desirable to widen the pavement on all of the roadways. Likewise, the damage done to existing developed areas by widening the pavement would destroy the character of the area. Furthermore, all new Town roads and County highways should be required to meet the current minimum pavement width before they are accepted by the Town.

Shoulder width is a third standard used for identifying roadway deficiencies. The Wisconsin State Statutes list minimum shoulder widths of two four-foot outside shoulders for local roads and collector roads. Road shoulders should be widened to the required standard as they are reconstructed when it is a practical option. However, it may not be practical or desirable to widen the shoulder area on all of the roadways. Likewise, the damage done to existing developed areas by widening the shoulders of the existing road would destroy the character of the area. It should be required that all new Town roads and County highways meet the current minimum shoulder width before they are accepted by the Town.

3.9 The Transportation System

The transportation system which serves the Town of Lomira provides for the transport of goods and people into, out of, and within the Town. Many elements of the system are not located in the Town itself. While the Town has little direct influence on transportation links outside its boundaries, it may be in its best interest to influence the improvement of these links to better serve the residents of the Town of Lomira. The transportation system operates in the air and on land and water. Land based transport includes pedestrian, bicycles, and rail as well as highway.

Seaports

Water born transport of goods is efficient, but the waterway systems in the Town of Lomira are not suitable for commercial transportation. The nearest international seaport is the Port of Milwaukee, approximately 60 miles from the Town of Lomira.

Airports

Air transportation for both goods and people is very fast. Its use is substantial and increasing. Convenient access to at least a general airport is critical to many businesses. The nearest general airport is the Fond Du Lac Airport, located about 10 miles from the Town of Lomira. Dane County Regional Airport in Madison provides commercial aviation services. It is approximately 50 miles west of the Town of Lomira. General Mitchell Field in Milwaukee also offers commercial airline service, but is also an international airport. It is located about 60 miles southeast of the Town.

Railroads

The Wisconsin Central Limited Railroad crosses the Town of Lomira in a north - south direction between Milwaukee and Fox River Valley metropolitan areas. Rail transportation is an efficient and inexpensive method of transporting goods long distances. Many manufacturers favor railroad access for their plants.

There is one rail siding in the Town of Lomira at Quad Graphics. Much of the rail corridor is open space, which would be suitable for industrial or heavy commercial development.

A number of at-grade railroad crossings interrupt traffic on roads and highways in the Town. The most important of these is the crossing at STH 49 in the Town of Lomira. A grade separation at this location is not feasible at this point, but the crossing is well marked.

Map 3-1, Appendix, shows the location of railroads in the Town of Lomira.

Trucking

Trucking on the highway system is the preferred method of transporting freight, particularly for short hauls. Several trucking companies are located in the area.

Public Transit

The nearest bus services are provided by Greyhound in Fond Du Lac and Milwaukee. The nearest private taxi service exists in the City of Fond Du Lac. However, this service is not very cost effective for Town residents.

Bicycles

Bicycle traffic is quite limited in the Town of Lomira. Shoulder areas on Town roads are usually narrow and unpaved making bicycle travel difficult. County highways in the Town tend to have

wider shoulders, but traffic levels on these roads make bicycle traffic unsafe or undesirable. The Wild Goose State Trail is approximately eight miles west of the Town and is the closest bicycle transportation facility in Dodge County. The Town of Lomira could also designate bike routes throughout the Town on lightly traveled roads. Once designated, shoulder areas on these roads could be widened as the roads are periodically reconstructed.

The Dodge County Bike and Pedestrian Plan was designed to promote and improve conditions for bicycling and walking throughout Dodge County. The intention of the Bike and Pedestrian Plan is to increase transportation safety for pedestrians, bicyclists, and motorists. Infrastructure improvements such as designated bikeways, bike lanes, paved shoulders, improved crosswalks, and traffic and informational signs are among the type of facilities being recommended to improve conditions for bicyclists, walkers, and motorists alike.

In the Town of Lomira, the Dodge County Bike and Pedestrian Plan identifies STH 67, CTHs H, Y, AY, Butternut Road, Oak Lane Road, and Super Drive as bicycle routes to receive bicycle route improvements.

Pedestrian Transportation

No pedestrian transportation system exists in the Town of Lomira. The dispersed nature of the Town prohibits the development of an effective pedestrian transportation system. However, the Dodge County Bike and Pedestrian Plan does suggest pedestrian friendly design standards for creating a walkable Dodge County.

Transportation for the Disabled

The Dodge County Human Services Department provides transportation for the disabled in the Town of Lomira. This department has volunteer drivers who use their own cars, as well as county employed drivers in county owned wheelchair accessible vans that provide transportation to the disabled. These drivers also provide transportation to people who are unable to drive due to a medical condition, are in nursing homes, or receive W-2. In addition, private taxi services in the City of Fond Du Lac provide service to disabled residents of the Town. However, the disabled are unlikely to use this service due to its high cost outside the city limits.

3.10 Transportation Trends

The future transportation system will be affected by a number of factors including demographics, the economy, and overall development patterns. The following are anticipated trends that can affect the transportation system in the Town of Lomira over the planning period:

- ◆ Reduced funding for transportation projects is anticipated due to county, state, and federal budget constraints.
- ◆ As vehicle ownership continues to increase and trips become longer, congestion on major roadways is anticipated to increase.

- ◆ The demand for para-transit services will increase as the population ages and the baby-boomers move into older age groups.
- ◆ There will be continued demand for quality trucking routes as manufacturing continues to be a major sector of the economy.
- ◆ Routes between cities and villages are likely to continue to grow in traffic volume.
- ◆ Concerns raised by local residents are likely to center around controlling traffic speeds and intersection safety.
- ◆ Major highway intersections will continue to be target locations for new commercial and industrial development.
- ◆ New driveways onto town and county roads will continue to increase.
- ◆ Issues regarding agricultural transport, such as milk and manure hauling, may increase.
- ◆ Conflicts between automobiles and slower farm equipment are likely to increase.
- ◆ Interest in designating local roads for ATV and snowmobile use is likely to increase.

4. Utilities and Community Facilities

4.1 Introduction

This element contains information about existing utilities and community facilities in the Town of Lomira. Facilities discussed in this element include administrative facilities, public buildings, police, fire, and emergency medical services, schools, quasi public facilities, parks, solid waste and recycling, communication and power facilities, sanitary sewer, water, stormwater management, and health and day care facilities.

4.2 Administrative Facilities and Services

The Lomira Town hall and administrative facilities are located at N10479 Co. Road AY. The Town has one full-time town employee, a highway superintendent with duties primarily involving snow plowing and road maintenance.

Committees, Commissions, and Boards

The Town has a Plan Commission that was created as part of the Town's comprehensive planning process, and to advise the Town Board on land use decisions.

Public Buildings

Town buildings include the Town hall, Town garage, and a salt shed.

4.3 Protective Services

Police Services

Dodge County Sheriff

The Dodge County Sheriff's Department serves as the primary law enforcement agency to many communities in the county and also operates the County Jail in Juneau. There are several major divisions of the department including the administration division, criminal investigation division, jail division, radio communications division, snowmobile patrol, and traffic division.

The Sheriff's Department provides 24-hour service to all communities in the county that do not have their own police department. The Sheriff also provides service to communities that do have their own department when requested. The radio communications division dispatches all squads and police personnel within the county with the exception of the City of Waupun, City of Watertown, and the City of Beaver Dam, who have their own full time personnel. In the absence of a dispatcher in the remaining communities, this division would provide the police dispatching services. In addition to the police dispatching, this division also dispatches emergency medical services and fire departments.

Fire Protection and Emergency Medical Services

The Town of Lomira contracts with the Brownsville Fire Company, Lomira Fire Department, and Knowles Fire Department to provide fire and EMS services to the town. EMS services are also provided by Mayville EMS and Theresa EMS.

Brownsville Fire Company

The Brownsville Fire Company was incorporated in 1912 as a non-stock, not for profit corporation, to protect the Brownsville area from fire. At the time of organization, the company took over the equipment of the disbanded Brownsville Hook & Ladder company, which had been serving the Brownsville area since 1891.

The Brownsville Fire Company is comprised of 25 active firefighters, 18 inactive members and 7 members with 20 or more years of active fire fighting. The Company is privately run and the Village of Brownsville contracts for service. Equipment consists of:

- ◆ 1987 Pierce 1,500 gpm/100 ft. ladder American La France Quint refurbished in 1989
- ◆ 1996 3-D 250 gpm pumper and first responder truck
- ◆ 1991 Ford 3,500 gallon tanker
- ◆ 1972 Ford 3,300 gallon tanker
- ◆ The “Jaws of Life” and an air compressor to compliment their in-station 5 cylinder cascade.

Also, the first motorized engine, a 1931 Pirsch on a Studebaker chassis, still responds for parades. The service area includes the Village of Brownsville, sections of the Towns of Lomira and Leroy in Dodge County and sections of the Town of Byron in Fond du Lac County.

The First Responders Unit has 13 members. The unit is defibrillator certified and operates a “Jaws of Life”. A thermal imaging camera was purchased in 2001. The unit works with Mayville EMS, Theresa EMS, Brooks ambulance and Fond du Lac Fire Department Paramedics.

Lomira Fire Department

The Lomira Fire Department was organized in 1898. Firefighting equipment consists of : a 1985 Smeal 1,000 gpm midship pump with 1,000 gallon tank mounted on a 1985 Chev 70 series chassis with a Detroit Diesel; a 1979 C-70 Chev chassis with a 2,400 gallon tank; a 1981 Ford F-800 chassis with a 1,700 gallon tank; and a 1978 Chev step van for equipment and a first responder vehicle. 1994 Freightliner with 1,500 gpm pump, 1,000 gallon water tank, 20 gallon Class A foam tank.

On March 1, 1970 the Village of Lomira Fire Department moved to its new station located on the corner of Highway 67 and Water Street. The Village purchases and maintains all firefighting equipment used by the 30 person on-call department. The Department covers territory in the Towns of Lomira, Byron, and Ashford.

Knowles Fire Department

The Department has 30 volunteer fire fighters, which include two assistant chiefs. The Department is located at W2166 South Avenue in Knowles, east of LeRoy. Equipment includes two pumpers, one 1,000/per min pump, 750 gallon tank, one 750 per min pump, 1,500 gallon tank, one 2,500 gallon tanker, one 4,400 gallon tanker, and one equipment unit.

Map 4-1, Appendix, displays fire emergency service areas in Dodge County, and Map 4-2, Appendix, displays emergency medical service areas in Dodge County.

4.4 School Facilities

The Town of Lomira is served by the Lomira School District, the Mayville School District and the Oakfield School District. Map 4-3, Appendix, shows the school district boundaries in Dodge County.

Lomira School District

The Lomira School District contains Lomira Elementary and Theresa Elementary, the Lomira Jr. High School, the Lomira High School. As of the 2002-2003 school year, the Lomira School District had a total of 1,096 students, with 505 students enrolled in the elementary school, 171 students enrolled in the jr. high school, and 420 students enrolled in the high school.

Mayville School District

The Mayville School District contains Parkview Elementary, Mayville Middle School, and the Mayville High School. As of the 2002-2003 school year, the Mayville School District had a total of 1,196 students, with 202 students enrolled in the elementary school, 487 students enrolled in the middle/junior high school, and 507 students enrolled in the high school.

Oakfield School District (Fond du Lac County)

The Oakfield School District contains Reynolds Elementary, Oakfield Middle School, and the Oakfield High School. As of the 2003-2004 school year, the Oakfield School District had a total of 597 students, with 205 students enrolled in the elementary school, 160 students enrolled in the middle school, and 232 students enrolled in the high school.

4.5 Quasi Public Facilities

Libraries

There is no library located in the Town of Lomira. The majority of Town residents utilize the Brownsville or Lomira Public Libraries.

Churches and Cemeteries

- ◆ St. Luke's Knowles Lutheran Church and Cemetery
- ◆ St. Paul's Church and Cemetery

- ◆ Town of Lomira Cemetery
- ◆ Ebenezer Cemetery
- ◆ Salem Cemetery

Post Offices

The nearest post offices are located in the Village of Lomira on Railroad Ave., and Village of Brownsville on Main Street.

4.6 Parks, Recreation, and Open Space

The Town does not own or maintain any park or recreational facilities. The Camelot Country Club is located in the Town; however, this facility is privately owned and operated. Map 4-4, Appendix, shows county, state, and federal recreation areas in Dodge County.

4.7 Solid Waste Management and Recycling

The Town contracts with a private provider, Waste Management, for solid waste and recycling services. The Town is the designated responsible unit for recycling. A Town drop-off site is open on Saturdays from 10 A.M. to 2 P.M., residents are charged per bag.

4.8 Communication and Power Facilities

SBC and Verizon provide telephone service to the town. Alliant Energy provides natural gas to the Town as well as some electric service. The majority of the Town electric service is provided by WE Energies. See Map 4-5, Appendix, for telephone service providers, Map 4-6, Appendix, for electric utilities and cooperatives, and Map 4-7, Appendix, for natural gas service providers.

4.9 Sanitary Sewer Service

The Town of Lomira does not provide sanitary sewer services. The Village of Lomira provides sewer service to the Quad Graphics facility, which is located along STH 175. Map 4-8, Appendix, displays the location of the sewer district and water facilities in the Town.

4.10 Private Onsite Wastewater Treatment Systems (POWTS)

Private onsite wastewater treatment systems, or POWTS, are systems that receive domestic quality wastewater and either retain it in a holding tank, or treat it and discharge it into the soil, beneath the ground surface. The Wisconsin Department of Commerce has administrative rules, Comm 83, for building plumbing and nonmunicipal sewer lines, and for private onsite wastewater treatment systems. Any system with a final discharge exposing treated wastewater upon the ground surface, or discharging directly into surface waters of the state, is subject to DNR regulation. Additionally, certain POWTS are subject to both Department of Commerce and Department of Natural Resources review and regulation.

Wisconsin Administrative Code Comm 83 was revised during the 1990s to add provisions for new system technologies and land suitability criteria and, came into effect on July 1, 2000.

Unlike the code it replaced, the new rules prescribe end results - the purity of groundwater discharged from the system - instead of the specific characteristics of the installation.

4.11 Public Water Supply

There are no publicly operated water supply facilities located in the Town of Lomira. Residents must rely upon private wells for water.

4.12 Stormwater Management

There are no storm sewers located in the Town of Lomira. The primary method of stormwater management is through culverts and ditches.

4.13 Health Care Facilities

There are no health care facilities located in the Town of Lomira. Quad Graphics provides an onsite medical facility and pharmacy for employees. Other medical facilities are available in area cities and villages. Regional medical services are available in the City of Madison and Milwaukee.

4.14 Day Care Facilities

There are no commercial day care facilities located in the Town. Quad Graphics provides onsite day care for employees.

Map 4-9, Appendix, displays utilities and community facilities located in the Town of Lomira.

4.15 Utilities and Community Facilities Trends

The following trends need to be anticipated with regard to planning for future utilities and community facilities in the Town of Lomira:

- ◆ Local government budget constraints will drive the need for intergovernmental cooperation for services and programs;
- ◆ There will be an increased need for communities and other jurisdictions to coordinate the development of trails and other recreational facilities;
- ◆ Increased development in rural areas will create the need for more police and other governmental services;
- ◆ Increasing residential development in rural areas may cause the need for more school transportation resources, such as more buses and bus drivers.

5. Agricultural, Natural, and Cultural Resources

5.1 Introduction

This element provides an inventory and assessment of the agricultural, natural, and cultural resources for the Town of Lomira. Land development patterns are directly linked to the resource base; therefore, these features need to be considered before making any decisions concerning future development within the Town. The Town of Lomira's agricultural, natural, and cultural resources contribute greatly to its residents' quality of life.

5.2 Soils

Soil is composed of varying proportions of sand, gravel, silt, clay, and organic material. The composition of a soil must be evaluated prior to any development, as varying limitations exist for each soil. Dodge County soils are products of the deposits left after the glacier receded about 12,000 years ago. These deposits consisted of sand, gravel, large rocks, clay, limestone fragments, and igneous and metamorphic rocks. The deposits have prompted mineral and sand and gravel extraction throughout some of the communities in Dodge County.

The majority of soils in the Town of Lomira are upland silt loam considered good for agricultural uses. Topsoil generally ranges between 10 and 14 inches in depth. The seven general soil associations found in the Town include Fox-Casco-Rodman, McHenry-Pella, Plano-Mendota, Houghton-Pella, St. Charles-LeRoy-Lomira, Theresa-Lamartine-Hochheim, and St. Charles-Miami-Elburn.

5.3 Prime Agricultural Soils

The soils in Dodge County are classified by the United States Department of Agriculture to represent different levels of agricultural use. Class I, II, or III soils are all considered good soils for agricultural production. This classification system is based on criteria of production potential, soil conditions and other basic production related criteria. All the soils classified as Class I and Class II are identified as prime agricultural soils. Whereas only some of the Class III soils are considered prime agricultural soils and the remaining soil is considered farmland of statewide importance. Map 5-1, Appendix, shows the prime agricultural soils in the Town of Lomira.

Agricultural farming practices are usually in conjunction with prime agricultural soils. Many of the dairy farm operations in the Town of Lomira are on good agricultural land. The 2003 Wisconsin dairy farm data show the Town of Lomira having 33 active dairy farms.

5.4 Forests

The Town of Lomira is covered by approximately 1,087 acres of wooded area. Wooded areas have been cleared in the Town of Lomira to make room for agricultural fields and residential

uses. Only about 4.91 percent of the Town's surface area is in woodland use. Map 5-2, Appendix, shows the woodlots in the Town of Lomira.

There is limited economic potential from the remaining woodlots since they tend to be small and widely scattered. Many contain residential development or are located in public parks and recreation areas.

5.5 Metallic and Nonmetallic Mineral Resources

Wisconsin Administrative Code NR 135 requires that all counties adopt and enforce a Nonmetallic Mining Reclamation Ordinance that establishes performance standards for the reclamation of active and future nonmetallic mining sites. It is intended that NR 135 will contribute to environmental protection, stable non-eroding sites, productive end land use, and the potential to enhance habitat and increase land values and tax revenues.

Dodge County has a Nonmetallic Mining Reclamation Overlay District as part of its adopted Land Use Code. The purpose of this overlay district is to establish a local program to ensure the effective reclamation of nonmetallic mining sites in Dodge County.

The Town of Lomira currently has two active nonmetallic mines covering approximately 75 acres. Map 4-9, Appendix, shows the nonmetallic mine locations in the Town of Lomira.

5.6 Wetlands

According to the United States Environmental Protection Agency, wetlands are areas where water covers the soil, or is present either at or near the surface of the soil all year or for varying periods of time during the year, including during the growing season. Water saturation (hydrology) largely determines how the soil develops and the types of plant and animal communities living in and on the soil. Wetlands may support both aquatic and terrestrial species. The prolonged presence of water creates conditions that favor the growth of specially adapted plants (hydrophytes) and promote the development of characteristic wetland (hydric) soils.

Wetlands may be seasonal or permanent and are commonly referred to as swamps, marshes, fens, or bogs. Wetland plants and soils have the capacity to store and filter pollutants ranging from pesticides to animal wastes. Wetlands can make lakes, rivers, and streams cleaner and drinking water safer. Wetlands also provide valuable habitat for fish, plants, and animals. In addition, some wetlands can also replenish groundwater supplies. Groundwater discharge from wetlands is common and can be important in maintaining stream flows, especially during dry months.

Local, state, and federal regulations place limitations on the development and use of wetlands and shorelands. The Wisconsin Department of Natural Resources (WDNR) has inventory maps for each community that identify wetlands two acres and larger. The wetland inventory map should be consulted whenever development proposals are reviewed in order to identify wetlands and to ensure their protection from development. Map 5-3, Appendix, displays wetlands, watersheds, streams, and surface water in the Town.

5.7 Floodplains

For planning and regulatory purposes, the floodplain is normally defined as those areas, excluding the stream channel, that are subject to inundation by the 100-year recurrence interval flood event. This event has a one percent chance of occurring in any given year. Because of this chance of flooding, development in floodplain should be discouraged and the development of park and open space in these areas encouraged. The floodplain includes the floodway and flood fringe. The floodway is the portion of the floodplain that carries flood water or flood flows, while the flood fringe is the portion of the floodplain outside the floodway, which is covered by waters during a flood event. The flood fringe is generally associated with standing water rather than rapidly flowing water.

Wisconsin Statute 87.30 requires Counties, Cities, and Villages to implement floodplain zoning. In addition, the Federal Emergency Management Agency (FEMA) has developed flood hazard data. The only floodplain areas in the Town of Lomira follow Kummel Creek and the Milwaukee River and are shown on Map 5-4, Appendix.

5.8 Watersheds and Drainage

The Town of Lomira is located in the Upper Rock River Basin. This basin includes 13 surface watersheds. The Upper Rock River Basin encompasses about 1,890 square miles. The Rock River Basin covers 3,700 square miles.

A report from the Wisconsin Department of Natural Resources titled *The State of the Rock River Basin* was completed in April of 2002. According to the report, the most serious challenges facing the Basin include:

- ◆ Water quality impacts and increased runoff quantity from agriculture and urban land uses, such that many of the rivers and streams are not meeting water quality standards.
- ◆ Loss of agricultural lands impacts wildlife habitat, recreational usages, the rural landowners, and the economy because it changes the nature of the basin.
- ◆ Loss of critical, sensitive habitat and connection between habitats.
- ◆ Significant groundwater contamination in areas of the Basin.
- ◆ Lower urban groundwater levels due to increased use and decreased groundwater infiltration due to more acres of impervious land.

5.9 Surface Water Features

There are approximately 29 acres of surface water in the Town of Lomira, including Kummel Creek. The following is a description of the more prominent lakes, rivers, and streams in Lomira.

Lakes

There are no lakes in the Town of Lomira.

Rivers and Streams

There are only three rivers or streams in the Town of Lomira, the Milwaukee River, Fink Creek and Kummel Creek. Numerous intermittent streams and smaller creeks are scattered throughout the Town.

Waterway Classification

The Dodge County Planning and Development Department completed a waterway classification project in 2003. The goal of the waterway classification project was to provide the County with a method of categorizing or classifying each lake, river and stream by their unique characteristics. The classification of lakes, rivers and streams was based on criteria developed by the Wisconsin Department of Natural Resources (WDNR). The Existing Development Criterion was used with the Total Lake or Stream Sensitivity Criteria to develop the final classification of Class 1, 2 or 3 for each waterway. Using this method, a lake, river or streams level of existing development is given the same importance or weight as its sensitivity to future development impacts based on physical characteristics.

A Class 1 waterway is the most sensitive to future development and has a lower level of existing development. A Class 3 waterway is the least sensitive to future development and has a higher level of existing development. The following listing contains the Town of Lomira waterways that were classified and their final classifications:

Milwaukee River – Class 3

Kummel Creek – Class 2

Fink Creek – Class 2

5.10 Groundwater Resources

The source of all groundwater is precipitation, which percolates down through the soil until it reaches the saturated zone called an aquifer, where it is then contained. Water in an aquifer travels from its source to a discharge point such as a well, wetland, spring, or lake. During periods of increased precipitation or thaw, this vast resource is replenished with water moving by gravity through permeable soils which is called a water table system. In some instances, groundwater moves because of pressure created by a confining layer of impervious rock which is called an artesian system. The availability of groundwater within the Town of Lomira should be investigated before any development occurs.

Most groundwater contamination is related to poorly sited land uses. For example, agricultural manure, petroleum, and salt storage in areas of high groundwater tables or fractured bedrock are all potential sources of groundwater pollution. Contamination of groundwater reserves can also result from such sources as percolation of water through improperly placed or maintained landfill sites, private waste disposal (septic effluent), runoff from livestock yards and urban areas, improper application of agricultural pesticide or fertilizers, excessive lawn and garden fertilizers and pesticides, leaks from sewer pipes, and seepage from mining operations. Runoff from leaking petroleum storage tanks and spills can also add organic and chemical contaminants in locations where the water table is near the surface. Once groundwater contamination has occurred, successful remediation is expensive and can take years, or may never occur, depending upon the pollutant. Therefore, when considering specific land uses for an area, it is vital to consider the physical characteristics of the area and the relationships between the land and the proposed/actual use in order to ensure that groundwater contamination does not occur.

Within Dodge County there are areas that have natural occurring and human influenced well contaminations. According to studies performed by University of Wisconsin-Extension offices, there are multiple types of contaminations in Dodge County. One major contamination is nitrates, which are mainly human influenced and a major concern in parts of Dodge County. Currently, the Town of Lomira has higher than average nitrate levels. Also, the Town has some areas with higher chloride levels. These two types of contamination may be linked to agricultural practices, shallow bedrock, or uncontrolled spreading of contaminants. Another contamination that raises concern is the high number of positive bacteria samples in an area. The Town of Lomira has a fair number of positive bacteria samples, mainly in the northwestern portion of the Town. Some of these contaminations can be linked to unique bedrock or groundwater features, or current or past land use practices in the area. To help control future well contaminations the Town of Lomira should conduct testing to identify contaminated areas and reduce development in those areas.

5.11 Air Quality

Air quality, especially good air quality, is often taken for granted. The eastern portion of Wisconsin experiences high concentrations of ground-level ozone. Ground-level ozone, or smog, forms when pollutants emitted from vehicle exhaust, power plants, factories, and other combustion sources combine in the hot summer sun. In addition, warm weather causes an increase in air conditioner usage, which can increase harmful emissions from these sources.

To manage the state's air quality, the DNR uses both a network of air quality monitors and a series of air pollution control rules that limit emissions from air pollution sources based on various criteria. There is one air monitoring site in Dodge County, located in the City of Mayville.

5.12 Environmental Corridors/Sensitive Areas

Environmental corridors are continuous systems of open space that often include environmentally sensitive lands including woodlands, wetlands and habitat areas, natural and cultural resources requiring protection from disturbance and development, and lands needed for open space and recreational use. Environmental corridors serve multiple functions. Protection and preservation of environmental corridors contribute to water quality through reduction of nonpoint source pollution and protection of natural drainage systems. Environmental corridors can also protect and preserve sensitive natural resource areas such as wetlands, floodplains, woodlands, steep slopes, native grasslands, prairies, prairie savannas, groundwater recharge areas and other areas that would impair habitat and surface or groundwater quality if disturbed or developed. Map 5-5, Appendix, identifies environmental corridors and natural limitations for building site development in the Town of Lomira.

5.13 Threatened and Endangered Species

The Wisconsin Department of Natural Resources (WDNR) lists species as "endangered" when the continued existence of that species as a viable component of the state's wild animals or wild plants is determined to be in jeopardy on the basis of scientific evidence. "Threatened" species are listed when it appears likely based on scientific evidence that the species may become endangered within the foreseeable future. The WDNR also lists species of "special concern" of which some problem of abundance or distribution is suspected but not yet proved; the intent of this classification is to focus attention on certain species before becoming endangered or threatened.

Table 5-1 shows the rare, threatened, and endangered species that may be found in the Town of Lomira and Dodge County.

Table 5-1: Rare, Threatened, and Endangered Species,
Town of Lomira and Dodge County

	Wisconsin Status	Taxa
Plants		
Lesser Fringed Gentian	Special Concern	
Richardson Sedge	Special Concern	
Showy Lady's-Slipper	Special Concern	
Slim-Stem Small-Reedgrass	Special Concern	
Small White Lady's-Slipper	Threatened	
Wafer-Ash	Special Concern	
Yellow Gentian	Threatened	
Animals		
Cantrall's Bog Beetle	Special Concern	Beetle
Giant Carrion Beetle	Endangered	Beetle
Barn Owl	Endangered	Bird
Black-Crowned Night-Heron	Special Concern	Bird
Forster's Tern	Endangered	Bird
Great Egret	Threatened	Bird
Red-Shouldered Hawk	Threatened	Bird
Gorgone Checker Spot	Special Concern	Butterfly
Side-Swimmer	Special Concern	Crustacean
American Eel	Special Concern	Fish
Banded Killfish	Special Concern	Fish
Least Darter	Special Concern	Fish
Pugnose Minnow	Special Concern	Fish
Redfin Shiner	Threatened	Fish
River Redhorse	Threatened	Fish
Slender Madtom	Endangered	Fish
Striped Shiner	Endangered	Fish
Week Shiner	Special Concern	Fish
Blanchard's Cricket Frog	Endangered	Frog
Arctic Shrew	Special Concern	Mammal
Franklin's Ground Squirrel	Special Concern	Mammal
Pigmy Shrew	Special Concern	Mammal
Prairie Vole	Special Concern	Mammal
Ellipse	Threatened	Mussel
Blanding's Turtle	Threatened	Turtle

Source: Wisconsin Department of Natural Resources.

5.14 Wildlife Habitat and Recreational Areas

Wildlife habitat can be simply defined as the presence of enough food, cover, and water to sustain a species. The wetland areas of the Town of Lomira are particularly accommodating to many types of waterfowl, such as geese, ducks, herons, egrets, and swans. The Town of Lomira also has upland habitat areas suited for pheasants. Town of Lomira is also home to a variety of song birds and the typical upland animals of southern Wisconsin, including deer, rabbit, fox, raccoon, squirrel, and muskrat.

The Wisconsin Department of Natural Resources identifies State Natural Areas, which are defined as tracts of land in a natural or near natural state and which are managed to serve several purposes including scientific research, teaching of resource management, and preservation of rare native plants and ecological communities. There are no State Natural Areas in the Town of Lomira.

5.15 Historic Places

State and National Register of Historic Places

The National Register of Historic Places recognizes properties of local, state, and national significance. Properties are listed in the National Register because of their associations with significant persons or events, because they contain important information about our history or prehistory, or because of their architectural or engineering significance. The National Register also lists important groupings of properties as historic districts. In addition, the National Park Service highlights properties that have significance to the nation as a whole by conferring on them the status of National Historic Landmark.

The Wisconsin State Register of Historic Places parallels the National Register. However, it is designed to enable state-level historic preservation protection and benefits. Most of the properties in Wisconsin listed in the National Register are also listed in the State Register. There are no sites in the Town of Lomira that are listed on the State or National Register.

Wisconsin Architecture & History Inventory

The Wisconsin Architecture & History Inventory (AHI) provided by the Wisconsin Historical Society lists historical and architectural information on properties in Wisconsin. The AHI contains data on buildings, structures, and objects that illustrate Wisconsin's unique history. The majority of properties listed are privately owned. Listed properties convey no special status, rights, or benefits. These sites should be periodically reviewed for possible designation on state or national registers.

According to the AHI, the Town of Lomira has 25 sites on the Wisconsin Architecture & History Inventory. To get a description of the AHI sites in the Town of Lomira, see the AHI website: www.wisconsinhistory.org/index.html

5.16 Cultural Resources

Cultural Facilities

Cultural amenities enhance the quality of life, encourage residential development and attract tourism. Such amenities are limited in the Town of Lomira since it lacks the support populations needed for diverse cultural opportunities. There are no cultural facilities such as libraries, museums and historical markers in the Town of Lomira. Map 5-6, Appendix, displays historical, cultural and archaeological resources in Dodge County.

As shorter trips and historical attractions continue to become more popular, local museums will likely be in greater demand as recreational destinations. A present problem with most local museums is the very limited amount of time they are open to the public due to the number of available volunteers and low or non-existent staffing budgets. As demand increases, the museums should be made more convenient and accessible as a local recreation facility.

5.17 Community Design

The Town of Lomira is located in the northeast portion of Dodge County. The Town is approximately 36 square miles in size, and is surrounded by Dodge County to the south and west, Fond du Lac County to the north, and Washington County to the east. The Town of Lomira has large tracts of agricultural land and open space. The Town of Lomira has waterfront areas along the Kummel Creek.

5.18 Agricultural, Natural, and Cultural Resources Trends

The following are anticipated trends in regard to agricultural, natural, and cultural resources in the Town of Lomira for the planning period:

- ◆ The number of farms will continue to decline;
- ◆ The size of the average farm will continue to show moderate increases;
- ◆ Pressure to convert farmland to other uses will increase;
- ◆ The number of dairy farms will continue to decline;
- ◆ Dairy herd sizes will continue to increase;
- ◆ Dairy herd production will continue to increase;
- ◆ The number of large “commercial” type farming will increase, especially dairy;
- ◆ Interest in farmland preservation programs will decrease;

- ◆ Interest in cash cropping will increase;
- ◆ Interest in specialty farming will increase;
- ◆ Interest in “value-added” businesses to complement small dairy and general farming operations will increase;
- ◆ Large dairies required to obtain Wisconsin Point Discharge Elimination System (WPDES) permits will increase;
- ◆ Interest in voluntary management programs that supply a property tax break, such as Managed Forest Law (MFL), will increase;
- ◆ The Town’s river fronts, woodlands, and highland areas will be desired as residential building sites;
- ◆ Challenges to groundwater resources will grow including increasing quantity of withdrawal and increasing of potential contamination sources;
- ◆ Highway expansion and increased traffic will have a negative impact on air quality.

6. Economic Development

6.1 Introduction

This section contains an inventory of economic characteristics found in the Town of Lomira. Analysis and inventory information contained within this section will help in identifying deficiencies and opportunities for economic development within the community.

6.2 Labor Force and Employment Status

Civilian Labor Force

The labor force, according to the Wisconsin Department of Workforce Development definition, includes those who are either working or looking for work, but does not include individuals who have made a choice to not work. This may include retirees, homemakers, and students. The labor force does not include institutional residents, military personnel, or discouraged job seekers.

Table: 6-1: Civilian Labor Force Annual Averages, Dodge County and Wisconsin, 1999-2002

	1999	2000	2001	2002	# Change 1999-02	% Change 1999-02
Dodge County						
Labor Force	47,110	47,651	48,384	48,607	1,497	3.2%
Employment	45,932	46,142	45,837	46,060	128	0.3%
Unemployment	1,178	1,509	2,547	2,547	1,369	116.2%
Unemployment Rate	2.5	3.2	5.3	5.2	2.7	108.0%
Wisconsin						
Labor Force	2,889,812	2,934,931	2,990,578	3,062,314	172,502	6.0%
Employment	2,801,777	2,831,162	2,854,473	2,904,549	102,772	3.7%
Unemployment	88,035	103,769	136,105	157,766	69,731	79.2%
Unemployment Rate	3.0	3.5	4.6	5.1	2.1	71.4%

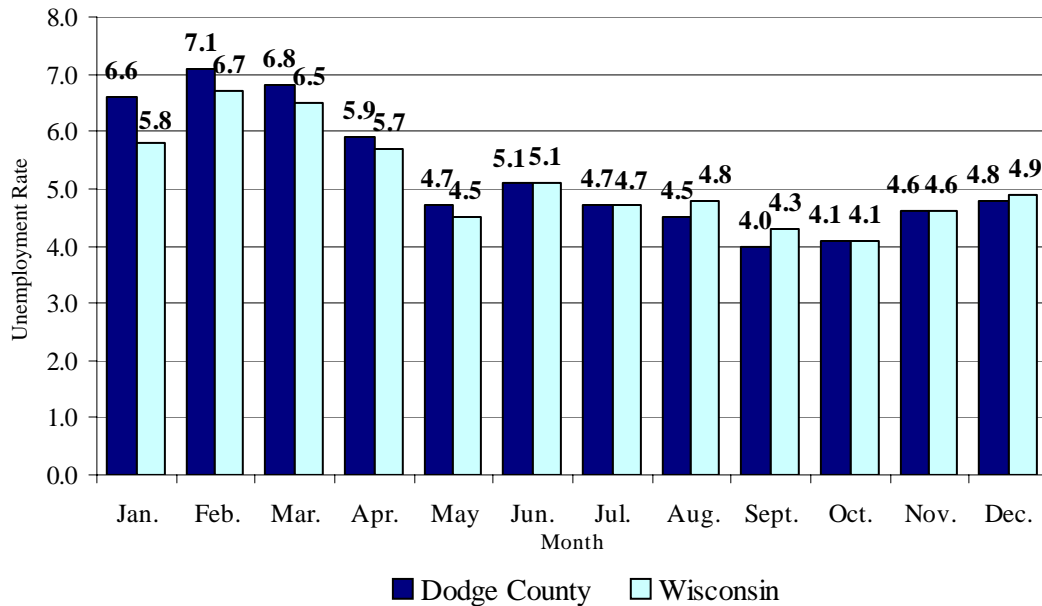
Source: Wisconsin Department of Workforce Development, Bureau of Workforce Information, Local Area Unemployment Statistics, 1999-2002.

The labor force of Dodge County has increased by 1,497 persons since 1999, or 3.2%.

Unemployment Rates

The number of unemployed in the county includes not only those who are receiving unemployment benefits, but also any resident who actively looked for a job and did not find one. Unemployment rates by month for 2002 are illustrated in Figure 6-1.

Figure 6-1: Monthly Unemployment Rates,
Dodge County and Wisconsin, 2002



Source: Wisconsin Department of Workforce Development, Bureau of Workforce Information, Local Area Unemployment Statistics, 2002.

Dodge County experienced an unemployment rate during 2002 that was very similar to the state as a whole. Unemployment is generally lower in the summer due to seasonal work such as tourism, agriculture, and construction, a trend typically found throughout Wisconsin.

Income

Table 6-3 displays the 1999 household income and median household income for the Town of Lomira and Dodge County as reported by the 2000 Census. The highest percentage (29 percent) of residents in the Town of Lomira had a household income between \$50,000 to \$74,999. The next largest percentage (20.1 percent) of household income was \$35,000 to \$49,999, which was slightly lower than the County's 20.4 percent. Approximately 11.5 percent of the households in the Town of Lomira had a household income of \$100,000 or greater; this exceeded the County's rate of 6.9 percent. The median household income for the Town of Lomira was \$51,071. The median income for Dodge County was \$45,190, slightly higher than the State's reported median income of \$43,791.

Table 6-2: Household Income,
Town of Lomira and Dodge County, 1999

	T. Lomira		Dodge County	
	Number	% of Total	Number	% of Total
Less than \$10,000	15	3.3%	1,659	5.3%
\$10,000 to \$14,999	20	4.4%	1,627	5.2%
\$15,000 to \$24,999	29	6.4%	3,579	11.4%
\$25,000 to \$34,999	65	14.4%	4,434	14.1%
\$35,000 to 49,999	91	20.1%	6,420	20.4%
\$50,000 to \$74,999	131	29.0%	8,326	26.4%
\$75,000 to \$99,999	49	10.8%	3,305	10.5%
\$100,000 to \$149,999	35	7.7%	1,605	5.1%
\$150,000 or More	17	3.8%	558	1.8%
Total	452	99.9%	31,513	100.2%
Median Household Income	\$51,071		\$45,190	

Source: U.S. Bureau of the Census, 2000.

*Percentages may not add up to 100%, due to rounding.

Travel Time to Work

For most of the general population, the location of their home depends on the location of their work. Knowing the amount of time people are willing to travel to work can serve as an indicator for the future location of housing and economic development. Travel time to work is also an indicator of what residents are willing to sacrifice for location. Individuals are often willing to allow for longer commute times to live in a particular area.

Table 6-3 displays the travel time to work for residents of the Town of Lomira.

