

TOWN OF PLYMOUTH

COMPREHENSIVE PLAN

JUNEAU COUNTY



**Adopted
November 2009**

Prepared by:

North Central Wisconsin Regional Planning Commission

TOWN OF PLYMOUTH

Town Board

Rodney Knuth, Chair
Michael Hyer, Supervisor
Donald Amberg, Supervisor
Linda Leverenz, Treasurer
Betty Manson, Clerk

Plan Commission

Rodney Knuth, Chair
David Rego, Town Board Representative
Debra Parrish
Joseph Donovan
Paul Pfeifer
Betty Manson, Clerk
Thomas Zanter – Alternate

Photos: NCWRPC

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

TOWN OF PLYMOUTH

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ATTACHMENT:

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

RECEIVED

JAN 6 2010

NORTH CENTRAL WISCONSIN
REGIONAL PLANNING COMMISSION

TOWN OF PLYMOUTH
JUNEAU COUNTY
ORDINANCE 2009-08

ORDINANCE TO ADOPT COMPREHENSIVE PLAN

STATE OF WISCONSIN
Town of Plymouth
Juneau County

SECTION I - TITLE AND PURPOSE

The title of this ordinance is the Town of Plymouth Comprehensive Plan Ordinance. The purpose of this ordinance is for the Town of Plymouth 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 Plymouth, Juneau County, Wisconsin, has the specific authority under Wisconsin Statutes to adopt this ordinance. The comprehensive plan of the Town of Plymouth 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 AN ORDINANCE

The Town Board of the Town of Plymouth, Juneau County, Wisconsin, by this ordinance, adopted on proper notice, with a quorum and by a roll call vote of the majority town board present and voting, provides the authority for the Town of Plymouth 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 Plymouth, Juneau County, Wisconsin, 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 - PLAN COMMISSION RECOMMENDATION

The Plan commission of the Town of Plymouth, Juneau County, Wisconsin, by a majority of 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 Plymouth Comprehensive Plan, which contains all of the elements specified in s. 66.1001 (2), Wis. Stats.

SECTION VI - PUBLIC HEARING

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

SECTION VIII - SEVERABILITY

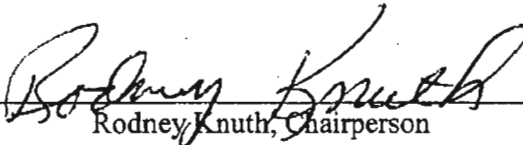
If any provision of this ordinance of its application to any person or circumstance is held invalid, the invalidity does not affect other provisions of applications of this ordinance that can be given effect without the invalid provision of application, and to this end, the provisions of this ordinance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

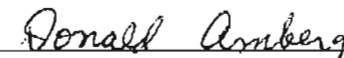
Adopted this 30^h day of November, 2009.



Rodney Knuth, Chairperson



Michael Hyer, Supervisor



Donald Amberg, Supervisor

ATTEST:



Betty Manson, Clerk

Posted: 12-01-09



Town of Plymouth Planning Commission
Town of Plymouth, Juneau County
W9902 State Road 82
Elroy, WI 53929-9453

Resolution: #2009-01PC

STATE OF WISCONSIN
Town of Plymouth
Juneau County

The Plan Commission of the Town of Plymouth, 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 Plymouth as follows:

Adoption of the Town of Plymouth Comprehensive Plan.

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

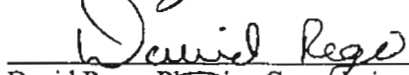
All maps and other materials noted and attached as exhibits to the Town of Plymouth Comprehensive Plan are incorporated into and made a part of the Town of Plymouth Comprehensive Plan.

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 Plymouth Plan Commission .

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

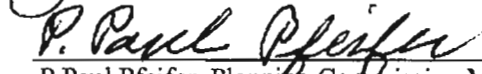
INTRODUCED AND ADOPTED THIS 22ND DAY OF OCTOBER 2009


