

TOWN OF LISBON

COMPREHENSIVE PLAN

JUNEAU COUNTY



**Adopted
July 2009**

Prepared by:

North Central Wisconsin Regional Planning Commission

TOWN OF LISBON

Town Board

Bill Pfaff, Chair
Mike Wonderly, Supervisor
Kevin Klinker, Supervisor
Janet Hoile, Clerk/Treasurer

Plan Commission

Bill Pfaff, Chair
Sharon Bollig
Kevin Wetley
Lance Locken
Janet Barrett
Janet Hoile, Clerk

Photos: NCWRPC

This plan was completed with the assistance of the
North Central Wisconsin Regional Planning Commission (NCWRPC).

COPY

TOWN OF LISBON
COMPREHENSIVE PLAN ORDINANCE

RECEIVED

JUL 22 2009

STATE OF WISCONSIN
TOWN OF LISBON, JUNEAU COUNTY

NORTH CENTRAL WISCONSIN
REGIONAL PLANNING COMMISSION

SECTION I - TITLE/PURPOSE

The title of this ordinance is the Town of Lisbon Comprehensive Plan Ordinance. The purpose of this ordinance is for the Town of Lisbon to lawfully adopt a comprehensive plan as required under s. 66.1001 (4) (c), Wis. Stats.

SECTION II - AUTHORITY

The Town Board of the Town of Lisbon has authority under s. 62.04, Wis. Stats., its power to appoint a plan commission under s.62.23 (1), Wis. Stats., and under s. 66.1001 (4), Wis. Stats., to adopt this ordinance. The comprehensive plan of the Town of Lisbon must be in compliance with s. 66.1001 (4) (c), Wis. Stats., in order for the town board to adopt this ordinance.

SECTION III - ADOPTION OF ORDINANCE

The Town Board of the Town of Lisbon, by this ordinance, adopted on proper notice with a quorum and roll call vote by a majority of the town board present and voting, provides the authority for the Town of Lisbon to adopt its comprehensive plan under s. 66.1001 (4), Wis. Stats., and provides the authority for the Town Board to order its publication.

SECTION IV – PUBLIC PARTICIPATION

The Town Board of the Town of Lisbon has adopted written procedures designed to foster public participation in every stage of the preparation of a comprehensive plan as required by s. 66.1001 (4) (a), Wis. Stats.

SECTION V – TOWN PLAN COMMISSION RECOMMENDATION

The Plan Commission of the Town of Lisbon, by a majority vote of the entire commission, recorded in its official minutes, has adopted a resolution recommending to the Town Board the adoption of the Town of Lisbon Comprehensive Plan, which contains all of the elements specified in s. 66.1001 (2), Wis. Stats.

SECTION VI – PUBLIC HEARING

The Town of Lisbon has held at least one public hearing on this ordinance, with notice in compliance with the requirements of s. 66.1001 (4) (d), Wis. Stats.

SECTION VII – ADOPTION OF TOWN COMPREHENSIVE PLAN

The Town Board of the Town of Lisbon, by the enactment of this ordinance formally adopts the document entitled the Town of Lisbon Comprehensive Plan Ordinance under pursuant to s. 66.1001 (4) (c), Wis. Stats.

SECTION VIII – SEVERABILITY

If any provision of this ordinance of its application to any person or circumstance is held invalid, the invalidity does not affect other provisions or applications of this ordinance than can be given effect without the invalid provision of application, and to this end, the provisions of this ordinance are severable.

SECTION IX – EFFECTIVE DATE

This ordinance is effective on publication or posting.

The Town Clerk shall properly post or publish this ordinance as required under s. 60.80, Wis. Stats.

Adopted this 16th day of July, 2009.

LISBON TOWN BOARD

By:

Bill E. Jeff
Chairman

Mike W. Dandely
Supervisor

Supervisor

Attest:

Janet N. B.
Town Clerk

RESOLUTION BY PLAN COMMISSION TO RECOMMEND ADOPTION OF
COMPREHENSIVE PLAN
(Wis. Stats. 66.1001 (4) (b))

STATE OF WISCONSIN
COUNTY OF JUNEAU
Town of Lisbon

RECEIVED

MAY 19 2009

Resolution #2009-05

NORTH CENTRAL WISCONSIN
REGIONAL PLANNING COMMISSION

The Plan Commission of the Town of Lisbon, Juneau County, Wisconsin, by this resolution, adopted on proper notice with a quorum and by a roll call vote of a majority of the town plan commission present and voting resolves and recommends to the Town Board of the Town of Lisbon as follows:

Adoption of the Town of Lisbon Comprehensive Plan.

The Town of Lisbon Plan Commission, by this resolution, further resolves and orders as follows:

All maps and other materials noted and attached as exhibits to the Town of Lisbon Comprehensive Plan are incorporated into and made a part of the Town of Lisbon Comprehensive Plan.

The vote of the town plan commission in regard to this resolution shall be recorded by the clerk of the town plan commission in the official minutes of the Town of Lisbon Plan Commission.

The town clerk shall properly post or publish this resolution as required under s. 60.80 Wis. Stats.

Adopted this 13th day of May 2009.

Town of Lisbon Plan Commission:

Bill E Hoff
Chairman

Sharon Bellig

Janet Barnett

James E. Lockman

Kerwin R. Wetzels

Attest:

Janet Hoile

Janet Hoile, Plan Commission Clerk

TOWN OF LISBON

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ATTACHMENT:

- A. 2000 Census Summary
- B. Public Participation Plan
- C. Endangered Species Map

Map 1: Location

I. ISSUES & OPPORTUNITIES ELEMENT

1. Overall Plan Process

A. Purpose of the Plan

The Town of Lisbon Comprehensive Plan is intended to be the will-of-the-people in writing for land use planning. When the people's desires in this community change, so too should this document. Local officials shall use this document to save time when making land use decisions. The Plan will also assist in development and management issues of public administration by addressing short-range and long-range concerns regarding development, and preservation of the community. Numerous reasons exist for developing a comprehensive plan:

- To identify areas appropriate for development and preservation over the next 20 years;
- For recommending land uses in specific areas of the town;
- To preserve woodlands to retain forestry as a viable industry;
- To direct the appropriate mix of housing opportunities that demographics dictate;
- To guide elected officials with town derived objectives for making land use decisions.

This Comprehensive Plan was prepared under the authority granted to towns that exercise village powers in Wisconsin State Statute 60.22(3), and according to Comprehensive Planning in State Statute 66.1001 for Wisconsin.

B. Public Participation & Survey

Wisconsin's State Statute 66.1001 requires municipalities to adopt written procedures that are designed to foster a wide range of public participation throughout the planning process. The main goal is to make all town residents aware of how and when this plan is being created, so residents can make suggestions during this process. The Town formally adopted a Public Participation Plan on February 28, 2008, which provides for several methods that will enlist public input into the planning process, including posting of all meetings, press releases, newsletter articles, and posting the plan on the NCWRPC website.

The Town of Lisbon sent out 518 surveys to property owners. One hundred and nine were returned for a return rate of 22.9 percent. Two-thirds of respondents were men. Over 31 percent were over 65, a quarter were between 55 and 64, and nearly thirty percent were 45 to 54. Nearly thirty-eight percent were retired. Of those who said they had a residence in the Town of Lisbon ninety percent were permanent residents. Just over twenty percent of responses were from owners of woodland, slightly less than fifteen percent owned farmland, and three percent owned commercial or industrial property.

Asked what kind of growth they'd like to see in the town, 36 percent of responses favored single-family residential, a fifth wanted business, 12.4 percent mentioned subdivisions, 11.6 percent said housing for all income levels, nine percent mentioned elderly housing, 7.5 percent cited apartments and duplexes, and two percent favored mobile home parks. On the question of where this development should be located, 57.9 percent thought it should be

near cities and villages, another fifth thought existing subdivisions should be expanded, 13.4 percent favored creating new subdivisions, and five percent said development should take place on agricultural land. The conversion of agricultural land was assessed positively by 32.5 percent and negatively by 52.1 percent.

Relating to commercial development, fifty-six percent of respondents said they like to see it in the town and forty-four percent said they wouldn't. Asked whether the Town should encourage businesses other than agribusiness and recreation, sixty percent said yes and twenty-eight percent said no. Nearly half of respondents favored the existing two-acre minimum lot size, while fourteen percent each favored a five-acre minimum and a ten-acre minimum, and roughly five percent each wanted three-acres or less than two-acres. Over eighty-eight percent thought the town's scenic beauty was important.

The remainder of the survey was stated in terms of open-ended questions. Grocery store was the most often mentioned type of business or service needed in the town, followed by retail stores, Walmart and restaurants. Asked what they liked most about living in Lisbon, quiet, peaceful and rural but close to town were by far the most common answers. On what they liked least the most common responses had to do with taxes, the landfill and junk in people's yards. On their plans for their own property the most common response was that it would stay the same. The most important issue for the Town most often named was taxes, followed by junky yards and the need for jobs. Also mentioned were the landfill, loss of farmland, and the need to control growth and protect rural character, as well as many other issues.

C. Town of Lisbon Land Use Policy Plan

This document, adopted in 2001, was prepared by the Town as a guide to land use regulation. The plan looks at demographic, natural resource and land use information about the town, describes the survey results, and "Thoughts on land use planning" that set a general tone for the Town's actions in this field. In a section titled "Statutory purpose and philosophy" four over-riding principles that should guide the Town's vision: Humanity (defined as preventing community problems), Conservation (of natural resources), Aesthetics, and Quality of Life.

The most significant section of the plan is the "Vision statement: where do we want to be?" which lays out seven goals along with supporting objectives and policies (see Attachment D). These goals articulate a vision for how the Town will seek to regulate land use over the coming years with a particular emphasis on protecting the rural character, farming and natural beauty of the Town. Control over the form and location of future growth is also emphasized, and cooperation with adjacent governments supported. Finally the plan reaches the conclusion that planning based on good information can inform decision making. Steps to implement the plan are listed including educating the public, adopting the plan as Town policy and a number of ordinances that are recommended by the plan, and further actions that can be taken by the Town further the process begun by this plan, including regular updates.

D. Vision Statement

Community Vision Statement

The Town of Lisbon offers a safe, peaceful community that provides a special place in which to raise a family. The Town provides a rural experience with excellent transportation connections and easy access to urban services. The role of agriculture is central to Lisbon's identity, and the Town strongly supports its continuation. The Town of Lisbon is committed to continuing growth that protects its quality of life.

E. Meetings

Meeting 1: Local Meeting (January 16, 2008)

- Overview Planning Process & Role of Committee
- Discuss Public Participation Plan
- Present draft Issues & Opportunity Chapter
- Issue Identification/SWOT

Meeting 2: Joint Meeting (March 27, 2008)

- Overview of Joint Planning Process
- Present draft Natural Resources Chapter
- Present draft Housing Chapter
- Present draft Transportation Chapter

Meeting 3: Joint Meeting (June 26, 2008)

- Follow up from last meeting
- Present Utilities & Community Facilities Chapter
- Present draft Economic Development Chapter
- Review Existing Land Use Map

Meeting 4: Joint Meeting (September 25, 2008)

- Follow up from last meeting
- Present draft Land Use Background
- Present Intergovernmental Cooperation Chapter
- Develop draft Future Land Use Plan Map

Meeting 5: Joint Meeting and Open House (January 22, 2009)

- Present findings to public
- Review FLUP Map
- Review draft Implementation Chapter

Meeting 6: Local Meeting (March 2, 2009)

- Follow up from last meeting
- Develop Plan Recommendations
- Review and additions to previous Chapters

Meeting 7: Public Hearing & Town Board Approval

- Present Plan and take public comment .
- Town Board Approves plan.

2. Community Profile

A. Description

The following Community Profile of the Town of Lisbon consists of background information on the town, including population; age distribution; racial composition; educational attainment; household characteristics; employment statistics; and income levels. This serves as an introduction to the town and a starting point for developing the Town's Comprehensive Plan. In addition, the Community Profile is meant to act as a source of reference information and to be used for deriving many of the key findings and recommendations of the plan. The Community Profile is written in a manner that facilitates quick and easy reference for use during creation and revision of this Plan.

B. Demographics

1. Historical Population

The Town of Lisbon has experienced a nearly 100 percent population increase since 1960. After growing by 28 percent during the 1960s, and 36.6 percent in the 1970s, the town lost 4.5 percent of its population in the 1980s. Growth resumed in the 1990s.

	1960	1970	1980	1990	2000	1990-2000 % Change	1990-2000 Net Change
Town of Lisbon	516	661	903	862	1,020	18.3%	158
Town of Lindina	863	926	816	798	730	-8.5%	-68
Town of Fountain	615	616	598	633	582	-8.1%	-51
Town of Lemonweir	1,114	970	1,317	1,707	1,763	3.3%	56
Town of Germantown	95	215	638	615	1,174	90.9%	559
Town of Clearfield	283	312	538	502	737	46.8%	235
City of New Lisbon	1,337	1,361	1,390	1,491	1,436	-3.6%	-55
Juneau County	17,490	18,455	21,037	21,650	24,316	12%	2,666

Source: U.S. Census

2. Population Projections

According to population projections prepared by the Department of Administration (DOA), the increase in population in the Town of Lisbon is expected to continue through 2025. After a dip in population in 2005 the town is expected to grow by 14 percent over the next fifteen years.

Year	Town of Lisbon	Juneau County
2005	1,033	25,640
2010	1,106	27,677
2015	1,135	28,635
2020	1,158	29,449
2025	1,164	29,807

Source: Wisconsin Department of Administration

TOWN OF LISBON

Historic Population¹: 1960-2000

Projected Population²: 2005-2025

Figure 1

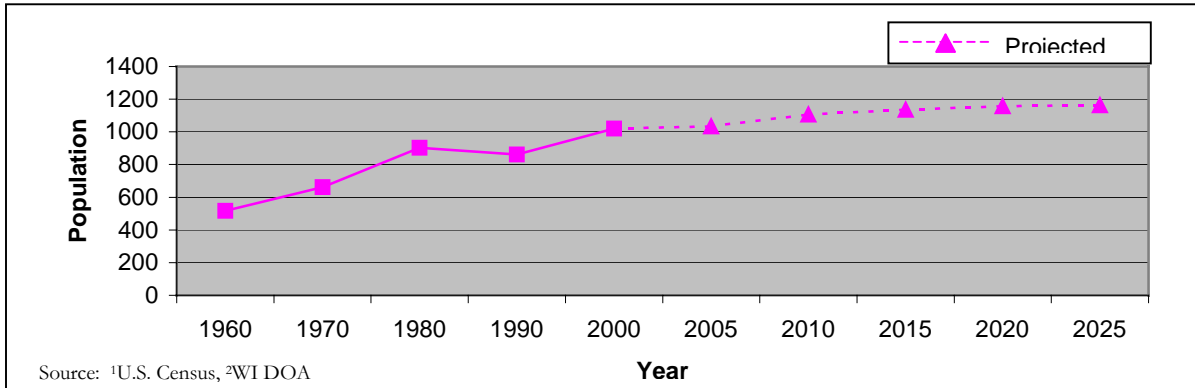


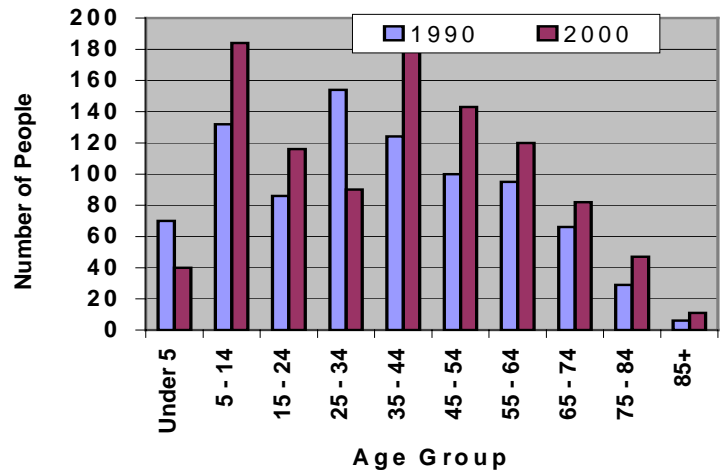
Figure 1 shows population trends in the Town of Lisbon over a 65-year period starting in 1960. The period of highest growth was between 1970 and 1980. Projections call for a slow growth through 2015 followed by slower growth through 2025.