Table 6-3: Travel Time To Work,
Town of Lomira and Dodge County, 2000

	Town of Lomira		Dodge County	
	Number	% of Total	Number	% of Total
Less than 5 minutes	55	7.6%	3,454	8.1%
5 to 9 minutes	130	17.9%	7,955	18.7%
10 to 14 minutes	118	16.3%	6,884	16.2%
15 to 19 minutes	89	12.3%	5,212	12.2%
20 to 24 minutes	104	14.3%	5,043	11.8%
25 to 29 minutes	33	4.6%	2,015	4.7%
30 to 34 minutes	48	6.6%	3,268	7.7%
35 to 39 minutes	16	2.2%	960	2.3%
40 to 44 minutes	7	1.0%	1,124	2.6%
45 to 59 minutes	25	3.4%	2,530	5.9%
60 to 89 minutes	11	1.5%	1,498	3.5%
90 or more minutes	9	1.2%	731	1.7%
Worked at home	80	11.0%	1,924	4.5%
Total	725	99.9%	42,598	99.9%

Source: U.S. Bureau of the Census, 2000.

*Percentages may not add up to 100%, due to rounding.

Of those traveling to work in the Town of Lomira, 16.3 percent of the residents had a commute time of 10 to 14 minutes, where 18.7 percent of the residents in Dodge County traveled five to nine minutes to work. There were 11 percent of residents in the Town of Lomira that work at home, which is more than twice the percentage (4.5 percent) that work at home in the County. The Town of Lomira has a mean travel time to work of 18.3 minutes; the County's mean travel time to work is 20.8. The Town's residents may have a higher travel time since the residents must travel to nearby cities for employment.

6.3 Economic Base Analysis

Employment by Industrial Sector

Employment by industry within an area illustrates the structure of the economy. Historically, Dodge County has had a high concentration of employment in the manufacturing and agricultural sectors of the economy. Recent state and national trends indicate a decreasing concentration of employment in the manufacturing sector while employment within the services sector is increasing. This trend is partly attributed to the aging of the population.

Table 6-4 displays the number and percent of employed persons by industry group in the Town of Lomira and Dodge County for 2000.

Table 6-4: Employment by Industrial Sector,
Town of Lomira and Dodge County, 2000

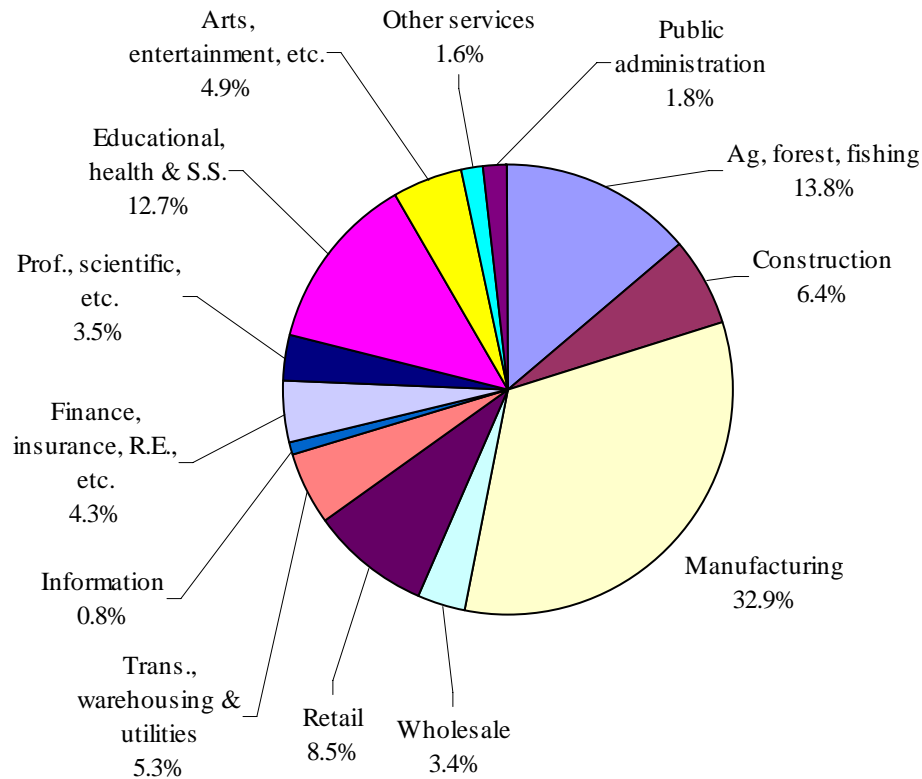
Industry	T. Lomira		Dodge County	
	Number	Percent of Total	Number	Percent of Total
Agriculture, forestry, fishing and hunting, and mining	102	13.8%	2,148	5.0%
Construction	47	6.4%	2,840	6.6%
Manufacturing	243	32.9%	14,359	33.2%
Wholesale trade	25	3.4%	1,142	2.6%
Retail trade	63	8.5%	4,668	10.8%
Transportation and warehousing, and utilities	39	5.3%	1,584	3.7%
Information	6	0.8%	792	1.8%
Finance, insurance, real estate, and rental and leasing	32	4.3%	1,523	3.5%
Professional, scientific, management, administrative, and waste management services	26	3.5%	1,691	3.9%
Educational, health, and social services	94	12.7%	6,929	16.0%
Arts, entertainment, recreation, accommodation, and food services	36	4.9%	2,235	5.2%
Other services (except public administration)	12	1.6%	1,555	3.6%
Public administration	13	1.8%	1,731	4.0%
Total	738	99.9%	43,197	99.9%

Source: U.S. Bureau of the Census, 2000.

*Percentages may not add up to 100%, due to rounding.

The manufacturing sector supplied the most jobs (32.9 percent) and agriculture, forestry, fishing and hunting, and mining sector provided the second most jobs (13.8 percent) in the Town of Lomira. The greatest percentage of employment for the county was also in the manufacturing sector (33.2 percent), followed by the educational, health, and social services (16.0 percent). The educational, health, and social services sector claimed 12.7 percent, which was lower than the County's rate of 16.0 percent. Figure 6-2 also displays employment by industry for the Town of Lomira in 2000.

Figure 6-2: Employment by Industry, Town of Lomira, 2000



Source: U.S. Bureau of the Census, 2000.

Employment by Occupation

The previous section, Employment by Industry, described employment by the type of business or industry, or sector, of commerce. What people do, or what their occupation is within those sectors, can also reveal factors that influence incomes and overall employment. Table 6-5 displays the number and percent of employed persons by occupation in the Town of Lomira and Dodge County for 2000.

Table 6-5: Employment by Occupation,
Town of Lomira and Dodge County, 2000

Occupation	T. Lomira		Dodge County	
	Number	Percent of Total	Number	Percent of Total
Management, professional, and related occupations	216	29.3%	10,911	25.3%
Service occupations	70	9.5%	5,979	13.8%
Sales and office occupations	138	18.7%	9,298	21.5%
Farming, fishing, and forestry occupations	38	5.1%	660	1.5%
Construction, extraction, and maintenance occupations	82	11.1%	4,158	9.6%
Production, transportation, and material moving occupations	194	26.3%	12,191	28.2%
Total	738	100.0%	43,197	99.9%

Source: U.S. Bureau of the Census, 2000.

*Percentages may not add up to 100%, due to rounding.

The management, professional, and related occupations accounted for 29.3 percent of the employment by occupation in the Town of Lomira. The occupation with the greatest percentage of employment in Dodge County was in production, transportation, and material moving occupations, containing 28.2 percent of total employment. In the Town of Lomira, production, transportation, and material moving occupations contained 26.3 percent of the employment by occupation, where as the County had a slightly higher percentage of 28.2 percent in that occupation. The County also has approximately one-quarter of its residents employed in the management, professional, and related occupations.

Wages

The wages that are provided by a particular industry in a particular area can offer several insights. For example, higher wages within an industry, when compared to neighboring communities, can indicate a strength in a particular economic segment. That wage can also be used to attract commuters and new residents to the area. A higher than average wage and a dependence on a particular industry can also lead to local recession if there should be a downturn within the industry. Lower than average wages can indicate a lower quality of life in the area or a lack of highly qualified labor.

Table 6-6 displays the annual average wage by industry in the Dodge County and Wisconsin.

Table 6-6: Annual Average Wage By Industry Division
Dodge County and Wisconsin, 2002

	Dodge County Annual Average Wage	Wisconsin Annual Average Wage	Percent of State Average	1-Year Percent Change	5-Year Percent Change
All industries*	\$29,566	\$30,922	95.6%	1.5%	20.0%
Agriculture, Forestry, & Fishing	\$25,070	\$22,565	111.1%	0.4%	17.2%
Construction	\$44,962	\$39,011	115.3%	2.8%	25.3%
Manufacturing	\$35,955	\$39,739	90.5%	0.9%	15.2%
Transportation, Communications, & Utilities	\$27,962	\$36,639	76.3%	0.1%	14.3%
Wholesale Trade	\$32,405	\$40,521	80.0%	3.2%	46.1%
Retail Trade	\$13,652	\$14,596	93.5%	4.3%	20.5%
Finance, Insurance, & Real Estate	\$24,988	\$40,933	61.0%	5.1%	11.6%
Services	\$22,769	\$28,775	79.1%	4.8%	27.0%
Total Government	\$30,724	\$33,785	90.9%	0.5%	22.1%

Source: Wisconsin Department of Workforce Development, *Employment, Wages, and Taxes Due covered by Wisconsin's U.C. Law*, 2002.

*Mining excluded from table since wages were suppressed to maintain confidentiality in every county.

The construction and manufacturing industries in Dodge County offered the highest annual average wages in 2002. The agriculture, forestry, and fishing industry along with the construction industry had an annual average wage greater than the State of Wisconsin as a whole. The greatest disparity in wages between Dodge County and the state was in the finance, insurance, and real estate industry.

Acres of Agricultural and Residential Land

In 1992, there were 19,332 acres of agricultural land and 411 acres of residential land in the Town according to the Wisconsin Department of Revenue, Bureau of Property Tax. In 2002, there were 17,989 acres of agricultural land and 447 acres of residential land. The Town lost 1,343 acres of land classified as agricultural over the 10 year period, or 6.9 percent. The amount of residential land increased by 36 acres or 8.7 percent.

Number of Dairy Farms

The number of dairy farms is constantly decreasing throughout the State of Wisconsin. Many dairy farmers are seeking other ways to make a living. In 2003 there were 33 active dairy farms in the Town of Lomira, which was a 21.4 percent decrease in the number of active dairy farms since 1997. This decrease is less than the 27.8 percent decrease of dairy farms in Dodge County during the same time frame.

Environmentally Contaminated Sites for Commercial or Industrial Use

The Environmental Protection Agency (EPA) and the Wisconsin Department of Natural Resources (WDNR) encourage the clean-up and use of environmentally contaminated sites for commercial and industrial use. The WDNR has created the Bureau for Remediation and Redevelopment Tracking System (BRRTS) which identifies environmentally contaminated sites for communities in Wisconsin. The most commonly listed types of sites are the following:

- Spills, a discharge of a hazardous substances that may adversely impact, or threaten to adversely impact, public health, welfare, or the environment. Spills are usually cleaned up quickly.
- LUST, a Leaking Underground Storage Tank that has contaminated soil and/or groundwater with petroleum. Some LUST cleanups are reviewed by the DNR and some are reviewed by the Dept. of Commerce.
- ERP, Environmental Repair Program sites are sites other than LUSTs that have contaminated soil and/or groundwater. Often, these are old historic releases to the environment.
- VPLE, Voluntary Property Liability Exemptions apply to sites in which property owners conducts an environmental investigation and cleanup of an entire property and then receives limits on their future liability.
- Superfund, a federal program created by Congress in 1980 to finance cleanup of the nation's worst hazardous waste sites. Thirty-nine sites are currently found in Wisconsin.

According to the BRRTS database, there are 655 environmentally contaminated sites in Dodge County. Of the 655 sites, 308 are closed. Closed sites have completed all clean up requirements and have received a case closure letter from the DNR. The remaining 347 sites are open sites. Open sites are in need of clean up or clean up is underway. There are therefore 347 sites that could have potential for commercial or industrial use. However, some sites will be more adequately suited than others. Of the 347 open sites 247 are reported spill sites, 60 are LUST sites, 34 are ERP sites, 4 are VPLE, and 2 are Superfund sites. Table 6-7 lists open sites in the Town of Lomira. For more information review the available DNR database for sites that are located within the community (<http://www.dnr.state.wi.us/org/aw/rr/brrts/index.htm>)

Table 6-7 Contaminated Sites in the Town of Lomira

Site Name or Location	Type	Spill Source Description/Cause
1) FINK PROPERTY	LUST	Contamination – Gasoline Leaded
2) HWY 41 - .125 MI N OF HWY 49 N BND	SPILLS	Soil Contamination – Diesel, Traffic Accident
3) HWY 41 N OF SUPER DR (EAST	SPILLS	Transportation Accident, Fuel Supply Tank Spill
4) HWY Y AND HWY H	SPILLS	Transportation Accident, Fuel Supply Tank Spill
5) LOMIRA BULK PLT	ERP	Soil Contamination
6) QUAD GRAPHICS INC- LOMIRA	SPILLS	Air Contamination, Ruptured Diaphragm on pump
7) S WATER ST RD	SPILLS	Surface Water Contamination, Car Overturned in to Creek

6.4 Economic Development Trends

Agriculture dominated the Dodge County and Town of Lomira economy until the mid-20th century, at which point, manufacturing became a major source of employment and income. Trade and services have begun to emerge as major economic components. These trends formed the base of the current local economy. Over the next 20 years a number of economic trends are anticipated that will affect the existing economic base:

- ◆ The composition of the labor force will change due to continued decreases in family size and the aging of the population.
- ◆ Lomira will likely continue to depend heavily on the manufacturing sector of the economy. International and national economic trends will continue to affect the manufacturers found in the Town.
- ◆ Quad-Graphics will continue to be a major economic factor in the Town.
- ◆ Increases in automation and technology in manufacturing will change the existing manufacturing base and affect the labor force.
- ◆ Tourism will likely increase as a factor in the economy.
- ◆ The Town of Lomira will continue to be a desirable place to live, and transportation improvements will increase the ability of individuals to work outside the county resulting in increased population.
- ◆ The service-based sector of the economy will continue to grow, particularly health-related services, as the population ages.

7. Intergovernmental Cooperation

7.1 Introduction

This element identifies planning activities in and around the Town of Lomira, and provides a description of Wisconsin's statutes associated with intergovernmental cooperation.

In general terms, intergovernmental cooperation is any arrangement by which officials of two or more jurisdictions coordinate plans, policies, and programs to address and resolve issues of mutual interest. It can be as simple as communicating and sharing information, or it can involve entering into formal intergovernmental agreements and sharing resources such as equipment, buildings, staff, and revenue. It can even involve consolidating services, jurisdictions, or transferring territory.

Many issues cross jurisdictional boundaries, affecting more than one community. For example, air, water, and wildlife pass over the landscape regardless of boundaries so that one jurisdiction's activities with regard to air, water, and wildlife impacts other jurisdictions downwind or downstream.

Today, increased communication technologies and personal mobility mean that people, money, and resources also move across jurisdictions, as quickly and freely as air and water. Persons traveling along roadways use a network of transportation routes, moving between jurisdictions without even realizing it.

Frequently, the action of one governmental unit impacts others. Increasingly, we have come to the realization that many vital issues are regional in nature. Watersheds, economic conditions, commuter patterns, housing, media markets, and effects from growth and change are all issues that spill over municipal boundaries and impact the region as a whole.

Dodge County has 44 units of government, and special purpose districts defined as follows:

- ◆ 24 Towns
- ◆ 9 Cities
- ◆ 11 Villages
- ◆ 19 School districts
- ◆ 10 Sanitary districts
- ◆ 36 Drainage districts
- ◆ 3 Lake protection districts

Having so many governmental units allows for very local representation and means that Dodge County and Town residents have numerous opportunities to participate in local decision-making. However, the number of governmental units with overlapping decision-making authority presents challenges. More governmental units can make communication, coordination, and effective action more difficult, creating a greater potential for conflict. Instead of communicating ideas within one jurisdiction, communication needs to move across multiple jurisdictions and involve multiple boards, commissions, committees, executives, administrators,

and citizens. Goals between communities may differ and present challenges. More governmental units may also mean unwanted and wasteful duplication in the delivery of community services. Cooperation can help avoid this.

Intergovernmental Cooperation Benefits

There are many reasons intergovernmental cooperation makes sense. The following are some examples:

- ◆ Cost savings – Cooperation can save money by increasing efficiency and avoiding unnecessary duplication. Cooperation can enable some communities to provide their residents with services that would otherwise be too costly.
- ◆ Address regional issues – By communicating and coordinating their actions, and working with county, regional and state jurisdictions, local communities are able to address and resolve issues which are regional in nature.
- ◆ Early identification of issues – Cooperation enables jurisdictions to identify and resolve potential conflicts at an early stage, before affected interests have established rigid positions, before the political stakes have been raised, and before issues have become conflicts or crises.
- ◆ Reduced litigation – Communities that cooperate are able to resolve issues before they become mired in litigation. Reducing the possibility of costly litigation can save a community money, as well as the disappointment and frustration of unwanted outcomes.
- ◆ Consistency – Cooperation can lead to consistency of the goals, objectives, plans, policies, and actions of neighboring communities and other jurisdictions.
- ◆ Predictability – Jurisdictions that cooperate provide greater predictability to residents, developers, businesses, and others. Lack of predictability can result in lost time, money, and opportunity.
- ◆ Understanding – As jurisdictions communicate and collaborate on issues of mutual interest, they become more aware of one another's needs and priorities. They can better anticipate problems and work to avoid them.
- ◆ Trust – Cooperation can lead to positive experiences and results that build trust between jurisdictions.
- ◆ History of success – When jurisdictions cooperate successfully in one area, the success creates positive feelings and an expectation that other intergovernmental issues can be resolved as well.
- ◆ Service to citizens – The biggest beneficiaries of intergovernmental cooperation are citizens for whom government was created in the first place. They may not understand, or even care about, the intricacies of particular intergovernmental issues, but all County residents can

appreciate their benefits, such as costs savings, provision of needed services, a healthy environment, and a strong economy.

7.2 Multi-Jurisdictional Plan Building Process

In order to facilitate meaningful opportunities for intergovernmental cooperation, the Dodge County Comprehensive Plan and 19 local plans were partially built utilizing a regional meeting approach. This approach grouped the participating communities into one of five regions (Map 1-2, Appendix, Multi-jurisdictional Plan Groupings). The regions were arranged based on: their location in the county, common features such as agriculture, highways and river corridors, and shared service areas for utilities and emergency services.

The regional meeting approach provided an excellent forum for communities to discuss and resolve issues. Each meeting involved three phases. During the first phase, general trends and other information were presented at the beginning of each meeting. The second phase involved “breakout” sessions, whereby each community met with an assigned planner to work through issues and concerns specific to each community. The third phase involved the communities getting back together to present findings and solutions.

7.3 Wisconsin Intergovernmental Agreement Statutes

Intergovernmental Cooperation

Wisconsin Statute, 66.0301 permits local agreements between the state, cities, villages, towns, counties, regional planning commissions, and certain special districts, including school districts, public library systems, public inland lake protection and rehabilitation districts, sanitary districts, farm drainage districts, metropolitan sewerage districts, sewer utility districts, Indian tribes or bands, and others.

Intergovernmental agreements prepared in accordance with s. 66.0301, formerly s. 66.30, are the most common form of agreement and have been used by communities for years, often in the context of sharing public services such as police, fire, or rescue. This type of agreement can also be used to provide for revenue sharing, determine future land use within a subject area, and to set temporary municipal boundaries. However, the statute does not require planning as a component of any agreement and boundary changes have to be accomplished through the normal annexation process.

Boundary Agreements Pursuant to Approved Cooperative Plan

Under 66.0307, Wisconsin Statutes, combinations of municipalities may prepare cooperative boundary plans or agreements. Each city, village, or town that intends to participate in the preparation of a cooperative plan must adopt a resolution authorizing its participation in the planning process.

Cooperative boundary plans or agreements involve decisions regarding the maintenance or change of municipal boundaries for a period of 10 years or more. The cooperative plan must include a plan for the physical development of the territory covered by the plan, a schedule for changes to the boundary, plans for the delivery of services, an evaluation of environmental

features, and a description of any adverse environmental consequences that may result from the implementation of the plan. It must also address the need for safe and affordable housing. The participating communities must hold a public hearing prior to its adoption. Once adopted, the plan must be submitted to the Wisconsin Department of Commerce for State approval. Upon approval, the cooperative plan has the force and effect of a contract.

Creation, Organization, Powers and Duties of a Regional Planning Commission

Wisconsin Statute 66.0309 permits local governments to petition the governor to create a regional planning commission (RPC). If local support for a commission is unanimous, the governor may create it by executive order. The governor may also create a commission if local governments representing over 50% of the population or assessed valuation of the proposed region consent to the creation. Commission members are appointed by either local governments or the governor.

State Statutes require the RPC to perform three major functions:

- ◆ Make and adopt a comprehensive plan for the physical development of the region.
- ◆ If requested by a local unit, report recommendations to that local unit on the location or acquisition of land for any of the items or facilities which are included in the adopted regional comprehensive plan.
- ◆ Make an annual report of its activities to the legislative bodies of the local governmental units within the region.

RPCs are also authorized to perform several other functions, however, by law, they serve a strictly advisory role.

Dodge, Columbia, Jefferson, Rock, and Sauk Counties are the only counties in the state that are not part of a Regional Planning Commission.

Municipal Revenue Sharing

Wisconsin Statute, 66.0305, Municipal Revenue Sharing, gives authority to cities, villages, and towns to enter into agreements to share revenue from taxes and special charges with each other. The agreements may also address other matters, including agreements regarding services to be provided or the location of municipal boundaries.

Boundaries of the shared revenue area must be specified in the agreement and the term of the agreement must be for at least 10 years. The formula or other means for sharing revenue, the date of payment of revenues, and the means by which the agreement was made may be invalidated after the minimum 10-year period.

Annexation

Wisconsin Statute, 66.021, Annexation of Territory, provides three petition methods by which annexation may occur. Annexation involves the transfer of one or more tax parcels from a town to a city or village. Cities and villages cannot annex property without the consent of landowners as required by the following petition procedures:

1. Unanimous approval - A petition is signed by all of the electors residing in the territory and the owners of all of the real property included within the petition.
2. Notice of intent to circulate petition (direct petition for annexation) - The petition must be signed by a majority of electors in the territory and the owners of one-half of the real property either in value or in land area. If no electors reside in the territory, then only the landowners need sign the petition.
3. Annexation by referendum - A petition requesting a referendum election on the question of annexation may be filed with the city or village when signed by at least 20 percent of the electors in the territory.

Incorporation

Wisconsin Statutes, 66.0201, Incorporation of Villages and Cities; Purpose and Definitions, and 66.0211, Incorporation Referendum Procedure, regulate the process of creating new villages and cities from town territory. Wisconsin Statute, 66.0207, Standards to be applied by the department, identifies the criteria that have to be met prior to approval of incorporation.

The incorporation process requires filing an incorporation petition with circuit court. Then, the incorporation must meet certain statutory criteria reviewed by the Municipal Boundary Review Section of the Wisconsin Department of Administration. These criteria include:

- ◆ Minimum standards of homogeneity and compactness, and the presence of a “well developed community center;”
- ◆ Minimum density and assessed valuation standards for territory beyond the core;
- ◆ A review of the budget and tax base in order to determine whether or not the area proposed for incorporation could support itself financially;
- ◆ An analysis of the adequacy of government services compared to those available from neighboring jurisdictions;
- ◆ An analysis of the impact incorporation of a portion of the town would have on the remainder, financially or otherwise; and
- ◆ An analysis of the impact the incorporation would have on the metropolitan region.

Extraterritorial Zoning

Wisconsin Statute, 62.23(7a), Extraterritorial Zoning, allows a city with a population of 10,000 or more to adopt zoning in town territory, three miles beyond a city’s corporate limits. A city or village with a population less than 10,000 may adopt zoning 1.5 miles beyond its corporate limits. If the extraterritorial area of two municipalities overlaps, jurisdiction is divided between them as provided under s. 66.0105.

Under extraterritorial zoning authority, a city or village may enact an interim zoning ordinance that freezes existing zoning, or, if there is no zoning, existing uses while a plan and regulations are developed. The statute provides that the interim ordinance may be for two years.

A joint extraterritorial zoning committee must be established consisting of three city or village plan commission members and three town members. The city or village plan commission works with the joint committee in preparing the plan and regulations. The joint committee must approve the plan and regulations by a majority vote before they take affect.

The Village of Brownsville and the Village of Lomira do not utilize their extraterritorial zoning jurisdiction in the Town of Lomira (Map 7-1, Appendix, displays Extraterritorial Jurisdiction).

Extraterritorial Subdivision Review

Wisconsin Statute, 236.10, Approvals Necessary, allows a city or village to exercise its extraterritorial plat review authority in the same geographic area as defined within the extraterritorial zoning statute. However, extraterritorial zoning requires town approval of the zoning ordinance, while extraterritorial plat approval applies automatically if the city or village adopts a subdivision ordinance or official map. The town does not approve the subdivision ordinance for the city or village. The city or village may waive its extraterritorial plat approval authority if it does not wish to use it.

The purpose of extraterritorial plat approval jurisdiction is to help cities and villages influence the development pattern of areas outside their boundaries that will likely be annexed to the city or village. Overlapping authority by incorporated municipalities is prohibited. This situation is handled by drawing a line of equal distance from the boundaries of the city and/or village so that not more than one ordinance will apply.

The Town of Lomira is subject to the plat review authority by the Village of Brownsville and Village of Lomira in certain areas of the Town.

7.4 Inventory of Plans for Communities in Dodge County

In Dodge County, 19 of 44 communities are participating in the development of the Dodge County Multi-Jurisdiction Comprehensive Plan (See Appendix, Map 1-2, Multi-jurisdiction Plan Groupings). Of the remaining 25 communities, six have land use plans, six have comprehensive plans that are not “Smart Growth” compliant, six have Comprehensive “Smart Growth” Plans, and seven do not have any plans (See Appendix, Map 7-2, Status of Planning in Dodge County).

Land Use Plans

- ♦ Town of Calamus, Town of Clyman, Town of Hubbard, Town of Lowell, Village of Hustisford, and City of Hartford.

Comprehensive Plans

- ♦ Town of Chester, Town of Theresa, Town of Williamstown, City of Beaver Dam, City of Horicon, and City of Waupun.

“Smart Growth” Comprehensive Plans

- ♦ Town of Beaver Dam, Town of Emmet, Town of Lebanon, City of Columbus, City of Fox Lake, and City of Watertown.

No Plans

- ♦ Town of Oak Grove, Town of Westford, Village of Clyman, Village of Kekoskee, Village of Lowell, Village of Randolph, and Village of Reeseville.

7.5 Inventory of Existing Intergovernmental Agreements

Mutual aid agreements exist between communities throughout the county to address police, fire, and ambulance services. Mutual aid agreements allow communities to share equipment and resources.

Various informal and formal agreements exist between communities throughout the county to address sharing services and facilities such as parks, road maintenance, snowplowing, and library funding.

There is no formal boundary agreement between the Town of Lomira and the Village of Brownsville and Village of Lomira.

7.6 Analysis of the Town of Lomira's Relationship with School Districts, Local Governmental Units, Other Jurisdictions, Neighboring Counties, Region, and State

Adjacent Governmental Units

The Town of Lomira shares borders with Fond Du Lac County to the north, Washington County to the east, Town of Theresa to the south, and Town of Leroy to the west. The Village of Brownsville and Village of Lomira are located in the Town.

Relationship

The Town of Lomira's relationship with the adjacent towns can be characterized as one of mutual respect. However, incorporated municipalities can annex land, their borders are not fixed. Since the border between the Village of Brownsville and Village of Lomira and the Town of Lomira are not fixed, boundary disputes may arise. Towns are not incorporated and cannot annex land. Therefore, the borders between the Town of Lomira and adjacent towns are fixed and boundary disputes are virtually nonexistent. The providing of public services such as snow plowing or road maintenance are conducted individually by each Town, however, some cooperation does exist at the borders between towns.

Sitting and Building Public Facilities

The Town of Lomira does not currently share any public facilities with other governmental units. Likewise no plans exists to jointly site any public facility with another governmental unit.

Sharing Public Services

Currently the Town of Lomira has three providers for fire protection and emergency medical services. The Brownsville Fire Company, Lomira Fire Department, and Knowles Fire

Department are the providers. Mayville EMS and Theresa EMS also provide emergency medical services to the Town.

County Departments such as Planning and Development and Highway offer services for assistance beyond the required level of service. For towns that have adopted the County Land Use Code, the County administers the land use regulations in those towns. The Planning and Development Department also provides planning services for a fee to any municipality. Many communities have taken advantage of this service over the years.

The County Highway Department maintains the County highway system, a public service all County citizens utilize. The County Highway Department also installs driveway culverts and road name signs for those towns that choose to pay for such an additional service.

The Dodge County Sheriff's Department provides police protection to the Town of Lomira, as well as most other municipalities in the County.

The Theresa Marsh Wildlife Area is partially located in the Town of Lomira's southeast corner. The Theresa Marsh provides citizens with hunting, fishing, hiking, canoeing, and nature observation opportunities.

School Districts

A majority of the Town of Lomira is located within the Lomira School District. However, some of the Town is covered by two other school districts. These districts include the Mayville and Oakfield School Districts.

Relationship

The Town of Lomira's relationship with the school districts can be characterized as limited. The school districts tend to operate rather independently and interaction with the Town tends to be minimal.

Siting School Facilities

The siting of new school facilities is mainly conducted by the school districts. The Town has historically had little input into the location of new school facilities.

Sharing School Facilities

No formal agreement between the School Districts and the Town exists for the shared use of the school facilities. The schools outdoor recreational facilities provide opportunities to residents of the Town.

Region

The Town of Lomira is located in the south-central region of the State of Wisconsin. The Town of Lomira is located in the northeast corner of Dodge County. Dodge County and the Town of

Lomira are not part of a regional planning commission. Therefore, the Town's relationship with the region is quite limited as there is no regional entity for the Town to be involved with.

State

The Town of Lomira's relationship with the State of Wisconsin mainly involves state aids for local roads and the administering of various state mandates to Towns.

7.7 Intergovernmental Cooperation Trends

The following intergovernmental trends are anticipated during the planning period in the Town:

- ◆ Intergovernmental cooperation will increase as state, county, and local governments strive to spend less money more efficiently.
- ◆ Comprehensive planning will help communities share information and identify opportunities for shared services and facilities.
- ◆ The Village of Brownsville and Village of Lomira are continuing to grow, therefore annexation and other land use conflicts may occur between the Town and the two Villages.
- ◆ Demand for public services will increase.

8. Land Use

8.1 Introduction

This element provides an analysis of existing land use in the Town of Lomira. Transportation networks, ownership patterns (public and private), natural resources, market forces, existing ordinances, and resource management activities all contribute to the pattern of development that occurs in the Town.

8.2 Existing Land Use

Land use is a means of broadly classifying different types of activities relating to how land is used. The type, location, density, and geographic extent of developed and undeveloped lands influence community character, quality of life, public service needs (e.g., roads, utilities, parks, emergency services), tax base, and availability of jobs throughout the Town.

The land use pattern in the Town of Lomira consists mostly of agricultural land and scattered residential development. The unincorporated village of Knowles in the Town, which is approximately three miles from the Village of Lomira, has a fair amount of residential development. The existing land uses in the Town of Lomira are shown on Map 8-1, Appendix.

Table 8-1: Existing Land Use, Town of Lomira, 2004

Land Use Category	Acreage	% of Total
Single Family Residential	450.3	2.0%
Two Family Residential	43.0	0.2%
Multi-Family Residential	0.0	0.0%
Mobile Home Parks	0.0	0.0%
Commercial	11.7	0.1%
Industrial & Quarries	279.3	1.3%
Public & Quasi-Public	85.3	0.4%
Transportation	935.2	4.2%
Parks & Recreation	139.4	0.6%
Communication & Utilities	9.1	0.0%
Water Features	28.7	0.1%
Agricultural & Other Resource Land	20,126.3	91.0%
Total	22,108.2	100.0%

Agricultural and Other Resource Land

By far the largest of the land use categories is the combined total for agriculture and other resource land, which is a reflection of the large amount of prime agricultural soils found in the Town. This category also includes wetlands and open space areas. Agriculture and other

resource land accounts for 20,126.3 acres of land or 91 percent of the Town of Lomira's 22,108 acres. The question of how much land is converted to urban type uses and where this conversion takes place is a key element of the land use planning process.

Residential

Residential development in Lomira consists almost exclusively of single family housing, including farmsteads. Residential development is mostly scattered throughout the Town, and generally follows transportation corridors. However, greater concentrations of residential development can be found in the unincorporated village of Knowles. Residential land uses account for 493.3 acres of land or 2.2 percent of the land area in the Town.

Commercial

Commercial uses make up only .1 percent or 11.7 acres of the land area in the Town. There are relatively few commercial operations located in the Town.

Industrial

Industrial development land uses make up only 1.3 percent or 279.3 acres of land area in the Town. The industrial land area is noticeably higher than the commercial land area, mainly due to the Quad Graphic Company.

Public and Quasi-Public

Public and Quasi-Public land uses occupy 85.3 acres, for .4 percent of the land area in the Town. Public and Quasi-Public land uses perform a support function to the people living and working in both urban and rural environments. Land uses within this classification include hospitals, schools, cemeteries, and churches, along with government offices, prisons, and public buildings. The amount of land devoted to these uses is not large in comparison to the other land use categories, but these facilities provide critical support and employment opportunities to the residents of the Town.

Parks and Recreation

The Town of Lomira has 139.4 acres of land that are dedicated for use as parks and recreational land. The Town contains a portion of the Theresa Marsh Wildlife Area. The effects of a growing population, growing interest in outdoor activities, and increased mobility will place greater demands on recreational facilities in the Town. The preservation of public recreational areas as the Town continues to grow is a key element in maintaining the quality of life in Lomira.

Transportation

Transportation related land use features include local roads, county and state highways, and railroad corridors. In the Town of Lomira, transportation related land uses occupy 935.2 acres of land or 4.2 percent of the total land area.

Communication and Utilities

Communication and utilities land use features include power lines, electrical substations, wastewater treatment plants, water towers, recycling centers and telecommunication towers. In the Town of Lomira, communication and utility land uses occupy 9.1 acres of land.

8.3 Supply, Demand, and Price Trends of Land

Table 8-2 displays information on agricultural land sales in Dodge County from 1998 to 2001.

Table 8-2: Agricultural Land Sales, Dodge County, 1998-2001

	1998	1999	2000	2001	# Change 1998-01	% Change 1998-01
Ag Land Continuing in Ag Use						
Number of Transactions	78	65	46	39	-39	-50.0%
Acres Sold	6,379	5,633	4,171	2,917	-3,462	-54.3%
Dollars per Acre	\$2,114	\$2,165	\$2,112	\$2,665	\$551	26.1%
Ag Land Being Diverted to Other Uses						
Number of Transactions	17	16	27	17	0	0.0%
Acres Sold	858	749	1,404	624	-234	-27.3%
Dollars per Acre	\$3,113	\$2,822	\$3,389	\$3,358	\$245	7.9%
Total of all Ag Land						
Number of Transactions	95	81	73	56	-39	-41.1%
Acres Sold	7,237	6,382	5,575	3,541	-3,696	-51.1%
Dollars per Acre	\$2,232	\$2,242	\$2,434	\$2,788	\$556	24.9%

Source: Wisconsin Agricultural Statistics Service, Agricultural Land Sales, 1998-2001.

As indicated in Table 8-1, the amount of agricultural land sold in Dodge County has been decreasing since 1998. However, the value of the acres sold has been increasing. In 2001, the value of agricultural land that is sold for other uses is valued higher than agricultural land that continues in agricultural use. However, the value of agricultural land continuing in agricultural use increased by 26.1% from 1998-2001, while the value of land diverted to other uses rose only 7.9%.

Supply of Land

The supply of land in the Town of Lomira is fixed. Unincorporated municipalities such as Towns do not have the power to annex land. However, the Town of Lomira contains the Village of Brownsville and Village of Lomira that have the power to annex land from the Town. Therefore, the supply of land within the Town may be reduced as development occurs close to those areas of the Town. It should be noted, the Town does have a large amount of undeveloped land that is currently being used for agricultural purposes.

Demand for Land

Demand for land in the Town of Lomira can be classified as moderate. The Town's location and quiet rural setting make the Town a desirable place to locate a residence. In addition, the US

Highway 41, STH 49, STH 67, and STH 175 corridors may result in a significant increase in the demand for industrial or commercial land. New workers that the industrial or commercial growth will bring may be looking for rural home sites near their places of employment; demand for residential land may increase. However, it is likely that any new industrial or commercial land would be annexed into the Village of Brownsville or Village of Lomira. The demand for agricultural land will depend on the price farmers receive for their crops. High prices will lead to high demand for farmland; low prices will lead to more farmland being offered for other uses

Price of Land

There is a moderate demand for rural lots in the Town of Lomira and the rest of Dodge County as well. Unimproved rural lots usually range between one to three acres in size and do not have public services such as sewer or water. Generally, these unimproved vacant lots have selling prices around \$30,000 in the Lomira area. In addition, agricultural property in the Town of Lomira area has seen increased competition among agricultural interests in the area. Recently, agricultural land has been selling for approximately \$2,000 an acre.

Opportunities for Redevelopment

Opportunities for redevelopment of land in the Town of Lomira are limited. Little developed land exists that is not currently being utilized in some manner. No significant areas of land are in need of redevelopment in the Town.

8.4 Land Use Programs

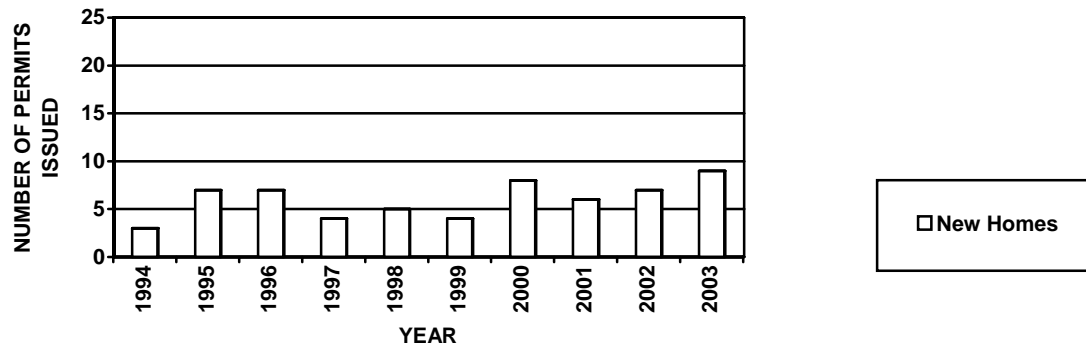
Land development and building activity in the Town of Lomira is subject to County regulations. Land use within the Town is regulated by the Dodge County Land Use Code. The Dodge County Land Use Code is administered by the Dodge County Planning and Development Department. All of the County Land Use Code provisions apply within the Town, as the Town has adopted the County's zoning and subdivision regulations. The County land use regulations are described in more detail below.

Dodge County Land Use Code

The Dodge County Land Use Code was adopted by the Dodge County Board in March of 2000. The Code establishes 10 primary use districts, as well as 7 overlay districts. The A-1 Prime Agricultural, A-2 General Agricultural, and Wetland Districts comprise the three largest zoning districts found in the Town. The Airport Height Limitation Overlay district is not currently used in the Town of Lomira. All other sections of the Land Use Code apply in the Town of Lomira and are described below.