Rodney Knuth, Planning Commission Chairperson



David Rego, Planning Commission Member


Debra Parrish, Planning Commission Member

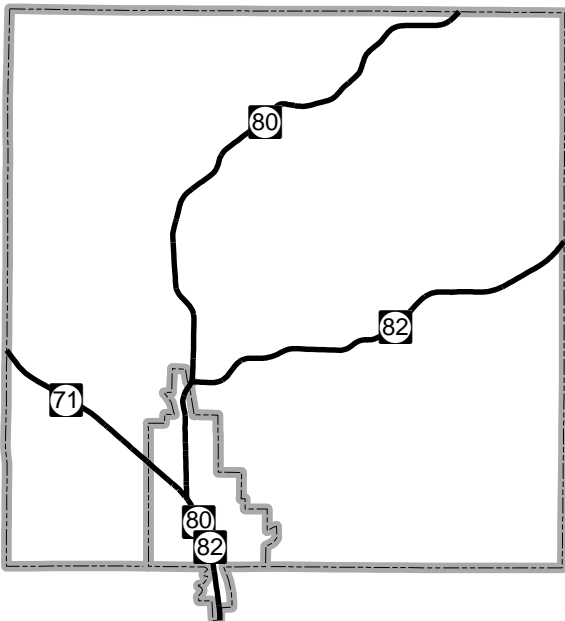
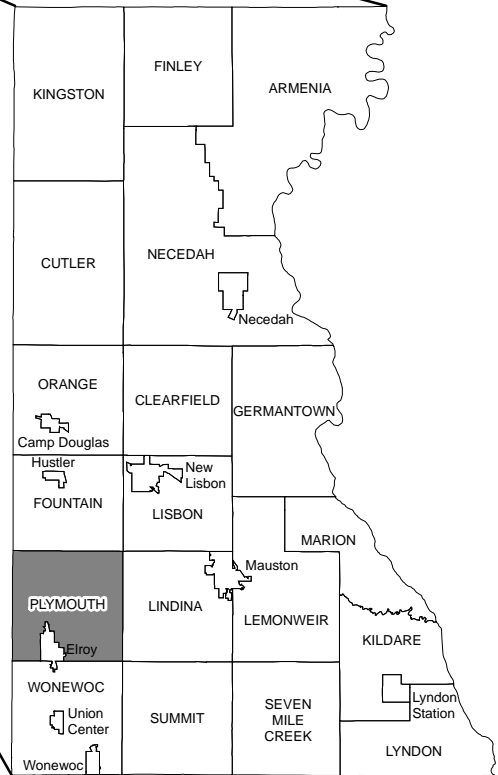
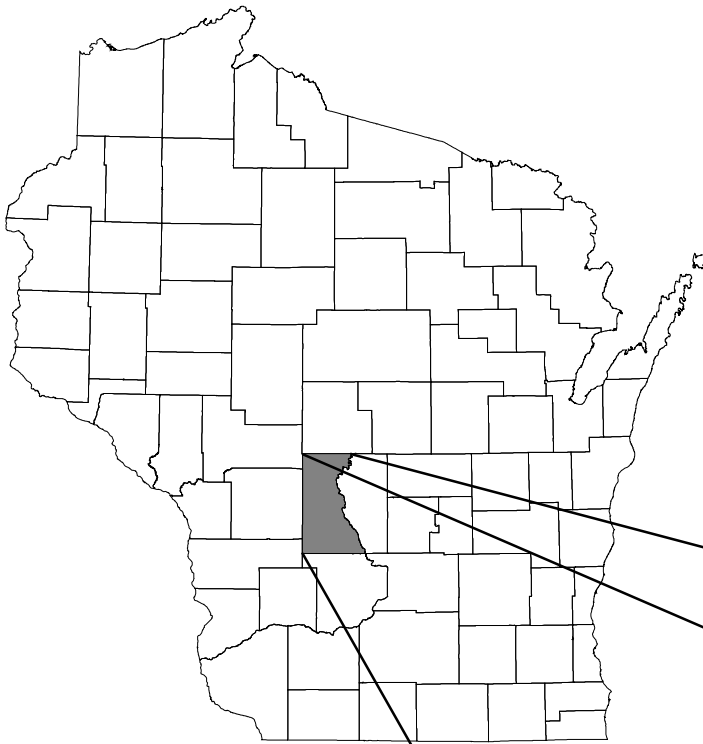

Joseph Donovan, Planning Commission Member


P Paul Pfeifer, Planning Commission Member

Adopted by the Town of Plymouth Planning Commission this 22nd day of October 2009


Attest: Betty Manson, Planning Commission Clerk

Map 1
 Location
 Town of Plymouth
 Juneau County, Wisconsin



This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



Prepared by:
**North Central
 Wisconsin Regional
 Planning Commission**

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 715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

I. ISSUES & OPPORTUNITIES ELEMENT

1. Overall Plan Process

A. Purpose of the Plan

The Town of Plymouth 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 January 9, 2007, 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.

In January of 2008 a survey was sent out to 415 property owners in the Town of Plymouth, of which 60 were returned, for a return rate of 14.4 percent. Roughly 69 percent of respondents have lived or owned property in the town for over fifteen years and had Plymouth as their primary residents. Over half lived on over 35 acres, a fifth on 6 to 34 acres and a quarter on less than five acres. A third of respondents were over 65. Asked about the people who lived in their household only eighteen percent were under 18 years of age.

Respondents were asked whether the Town should have a say in where new growth should be. Roughly a quarter said it should not and nearly sixty percent said it should. When asked to name the top issues facing the Town about nineteen percent mentioned junk in yards, and preserving the rural environment; fifteen percent of responses brought up road maintenance;

9.5 percent mentioned control of the location of residential growth; just under nine percent brought up drinking water quality, and confined livestock facilities; nearly seven percent mentioned extra-territorial zoning near the city; and five percent mentioned the fire department, and three percent ambulance service.

When asked to rate the priority that should be used in making land use decisions, preservation of environmentally sensitive land and natural resources was given a high priority by sixty percent of respondents and a medium priority by another thirty percent. Preservation of farmland was a high priority for 57 percent and a medium priority for 34 percent. Future parks and open space were a high priority for only 21.8 percent, a medium priority for 41.8 percent and a low priority for 36.4 percent. Over forty percent of respondents said they would support additional residential development, while 28.6 percent opposed it and thirty percent had no opinion. Forty-four percent of respondents thought current land use regulations are adequate, ten percent too weak, six percent too strong, and forty percent had no opinion.

Asked again to name the top issues before the Town accumulated junk in yards (18.9%), preservation of rural character (18.2%), and water quality (18.2%) were the most frequently cited. Location of residential growth (16.9%) was next, followed by location of business (12.2%), developing forestry property (8.8%), and lack of building sites (3.4%). On the question of where retail and business development should take place forty-three percent of respondents favored current patterns, while nearly forty percent said such development should be in concentrated areas along state and county highways and seventeen percent said merely that they should be along those highways.

Asked about the quality of education nearly a quarter thought it was average, 46.6 thought it was good or excellent and 11.6 percent thought it was below average or poor. Nearly forty percent of respondents said fire and EMS services need no improvements, while smaller groups (fire 29.3%, EMS 27.6%) said a little change was needed, and a small number (fire 3.4%, EMS 6.9%) thought a great deal of change was required.

Respondents were asked what types of development should be encouraged by the Town. Roughly a quarter were neutral on single family housing (28.6%), multi-family housing (25%), and commercial (26.9%), while over half favored single family housing (28.6% strongly) and a fifth opposed it, thirty percent favored multi-family housing and forty-five percent opposed it (30.3% strongly), and 36.5 percent favored commercial development and 36.4 percent opposed it (23% strongly). Farming was favored by eighty-two percent (41.1% strongly) and opposed by less than four percent. Recreational use was favored by sixty percent and opposed by twelve percent, with 28 percent neutral. Forestry was supported by over three quarters of respondents and opposed by only six percent. A fifth of respondents were neutral on manufacturing in the town, 36.3 percent supported it (14.5% strongly) and 36.3 percent opposed it (25.4% strongly). Just under half of respondents opposed governmental uses (24.5% strongly), while a fifth were supportive and thirty percent were neutral.