3. Population Characteristics

In 2000, the Town of Lisbon had 514 males and 506 females. Town residents reported their race in the 2000 U.S. Census as the following: White 96.9%, or Asian 2.2%. The median age of Town residents is 39.5 years old. In comparison, Juneau County’s median age is 39.4, while the State of Wisconsin’s median age is 36.

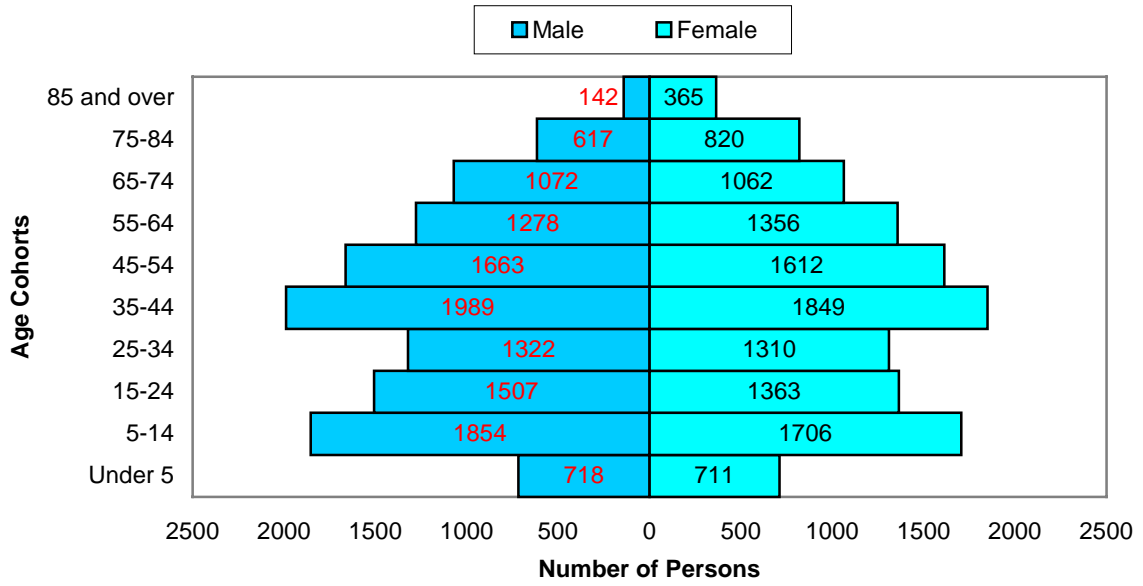
The most significant changes in the age structure in the Town of Lisbon is a 41.5 percent decrease in the 25 to 34 age group, and a 50.8 percent increase in those 35 to 44 years of age between 1990 and 2000. Although the under five population declined, those between ages five and 24 increased by 37.6 percent. Meanwhile those 45 to 54 increased by 43 percent and the 75 to 84 age group grew by 62 percent. Those over 85 years old nearly doubled.

Figure 2
Age Distribution 1990-2000



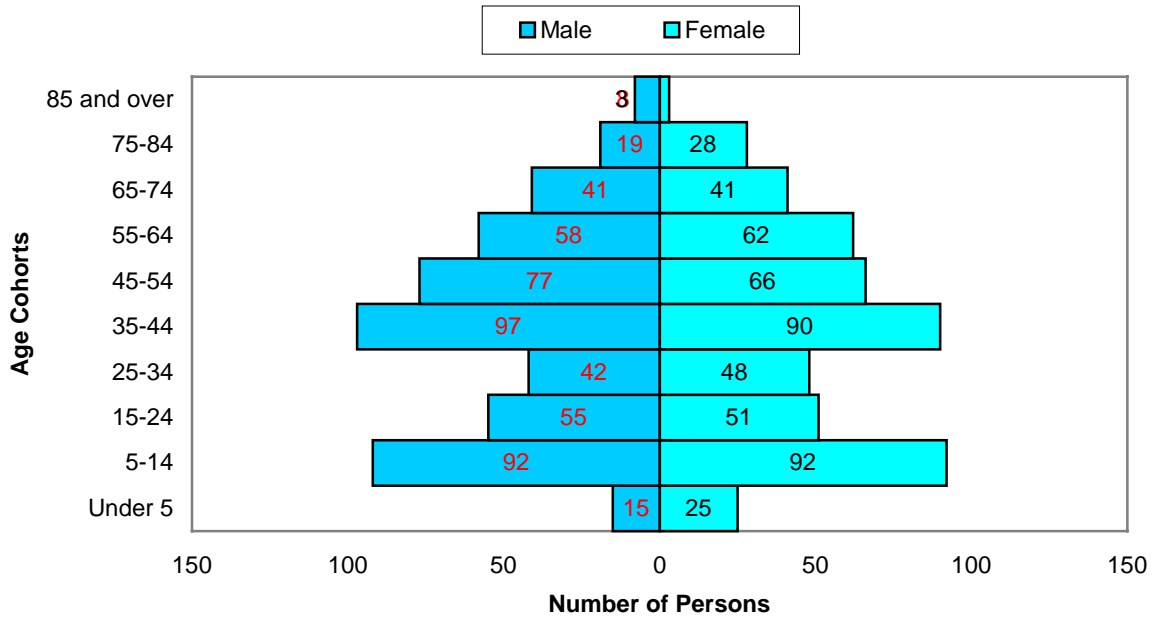
Source: U.S. Census

**Figure 3
Juneau County
Male & Female Age Distribution
2000**



Source: U.S. Census

**Figure 4
Town of Lisbon
Male & Female Age Distribution
2000**



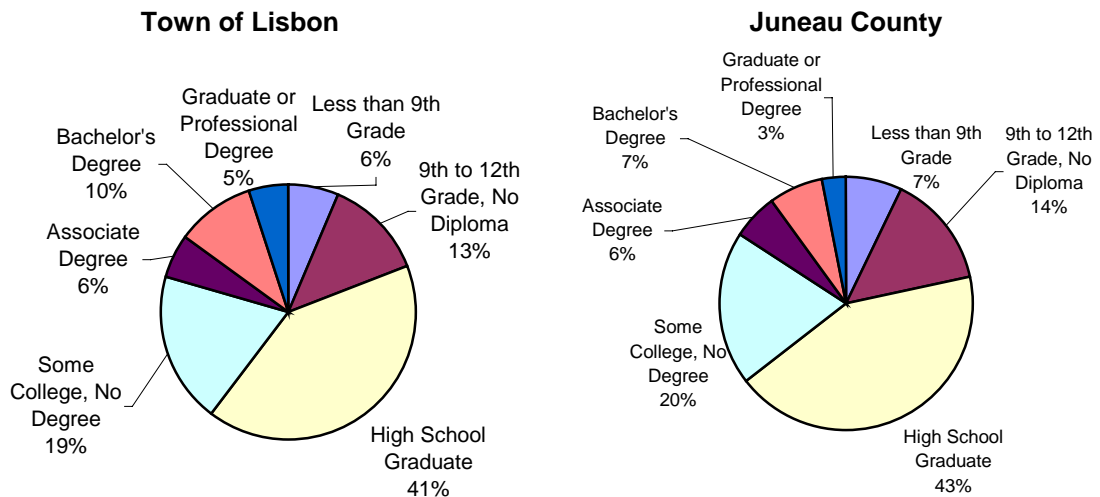
Source: U.S. Census

The population distribution of age and sex illustrated by Figure 3 shows the relatively small number of persons in the 15 to 24 and 25 to 34 age groups. There is an unusually small number in the under 5 age group.

4. Educational Attainment

Education levels in the Town of Lisbon are generally higher than Juneau County. Over 80 percent of residents over 25 have completed high school, while 78.5 percent of county residents are high school graduates. Of those 25 or older who have four or more years of college, for the state 22.4 percent have a bachelor's degree or more, in Juneau County it's ten percent, and in the Town of Lisbon nearly fifteen percent of those over 25 have a bachelor's degree or more.

Figure 5
Educational Attainment, 2000
For Population Over 25 Years



Source: U.S. Census, SF-3

5. Household Characteristics

A **household** includes all of the people who occupy a housing unit. ^{U.S. Census}

Occupants may consist of a single family; one person living alone; two or more families living together; or any other group of related or unrelated people who share a housing unit. ^{U.S. Census}

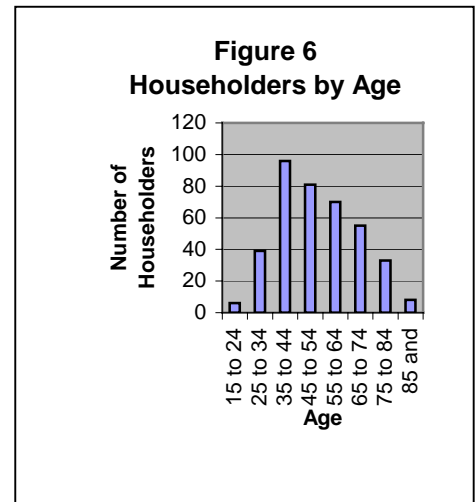
A **housing unit** is a house; apartment; mobile home; group of rooms; or single room occupied (or if vacant, intended for occupancy) as separate living quarters. ^{U.S. Census}

Married couples make up nearly 63.4 percent of all households; couples with children under 18 constitute 28.9 percent of households, while single person households are 21.6 percent. Female headed households are 6.4 percent of the total. The largest percentage of householders are between 35 and 54 (45.6%), with 24.7 percent being over 65.

The Town of Lisbon’s average household size in 1990 was 2.77 persons, while in 2000 it was 2.63 persons.

Table 3		Households
		Town of Lisbon
Total Households		388
1. Family households		292
a. Married-couple family		246
i. With own children under 18 years		112
ii. Without own children under 18 years		134
b. Householder without spouse present		25
i. With own children under 18 years		18
ii. Without own children under 18 years		7
2. Nonfamily household		96
a. Householder living alone		84
b. Householder not living alone		8

Source: U.S. Census



Source: U.S. Census

6. Household Projections

As the size of households decreases throughout the nation and in the Town of Lisbon it means that the number of households will increase at a higher rate than the population. It is expected that the number of households will increase until 2015 at a rate of 16.2 percent, when it will slow to a rate of 6.8 percent.

Table 4	Historical Household Count 1980-2000¹							
	Household Projections 2005-2025²							
Town of Lisbon	1980	1990	2000	2005	2010	2015	2020	2025
Households	311	311	388	400	441	465	485	497

Source: ¹U.S. Census 1980-2000

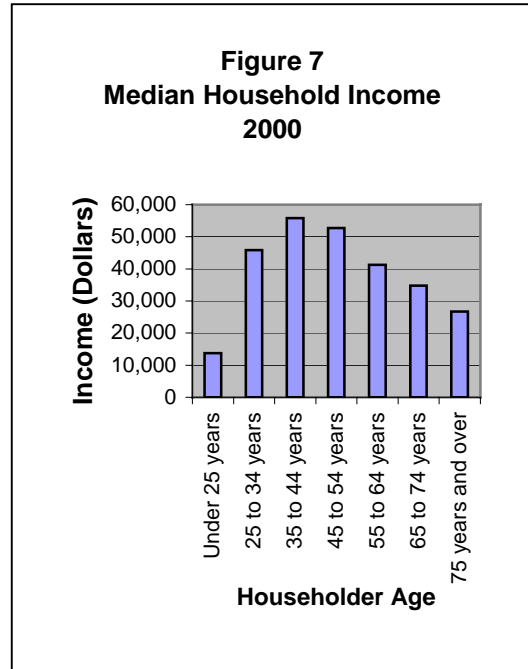
²WI Dept. of Administration Projections

7. Income Statistics

Over 60.3 percent of Lisbon residents make over \$35,000 per year. The highest median income is in households headed by persons between 35 and 44. There is a gradual decline in the income of older households.

Annual Income	Number of Households	Percent of Households
Less than \$10,000	23	5.8%
\$10,000 - \$24,999	78	19.6%
\$25,000 - \$34,999	57	14.3%
\$35,000 - \$49,999	91	22.9%
\$50,000 - \$99,999	129	32.4%
\$100,000 and over	20	5%

Source: U.S. Census, SF-3



Source: U.S. Census, SF-3

Both the median household income and per capita income for the Town of Lisbon are above the levels for the county. Note the difference between Lisbon and Lindina where median household incomes are nearly the same, but per capita income is over two thousand dollars higher in Lisbon, indicating a greater predominance of families in Lindina. Lisbon compares favorably to most of the surrounding communities. Median income in the Town of Lisbon is 94.4 percent of the state median, and per capita income is 85.7 percent of the state level.

	Per Capita Income	Median Household Income	Percent of inhabitants below poverty level
Town of Lisbon	\$18,231	\$41,354	8.9%
Town of Lindina	\$16,047	\$41,250	7.3%
Town of Fountain	\$17,350	\$47,500	11.7%
Town of Lemonweir	\$16,815	\$39,271	10%
Town of Germantown.	\$17,815	\$31,204	11.9%
Town of Clearfield	\$17,445	\$35,781	13.5%
City of New Lisbon	\$19,165	\$34,479	10.6%
Juneau County	\$17,892	\$35,335	10.1%
Wisconsin	\$21,271	\$43,791	8.7%

Source: U.S. Census, SF-3

8. Employment Statistics

Of the five largest employers in Juneau County two are governmental, two are non-profit, and one, Walker Stainless Equipment is private.