Under the Dodge County Land Use Code, land development and building activity require the issuance of a Land Use Permit. The application can be filed with the County Land Use Administrator. Figure 8-1 shows the Land Use Permit activity in the Town of Lomira from 1994 to 2003. Over this 10 year period, an average of six land use permits were issued for new housing units.

FIGURE 8-1
Land Use Permits for New Homes
Town of Lomira 1994-2003



Source: Dodge County Planning and Development Department

Floodplain Overlay District

The Floodplain Overlay District was originally adopted as the Floodplain Zoning Ordinance by the Dodge County Board in 1981 in response to a mandate by the state. The Floodplain Overlay District is in effect within the 100 year floodplain as identified on the Flood Insurance Rate Map developed by the Federal Emergency Management Agency. The Floodplain Overlay District sets up guidelines, restrictions, and criteria for development within the 100 year floodplain.

Shoreland-Wetland Overlay District

The County Shoreland-Wetland Overlay District was originally adopted as the Shoreland-Wetland Ordinance by the Dodge County Board in 1984, also in response to a mandate by the state. The Shoreland-Wetland Overlay District is in effect within 1,000 feet of a navigable lake, pond, or flowage, within 300 feet of a navigable river or stream, or within floodplain areas. Wetlands documented in the Wisconsin Wetland Inventory of 1994 and located within a shoreland area are protected, with few exceptions, from draining, filling, and grading under the Shoreland-Wetland Overlay District.

Subdivision Design and Improvement Regulations

The Subdivision Design and Improvement Regulations were originally adopted as the Subdivision Control Ordinance by the Dodge County Board in 1968 and were revised in 1973. These regulations control the divisions of land within unincorporated areas for the purpose of: facilitating provision of public services, facilitating orderly divisions and developments, and restricting building sites in environmentally sensitive areas or on lands poorly suited for development.

Under these regulations, the County requires the recording of approved certified survey maps for minor subdivisions which create less than five parcels. Minor subdivision approval begins with the filing of a letter of intent. The County Planning and Development Committee decides whether to grant or deny the proposal. Upon approval by the Committee, a certified survey map is submitted

for final approval and recorded. Table 8-2 shows the land divisions for the past five years in the Town of Lomira. Since 1999, there have been a total of 41 letters of intent, an average of 8.2 per year. A total of 30 certified survey maps have been approved since 1999, an average of six approvals per year.

Major subdivisions resulting in five or more lots are also regulated under the Land Use Code. Chapter 236 of the Wisconsin Statutes requires platting when there are five or more lots of 1.5 acres or less. The County Subdivision Design and Improvement Regulations within the Land Use Code go beyond the requirements of Chapter 236 in requiring platting when five or more lots are created regardless of their size. However, the County Planning and Development Committee can waive the additional platting requirement.

TABLE 8-3
Letters of Intent and Certified Survey Maps
Town of Lomira, 1999-2003

Year	Letters of Intent	Certified Survey Maps
1999	8	7
2000	9	6
2001	13	5
2002	7	4
2003	8	4
Total	41	30

Source: Dodge County Planning and Development Department

Sanitary Facilities Overlay District

The Sanitary Facilities Overlay District assists in guiding development to lands with appropriate soil conditions. The Sanitary Facilities Overlay District was originally adopted as the County Sanitary Ordinance in 1968 and is a state mandate in effect on all lands within Dodge County. This Overlay District regulates the location, construction, installation, alteration, design, and use of all private sewage disposal systems. Table 8-3 summarizes the number of permits issued for new and replacement private sanitary systems within the Town of Lomira over the past 10 years. Mound systems have accounted for about 44.8 percent of the new and replacement systems since 1994, while conventional systems have accounted for about 34.5 percent.

TABLE 8-4
Number of Permits Issued for On-Site Sanitary Systems by Year
Town of Lomira, 1994-2003

YEAR	Conventional	At-Grade	Mound	Holding Tank	Other	Total
1994	3	0	2	1	2	8
1995	3	0	12	3	0	18
1996	0	0	5	1	0	6
1997	4	0	7	0	1	12
1998	6	0	2	0	2	10
1999	5	2	1	1	2	11
2000	3	0	6	1	0	10
2001	5	3	6	0	0	14
2002	5	2	6	0	1	14
2003	6	2	5	0	0	13

Source: Dodge County Planning and Development

8.5 Land and Resource Management

Land and resource management takes place under both private and public land ownership. Public and private land and resource management programs are important in preserving the county's rural character and natural resource base. There are three voluntary management programs, Managed Forest Law (MFL), Conservation Reserve Program (CRP), and the Agricultural Preservation Program which occur throughout Dodge County.

Managed Forest Law (MFL)

The MFL program is administered by the WDNR. The purpose of the Managed Forest Law is to promote sound forestry management practices by providing property tax reduction incentives to landowners. Wooded parcels at least 10 acres in size are eligible to be enrolled in the program. At least 80% of the land must be productive forest land in order to be eligible for the program. Lands may be enrolled for either 25 or 50-year periods. This requires a long-term commitment from the property owners, but also provides long term protection from property tax escalations.

Preparation of an approved forestry management plan is required, which can be prepared by a WDNR forester at no charge. Practices identified in the plan must be carried out for the duration of the contract period. Mandatory management activities required by the law include cutting mature timber, thinning plantations and natural stands, pine releases, planting, post harvest treatments, and soil conservation practices. Landowners have the right to close up to 80 acres of their land to the public, otherwise the land is classified as open, and public access is permitted for hunting, fishing, cross-county skiing, sight seeing, and hiking.

Conservation Reserve Program (CRP)

The CRP is the Federal Government's largest environmental protection program in existence. Administered by the United States Department of Agriculture (USDA), the purpose of the program is to provide wildlife benefits, tree planting benefits, water quality benefits, and

economic benefits. CRP is a voluntary approach to improving the environment using partnerships between government and private landowners. The program provides incentives to farmers for establishing conservation practices, which benefit resources both on and off the farm. Incentives are in the form of annual rental payments and cost-share assistance in return for establishing long-term, resource conserving measures on eligible lands. Rental payments are based on the agricultural rental value of the land, and cost-share assistance is provided in the amount up to 50% of the participant's costs to establish approved practices. The contract duration is from 10-15 years.

Farmland Preservation Program

The Farmland Preservation Program is available to landowners who own at least 35 acres of land zoned for exclusive agricultural uses, or land that is under a long term preservation agreement with the state, and can show \$6,000 gross farm profits from the land per year. Land must remain zoned for exclusive agricultural uses and cropland must be farmed so that soil erosion rates comply with conservation standards. In Dodge County this program is managed by the Dodge County Land Conservation Department, and the Planning and Development Department. Appendix, Map 8-2, shows the properties participating in the program.

8.6 Existing and Potential Land Use Conflicts

The following list represents existing and potential land use conflicts that need to be considered by the Town of Lomira when planning for the future.

- ◆ Annexation conflicts between the Town and the Village of Brownsville and Village of Lomira may arise.
- ◆ Intervention by the County and the State relative to local land use issues.
- ◆ Land use conflicts may develop in the extraterritorial areas of the Villages of Brownsville and Lomira.
- ◆ Increasing pressure to convert farmland to residential use is expected.
- ◆ An increase in the number of large animal confinement operations may have a negative impact on nearby non-farm residences.
- ◆ Future Industrial and commercial development may occur along the state highway corridors in the Town and along USH 41.
- ◆ Development along highway system may conflict with existing land uses along the transportation corridor.
- ◆ The prices of land for residential and recreational uses will outpace the price of land continuing in agriculture.
- ◆ The Town will continue to experience increased traffic volumes on all local, county, and state roads which will in turn require additional local road maintenance and construction costs.

8.7 Land Use Trends

Changes in land use are related to changes in population, housing, transportation, community services, agriculture, natural resources, and economic development. The following land use trends are anticipated in Lomira over the next 20 to 25 years.

- ◆ Lomira's population and the number of housing units will continue to grow.
- ◆ The number of persons per household will continue to decrease requiring more housing units and more land to accommodate the Town's growing population.
- ◆ The Town's woodlands and highland areas will be desired for residential development.
- ◆ The presence of the state highways in the Town and USH 41 will have a strong influence on nearby development patterns.
- ◆ Agriculture will maintain a strong presence in Lomira. There will likely be a decreasing number of total farms, but an increasing number of large farms.

9. Implementation

9.1 Introduction

The implementation section of this plan outlines the tools that are at the disposal of the Town of Lomira in its efforts to achieve the goals and objectives stated in this plan. In addition, this section provides a basic description of what each of these tools can achieve for the Town. The manner in which the Town chooses to use each of these implementation tools will determine its effectiveness. Programs and specific actions are listed in this section in their intended order of completion.

9.2 Implementation Programs and Specific Actions

Dodge County Land Use Code

Zoning is probably the single most commonly used legal device for controlling land uses in a community. A zoning ordinance should be designed to promote the health, safety, morals, prosperity, aesthetics, and general welfare of the community. Each regulation in the zoning ordinance must bear a reasonable relationship to these ends.

Wisconsin State Statute 66.0295 requires any community that engages in land use regulations, including zoning, to have an adopted comprehensive plan as defined by the State of Wisconsin by January 1, 2010. This Comprehensive Plan satisfies the State's requirements. As of January 1, 2010, all land use decisions, including rezonings, must be consistent with the comprehensive plan. Any decision inconsistent with the comprehensive plan may not be considered legally defensible under the statutes.

The first implementation action would involve requesting the County to amend the Town of Lomira's Zoning Map to be consistent with the Town's future Land Use Map that is included in this plan.

Map 9-1, Appendix, displays the Town's zoning.

Land Divisions

Another method of regulating land uses is through regulating the division of land within the Town. The Town of Lomira does not have a Land Division Ordinance; however, the Town has adopted the Dodge County Subdivision Ordinance. Therefore, all land divisions in the Town must be in conformance with the County's subdivision regulations. These regulations serve a wide range of purposes. In the interest of planning, they serve to control minimum lot sizes in the Town as well as the internal design of each new development so that the pattern of streets, lots and public facilities will be compatible.

Design Review Ordinances

Chapter 7 of the Dodge County Land Use Code lays out the design standards that are required by the County. Design Review standards apply to any street, block, or lot designs which are proposed to be built within the Town of Lomira. Design review regulations are reviewed at the same time as a subdivision proposal.

Erosion/Storm Water Control Ordinances

Since the Town of Lomira has adopted full county zoning and the county subdivision ordinance, the County enforces section 7.9 of the Dodge County Land Use Code. This addresses soil erosion control and storm water management in the Town.

To help implement this plan, the Town should consider developing a storm water management plan to help address current problems and to prevent future storm water problems in developed areas.

Site Plan Regulations

All Letters of Intent for Land Divisions require site plan approval by the Dodge County Planning Committee. Contained within Section 2.3 of the Dodge County Land Use Code are the site plan requirements for submittal of rezoning requests, Land Use Permits, Conditional Use Permits, Planned Unit Developments, as well as land divisions.

Building Codes

The State of Wisconsin has a uniform dwelling code which must be followed for the construction and inspection of all one and two-family dwellings. Local communities have certain responsibilities for enforcement of this code. The Dodge County Land Use Code does not reference these building codes; however, it does require the submittal of a stamped copy of the State approved building plans for commercial development.

Housing Codes

The Dodge County Land Use Code does not address minimum standards for basic equipment, lighting, ventilation, heating, electrical service, or maintenance guidelines. These standards are enforced through the State of Wisconsin's Uniform Dwelling Code and should be consistent with this plan.

Sanitary Codes

Dodge County's Sanitary Facilities Overlay District assists in guiding development to lands with appropriate soil conditions. The Sanitary Facilities Overlay District was originally adopted as the County Sanitary Ordinance in 1968 and is a state mandate in effect on all lands within Dodge County. This Overlay District regulates the location, construction, installation, alteration, design, and use of all private sewage disposal systems. Both the Town and the County require connection to public sewer in areas where the service is available.

Mechanical Codes

The Dodge County's Land Use Code does not contain sections pertaining to mechanical codes.

Sign Regulations

Subsection 8.9 of the Dodge County Land Use Code outlines the regulations for the placement of signs in the Town.

An implementation action in this case would involve the review of each proposal to ensure consistency with the Dodge County Land Use Code and this plan.

Historic Preservation Ordinances

In order to promote the use and preservation of historic sites, structures, landmarks, and districts within the County, Subsection 8.10 of the County's Land Use Code was created.

An implementation action may include the development of a historical preservation ordinance to ensure consistency with both the Dodge County Land Use Code as well as this plan.

Capital Improvement Program

The Capital Improvement Program provides a systematic means for evaluating and scheduling the acquisition and development of community facilities, programs, and utilities over a period of years. The program is implemented through a yearly review and adoption of a one year capital improvement budget.

The recommendations specified in this plan should be prioritized. Once priorities have been established, a five year capital improvement program can be developed based on the priorities. This will allow the Town to carry out the activities proposed in this plan in an economically feasible manner. Furthermore, The Town is encouraged to apply for state and federal grant money available for certain programs such as the purchase of park land.

Official Map

The official maps, including amendments, for the Town of Lomira are on file in the Dodge County Planning and Development Department. Additionally, a certificate showing that the official map has been established is on file with the Dodge County Register of Deeds.

To ensure consistency with the Town's future land use map, the Town should request that the County amend the Town of Lomira Zoning Map as necessary.

9.3 Integration and Consistency of Plan Elements

Integration and consistency of the plan elements should be considered when reviewing development proposals. The nine elements of this plan should be used in conjunction with one another. A development proposal that may meet the goals and objectives of one element needs

to meet the goals and objectives of all the other elements. The nine elements of this plan do not operate independently, but rather complement one another. Any inconsistencies that are discovered between the elements of this plan should be addressed in future updates of the plan.

9.4 Measurement of Plan Success

Successful implementation of this Comprehensive Plan can be measured in several ways. The primary method for measuring success of the plan is through regular review and updating of the plan. Through this process, the errors, inconsistencies, and aspects of the plan that have not worked can be evaluated and changes can be made. Success of the plan can also be measured by tracking the number of changes to the plan that are granted by the Town Board each year. A large number of changes can indicate a problem with the plan that may need to be addressed. Comparing future population growth and the number of new housing units in the Town to the figures and projections presented in this plan can also aid in determining the success of this plan.

9.5 Updating of the Plan

This plan should be updated as needed to include any significant data changes such as Census data when they become available and should be reviewed, updated, or revised at least every ten years. However, various circumstances and certain opportunities may warrant changes to the plan prior to the next scheduled update or revision. Changes or amendments to this plan require a petition to the Town Board. The petition shall specify the change requested and reasons for the change. It should be noted that this plan should only be amended a maximum of two times per year in order to prevent an excessive number of changes to the plan. An excessive number of changes or amendments may lead to undesirable development within the Town.

The Town Board shall hold a public hearing upon publishing a Class I notice at least 30 days prior to the hearing after giving the Town Planning Committee an opportunity to review and comment on the petition. When deemed appropriate by the Town Board, written notification of the public hearing shall be sent to user groups, organizations, municipalities, or individuals believed to be directly or adversely affected by the proposed change.

After the public hearing and consideration of the comments of the Town Planning Committee, the Town Board shall vote on passage of the proposed change or amendment. The change or amendment shall be effective upon passage.

Town of Lomira

Recommendations Report

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1. Issues and Opportunities

1.1 Forward

The *Town of Lomira Year 2030 Recommendations Report* will guide future development of the Town of Lomira for the next 25 years. This document should be used in coordination with the *Town of Lomira Inventory and Trends Report*. These two documents together will meet the requirements of Wisconsin's comprehensive planning law, Wisconsin Statutes 66.1001.

The *Town of Lomira Year 2030 Recommendations Report* positions the community to guide future land development in a way that preserves the character of the community, protects natural resources, enhances economic and housing opportunities, and provides for efficient service delivery. More specifically, this document recommends how lands within the community should be used. The plan recommendations in this document are based on public input and involvement. Community goals, objectives, and policies are also based on and consistent with the recommendations. The recommendations should be used for development decisions in the community.

At the Town's first regional meeting, members of the plan commission, town board, and citizens made a list of issues and opportunities they felt were important in the community. The following issues and opportunities were used to help form the goals, objectives, and policies in the recommendations report. The issues and opportunities are listed by the number of votes received.

1. Future Development of Manufacturing and Wind Energy Systems. (7)
2. Right to Farm. (6)
3. Development around the golf course. (5)
4. Intergovernmental Cooperation. (5)
5. Coexisting agriculture and rural residences. (4)
6. Transportation/ Railroad opportunities, industry. (3)
7. Annexation Issues. (3)
8. Preservation of water table, septic systems, with large residential development. (2)
9. Preservation of woodlands, wetlands, streams, (natural resources). (2)
10. Recognize recreation land tax value. (1)
11. Future of nonmetallic mining, expansion or new. (1)
12. Town transportation, roads. (1)
13. Cemetery space. (0)
14. Development of a town park. (0)
15. Building preservation (farm buildings). (0)
16. Issues regarding Quad-Graphics. (0)

1.2 Demographic Trends Summary

The Town of Lomira had a 2000 population of 1,228 persons, which was a 4.2 percent decrease from the 1990 population of 1,280. The loss of growth experienced in the 1990s may be due to land annexed by the Village's of Brownsville and Lomira. Dodge County experienced a 12.2 percent growth increase and the State of Wisconsin had a 9.6 percent growth increase. The

population of the Town is anticipated to continue to move into older age groups, a trend similar to the state and the nation.

1.3 Demographic Projections Summary

Population projections completed by the Wisconsin Department of Administration (WDOA) estimate that the Town will have a population of 1,144 persons by the year 2025, an estimated decrease of 6.8 percent from the year 2000 population count. However, the alternative population projection indicates the Town having a 42.5 percent increase in population between 2000 and 2030. The Town will have 1,750 residents in 2030, an increase of 522 residents from 2000. For planning purposes, the alternate population projection will be used by the Town of Lomira. The alternate population projection utilizes current average household size and the building permit data from 1994 to 2003 (See Section 8.4).

According to the WDOA, the Town of Lomira is projected to have a larger percentage decrease than the Towns of Leroy and Theresa. Dodge County is estimated to increase its 2000 population of 85,897 to 96,828 by 2025, an increase of 12.7%.

1.4 Smart Growth Local Comprehensive Planning Goals

Wisconsin's comprehensive planning law (smart growth) established 14 local comprehensive planning goals to guide state land use actions and local planning efforts. Specifically, local units of government and state agencies are encouraged to design their programs, policies, infrastructure, and investments to strike a balance between their individual missions and the local comprehensive planning goals. The following 14 local comprehensive planning goals were considered throughout the planning process.

1. Promote the redevelopment of lands with existing infrastructure and public services and the maintenance and rehabilitation of existing residential, commercial, and industrial structures.
2. Encourage neighborhood designs that support a range of transportation choices.
3. Protect natural areas, including wetlands, wildlife habitats, lakes and woodlands, open spaces, and groundwater resources.
4. Protect economically productive areas, including farmland and forests.
5. Encourage land uses, densities, and regulations that promote efficient development patterns and relatively low municipal, state government, and utility costs.
6. Preserve cultural, historic, and archaeological sites.
7. Encourage coordination and cooperation among nearby units of government.
8. Build community identity by revitalizing main streets and enforcing design standards.

9. Provide an adequate supply of affordable housing for all income levels throughout each community.
10. Provide adequate infrastructure and public services and a supply of developable land to meet existing and future market demand for residential, commercial, and industrial uses.
11. Promote the expansion or stabilization of the current economic base and the creation of a range of employment opportunities at the state, regional, and local levels.
12. Balance individual property rights with community interests and goals.
13. Plan and develop land uses that create or preserve varied and unique urban and rural communities.
14. Provide an integrated, efficient, and economical transportation system that provides mobility, convenience, and safety and meets the needs of all citizens including transit-dependent and disabled.

1.5 Town of Lomira Comprehensive Plan Goals

As part of the planning process, the Town of Lomira generated the following goals to guide the process. Community goals are broad, value-based statements expressing public preferences for the long term (20 years or more).

Issues and Opportunities Goals

Goal: Balance individual property rights with community interest and goals.

Goal: New development in the Town of Lomira should occur in a well planned and aesthetically pleasing manner.

Housing Goal

Goal: Provide a full range of housing opportunities for current and future residents of the Town of Lomira.

Transportation Goal

Goal: Provide a safe and well-maintained transportation network.

Utilities and Community Facilities Goal

Goal: Provide community services in an efficient and cost-effective manner.

Agriculture, Natural, and Cultural Resources Goals

Goal: Maintain, preserve, and enhance the Town of Lomira's agricultural, natural, and cultural resources.

Goal: Preserve the rural and agricultural characteristics of the Town of Lomira.

Economic Development Goals

Goal: Enhance and diversify the local economy consistent with other goals and objectives.

Goal: Retain existing businesses and promote the Town of Lomira to new businesses.

Intergovernmental Cooperation Goal

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

Land Use Goal

Goal: Encourage planned growth that enhances the local economy, while protecting natural resources, recreational opportunities, and the rural character of the Town of Lomira.

Implementation Goal

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

1.6 Issues and Opportunities Goals and Objectives

Wisconsin Statutes 66.1001 requires a statement of overall goals and objectives of the local governmental unit to guide the future development and redevelopment of the local governmental unit over a 20-year planning period. The following are the goals and objectives developed by the Town of Lomira

Goal: Balance individual property rights with community interest and goals.

Goal: New development in the Town of Lomira should occur in a well planned and aesthetically pleasing manner.

Objectives

1. Utilize the Town's comprehensive plan as a tool to guide Town decision making.
2. Create opportunities for citizen participation throughout all stages of plan and ordinance development, amendment, and implementation.

1.7 Issues and Opportunities Policies and Recommendations

Policies and recommendations build on goals and objectives by providing more focused responses and actions to the goals and objectives. Policies and recommendations become the tools that the community should use to aid in making land use decisions. Policies that direct action using the words "will" or "shall" are advised to be mandatory and regulatory aspects of

the implementation of the comprehensive plan. In contrast, those policies that direct action using the word “should” are advisory and intended to serve as a guide.

Policies

1. The comprehensive plan shall be utilized as a tool to guide Town decision-making in accordance with state statutes.
2. The Town Plan Commission should establish a development review process that objectively examines the type, location, and quality of the proposed development, and potential long-term impacts on the Town.
3. Public participation shall be required as part of the development and/or amendment to any Town plans, ordinances, or programs.
4. Property owners should be notified at least once a year of all pre-scheduled Town Board and Town Plan Commission meetings by various methods of public notice.

Recommendations

Recommendations are specific actions or projects that the community should be prepared to complete. The completion of these actions and projects are consistent with the community’s policies, and therefore will help fulfill the comprehensive plan goals and objectives.

1. Develop a Right To Farm Ordinance.
2. The Plan Commission and Town Board establish objectives and expectations for the purpose of negotiating intergovernmental agreements.

1.8 Issues and Opportunities Programs

The following programs are currently utilized by the community or are available for use by the community to implement the goals, objectives, policies, and recommendations identified.

AB608, Wisconsin Act 233 – Clarification of Smart Growth Law

This bill was signed into law in April 2004. This new law reduces the number of programs or actions with which a comprehensive plan must be consistent. Under the new legislation, the only actions which must be consistent with a comprehensive plan are official mapping, local subdivision regulation, and zoning ordinances, including zoning of shorelands or wetlands in shorelands. The bill also reiterates that an RPC’s (Regional Planning Commission) comprehensive plan is only advisory in its applicability to a political subdivision (a city, village, town, or county), and a political subdivision’s comprehensive plan.

Wisconsin Department of Administration, Demographic Services Center

The Demographic Services Center’s primary responsibility is to develop annual total population estimates for all Wisconsin towns, villages, and cities. It also makes annual estimates of the voting age population for all municipalities and total population estimates for Zip Code Areas.

In addition, the Demographic Services Center develops population projections by age and sex for the counties, population projections of total population for all municipalities, and estimates of total housing units and households for all counties. For further information on the Service Center contact the WDOA or visit its web-site at www.doa.state.wi.us.

2. Housing

Housing is very important for Wisconsin and its communities. Housing costs are the single largest expenditure for most Wisconsin residents. For homeowners, their home is likely their most valuable asset and largest investment. Housing also plays a critical role in state and local economies. The housing in a community may be its largest asset. The construction industry and other occupations that support housing are a major portion of the economy. Residential development is also a major source of revenue for local communities in the form of property taxes. Beyond the financial aspects of housing, there are also social effects that are not so easily measured. People develop a sense a pride in their homes, which in turn creates a sense of community and a likely increase in participation in community activities.

Wisconsin's comprehensive planning law requires that a comprehensive plan include a housing element. The comprehensive planning process necessitates that each community analyze the impact of the local, state, and federal policies and regulations on the development of various types of housing. The analysis is intended to take into account the current and projected housing needs in the community. The analysis should result in policies that provide opportunities for the development of the types and amounts of housing expected to be needed over a 20-year planning horizon.

2.1 Housing Characteristics and Trends Summary

In 2000, the Town of Lomira had 430 housing units, a 0.5 percent increase from 1990. Approximately 84.7 percent of housing units are owner-occupied while 13.7 percent are renter occupied. The majority of housing units in the Town are single family structures, however there are also a fair number of mobile homes. The median year in which structures were built in the Town was 1943 while the majority of housing units, 47.8 percent, were built prior to 1939. The median value of housing units was \$131,400 in 2000, significantly higher than the County's median of \$105,800.

2.2 Housing Unit Projections Summary

Housing unit projections should be used as a guide to estimate required acreage to accommodate future residential development, as well as to prepare for future demands growth may place on public facilities and services. Two housing unit projections were created for the Town. The linear housing unit projection estimates that the Town will add 6 new units from 2000 to 2030 while the alternate housing unit projection estimates the Town will add 180 new units. This results in an estimate of 0.2 to 6 new housing units per year, respectively.

2.3 Housing for All Income Levels

Single family residences make up the bulk of the housing units in the Town. Over 85 percent of the housing in the Town was valued at \$200,000 or less in 2000. There were 20 duplexes in the Town in 2000. In addition, the Town did have 26 mobile home structures, these types of housing units tend to be more affordable to persons with a lower income.

2.4 Housing for All Age Groups and Persons with Special Needs

As the general population ages, affordability, security, accessibility, proximity to services, transportation, and medical facilities will all become increasingly important. Many of these issues are already important to those with disabilities or other special needs. As new residents move into the area and the population ages, other types of housing must be considered to meet all resident needs. This is particularly true in communities where a large proportion of the population has been long-time residents, where there is a desire for these residents to remain in the area during their retirement years.

The age structure of Dodge County and the Town of Lomira is shifting to older age groups. For the Town of Lomira the majority of the population was in the 35 to 44 age group in 2000. It is anticipated that there will be a shift to the next and older age group for the majority of the population during the planning period requiring the community to further assess its ability of providing housing for all age groups and persons with special needs.

2.5 Promoting Availability of Land for Development/Redevelopment of Low-Income and Moderate-Income Housing

Promoting the availability of underdeveloped or underused land is one way to meet the needs of low and moderate income individuals. The community needs to ensure there is an adequate supply of land that is planned or zoned for housing at higher density or for multi-family housing should demand warrant the need for such housing in the future. The community should also use this plan in coordination with developed policies, goals, and objectives to promote the availability of such housing if a need is present.

2.6 Maintaining and Rehabilitating the Existing Housing Stock

The maintenance and rehabilitation of the existing housing stock within the community is one of the most effective ways to ensure safe and generally affordable housing while not sacrificing land to development. Over the course of the planning period, the community should continually monitor local housing stock characteristics including, but not limited to, price, aesthetics, safety, cleanliness, and overall suitability with community character. The monitoring process will become important to ensure that steps are taken to preserve the current housing supply before allowing for new development, which has far greater impacts on community resources.

2.7 Housing Goals and Objectives

The following are the goals and objectives developed by the Town of Lomira regarding housing.

Goal: Provide a full range of housing opportunities for current and future residents of the Town of Lomira.

Objectives

1. Promote single-family homes as the preferred type of housing supply in the Town.

2. Encourage the use of cluster design in areas suitable for residential development to minimize impacts on farming areas.
3. Increase housing opportunities, such as apartments and elderly housing, by working with area cities and villages that have the services to accommodate such housing.
4. Locate residential development near developed areas, close to existing services.

2.8 Housing Policies and Recommendations

Policies and recommendations build on goals and objectives by providing more focused responses and actions to the goals and objectives. Policies and recommendations become the tools that the community should use to aid in making land use decisions. Policies that direct action using the words “will” or “shall” are advised to be mandatory and regulatory aspects of the implementation of the comprehensive plan. In contrast, those policies that direct action using the word “should” are advisory and intended to serve as a guide.

Policies

1. New housing units in rural areas should be designed to reduce the impacts to natural vegetation, preserves quality farmland, reduces farmland fragmentation, preserves drainage patterns, and does not block potential road extensions.
2. The Town should increase investment in existing residential areas to maintain property values, encourage in-fill development, and promote the rehabilitation of existing homes.
3. Houses should be clustered as to minimize the visual and environmental impacts to the rural landscape.
4. Non-farm development should be located near existing developed areas in the Town to minimize impacts on the rural characteristics of the Town.
5. The Town shall discourage the use of mobile home housing units.

Recommendations

Recommendations are specific actions or projects that the community should be prepared to complete. The completion of these actions and projects are consistent with the community’s policies, and therefore will help fulfill the comprehensive plan goals and objectives.

1. When applicable, recommend all new rural housing developments be clustered to reduce impacts on agricultural areas.
2. Create and maintain a map of proposed and existing wind energy systems, to show areas where residential development will not be allowed.

2.9 Housing Programs

The following programs are currently utilized by the community or are available for use by the community to implement the goals, objectives, policies, and recommendations identified.

Community Development Block Grant (CDBG) – Housing Program

The Wisconsin Community Development Block Grant (CDBG) program for housing, administered by the Wisconsin Department of Commerce, provides grants to general purpose units of local government for housing programs which principally benefit low- and moderate-income (LMI) households. The CDBG program is a federally funded program through the Department of Housing and Urban Development's Small Cities CDBG Program. CDBG funds can be used for various housing and neighborhood revitalization activities including housing rehabilitation, acquisition, relocation, demolition of dilapidated structures, and handicap accessibility improvements. The maximum grant to an applicant is \$500,000. Approximately 15 communities are awarded funds yearly in Wisconsin. For more information on this program contact the Wisconsin Department of Commerce, Bureau of Housing.

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 repair, loans for financing housing site development, loans for home purchase or construction, loans on apartment buildings, and self-help technical assistance grants. For further information visit the web-site at www.rurdev.usda.gov/wi/index.html.

3. Transportation

Broadly speaking, a transportation system can be defined as any means used to move people and/or products. A community relies on its transportation system daily to transport people and goods effectively and efficiently. It should also have the ability to link the community to neighboring communities and beyond. Additionally, the system should be able to accommodate a variety of transportation modes.

Roads and highways account for the majority of a transportation system and are probably the most common paths, however, are not the only component. Therefore rail lines, waterways, airways, and trails are all additional opportunities that contribute to the entire transportation system. Taken together, these individual transportation options create a community's transportation system.

3.1 Existing Transportation Facilities and Trends Summary

The Town of Lomira's transportation system consists of four state highways, seven county trunk highways, and local roads. The most significant transportation facility in the Town is US Highway 41. This highway is main transportation route between Fox Valley area and Milwaukee, and also accommodates the greatest traffic volumes. STH's 49, 67, and 67/175 also provide important routes through the Town. The Town also contains CTH's H, K, Y, AH, AY, HH, and KK.

The Town of Lomira has one active railroad which provides rail service between Fox Valley area and Milwaukee.

The Town of Lomira does not contain an airport. The closest general airport is the Dodge County Airport, which is located approximately 10 miles southwest of the Town, near the City of Juneau.

There are no designated walking/biking trails in the Town. The Wild Goose State Trail is the closest walking/biking trail facility in Dodge County, and is located approximately eight miles west of the Town.

3.2 Planned Transportation Improvements

There are State and County transportation plans that affect the Town of Lomira's highway system. Dodge County uses a Capital Improvement Program to prioritize the allocation of financial resources for various projects over a five year time frame. In terms of the Town of Lomira, no transportation projects are scheduled to receive funding under the program.

State and regional transportation plans that affect the Town of Lomira are the responsibility of the Wisconsin Department of Transportation. The DOT has capital improvement plans for each county in the state. The Town of Lomira contains STH's 49, 67, 175, and US Highway 41. The 2005-2009 Highway Improvement Program lists sections of State highways in the Town to receive improvements, they are as followed: replace existing deteriorated pavement with new concrete on US Highway 41 from 2007 to 2009, reconstruct the STH 67 and US Highway 41

interchange in 2006, and recondition STH 175 from Village of Lomira to north county line from 2007 to 2009.

The Town will continue to use its PASER program to plan transportation improvements for Town roads. No new local roads are proposed at this time.

3.3 Highway Access Management

Access management has been defined as “the process that provides (or manages) access to land development, while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed.” This process is achieved through managing the design and location of driveways, median openings, and points of access to the state highway system. The level of highway access control is based on the importance of the highway to regional and statewide travel as determined through a functional classification system.

The state and county highway departments regulate access to the highways that are located in the Town of Lomira. Access to town roads is controlled by the Town. The Town of Lomira should consider using access control techniques along town roads.

3.4 Coordination with Existing Transportation Plans

The Town of Lomira has reviewed applicable state, regional, county, and local plans regarding transportation. This plan is currently consistent with existing transportation plans. As the community’s transportation system changes over time and as new transportation plans are created, the community should periodically review its comprehensive plan for continued consistency.

3.5 Incorporation of State, Regional, and Other Transportation Plans

All applicable state, regional, county and local transportation plans have been incorporated in the development of the *Town of Lomira Year 2030 Comprehensive Plan* as well as the *Dodge County Year 2030 Comprehensive Plan*.

3.6 Transportation Goals and Objectives

The following are the goals and objectives developed by the Town of Lomira regarding transportation.

Goal: Provide a safe and well-maintained transportation network.

Objectives

1. Consider bicycle and pedestrian safety needs when new roads are proposed or when major roadway improvements are made.
2. Reduce accident exposure by improving deficient roadways and intersections.
3. Utilize and increase the use of the PASER evaluation rating system for road maintenance and project budgeting purposes.

4. When reviewing development proposals, consider future road connections, setbacks, access points, and other traffic impacts that the proposal may have on the existing transportation network.

3.7 Transportation Policies and Recommendations

Policies and recommendations build on goals and objectives by providing more focused responses and actions to the goals and objectives. Policies and recommendations become the tools that the community should use to aid in making land use decisions. Policies that direct action using the words “will” or “shall” are advised to be mandatory and regulatory aspects of the implementation of the comprehensive plan. In contrast, those policies that direct action using the word “should” are advisory and intended to serve as a guide.

Policies

1. Accident exposures should be reduced by improving deficient roadways and intersections by citing such deficiencies during the annual road inspection and funding their correction during the budgeting process.
2. Dead end roads and cul-de-sacs should be avoided whenever possible.
3. The Town should work with Dodge County and the DOT to plan for improving the Town’s transportation system.
4. New driveways shall be regulated to ensure adequate emergency vehicle access, to maintain safe driveway spacing standards onto Town roads, and to prevent damage to Town roads caused by drainage impacts.
5. Road development and new driveway accesses within agricultural areas to be preserved should be limited to the fullest extent possible.
6. Developers shall bear all of the costs for improvements and extensions to the road network.

Recommendations

Recommendations are specific actions or projects that the community should be prepared to complete. The completion of these actions and projects are consistent with the community’s policies, and therefore will help fulfill the comprehensive plan goals and objectives.

1. Limit the development of new homes that require individual driveways along highways.
2. Work with government agencies to improve hazardous intersections.

3.8 Transportation Programs

The following programs are currently utilized by the community or are available for use by the community to implement the goals, objectives, policies, and recommendations identified.

Local Roads Improvement Program (LRIP)

Established in 1991, the Local Roads Improvement Program (LRIP) assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets. A reimbursement program, LRIP pays up to 50% of total eligible costs with local governments providing the balance. The program has three basic components: County Highway Improvement (CHIP); Town Road Improvement (TRIP); and Municipal Street Improvement (MSIP). Three additional discretionary programs (CHIP-D, TRIP-D and MSIP-D) allow municipalities to apply for additional funds for high-cost road projects. For more information contact the WDOT.

Pavement Surface Evaluation and Rating (PASER)

PASER is a simple method of rating asphalt and concrete roads on a scale of 1 to 10 and gravel roads on a scale of 1 to 5, based on visual inspection. PASER manuals and a video explain how and why roads deteriorate, and describe proper repair and replacement techniques. PASER ratings can be put into PASERWARE, an easy to use pavement management software. PASERWARE helps to inventory roads and keep track of their PASER ratings and maintenance histories. It also helps to prioritize road maintenance and improvement needs, calculate project costs, evaluate the consequences of alternative budgets and project selection strategies, and communicate those consequences to the public and local officials. Both PASER and PASERWARE are available from the University of Wisconsin's Transportation Information Center at no charge. The Center also offers free training courses.

Adopt-A-Highway Program

The Adopt-A-Highway Program is administered by the Wisconsin Department of Transportation (WisDOT). The program was initiated to allow groups to volunteer and support the state's anti-litter program in a more direct way. Each qualified group takes responsibility for litter control on a segment of State highway. The group picks up litter on a segment at least three times per year between April 1 and November 1. Groups do not work in dangerous areas like medians, bridges, or steep slopes. In addition, a sign announcing a group's litter control sponsorship can be installed. The State Adopt-A-Highway coordinator should be contacted for further information. Applications and forms are available through the WisDOT website.

4. Utilities and Community Facilities

Addressing community service needs is becoming even more challenging for local governments. In this age of budget deficits and shrinking revenues, municipal governments are constantly looking for ways to provide needed and expected services with fewer resources. In order to facilitate wise decisions and policies, it is valuable to estimate the future utility and community facility needs of the community.

Not only do service provisions need to meet resident demands, the type and cost of community facilities and services affect property values and taxes and contribute to many aspects of the quality of life within a community. Quality of life is further attributed to local features such as parks, schools, utilities, and protective services. These services require substantial investment supported by local tax bases or user fees. The level of service is generally influenced by the users' ability or interest in paying for the service.

This element includes a summary of existing facilities and services and details future needs for services and facilities. Goals, objectives, policies, recommendations, and programs are also provided.

4.1 Existing Utilities and Community Facilities Summary

The major utilities and facilities in the Town of Lomira consist of the Town hall, Town roads, and State recreation areas. The Town hall is located in the southwest portion of the Town, near the unincorporated Village of Knowles. The Town hall facility is also used as the Town's drop-off site for solid waste and recycling services. The State owned Theresa Marsh Wildlife Area consists of 272 acres, and the State owns an additional 42 acres in the north portion of section 35.

4.2 Expansion or Rehabilitation of Existing Utilities and Community Facilities Timetable

Wisconsin comprehensive planning statutes require that the utilities and community facilities element of a comprehensive plan identify the need for the expansion, construction, or rehabilitation of existing utilities and facilities.