C. Meetings

Meeting 1 June 18, 2007

- Overview Planning Process
- Review role of the Commission
- Establish meeting dates and timeline
- Discuss Survey and distribution process
- Review 2000 Census data
- Review base map

Meeting 2 October 29, 2007

- Present draft Issues & Opportunities Element
- Present draft Natural Resource Element
- Present draft Transportation Element
- Present draft Economic Development Element
- Issue Identification and Vision
- Existing Land Use Exercise

Meeting 3 January 28, 2008

- Follow-up from last meeting
- Present Survey results
- Present draft Housing Element
- Present draft Utilities and Community Facilities Element
- Review Existing Map and discuss Land Use Issues
- Goal Development

Meeting 4 March 18, 2008

- Follow-up from last meeting
- Present draft Land Use Element
- Present draft Intergovernmental Coordination Element
- Prepare Future Land Use Plan

Meeting 5 OPEN HOUSE June 17, 2008

- Present survey results to public and display draft land use map
- Present draft Implementation recommendations

Meeting 6 January 19, 2009

- Finalize Goals, Objectives & Policies
- Commission recommends approval by Town Board

Meeting 7 PUBLIC HEARING & TOWN BOARD APPROVAL

- Present Plan and take public comment (NCWRPC not present)
- Town Board Approves plan.

Town of Plymouth's "Vision"

The Town of Plymouth's vision is to continue developing and retaining a strong cultural, historical, and rural character. Town of Plymouth aims to provide planning to insure that the basic priorities that residents hold important are upheld. The township will continue to value the importance of preserving farmland and scenic beauty, continuation of town services with a minimum of rules and regulations, and the preservation of all recreational opportunities. Community input is valued and decisions are made with the welfare of the residents in mind. The town's mission is to balance community identity with the interests of our residents to benefit the quality of life for current and future generations.



1. Maintain farmland and farming opportunities and enhance the farming community by creating an environment that ensures agricultural opportunities and agribusiness as a viable career choice.

Recognizing that the Town of Plymouth in clues a large farming community. The Town will stress the importance of preserving farmland and promoting innovative agricultural opportunities, including the adoption of new technologies and exploration of agricultural niche markets and related cottage industries. Coordination with farmers on development options and preservation methods will ensure a balance between compatible residential development and continued agriculture.



2. Preserve and protect the scenic natural beauty of the Town of Plymouth and its natural and historic resources including water quality and significant geological features and continue to strengthen the township's rural character and surrounding environment.

The Town of Plymouth's natural beauty and surrounding environment is evident by the mix of agricultural and forested areas and unique landscapes. Through cooperation with landowners, activities occurring on these lands will emphasize the protection of the Town's natural character including clean air, water quality and visual character. Enhancing and preserving these features will result in a well-developed aesthetically enjoyable and safe community.



3. Encourage the continuance of good community services while improving technology based services.

Maintenance of community services such as fire, ambulance and roads will continue as the town grows and will utilize increases in the tax base to improve services when needed. The Town will identify appropriate ways to accommodate development. As technology progresses and the population increases, the Town will encourage local telecommunication, electric and other service providers to upgrade.



4. Promote economic development that emphasizes business and employment opportunities and which stresses the importance of retaining and establishing local recreational possibilities.

The Town of Plymouth supports the development of new commercial businesses that will benefit the local economy and reflect the rural and recreational character of the Town. The Town will emphasize those businesses that expand upon the recreational character of the Town by providing goods and services to both seasonal visitors and locals while also providing employment opportunities. The Town will also support the inception and expansion of 'everyday' businesses that provide goods and services to the greater Plymouth area.

2. Community Profile

A. Description

The following Community Profile of the Town of Plymouth 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 of this Plan and during revision of this Plan.

B. Demographics

1. Historical Population

Since peaking in 1970 the Town of Plymouth has decreased by nearly sixteen percent of its population. The rate of population decrease was halted in the last decade with the population rising by over six percent during the 1990s. The population for the county has increased during this period, growing by over twelve percent during the 1990s.

| | 1960 | 1970 | 1980 | 1990 | 2000 | 1990-2000 % Change | 1990-2000 Net Change |
|-------------------------|--------|--------|--------|--------|--------|-----------------------|-------------------------|
| Town of Plymouth | 618 | 759 | 644 | 601 | 639 | 6.3% | 38 |
| City of Elroy | 1,505 | 1,513 | 1,504 | 1,533 | 1,578 | 2.9% | 45 |
| Town of Wonewoc | 836 | 759 | 778 | 770 | 783 | 1.7% | 13 |
| Town of Fountain | 615 | 616 | 598 | 633 | 582 | -8.1% | -51 |
| 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 DOA, the growth trend in the Town of Plymouth is expected to continue until 2020 when the population is expected to peak at 682. Meanwhile, the county is projected to continue increasing at its current rate until 2015 when the growth rate is expected to slow to under five percent per decade.

| Year | Town of Plymouth | Juneau County |
|------|------------------|---------------|
| 2005 | 636 | 25,640 |
| 2010 | 670 | 27,677 |
| 2015 | 678 | 28,635 |
| 2020 | 682 | 29,449 |
| 2025 | 677 | 29,807 |

Source: Wisconsin Department of Administration

Figure 1
TOWN OF PLYMOUTH
 Historic Population¹: 1960-2000
 Projected Population²: 2005-2025