Table 7 Top Employers in Juneau County, 2003

Employer Name	Product or Service	Employment Size Range
Hess Memorial Hospital	General medical & surgical hospitals	500-999
Walker Stainless Equipment	Plate work manufacturing	250-499
Sandridge Treatment Facility	Psychiatric and substance abuse hospital	250-499
County of Juneau	Executive and General Government	250-499
School Dist. of Mauston	Elementary & secondary schools	250-499
Volk Field	National security	100-249
Necedah Public School	Elementary & secondary schools	100-249
Freudenbergnok (Farnym/Meillor)	Gasket, packing, and sealing device mfg.	100-249
Parker Hannifin	Fluid power valve and hose fitting mfg.	100-249
Brunner Drilling & Mfg.	Bolt, nut, screw, rivet, and washer mfg.	100-249

Source: WI Dept. of Workforce Development, ES-202 special report, First quarter, 2003

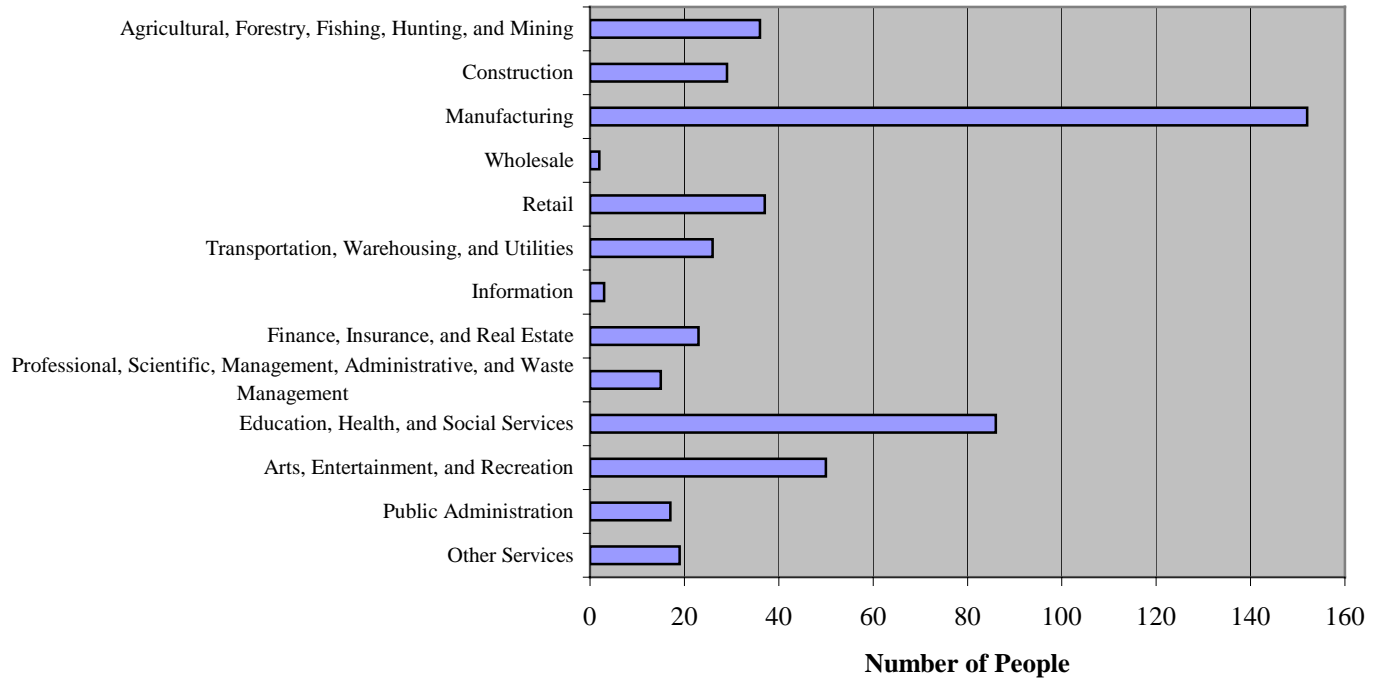
Juneau County wages are below state average in all sectors as shown in Table 8. The County comes the closest to average in agriculture and retail trade. It appears that agricultural wage averages have been declining rapidly in the past five years. Service and transportation/communications sectors wages have grown the most in the five-year period; however, transportation/communication wages are increasing faster than service wages in the last few years.

**Table 8 Annual Average Wage by Industry Division
Juneau County, 2002**

	County Annual Avg. Wage	State Annual Avg. Wage	Percent of State Avg.	1-year Percent Change	5-year Percent Change
All Industries (except mining)	\$25,053	\$30,922	81.0%	0.9%	20.1%
Agriculture, Forestry, and Fishing	\$20,756	\$22,565	92.0%	-7.3%	-38.5%
Construction	\$27,046	\$39,011	69.3%	1.6%	0.6%
Manufacturing	\$33,094	\$39,739	83.3%	-0.4%	26.5%
Transportation, Comm., and Utilities	\$26,637	\$36,639	72.7%	10.4%	28.1%
Wholesale Trade	\$24,807	\$40,521	61.2%	3.4%	21.3%
Retail Trade	\$13,444	\$14,596	92.1%	3.1%	23.8%
Finance, Insurance, and Real Estate	\$22,408	\$40,933	54.7%	2.5%	27.0%
Services	\$21,221	\$28,775	73.7%	6.4%	31.3%
Total Government	\$26,267	\$33,785	77.7%	3.9%	21.6%

Source: WI DWD 2002 and NCWRPC

**Figure 8
Employment by Industry
Town of Lisbon, 2000**



Source: U.S. Census

The largest single job classification in the Town of Lisbon is manufacturing, followed by education, health and social services, arts, and entertainment and recreation retail. Retail, agriculture, construction, transportation, and FIRE are all represented as significant parts of the Lisbon labor force.

The number of persons in the labor force continues to grow in the county. This is partially the result of increasing workforce participation, but jobs have kept pace with the increase in the number of workers and over the last twenty years unemployment rates have fallen.

	1980	1990	2000
Labor Force	8,853	10,143	12,068
Employed	8,206	9,478	11,333
Unemployed	647	665	735
Unemployment Rate	7.31%	6.56%	6.09%
Participation Rate	42.08%	46.85%	49.63%

Source: U.S. Census, and NCWRPC

II. NATURAL, AGRICULTURAL, & CULTURAL RESOURCES ELEMENT

1. Natural Resources

A. Physical geography, Geology, & Non-metallic mining

Physical Geography & Geology

The Town of Lisbon lies within physiographic province of the Central Plain within an area known as the Great Central Wisconsin Swamp, an extensive alluvial lake plain that extends over 2000 square miles. Generally, the lake basin slopes gradually to the southeast. Within the town, however, land slopes toward the Lemonweir River with elevation about 850 feet at the river.

The town (and the lake basin as a whole) has extensive areas of wetlands, which result in relatively flat topography, a high water table and slowly permeable layers of silt or clay within the lake deposits. This area is underlain by a Precambrian Crystalline bedrock complex which surface varies in elevation from approximately 760 feet above sea level. About 30 to 100 feet of late Cambrian sandstone stratum overlies the Precambrian bedrock.

Non-metallic mining

Mineral production in the area is of minor extent. At some quarries, dolomite limestone bedrock is blasted and crushed for gravel or ground for agricultural lime. Other mines in the town are sand pits.

B. Climate

Winters are very cold, and the short summers are fairly warm. In winter, the average temperature is 19 degrees Fahrenheit and the average daily minimum temperature is 8 degrees. The summer average temperature is 69 degrees. Precipitation is fairly well distributed throughout the year, reaching a slight peak in summer. Total annual precipitation is about 33 inches. In two years out of ten, the rainfall in April through September is less than 18 inches. Thunderstorms occur on about 41 days each year. Snow generally covers the ground much of the time from late fall through early spring.

Growing Season Summary

Station: 475178 Mauston, WI
Wisconsin State Climatology Office Data

Median date of last frost in the spring: May 10.
Last frost occurs on or after May 27 in 10% of years.

Median date of first frost in the fall: September 30.
First frost occurs on or before October 11 in 10% of years.

Median growing season: 145 days. Growing Season ranges from 104 to 171 days.

C. Soils

Soils occur in an orderly pattern that is related to the physical geography, climate, and the natural vegetation. Each kind of soil is associated with a particular kind of landscape or with a segment of the landscape. By observing the landscape in an area, reviewing the soil map, and understanding what is possible with each soil type, relationships can be created to determine most productive use for an area.

Most of the soils in Juneau County formed under forest vegetation. This resulted in a light-colored soil that has a relatively low content of organic matter. Also, because tree roots intercept water at greater depths than grasses, there is more effective leaching. This leaching removes nutrients and allows clay accumulation at greater depths. In addition, there is an abundance of micro flora, such as bacteria and fungi, which play important roles in decomposing organic matter and recycling the nutrients.

Animals in the soil, including earthworms, insects, and rodents, mix the soil and contribute additional organic matter, thereby affecting soil structure, porosity, and content of nutrients. Human activity also affects soil formation by altering and accelerating natural soil processes. Many soils have been altered by draining, clearing, burning, and cultivating. Repeatedly removing plant cover has accelerated erosion. Over cultivation has often contributed to the loss of organic matter and has reduced the infiltration rate. In some areas, over cultivation and the use of heavy equipment have changed the loose, porous surface layer to clods.

The general soil map shows groups of soil types called associations. Each association has a distinctive pattern of soils, relief, and drainage. Each is a unique natural landscape. Typically, an association consists of one or more major soils and some minor soils. It is named for the major soils. The soils making up one association can occur in another association but then would exist in a different pattern. Because of the general soil map's small scale, it is only useful for determining suitability of large areas for general land uses. Soil maps that are located in the Juneau County Soil Survey book are large scale and therefore most appropriate for deciding specific land uses at the section level and subdivision of a section.

Soil Descriptions

Soils are primarily sandy lake deposits, some with silt-loam loess caps.

1. NEWSON–MEEHAN–DAWSON association: Deep, nearly level and gently sloping, somewhat poorly drained to very poorly drained, sandy and mucky soils; on outwash plains, on stream terraces, and in basins of glacial lakes.

This association is on low flats, in drainageways and depressions, and on concave foot slopes. Most areas of this association are used as native woodland or support wetland vegetation. Many areas, which were drained and cultivated in the past, now support native vegetation or have been planted to pine. The problems in managing forest are the sandy soil texture, the water table, and competing vegetation.

A few areas have been drained and are used for crops, and some areas are used for unimproved pasture. If these soils are drained, crop yields are limited by the low available water capacity. Frost and soil blowing are the main hazards. If used for crops, some areas of the Newson soils also require protection from flooding.

The major soils in this association are generally unsuitable as sites for residential development because of the water table, subsidence (sinking) in the Dawson soils, and flooding in some areas of the Newson soils.

2. FRIENDSHIP–PLAINFIELD association: Deep, nearly level to moderately steep, excessively drained and moderately well drained, sandy soils; on outwash plains, on stream terraces, and in basins of glacial lakes.

This association is on flats and convex side slopes. Some areas of this association are used for crops. Soil blowing is the main hazard affecting crop production. Crop yields are limited by the low available water capacity. The major soils are suited to sprinkler irrigation, which can improve productivity. Some areas are used as native woodland, and some have been planted to pine. The main problem in managing forest is the sandy soil texture.

Friendship soils are poorly suited to septic tank absorption fields and only moderately suited to dwellings with basements because of the water table. Moderately steep areas of the Plainfield soils are poorly suited to residential development because of the slope. Nearly level to sloping areas of the Plainfield soils readily absorb, but do not adequately filter the effluent in septic tank absorption fields. The poor filtering capacity can result in the pollution of ground water.

3. ALGANSEE–GLENDORA association: Deep, nearly level and gently sloping, somewhat poorly drained to very poorly drained, loamy soils; on flood plains.

Most areas of this association are used as native woodland. Some are used as unimproved pasture. The main problems in managing forest are the sandy soil texture, flooding, the water table in the Glendora soils, and competing vegetation.

The major soils in this association are generally unsuitable for crops and as sites for residential development because of flooding and the water table.

4. POYGAN–WYEVILLE–WAUTOMA association: Deep, nearly level and gently sloping, somewhat poorly drained to very poorly drained, silty soils; on stream terraces, lake terraces, and flood plains.

This association is on low flats, in drainageways, and depressions, and on concave foot slopes. It makes up about 9 percent of the county. Most areas of this association are drained and are used for crops. A few are used for unimproved pasture. If these soils are drained, crop and forage yields are limited by the low and moderate available water capacity. Soil blowing is a hazard on the Wyeville and Wautoma soils. Flooding is a hazard on the Poygan soils.

Undrained areas support native vegetation. A few of these areas are used as woodland. The main problems in managing forest are the sandy soil texture, the water table, and competing vegetation.

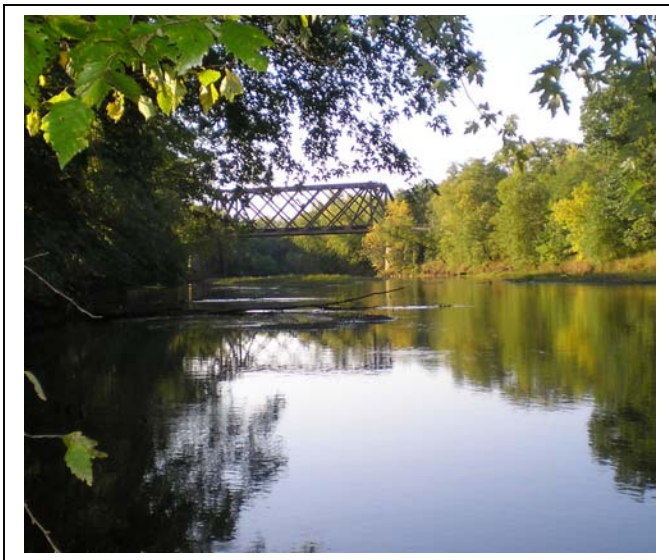
The major soils in this association are generally unsuitable as sites for residential development, because of the water table and the slow permeability. Poygan soils are also generally unsuitable for residential development, because of the shrink-swell potential and flooding.

5. ETTRICK–CURRAN–JACKSON association: Deep, nearly level and gently sloping, moderately well drained to very poorly drained, silty soils; on stream terraces, lake terraces, and flood plains.

This association is on low flats, in drainageways and depressions, on flood plains, on concave foot slopes, and on concave or convex side slopes. Most areas of this association are used for crops, but the cultivated areas of the Ettrick and Curran soils must be drained and protected from flooding. Some areas are undrained and support native vegetation. A few areas are used as woodland. The main problems in managing forest are the water table and competing vegetation.

The major soils in this association are poorly suited to residential development because of the water table. The Ettrick soils are unsuitable for residential development because of flooding. The areas of the Curran soils that are subject to flooding are also unsuitable.

D. Surface Water



Lemonweir River

Surface water covers about 303 acres, which is 1.7 percent of the land in town, floodlands cover about 2,804 acres, which is 15.6 percent of the land in town, and wetlands cover about 3,483 acres, which is 19.4 percent of the land in town.