The Town of Lomira has identified that the following utilities and facilities will need expansion, construction, or rehabilitation over the planning period. Projects are identified as short-term (1-5 years) and long-term (6-20 years).

Public Buildings and Administrative Facilities and Services

Short Term

- ◆ No recommendations

Long Term

- ◆ No recommendations

Police Services

Short Term

- ◆ Study need for Town police officer(s) and feasibility of combining police service with neighboring community.

Long Term

- ◆ Hire town police officer(s) or combine police service with neighboring community.

Fire Protection and EMT/Rescue Services

Short Term

- ◆ Continue agreements with surrounding fire departments for service.

Long Term

- ◆ Continue agreements with surrounding fire departments for service.

Libraries, Cemeteries, and Other Quasi-Public Facilities

Short Term

- ◆ No recommendations.

Long Term

- ◆ No recommendations.

Snow Removal/ Plowing

Short Term

- ◆ No recommendations.

Long Term

- ◆ Update old equipment.

Parks and Recreation

Short Term

- ◆ No recommendations.

Long Term

- ◆ Consider acquiring land for a town park.

Solid Waste and Recycling

Short Term

- ◆ No recommendations.

Long Term

- ◆ Expand collection hours.

Sanitary Sewer Service

Short Term

- ◆ No recommendations.

Long Term

- ◆ No recommendations.

Private Onsite Wastewater Treatment Systems (POWTS)

Short Term

- ◆ No recommendations.

Long Term

- ◆ No recommendations.

Public Water

Short Term

- ◆ Encourage regular testing of private wells.

Long Term

- ◆ Encourage regular testing of private wells.

Stormwater Management

Short Term

- ◆ No recommendations.

Long Term

- ◆ No recommendations.

Health Care and Child Care Facilities

Short Term

- ◆ Encourage small scale health care and child care facilities.

Long Term

- ◆ Encourage small scale health care and child care facilities.

Local Roads and Bridges

Short Term

- ◆ Increase the use of PASER evaluation rating system for road maintenance and project budgeting.

Long Term

- ◆ Develop standards for access control along all Town roads.

Additional Facilities, Programs, or Operations

Short Term

- ◆ No recommendations.

Long Term

- ◆ No recommendations.

4.3 Future Needs for Government Services

While the previous section detailed infrastructure needs the community will deal with during the planning period. There are also service level needs that may arise in the community, such as, police services, increased fire protection, or park and recreational land. The Town will need to supply staffing or contract an inspector for enforcement of the uniform dwelling code.

4.4 Utilities and Community Facilities Goals and Objectives

The following are the goals and objectives developed by the Town of Lomira regarding utilities and community facilities.

Goal: Provide community services in an efficient and cost-effective manner.

Objectives

1. Maintain public facilities and services to keep up with existing and anticipated population growth.
2. Evaluate impacts to community facilities and services when reviewing development proposals.
3. Increase cooperation with other agencies and jurisdictions in the planning and coordination of utilities in order to efficiently serve local and regional growth.
4. Increase coordination efforts with the School District in order to allow them to anticipate future growth and provide appropriate facilities.
5. Ensure proper disposal of wastewater to ensure the protection of public health and to protect the quality of ground and surface water.
6. Work with Dodge County and other jurisdictions to provide a variety of recreational opportunities.
7. Review proposals for storm water management to ensure that roads, structures, and other improvements are reasonably protected from flooding.
8. Ensure that police, fire, and emergency services are appropriate to meet existing and future demands of the Town.

4.5 Utilities and Community Facilities Policies and Recommendations

Policies and recommendations build on goals and objectives by providing more focused responses and actions to the goals and objectives. Policies and recommendations become the tools that the community should use to aid in making land use decisions. Policies that direct action using the words “will” or “shall” are advised to be mandatory and regulatory aspects of the implementation of the comprehensive plan. In contrast, those policies that direct action using the word “should” are advisory and intended to serve as a guide.

Policies

1. The Town should ensure that police, fire, and emergency services adequately meet the existing and future demands of the Town by doing periodic review of such services.
2. Stormwater management should be addressed as part of the review of all development proposals in order to evaluate the potential to increase stormwater runoff to adjacent lands.
3. The Town should pursue opportunities to provide more cost-effective solid waste and recycling services.
4. The Town should consider a parkland dedication fee to allow funds to be collected for park and recreation developments.
5. The Town should increase cooperation in the planning and coordination of utilities with the Villages of Brownsville and Lomira by increasing communication efforts in order to efficiently serve local and regional growth.
6. The Town should encourage regular testing of private wells.

Recommendations

Recommendations are specific actions or projects that the community should be prepared to complete. The completion of these actions and projects are consistent with the community’s policies, and therefore will help fulfill the comprehensive plan goals and objectives.

1. Continue intergovernmental agreements for fire protection and EMS services.
2. Evaluate the need for a stormwater management plan.

4.6 Utilities and Community Facilities Programs

The following programs are currently utilized by the community or are available for use by the community to implement the goals, objectives, policies, and recommendations identified.

Community Development Block Grant for Public Facilities (CDBG-PF)

The Wisconsin CDBG Public Facilities Program is designed to assist economically distressed smaller communities with public facility improvements. Eligible activities include improvements to, but are not limited to, publicly-owned utility systems, streets, sidewalks, and community centers. Federal grant funds are available annually. The maximum grant for any single applicant is \$750,000. Grants are only available up to the amount that is adequately justified and documented with engineering or vendor estimates. For more information on this program contact the Wisconsin Department of Commerce, Division of Community Development.

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

The CDBG Public Facilities for Economic Development Program helps underwrite the cost of municipal infrastructure necessary for business development that retains or creates employment opportunities. Eligible activities are improvements to public facilities such as water systems, sewerage systems, and roads that are owned by a general or special purpose unit of government, and which will principally benefit businesses, and which as a result will induce businesses to create jobs and invest in the community. The Wisconsin Department of Commerce, Bureau of Community Finance should be contacted for further information.

Brownfields Initiative

The Brownfields Initiative provides grants to persons, businesses, local development organizations, and municipalities for environmental remediation activities for brownfield sites where the owner is unknown, cannot be located, or cannot meet the cleanup costs. The Wisconsin Department of Commerce, Bureau of Community Finance should be contacted for further information.

Wisconsin Fund

The Wisconsin fund provides grants to homeowners and small commercial businesses to offset a portion of the cost of repair, rehabilitation, or replacement of existing failing POWTS. Through an appropriation by the state legislature, \$3.5 million is currently available on an annual basis in 66 of Wisconsin's counties. The Wisconsin Department of Commerce, Safety and Buildings works in conjunction with county government officials who assist individuals in eligibility considerations and preparation of grant applications. A portion of the Wisconsin Fund is set aside for S&B to fund experimental POWTS, with the goal of identifying additional POWTS choices for people faced with replacement of their failing POWTS. The Wisconsin Fund Grants Specialist is Jean Joyce, jjoyce@commerce.state.wi.us, 608-267-7113.

All-Terrain Vehicle (ATV)

Funds are available to provide funds to accommodate all-terrain vehicles through acquiring, insuring, developing and maintaining all-terrain vehicle trails and areas, including routes as per s. 23.33, Wis. Stats. Counties, towns, cities and villages are eligible to apply. The program is offered by the WDNR, Bureau of Community Financial Assistance. Assistance is provided for the following, in priority order: 1) maintenance of existing approved trails and areas, including routes; 2) purchase of liability insurance; 3) acquisition of easements; 4) major rehabilitation of bridge structures or trails; and 5) acquisition of land in fee and development of new trails and areas.

5. Agriculture, Natural, and Cultural Resources

The natural resources of a community offer a clean and abundant supply of groundwater and surface water, assure safe air to breathe, and provide a natural landscape of terrestrial and aquatic habitats such as forest, prairies, and wetlands. Natural resources include the parks, trails, scenic areas, and other outdoor places people rely on for recreation. Natural resources are essential to a vibrant economy – measured in tourism revenues, enhanced property values, sustainable agriculture and wood products, low cost raw materials (such as sand, gravel, and stone), available water for manufacturing processes, etc.

There are many state and some federal regulations designated to protect Wisconsin's natural resources. Some state laws, including those for floodplains, shorelands, and wetlands, establish minimum use and protection standards that must be adopted and administered by local governments. But not all natural resources are protected by state law. Local governments throughout the state have the flexibility to plan for and develop their own local ordinances to deal with the unique land use issues/conflicts in their communities and to protect the natural resources they value most.

Development must be carefully adjusted to coincide with the ability of the agricultural, natural, and cultural resource base to support the various forms of urban and rural development. This balance must be maintained to prevent the deterioration of that underlying and sustaining base, because these resources make each community unique. These features promote civic pride and often create a sense of place.

The remainder of this element will provide a summary of features in the community and identify trends that are occurring. Goals, objectives, policies, recommendations, and programs are also provided.

5.1 Agricultural, Natural, and Cultural Resources Summary

The Town of Lomira has almost 20,000 acres of land considered to be prime agricultural soil. As of 2003, Lomira has 33 active dairy farms. There are three named rivers/creeks and many unnamed streams and creeks in the Town. There are no cultural facilities such as libraries, museums and historical markers in the Town of Lomira. There are no sites in the Town on the State or National Register of Historical Places, however, there are 25 sites listed on the Wisconsin Architecture & History Inventory.

5.2 Agricultural Analysis (Trends relative to size of farms, acres lost, etc...)

According to the 2002 Census of Agriculture, the number of farms in Dodge County has decreased by 6% since 1997 while the average size of farms has increased by 4%. These trends are typical of many counties in Wisconsin. It is important to note that while these trends are occurring at the county level, some communities in the county have experienced little farmland

loss and others have experienced more significant decreases. The characteristics unique to each community attribute in different ways to the overall agriculture industry of Dodge County.

It is anticipated that the number of farms will continue to decline in the future and there will be increasing pressure to convert farmland to other uses. The size of the average farm will show moderate increases and the number of large “commercial” type farms may increase, especially dairy. Interest in specialty farming will increase.

5.3 Natural Resources Analysis (Trends relative to recreation, management, water resources, logging, etc...)

The natural resources found in Dodge County contribute to the overall quality of life of residents and are a major influence on why some choose to live in the county. Forests, wetlands, wildlife areas, lakes, rivers, streams as well as many other features contribute to the natural resource base of the county. Many of these features cross municipal boundaries and require an integrated system of management and protection. Each community in the county can therefore influence not only its own natural resource base, but that of its neighbors or even the region.

The Town’s woodlands and highland areas will be desired for residential development. Interest in using the State owned land and the Town’s streams and creeks for recreational purposes will continue. Challenges to groundwater resources will grow including increasing quantity of withdrawal and increasing of potential contamination sources. Highway expansion and increased traffic will have a negative impact on air quality.

5.4 Cultural Resources Analysis

Dodge County is home to 29 historic sites that are listed on the state or national historic register. Dodge County is also home to nearly 3,800 sites that are listed on the Wisconsin Architecture & History Inventory and are considered sites that illustrate Wisconsin’s or Dodge County’s unique history. Cultural resources do not only include those features officially listed as historic or of local importance, but include features such as museums, libraries, historic homes, and simply features or characteristics that are unique to a community.

There are minimal cultural facilities such as libraries, museums or historical markers in the Town. There are no sites in the Town which are listed on the National or State Register of Historic Places.

5.5 Animal Waste Management

Because agriculture is so prevalent in Dodge County, one of the most significant potential groundwater contamination sources is animal waste. Both storage and spreading of animal waste can contaminate groundwater if not done properly.

Animal waste storage facilities currently in use may range from manure pits dug 50 years ago to newly engineered and installed storage structures. The Dodge County Land Conservation Department administers the Dodge County Manure Storage Ordinance. This ordinance was adopted in June of 1997, and requires anyone who is planning to build a new manure storage

system, or anyone who is planning to modify an existing manure storage system in Dodge County to obtain a permit from the Dodge County Land Conservation Department, and to do this construction work in compliance with construction standards. A nutrient management plan is also required for the first year.

The State of Wisconsin also regulates livestock operations with 1,000 animal units or more and those livestock operations with less than 1,000 animal units that have discharges that significantly affect water quality. Animal waste contains chlorides, nitrogen, and phosphorus, among other pollutants. The WDNR has recently codified statewide performance standards for agricultural operations of various types and sizes. These performance standards include:

- ◆ manure management prohibitions
- ◆ nutrient management
- ◆ manure storage
- ◆ soil loss from riparian fields

Implementation of the standards and prohibitions will occur primarily through the counties, although the department will be the main implementation authority for permitted facilities.

5.6 Agricultural, Natural, and Cultural Resources Goals and Objectives

The following are the goals and objectives developed by the Town of Lomira regarding agricultural, natural, and cultural resources.

Goal: Maintain, preserve and enhance the Town of Lomira's agricultural, natural, and cultural resources.

Goal: Preserve the rural and agricultural characteristics of the Town of Lomira.

Objectives

1. Direct growth away from environmentally sensitive areas such as wetlands and floodplains.
2. Discourage the clear-cutting of any existing woodlands.
3. Work cooperatively with Dodge County, local historical societies, land owners, and other appropriate organizations to identify, record, and protect sites and structures that have historical or archaeological significance in the Town.
4. Support the "Right to Farm" act in the Town.
5. Support the preservation of groundwater and surface water, as it relates to large developments.
6. Increase efforts to enhance and protect wetlands, surface water, open space, and wildlife.

7. Review existing and future nonmetallic mining sites and their effects on the Town of Lomira.

5.7 Agricultural, Natural, and Cultural Resources Policies and Recommendations

Policies and recommendations build on goals and objectives by providing more focused responses and actions to the goals and objectives. Policies and recommendations become the tools that the community should use to aid in making land use decisions. Policies that direct action using the words “will” or “shall” are advised to be mandatory and regulatory aspects of the implementation of the comprehensive plan. In contrast, those policies that direct action using the word “should” are advisory and intended to serve as a guide.

Policies

1. The Town shall direct growth away from environmentally sensitive areas, such as active farmland, wetlands, floodplains, and sink holes.
2. The Town shall work with Dodge County and Wisconsin Historical Society to protect sites and structures that have historical or cultural significance.
3. The Town shall minimize the impacts of new development by reviewing the design, layout, or site plan of all development proposals.
4. The Town should continue to encourage prime agricultural zoning in targeted agricultural areas in accordance with the state Farmland Preservation Program.
5. New nonfarm development should not be allowed on large tracts of productive agricultural land.

Recommendations

Recommendations are specific actions or projects that the community should be prepared to complete. The completion of these actions and projects are consistent with the community’s policies, and therefore will help fulfill the comprehensive plan goals and objectives.

1. Maintain a map of existing properties enrolled in the Farmland Preservation Program.
2. Work with Dodge County and the Department of Natural Resources to protect the Town’s groundwater resource, waterways, and woodlots (by educating and increasing awareness to Town citizens).

5.8 Agricultural, Natural, and Cultural Resources Programs

The following programs are currently utilized by the community or are available for use by the community to implement the goals, objectives, policies, and recommendations identified.

Wisconsin Act 307 – Notification to Nonmetallic Resource Owners

This Act amends portions of the Wisconsin Comprehensive Planning Law to increase communication and notification of local planning with owners of nonmetallic mineral sites. Public participation procedures must now include written procedures describing the methods the local government will use to distribute proposed, alternative, or amended elements of a plan to owners of property, or to persons who have a leasehold interest in property, which may extract nonmetallic mineral resources on the property. This is only required if the Comprehensive Plan changes the allowable use or intensity of use of the given property. Wisconsin Act 307 also added provisions to the Comprehensive Planning Law detailing that prior to a public hearing written notice shall be provided to property owners or operators with an interest in nonmetallic mineral resources.

Environmental Quality Incentives Program (EQIP)

The purpose of EQIP is to provide technical and financial help to landowners for conservation practices that protect soil and water quality. Nutrient management and prescribed grazing eligible for cost-sharing statewide. Assistance for other practices available in selected priority areas. Agricultural producers on agricultural land are eligible for the program. Projects are based on environmental value, which have five to ten year contracts. Agricultural producers may be eligible for up to 75% cost share, up to \$10,000 per year and \$50,000 life of contract on agricultural land. Public access is not required. Contact: USDA Natural Resources Conservation Service or Farm Service Agency, or County Land Conservation Department.

Wisconsin Farmland Preservation Program

The purpose of this program is to help preserve farmland through local planning and zoning, promote soil and water conservation, and provide tax relief to participating farmers. Farmers qualify if their land is zoned or if they sign an agreement to use their land exclusively for agricultural purposes. The landowner must own 35 acres or more, and produce gross farm profits of \$6,000 in the previous year. Public access is not required. Contact: County Land Conservation Department, Wisconsin Department of Agriculture, or Dodge County Planning and Development Department.

Conservation Reserve Program (CRP)

The purpose of the CRP is to reduce erosion, increase wildlife habitat, improve water quality, and increase forest land. A landowner sets aside cropland with annual rental payments based on the amount bid. Practices include tree planting, grass cover, small wetland restoration, prairie and oak savannah restoration, and others. Eligibility varies by soil type and crop history. Land is accepted into the program if the bid qualifies. Continuous sign up is open for buffers, waterways, and environmental practices. Periodic sign ups are announced throughout the year for other practices. Landowners receive 10 or 15 year contracts if planting hardwood trees. Contracts are transferable with change in ownership. Public access is not required. Contact: USDA Natural Resources Conservation Service or Farm Service Agency, or County Land Conservation Department.

Wisconsin's Historical Markers Program

For almost 50 years, Wisconsin's State Historical Markers program has been interpreting both important small incidents and monumental events that form the State's past. Placed on the very site where significant events occurred, markers evoke an immediacy of the past that no history book can provide. The Society's Division of Historic Preservation administers the Wisconsin

Historical Markers Program. Applications are required for all official State of Wisconsin historical markers and plaques. Applications are available at www.wisconsinhistory.org/histbuild/markers/apply.

6. Economic Development

Economic development planning is the process by which a community organizes, analyzes, plans, and then applies its energies to the tasks of improving the economic well-being and quality of life for those in the community. This can be done by addressing issues such as enhancing a community's competitiveness, establishing industrial policy, encouraging sustainable development, creating jobs, increasing wages and enhancing worker training, and improving overall quality of life. All of these issues affect residents within a community and are addressed directly or indirectly in the comprehensive plan.

The reason to plan for economic development is straight-forward - economic development helps pay the bills. It requires working together to maintain a strong economy by creating and retaining desirable jobs, which provide a good standard of living for individuals. Increased personal income and wealth increases the tax base so a community, county, or state can provide the level of services residents expect. A balanced, healthy economy is essential for community well-being. Economic development expenditures are a community investment. They leverage new growth and redevelopment to improve the area. Influencing and investing in the process of economic development allows community members to determine future direction and guide appropriate types of development according to their values.

Successful plans for economic development acknowledge the importance of:

- 1) Knowing your region's economic function in the global economy
- 2) Creating a skilled and educated workforce
- 3) Investing in an infrastructure for innovation
- 4) Creating a great quality of life
- 5) Fostering an innovative business climate
- 6) Increased use of technology to increase government efficiency
- 7) Taking regional governance and collaboration seriously

This section provides a summary of economic characteristics of the community, provides further detail about future economic development, and identifies goals, objectives, policies, recommendations, and programs with regard to economic development.

6.1 Economic Development Summary and Trends

Manufacturing was the single largest employment sector for Town of Lomira residents in 2000 (32.9 percent), followed by agriculture, forestry, fishing and hunting, and mining sector (13.8 percent). The median household income in the Town for 2000 was \$51,071, higher than the County's median of \$45,190.

6.2 Agriculture Industry Analysis (Analysis of financial situation, prices, etc...)

Agriculture is an important economic force in Dodge County which includes hundreds of family owned farms, related businesses, and industries that provide equipment, services, and other products farmers need to process, market, and deliver food and fiber to customers. Dodge

County consistently ranks among the top five producers in the state for corn used for silage and grain, winter wheat, sweet corn, peas, soybeans, hogs and pigs, cattle and calves, and milk and cheese production. Agriculture provides jobs for approximately 9,500 Dodge County residents and accounts for \$1.41 billion in economic activity. Every community in the county is economically influenced by the agriculture industry and will likely continue to be for many years in the future.

The Town has lost nearly 1,343 acres of land classified as agricultural from 1992 to 2002 according to the Wisconsin Department of Revenue. Currently, the Town of Lomira area has been selling agricultural land for approximately \$2,000 to \$3,000 an acre.

In 2003, there were 33 active dairy farms in the Town, which was a 21.4 percent decrease since 1997. This decrease is less than the 27.4 percent decrease of dairy farms in Dodge County during the same time period.

6.3 Employment Forecast

An important feature of determining the economic health and future of Dodge County and its communities is to determine the amounts and types of jobs currently available as well as make predictions for the future. Dodge County has unique economic features as well as similarities to the region in which it is located. The county not only has ties locally, but statewide and nationwide. Trends that occur in the United States or internationally affect the State of Wisconsin and eventually trickle down to local level economies.

In November of 2003, the Wisconsin Department of Workforce Development (WDWD) released a report titled *Wisconsin Projections 2000-2010: Employment in Industries and Occupations*, which examined jobs in over 70 industries and 750 occupations. Many of the projections and estimates provided in the report will affect local and/or Dodge County economies.

Overall, the number of jobs in Wisconsin is expected to grow by 9.6%. While employment in Wisconsin's manufacturing sector has shrunk in the past few years, this sector is anticipated to gain back some of the jobs lost since 2000. The manufacturing industries projected to add the most jobs are lumber and wood products, furniture and fixtures, and food and kindred products. The manufacturing industries expected to lose the most jobs are industrial machinery and equipment, primary metal, and electronic and other electrical equipment.

The services sector will be the job growth leader, spurred on by the aging of Wisconsin's population, technological innovations in health services and computer services, and continued outsourcing of business functions. Over 70% of the new jobs in the services sector will be in health, business, educational, or social services. Another sector expected to add numerous jobs is retail trade. This increase is expected due to population and tourism growth, and the likelihood that people will continue to prepare fewer meals at home.

6.4 Desired Business and Industry

Similar to most communities in Dodge County, the Town of Lomira would welcome most economic opportunities that do not sacrifice community character or require a disproportionate level of community services per taxes gained. The categories or particular types of new

businesses and industries that are desired by the community are generally described in the goals, objectives, and policies. Industries that support the agricultural industry would be the most desired.

6.5 Strengths and Weaknesses

A determination of the strengths and weaknesses of Dodge County and the Town of Lomira and its economy provide the basic planning steps for future economic development. Strengths should continue to be promoted and new development which fits well with these features should be encouraged. Weaknesses should be improved or further analyzed and new development which displays aspects similar to identified weaknesses should be discouraged. The economic strengths and weaknesses of the Town of Lomira are as follows:

Strengths

- ◆ Good access to a major four lane highway.
- ◆ Location with direct access to Mayville, Milwaukee, Waupun, and Fox Valley Cities.
- ◆ Affordable housing opportunities.
- ◆ Land available for economic growth.
- ◆ Strong established agricultural base.
- ◆ Large amount of productive agricultural land.

Weaknesses

- ◆ Over dependence on the manufacturing and agricultural sectors of the economy.
- ◆ Limited revenue and financing options to support economic development.
- ◆ Lack of private and public partnership for promoting economic development.
- ◆ Decline in the agricultural industry.

6.6 Sites for Business and Industrial Development

Sites for business and industrial development within the Town of Lomira are detailed on the *Year 2030 Future Land Use Map* (Appendix, Map 8-3).

6.7 Economic Development Goals and Objectives

The following are the goals and objectives developed by the Town of Lomira regarding economic development.

Goal: Enhance and diversify the local economy consistent with other goals and objectives.

Goal: Retain existing businesses and promote the Town of Lomira to new businesses.

Objectives

1. Increase efforts to promote the unique features of the Town of Lomira.

2. Promote opportunities for year-round recreational opportunities and tourism related business.
3. Accommodate home-based businesses that do not significantly increase noise, traffic, odor, lighting, or would otherwise negatively impact the surrounding area.
4. Increase Town involvement, where appropriate, in supporting local, county, and regional economic development groups.
5. Support efforts that maintain agriculture as a major component of the local economy.
6. Encourage the development of manufacturing and industrial uses along the Town's transportation corridors.
7. Support efforts to maintain the Town's relationship with Quad-Graphics.

6.8 Economic Development Policies and Recommendations

Policies and recommendations build on goals and objectives by providing more focused responses and actions to the goals and objectives. Policies and recommendations become the tools that the community should use to aid in making land use decisions. Policies that direct action using the words "will" or "shall" are advised to be mandatory and regulatory aspects of the implementation of the comprehensive plan. In contrast, those policies that direct action using the word "should" are advisory and intended to serve as a guide.

Policies

1. The Town will support economic development that provides services determined to be valuable to the Town.
2. The Town shall support efforts to maintain agriculture as a major component of the local economy.
3. The Town should support the establishment of large, agricultural operations and the expansion of existing agricultural operations.
4. Future businesses and industrial development in the Town shall be reviewed for potential financial, service, and visual impact to surrounding landowners.

Recommendations

Recommendations are specific actions or projects that the community should be prepared to complete. The completion of these actions and projects are consistent with the community's policies, and therefore will help fulfill the comprehensive plan goals and objectives.

1. Maximize State aids and seek Federal and State grants to gain more Town revenue.

2. Work with the UW-Extension office to recognize and resolve economic issues in the Town.

6.9 Economic Development Programs

The following programs are currently utilized by the community or are available for use by the community to implement the goals, objectives, policies, and recommendations identified.

University of Wisconsin Extension – Dodge County

The purpose of the Community Resource Development Program (CRD), within the Dodge County UW-Extension, is to strengthen the ability of citizens, community and business leaders, and local government officials to identify and resolve crucial community needs and issues in three broad, interrelated areas--communities, natural resources, and economic development. For more information about Extension services visit www.uwex.edu/ces/cty/dodge.

Dodge County Economic Development Revolving Loan Program

The Dodge County Planning and Development Department operates a revolving loan program for local businesses and industry. The Revolving Loan Fund program provides low-interest loans for proposed projects that will create new jobs, help businesses maintain or expand existing operations, and advance the County's economic development goals and objectives. The Fund is intended to provide financial incentive for business and industries to invest in their own growth by providing "leverage". The funds, therefore, are meant to serve an important, secondary role to the private financing available. For further information contact the Dodge County Planning and Development Department.

Dodge County Business Retention Program

The Dodge County Planning and Development Department assists businesses in obtaining grant funding for business expansion and development. Activities that the grant money may be spent on include: feasibility studies, market research, attorney and accountant fees, business planning, engineering studies, developing training programs, and other required services.

Wisconsin Agricultural Development Zone Program

An Agricultural Development Zone has been established in five south central Wisconsin counties, including Dodge County. Agricultural related businesses are eligible for tax credits that can be applied against their state income tax liability. These credits are based on the number of new jobs that you create, the wage level, and the benefit package that you offer. Businesses may also be eligible for a 3% capital investment credit for real and personal property and a credit equal to 50% of your eligible environmental remediation costs.

Community Development Block Grant for Economic Development (CDBG-ED)

The CDBG-ED program was designed to assist businesses that will invest private funds and create jobs as they expand or relocate to Wisconsin. The Wisconsin Department of Commerce awards the funds to a general-purpose unit of government (community) which then loans the funds to a business. When the business repays the loan, the community may retain the funds to capitalize a local revolving loan fund. This fund can then be utilized to finance additional economic development projects within the community. For more information contact the Wisconsin Department of Commerce.

7. Intergovernmental Cooperation

In general terms, intergovernmental cooperation is any arrangement by which officials of two or more jurisdictions coordinate plans, policies, and programs to address and resolve issues of mutual interest. It can be as simple as communicating and sharing information, or it can involve entering into formal intergovernmental agreements and sharing resources such as equipment, buildings, staff, and revenue. It can even involve consolidating services, jurisdictions, or transferring territory.

Many issues cross jurisdictional boundaries, affecting more than one community. For example, air, water, and wildlife pass over the landscape regardless of boundaries so that one jurisdiction's activities with regard to air, water, and wildlife impacts other jurisdictions downwind or downstream.

Today, increased communication technologies and personal mobility mean that people, money, and resources also move across jurisdictions, as quickly and freely as air and water. Persons traveling along roadways use a network of transportation routes, moving between jurisdictions without even realizing it.

Frequently, the action of one governmental unit impacts others. Increasingly, we have come to the realization that many vital issues are regional in nature. Watersheds, economic conditions, commuter patterns, housing, media markets, and effects from growth and change are all issues that spill over municipal boundaries and impact the region as a whole.

Intergovernmental Cooperation Benefits

There are many reasons intergovernmental cooperation makes sense. The following are some examples:

- ◆ Cost savings – Cooperation can save money by increasing efficiency and avoiding unnecessary duplication. Cooperation can enable some communities to provide their residents with services that would otherwise be too costly.
- ◆ Address regional issues – By communicating and coordinating their actions, and working with regional and state jurisdictions, local communities are able to address and resolve issues which are regional in nature.
- ◆ Early identification of issues – Cooperation enables jurisdictions to identify and resolve potential conflicts at an early stage, before affected interests have established rigid positions, before the political stakes have been raised, and before issues have become conflicts or crises.
- ◆ Reduced litigation – Communities that cooperate are able to resolve issues before they become mired in litigation. Reducing the possibility of costly litigation can save a community money, as well as the disappointment and frustration of unwanted outcomes.

- ◆ Consistency – Cooperation can lead to consistency of the goals, objectives, plans, policies, and actions of neighboring communities and other jurisdictions.
- ◆ Predictability – Jurisdictions that cooperate provide greater predictability to residents, developers, businesses, and others. Lack of predictability can result in lost time, money, and opportunity.
- ◆ Understanding – As jurisdictions communicate and collaborate on issues of mutual interest, they become more aware of one another’s needs and priorities. They can better anticipate problems and work to avoid them.
- ◆ Trust – Cooperation can lead to positive experiences and results that build trust between jurisdictions.
- ◆ History of success – When jurisdictions cooperate successfully in one area, the success creates positive feelings and an expectation that other intergovernmental issues can be resolved as well.
- ◆ Service to citizens – The biggest beneficiaries of intergovernmental cooperation are citizens for whom government was created in the first place. They may not understand, or even care about, the intricacies of a particular intergovernmental issue, but all Wisconsin residents can appreciate their benefits, such as costs savings, provision of needed services, a healthy environment, and a strong economy.

This element will contain information regarding existing plans or agreements, opportunities for the future, existing and potential conflicts, and identify goals, objectives, policies, recommendations, and programs for intergovernmental cooperation.

7.1 Intergovernmental Cooperation Summary

The Town of Lomira was a partner in facilitating intergovernmental cooperation by being an active participant in the Dodge County multi-jurisdictional comprehensive planning process. The Town of Lomira also has agreements with the Brownsville Fire Company, Lomira Fire Department, and Knowles Fire Department to provide fire and EMS services to the Town. Also, the Town has agreements with the City of Mayville and Village of Theresa for ambulance services.

7.2 Opportunities for Shared Services and Intergovernmental Agreements

School Districts

The Town of Lomira is served by three school districts including Lomira, Mayville, and Oakfield. Potential opportunities for cooperation include working with the school districts to anticipate future growth, facility, and busing needs. In addition, school districts often provide recreational facilities for field or court sports.

Siting and Building Public Facilities

A community's public facilities and infrastructure is a major community asset that is not only a major financial commitment, but an influence on overall community design, land uses, and attractiveness to residents and businesses. In many cases a community requires facilities to meet the needs of its own residents. There are opportunities however in which facilities have excess capacity or could be more cost effectively utilized or constructed if shared with other communities. Facilities where this may occur include wastewater treatment facilities, parks, libraries, municipal buildings, and water storage to name a few.

The Town of Lomira does not currently share any public facilities with other governmental units. No plans exist to jointly own any public facility with another governmental unit.

Sharing Public Services and Equipment

Similar to public infrastructure and facilities, public services and equipment can be shared to increase cost effectiveness or efficiency. For example, a community may have an administrative or public works employee who is employed full time, but can not be fully utilized and kept busy full-time. The excess capacity of that position could be contracted via an intergovernmental agreement or other mechanism to be used by a neighboring community who may not be able to employ a similar position full-time. A similar strategy could also be applied to equipment owned by a community. Finding these opportunities requires communication between neighboring communities and a commitment to finding unique solutions.

Currently the Town has fire and emergency medical services provided by neighboring municipalities. Dodge County administers the land use regulations in the Town and the County Sheriffs Department provides police protection.

7.3 Existing Opportunities and Potential Conflicts with Other Governmental Units and Strategies for Conflict Resolution

Opportunities

Numerous opportunities for service or program administration exist for cooperation with other units of government. Several opportunities are described as follows:

<u>Opportunity</u>	<u>Other Governmental Unit Assistance</u>
1. Assist in rating and posting local roads.	Dodge County Highway Department
2. Update and amend town comprehensive plan and/or ordinances when applicable.	Dodge County Planning Department
3. Provide local police protection in cooperation with surrounding towns and villages.	Towns of Leroy, Theresa, Williamstown, and Villages of Brownsville, Lomira, and Theresa.

Potential Conflicts and Resolutions

Several potential conflicts may develop through the course of the planning period. Potential conflicts can be most effectively addressed in a pro-active fashion. In other words, pursuing opportunities will often avoid future conflicts. Thus, several of the potential conflicts identified may be similar to the opportunities discussed earlier. Potential conflicts and the process to resolve the conflicts are summarized as follows:

<u>Potential Conflict</u>	<u>Process to Resolve</u>
1. Concern over too much intervention by Dodge County and the State relative to local control of land use issues.	Town adopts comprehensive plan. Town takes responsibility to develop, update, and administer local ordinances and programs. Maintain communication with the Dodge County Planning Department on land use issues. Town provides ample opportunities for public involvement during land use planning and ordinance development efforts.
2. Annexation of Town land by the Villages of Brownsville and Lomira.	Develop a cooperative boundary agreement with the two Villages.
3. Concern over conflict between agricultural operations and new non-farm residences	Town adopts local town comprehensive plan. Town takes responsibility to amend or create local ordinances to resolve potential conflict. Town petitions County to amend the Land Use Code and zoning map as necessary to implement comprehensive plan.

7.4 Intergovernmental Cooperation Goals and Objectives

The following are the goals and objectives developed by the Town of Lomira regarding intergovernmental cooperation.

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

Objectives

1. Continue to develop the cooperative working relationships the Town of Lomira has established with neighboring communities and the County.

2. Increase cooperation with neighboring communities and Dodge County to provide efficient and effective emergency services, street maintenance, and other services when appropriate.
3. Support the Wisconsin Towns Association and be active in local, district, and state meetings.
4. Utilize County technical assistance to support Town planning efforts.
5. Encourage intergovernmental cooperation issues with the Village of Brownsville, Village of Lomira, and surrounding towns.
6. Identify annexation issues with neighboring villages.

7.5 Intergovernmental Cooperation Policies and Recommendations

Policies and recommendations build on goals and objectives by providing more focused responses and actions to the goals and objectives. Policies and recommendations become the tools that the community should use to aid in making land use decisions. Policies that direct action using the words “will” or “shall” are advised to be mandatory and regulatory aspects of the implementation of the comprehensive plan. In contrast, those policies that direct action using the word “should” are advisory and intended to serve as a guide.

Policies

1. The Town should continue and promote future cooperative planning efforts with surrounding municipalities, associations, and service providers.
2. The Town will coordinate implementation of its comprehensive plan with Dodge County to avoid conflicting regulations, and minimize the duplication of services by working with the County whenever possible.
3. Before the purchase of new town facilities or equipment, or the reinstatement of service agreements, the town should pursue options for trading, renting, sharing, or contracting such items from neighboring jurisdictions in order to provide services efficiently and save taxpayer’s money.
4. The Town should work with neighboring communities to match land use plans and policies along municipal borders to promote consistency and minimize potential conflicts.
5. The Town should support the coordination of shared services with surrounding communities.
6. The Town Board and Plan Commission should establish clear goals, objectives, and expectations for the purpose of negotiating intergovernmental agreements with the Villages of Brownsville and Lomira.

Recommendations

Recommendations are specific actions or projects that the community should be prepared to complete. The completion of these actions and projects are consistent with the community's policies, and therefore will help fulfill the comprehensive plan goals and objectives.

1. Develop Cooperative Boundary Agreements with the Villages of Brownsville and Lomira.
2. Periodically review the status of all intergovernmental agreements to ensure maximum efficiency.

7.6 Intergovernmental Cooperation Programs

The following programs are currently utilized by the community or are available for use by the community to implement the goals, objectives, policies, and recommendations identified.

UW-Extension Local Government Center

The mission of the Local Government Center is to provide focus, coordination, and leadership to UW System educational programs for local government, and to expand the research and knowledge base for local government education. The Center conducts and coordinates educational programming in general local government, local government finance, growth management, and community planning and design. Additional programs are under development. Educational programs are delivered through the two-way audio Educational Telecommunications Network (ETN), satellite television, and state-wide and regional workshops. The Center supports the programming of county-based Extension faculty. A variety of resources regarding intergovernmental cooperation are available through the Local Government Center. For further information visit its web-site at www.uwex.edu/lgc/.

Wisconsin Towns Association (WTA)

Wisconsin Towns Association (WTA) is a non-profit, non-partisan statewide organization created under s. 60.23(14) of the Wisconsin Statutes to protect the interests of the State's 1,266 towns and to improve town government. The association is organized into six districts and is headquartered in Shawano. WTA relies on regular district meetings, an annual statewide convention, publications, participation in cooperative training programs, and other means to support the goal of keeping grassroots government strong and efficient in Wisconsin.

8. Land Use

Land use is a means of broadly classifying how land is used and how it could be used in the future. Each type of use has its own characteristics that can determine compatibility, location, and preference to other land uses. Maps, especially existing land use, are used to analyze the current pattern of development, and serve as the framework for formulating how land will be used in the future. Land use regulations, private market demands, ownership patterns, and resource management programs all contribute to the character of the community as it is known today.

A primary function of this land use element is to help guide future land use in a way that is compatible, desirable, and accepted by the local community. This requires the consideration of a range of ideas and opinions relative to land use, property rights, and community values. The community can effectively manage land use through sensible land use controls and policies. Because land use is a people-oriented process, personal opinions, desires, and attitudes, and legal and political considerations all have land use impacts.

8.1 Projected Supply and Demand of Land Use During the Planning Period

Table 8-1 displays estimates for the total acreage that will be utilized by residential, commercial/industrial, institutional, and agricultural land uses for five year increments through the year 2030 in the Town of Lomira. These future land use demand estimates are largely dependent on population increases and should only be utilized for planning purposes in combination with other indicators of land use demand.

Table 8-1, Projected Land Use Demand (acres)
Town of Lomira, 2010-2030

Year	Residential(1)	Commercial/Industrial(2)	Institutional(3)	Agricultural (4)
2010	563.1	332.3	266.9	17,034.9
2015	598.1	352.9	283.4	15,672.1
2020	633.0	373.5	300.0	14,418.3
2025	668.0	394.1	316.6	13,264.9
2030	702.9	414.7	333.1	12,203.7

(1) Residential includes single family, two family, multi-family, and mobile home parks.

(2) Commercial/Industrial includes commercial, industrial, and quarries.

(3) Institutional includes public & quasi-public, parks & recreation, and communication & utilities.

(4) Agricultural includes agriculture and other resource land. Assumes 1.6% decrease of farmland per year, according to county trends.