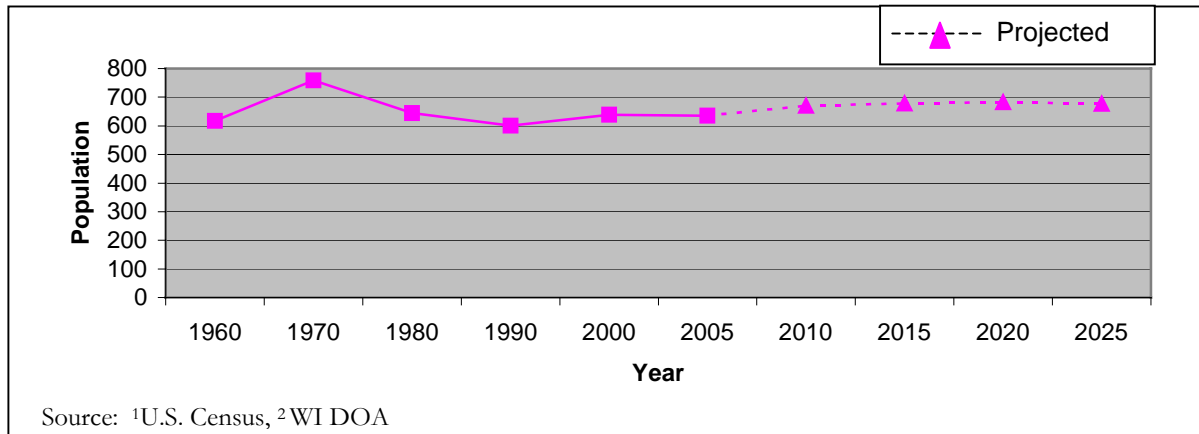


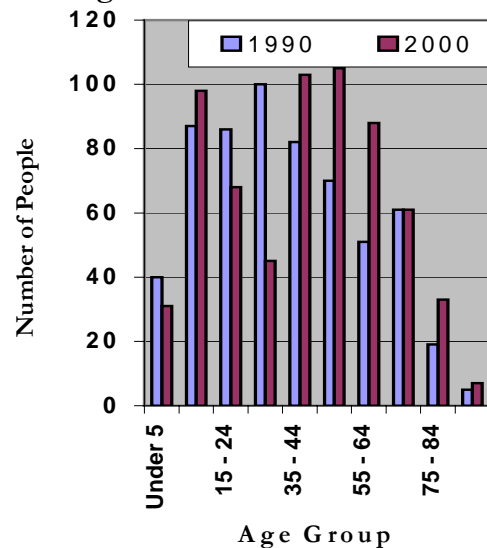
Figure 1 shows population trends in the Town of Plymouth over a 65-year period starting in 1960. After a sharp population rise during the decade of the 1960s, population began a slow decline that ended in 2005 and then plateau through 2020 and decline slightly to 677 persons by 2025.

3. Population Characteristics

In 2000, the Town of Plymouth had 339 males and 300 females. Town residents reported their race in the 2000 U.S. Census as the following: White 100%. The median age of Town residents is 42.2 years old. In comparison, Juneau County's median age is 39.4, while the State of Wisconsin's median age is 36.

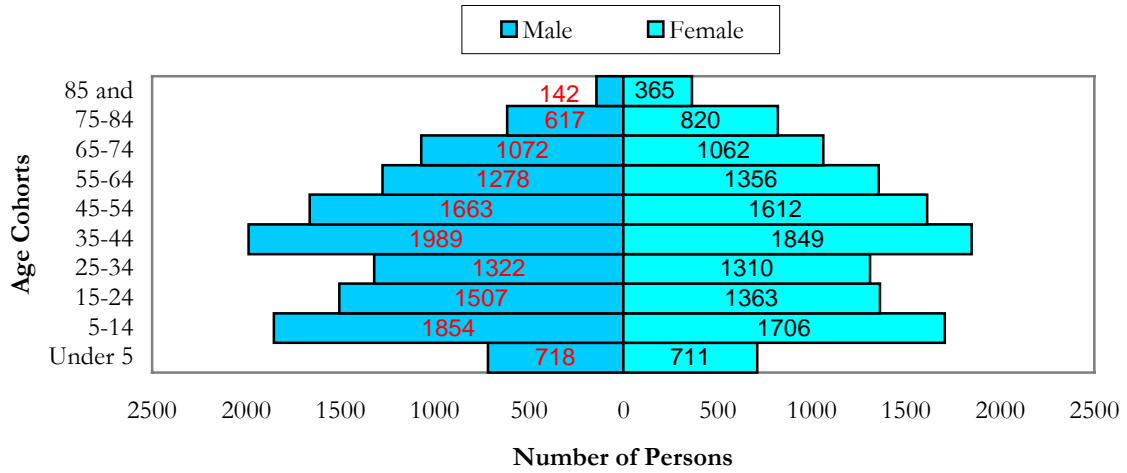
The dominant image that comes from comparing the numbers of people in the various age cohorts between 1990 and 2000 is the steep decline in the 25 to 34 age group. Although there was a decline in the age group 15 to 24, those 25 to 34 declined by nearly 55 percent. This likely indicates that a large number of town residents are leaving after receiving their education. All age cohorts between 35 and 64 increased, with those 55 to 64 increasing by 72.5 percent. The overall effect of these changes is a significant aging of the population in the Town of Plymouth.