The most prominent water features in Lisbon are the Lemonweir River, Webster Creek, and New Lisbon Lake. Surface waters provide for drainage after heavy rains, and habitat for plants, fish, and wildlife. Webster Creek upstream from the Canadian Pacific railroad tracks has been designated as a Class III trout stream.

Most of the town south and east of New Lisbon is located in the Lower Lemonweir River watershed. The part of town north of CTH A lies within the Little Lemonweir River and Beaver Creek watersheds. All of these watersheds drain into the Wisconsin River.

Outstanding and Exceptional Resource Waters

There are no Outstanding Resource Waters (ORWs) or Exceptional Resource Waters (ERWs) in town as identified by WDNR.

Impaired Waters

Section 303(d) of the federal Clean Water Act requires states to develop a list of impaired waters, commonly referred to as the "303(d) list." A water body is considered impaired if a) the current water quality does not meet the numeric or narrative criteria in a water quality standard or b) the designated use that is described in Wisconsin Administrative Code is not being achieved. A documented methodology is used to articulate the approach used to list waters in Wisconsin. Every two years, states are required to submit a list of impaired waters to EPA for approval.

Part of New Lisbon Lake is listed as not meeting the standards set under the U.S. Clean Water Act, Section 303(d). Mercury contamination from atmospheric deposition is the cause of pollution, and New Lisbon Lake is rated a low priority for clean-up by the WDNR. The only action to take, based upon that pollution, is for the WDNR to issue fish consumption advisories.

Dam

A dam that holds back the Lemonweir River in New Lisbon created New Lisbon Lake. The New Lisbon Dam has a 6-foot hydraulic height, and has a significant hazard potential, which indicates that a failure could result in significant property damage.

E. Groundwater

Most residents depend on individual wells for their drinking water, and groundwater is readily available in quantities adequate to meet domestic, agricultural and industrial needs (Soil Survey).

Groundwater is at various depths, depending upon the general topography, the elevation above the permanent stream level, and the character of the underlying rock formation. It is in aquifers where water fills all pores and fissures in the bedrock or in unconsolidated material, such as sand. Wells drilled into these aquifers are the source of water for rural users (Soil Survey).

Groundwater for municipal use is obtained from the Cambrian sandstone aquifer, which underlies the southern half of the county. This water is suitable for virtually all uses. Yields are as high as 1,850 gallons per minute, but range mainly from 150 to 840 gallons per minute. The average yield for a high-capacity well is 500 gallons per minute (Soil Survey).

F. Wetlands

Every wetland is unique; even though they may appear at first glance to be very similar to another. Wetland functional values are determined by a variety of different parameters including physical, chemical, and biological components.

Wetlands in Wisconsin were defined by the State Legislature in 1978. According to this definition, a wetland is: "an area where water is at, near, or above the land surface long enough to be capable of supporting aquatic or hydrophilic (water-loving) vegetation and which has soils indicative of wet conditions." [§ 23.32(1)] Apart from these essential common characteristics, wetlands—and wetland function—vary. Wetland functions depend on many variables (including wetland type, size, and previous physical influences/natural or human-induced) and opportunity (including the location of the wetland in landscape and surrounding land use). Wetlands also change over time and may function differently from year to year or season to season. These are very dynamic ecosystems.

G. Floodlands

The goal of Wisconsin's Floodplain Management Program is to protect people and their property from unwise floodplain development, and to protect society from the costs that are associated with developed floodplains. Through floodplain zoning, Wisconsin's counties, cities and villages are required to zone their flood-prone areas. The state has set minimum standards for local regulation, but local governments can set more restrictive standards. Floods are the most costly natural disaster. Direct costs from floods include emergency response, clean-up, rebuilding of public utilities and uninsured homes and businesses. Indirect flood costs are lost wages and sales, disruption of daily life, tax base decline if businesses relocate.

H. Forests

Most of the forestlands in the town are privately owned. Forests play a key role in the protection of environmentally sensitive areas like steep slopes, shorelands, wetlands, and flood plains. Removal of woodland cover can be detrimental to these areas in both ecological functions and visual enjoyment. The health of a forest is measured by its capacity for renewal, for recovery from a wide range of disturbances, and for retention of its ecological diversity. Specific wildlife species depend upon forests to different extents. Some types of species need large blocks of forest habitat exclusively. Other animals are called "edge" species, because they can use small clusters of trees and brush. Deer and raccoons are edge species. Aquatic species benefit from trees that shade shoreland areas of lakes and rivers. Shoreland areas are the most biologically productive areas of lakes and rivers. At the same time forests must produce timber for various consumer uses (lumber, paper, & toothpaste), and meet current and future needs of people for desired levels of values, uses, products, and services. Arguably, invasive exotic species like garlic mustard and multiflora rose present the greatest threat to the long-term health and integrity of the forests. Invasive plants present a problem for native plants as they invade natural systems, and out-compete native species for nutrients, sunlight, and space. Usually having no natural predators, invasive species alter the food web and physical environment. Invasive species like the Gypsy moth and the Asian long-horned beetle aggressively compete with native insects for habitat.

Map 2: Natural Resources

Community Forest

The Juneau County Forestry Department manages a few hundred acres of forested land in Lisbon that is not part of the state forest tax law program. This land is managed the same way that the county forest is. Many of the parcels are isolated from other county forest blocked areas.

H. Rare Species & Natural Communities

The Town of Lisbon has nine sections with occurrences of aquatic and terrestrial plants, animals, and natural communities from common to critically endangered:

Two sections with aquatic occurrences

Three sections with terrestrial occurrences

Four sections with both aquatic and terrestrial occurrences

Additionally, the entire town is listed as having “Township Occurrences.”

Wisconsin's biodiversity goals are to identify, protect and manage native plants, animals, and natural communities from the very common to critically endangered for present and future generations. Knowledge, appreciation, and stewardship of Wisconsin's native species and ecosystems are critical to their survival.

2. Agricultural Resources

A. Prime Farmland, cropland, livestock

According to the *1991-1993 Wisconsin Land Use Databook*, the Town of Lisbon is almost 44 percent agricultural. According to this document, 20.5 percent of the town's total land (28.5 square miles) is used for row crops, 14.2 percent is used for foraging, and 8.8 percent is grassland. The report also found that 34.8 percent of the town was in forest cover, and 19.3 percent is wetlands.

In terms of farming trends, the town has lost 1.6 percent of farmland acres on tax rolls between 1990 and 1997. According to the report there were 43 farms, 9 of which were dairy farms in 1997. Although little land has gone out of agriculture, there has been consolidation of operations. Most of the cash-cropping is done by three or four large operators on rented land.

Prime farmland is one of several kinds of important farmland defined by the U.S. Department of Agriculture, and is of major importance in meeting the Nation's short and long range needs for food and fiber. Prime Farmland is the land that is best suited to food, feed, forage, fiber, and oilseed crops. It may be cultivated land, pasture, woodland, or other land, but it is not urban land or water areas. Prime farmland produces the highest yields with minimal expenditures of energy and economic resources, and farming it results in the least damage to the environment. Adequate and dependable supplies of moisture from

precipitation or irrigation are available. The temperature and growing season are favorable, and the level of acidity or alkalinity is acceptable. Prime farmlands have few or no rocks and are permeable to water and air. It is not excessively erodible or saturated with water for long periods and is not frequently flooded during the growing season. The land slope on these lands ranges mainly from 0 to 6 percent.

The Town of Lisbon has 5,059.5 acres of prime farmland, which is 28.1 percent of the total land area of the town.

3. Cultural Resources

A. Brief community history

The Town of Lisbon was the site of the county's most famous Indian mounds (the area has since been annexed into the City of New Lisbon). Seven mounds have been identified and included on the National Register of Historic Places, among them the Panther Mound with its 142-foot tail. It is estimated that these structures could be over a thousand years old. White settlement in the town began in the area known as Welsh Prairie in 1846. In the 1850s Norwegian settlers moved into what became known as "Church Valley." Through the 1850s the Town of Lisbon was the fastest growing town in the county as wheat farmers were attracted to the farmland in the town's southwestern section.

Lisbon was established as a Town in 1853. That year Joseph Nuttall arrived in the town and established a farm that by the 1870s included 400 acres farmland. In 2006 his descendents were honored with a sesquicentennial award acknowledging continuous family ownership. Over the years a number of significant events have taken place in the town, many along the route between Mauston and New Lisbon, Highway 12 & 16. This was where Waite's Tea Room was located, as well as the Shoreslawn golf course and the River Bend Resort. All were local landmarks starting in the 1930s.

B. Historical buildings, archeological sites

Two Century Farmsteads exist within the town. A century farmstead has maintained family ownership for at least 100 years. The Wisconsin State Fair recognized the Frederic & Ada Macomber farmstead in 1976.

Lisbon Century Farmstead

- Frederic & Ada Macomber on 172 acres in T16N R3E Sec 17 & 20 was settled in 1853.
- LeRoy and Gary Southern on 115 acres in T16N R3E Sec. 22 & 27.

There are several original farm homes and farm buildings in the town. Historic registration has never been sought because these structures are commonly acknowledged as historic in Lisbon. No buildings in Lisbon are on the National Register of Historic Places, but there is one site—Gee's Slough Mound Group. There are no structures on the Architectural History Inventory (AHI).



Gee's Slough Mound Group

Lands in the Town of Lisbon that are adjacent to surface waters may have an abundance of cultural and archeological significance because they were often the location of Native American and early European settlements. There are a number of Native mound structures in the Lisbon area, including the Panther Mound on the banks of the Lemonweir River.

4. Goals, Objectives & Policies

Goals

1. Preserve and protect natural areas, including wetlands, floodplains, wildlife habitats, ponds, woodlands, open spaces and groundwater resources.
2. Preserve cultural, historic and architectural sites.
3. Preserve the rural character of the Town.
4. Preserve, protect and keep in production agriculture lands.

Objectives

1. New development in the Town should not negatively impact natural resources.
2. Encourage and support the preservation of natural open spaces that minimize flooding such as wetlands and floodplains.
3. Place a high priority on preservation of scenic beauty and the aesthetic features that give the community its unique, rural character.
4. Encourage the maintenance and growth of the family farm.

Policies

1. New development should be discouraged from areas shown to be unsafe or unsuitable for development due to flood hazard, potential groundwater

- contamination, loss of farmland, highway access problems, incompatibility with neighboring uses, etc.
2. Existing agricultural uses and buildings should be taken into consideration when locating new development to avoid conflicts
 3. Development proposals should be reviewed relative to the potential impacts to the historical and cultural resources of the Town.
 4. Protect wildlife habitat, wetlands, wood lots and forests, flood plain, areas near the high water mark of the Lemonweir River, all areas having slopes greater than 25% and drainage ways including buffer area.
 5. Ensure that public access to the Lemonweir River is preserved.
 6. Discourage non-farm development in areas of agricultural activities, in order to minimize farm/non-farm conflicts such as noise, odors, nitrates in well water, pesticides, farm vehicle conflicts on roadways, and late night field work.

5. Bibliography

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III. HOUSING ELEMENT

1. Housing Stock

A. Total Housing Units

The housing stock in the Town of Lisbon is generally adequate for the needs of the community. The 1990 Census indicates that there were 388 housing units in the town. All of these units had complete kitchen facilities, and five lacked complete plumbing facilities. In 2000, there were 433 housing units in the town, an increase of 54 since 1990, a 14.2 percent increase. This compares with a 18.3 percent increase in population in the town and compares to an eight percent increase in housing units for the county during the decade.

B. Year Built

The housing stock in Lisbon is slightly newer than the county's and the state's, although older than the housing stock in Lemonweir. Only 28.4 percent of buildings are more than 45 years old, lower than for either the county (36%) or the state (43.7%). Structures built in the 1960s and 1970s are higher than the county and state percentages. Just over a fifth of housing units have been built since 1980, less than Lemonweir but more than the county or state. The late-1990s were a period of the growth, when 43 housing units were built.

Table 10 Age of Structure by Jurisdiction, 2000

Year built	Town of Lisbon		Town of Lemonweir		Juneau County		State of Wisconsin	
Before 1939	95	21.9%	101	13.2%	2,842	23.0%	543,164	23.4%
1940-1959	28	6.5%	78	10.2%	1,610	13.0%	470,862	20.3%
1960-1979	148	34.2%	242	31.6%	3,633	29.4%	667,537	28.8%
After 1980	162	37.4%	343	44.9%	4,285	34.6%	639,581	27.5%
Total	433	100%	764	100%	12,370	100%	2,321,144	100%

Source: US Census Bureau & NCWRPC

C. Building Type

Single-family dwellings are overwhelmingly the most common type of housing units in the town. At 330 they constitute nearly 76.2 percent of the housing stock. Manufactured and mobile homes account for twenty percent of housing units, similar to the percentage for the county (22.3%). The Census lumps the two together under the definition of “a housing unit that was originally constructed to be towed on its own chassis.”

Often described as “mobile homes” or “trailer homes”, manufactured housing has been subject to regulation by the Federal Government since the implementation of the “Manufactured Home Construction and Safety Standards” or “HUD-Code” in 1976. Manufactured housing has evolved from the “travel trailer”, which is built primarily to be towed behind vehicles, they were lightweight and compact, generally metal clad, and

intended to be moved repeatedly from place to place. Over time these structures became larger and often located permanently, either in a mobile-home park or on an individual lot.

The passage of the federal legislation mentioned above, which took effect June 15, 1976, established the preeminence of federal authority in the regulation of what have come to be known as manufactured housing. Under this legislation the federal government established standards and inspection mechanisms for all factory-built housing, and dictated that after its effective date all regulation of manufactured housing must conform to those standards. The inspection of the manufacturing process is meant to ensure the quality of housing built “on a chassis”. Since adoption of the HUD-Code a series of court rulings have reinforced the preeminence of the federal standards. In many rural areas manufactured housing is the best source of affordable housing.

D. Tenure

Owner occupancy is the overwhelming (91.2%) norm in the Town of Lisbon. This is fairly typical for a rural area, and exceeds the rate for the county (78.9%) and for the state (68.4%). There were only 34 renters in the town in 2000. Residents of Lisbon tend to move at a slightly slower rate than others in Juneau County. Approximately 23 percent of town residents have lived in the same home for more than twenty years, similar to the county but slightly higher than the Town of Lemonweir or state.