Year 2000 acreage figures were obtained from existing land use calculations as detailed in notes below the table. Year 2010 to 2030 acreage calculations were projected by utilizing the alternate population projections. Projected demand for residential, commercial/industrial, and institutional land use assume that the ratio of the community's 2000 population to current land area in each use will remain the same in the future. In other words, each person will require the same amount

of land for each particular land use as they do today. The projected decline in agricultural land use is based on Dodge County trends from 1997 to 2002. Data from the 2002 Census of Agriculture indicate that farmland decreased by approximately 1.6% per year from 1997 to 2002. Projected agricultural land use acreages assume these trends will continue.

As indicated by Table 8-1, the Town is projected to face increased demands for residential, commercial/industrial, and institutional land uses. It should be noted that the projected increase in institutional land is influenced by the amount of state institutional land currently located in the Town. It is possible that a substantial increase in the amount of institutional land and commercial/industrial land will occur during the planning period. Demands for residential could be somewhat substantial assuming that population trends are an indicator of land use demand. Pressure for residential development will likely continue to occur adjacent to the Town of Lomira.

8.2 Future Land Use Plan (Classifications)

The future land use plan is one of the primary components of the comprehensive plan that can be used as a guide for local officials when considering future development within the community. The plan is long-range and will need to be reevaluated periodically to ensure that it remains consistent with changing trends and conditions. Major components of the future land use plan include the *Year 2030 Future Land Use Map* and the future land use management area classifications. Detailed below are the classifications selected by the Town of Lomira. See Appendix, Map 8-3, for the *2030 Future Land Use Map*.

Conservancy (Dark Green)

These mapped areas include wetlands as designated by the WDNR. This category could also include other significant natural resources such as selected woodlots, rock outcroppings, or archaeological sites at the discretion of the local planning commission. Agricultural activities such as crop harvesting, pasturing, and tree cutting are recognized as acceptable activities in the Conservancy classification. Development should not encroach on these areas other than for recreational purposes (open space uses) as allowed under applicable regulations.

Agriculture (Light Green)

This category represents those areas where agricultural type uses such as dairy and crop farming are the anticipated predominant land use in the area. The agriculture category could include a limited amount of residential development at various levels of density, but the predominant land use would be agricultural in nature. Housing for a farm operator or the son or daughter of the farm operator would be acceptable. A minimal amount of other land uses, such as but not limited to wind energy systems, wireless communication facilities, dog kennels, veterinary clinics, mineral extraction, farmers markets, and wildlife ponds may also occur in areas planned for agriculture. Densities will be regulated by the County Land Use Code.

Recreation (Dark Blue)

This category includes existing and future park and recreation land. Local, County, State, and Federal recreation areas as well as privately owned recreation areas (golf courses, gun clubs,

etc.) are included in this category. Wetlands that are located within a public or private recreation area will be placed in the Recreation category.

Single Family Residential (Yellow)

This category represents those areas where single family residential is planned to be the predominant land use. The density of residential development may vary locally, but only single family housing is included in this category. Mobile home parks and attached condominiums would not be categorized as single family residential but as General Residential (see description below). Where agricultural uses occur in these mapped areas, it is anticipated that the area will transition to residential in the future. Densities will be regulated by the County Land Use Code.

General Residential (Orange)

These areas include all types of residential use other than single family residential. Multi-family structures including duplexes, attached condominiums, mobile home parks, and group living facilities (nine or more residents) are included in this category.

Commercial (Red)

These mapped areas represent where commercial type land uses are anticipated in the future. Examples of uses found in this category include retail sales and services, eating and drinking establishments, financial institutions, professional offices, service and repair businesses, visitor accommodations, entertainment businesses, parking lots, and day care facilities.

Industrial (Purple)

These mapped areas represent where industrial type land uses are anticipated. Manufacturing and production facilities, resource extraction and processing, warehousing, transportation terminals, feed mills, and wholesale establishments are some of the examples of uses included in this category.

Utilities and Community Services (Brown)

This category includes all public and private utility facilities as well as those uses which provide a service to the community except parks. Land uses such as churches, cemeteries, post offices, libraries, nursing homes, assisted living facilities, prisons, airports, hospitals, town/city/village halls, police and fire stations, museums, and schools are some examples of community services. Utilities would include uses such as electrical substations, water wells, water towers, natural gas regulator stations, and waste water treatment facilities.

8.3 Designation of Smart Growth Areas

A Smart Growth Area is defined as “An area that will enable the development and redevelopment of lands with existing infrastructure and municipal, state and utility services, where practicable, or that will encourage efficient development patterns that are both contiguous to existing development at densities which have relatively low municipal, state governmental and utility costs.”

The arrangement of incorporated municipalities scattered throughout Dodge County's rural landscape creates the perfect situation to practice "Smart Growth" (Directing growth into areas served with adequate utility and service infrastructures.) The Dodge County planning process and subsequently the Town of Lomira Comprehensive Plan is based on the following six principles as identified by the American Planning Association.

Principle 1: Efficient Use of Land Resources

Smart development supports the preservation of land and natural resources. Approximately 2,547 acres, or 11.5% of future land use within the Town of Lomira, designated to preserve land and natural resources. Residential development is not allowed and environmentally sensitive areas such as recreation areas, water bodies, and wetlands are protected.

Principle 2: Full Use of Urban Services

Smart development means creating neighborhoods where more people will use existing services like water lines and sewers, roads, emergency services, and schools. The Dodge County planning process has identified areas within the County's cities and villages to accommodate growth and development.

For the Town of Lomira, some of these urban services are available in the Town. Other services will be available through the Villages of Brownsville, Lomira, and Theresa. The support function of Dodge County's cities and villages as service centers to the surrounding rural farming area supports this principle.

Principle 3: Mix of Uses

Compact neighborhoods that contain a mix of residential, commercial, and recreation spaces within walking distance of each other promote a reduction in auto use, community identity, a variety of housing types, and a safe environment for all age groups.

Dodge County's cities and villages contain a well-balanced mix of residential, commercial, and industrial development. A greater challenge for Dodge County communities is the promotion of growth in an attempt to create jobs through new industry and businesses. Populations residing in adjacent rural towns are also partners in supporting a variety of mixed uses within cities and villages.

Principle 4: Transportation Options

A well designed transportation network promotes safety, alternative modes of transport, and less traffic congestion and air pollution.

Lomira's rural nature does not contain the density to support a wide variety of specialized alternative modes of transportation such as public busing. However, Lomira has a number of major highways that pass through the Town that create an effective road transportation network. In addition, Lomira's rural landscape supports miles of snowmobile trails, which although are used primarily for recreational, do provide alternative forms of travel for local rural residents.

Principle 5: Detailed, Human Scale Design

In human-scale neighborhoods, a wide mix of housing types are clustered around one or more well-defined neighborhood centers which support jobs, commercial activity, and a range of services.

This principle was of limited importance in the Town of Lomira planning process due to the smaller size of Lomira and its rural and agricultural nature. However, this principle can be utilized when creating small areas of clustered residential development.

Principle 6: Implementation

A community's ability to adopt smart development principles will, of necessity, require intergovernmental cooperation to apply the principles. This plan has worked to avoid the duplication of services and the creation of additional layers of government by coordinating the development of its comprehensive plan and administration of various ordinances.

This plan recommends continued discussions and cooperation relative to land use planning and ordinance administration between Dodge County and the Town of Lomira. In addition, this plan recommends creating cooperative boundary agreements with the Village of Brownsville and the Village of Lomira that are within the Town's border.

8.4 Existing and Potential Land Use Conflicts

- ◆ Annexation conflicts between the Town and the Village of Brownsville and Village of Lomira may arise.
- ◆ Intervention by the County and the State relative to local land use issues.
- ◆ Land use conflicts may develop in the extraterritorial areas of the Villages of Brownsville and Lomira.
- ◆ Increasing pressure to convert farmland to residential use is expected.
- ◆ An increase in the number of large animal confinement operations may have a negative impact on nearby non-farm residences.
- ◆ Future Industrial and commercial development may occur along the state highway corridors in the Town and along USH 41.
- ◆ Development along highway system may conflict with existing land uses along the transportation corridor.
- ◆ The prices of land for residential and recreational uses will outpace the price of land continuing in agriculture.
- ◆ The Town will continue to experience increased traffic volumes on all local, county, and state roads which will in turn require additional local road maintenance and construction costs.

8.5 Land Use Goals and Objectives

The following are the goals and objectives developed by the Town of Lomira regarding land use.

Goal: Encourage planned growth that enhances the local economy while protecting natural resources, recreational opportunities, and the rural character of the Town of Lomira.

Objectives

1. Encourage an efficient development pattern that utilizes the existing road network.
2. Retain prime farmland.
3. Preserve natural environments and environmentally sensitive areas.
4. Maintain a low density of development pattern, which is characteristic throughout the majority of the Town.
5. Encourage efficient residential development that minimizes conflicts with agricultural practices.
6. Encourage the creation of a Town Park.

8.6 Land Use Policies and Recommendation

The policies and recommendation build on goals and objectives by providing more focused responses and actions to the goals and objectives. The policies and recommendation become the tools that the community should use to aid in making land use decisions. Policies that direct action using the words “will” or “shall” are advised to be mandatory and regulatory aspects of the implementation of the comprehensive plan. In contrast, those policies that direct action using the word “should” are advisory and intended to serve as a guide.

Policies

1. New residential lots and building sites shall be located and designed to protect environmental sensitive areas and active farmland.
2. The current rural nature of the Town shall be maintained to the fullest extent possible, particularly by having single family residences as the primary source of housing and farming and agriculture as the primary economic base.
3. All development proposals shall meet the intent of the Future Land Use Plan classifications as described within the Land Use element.
4. The Town should consider higher residential density development in areas designated as residential on the Future Land Use Map.
5. The Town will support the development of Wind Energy Systems.
6. The Town should allow limited residential development in areas designated as Agricultural on the Future Land Use Map.

Recommendations

A recommendation is a specific action or project that the community should be prepared to complete. The completion of the action or project is consistent with the community's policies, and therefore will help fulfill the comprehensive plan goals and objectives.

1. Encourage clustered rural development to protect active farmland and environmental areas.
2. Require mine operators to install an 8-foot berm around new or expanded mining sites in the Town.
3. Request a signed letter of recognition from property owners, who intend to development land with in a ½ mile of mining operations.

8.7 Land Use Programs

The following programs are currently utilized by the community or are available for use by the community to implement the goals, objectives, policies, and recommendations identified.

Office of Land Information Services (OLIS), Wisconsin Department of Administration

OLIS provides staff support to the Wisconsin Land Council, and it administers the Wisconsin Land Information Program in conjunction with the Wisconsin Land Information Board. It also houses Plat Review and Municipal Boundary Review, both of which have statutory authority for approval of specific land use related requests, and the GIS Services, dedicated to the efficient use of geographic information systems. For further information about OLIS visit its web-site via the WDOA web-site at: www.doa.state.wi.us.

UW-Extension Center for Land Use Education

The Center for Land Use Education uses a team-based approach to accomplish its dual missions in campus based undergraduate and graduate education and Extension outreach teaching related to: land use planning, plan and ordinance administration, project impact and regional trends analysis, and public involvement in local land use policy development. For more information on the Center for Land Use Education visit its web-site at www.uwsp.edu/cnr/landcenter/.

9. Implementation

Just as the comprehensive plan does not work independently of other community documents, the implementation element does not work independently of the other elements in the plan. In fact, the implementation element is one of the best ways to demonstrate the integration of all the elements. Through implementation, the connectivity among community issues and opportunities, housing, transportation, utilities and community facilities, agricultural, natural, and cultural resources, economic development, intergovernmental cooperation, and land use is realized. Decisions should be made based on the knowledge that one decision can affect all the elements involved and there are direct and indirect effects of all actions.

The Implementation Element includes a compilation of programs and specific actions to be completed in a stated sequence. These programs and specific actions will be used to implement the goals, objectives, policies, and recommendations contained within the earlier elements of this plan.

The Implementation Element also includes a section on mechanisms to measure progress that will allow the community to determine if it is successfully implementing its comprehensive plan. In addition, this element also describes how all of the plan elements will be integrated and made consistent, as well as amendment and comprehensive plan update procedures.

9.1 Proposed Updates to Existing Ordinances

The following sections detail proposed updates and recommendations to existing ordinances affecting the community. A brief description of the ordinance is provided as well as a description of its applicability to Dodge County.

9.2 Regulatory Land Use Management Tools

Regulatory tools stem from local government's responsibility and authority to protect public health, safety, and welfare. Most regulatory tools are in the form of ordinances. The following regulatory tools were reviewed and discussed as part of the comprehensive plan process:

Conventional Zoning

Under Wisconsin Statutes, counties, cities, villages, and towns with village powers are authorized to adopt zoning ordinances. Zoning is one method of implementing or carrying out the comprehensive plan. Zoning regulates the use of land, lot size, density, and the height and size of structures. A conventional zoning ordinance is probably the most commonly used land use implementation tool, especially in villages and cities. Under conventional zoning, districts (defined areas of consistent use and density) are established which typically follow parcel boundaries and legal descriptions. Each district or zoning category contains a list of permitted and conditional uses which define "rights" within the district. In Wisconsin, towns are either "under" their respective county's zoning ordinance, administer their own zoning ordinance, or do not administer zoning.

Dodge County Status

Dodge County has adopted a Land Use Code which contains zoning regulations for those towns that choose to adopt County zoning.

Town of Lomira Status/Recommendation(s)

Status: Adopted County Zoning.

Recommendation(s): Continue to utilize County Zoning.

Timeline: N/A

Performance Zoning

Performance zoning is a method that permits controlled development while also being sensitive to the landscape. It tries to regulate the impacts of land uses, rather than the uses themselves, by outlining general goals for developers that they can meet in different ways. Landowners are permitted a wide variety of uses, so long as they meet certain numeric standards such as a certain density, a certain amount of open space, or certain noise, smell, or lighting level standards.

Dodge County Status

The Dodge County Land Use Code does not utilize performance based zoning.

Town of Lomira Status/Recommendation(s)

Status: Adopted County Zoning.

Recommendation(s): Continue County Zoning without the use of performance zoning.

Timeline: N/A

Overlay Zoning

Overlay zones allow special regulations within all or a portion of a zoning district or several districts. This type of zoning can be helpful if there is one particular resource that needs to be protected a consistent way, regardless of what district it is located in.

Dodge County Status

The Dodge County Land Use Code contains 11 Overlay Zoning Districts. The Overlay Districts are as follows: Shoreland Wetland; Floodplain; Environmental Protection; Airport; Highway Setback; Planned Unit Development; Land Spreading of Petroleum Contaminated Soil; Wireless Communication Facilities; Sanitary Facilities; Wind Energy System; and Nonmetallic Mining Reclamation.

Town of Lomira Status/Recommendation(s)

Status: All County Overlay Districts are in effect in Lomira, except the Airport Overlay District.

Recommendation(s): Continue to use County Overlay Districts.

Timeline: N/A

Extraterritorial Zoning

Any city or village that has a plan commission may exercise extraterritorial zoning power in the unincorporated areas surrounding the city or village. The extraterritorial zoning power may be exercised in the unincorporated areas located within three miles of the corporate limits of a first, second, or third class city, or within one and one-half miles of a fourth class city or village. Extraterritorial zoning may be initiated by a city or village adopting a resolution and providing notice of the extraterritorial area to be zoned. The city or village may unilaterally adopt an interim zoning ordinance to preserve existing zones or uses for up to two years while a comprehensive zoning plan is being prepared. A joint committee, consisting of three city or village plan commission members and three town members must approve of the plan and regulations by majority vote. Extraterritorial zoning is not commonly used in the State of Wisconsin.

Dodge County Status

In Dodge County, extraterritorial zoning power authority is exercised only by the City of Mayville in the Town of Williamstown.

Town of Lomira Status/Recommendation(s)

Status: None

Recommendation(s): Discourage the use of extraterritorial zoning in the Town.

Timeline: Whenever it is proposed by an adjacent City or Village.

Planned Unit Developments (PUDs)

Planned unit developments (also sometimes referred to as “planned development districts”) allow developers to vary some of the standards in local zoning ordinances to provide for innovative approaches that may allow for better design and arrangement of open space to protect natural resources. PUDs require flexibility from both the developer and local government.

Dodge County Status

There is a Planned Unit Development Overlay District within the Dodge County Land Use Code.

Town of Lomira Status/Recommendation(s)

Status: Adopted County Zoning.

Recommendation(s): Continue to use County Planned Unit Development Overlay District.

Timeline: N/A

Land Division/Subdivision Ordinance

Achieving the goals, objectives, and policies of the comprehensive plan will be significantly influenced by how land will be divided and developed in the future. Pursuant to Section 236 of the Wisconsin Statutes, a community, by ordinance, could review the subdivision of land within its corporate limits. A land division ordinance is a tool to control how, when, and if rural farmland, woodlands, and open spaces will be divided and developed while protecting the needs and welfare of the community. It also regulates how new lots will be made ready for future development, such as providing for adequate access (required roads, driveways), wastewater treatment, and water supply.

The impact of land division regulations is more permanent than zoning (which regulates the type of development that takes place on a parcel) because once land is divided into lots and streets are laid out, development patterns are set. Local review and regulation of future divisions of land can therefore be effective tool to realize plan goals of maintaining agriculture as a strong part of the local economy, protecting natural resources, and retaining rural character.

A community can require a new land division be in conformance with its comprehensive plan as a basis of approval. The key to implementing this objective is twofold. First, the ordinance should clearly state that consistency with the community's comprehensive plan is a criterion of approval. Secondly, the ordinance should contain a provision requiring the proponent for a land division to submit a clear and concise letter of intent as part of the land division application. The letter of intent submitted as part of the application record can be used to decide if the lot proposed to be created will adequately accommodate the future use of the property.

Development of a local land division ordinance could also incorporate "conservation design guidelines and standards" to help implement the plan goals, objectives, and policies supporting protection of the community's agricultural lands and open spaces. Conservation subdivisions are intended to be an alternative approach to the conventional lot-by-lot division of land in rural areas which spreads development evenly throughout a tract of land without regard to the natural features of the area.

The development and ultimate success of a local land division ordinance in plan implementation will require the community to address regulatory, administrative, and intergovernmental considerations. Adoption of the local land division ordinance must be consistent with State statutes and will require local administration (e.g., application review, fee collection, public hearings, inspection, enforcement, etc.).

Many rural "unzoned" communities which do not want to pursue traditional zoning often adopt a land division ordinance as a baseline needed to manage future uses. However, communities must remember a land division ordinance only affects new development which requires a land division. New uses on existing parcels remain unregulated.

Dodge County Status

Subdivision/land division regulations are contained in the County Land Use Code and are in effect in all unincorporated areas of the County.

Town of Lomira Status/Recommendation(s)

Status: Lomira has not adopted its own subdivision ordinance. The County subdivision/land division regulations apply in the Town.

Recommendation(s): Continue to utilize County subdivision/land division regulations.

Timeline: N/A

Extraterritorial Plat Review

Cities and villages that have adopted a subdivision ordinance or official map can exercise extraterritorial plat approval jurisdiction for three miles beyond the corporate limits of a first, second, or third class city and one and one-half miles beyond the limits of a fourth class city or village. Specifics relative to Extraterritorial Plat Review can be found under Wis. Stats. S.236.02(5).

Dodge County Status

The cities and villages in Dodge County utilize extraterritorial plat review.

Town of Lomira Status/Recommendation(s)

Status: The Villages of Brownsville, Lomira, and Theresa all have the ability to review plats that are proposed in the applicable areas of the Town.

Recommendation(s): Discourage the use of extraterritorial plat review in the Town.

Timeline: N/A

Driveway Ordinance

Driveway ordinances are developed to establish standards for driveways that will provide for safe and adequate access from private development to public right-of-ways, and also to maintain appropriate access spacing, access-point design, and total number of access points to public roads. In addition, a driveway ordinance provides an opportunity for local review to ensure that the driveway is providing proper access for such uses as a single-family residence which is consistent with the community's comprehensive plan. The term "driveway" is generally defined to mean private driveway, road, field road, or other means of travel through any part of a private parcel of land which connects or will connect with any public roadway. The ordinance typically only impacts new driveways or driveways which serve major land use modifications. Use of a driveway or "access" ordinance to regulate land use is limited but a significant number of towns throughout the state, due to the requirement to service existing development for emergency purposes (i.e., fire, ambulance), have adopted driveway ordinances.

Dodge County Status

The Dodge County Land Use Code contains provisions that regulate the width and spacing of driveways.

Town of Lomira Status/Recommendation(s)

Status: The Town of Lomira has adopted a driveway ordinance.

Recommendation(s): Continue to enforce Town Driveway Ordinance and amend as necessary to be consistent with Comprehensive Plan.

Timeline: N/A

Cooperative Boundary Agreements

Cooperative boundary agreements can reduce some of the conflict regarding boundary issues, including annexation, that often arise between towns and their incorporated neighbors (cities and villages). The Legislature has provided express enabling authority for these agreements. The communities involved in such agreements undertake cooperative preparation of a plan for the areas concerned. The plan for changing or maintaining boundaries, and for controlling land use and services, is sent to the Department of Administration. If the plan is approved, a contract binding the parties to it is put into effect.

Dodge County Status

In Dodge County, the only cooperative boundary agreement in effect is between the City of Watertown and the Town of Emmet.

Town of Lomira Status/Recommendation(s)

Status: Lomira does not have cooperative boundary agreements with the Villages of Brownsville, Lomira, and Theresa.

Recommendation(s): Develop boundary agreements with Cities and Villages within and near the border of the Town.

Timeline: Develop an agreement with the Villages of Brownsville and Lomira within two years of adoption of the Plan and within five years for the City of Mayville and Village of Theresa.

Official Maps

Cities, villages, and towns may adopt official maps. These maps, adopted by ordinance or resolution, may show existing and planned streets, highways, historic districts, parkways, parks, playgrounds, railroad rights of way, waterways, and public transit facilities. The map also may include a waterway only if it is included in a comprehensive surface water drainage plan. No building permit may be issued to construct or enlarge any building within the limits of these mapped areas except pursuant to conditions identified in the law.

Counties have limited official mapping powers. Counties may adopt highway-width maps showing the location and width of proposed streets or highways and the widths of any existing streets or highways which are planned to be expanded. The municipality affected by the street or highway must approve the map. Counties may also prepare plans for the future platting of lands, or for the future location of streets, highways, or parkways in the unincorporated areas of the

County. These plans do not apply to the extraterritorial plat approval jurisdiction of a city or village unless the city or village consents.

Official maps are not used frequently because few communities plan anything but major thoroughfares and parks in detail in advance of the imminent development of a neighborhood.

Dodge County Status

The Dodge County Comprehensive Plan shows the location of future roads and parks.

Town of Lomira Status/Recommendation(s)

Status: Lomira has not adopted an official map.

Recommendation(s): No recommendation.

Timeline: N/A

Annexation

Cities and villages have the power to annex given to them by the state. The power to extend municipal boundaries into adjacent unincorporated (town) lands allows a community to control development on its periphery.

Contrary to popular belief, annexation occurs at the request of town residents, not at the request of the incorporated municipality. Petitions for annexation are filed by the town landowners and the village or city acts upon the annexation petition.

Wisconsin Act 317 – Revisions to Annexation Procedures

Under this Act which was enacted in April of 2004, no city or village may annex any territory if none of the city's or village's territory is in the same county as the territory to be annexed. The Act also requires cities and villages to make payments for five years to towns that lose territory due to annexations. Cities and villages will have to pay to the town from which the land is annexed the amount of the town tax for the annexed property. The Act gives an exemption from this payment for cities and villages that have boundary agreements with the neighboring towns.

Dodge County Status

Not applicable.

Town of Lomira Status/Recommendation(s)

Status: Lomira is subject to annexation of its land from the Villages of Brownsville and Lomira. The Village of Theresa does not presently abut the Town of Lomira, but may extend its boundaries in the future.

Recommendation(s): Discourage annexation of Town land by Cities and Villages adjacent to the Town and challenge annexations that are not consistent with any approved cooperative boundary agreement.

Timeline: N/A

Specialized Ordinances

Given specific issues and needs within a particular community, a number of “specialized” ordinances may be required to locally regulate public health and safety concerns, protect private property, and avoid public nuisances. The following ordinances have received increased attention due to local issues.

Right-To-Farm Ordinance

Right-to-farm laws are designed to accomplish one or both of the following objectives: 1) to strengthen the legal position of farmers when neighbors sue them for a private nuisance; and 2) to protect farmers from anti-nuisance ordinances and unreasonable controls on farming operations. Most laws include a number of additional protections. Right-to-farm provisions may also be included in state zoning enabling laws, and farmers with land enrolled in an agricultural district may have stronger right-to-farm protection than other farmers. A growing number of counties and towns are passing their own right-to-farm legislation to supplement the protection provided by state law.

The common law of nuisances forbids individuals from using their property in a way that causes harm to others. A private nuisance refers to an activity that interferes with an individual's reasonable use or enjoyment of his or her property. A public nuisance is an activity that threatens the public health, safety or welfare, or damages community resources, such as public roads, parks, or water supplies.

Right-to-farm laws are intended to discourage neighbors from suing farmers. They help established farmers who use good management practices prevail in private nuisance lawsuits. They document the importance of farming to the state or locality and put non-farm rural residents on notice that generally accepted agricultural practices are reasonable activities to expect in farming areas. Some of these laws also limit the ability of newcomers to change the local rules that govern farming. Local right-to-farm laws often serve an additional purpose: They provide farm families with a psychological sense of security that farming is a valued and accepted activity in their town.

Dodge County Status

The Dodge County Land Use Code contains a right-to-farm section that is intended to protect and encourage the continued use and improvement of agricultural land.

Town of Lomira Status/Recommendation(s)

Status: Adopted County Zoning.

Recommendation(s): Adopt a Right to Farm Ordinance.

Timeline: Within two years of adoption of the Comprehensive Plan.

Telecommunications Ordinance

Ordinances can be used to minimize the visual effects of towers, maximize the capacity of existing towers, and reduce impacts to adjacent properties. Local governments cannot unilaterally prohibit cell towers by ordinance, zoning, or any other means. However, local governments can enact ordinances to prohibit towers from certain specially identified areas,

regulate tower height, specify minimum setbacks, require collocation strategies, and encourage landscaping and disguising techniques. An important benefit of having a telecommunications ordinance is that it provides decision-making consistency and decreases the chances of discrimination against a particular company. The ordinance provides a basis for conditional use provisions or denials. The Telecommunications Act of 1996 requires all denials to be in writing and supported by sufficient evidence. Telecommunication ordinances seek to balance business and industry needs with community character, aesthetics, and resident needs.

Dodge County Status

The Wireless Communication Facilities Overlay District within the County Land Use Code regulates telecommunication towers.

Town of Lomira Status/Recommendation(s)

Status: Lomira has adopted the County's Wireless Communication Facilities Overlay District.

Recommendation(s): Continue to use the County Wireless Communication Facilities Overlay District.

Timeline: N/A

Nuisance Ordinance

A nuisance can generally be defined as an action, or lack thereof, which creates or permits a situation that annoys, injures, or endangers the peace, welfare, order, health, or safety of the public in their persons or property. Nuisance ordinances can be defined in many ways, depending what issues are present in the community. Possible nuisances include noxious weeds, storage of vehicles, odors, noise, signs, obstruction of streets, animals, fireworks, and any number of related type nuisances. Concisely defining nuisances as well as enforcement, abatement, and recovery of costs for abatement are very important in the creation of a nuisance ordinance. A nuisance ordinance provides landowners and residents with a mechanism for identifying and preventing non-compliant situations. Authority for a town to engage an action to recover damages or abate a public nuisance is granted under Chapter 823 of the Wis. Stats. Although a town may pursue action through the State Department of Justice to prosecute the action, most Wisconsin municipalities pursue developing a local public nuisance ordinance because the statute does not specifically address all potential nuisance situations.

Further, there are some practical but nevertheless important reasons for developing a local ordinance. They include: 1) the ability to set a minimum and a maximum forfeiture amount; 2) the ability to decide a protocol for providing notice and the time to cure or abate the nuisance; and 3) the ordinance can state that the unpaid bill for the cost of abating the nuisance can be placed on the tax bill as a special charge. Most public nuisance ordinances cover five (5) broad areas. They include:

- ♦ Noxious weeds.
- ♦ Environmental health.
- ♦ Morality (sexually oriented businesses).
- ♦ Public safety and peace.
- ♦ Junk vehicle or equipment.

Dodge County Status

The County Land Use Code contains a section on operational compatibility standards and also regulates junk vehicles.

Town of Lomira Status/Recommendation(s)

Status: Adopted County Zoning. The Town of Lomira has adopted a Nuisance Ordinance.

Recommendation(s): Continue to enforce Town Nuisance Ordinance and amend as necessary to be consistent with Comprehensive Plan.

Timeline: Within two years of adoption of Comprehensive Plan.

Sign Ordinances

A sign ordinance restricts the type, size, and location of signs within a community. It also often restricts the types of materials that can be used to construct signs. These ordinances can regulate signage to achieve a number of community values such as improved property values, public safety, and glare control. Counties, towns, cities, and villages may all adopt sign ordinances and billboard regulations.

Dodge County Status

Signs are regulated through the Dodge County Land Use Code.

Town of Lomira Status/Recommendation(s)

Status: Adopted County Zoning.

Recommendation(s): Continue County Zoning.

Timeline: N/A

Historic Preservation Ordinances

The objectives of a comprehensive plan which note the need to preserve important historic structures and sites can be implemented through the adoption of a historic preservation ordinance. These ordinances are meant to protect historic buildings and districts. Counties, towns, cities, and villages have express authority to enact historic preservation ordinances. In addition, the Wisconsin Legislature has determined that historic preservation is such an important objective that all cities and villages that contain any property listed on either the national register of historic places or the state register of historic places must enact an historic preservation ordinance to regulate historic or archeological landmarks and historic districts in an effort to preserve those landmarks.

Dodge County Status

Dodge County has not adopted a historic preservation ordinance.

Town of Lomira Status/Recommendation(s)

Status: Lomira has not adopted a Historic Preservation Ordinance.

Recommendation(s): No recommendation.

Timeline: N/A

Design Review

Design review involves the review and regulation of the design of buildings and their sites. Design review standards are often included as part of zoning and subdivision ordinances. They seek to protect communities from multi-family, commercial, industrial, and institutional development which would detract from the appearance of the community and reduce property values. Such an ordinance is especially recommended for communities with buildings of historic or architectural importance and where tourism is a major economic activity.

Dodge County Status

Design review standards are included as part of the County Land Use Code.

Town of Lomira Status/Recommendation(s)

Status: Adopted County Zoning.

Recommendation(s): Continue County Zoning.

Timeline: N/A

Other Ordinances

The Wisconsin Towns Association also recommends that all towns, villages, and cities should strongly consider adopting the following “basic” ordinances. Most of these ordinances are considered nuisance type ordinances. They include:

1. An ordinance to regulate specific operations (e.g., nude dancing).
2. An ordinance to regulate mobile homes and mobile home parks.
3. An ordinance on town and city/village board/council meeting procedures and town board and village/city administration of the community.
4. An ordinance regulating billboards.
5. An ordinance regulating events and large assemblages.
6. An ordinance to regulate fire control in fire regulation and reimbursement for fire costs.
7. An ordinance to regulate vehicle road weight limits, truck routes and other road uses.
8. An ordinance to regulate use of roadways by snowmobiles, ATVs, and horses.
9. An ordinance to regulate dogs running at large.
10. An ordinance to regulate unlicensed motor vehicles.
11. An ordinance to regulate landspreading of certain wastes.

Dodge County Status

The Dodge County Land Use Code regulates billboards, mobile home parks, meeting procedures, large events, and land spreading of petroleum contaminated soils.

Town of Lomira Status/Recommendation(s)

Status: Lomira has adopted County Zoning.

Recommendation(s): No recommendation.

Timeline: N/A

Intergovernmental Agreements

Any municipality may contract with other municipalities to receive or furnish services or jointly exercise power or duties required or authorized by law. The term “municipality” is defined to include the state, counties, cities, villages, towns, school districts, sanitary districts, public library systems, regional planning commissions, and other governmental and quasi-governmental entities. The requirements and procedures set forth for intergovernmental agreements are minimal. Such arrangements can prove useful in the implementation of a plan by facilitating efficient provision of public facilities and services. In Dodge County, intergovernmental agreements have been used to execute cooperation between communities for services such as fire and emergency rescue.

Dodge County Status

Mutual aid agreements exist between communities throughout the county to address police, fire, and ambulance service. Other informal and formal agreements exist between communities to address sharing services and facilities such as parks, road maintenance, snowplowing, and library funding.

Town of Lomira Status/Recommendation(s)

Status: Fire service protection, as well as emergency medical services, is provided through agreements with the Brownsville, Knowles, Lomira, Mayville, and Theresa Fire Departments.

Recommendation(s): Continue agreements with surrounding communities for police protection and emergency medical services.

Timeline: Review agreements annually.

Building and Housing Codes

Cities, villages, towns, and counties may enact building and sanitary codes. Building codes are sets of regulations that set standards for the construction of buildings in a community. Building codes ensure that new and altered construction will be safe. These codes must conform to the State building, plumbing, and electrical codes. Housing codes define standards for how a dwelling unit is to be used and maintained after it is built. To enforce the codes, inspections are required by the local municipality. This code is concerned with keeping housing from falling into dilapidation and thus keeping neighborhoods from falling into blight.

Dodge County Status

The County has not adopted a building code or housing code.

Town of Lomira Status/Recommendation(s)

Status: Lomira is required by State statute to enforce the uniform dwelling code.

Recommendation(s): Continue enforcing the uniform dwelling code.

Timeline: N/A

9.3 Non-Regulatory Land Use Management Tools

There are several non-regulatory options available to local municipalities to influence local land use. The following tools were considered as part of the planning process.

Acquisition Tools

Land Acquisition

Communities and non-profit conservation organizations can acquire land for conservation purposes simply by purchasing it outright. This is recommended when public access to the property is required.

Dodge County Status

The County has purchased land for park and recreational purposes in the past.

Town of Lomira Status/Recommendation(s)

Status: The Town has not purchased land for conservation purposes in the past.

Recommendation(s): No recommendation.

Timeline: N/A

Conservation Easements

Conservation easements limit land to specific uses and thus protect it from development. These voluntary legal agreements are created between private landowners (grantors) and qualified land trusts, conservation organizations, or government agencies (grantees). Conservation easements may be purchased but are frequently donated by conservation-minded landowners. Grantors can receive federal tax benefits as a result of donating easements. Grantees are responsible for monitoring the land and enforcing the terms of the easements. Easements can be tailored to the unique characteristics of the property and the interests of the landowner. Easements may apply to entire parcels of land or to specific parts of a property. The easement is recorded with the deed to the property to limit the future uses of the land as specified in the easement. Land protected by conservation easements remains on the tax roll and is privately owned and managed.

Dodge County Status

The County has not purchased or accepted conservation easements in the past.

Town of Lomira Status/Recommendation(s)

Status: None

Recommendation(s): No recommendation.

Timeline: N/A

Purchase of Development Rights (PDR)

The purchase of development rights is a land conservation tool that communities can use to protect important natural resources such as farmland, hillsides, and wetlands. Under a PDR program, a unit of government (city, village, town, county, or state) or a nonprofit conservation organization (such as a land trust) purchases a conservation easement that limits the use of the land to accomplish a certain purpose, including protecting the land from development. The rights purchased are recorded in a conservation easement. PDR programs are voluntary and participants retain ownership of their land. They can sell or transfer their property at any time; but, because of the easement, the land is permanently protected from certain types of development.

Dodge County Status

No purchase of development rights program exists in Dodge County.

Town of Lomira Status/Recommendation(s)

Status: No purchase of development rights program.

Recommendation(s): Evaluate the adoption of a Purchase of Development Rights (PDR) Program.

Timeline: Within two years of Plan adoption.

Fiscal Tools

Capital Improvements Program (CIP)

The capital improvements program is a way of implementing issues related to capital facilities specified in a plan. Capital improvements are those projects which require the expenditure of public funds for the acquisition, construction, or replacement of various public buildings such as police and fire halls, schools, and city/village/town halls; roads and highways; water and sewer facilities; and parks and open space.

A capital improvements program is a listing of proposed public projects according to a schedule of priorities, usually over a five year programming period. A CIP allows local communities to plan for capital expenditures and minimize unplanned expenses. Sources of funding for capital improvements include impact fees, subdivision requirements, special assessments, and revenue or general obligation bonding.

The usefulness of the CIP depends upon the community properly budgeting for expenditures as part of the community's annual capital improvements budget.

Dodge County Status

The County adopts a five year capital improvement program annually.

Town of Lomira Status/Recommendation(s)

Status: Lomira does not prepare a Capital Improvement Program.

Recommendation(s): No recommendation.

Timeline: N/A

Impact Fees

Cities, villages, towns, and counties may impose impact fees. Impact fees are financial contributions imposed on developers by a local government as a condition of development approval.

Impact fees are one response to the growing funding gap in infrastructure dollars between revenues and needs. Impact fees help shift a portion of the capital cost burden of new development to developers in an effort to make new development responsible for serving itself rather than raising taxes on existing development. Local governments can use impact fees to finance highways and other transportation facilities, sewage treatment facilities, storm and surface water handling facilities, water facilities, parks and other recreational facilities, solid waste and recycling facilities, fire and police facilities, emergency medical facilities, and libraries. Impact fees cannot be used to fund school facilities. Furthermore, counties cannot use impact fees to fund highways and other transportation related facilities.

Dodge County Status

The County charges a \$200 park and recreation fee for each new residential lot or new housing unit created.

Town of Lomira Status/Recommendation(s)

Status: None

Recommendation(s): Consider impact fee for land divisions, which would be used for the purchase of Town parks, recreation, and open space.

Timeline: Within two years of plan adoption.

Tax Increment Financing Districts

Wisconsin towns recently gained a new tool to help promote rural development in Wisconsin with passage of new legislation in 2004. This new legislation provides towns the authority to use the tax incremental financing authority that cities and village have been using for years, to provide infrastructure for tourism, agriculture, and forestry projects in towns.

The new law will give an optional tool to help site projects in towns across the state when special infrastructure needs such as all weather roads, power lines, or improved rail connections are needed to create new or expanded tourism, agricultural, and forestry projects. An example of the type of project this tool could be used for is to provide a town highway that could carry heavy truck traffic to such a facility as an ethanol production plant or large livestock facility. A new or improved town highway could be constructed to allow the new facility to be located in more remote areas of the state, thus reducing potential land use conflicts with neighbors, yet avoiding placing the burden of the new improvement on the remainder of the town taxpayers.

This new legislation gives towns similar authority for tax incremental financing as cities and villages, but is limited to the type of rural development in tourism, agriculture, and forestry that

does not compete with cities and villages. According to the Wisconsin Towns Association, this bill helps promote rural development as a part of the “Grow Wisconsin” efforts of the current Administration and the Assembly Republican “Agriculture Renewal” initiative.

Dodge County Status

Not applicable.

Town of Lomira Status/Recommendation(s)

Status: Lomira has not established a Tax Increment Financing District.

Recommendation(s): Consider future establishment of a TIF District.