Figure 2
Age Distribution 1990-2000



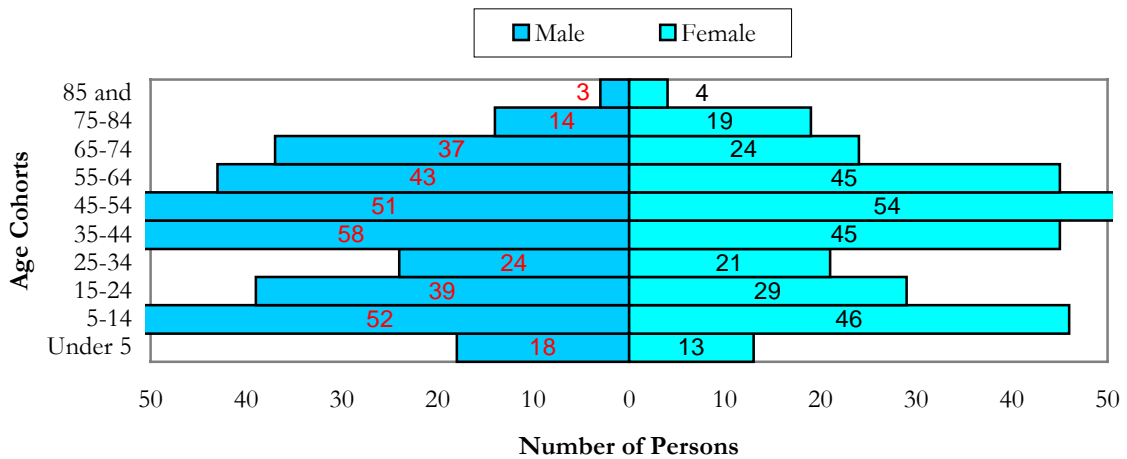
Source: U.S. Census

Figure 3
Juneau County
Male & Female Age Distribution
2000



Source: U.S. Census

Figure 4
Town of Plymouth
Male & Female Age Distribution
2000



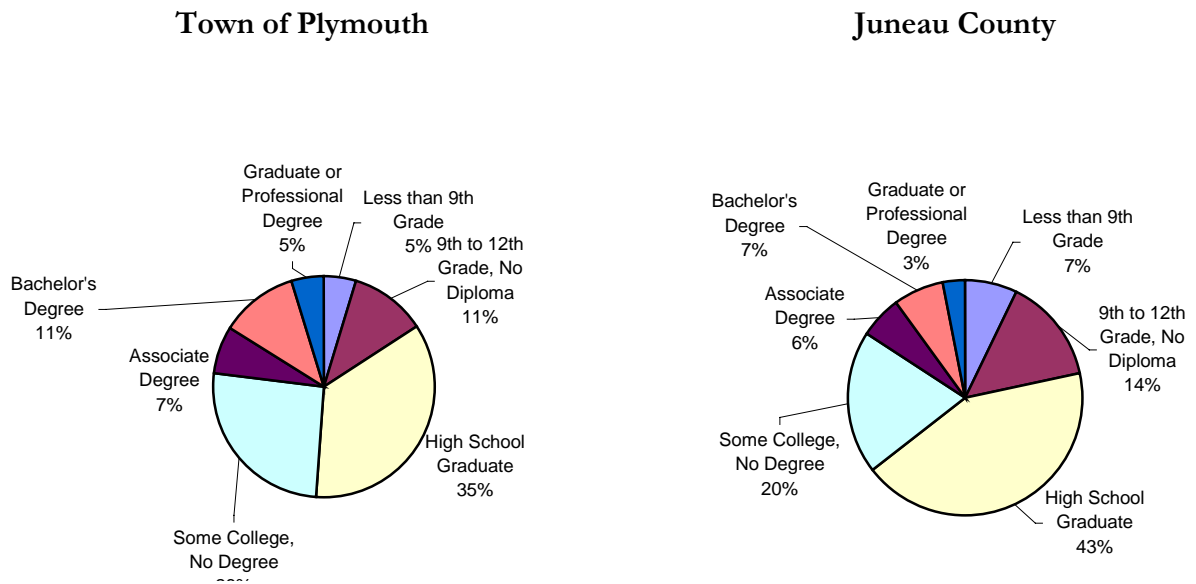
Source: U.S. Census

The population distribution of age and sex illustrated by Figure 4 shows the relatively small number of persons in the 25 to 34 age group. The most notable anomalies are the predominance of males in the 5 to 24, 35 to 44, and 65 to 74 age groups.

4. Educational Attainment

Education levels in the Town of Plymouth are generally similar to Juneau County. Eighty-four percent of residents over 25 have completed high school, while 78.5 percent of county residents are high school graduates. The state rate is 85 percent. The disparity is more marked in 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 Plymouth 16.2 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

Married couples make up 68 percent of all households; couples with children under 18 constitute 24.6 percent of households, while single parent households are only 4.5 percent. Single person households are nearly twenty percent of the total. Over sixty-three percent of householders are between 35 and 64, with the largest concentrations being in the 45 to 54 age group (23.3%) and the 35 to 44 cohort (20.9%).

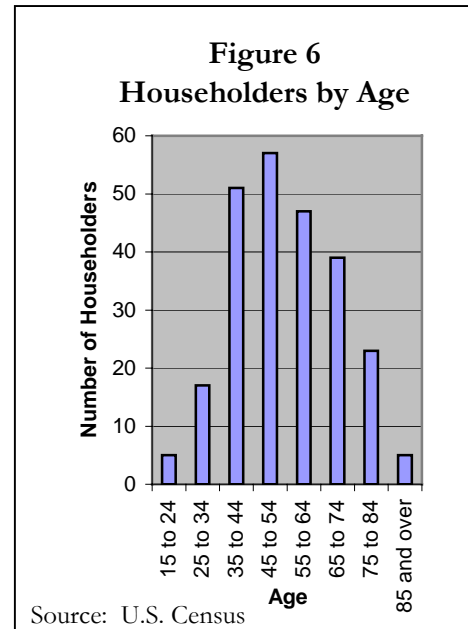
The Town of Plymouth's average household size in 1990 was 2.97 persons, while in 2000 it was 2.62 persons.

| Table 3 | Households |
|--|-------------------|
| | Town of Plymouth |
| Total Households | 244 |
| 1. Family households | 184 |
| a. Married-couple family | 166 |
| i. With own children under 18 years | 60 |
| ii. Without own children under 18 years | 106 |
| b. Householder without spouse present | 11 |
| i. With own children under 18 years | 5 |
| ii. Without own children under 18 years | 6 |
| 2. Nonfamily household | 60 |
| a. Householder living alone | 48 |
| b. Householder not living alone | 12 |