Tenure	Town of Lisbon		Town of Lemonweir		Juneau County		State of Wisconsin	
Over 30 years	30	7.5%	74	10.9%	1,053	10.9%	229,063	11.0%
21 to 30 years ago	63	15.8%	68	10.0%	1,189	12.3%	222,015	10.7%
11 to 20 years ago	100	25.1%	128	18.8%	1,701	17.5%	323,813	15.5%
10 years or less	205	51.5%	411	60.3%	5,753	59.3%	1,309,653	62.8%
Total	398	100%	681	100%	9,696	100%	2,084,544	100%

Source: US Census Bureau & NCWRPC

E. Value

Municipality	Median home value	% of state Median value
Town of Lisbon	\$88,200	78.6%
Town of Lemonweir	\$89,500	79.8%
Town of Lindina	\$76,900	68.5%
Town of Fountain	\$76,300	68%
City of New Lisbon	\$62,700	55.9%
Juneau County	\$71,200	63.5%
State of Wisconsin	\$112,200	100%

Source: US Census Bureau & NCWRPC

Median home value in the Town of Lisbon is higher than the median value for the county and most surrounding jurisdictions. The indication from the Census are that almost ten percent of homeowners, and 37.5percent of renters, spend more than thirty percentage of their income on housing, compared to 17.1 percent of homeowners in the county and seven percent for the state.

The National Low Income Housing Coalition assembles a yearly list of estimates of the income required to afford housing using this “cost-burden” standard for localities across the country. This report focuses on rental housing, but can be broadly applied to owner-occupied housing as well. The report calculates that for the state as a whole a full-time worker must earn \$11.63 an hour in order to be able to afford a two-bedroom apartment. For the non-metro areas of the state the comparable figure is \$8.93. In Juneau County a full time worker must earn \$8.40 per hour to afford the two-bedroom apartment. For a worker earning minimum wage this means working 65 hours every week to afford that apartment.

Although, housing prices rose across the country, they rose faster in non-metropolitan than in urban areas – 59 percent compared to 39 percent. The Median home value rose by 75 percent in Juneau County during the 1990s. Generally low wage rates, the tendency for banking overhead expenses and mortgage interest rates to be marginally higher in rural areas, and the increase in housing values all combine to make housing less affordable for rural, low-income residents.

F. Vacant/Seasonal

Of 433 housing units in the town 388 were occupied, while 50 (11.4%) were vacant. Thirty-nine units, 8.9 percent, were identified as seasonal. This compares to 16.5 percent of housing units in the county being described as seasonal, and just over six percent for the state. The number of seasonal dwellings in the town has decreased by four since 1990. The number of vacant houses is down from 61 in 1990.

2. Housing Demand

A. Persons Per Household

Families are getting smaller and more people are living alone, so average household size has been going down for several decades. The most obvious effect of this trend is that demand for housing units is increasing faster than population. In the Town of Lisbon the average household size in 2000 was 2.62 persons per household. This compares to the average of 2.47 for Juneau County and the average of 2.5 for the state as a whole. In 1990 there were 2.72 persons per occupied housing unit, which indicates a general trend toward smaller households.



B. Projections

Population growth in the Town of Lisbon has been somewhat irregular. After growing by 28 percent between 1960 and 1970 and by 36.6 percent during the 1970s, the population declined by 4.5 percent between 1980 and 1990, and then grew by more than eighteen percent during the 1990s. The Department of Administration (DOA) projects that Lisbon will grow by 144 residents, or 14 percent, by 2025. At current household size this would lead to fifty-five new housing units in the town. In an estimate of the 2006 population of the town DOA says there are currently 1,048 residents, higher than the projection for 2005 by fifteen. If the twenty-year growth trend (1980-2000) is projected forward this would yield an increase of 155 by 2025, or 15.2 percent. This would mean fifty-nine new housing units in the town.

	2000	2005	2010	2015	2020	2025
Dept. of Administration	1,020	1,033	1,106	1,135	1,158	1,164
Twenty-year growth rate	1,020	1,053	1,086	1,119	1,152	1,185

Source: U.S. Census, DOA, NCWRPC

Projecting the twenty-year growth trend yields a population in 2005 somewhat closer to the DOA estimate, but carried forward it lags behind the DOA projection for the 2010 to 2020 period, until it exceeds the DOA projection by 21 in 2025. Given that DOA more carefully calibrates its projections based on aging the existing population and that the difference between the two in 2025 is relatively small, it would seem prudent to accept the DOA projections as most accurate.

3. Housing Programs

There are a number of programs available to local governments to aid those having trouble affording their housing needs. Based on the 2000 U.S. Census 14.7 percent of homeowners and 21.2 percent of renters spend more than thirty percent of their income on housing, the accepted standard for affordable housing. Below is a partial listing of programs available to localities:

- Section 502 Homeownership Direct Loan Program of the Rural Health Service (RHS) provides loans to help low-income households purchase and prepare sites or purchase, build, repair, renovate, or relocate homes.
- Section 502 Mutual Self-Help Housing Loans are designed to help very-low-income households construct their own homes. Targeted families include those who cannot buy affordable housing through conventional means. Participating families perform approximately 65 percent of the construction under qualified supervision.

- Section 504, the Very-Low-Income Housing Repair Program, provides loans and grants to low-income homeowners to repair, improve, or modernize their homes. Improvements must make the homes more safe and sanitary or remove health or safety hazards.
- Section 521 Rural Rental Assistance Program provides an additional subsidy for households with incomes too low to pay RHS-subsidized rents.
- Section 533 Rural Housing Preservation Grants are designed to assist sponsoring organizations in the repair or rehabilitation of low-income or very-low-income housing. Assistance is available for landlords or members of a cooperative.

The above programs are all available through USDA-RD to those who meet the income requirements. There are also programs through the Department of Housing and Urban Development (HUD):

- The HUD Self-Help Homeownership Opportunity Program finances land acquisition and site development associated with self-help housing for low-income families. Loans are made to the nonprofit sponsors of development projects and are interest-free. Portions of the loans are forgiven if promised units of housing are completed within a given period. These forgiven “grant conversion” funds may be used to subsidize future development projects.
- The HOME Investment Partnership Program aims to encourage the production and rehabilitation of affordable housing. HOME funds may be used for rental assistance, assistance to homebuyers, new construction, rehabilitation, or acquisition of rental housing.
- The Small Cities Development Block Grant (CDBG) program is the rural component of HUD’s Community Development Block Grant program, which is administered by state agencies. The state CDBG program provides assistance for the development of affordable housing and economic development efforts targeted to low- and moderate-income people.

The Low-Income Housing Tax Credit (LIHTC), like HOME, aims to encourage the production and rehabilitation of affordable housing. It provides an incentive for private entities to develop affordable housing. The credit reduces the federal taxes owed by an individual or corporation for an investment made in low-income rental housing. The amount of the tax deduction is tied to the proportion of low-income residents in the housing produced. The credit is paid out over 15 years to investors in the housing project. LIHTC provides funding for the construction of new buildings or the rehabilitation or conversion of existing structures. To qualify, a property must set aside a certain share of its units for low-income households.

4. Goals, Objectives & Policies

Goals

1. Allow adequate, affordable housing for all individuals consistent with the rural character of the community.
2. Discourage residential development in unsuitable areas.
3. Establish guidelines for the location and placement of residential development.

Objectives

1. Ensure that local land use controls and permitting procedures do not discourage or prevent the provision of housing opportunities consistent with the rural character of the community.
2. Direct residential development away from existing agricultural uses and buildings to avoid conflicts.

Policies

1. Restrict the location of new development in areas that are shown to be unsuitable for specific uses due to septic limitations, flood hazard, groundwater pollution, highway access problems, etc.
2. The Town should work with landowners to encourage housing in accordance with the current and future land use map.
3. Discourage multi-family buildings except where a need for such development can be shown and only in designated planned unit developments.

IV. TRANSPORTATION ELEMENT

1. Background

The transportation system includes all modes of travel. The local transportation network is an important factor for the safe movement of people and goods, as well as to the physical development of the town. There is no transit, air, or water transportation service within the township. There are no water transportation facilities in the area. The Town of Lisbon transportation system includes all roadways.

A. Summary of Transportation Plans

1. Corridors 2020

Corridors 2020 was designed to enhance economic development and meet Wisconsin's mobility needs well into the future. The 3,200-mile state highway network is comprised of two main elements: a multilane backbone system and a two-lane connector system. All communities over 5,000 in population are to be connected with backbone & connector systems.

This focus on highways was altered in 1991 with the passage of the federal Intermodal Surface Transportation Efficiency Act (ISTEA), which mandated that states take a multi-modal approach to transportation planning. Now, bicycle, transit, rail, air, and other modes of travel would make up the multi-modal plan. The Wisconsin Department of Transportation's (WisDOT) response to ISTEA was the two year planning process in 1994 that created TransLinks 21.

2. TRANSLINKS 21

WisDOT incorporated Corridors 2020 into TransLinks 21, and discussed the impacts of transportation policy decisions on land use. TransLinks 21 is a 25- year statewide multi-modal transportation plan that WisDOT completed in 1994. Within this needs-based plan are the following modal plans:

- State Highways Plan 2020
- Airport System Plan 2020
- Bicycle Transportation Plan 2020
- Wisconsin Pedestrian Policy Plan 2020
- Wisconsin Rail Issues and Opportunities Report
- No plans exists for transit or local roads.

None of the above modal plans have projects that conflict with the Town of Lisbon Comprehensive Plan.

3. Connections 2030

Connections 2030 will be a 25-year statewide multi-modal transportation plan that is policy-based. The policies will be tied to "tiers" of potential financing levels. One set of policy

recommendations will focus on priorities that can be accomplished under current funding levels. Another will identify policy priorities that can be achieved if funding levels increase. Finally, WisDOT may also identify critical priorities that we must maintain if funding were to decrease over the planning horizon of the plan. This plan will not conflict with the Town of Lisbon Comprehensive Plan, because the policies are based upon the transportation needs outlined in TransLinks 21. There are no TransLinks 21 projects identified in Lisbon.

4. State Trails Network Plan

The Wisconsin Department of Natural Resources (DNR) created this plan in 2001, to identify a statewide network of trails and to provide guidance to the DNR for land acquisition and development. Many existing trails are developed and operated in partnership with counties. By agreement the DNR acquires the corridor and the county government(s) develop, operate, and maintain the trail.

One potential trail passes through Lisbon—Segment 53—Wyeville to Mauston to Adams County Hwy Z. This potential trail corridor is a combination of rail line and highway right-of-way that links via Juneau County's Omaha Trail to the Elroy-Sparta and "400" State Trails in Elroy. Rail line would provide the linkage from Wyeville to Mauston, and various roadways from Mauston east to the Wisconsin River.

5. North Central Wisconsin Regional Bicycle Facilities Network Plan

The North Central Wisconsin Regional Planning Commission (NCWRPC) created this 2004 plan to guide the development of an interconnected bikeway system for the North Central Wisconsin Region. Potential trails are identified and each county created an improvement description to facilitate how the plan can become reality in a cost effective manner.

One potential off-road trail passes through Lisbon parallel to USH 12/STH 16. It is the same trail as Segment 53 in the above State Trails Network Plan.

B. Inventory of Transportation Facilities

1. Roads

In the rural town of Lisbon, roads play the key role in development by providing both access to land and serving to move people and goods through the area, by car, bicycle, and foot power.

The Town of Lisbon's principal arterials are I-90/94, and STH 58. County Highway B south of STH 80, USH 12, CTH A, and STH 80 are major collectors, County Highway M and CTH B between STH 80 and CTH A are minor collectors, and the remaining 37.25 miles of roads in the town are local.

Road Classifications

Principal Arterials – serve interstate and interregional trips. These routes generally serve urban areas with 5,000 people or more.

Minor Arterials – accommodate interregional and county-to-county traffic, often in conjunction with principal arterials.

Major Collectors – provide service to moderate sized communities and other county-level traffic.

Minor Collectors – take traffic from local roads and provide links to all remaining portions of smaller communities and connect to other higher function roads listed above.

Local Roads – provide direct access to residential, commercial, and industrial developments.

The Town of Lisbon road network consists of roughly 16 miles of federal highways, 19 miles of state highways, 6.35 miles of county highways, and 37.25 miles of local roads, of which approximately 0.4 miles are unpaved. WisDOT requires all local units of government to submit road condition rating data every two years as part of the Wisconsin Information System for Local Roads (WISLR). The Pavement Surface Evaluation and Rating (PASER) program and WISLR are tools that local governments can use to manage pavements for improved decision making in budgeting and maintenance. Towns can use this information to develop better road budgets and keep track of roads that are in need of repair.

Annual average daily traffic counts (AADT) are measured and calculated every three years by the Department of Transportation for twelve sites in the town. Monitoring these counts provides a way to gauge how traffic volume is changing in Lisbon.

There is no projected traffic congestion to year 2020 within the Town of Lisbon.

	<i>1983</i>	<i>1989</i>	<i>1995</i>	<i>1998</i>	<i>2001</i>	<i>2004</i>	<i>#/% Change</i> <i>1983-2004</i>
Site 1	1,260	1,340	1,600	1,700	1,900	1,900	640 / 50.8%
Site 2	1,450	1,720	2,600	2,400	3,100	3,400	1950 / 134.5%
Site 3	2,170	2,370	3,100	3,100	2,300	2,500	330 / 15.2%
Site 4	590	130	640	610	550	580	-10 / -1.7%
Site 5	1,730	1,520	3,400	3,500	4,300	4,200	2,470 / 142.8%
Site 6	---	---	---	---	1,200	1,300	100 / 8.3%
Site 7	---	---	---	---	1,700	1,400	-300 / -17.6%
Site 8	---	---	---	---	1,200	1,200	0
Site 9	---	---	---	---	2,500	1,400	-1,100 / -44%

Source: Wisconsin Highway Traffic Volume, Department of Transportation

“---” No Data

- Site 1: STH 80, just south of the City of New Lisbon.
- Site 2: STH 80, along northern Town boundary.
- Site 3: USH 12/STH 16, 1 mile southeast of the City of New Lisbon.
- Site 4: CTH B, along the southern Town boundary.
- Site 5: STH 58, along the northeast Town boundary.
- Site 6: Ramp A, westbound I-90/94 **on** ramp.
- Site 7: Ramp B (EXIT 61), westbound I-90/94 **off** ramp.
- Site 8: Ramp C (EXIT 61), eastbound I-90/94 **off** ramp.
- Site 9: Ramp D, eastbound I-90/94 **on** ramp.

Traffic in the Town of Lisbon saw a relatively steady increase in the southern part of the town. Along STH 80 south of New Lisbon traffic increased by 50 percent over the twenty-year period, but by only 15 percent along US 12, and actually decreased slightly on CTH B. North of the interstate, however, where STH 58 & 80 provides access to the lakes area, traffic more than doubled. On the interstate itself about 16,000 vehicles per day traveled in each direction, with roughly 1,200 to 1,400 vehicles exiting at New Lisbon.



Highway 12/16

The interrelationships between land use and the road system makes it necessary for the development of each to be balanced with the other. Types and intensities of land-uses have a direct relationship to the traffic on roadways that serve those land-uses. Intensely developed land often generates high volumes of traffic. If this traffic is not planned for, safety can be seriously impaired for both local and through traffic flows.

Traffic generated and attracted by any new land-use can increase congestion on the roadway system. Even without creating new access points, changes in land-uses can alter the capacity of the roadway. The new business may generate more car traffic, or farm implement traffic. Uncontrolled

division of land tends to affect highways by increasing the amount of turning traffic into and out from attached driveways, therefore impairing safety and impeding traffic movements.