Timeline: N/A

9.4 Integration and Consistency of Comprehensive Plan Elements

Comprehensive planning legislation requires that the Implementation element describe how each of the nine elements of the comprehensive plan will be integrated and made consistent with the other elements of the plan. The planning process that was used to create the Town of Lomira Year 2030 Comprehensive Plan required all elements of the plan to be produced in a simultaneous manner. No elements were created independently from the other elements of the plan, therefore eliminating the threat of inconsistency. There are no known inconsistencies within the plan or individual elements or between goals, objectives, policies, and recommendations.

Over time, the threat of inconsistency between the plan and existing conditions will increase, requiring amendments and/or updates to be made. Over time, additional plans regarding specific features within the community may also be developed (i.e., outdoor recreation plan, farmland preservation plan, downtown development plan). The process used to develop any further detailed plans should be consistent with this Town of Lomira Year 2030 Comprehensive Plan.

9.5 Mechanisms to Measure Comprehensive Plan Progress

Comprehensive planning legislation requires that the implementation element provide a mechanism to measure community progress toward achieving all aspects of the comprehensive plan. One acceptable method to do this is to evaluate two primary components. The two components, policies and recommendations, are listed within each identified plan element (usually the last sections within each element).

To measure the effectiveness of an adopted policy, the community must determine if the policy has met the intended purpose. For example, the Town has listed a policy under Section 3, the Transportation element, which states, “Dead-end roads and cul-de-sacs should be avoided whenever possible.” To determine whether the policy is achieving the community’s intention a “measure” must be established. In the case of this policy, the measure is simply how many dead-end roads or cul-de-sacs have been constructed since the plan’s adoption. Each listed policy within each element should be reviewed periodically to determine the plan’s effectiveness.

Likewise, recommendations listed within each element can be measured. For recommendations, the ability to “measure” progress toward achievement is very straight forward in that the recommendations have either been implemented or they have not.

To ensure the plan is achieving intended results, periodic reviews should be conducted by the Plan Commission and results reported to the governing body and the public.

9.6 Comprehensive Plan Amendments

The Town of Lomira should regularly evaluate its progress toward achieving the goals, objectives, policies, and recommendations within the comprehensive plan. It may be determined that amendments are needed to maintain the effectiveness and consistency established within the plan. Amendments are minor changes to the overall plan and should be done after careful evaluation to maintain the plan as a tool upon which decisions are based.

According to comprehensive planning legislation, the same process that was used to initially adopt the plan shall also be used when amendments are made. The Town of Lomira should be aware that as more compliant plans are developed, the amendment procedure may be clarified or changed and should therefore be monitored.

9.7 Comprehensive Plan Updates

Comprehensive planning statutes require that the comprehensive plan be updated at least once every 10 years. An update requires revisiting the entire planning document. Unlike an amendment, an update often includes a substantial re-write of the text, an updating of the inventory and tables, and substantial changes to maps, if necessary. The plan update process should be planned for in a similar manner as was allowed for the initial creation of this plan, including similar time and funding allotments. State statutes should also be monitored for any changes and new or removed language.

9.8 Implementation Goals and Objectives

The following are the goals and objectives developed by the Town of Lomira regarding implementation.

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

Objectives

1. Develop an “action plan” as part of the implementation element to assist the Plan Commission, Town Board, and other jurisdictions with the administration of the comprehensive plan.
2. Encourage citizen participation in order to increase local input in the decision making process.
3. Provide for annual review of the Comprehensive Plan for consistency with the goals, objectives, maps, policies, and recommendations.

9.9 Implementation Policies and Recommendations

Policies and recommendations build on goals and objectives by providing more focused responses and actions to the goals and objectives. Policies and recommendations become the tools that the community should use to aid in making land use decisions. Policies that direct action using the words “will” or “shall” are advised to be mandatory and regulatory aspects of the implementation of the comprehensive plan. In contrast, those policies that direct action using the word “should” are advisory and intended to serve as a guide.

Policies

1. All proposed developments shall be reviewed for consistency with the Town of Lomira Comprehensive Plan.
2. Comprehensive Plan amendments should be considered at a maximum of only two public hearings held each calendar year.
3. Land use controls shall be consistent with the policies and recommendations of the comprehensive plan.
4. The Plan Commission shall have the responsibility to make recommendations to the Town Board regarding land use and development proposals.
5. The Town Board and Plan Commission shall enforce plan goals, objectives, policies, recommendations, and programs.
6. A periodic review of the comprehensive plan will be done by the Plan Commission with public involvement to evaluate the plan in an unbiased manner.

Recommendations

Recommendations are specific actions or projects that the community should be prepared to complete. The completion of these actions and projects are consistent with the community’s policies, and therefore will help fulfill the comprehensive plan goals and objectives.

1. Develop a “flowchart” of zoning and land division procedures to assist the Plan Commission, Town Board, and Town citizens.
2. Continue to work with the Dodge County Planning and Development Department to assist with the implementation of land use management tools.

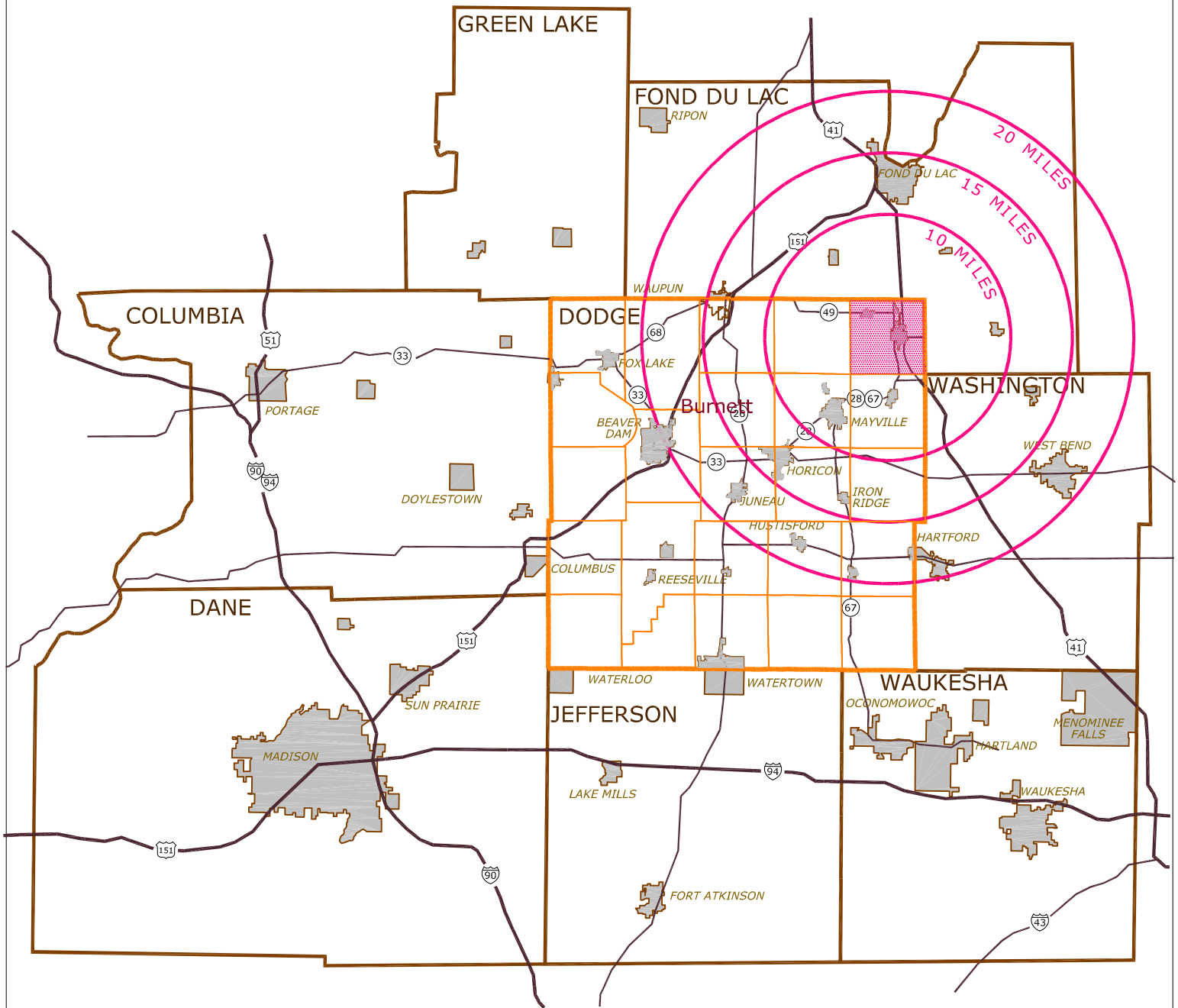
9.10 Implementation Programs

The following programs are currently utilized by the community or are available for use by the community to implement the goals, objectives, policies, and recommendations identified.

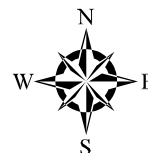
Wisconsin Department of Natural Resources (WDNR), Plan Implementation Tools

The WDNR offers a listing of implementation tools through its web-site including zoning and model ordinances, resource-based planning tools, and planning related grants and funding.

Map 1-1 Regional Setting Town of Lomira, Dodge County, Wisconsin



- | | |
|-----------------------|----------------------------|
| U.S. Highway | Dodge County Town Boundary |
| State Highway | City or Village |
| County Boundary | Municipality Site |
| Dodge County Boundary | Site Radius Boundary |

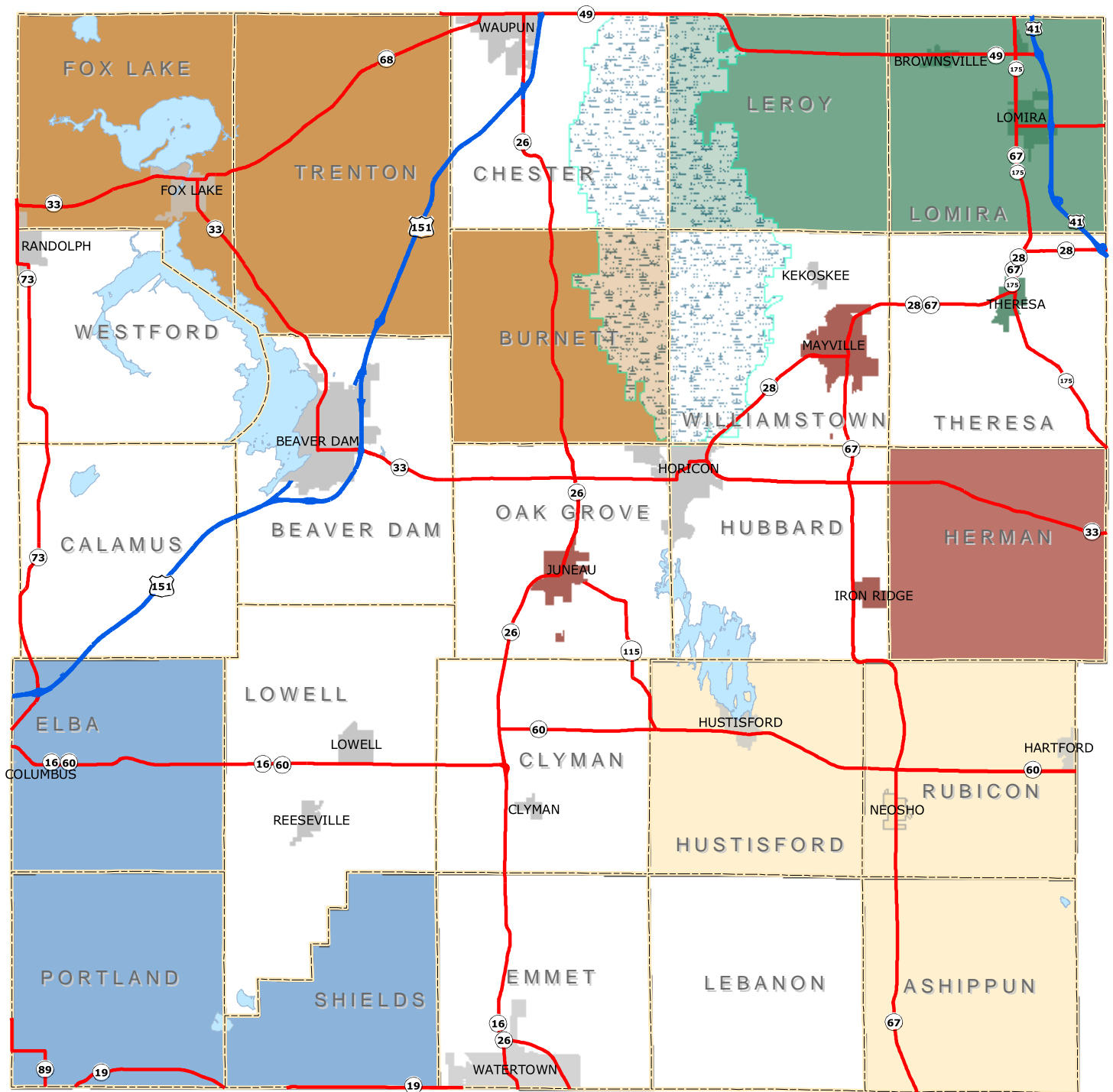


0 10 15 20 25
SCALE: 1 INCH = APPROX. 12 MILES

Dodge County
Planning and Development
Department



Map 1-2, Multi-jurisdictional Plan Groupings Dodge County, Wisconsin



Legend

- | | |
|--|---|
| Towns of Leroy, Lomira, and Villages of Lomira, Brownsville, and Theresa | Town Boundaries |
| Towns of Trenton, Fox Lake, and Burnett | Municipalities (Not Participating) |
| Towns of Rubicon, Ashippun, and Hustisford and Village of Neosho | U.S. Highway |
| Towns of Elba, Portland, and Shields | State Highway |
| Town of Herman, Village of Iron Ridge, and Cities of Mayville and Juneau | Horicon Marsh |
| Towns Not Participating | Lake |



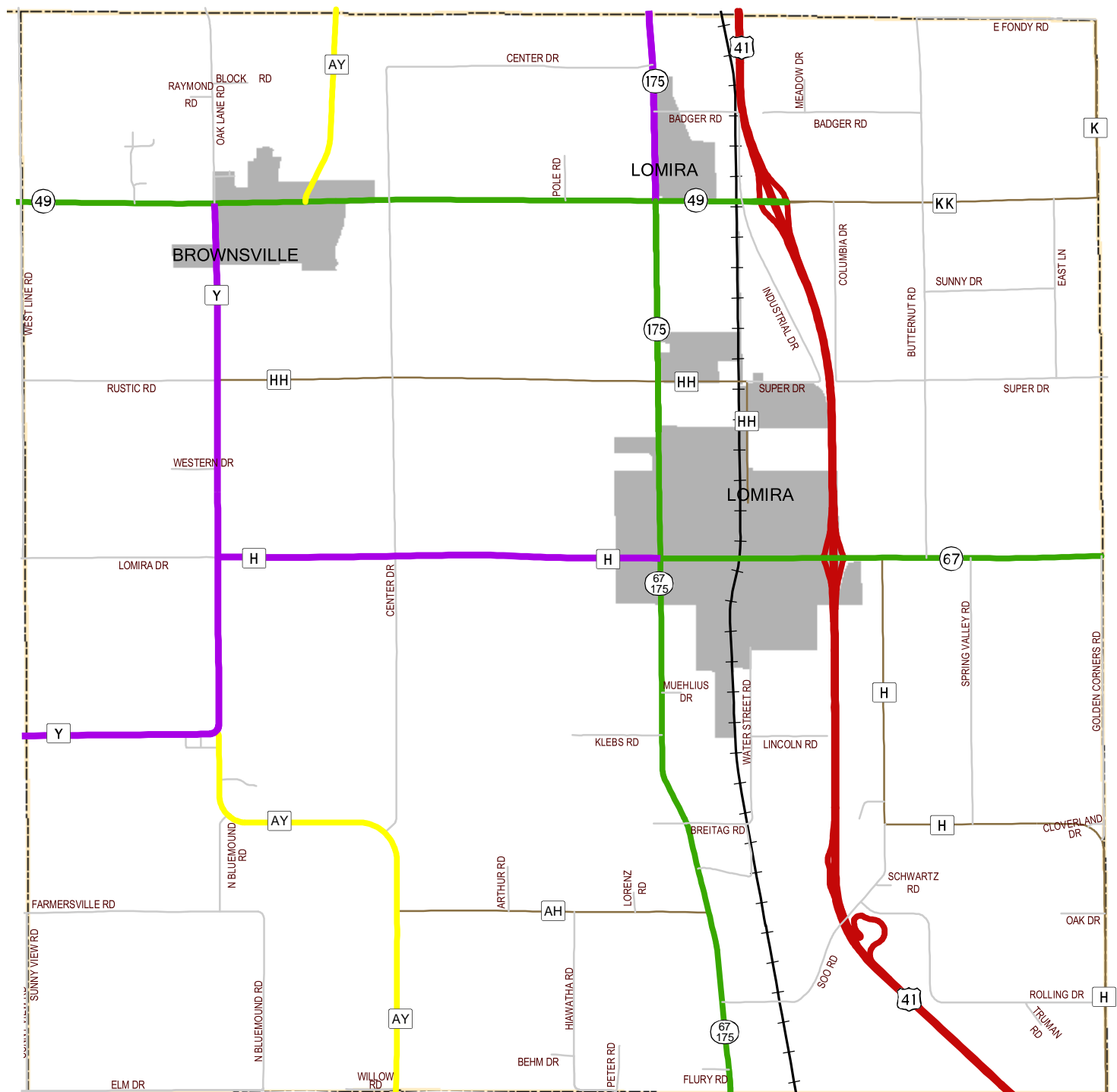
Dodge County
Planning and Development
Department



Source: Dodge County Planning and Development Department, April 2004

0 2.5 5 10 Miles

Map 3-1, Functional Classification of Highways & Location of Railroads and Airports Town of Lomira, Dodge County, Wisconsin



Legend

Functional Roadway Classification

- Principal Arterials
- Minor Arterials
- Major Collectors
- Minor Collectors
- Local

- Railroads
- Airport
- Town Boundaries
- Municipalities
- Lake

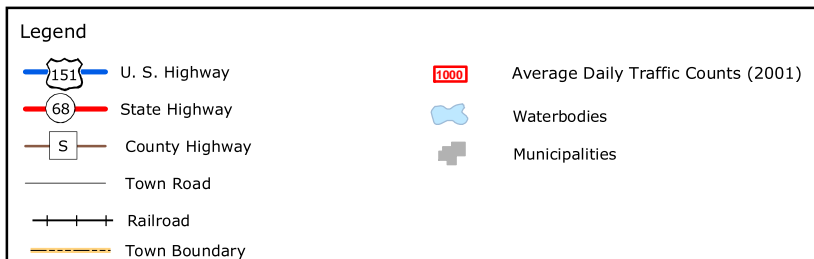
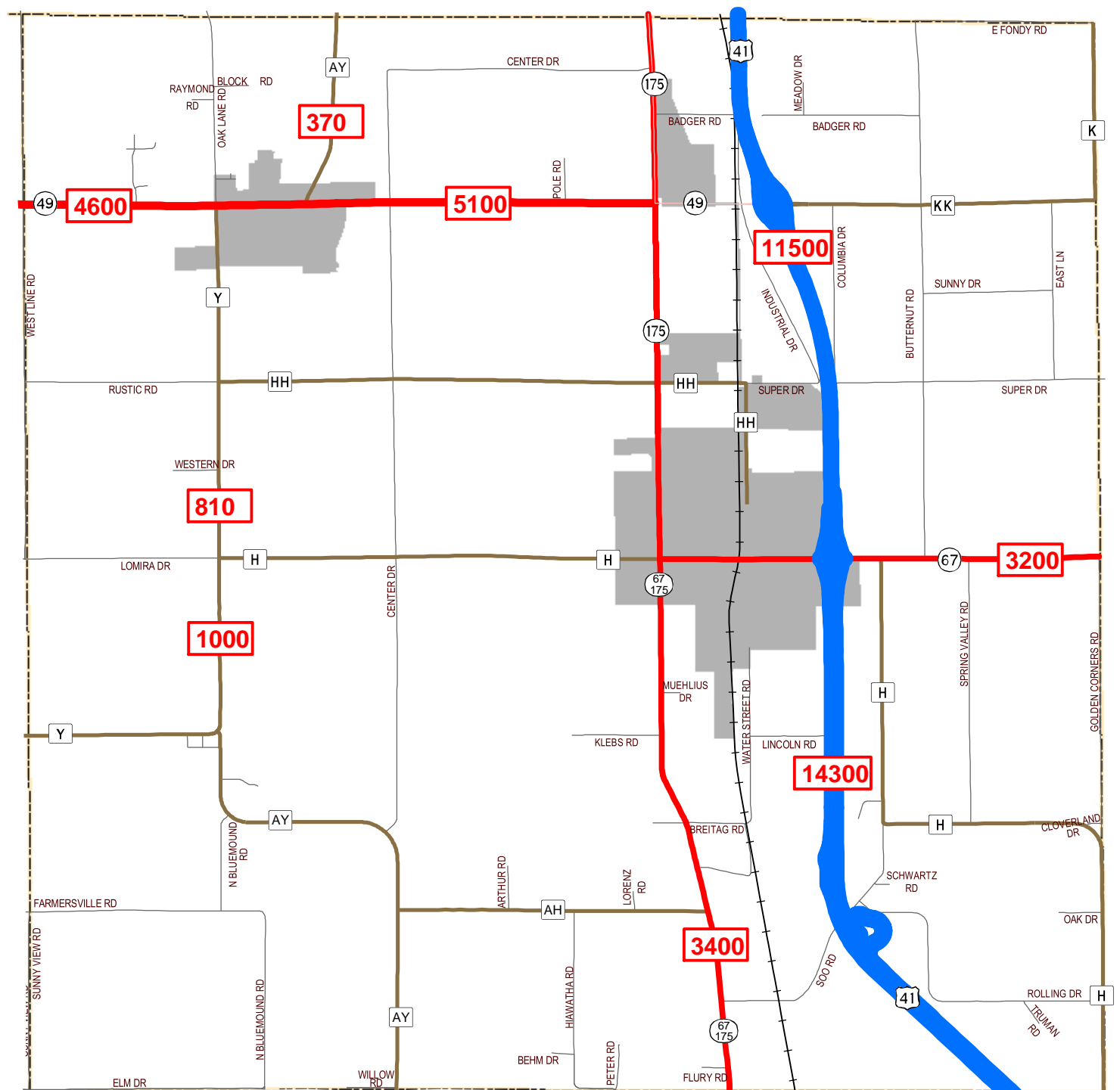
Dodge County
Planning and Development
Department

Dodge County Wisconsin

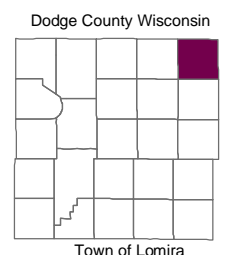
Town of Lomira

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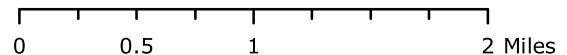
Map 3-2, Average Daily Traffic Counts
Town of Lomira, Dodge County, Wisconsin



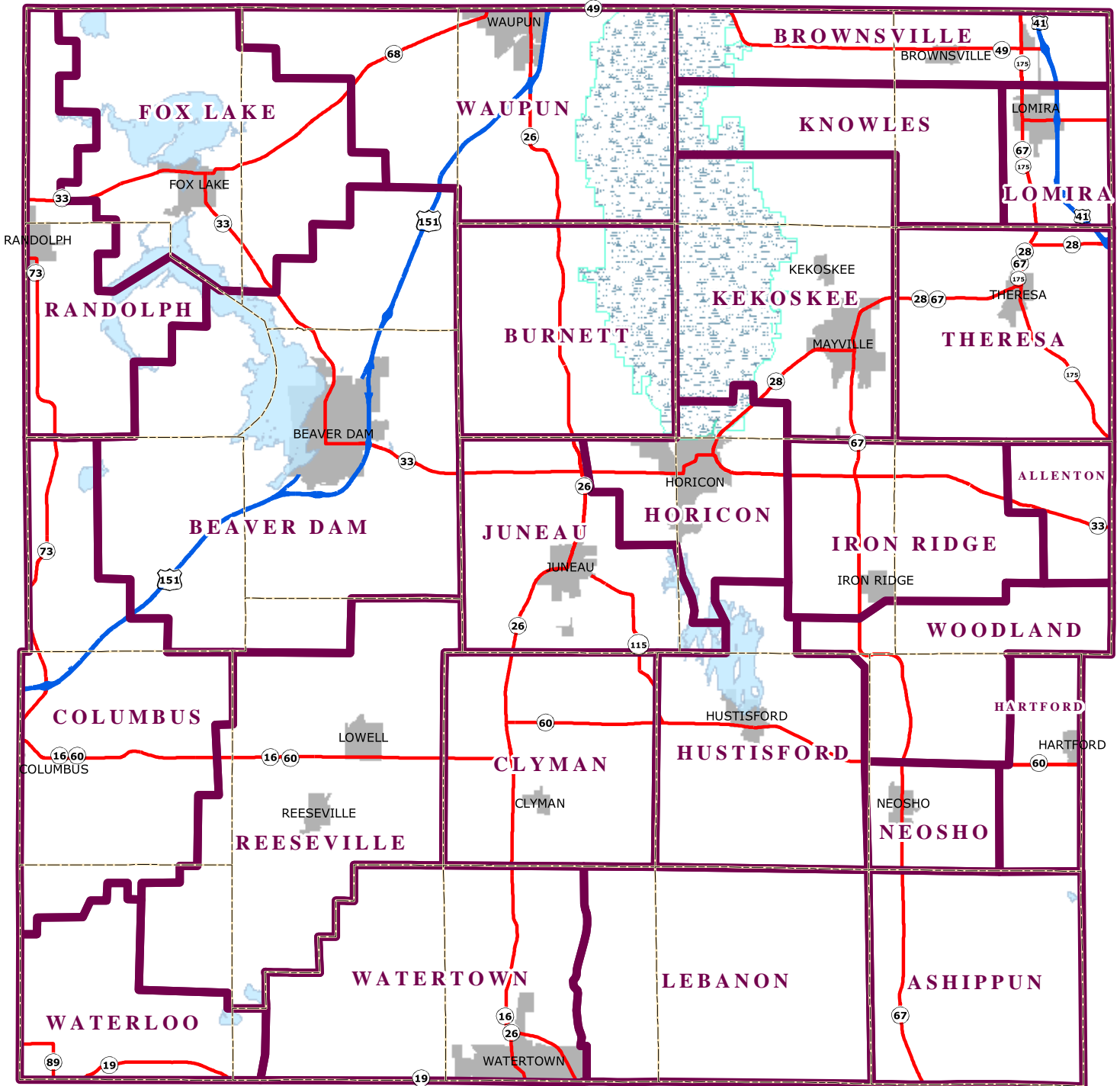
Dodge County
Planning and Development
Department



Source: Dodge County Planning and Development Department, November 2004



Map 4-1, Fire Emergency Service Areas Dodge County, Wisconsin



Legend

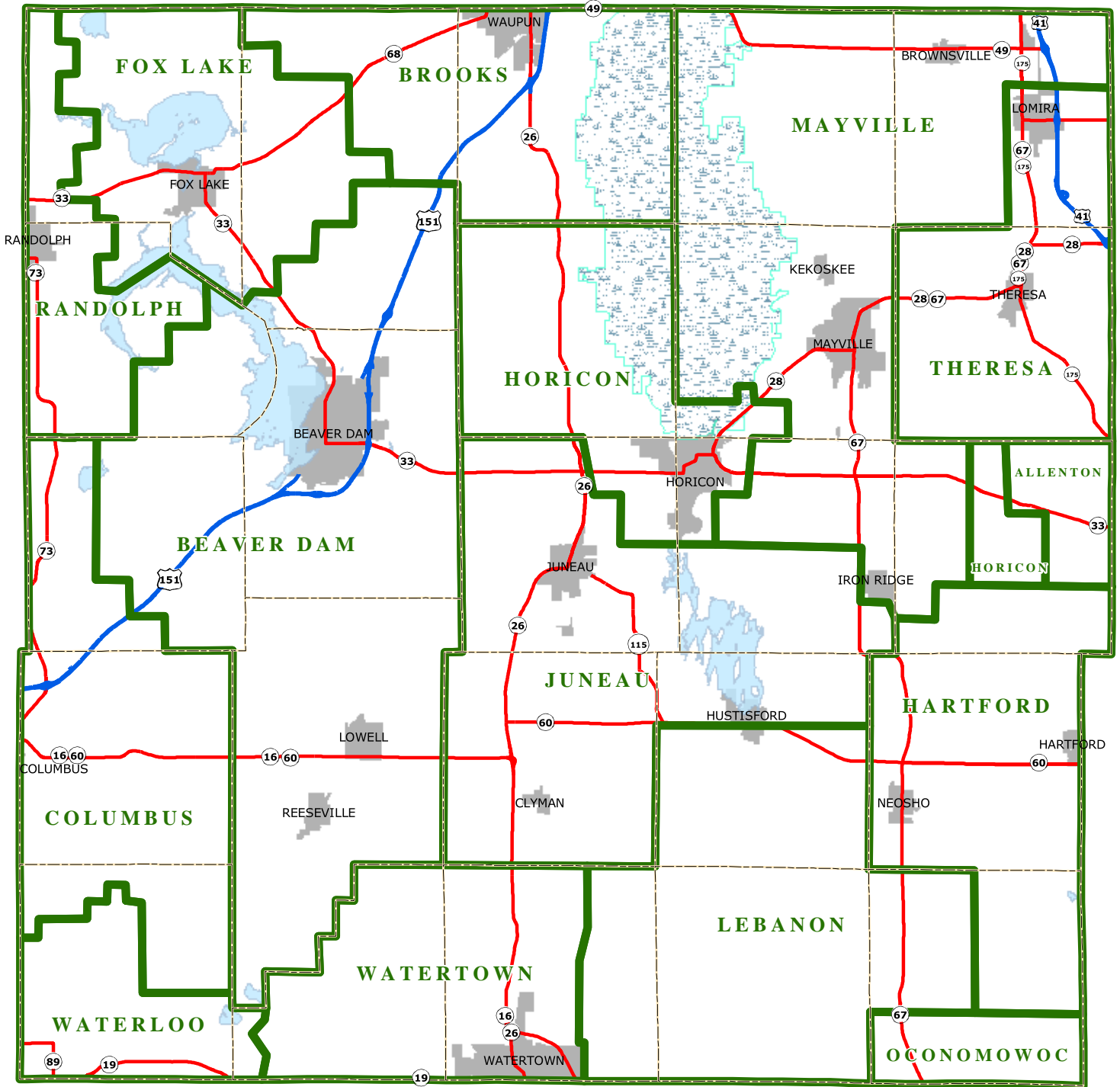
- U.S. Highway
- State Highway
- Town Boundaries
- Municipalities
- Fire Dispatch Regions
- Horicon Marsh
- Lake



Dodge County
Planning and Development
Department

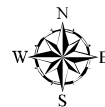


Map 4-2, Emergency Medical Service Areas Dodge County, Wisconsin



Legend

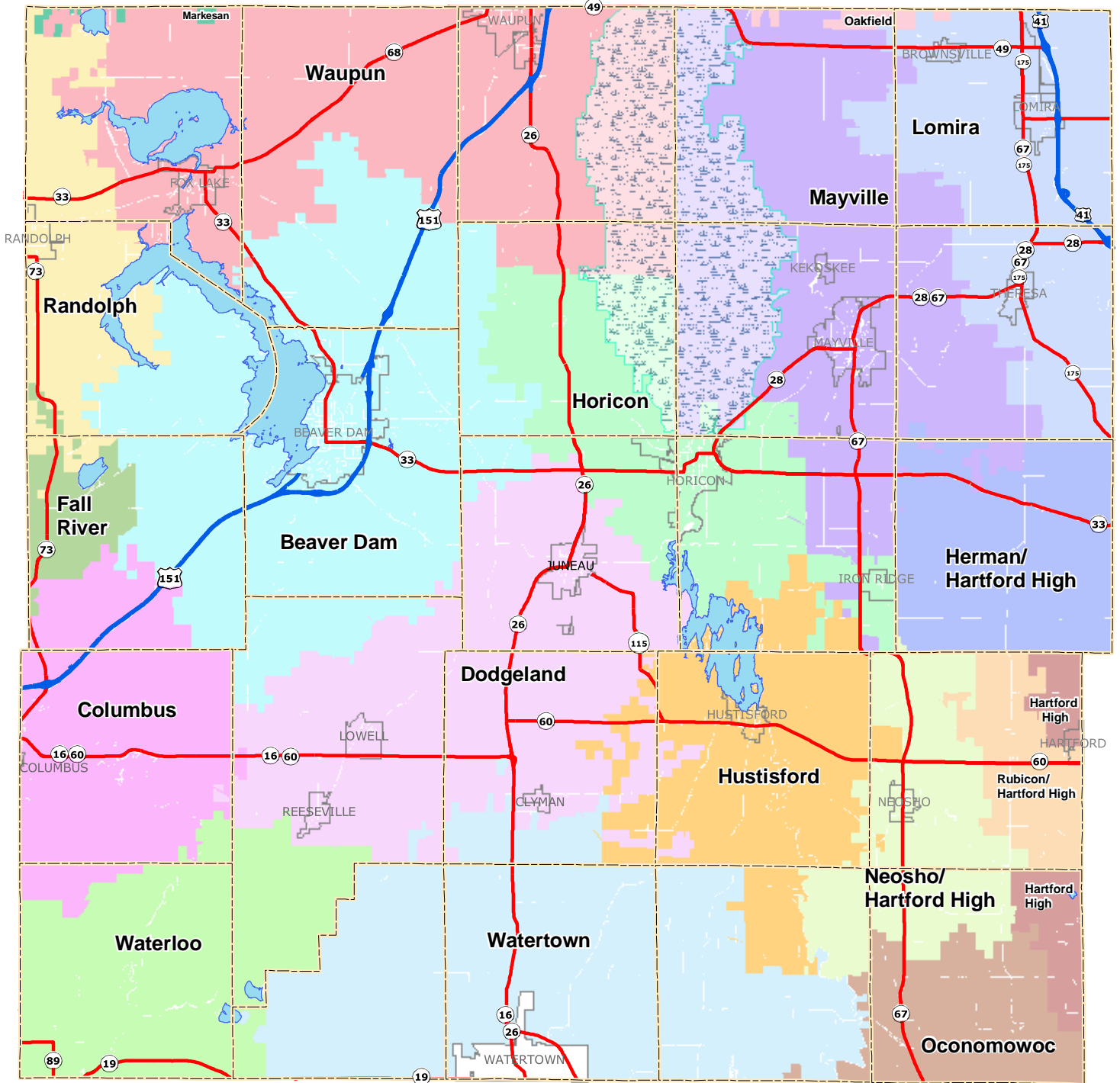
- U.S. Highway
- State Highway
- Town Boundaries
- Municipalities
- EMS Dispatch Regions
- Horicon Marsh
- Lake



Dodge County
Planning and Development
Department



Map 4-3, School District Boundaries Dodge County, Wisconsin



Legend

- U.S. Highway
- State Highway
- Town Boundaries
- Municipalities
- Horicon Marsh
- Lake

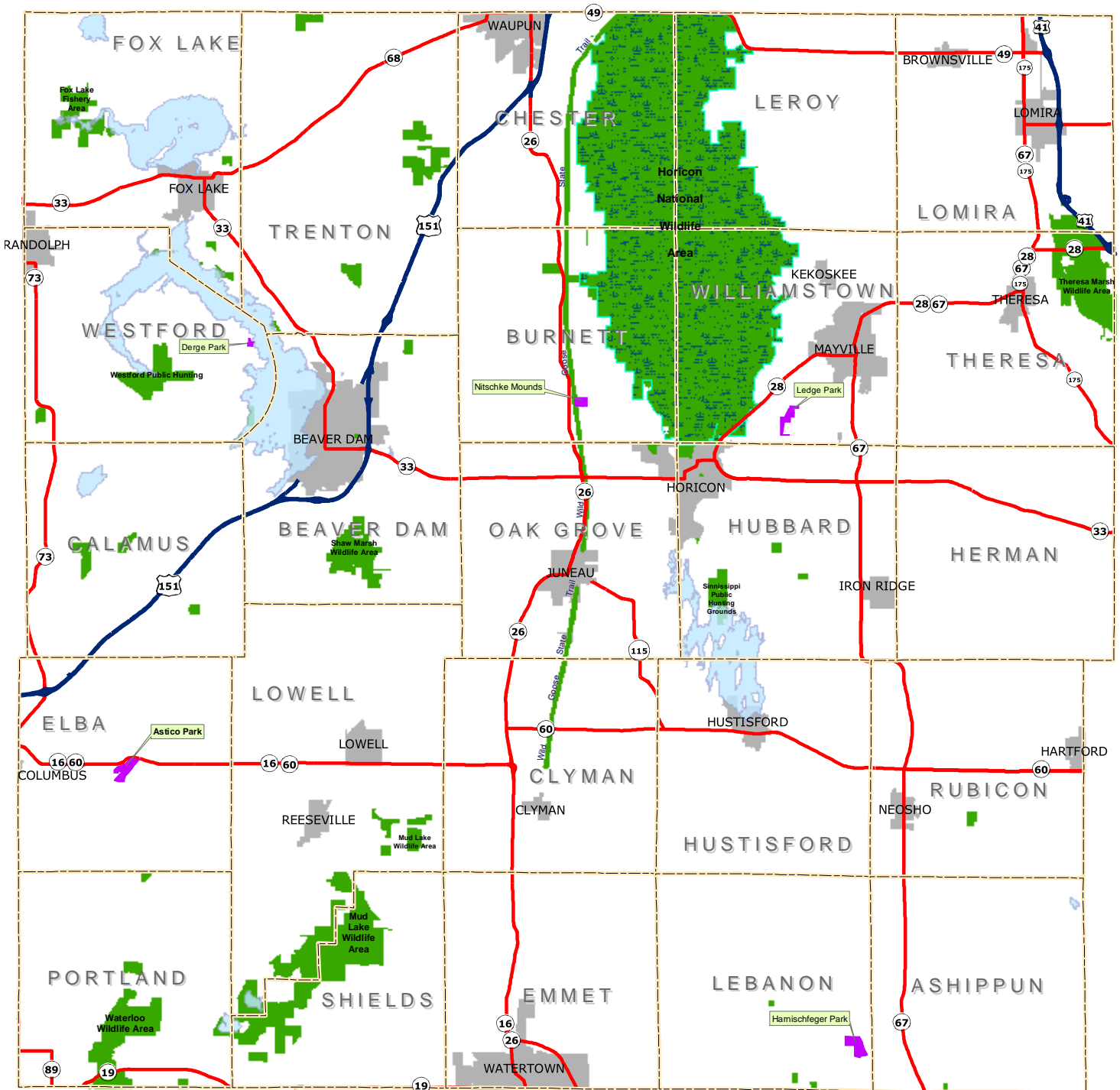
School Districts

- Beaver Dam
- Columbus
- Fall River
- Hartford High
- Herman/Hartford High
- Horicon
- Hustisford
- Dodge
- Lomira
- Mayville
- Neosho/Hartford High
- Oakfield
- Oconomowoc
- Randolph
- Rubicon/Hartford High
- Waterloo
- Watertown
- Waupun