Source: U.S. Census

5. Household Projections

As the size of households decreases throughout the nation and in the Town of Plymouth it means that the number of households will increase at a higher rate than the population. The number of households is projected to increase by over 12.9 percent in the years between 2005 and 2015, less than half the rate of increase during the 1990s. The rate of increase will slow to seven percent during the 2010 to 2020 decade, and continue to grow slowly.



| Table 4 | Historical Household Count 1980-2000¹ | | | | | | | | |
|------------------|---|------|------|------|------|------|------|------|--|
| | Household Projections 2005-2025² | | | | | | | | |
| Town of Plymouth | 1980 | 1990 | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 | |
| Households | 193 | 189 | 244 | 247 | 268 | 279 | 287 | 290 | |

Source: ¹U.S. Census 1980-2000

²WI Dept. of Administration

7. Income

In looking at the income structure of the Town of Plymouth in 2000 44 percent of households in the town made over \$50,000 per year. Still nearly forty percent of households earn less than \$35,000. The highest median income is in households headed by persons between 45 and 54 with incomes dropping in the older age cohorts.

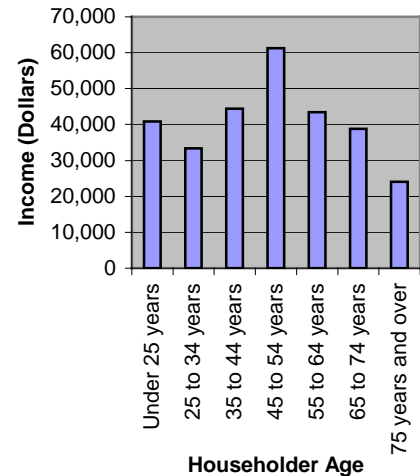
Median household income for the Town of Plymouth is slightly above the median for the state and substantially higher than the county and most of the surrounding municipalities. Both median income and per capita income are roughly the same as the state level in the Town of Plymouth.

| Annual Income | Households | |
|---------------------|------------|-------|
| Less than \$10,000 | 11 | 4.5% |
| \$10,000 - \$24,999 | 45 | 18.5% |
| \$25,000 - \$34,999 | 38 | 15.9% |
| \$35,000 - \$49,999 | 42 | 17.3% |
| \$50,000 - \$99,999 | 93 | 38.3% |
| \$100,000 and over | 14 | 5.7% |

Source: U.S. Census, SF-3

On a per capita basis Plymouth compares favorably to the surrounding communities. Plymouth has median household incomes above all except the Town of Fountain. Per capita income is higher in Plymouth than in any of the surrounding municipalities. This indicates smaller households. Plymouth is well above the County in both median and per capita income, and is slightly above levels for the state as a whole. Poverty levels are also close to the state and below the County and surrounding communities, except the Town of Wonevot.

**Figure 7
Median Household
Income By Age Of
Householder 2000**



Source: U.S. Census, SF-3

| | Per Capita Income | Median Household Income | Percent of inhabitants below poverty level |
|-------------------------|-------------------|-------------------------|--|
| Town of Plymouth | \$21,996 | \$44,271 | 8.2% |
| City of Elroy | \$15,529 | \$31,859 | 14.2% |
| Town of Wonevot | \$18,666 | \$37,875 | 4.5% |
| Town of Fountain | \$17,350 | \$47,500 | 11.7% |
| 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 (Farnam/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

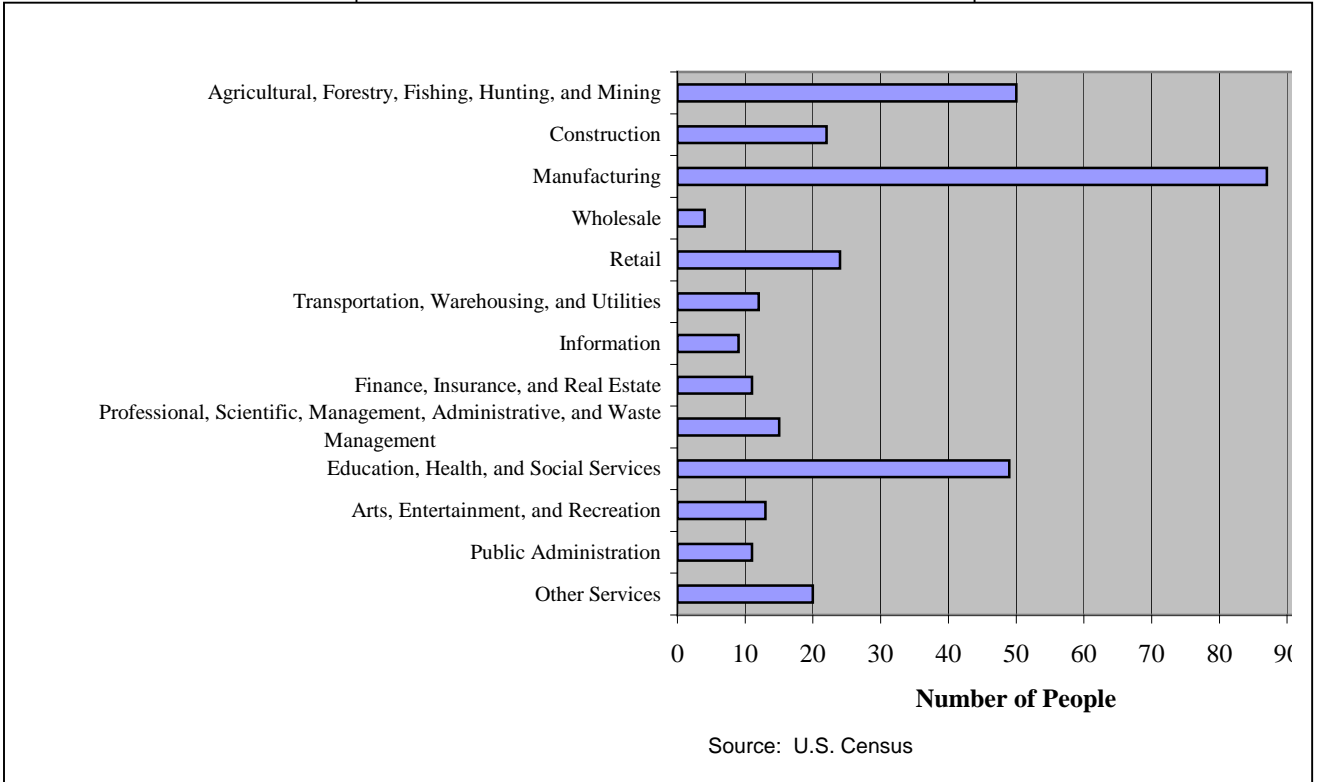
Juneau County wages are below state average in all sectors as shown in Table 8. The County comes the closest to average in agriculture and retail trade. It appears that agricultural wage averages have been declining rapidly in the past five years. Service and transportation / communications sectors wages 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 Plymouth, 2000**