Wisconsin recognizes that a relationship between highway operations and the use of abutting lands exists. Under Chapter 233, the Department of Transportation (WisDOT) was given the authority to establish rules to review subdivision plats abutting or adjoining state trunk highways or connecting highways. Regulations enacted by the WisDOT establish the principles of subdivision review. They require new subdivisions to: (1) have internal street systems; (2) limit direct vehicular access to the highways from individual lots; (3) establish building setbacks; and (4) establish access patterns for remaining unplatted land.

All roads except the interstate highway system in the Town of Lisbon are open by state law to pedestrian and bicycle travel, although some traffic volumes may make such travel unsafe.



State of Wisconsin Six Year Highway Improvement Program

The state will coordinate four roadway maintenance projects between 2006-2011 that affect the Town of Lisbon. One project is resurfacing USH 12 from New Lisbon to Mauston between 2009-2011. The second project is replacing the 3" asphalt pavement surface with a 5" asphalt surface. Both of the following projects will occur on I-90: repair concrete joints and slabs in 2006, and replace the bridge decks in 2008.

2. Bicycling Opportunities

All roads except I-90/94 are available for pedestrian travel. USH 12 is not recommended for bicycle travel. The Bicycle Federation of Wisconsin along with WisDOT have determined what the bicycling conditions are on all county and state highways. Roads currently suitable for bicycling are rated best, moderate, or have the worst conditions based upon traffic volume and paved shoulders. State Trunk Highway 58 with shoulders provides moderate conditions for bicycling; STH 80 north of New Lisbon has shoulders and is rated best; STH 80 south of New Lisbon to CTH B does not have shoulders and is rated worst; STH 80 south of CTH B does not have shoulders and is rated moderate; all of CTH B does not have shoulders and is rated best; and CTH A does not have shoulders and is rated moderate for bicycle travel.

One off-road bicycle route is proposed within the Town of Lisbon. The 2001 State Trails Network Plan proposes **Segment 53–Wyeville to Mauston to Adams County Hwy Z**. This potential trail corridor within the Town is in a railroad right-of-way that parallels USH 12.

3. Airports

Air Carrier/Air Cargo airports provide regular passenger service. The closest airports of this type to the Town of Lisbon are the La Crosse Municipal Airport (LSE), the Chippewa Valley Regional Airport (EAU) in Eau Claire, and the Dane County Regional Airport (MSN) in Madison.

Transport/Corporate airports are intended to serve corporate jets, small passenger and cargo jet aircraft used in regional service and small airplanes (piston or turboprop) used in commuter air service. The only difference between a transport/corporate airport and a commercial airport is that the commercial airport has scheduled passenger service. The closest airports of this type to the Town of Lisbon are the Sparta/Fort McCoy Airport (CMY) in Sparta, Reedsburg Municipal Airport (C35) in Reedsburg, and Alexander Field-South Wood County Field (ISW) in Wisconsin Rapids.

Utility airports are intended to serve virtually all small general aviation single and twin-engine aircraft, both piston and turboprop, with a maximum takeoff weight of 12,500 pounds or less. These aircraft typically seat from two to six people and are now commonly used for business and some charter flying as well as a wide variety of activities including recreational and sport flying, training, and crop dusting. The closest airports of this classification are the Mauston-New Lisbon Municipal Airport (82C) between Mauston and New Lisbon, and the Necedah Airport (DAF) in Necedah.



Mauston-New Lisbon Airport

4. Rail

Canadian National owns several tracks nearby. Union Pacific provides commercial rail service. Canadian Pacific Railway is the track that Amtrak uses to provide passenger rail service, which has stations in Tomah and Wisconsin Dells.

5. Bus/Transit

There are few transit systems near and within Juneau County. Shared ride taxi service is provided in Mauston. Intercity bus routes exist from Tomah to: Madison; Rockford, IL; & Milwaukee; and Tomah to Eau Claire; and Minneapolis, MN.

6. Transportation Facilities for Disabled

All residents of the county age 60 and over and all ages of handicapped persons are eligible to ride free. Trip priority is given to: 1. Medical trips; 2. Nutrition sites; & 3. Grocery shopping, beauty shop, and other types of trip requests.

There are no fixed routes. Volunteer drivers provide service with their own vehicles on a demand/response basis. Drivers are available Monday through Friday, and by special arrangement on weekends and evenings. The Juneau County Aging Unit has a small bus, and a van. The bus is utilized for wheelchair accessible transportation needs. The van is used four times a week for food delivery, and is available the remaining time for passenger transport. The van has running boards for better accessibility, but is not lift-equipped.

7. Pedestrian Facilities

All roads except I-90/94 are available for pedestrian travel. Most town roads have limited shoulder areas. A motor vehicle creates a dust hazard for pedestrians on gravel roads. These conditions hamper safe pedestrian travel opportunities. Moreover, given the low-density development pattern of the town and the fact that nearly all goods and services are located several miles away in nearby cities, walking to places of work, shopping, or entertainment is not realistic for most residents. This situation is not anticipated to change over the 20-year planning period. As a result, people without access to motor vehicles must arrange for other transportation.

2. Goals, Objectives & Policies

Goals

1. Provide an integrated, efficient and economical transportation system that affords mobility, convenience and safety.

Objectives

1. Support and maintain a safe and efficient Town road system.
2. The Town should work with the County on any project that affects the Town.

Policies

1. Utilize WISLR software to inventory and rate the local roads.
2. Discourage land uses that generate heavy traffic volumes on local roads that have not been constructed or upgraded for such use.
3. Control roadway access along the existing Town road network to increase safety and preserve capacity.

4. Widen and improve existing roads before constructing new roads.

3. Bibliography

WDOT – Bureau of Planning, Corridors 2020, 1988, Madison, WI

WDOT – Bureau of Planning, TransLinks 21, 1994, Madison, WI

WDOT – Bureau of Planning, Connections 2030, *in process*, Madison, WI

WDNR – Bureau of Parks and Recreation, State Trails Network Plan, 2001, Madison, WI

Map 3: Transportation/Utilities & Community Facilities

V. UTILITIES & COMMUNITY FACILITIES ELEMENT

As a primarily rural town relatively few utilities exist. There is no sanitary sewer, storm water systems, water supply, wastewater facilities, power plants, health care facilities, or libraries. The Town of Lisbon is located in the New Lisbon & Mauston School Districts, and the Western Wisconsin Technical College District.

The Town contract for both fire and EMS services. Fire protection is divided between the New Lisbon and Mauston Volunteer Fire Departments. Similarly, ambulance service is provided in the town by the Camp Douglas and Mauston Ambulance Associations.



Town Hall

Community facilities include a Town Hall, built in 1990. There is a garage adjacent to the Town Hall that houses heavy equipment that the Town uses on its roads, including: two dump trucks with snowplowing equipment (IHC 7400 2005, IHC 1997), a plow (1997), a mower (Rhino), and a sander.

The Town is a member of a ten-town intergovernmental agreement, operating under the name County Recycling Agreement for Municipalities (CRAM), which allows Town residents to drop off recyclables at the County landfill. County residents can dispose of trash at the County landfill. There is a fee for some items. Some residents contract for garbage service from private companies that utilize landfill facilities outside of the county. Most residents rely on private contractors for garbage collection. The Juneau County Landfill is located in the Town of Lisbon. It is anticipated that the landfill has a remaining useful life of five years, at which time it will be capped and require further monitoring. Leachate from the landfill is currently hauled to Elroy for treatment.

There is a Catholic cemetery associated with St. Paul's Church in New Lisbon located in the town along 8th Avenue just outside the city limits.

The Mauston-New Lisbon Airport is located in the town. This is a utility airport designed to accommodate small, private planes. With a 3,700-foot runway it can handle most small planes. The Cities are currently involved in an expansion project, funded by a grant from the FAA, at the airport that will extend the runway to 5,000 feet. Land has been acquired to accommodate the expansion.

Electric service is provided by Alliant Energy and Oakdale Electric Co-op. Phone service in the town comes from Lemonweir Valley Telephone Co-op and Verizon. Limited DSL Internet lines are available near New Lisbon and Mauston. See the Transportation & Community Facilities Map 3.

2. Goals, Objectives & Policies

Goals

1. Continue to provide ambulance and volunteer fire services to residents.

Objectives

1. Consider the potential impacts of development proposals on groundwater quality and quantity.
2. Share equipment and services across jurisdictional boundaries, where possible.

Policies

1. Work with adjoining Towns, the County, the State, and individual landowners to maintain current water quality standards.
2. Encourage recycling by residents.

VI. ECONOMIC DEVELOPMENT ELEMENT

1. Economic Base

A. Juneau County

In looking at the prospects for economic development in a rural community it is best to place it in a larger context. It is most useful to look first at Juneau County as a whole in assessing the prospects for economic development in the Town of Lisbon. In recent years there has been a good deal of change in the economy of Juneau County. Most significant has been the decline in manufacturing that has occurred throughout the nation as well as in the county. In order to reinvigorate the county's economic base diversification away from the traditional reliance on manufacturing will be required in order to better position the county to compete in a changing marketplace.

Many of the communities in Juneau County are located along the Interstate 90/94 Corridor making them something of a "midpoint" between the larger cities Madison and Eau Claire/La Crosse. Perhaps even more important is Juneau County's position between Chicago and Minneapolis. Manufacturers seeking to serve markets in these communities have historically found Juneau County's location to their liking. But this transportation linkage has not only impacted employers, but the ability of employees to commute as well.

Economic success often hinges on the characteristics of the population. These human resources are key to the diversification of the economy in Juneau County. A diversified community requires more employees and a wider variety of skills than a "one-industry focus" community. Furthermore, these workers must be adaptable to changes in the demand for labor and be capable of quickly retraining in new vocations to meet that demand. The county lags behind the state in educational attainment and the population is slightly older than the state as a whole. In spite of these factors, which could be considered handicaps to economic diversification, there has been steady growth in the total number of jobs within the county over the last twenty years.

Table 15: Labor Force and Unemployment Trends, Juneau County, 1980 to 2000

	1980	1990	2000	Change 80-00	State 2000
Labor Force	8,853	10,143	12,068	36.32%	26.77%
Employed	8,206	9,478	11,333	38.11%	29.34%
Unemployed	647	665	735	13.60%	-9.82%
Unemployment Rate	7.31%	6.56%	6.09%	-16.69%	-28.79%
Participation Rate	42.08%	46.85%	49.63%	17.94%	11.21%

Source: US Census

Despite progress in creation of new jobs and expanding the labor force from 1980 to 2000, the number of the unemployed is growing. Juneau County has a higher unemployment rate than the state's rate of 4.7 percent. Though total employment has increased over the last twenty years, employment has not increased in every industry sector of the economy. Table

16 provides an inventory of the types of industry in Juneau County and their respective numbers of employees and firms.¹

Table 16: Employees and Firms by Industry, Juneau County, 2000

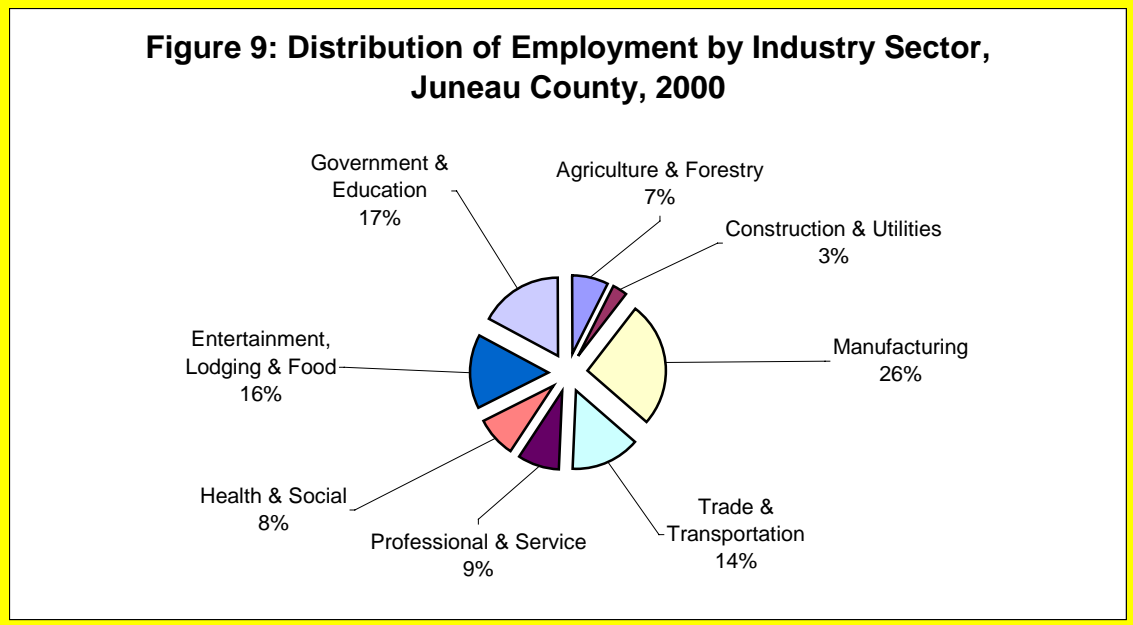
Industry Name	Employees	Firms	Percentage of Total
Agriculture, Forestry, Fishing, and Hunting	842	658	7.43
Mining	10	2	0.09
Utilities	3	1	0.03
Construction	340	73	3.00
Manufacturing	2,671	47	23.57
Wholesale Trade	156	17	1.38
Retail Trade	1,116	99	9.85
Transportation and Warehousing	333	39	2.94
Information	69	11	0.61
Finance and Insurance	184	29	1.62
Real Estate and Rental and Leasing	36	13	0.32
Professional, Scientific, and Technical Services	195	31	1.72
Management of Companies and Enterprises	16	5	0.14
Administrative and Support and Waste Management and Remediation Services	125	25	1.10
Educational Services	6	2	0.05
Health Care and Social Assistance	925	47	8.16
Arts, Entertainment, and Recreation	96	15	0.85
Accommodation and Food Services	1,665	96	14.69
Other Services (except Public Administration)	350	77	3.09
Government, Schools, Public Administration	2,195	NA	19.37
Total	11,333	1,288	100

Source: US Census, County Business Patterns

Juneau County's largest source of employment is the manufacturing industry, followed by government, schools and public administration, then accommodation and food services, and retail trade. Industries showing a large number of firms are indicative of many small businesses or "one-person shops". Farming is, of course, the greatest share of one-operator businesses; construction, retail, and services show large shares of total firms as well. Figure 9 summarizes the allocation of workers in Juneau County by industry. It is clear that manufacturing comprises a substantial portion of Juneau County's employment.

¹ The number of employees in this table varies from the county numbers in Tables 18 and 19. The figures in Table 16 come from the Census Business Profile, which is collected directly from businesses. The other numbers are the result of individuals reporting their own occupation and industry, and are thus different from what businesses report.