Dodge County
Planning and Development
Department

0 2.5 5 10 Miles

Map 4-4, County, State, & Federal Recreation Areas Dodge County, Wisconsin



Legend

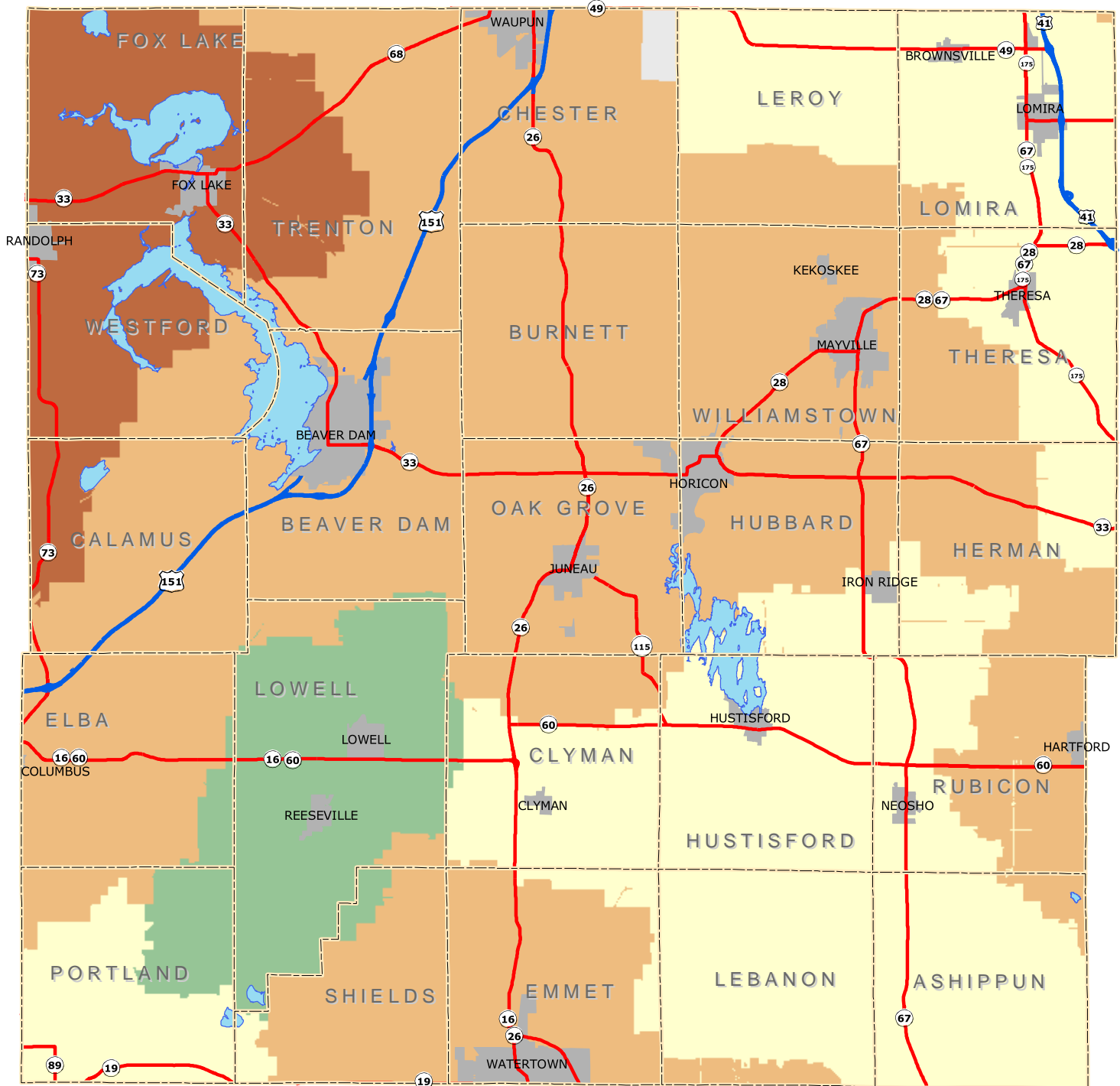
- | | |
|-----------------|------------------------------------|
| U.S. Highway | County Recreation Areas |
| State Highway | Federal and State Recreation Areas |
| Town Boundaries | Horicon Marsh |
| Municipalities | Lake |



Dodge County
Planning and Development
Department



Map 4-5, Telephone Service Providers Dodge County, Wisconsin



Legend

- | | |
|-----------------|----------------------------------|
| U.S. Highway | Century Tel, Inc. |
| State Highway | SBC WI |
| Town Boundaries | Telephone and Data Systems, Inc. |
| Municipalities | Unassigned Territory |
| | Verizon North, Inc. |
| | Lake |

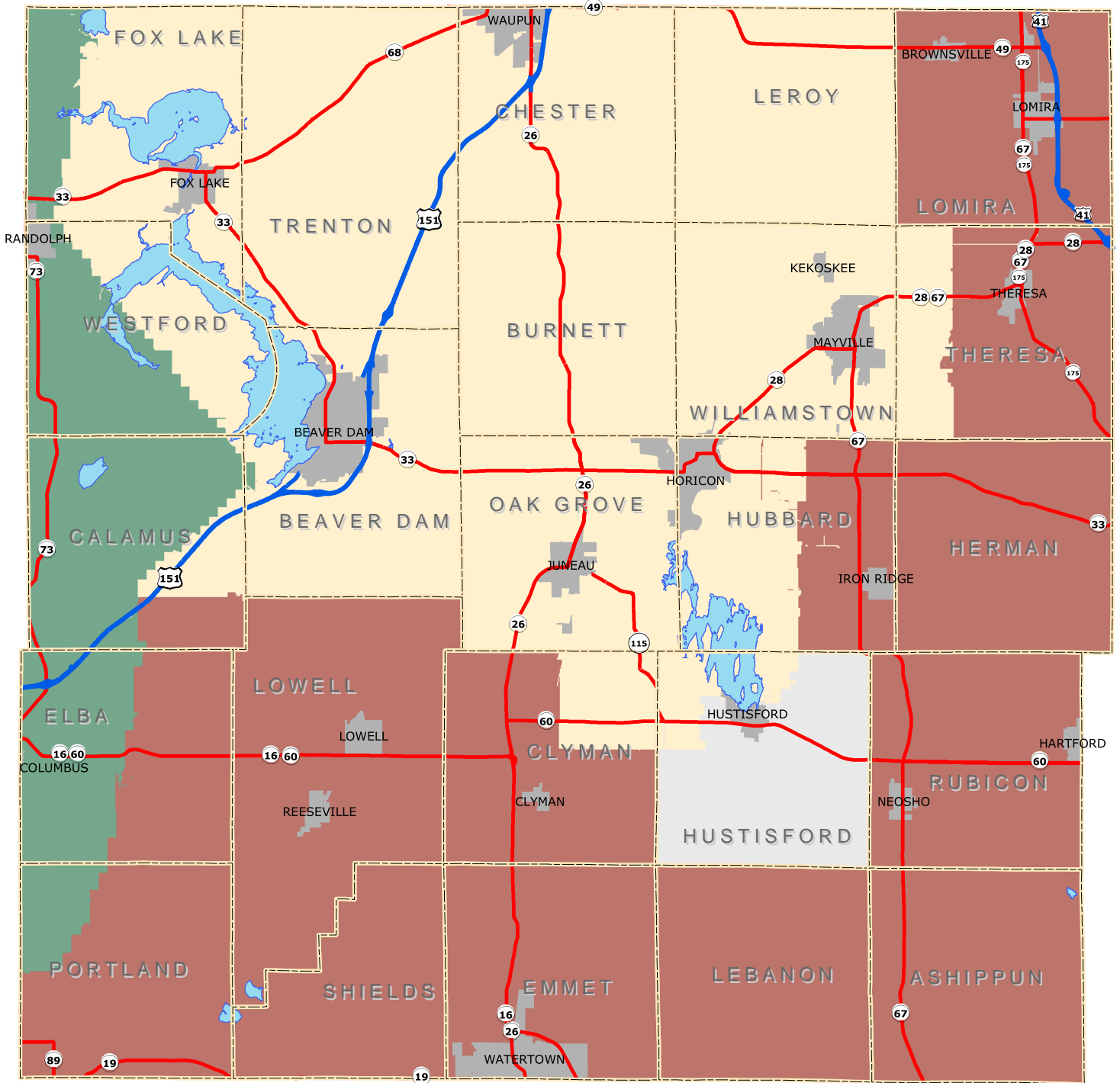


Dodge County
Planning and Development
Department



0 2.5 5 10 Miles

Map 4-6, Electric Utilities and Cooperatives Dodge County, Wisconsin



Legend

- U.S. Highway
- State Highway
- Town Boundaries
- Municipalities
- Lake
- Columbus Rural Electric Cooperative
- Municipalities (serving beyond corporate limits)
- Wisconsin Electric Power Co. (private)
- Alliant Energy

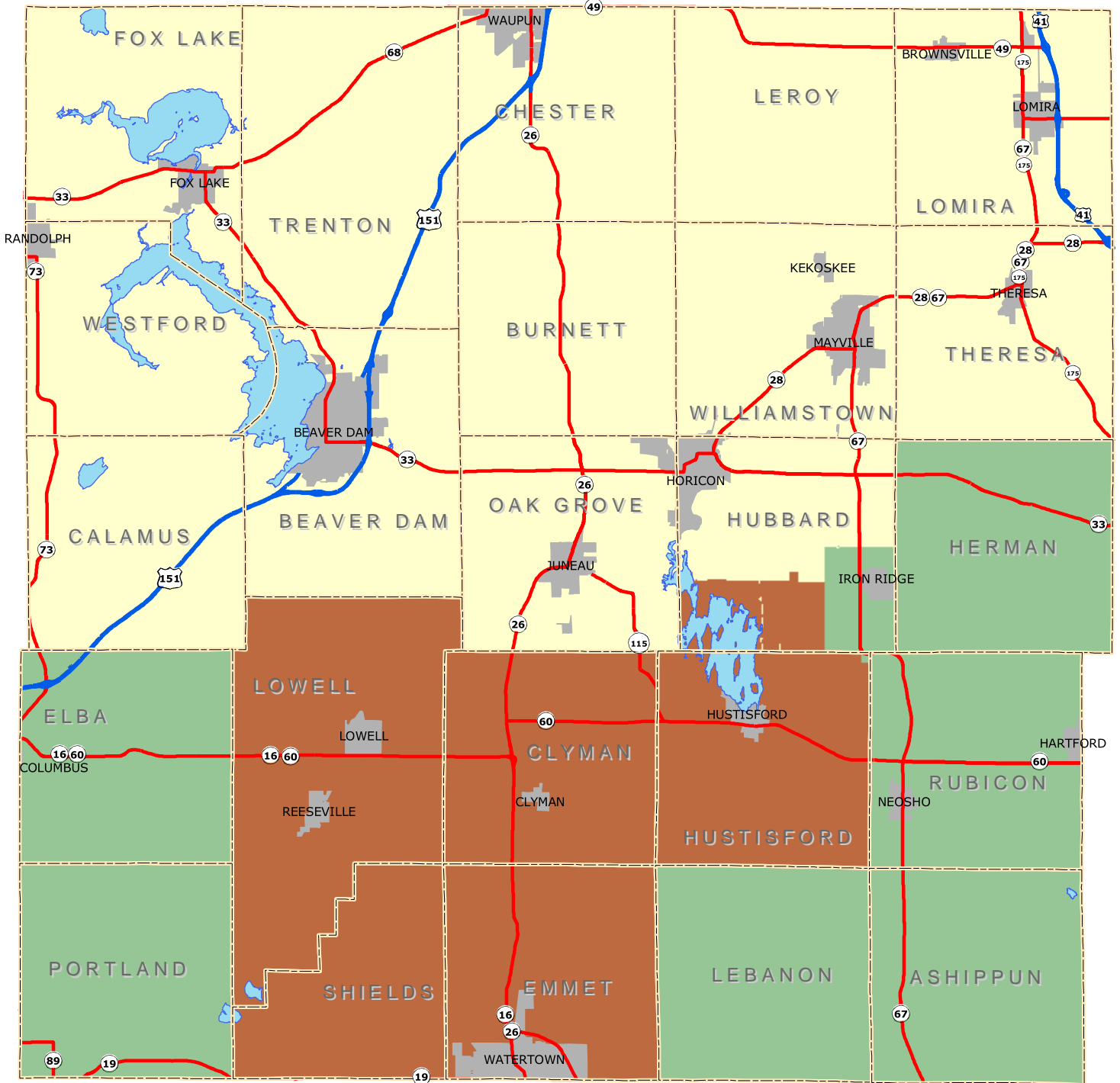


Dodge County
Planning and Development
Department



0 2.5 5 10 Miles

Map 4-7, Natural Gas Service Providers
Dodge County, Wisconsin



Legend

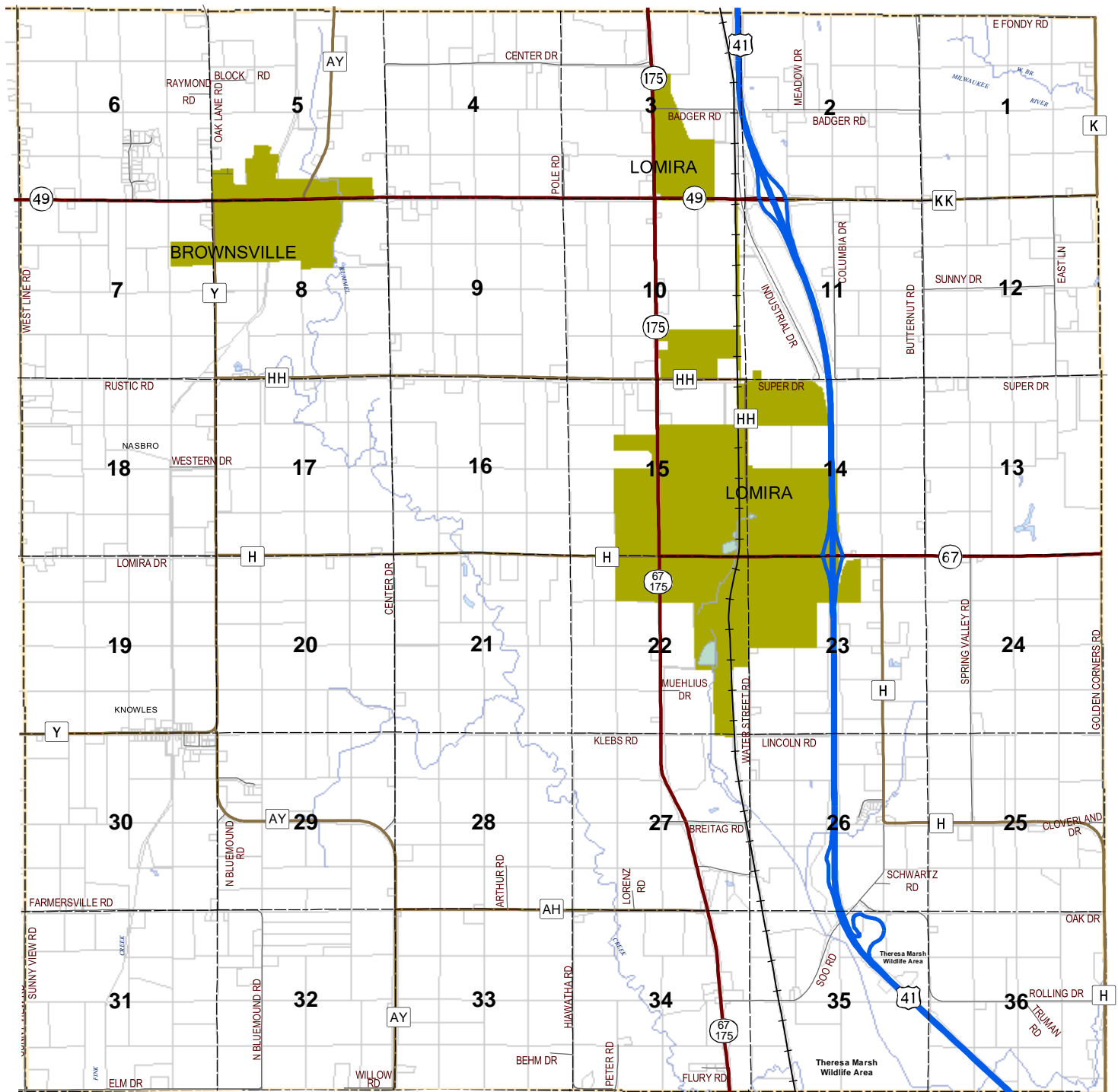
- | | |
|-----------------|--------------------------------------|
| U.S. Highway | Wisconsin Power and Electric Company |
| State Highway | Wisconsin Gas Company |
| Town Boundaries | Alliant Energy |
| Municipalities | |
| Lake | |



Dodge County
Planning and Development
Department



Map 4-8 , Public Sewer and Water Facilities Town of Lomira, Dodge County, Wisconsin

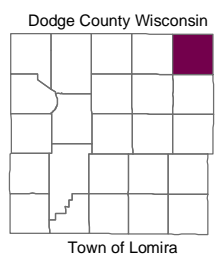


Legend

- | | |
|----------------|---|
| U. S. Highway | Tax Parcel Boundary |
| State Highway | River or Stream |
| County Highway | Waterbodies |
| Town Road | Public Sewer and Water Service |
| Railroad | Sanitary District |
| Town Boundary | Municipality without Public Sewer and Water Service |
| Section Line | |



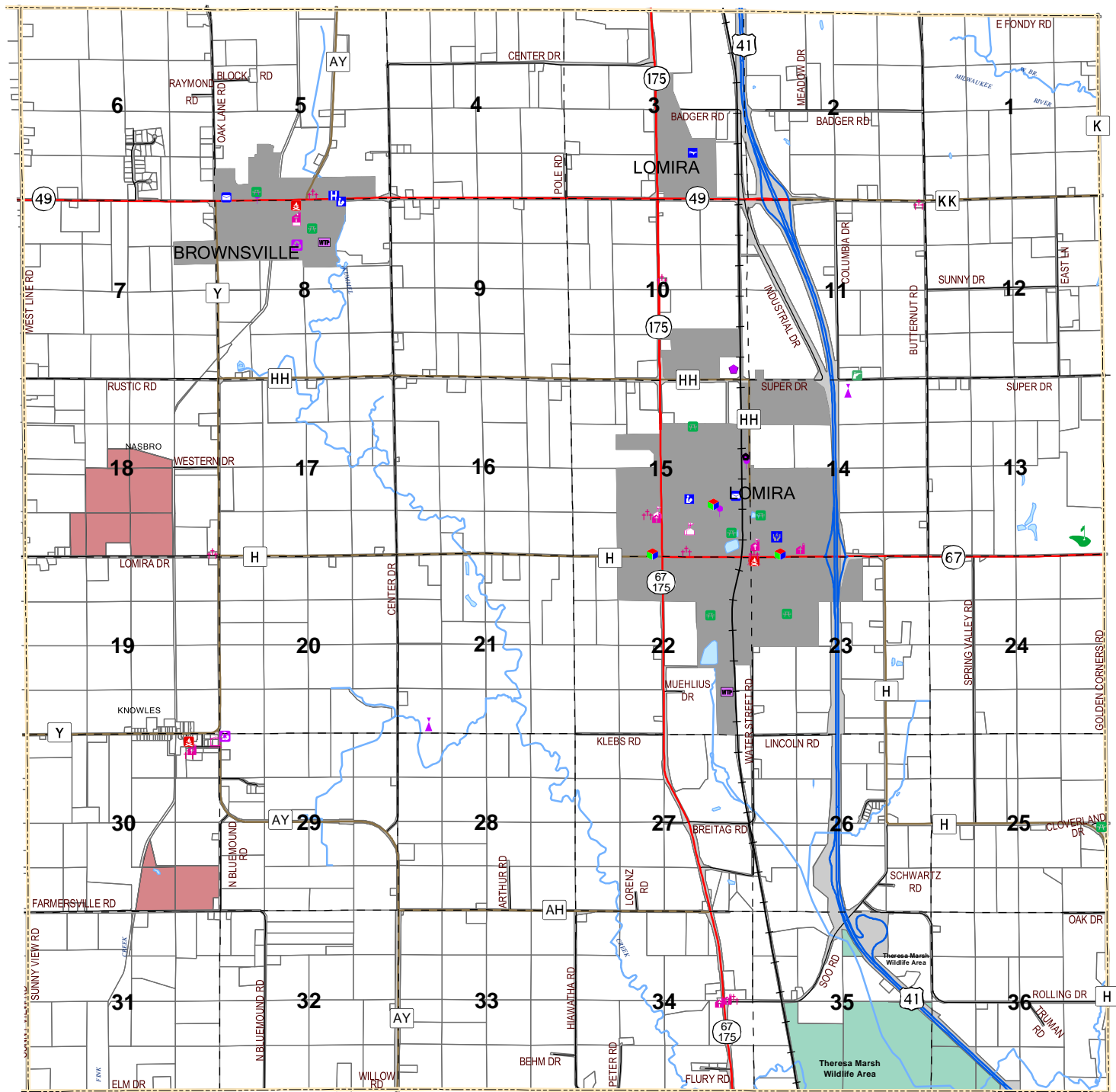
Dodge County
Planning and Development
Department













































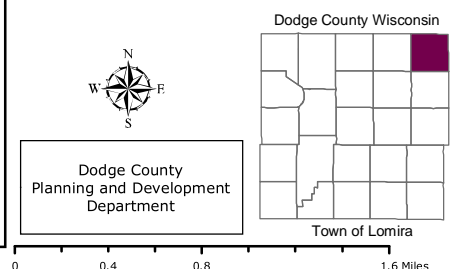
Source: Dodge County Planning and Development Department, November 2004

0 0.5 1 2 Miles

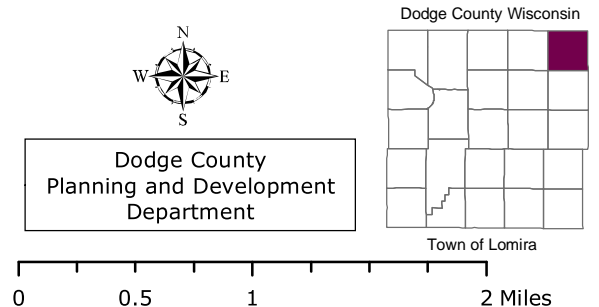
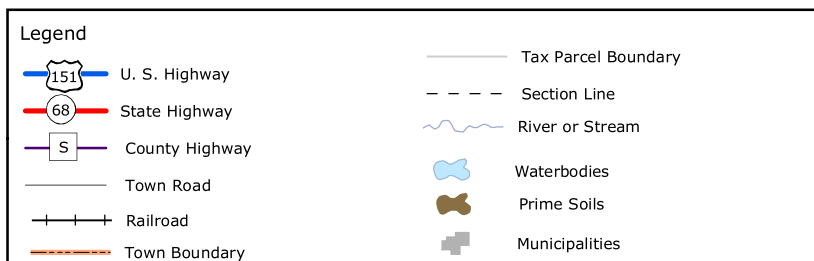
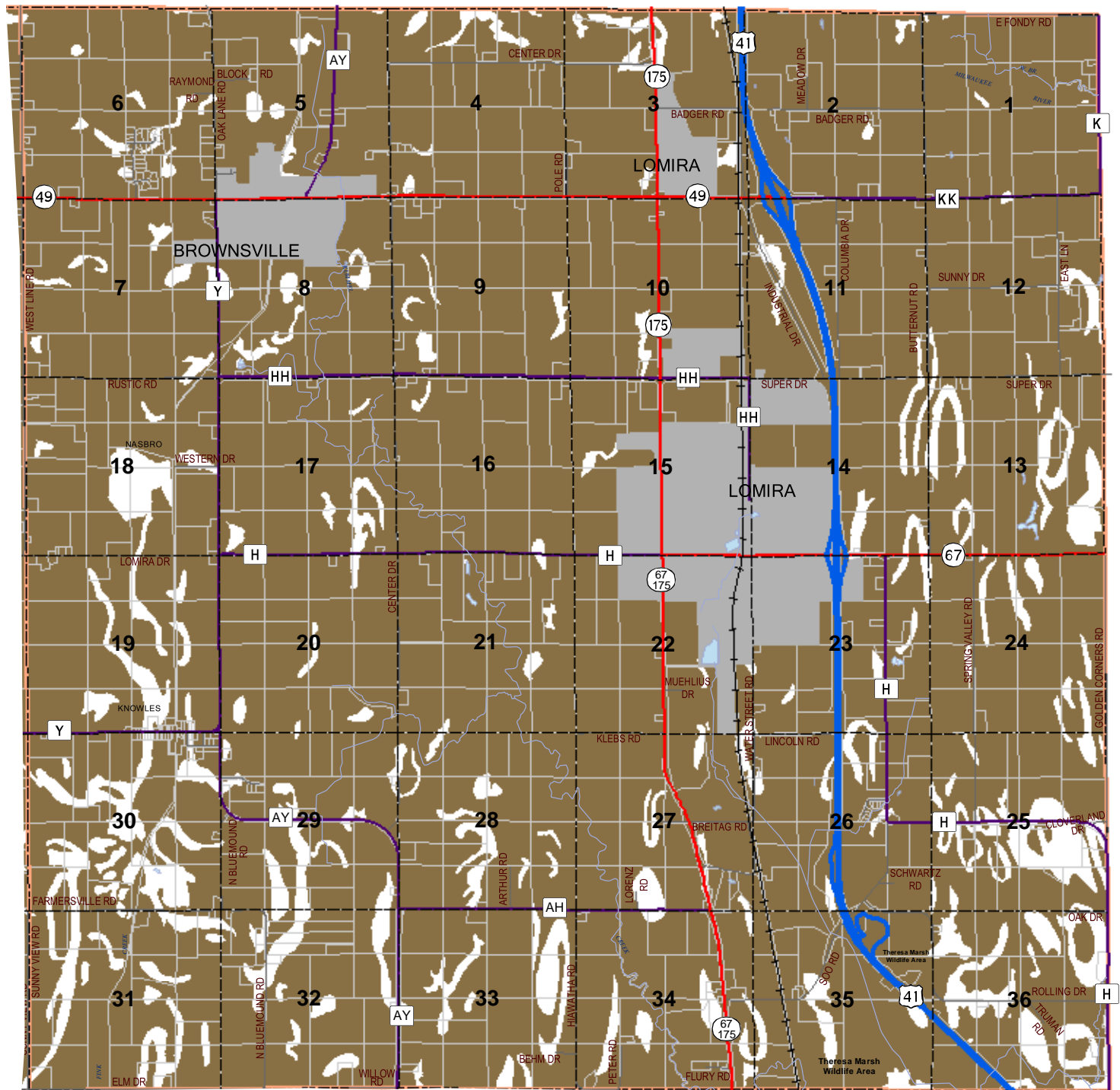
Map 4-9, Utilities and Community Facilities Town of Lomira, Dodge County, Wisconsin



Legend									
	U.S. Highway		Town Boundary		Cemetery		Post Office		Wildlife Area
	State Highway		Railroad		Church		Fire Station		Sanitary Service Area
	County Highway		Section Line		Correctional Facility		Police Station		Waste Treatment Plant
	Town Road		Tax Parcel Boundary		Municipal Hall		Park Area		Recycling-Utility Area
	Waterbody		Bike Trail		School		County Park		Recycling
	Rivers and Streams		Municipalities		Day Care		Park		Town Dump (unused)
					Nursing Home/Elderly Housing		Boat Launch		Utility Station
					Hospital or Clinic		Golf Course		Communication Tower
					Airport or Air Strip		Sportsman's Club		Water Tower
					Library		Wildlife Site		Active Mine Area

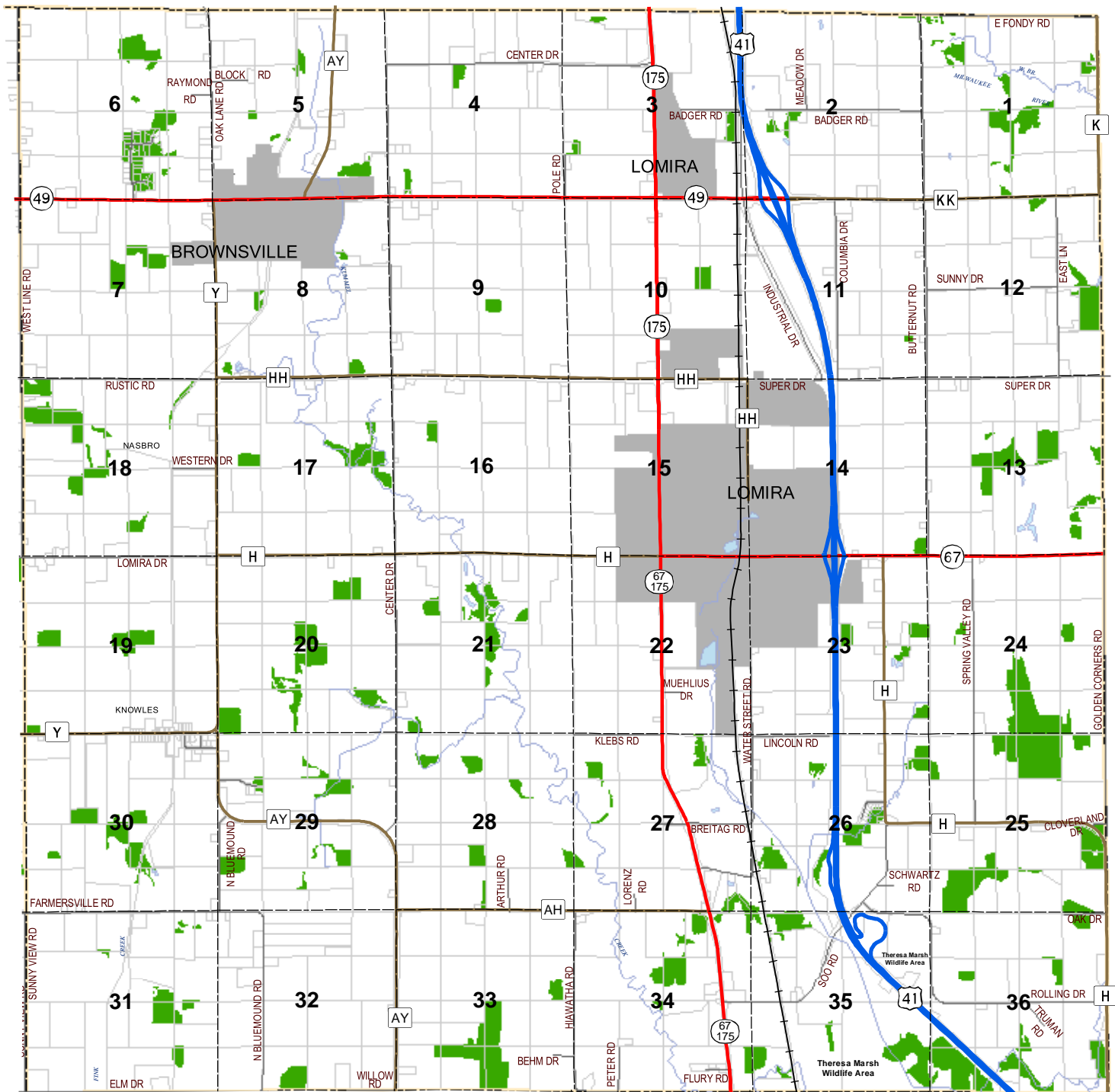


Map 5-1, Prime Agricultural Soils
Town of Lomira, Dodge County, Wisconsin



Source: Dodge County Planning and Development Department, November 2004
Derived from US Department of Agriculture, Soil Conservation Service files, August 1998

Map 5-2, Woodlots Town of Lomira, Dodge County, Wisconsin



Legend

- U. S. Highway
- State Highway
- County Highway
- Town Road
- Railroad
- Town Boundary
- Tax Parcel Boundary
- Section Line
- River or Stream
- Waterbodies
- Woodlots
- Municipalities

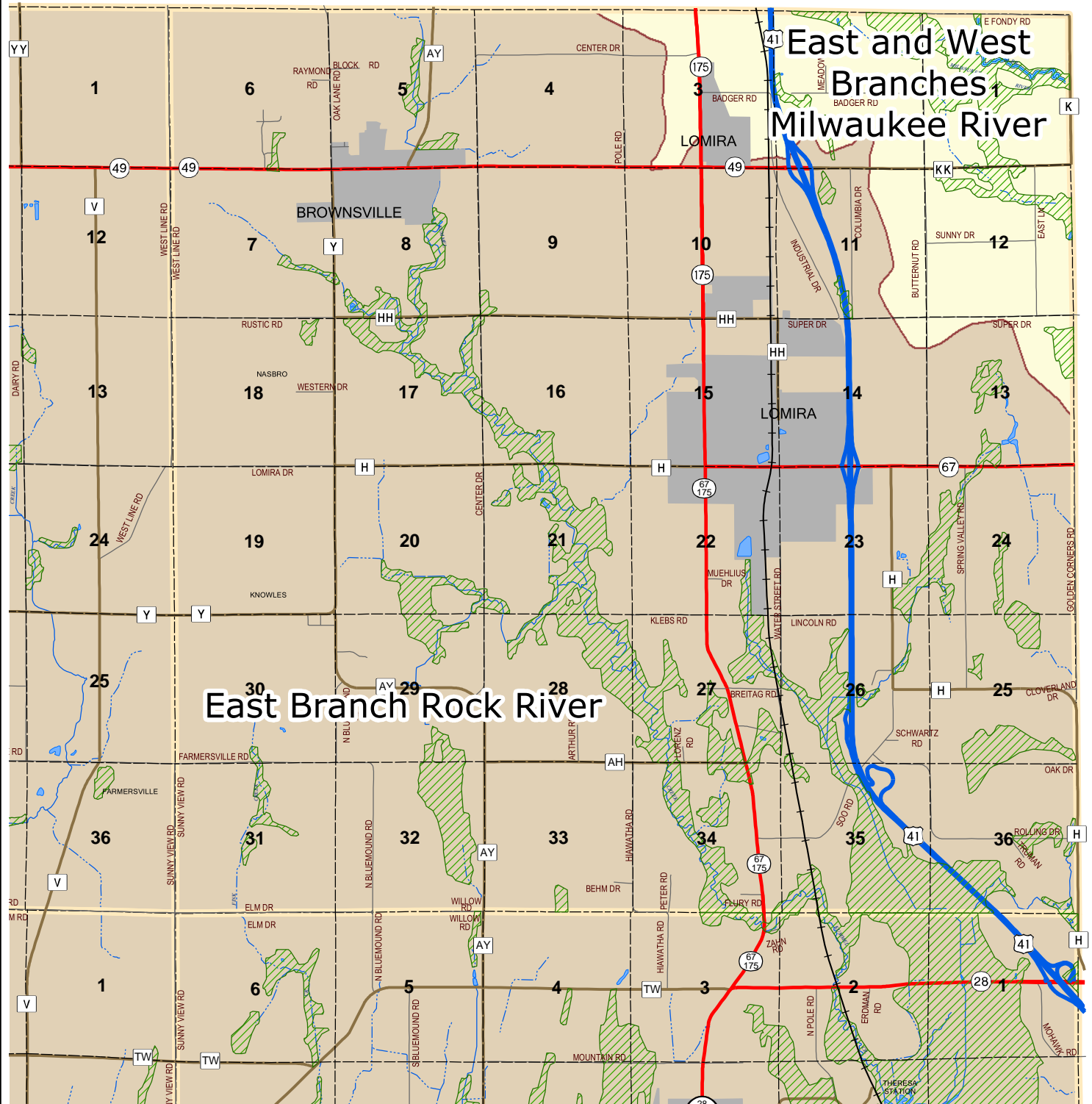
Dodge County Planning and Development Department

Dodge County Wisconsin

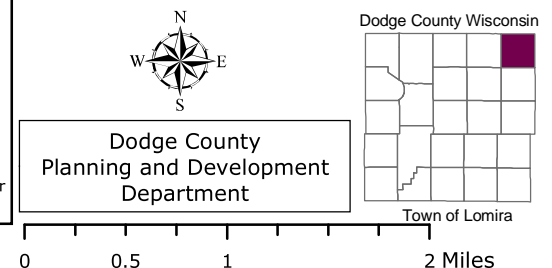
Town of Lomira

0 0.5 1 2 Miles

Map 5-3, Wetlands, Watersheds, Streams and Surface Water
Town of Lomira, Dodge County, Wisconsin

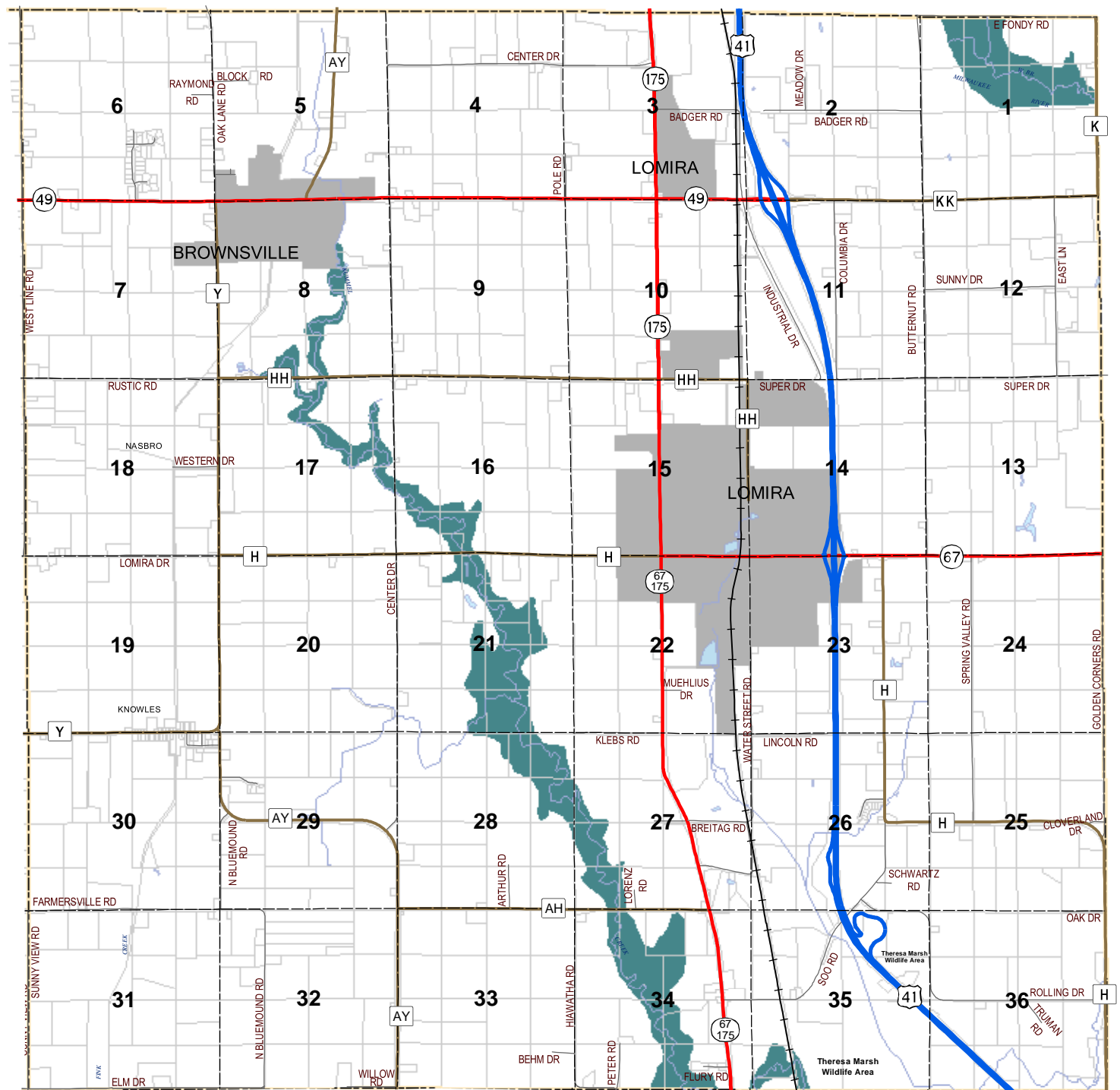


Legend		Watersheds	
	U.S. Highway		Ashippun River
	State Highway		Beaver Dam River
	County Highway		Calamus Creek
	Town Road		East Branch Rock River
	Railroad		East and West Branches Milwaukee River
	Town Boundary		Lower Crawfish River
	Municipalities		Lower Grand River
	Wetlands		Mauneshia River
	Lakes and Ponds		Middle Rock River
	Rivers and Streams		Oconomowoc River
	Streams		Rubicon River
	Intermittent Streams		Sinissippi Lake
	Horicon Marsh		Upper Crawfish River
	Municipalities		Upper Rock River



Source: Dodge County Planning and Development Department, November 2004
Watersheds from DNR, Hydrology derived from USGS topographic maps.