The largest single job classification in the Town of Plymouth is manufacturing, followed by agriculture, and education, health and social services arts, entertainment and recreation. Retail, construction, professional & management, public administration, and other services are all represented as significant parts of the Plymouth 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 Plymouth lies primarily within physiographic province of the Western Uplands. This unglaciated upland is a thoroughly dissected, hilly area. Steep sandstone escarpments mark the northern and eastern boundaries. At the higher elevations are remnants of the more resistant dolomite bedrock that capped these uplands. The valleys, incised 200 to 350 feet below the ridgetops, are long and V-shaped and have relatively narrow bottoms. The highest elevation is 1,380 feet, at Johnson Hill in Plymouth Township. The drainage pattern is dendritic, and most of the area is well drained. All parts of this upland area are drained by streams within the Wisconsin River drainage basin. The Baraboo River is the major tributary in this area.

Non-metallic mining

There are no non-metallic mining sites in the Town of Plymouth. At some quarries, dolomite limestone bedrock is blasted and crushed for gravel or ground for agricultural lime.

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

Median date of last frost in the spring: May 12.

Last frost occurs on or after May 29 in 10% of years.

Median date of first frost in the fall: September 25.

First frost occurs on or before October 12 in 10% of years.

Median growing season: 139 days. Growing Season ranges from 102 to 175 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. URNE – LA FARGE – ROZETTA association: Moderately deep and deep, gently sloping to very steep, somewhat excessively drained to moderately well drained, loamy and silty soil; on uplands.

Most areas of the gently sloping to moderately steep soils in this association are used for crops or pasture. Water erosion is the main hazard. Soil blowing is a hazard in Urne soils. Crop and forage yields are limited on the Urne and La Farge soils because of the low or moderate available water capacity. Most of the steep and very steep areas of Urne soils are used as pasture or woodland. The main problems in managing forest are slope and rooting depth, and competing vegetation.

The La Farge and Urne soils are poorly suited to septic tank absorption fields because of the depth to bedrock. The gently sloping Rozetta soils are only moderately suited to septic tanks

and to dwellings with basements because of perched water table. The moderately steep to very steep soils are poorly suited to dwellings because of the slope.

2. 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.

3. WILDALE – NEW GLARUS – REEDSBURG association: Deep and moderately deep, gently sloping and sloping well drained and somewhat poorly drained, silty soils; on uplands.

This association is on convex ridgetops. It makes up about one percent of the county. Most areas of this association are used for crops or pasture. Some areas are used as woodland. The problems in managing forest are rooting depth and competing vegetation. Also the clayey texture limits planting and harvesting on the Wildale soils.

The major soils in this association are poorly suited to septic tank absorption fields because of the slow permeability. The New Glarus soils are also poorly suited to septic tank absorption fields because of the depth to bedrock and the Reedsburg soils because of perched water table. The Wildale soils are poorly suited to dwellings because of shrink-swell potential, and the Reedsburg soils are poorly suited because of the perched water table. The Reedsburg soils are poorly suited to dwellings with basements because of the shrink-swell potential.

D. Surface Water

Surface water covers about 38.4 acres, which is 0.17 percent of the land in town, floodlands cover about 532.7 acres, which is 2.4 percent of the land in town, and wetlands cover about 642.94 acres, which is 2.9 percent of the land in town.

The streams, and rivers in town furnish an abundant supply of surface water. The main uses of surface water are as fish and wildlife habitat, for irrigation, and the enjoyment of anglers, boaters, hunters, and casual observers alike. Surface waters provide for drainage after heavy rains, and habitat for plants, fish, and wildlife. The Baraboo River upstream from State Highway 80 in Elroy has been designated as trout streams.

E. Groundwater

For most users groundwater is the major source of supply, and is readily available in quantities adequate to meet domestic, agricultural, municipal, 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.