Figure 9: Distribution of Employment by Industry Sector, Juneau County, 2000



Source: US Census

Areas of rapid employment growth in the US during the 1980 to 2000 period include: forestry, water transportation, transportation services, non-durable goods, building materials, hardware stores, garden supply, manufactured home dealers, home furniture & equipment stores, miscellaneous retail, security & commodity brokers, holding & investment offices, hotels, camps, lodging, business services, auto repair, miscellaneous repair shops, amusement & recreation, educational & social services, museums & art galleries, and legal services. Areas of employment decline during the same period include: leather products, membership organizations, insurance agents, brokers, eating and drinking places, general merchandise stores, apparel & other finished products made from fabric, and metal & coal mining.

How this employment mix will change over the coming years is dependent on a number of factors, but it seems likely that the dominance of manufacturing in the county will be reduced and services, health-related and knowledge-based employment will become more prominent.

B. Major Employers

As noted, manufacturing is still the largest single source of employment in Juneau County but a look at the largest employers in the county reveals how the profile of employment is changing. Of the eleven largest employers in the county only three are involved in manufacturing. Two are involved in health-care. The other six are some form of government enterprise. This is not to say that the trend in employment is toward more people working for the government.

Most people are employed by small business. It is significant that the third, fourth and fifth largest employment categories (as shown in Table 16) are occupations that involve a large

number of firms. Much of the job growth in the future is likely to be in these industries and in these kinds of small enterprises.

Table 17: Major Employers; Firms with 250 or More Employees, Juneau County, 2003

Employer Name	Industry
Hess Memorial Hospital	Health-care
Walker Stainless Equipment	Manufacturing
Sandridge Treatment Facility	Health-care
Mauston Public Schools	Education
County of Juneau	General Government
New Lisbon Correctional Institution	Prison
Parker Hannifin	Manufacturing
Necedah Public School	Education
Freudenbergnok (Farnam/Meillor)	Manufacturing
Wisconsin Dept. of Military Affairs	Volk Field
U.S. Department of Defense	Volk Field

Source: Department of Workforce Development



The Burr Oak Winery represents a new kind of agriculture-based business that takes advantage of access from I 90/94.

Growth in services, health-care and information technology will affect the shape of the Juneau County economy in the years to come. Perhaps the greatest single factor in the future of economic development in the county will be the I-90/94 corridor that passes through it. There is certainly potential within the warehousing and transportation sector due to this advantageous location. The position of the county halfway between Chicago and the Twin Cities places it literally at the center of an axis of high-tech growth. This offers great potential for development within the county.

C. Employment

The particulars of the labor force within the Town of Lisbon can be gleaned from the Census. The most notable fact is that most residents work outside of the town. Forty-six people work in the town, and 441 (90.5%) workers leave the town. Nearly eighteen percent leave the county for their work. Six percent of resident work at home. This compares to the Town of Lemonweir where 84 percent of workers leave the town and a quarter leave the county, and six percent work at home. In the City of New Lisbon 61.1 percent leave the city and 21 percent of workers leave the county for their jobs.

Twenty-six percent of workers, who do not work at home, commute between fifteen and thirty minutes to get to their jobs. Nearly half have a commute less than fifteen minutes and twenty percent travel between half an hour and an hour to get to work. Twenty-one workers travel for more than an hour to reach their jobs.

Table 18: Resident Occupation 2000

Occupation	Town of Lisbon		Town of Lemonweir		Juneau County		State of Wisconsin	
Management/professional	144	29.1%	151	17.2%	2,515	22.2%	857,205	31.3%
Service	68	13.7%	185	21.1%	2,034	17.9%	383,619	14%
Farming/forestry	15	3%	23	2.6%	179	1.6%	25,365	0.9%
Sales/office	94	19%	242	27.6%	2,494	22%	690,360	25.2%
Construction	48	9.7%	94	10.7%	1,110	9.8%	237,086	8.7%
Production/transportation	126	25.5%	183	20.8%	3,001	26.5%	540,930	19.8%
Total	495	100%	878	100%	11,333	100%	2,734,925	100%

Source: US Census Bureau & NCWRPC

Table 18, above, shows the occupation of workers in the Town of Lisbon and compares it with those in the Town of Lemonweir, Juneau County, and the state as a whole. The percentage of those in management or the professions is considerably higher than the county or Lemonweir, and even slightly lower than the state. The percentage of workers in service jobs is near the state lower than the county, but considerably lower than Lemonweir. Agriculture and forestry are slightly above the percentage in Lemonweir, and represent double the level for the county and triple the percentage for the state as a whole. The percentage of sales and office workers is lower than Lemonweir, the county or state. Construction workers are almost identical to the level for the county, higher than the state and lower than Lemonweir. Although the percentage of production and transport workers is only slightly below the level for the county, it is well above Lemonweir and the state.

Table 19: Industry by Jurisdiction, 2000

Industry	Town of Lisbon		Town of Lemonweir		Juneau County		State of Wisconsin	
Agriculture/forestry/mining	36	7.3%	45	5.1%	602	5.3%	75,418	2.8%
Construction	29	5.9%	57	6.5%	757	6.7%	161,625	5.9%
Manufacturing	152	30.7%	172	19.6%	2,789	24.6%	606,845	22.2%
Wholesale trade	2	0.4%	32	3.6%	258	2.3%	87,979	3.2%
Retail trade	37	7.5%	118	13.4%	1,423	12.6%	317,881	11.6%
Transport/warehouse/util.	26	5.3%	50	5.7%	623	5.5%	123,657	4.5%
Information	3	0.6%	3	0.3%	90	0.8%	60,142	2.2%
Finance/insur./real estate	23	4.6%	13	1.5%	379	3.3%	168,060	6.1%
Professional/management	15	3%	65	7.4%	393	3.5%	179,503	6.6%
Education/health/soc.serv	86	17.4%	93	10.6%	1,702	15%	548,111	20%
Arts/enter./accom/food	50	10.1%	147	16.7%	1,369	12.1%	198,528	7.3%
Other service	19	3.8%	41	4.7%	390	3.4%	111,028	4.1%
Public administration	17	3.4%	42	4.8%	558	4.9%	96,148	3.5%
Total	495	100%	878	100%	11,333	100%	2,734,925	100%

Source: US Census Bureau & NCWRPC

Manufacturing is the most common industry in which workers are involved. The percentage of workers in manufacturing is much higher than the level in Lemonweir, and higher than

the county and state. Education, health-care and social service jobs are second most common, the level is considerably higher than in Lemonweir, slightly higher than the county, but lower than the state. Arts, entertainment, accommodation and food service workers are slightly lower than in the county and much lower than Lemonweir, but higher than the state. Retail trade occupies a much lower percentage of the workforce than Lemonweir, the county and state. Agriculture, forestry & mining represents a higher percentage of the workforce than Lemonweir and the county, and more than double the level for the state. Construction jobs are as common in Lisbon as in the state, but slightly lower than in Lemonweir and the county. Finance, insurance & real estate jobs are a slightly lower percentage of the workforce than in the state, but are more common than in the county, and almost triple the level in Lemonweir. Professional and management jobs are a slightly lower percentage than the county, but less than half the rate for the state or Lemonweir. The percentage of workers involved in public administration is almost identical to the state, but lower than the county or Lemonweir.

D. SWOT

Strengths:

- Good farmland
- Scenic beauty
- Excellent transportation links
- Rural character – lack of development
- Quality services
 - Outstanding medical facilities
 - Good schools
 - Fire department
 - Elderly services
- Recreational opportunities
 - Golf course
 - Winery
 - Bike trails
- Airport
- Good restaurants (daytime)
- Available jobs



Castle Rock Golf Course

Weaknesses:

- No Amtrak/bus connection
- Increased traffic
 - Noise
 - Wear & tear on Town roads
 - Not good access to industry in cities
 - Shortcut Mauston to New Lisbon (along Frontage Road)
- Prisons
- Vulnerability to annexation

2. Economic Development Programs

There are a number of economic development programs available to businesses and local governments in Juneau County. Following is a partial list of those programs.

Local:

The Juneau County Economic Development Corporation (JCEDC)

A non-profit organization that promotes the economic development of Juneau County, Wisconsin, and its respective cities, villages, and towns. JCEDC is comprised of area businesspersons, citizens, local government, utility company representatives, state agencies and elected officials, educational institutions and other organizations essential to the growth of Juneau County. JCEDC is prepared to serve the needs of new businesses coming to our area as well as assist existing companies.

Juneau County Development Zone

Juneau County was recently awarded designation as a Wisconsin Development Zone in association with Adams and Marquette Counties. Known as the JAM Zone (Juneau-Adams-Marquette), Juneau County qualifies for special state incentives available to businesses that locate or expand within the Zone. Development Zone Tax Incentives for businesses locating or expanding within Juneau County. A variety of credits are available.

Juneau County Revolving Loan Fund

A Wisconsin Department of Commerce Economic Development Grant was awarded to Juneau County in 1998. This grant enabled Juneau County to establish a revolving loan fund in order to assist local businesses

Regional:

North Central Wisconsin Development Corporation

The North Central Wisconsin Development Corporation (NCWDC) manages a revolving loan fund designed to address a gap in private capital markets for long-term, fixed-rate, low down payment, low interest financing. It is targeted at the timber and wood products industry, tourism and other manufacturing and service industries.

Western Wisconsin Technology Zone Tax Credits

Juneau County has been designated a Technology Zone by the Department of Commerce. The Technology Zone program brings \$5 million in income tax incentives for high-tech development to the area. The Western Wisconsin Technology Zone offers the potential for high-tech growth in knowledge-based and advanced manufacturing clusters, among others. The zone designation is designed to attract and retain skilled, high-paid workers to the area, foster regional partnerships between business and education to promote high-tech development, and to complement the area's recent regional branding project.

Northwest Wisconsin Manufacturing Outreach Center (NWMOC)

The Northwest Wisconsin Manufacturing Outreach Center provides operations assessments, technology training, and on-site assistance to help firms in western Wisconsin modernize and streamline manufacturing processes.

Alliant Energy

Alliant Energy is a regional utility company that provides technical and consultative economic development assistance to communities within its service area.

State:

Rural Economic Development Program

This program administrated by Wisconsin Department of Commerce provides grants and low interest loans for small business (less than 25 employees) start-ups or expansions in rural areas, such as Wonewoc. Funds may be used for "soft costs" only, such as planning, engineering, and marketing assistance.

Wisconsin Small Cities Program

The Wisconsin Department of Commerce provides federal Community Development Block Grant (CDBG) funds to eligible municipalities for approved housing and/or public facility improvements and for economic development projects. Economic Development grants provide loans to businesses for such things as: acquisition of real estate, buildings, or equipment; construction, expansion or remodeling; and working capital for inventory and direct labor.

University of Wisconsin Extension Office

The Center for Community Economic Development, University of Wisconsin Extension, creates, applies and transfers multidisciplinary knowledge to help people understand community change and identify opportunities.

The Wisconsin Innovation Service Center (WISC)

This non-profit organization is located at the University of Wisconsin at Whitewater and specializes in new product and invention assessments and market expansion opportunities for innovative manufacturers, technology businesses, and independent inventors.

Wisconsin Small Business Development Center (SBDC)

The UW SBDC is partially funded by the Small Business Administration and provides a variety of programs and training seminars to assist in the creation of small business in Wisconsin.

Other State Programs

Technology Development grants and loans; Customized Labor Training grants and loans; and Major Economic Development Project grants and loans.

Transportation Economic Assistance (TEA)

This program, administered by the Wisconsin Department of Transportation, provides immediate assistance and funding for the cost of transportation improvements necessary for major economic development projects.

Federal:

Economic Development Administration (EDA)

EDA offers a guaranteed loan program as well as public works grant program. These are administered through local units of government for the benefit of the local economy and, indirectly, private enterprise.

US Department of Agriculture – Rural Development (USDA – RD)

The USDA Rural Development program is committed to helping improve the economy and quality of life in all of rural America. Financial programs include support for such essential public facilities and services as water and sewer systems, housing, health clinics, emergency service facilities, and electric and telephone service. USDA-RD promotes economic development by supporting loans to businesses through banks and community-managed lending pools. The program also offers technical assistance and information to help agricultural and other cooperatives get started and improve the effectiveness of their member services.

Small Business Administration (SBA)

SBA provides business and industrial loan programs that will make or guarantee up to 90% of the principal and interest on loans to companies, individuals, or government entities for financing in rural areas. Wisconsin Business Development Finance Corporation acts as an agent for the U.S. Small Business Administration (SBA) programs that provide financing for fixed asset loans and for working capital.

3. Goals, Objectives & Policies

Goals

1. Encourage the expansion and stabilization of the current economic base.
2. Discourage commercial and industrial development in unsuitable areas.
3. Control the Growth and Placement of Commercial Development.

Objectives

1. Encourage businesses that are compatible in a rural setting.

Policies

1. Accommodate home-based businesses that do not significantly increase noise, traffic, odors, lighting, or that would otherwise negatively impact the surrounding areas.
2. Seek to minimize conflict between agricultural operations and nearby residential areas

3. Allowed all commercial developments where they will not conflict with neighboring land uses.

4. Bibliography

Department of Commerce, County Economic Profile: Juneau County, 2000, Madison

NCWRPC, Economic Diversification Study: Juneau County, Wisconsin, 2003, Wausau

Wisconsin Department of Workforce Development, Juneau County Workforce Profile, 2001, Madison

VII. LAND USE ELEMENT

1. Land Use

A. Background

The Town of Lisbon covers about 17,920 acres in Juneau County. The Town encompasses roughly one township, although a part of that area is occupied by the City of New Lisbon. The town is bisected by the Lemonweir River and the I-90/94 corridor. The land is generally flat, with scattered rocky outcroppings and fairly extensive wetlands. This is the remnant of Glacial Lake Wisconsin, which occupied this area at the end of the last Ice Age, some 12,000 years ago. The land north of the Lemonweir tends to be more heavily forested with several large wetlands scattered throughout. The Lemonweir River cuts across the town from northwest to southeast. The river is extremely winding, has a broad floodplain and encompasses several large wetlands. The City of New Lisbon occupies much of the northwestern corner of the town.

B. Existing Land Use 2005

Knowing the existing land use patterns within a town is necessary to develop a desired future land use pattern. The Existing Land Use Map was developed using air photos from a countywide flight in 2005, with updates by local residents in 2008. Woodlands represent over half of the area, followed by Agriculture with nearly 32 percent. Open Land occupy nearly twelve percent of the town. Residential and Water are 1.7 percent, and Commercial, Governmental, Outdoor Recreation and Industrial are all under one percent of the total each. See the Existing Land Use Map.

In general, agricultural uses predominate in the southern and western parts of the town and woodlands are more prominent in the eastern and northern sections. Residential development is distributed primarily along the road network. The Lemonweir River and the Interstate divide the town, leading into the City of New Lisbon

The highest levels of development exist along US 12, STH 58, STH 80 near New Lisbon, and distributed along the major roadways.