Map 5-4, Floodplains Town of Lomira, Dodge County, Wisconsin



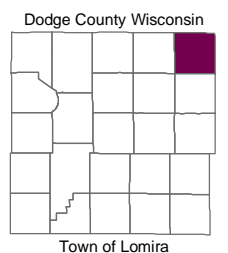
Legend

- | | | | |
|--|----------------|--|---------------------|
| | U. S. Highway | | Tax Parcel Boundary |
| | State Highway | | River or Stream |
| | County Highway | | Waterbodies |
| | Town Road | | Municipalities |
| | Railroad | | Floodplains |
| | Town Boundary | | |
| | Section Line | | |

Source: Dodge County Planning and Development Department, November 2004
Created from Flood Insurance Rate Map

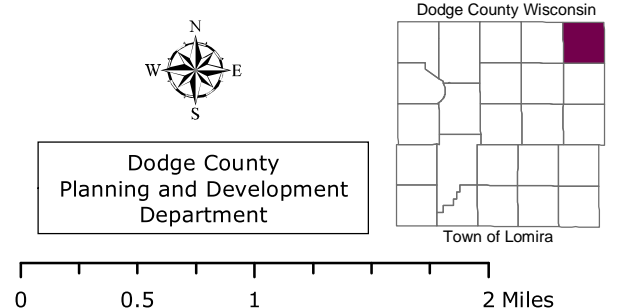
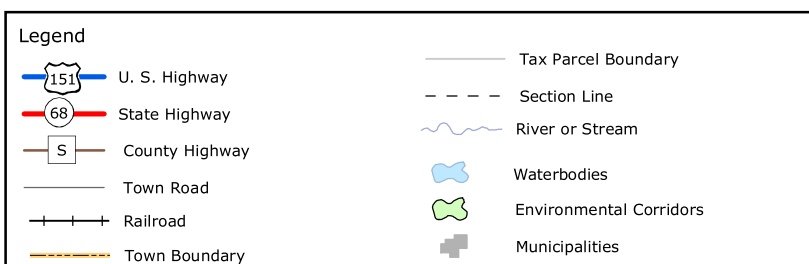
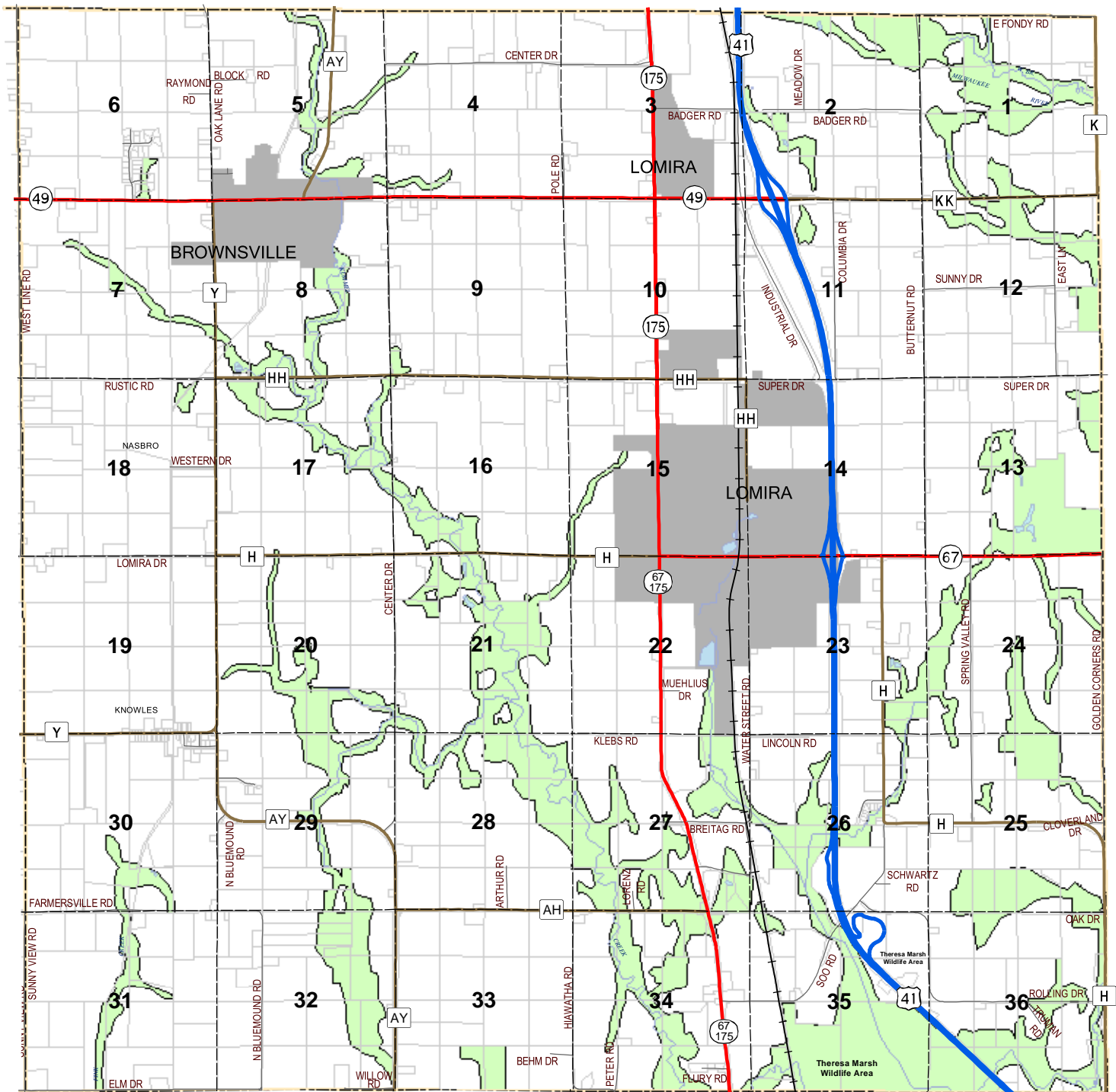


Dodge County
Planning and Development
Department

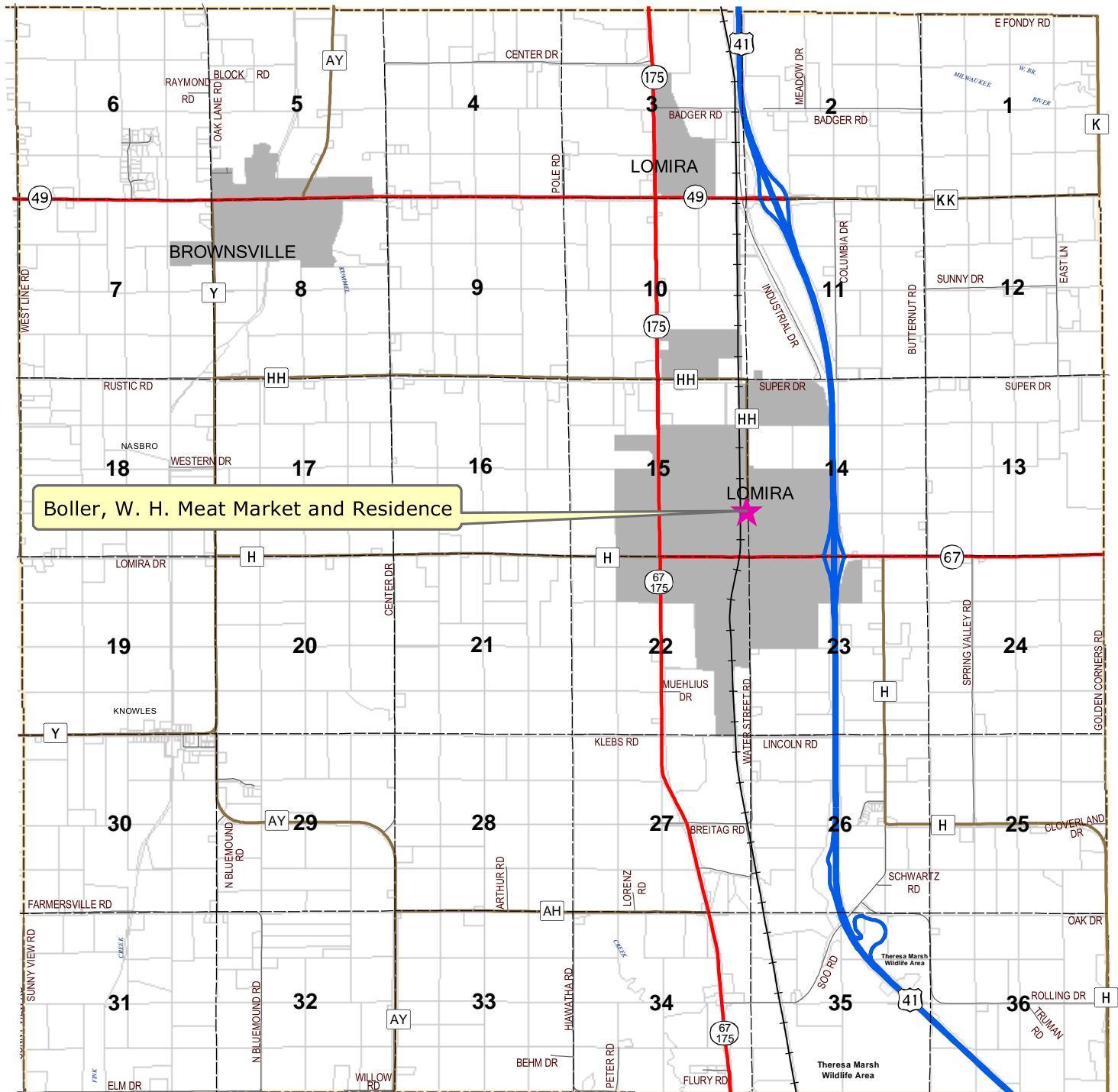


0 0.5 1 2 Miles

Map 5-5, Environmental Corridors Town of Lomira, Dodge County, Wisconsin

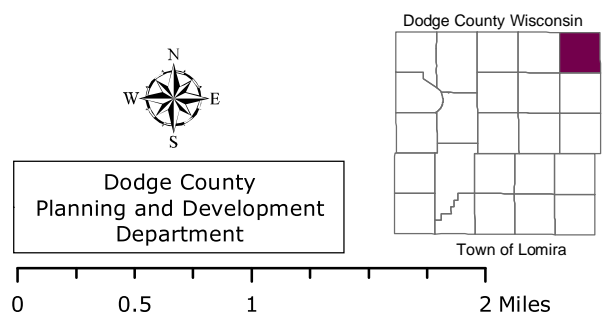


Map 5-6, Historical, Cultural, and Archaeological Resources Town of Lomira, Dodge County, Wisconsin

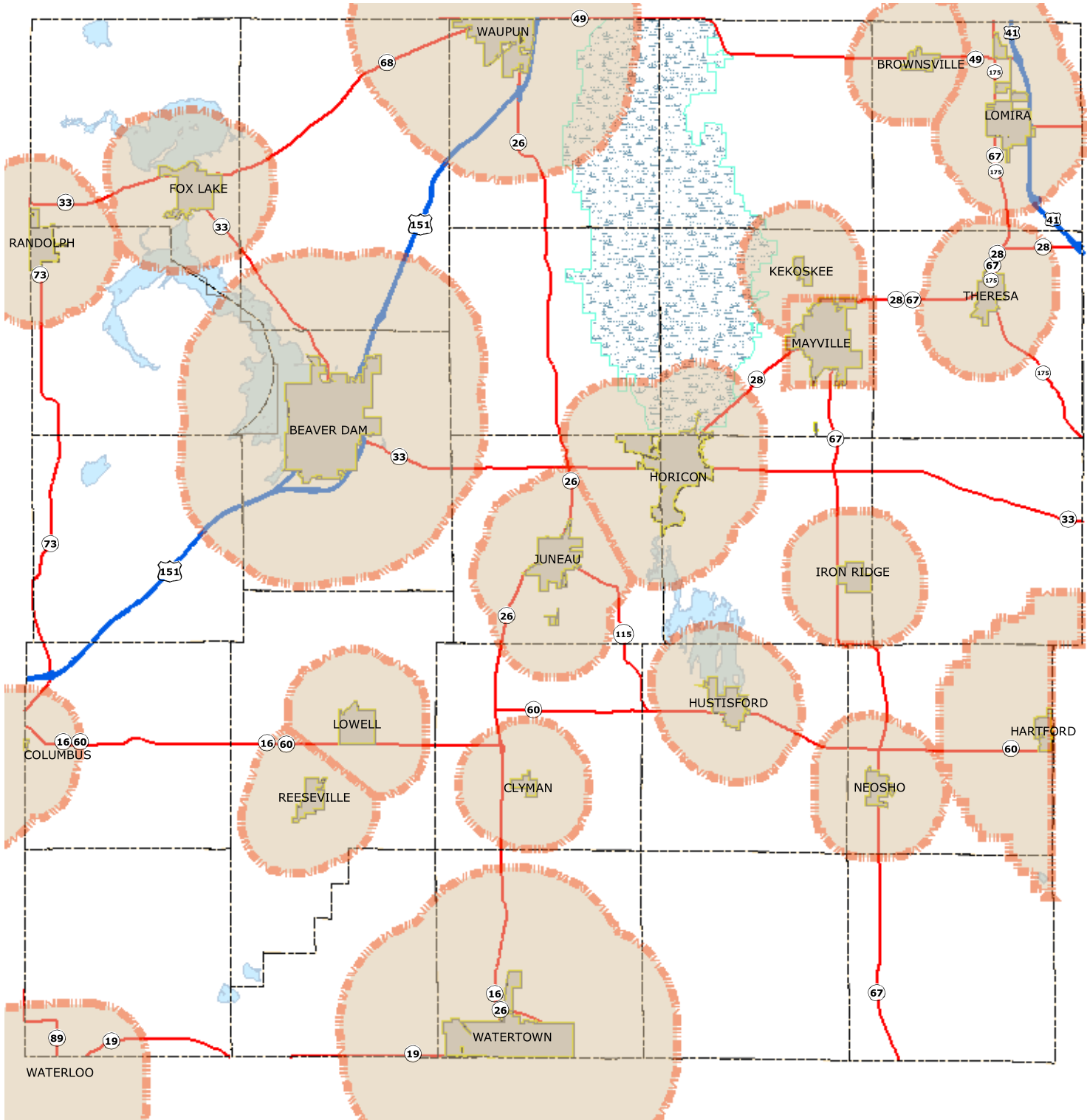


Legend		Resource	
	U. S. Highway		Cultural Site
	State Highway		Museum
	County Highway		Museum - Historical Society
	Town Road		State or National Register Site
	Railroad		River or Stream
	Town Boundary		Waterbodies
	Section Line		Municipalities
	Tax Parcel Boundary		Burials are not shown due to protection

Source: Dodge County Planning and Development Department, November 2004

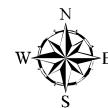


Map 7-1, Extraterritorial Jurisdiction Dodge County, Wisconsin



Legend

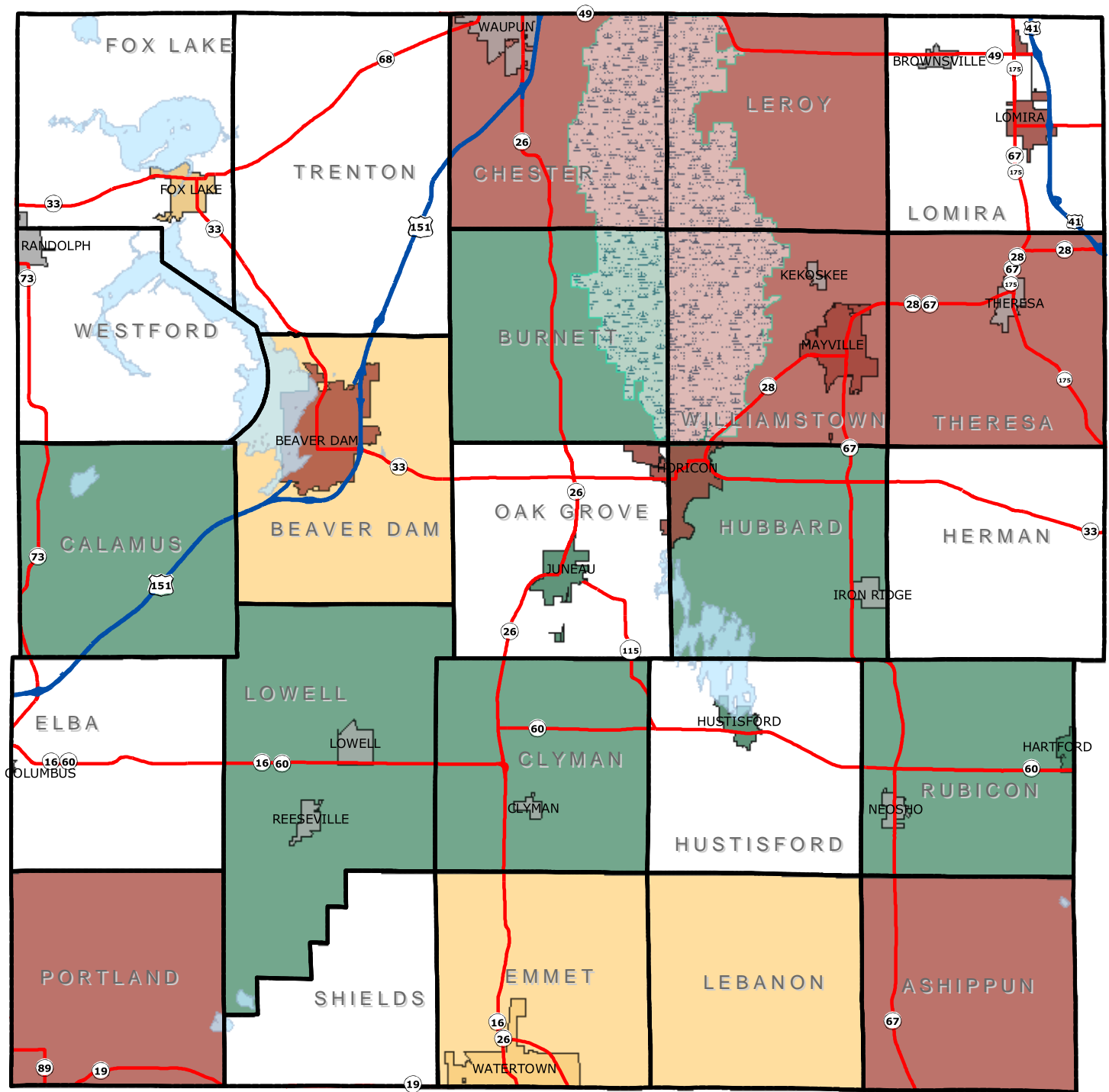
- | | |
|--|--|
|  U.S. Highway |  Extraterritorial Jurisdiction Boundary |
|  State Highway |  Horicon Marsh |
|  Town Boundaries |  Lake |
|  Municipalities | |



Dodge County
Planning and Development
Department



Map 7-2, Status of Planning
Dodge County, Wisconsin



Legend

- Land Use Plans
- Comprehensive Plans (Not Smart Growth)
- Smart Growth Comprehensive Plans
- No plans
- Municipalities (No plans)

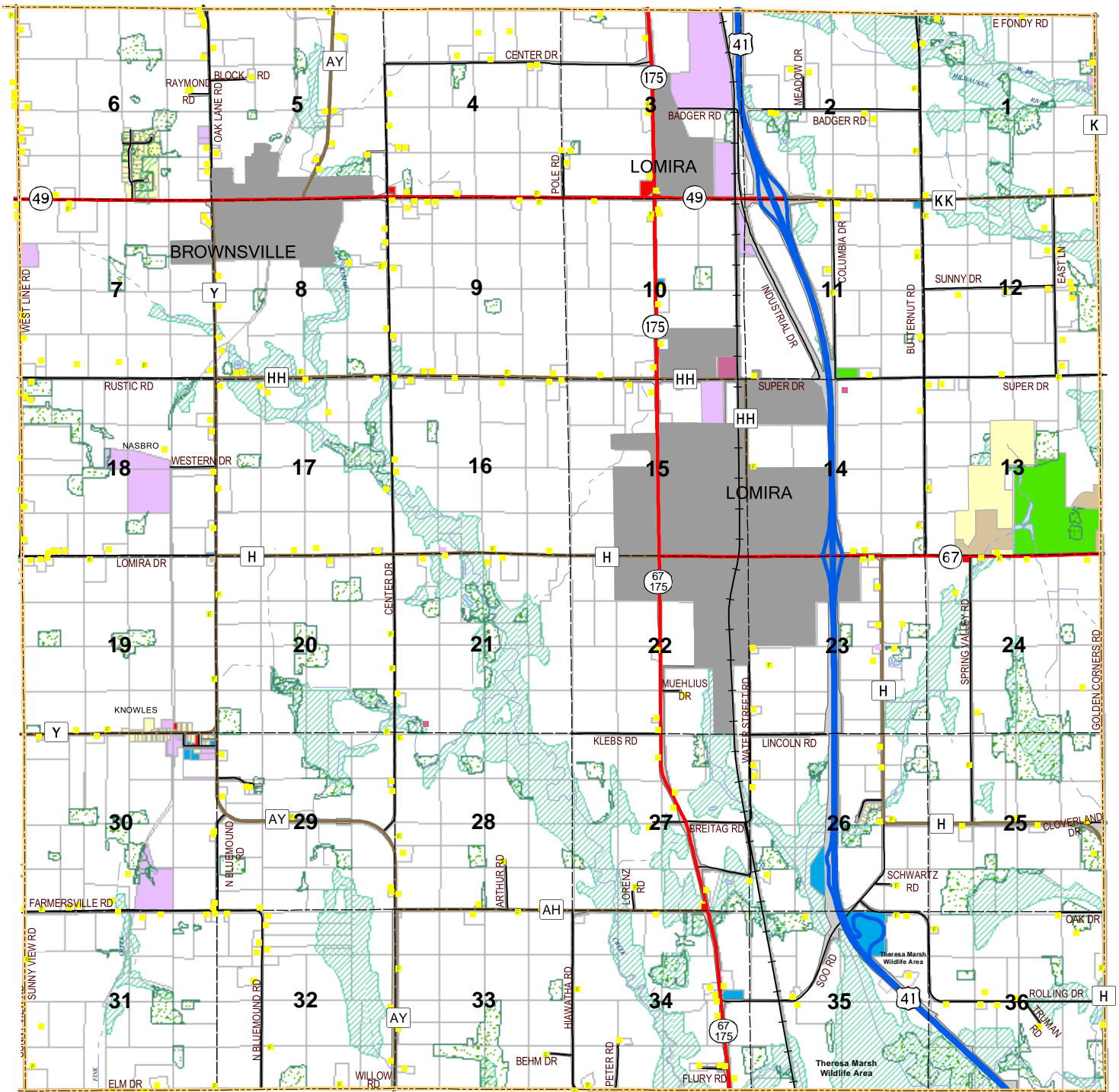
- 151 U.S. Highway
- 68 State Highway
- Horicon Marsh
- Lake



Dodge County
Planning and Development
Department



Map 8-1, Existing Land Use Town of Lomira, Dodge County, Wisconsin



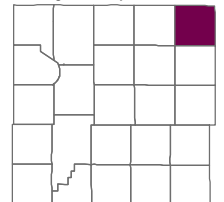
Legend

- | | | | |
|----------------|---------------------|---------------------------|----------------------------|
| U.S. Highway | Section Line | Single Family Residential | Public & Quasi-Public |
| State Highway | Tax Parcel Boundary | Farmstead | Transportation |
| County Highway | Municipalities | Two Family Residential | Parks & Recreation |
| Town Road | Waterbody | Multi-Family Residential | Agriculture-Other Resource |
| Railroad | Rivers and Streams | Mobile Home Park | Communication & Utilities |
| Town Boundary | Intermittent Stream | Commercial | Wetland overlay |
| | | Industrial | Woodland overlay |



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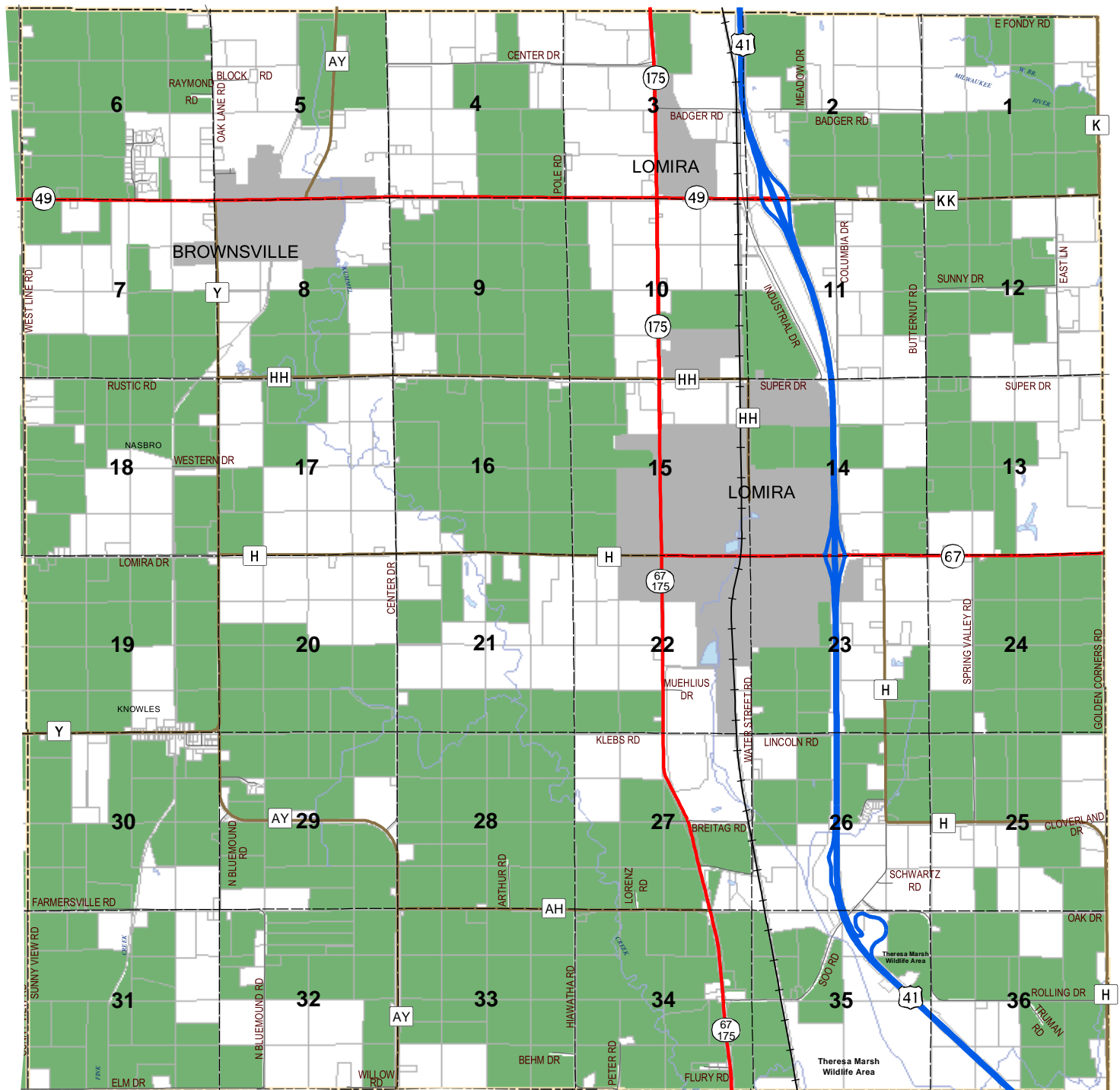


Town of Lomira

Source: Dodge County Planning and Development Department, April 2004

0 0.5 1 2 Miles

Map 8-2, Farmland Preservation Participants
Town of Lomira, Dodge County, Wisconsin



Legend

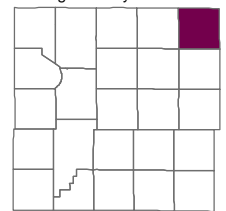
- | | | | |
|--|----------------|--|------------------------------------|
| | U. S. Highway | | Farmland Preservation Participants |
| | State Highway | | Tax Parcel Boundary |
| | County Highway | | Section Line |
| | Town Road | | River or Stream |
| | Railroad | | Waterbodies |
| | Town Boundary | | Municipalities |

Source: Dodge County Planning and Development Department, November 2004



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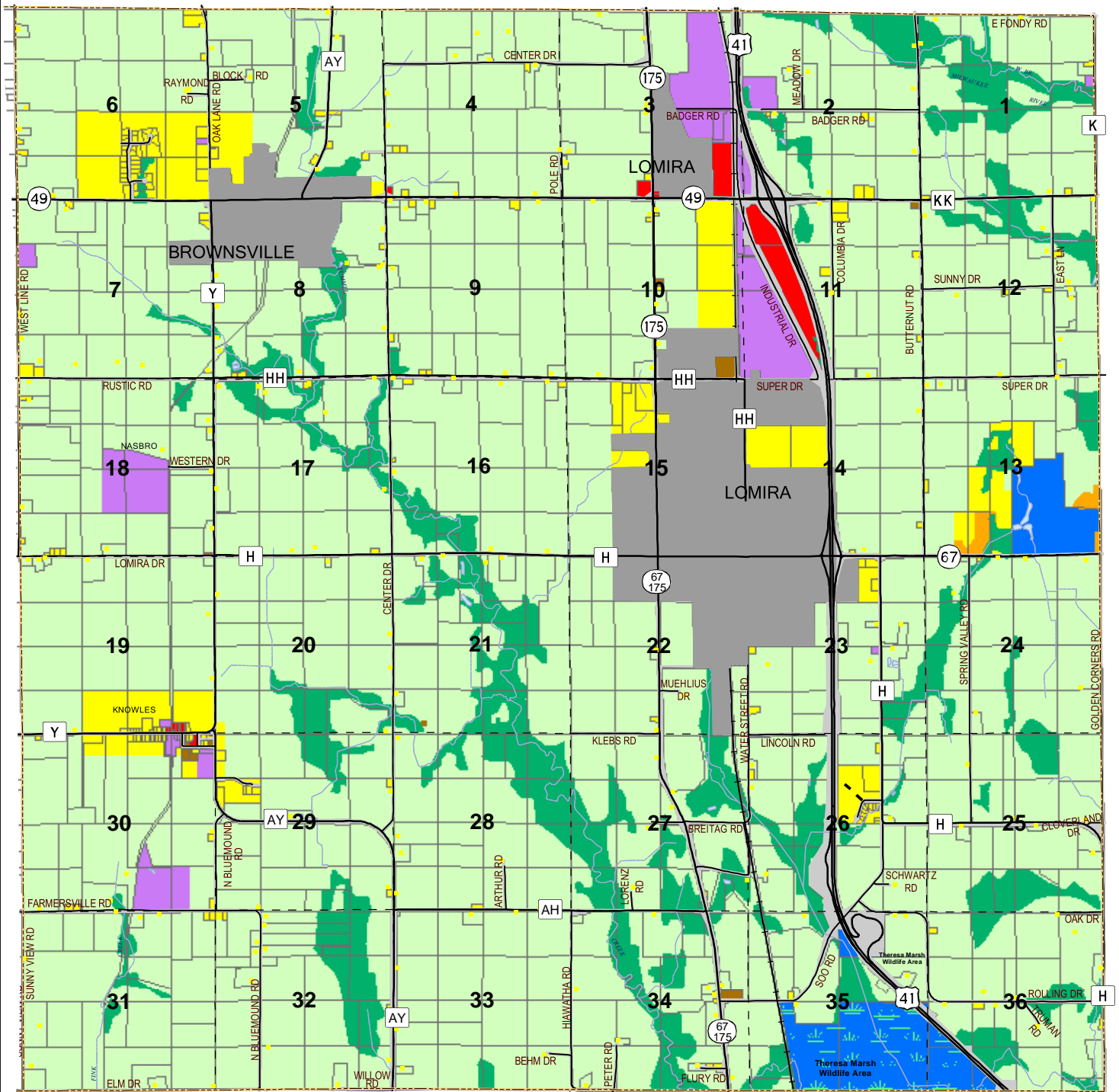
Dodge County Wisconsin



Town of Lomira

0 0.5 1 2 Miles

Map 8-3, Year 2030 Future Land Use Town of Lomira, Dodge County, Wisconsin



Symbols

- U.S. Highway
- State Highway
- County Highway
- Town Road
- Railroad
- Town Boundary
- Section Line
- Tax Parcel Boundary

Future Land Use

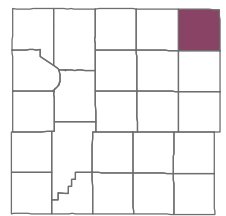
- Single Family Residential
- General Residential
- Commercial
- Industrial
- City or Village
- Road & Railroad Right-of-Way
- Proposed Roads
- Utilities & Community Services
- Recreation
- Conservancy
- Agriculture
- Waterbody
- River and Stream
- Intermittent Stream
- Theresa Marsh



Dodge County
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Department

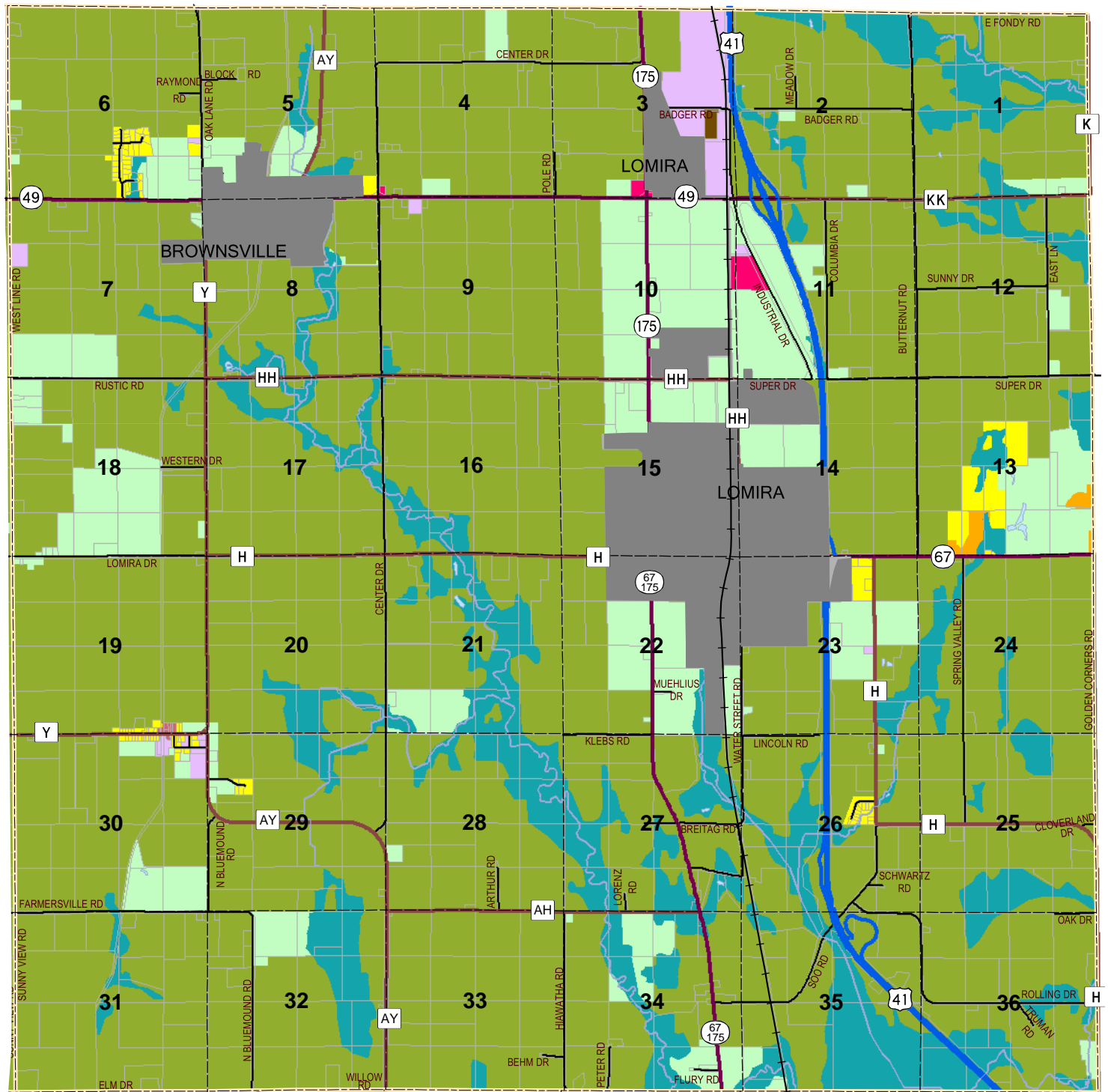
0 0.25 0.5 1 Miles

Dodge County Wisconsin



Town of Lomira

Map 9-1, Existing Zoning Town of Lomira, Dodge County, Wisconsin



Legend

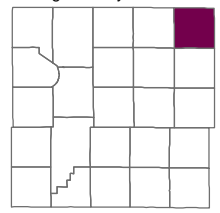
- | | | |
|---------------------|----------------------|---------------------------|
| U. S. Highway | Wetland | Light Industrial |
| State Highway | Prime Agricultural | Industrial |
| County Highway | General Agricultural | Single Family Residential |
| Town Road | General Commercial | Two Family Residential |
| Railroad | Extensive Commercial | Multi-Family Residential |
| Town Boundary | Waterbody | City or Village |
| Section Line | | |
| Tax Parcel Boundary | | |

Source: Dodge County Planning and Development Department, April 2004



Dodge County
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Dodge County Wisconsin



Town of Lomira

0 0.5 1 2 Miles