Land Use Type	Acres	Percent
Agriculture	5,725.8	31.9%
Commercial	27.4	0.15%
Governmental	1.9	0.01%
Industrial	39.5	0.22%
Residential	304.1	1.7%
Outdoor Recreation	115.8	0.65%
Open Lands	2,106.8	11.8%
Transportation	200.1	1.1%
Woodlands	9,095.8	50.7%
Water	303	1.8%
Total Acres	17,920.3	100%

Source: NCWRPC GIS

C. Future Land Use 2005-2025

The Future Land Use Plan Map (FLUP) represents the long-term land use recommendations for all lands in the town. Although the map is advisory and does not have the authority of zoning, it is intended to reflect community desires and serve as a guide for local officials to coordinate and manage future development of the town.

Map 4: Existing Land Use

The Plan groups land uses that are compatible and separates conflicting uses. To create the Plan, nine basic future land use categories were created. Again, the classifications are not zoning districts and do not have the authority of zoning. However, the preferred land use map and classifications are intended for use as a guide when making land use decisions.

These land use classifications that are designed to be similar to those embodied in the Town's zoning ordinance. A future land use map drawn with the broad categories that can easily be translated into zoning districts. The vision that is embodied in the future land use map can act as a guide for whatever land use controls are implemented.

D. Land Use Classifications

A general description of each land use classification follows:

1. Residential

Identifies areas recommended for residential development typically consisting of smaller lot sizes.

2. Rural Residential

Identifies areas that are recommended for less dense residential development, consisting of larger minimum lot sizes than the residential category. These areas will also allow a mixture of residential uses, and provide a good transition from more dense development to the rural countryside.

3. Commercial

Identifies areas recommended for commercial development, as well as existing commercial establishments located throughout the Town.

4. Governmental/Recreational

Identifies existing or planned governmental/public/institutional facilities within the Town, including recreational facilities

5. Agricultural Areas

Identifies areas to be preserved for the purpose of general crop farming or the raising of livestock.

6. Forestry Areas

Identifies areas of large woodlands within the Town.

7. Transportation Corridors

Identifies the existing road network along with the recommendations for improved and safe traffic movement in the town, including airports and rail facilities.

8. Preservation & Open Space

Contains sensitive environmental areas, such as 100-year floodplains as defined by the Federal Emergency Management Agency, DNR wetlands, steep slopes of 12 percent or greater, and open water. This could include endangered species habitat or other significant features or areas identified by the Town.

Using these categories the Planning Commission participated in a mapping exercise to identify the desired land use. Commission members were asked to indicate their thoughts on a map by drawing shapes or circles to place these different land uses on a map. Specifically, they used their broad knowledge of the town, the series of maps that were prepared as part of the planning process, and their interpretation of the current trends. The goal was to produce a generalized land use plan map to guide the town's growth in the coming decades. The Year 2025 Land Use Plan Map represents the desired arrangement of preferred land uses for the future.

E. Future Land Use Plan Map Overview

The future land use plan map has identified approximately 5,298 acres of land for agriculture, 6,832 acres for forestry, 3,188 acres for preservation & open space, 463 acres of land for government/public/institutional development, 508 acres in residential and 470 acres for rural residential development, and 540 acres in commercial use.

Table 21: Land Use Projections

	2000	2005	2010	2015	2020	2025
Residential	304	323	347	372	395	419
Commercial	27	30	35	38	42	47

Source: U.S. Census, DOA, NCWRPC

The Future Land Use map shows large blocks of forestry land in the northeastern and southwestern corners of the town. Much of the area between I-90/94 and US-12, which includes the course of the Lemonweir River, is shown in Preservation & Open Space use. A wide strip of Agriculture runs through the center of the town. Three large-scale Institutional uses are shown: the Castle Rock Golf Course, the Mauston/New Lisbon Airport, and the Juneau County Landfill. There are two areas of Residential use in the area of Woodland

Map 5: Future Land Use

Hills Road and Fairway Lane. Rural Residential use is envisioned for the area between CTH B and the Canadian Pacific tracks and along CTHs A and M. Commercial development is shown in areas along US 12 south of New Lisbon, along STH 80 and Germantown Road north of the Interstate exit, and along STH 58.

The Future Land Use Plan (FLUP) provides for over a hundred acres more Residential land than the projections in Table 20 would require, not counting the 470 acres of Rural Residential land shown in the FLUP. A significant increase in Commercial use is envisioned, especially along STH 58. The FLUP shows ten-times the Commercial than what is projected. There is currently no Industrial use and none is shown in the FLUP.

The goal of this land use plan is to balance individual private property rights with the Town's need to protect property values community-wide, minimize the conflicts between land uses and keep the cost of local government as low as possible. An essential characteristic of any planning program is that it be ongoing and flexible. Periodic updates to the plan are needed to maintain that it is reflective of current trends.

2. Land Use Controls

A. Zoning

1. Town Zoning Ordinance

The Town of Lisbon adopted a Zoning Ordinance in 2002. The ordinance provides for a total of seven districts, four of which are in use. There is an Agriculture District intended for low-density areas of the town that are predominantly in farming use, although it is also intended to protect open space and woodlands. A Residential District allows for single-family and duplex development and a narrow range of conditional and accessory uses. The Business District provides for a number of commercial uses, all of which are conditional. The Planned Unit Development (PUD) District offers the possibility of greater density than permitted in the other districts and a mix of land uses. There is a minimum size requirement for PUD districts – ten-acres for residential and twenty-acres for mixed use districts. The ordinance establishes a two-acre minimum lot size, and a 150-foot frontage requirement on a public road, except for non-residential uses in the Business District that requires a 20,000 square foot lot and no minimum road frontage.

2. County Shoreline Jurisdiction

All water bodies in Lisbon are covered under the County's shoreland zoning. Those zoning regulations apply only to areas within 300 feet of a stream or river, and within 1000 feet of a pond or lake.

B. Subdivision.

1. Town Subdivision Ordinance

The Town of Lisbon controls land divisions within its boundaries with a Land Subdivision Ordinance enacted in 2002. The ordinance lays out administrative procedures and general requirements for the approval of land divisions, as well as the content of plans that must be submitted, improvements and construction schedules. There are very specific design standards for the layout of subdivisions.

Section 8.01 on Street Arrangements contains a provision allowing the Town Board to waive requirements “to promote the purposes of this ordinance or avoid hardship.” In the section on Variances (3.06) “undue hardship” is described as arising from “exceptional topography or other physical conditions.” Specific reference should be made to this section -- “as described in Section 3.06” – to clarify the meaning of hardship in this case. More problematic is Section 8.05(6) that prohibits flag lots “unless the owner, or his agent, can prove to the Town Board that disapproval of the land division constitutes an undue hardship to the owner of the land which outweighs the Town’s goal...” The meaning of hardship in this case is not at all clear. Hardship should be the result of the physical conditions of a property and not the circumstances of the owner. This exception should be deleted and flag lots prohibited.

2. County Subdivision Ordinance

The County administers a Road Access and Land Division ordinance, which requires minimum road frontage (40 feet) and a certified survey map for any newly created lot of less than fifteen acres. It also specifies road standards for any road that is to be accepted for dedication as part of any subdivision.

C. Annexation

The City of New Lisbon is surrounded by the Town of Lisbon, and the far southeastern corner of the town is directly adjacent to Mauston, so virtually any annexation by New Lisbon and to the north of Mauston will be from the Town of Lisbon. In its own comprehensive plan New Lisbon calls for substantial annexation near the Interstate exit and the state prison, and on the west side of the city. Mauston’s comprehensive plan calls for no annexation within the town. Continuing communication between Lisbon and New Lisbon, and a possible boundary agreement, would help to facilitate an orderly process of growth.

Wisconsin’s annexation laws generally favors the property owner. Under current law what is called direct annexation [ss60.021(2)(a)] must be initiated by the property owner. Although state law requires tax-sharing for a transitional period, from the Town’s point of view annexation usually represents a loss of tax-base with little redeeming benefit. Ensuring that the Town’s interests are protected in any annexation process is an argument in favor of such an agreement. For the City a boundary agreement can provide for an orderly process.

D. Managed Forest Tax Law

Owners of private timberlands can participate in deferred tax programs under Wisconsin tax laws. Voluntary participation in these programs requires that private landowners follow “sound forestry practices” as prescribed in a formal management plan or, as in the case of industrially owned lands, a management commitment. Lands in the Managed Forest Law (MFL) are committed to a management period of 25 or 50 years. Participants in the program have the right to keep some land closed to public use, but some is open to hunting, fishing, cross country skiing, hiking and sightseeing. There are nearly 2,443 acres of land in the Town of Lisbon that fall under the Managed Forest Tax Law, and another 75 acres in the Forest Crop Law program. Of this total 87.68 acres are open and 2,355 acres are closed.

3. Goals, Objectives & Policies

Goals

1. Balance individual property rights with community interests and goals.
2. Plan and develop land uses that create or preserve the rural community.
3. Encourage land uses, densities and regulations that promote efficient development patterns.
4. Promote a quiet and peaceful community with open spaces and scenic landscape.

Objectives

1. Maintain orderly, planned growth which promotes the health, safety and general welfare of residents and makes efficient use of land and efficient use of public services, facilities and tax dollars.
2. Provide for a mix of land uses within the Town.
3. Encourage an organized pattern of development that will minimize conflicting land uses while providing a controlled rate of growth.
4. Maintain this comprehensive plan to serve as a guide for future land use and zoning decisions.

Policies

1. Encourage land uses and building locations that minimize both the loss of productive farmland and the potential for conflicts between existing and proposed land uses.

2. Continue to work with the Cities of Mauston and New Lisbon to monitor “boundary” issues and to plan for the future.
3. Enact a "conservation subdivision" ordinance, which would encourage housing developments in a rural setting characterized by compact lots and common open space where the natural features of the land are maintained to the greatest extent possible.
4. Provide a copy of the plan for a fee to developers/builders, realtors, county zoning staff, committee members, and any resident of the Town of Lisbon.

VIII. INTERGOVERNMENTAL COOPERATION ELEMENT

1. Background

Governmental relationships can best be described as “vertical” relationships, such as those between federal, state and local units (county/city/town) and are relatively well established in law. Unfortunately, there is little public policy in Wisconsin law that requires, horizontal governmental relationships such as town to town and municipality to county or town. The result is that towns, municipalities, and counties act more as adversaries than as partners.

Wisconsin Statute s.66.30, entitled "Intergovernmental Cooperation", does enable local governments to jointly do together whatever one can do alone. Typically, intergovernmental cooperation and coordination refers to the management and delivery of public services and facilities. It is also dependent upon a defined geographic area within which cooperation and coordination may be feasible. Often the area is a central city and its surrounding area, or several similar towns. It is a collection of local communities in which the citizens are interdependent in terms of their employment, residence, health, and medical care, education, recreation and culture, shopping and other experiences.

A variety of other factors, some long-standing and some of fairly recent origin, are combining to force citizens and local governments in both urban and rural area to confer, cooperate, and in some cases, to join together in a search for better ways to deliver public services in their respective areas. These factors include:

- population settlement patterns;
- local government structure, finance, and politics;
- high population mobility;
- economic and environmental interdependence; and
- high cost, capital-intensive functions.

Adjoining Units of Government

During the planning process the Town of Lisbon met jointly with the Villages of Camp Douglas and Hustler. Although this plan was prepared specifically for the Town of Lisbon, there was an attempt in the plan and in discussions at the joint meetings to emphasize the common interests of the participating local governments.

In preparing a FLUP a map showing the one-and-a-half mile extra-territorial jurisdiction (ETJ) of the City of New Lisbon was drafted as part of a separate planning process, but the Town was informed in a joint meeting with City officials. Discussion took place at that time of how the City and the Town could work together in the future to resolve boundary issues. Although there are some inconsistencies between the plans of the City and the Town, it is hoped that by keeping the channels of communications open issues arising from growth between Lisbon and New Lisbon can be worked out in a timely manner.

The Future Land Use Plan for Lisbon was the product of the Plan Commission members who attended the joint meeting, but it was done with benefit of knowledge of the plans prepared by Hustler and Camp Douglas. Hopefully, in the future this will help to foster cooperation between the local governments involved in the joint planning process.

Parts of the eastern section of the town receives fire and ambulance service from Mauston through the Mauston Volunteer Fire Department and the Mauston Ambulance Association, an independent entity providing emergency services to the Town, as well as parts of several other Towns. Most of the town is serviced by the New Lisbon Volunteer Fire Department and the Camp Douglas Rescue Squad. The Town is also a member of CRAM, an agreement between ten Towns in Juneau County to cooperate in the handling of solid waste.

2. Goals, Objectives & Policies

Goals

1. Encourage coordination & cooperation among nearby units of governments.
2. Maintain responsible governmental cooperation in extra-territorial area.

Objectives

1. Promote communication with other units of government, including adjoining Towns and Cities, the County, the State, and federal government.
2. Join together with other units of government to provide services in a more cost-effective manner.

Policies

1. Periodically review existing shared service agreements, and explore additional agreements.
2. Explore a separate level of regulation for lands within the Mauston and New Lisbon extra-territorial zones that would share definitions and procedures in common with abutting municipalities.

IX IMPLEMENTATION

Background

Implementation of this plan depends on the willingness of local officials, both Town and County, to use it as a guide when making decisions that affect growth and development in the Town. It is also important that local citizens and developers become aware of the plan.

The tools and techniques recommended to implement the comprehensive plan are as follows:

The Town Board should adopt the plan and use it as a guide in decisions that affect development in the Town. The Town's Plan Commission should become very knowledgeable of the plan and use it when making recommendations to the Town Board on development issues.

The Town should encourage citizen awareness of the Town's comprehensive plan by making copies available and conducting public informational meetings.

Additional tools and approaches can be utilized by the Town to achieve the goals of the plan. These include but are certainly not limited to the following: fee simple land acquisition, easements (purchased or volunteered), deed restrictions, land dedication, and ordinances or programs regulating activities such as impact fees, land division, erosion control, mobile homes, etc.

An essential characteristic of any planning program is that it be ongoing and flexible. Periodic updating of the plan is necessary for continued refinement and course correction in the planning program to insure that it reflects the desires of the Town's citizens.

State law requires that a Comprehensive Plan be updated every ten years. The Town should re-examine the Plan, at least every five years, and determine if more complete review is required to bring it into line with changed conditions or altered priorities within the Town. Annual amendments to the Plan are one way of ensuring that that changes in local conditions are reflected in the Plan. The release of information from the 2010 Census may provide a useful opportunity to update the data contained in the Plan and assess whether the vision and policies embodied in it are still appropriate to the Town's needs. Amendments to the Plan can be enacted as part of that process. In approving amendments to the Plan the same procedure should be followed as in adopting the Plan.

ATTACHMENT A
2000 CENSUS PROFILE

ATTACHMENT B
PUBLIC PARTICIPATION PLAN

ATTACHMENT C

NATURAL HERITAGE INVENTORY MAP