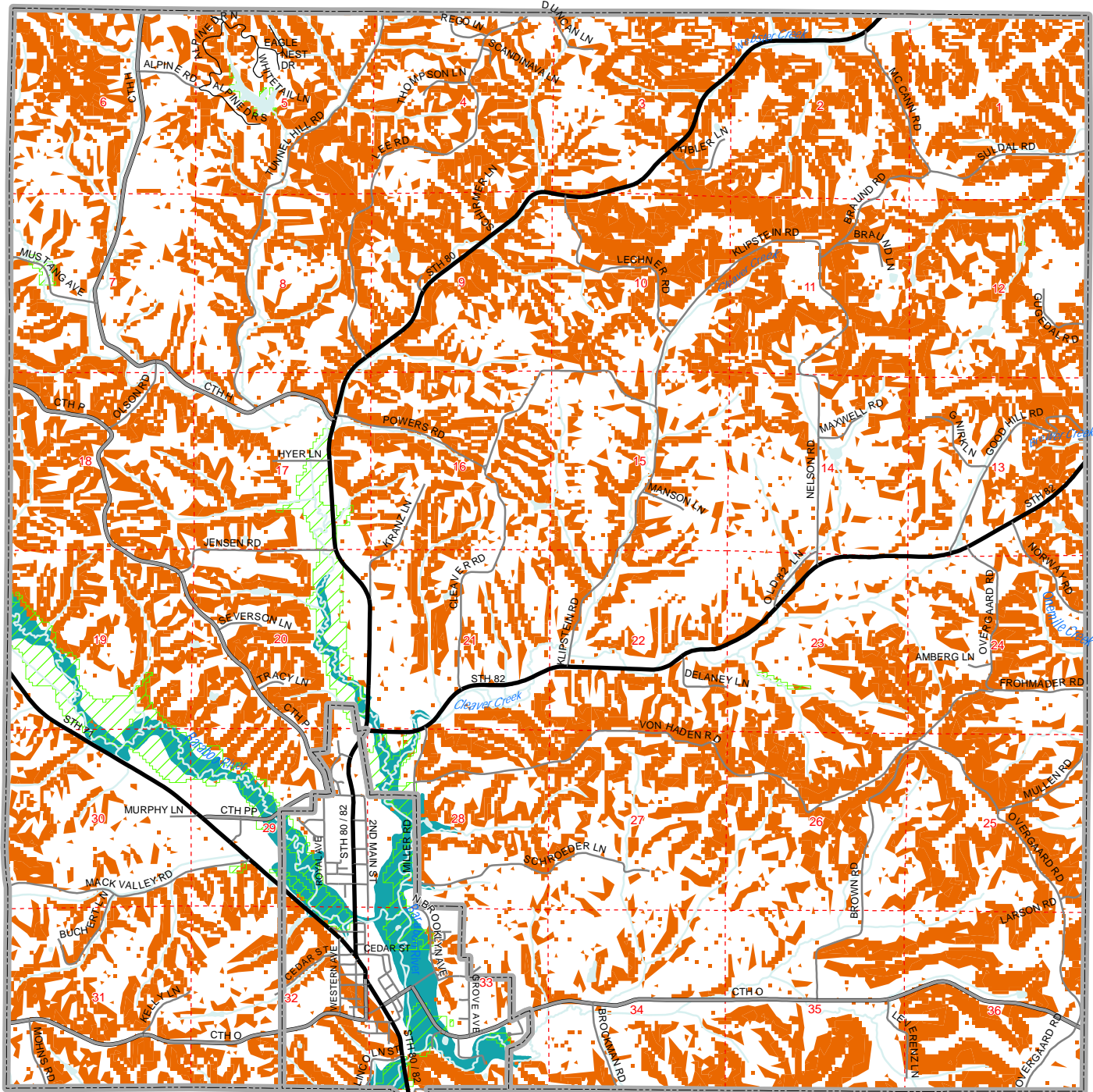
The quality of ground water in the county is generally good for most domestic and industrial uses. The water is relatively soft in most of the county. Local differences in the quality of ground water are caused by the composition, solubility, and surface area of particles of soil and rock through which the water moves and the length of time the water is in contact with these materials. Calcium, magnesium, and bicarbonate ions derived from dolomite are present. There are considerable local differences in the quality of groundwater in Plymouth with some residents reporting iron or lime, and others high levels of nitrites, from agricultural runoff. Minor water use problems are caused by hardness and locally by high concentrations of iron. Iron is in localized areas and is mainly produced by reducing conditions (chemical decomposition) in marshes and swamps, although some iron is from bedrock.

F. Wetlands

Every wetland is unique. One wetland on the north edge of town may perform different functions than another on the south edge - even though they may appear at first glance to be very similar. 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.

Map 2 Natural Resources Town of Plymouth Juneau County, Wisconsin



- Minor Civil Divisions
- Section Lines
- US & State Highways
- County Highways
- Local Roads
- Private / Other
- Water
- WISCLAND Wetlands
- Steep Slopes
- Floodway

Source: NCWRPC, FEMA, WISCLAND Wetlands

This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



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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.

Since the floodway area can be very dangerous during a regular flood event, most structural development is not allowed. Certain activities and uses are allowed here provided they meet strict criteria. Most activities and uses are permitted in the floodfringe, provided they meet certain development standards.

H. Forests

The majority of forestlands in town are privately owned. Some private woodlands in the county are enrolled in Managed Forest Law (MFL) and its predecessor programs. This program provides a low annual tax rate per acre and requires a management plan for the property that must include some harvesting along with allowing some public uses. When timber is harvested from MFL properties, a harvest tax is also assessed. This provides an incentive to keep woodlots in active production and allows some community access to the site in exchange for greatly reduced taxes. Enrollment in MFL has increased markedly in the town in recent years.

The county forests originated almost entirely from private lands forfeited for tax delinquency in the 1930's at the time of the Great Depression. Many of these lands had been cutover and burned. Additional forest lands have been acquired by exchange or purchased. All of these lands are entered under the County Forest Law, which provides that the lands be managed for forestry purposes and that the state will furnish technical forestry assistance and financial aid. The state also provides forest fire protection with mutual aid from any nearby communities that provide fire suppression services. County forest lands are open to the public for hunting, fishing, and other recreational use.

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 needs 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.

Development patterns cause disturbances in forest patterns. Land subdivision and subsequent changes in use breaks up the continuity of forest cover, which affects forest sustainability and health. Forest health is determined by the biologic web of life that includes animals, insects, soil fungus, and tree species. Frequently, these parcels are used for seasonal housing and other recreational uses rather than for forestry or farming. Fragmentation of forest cover may become an important issue for Juneau County tourism and aesthetics in the future.

I. Rare Species & Natural Communities

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

One section with aquatic occurrences

Three sections with terrestrial occurrences

The Wisconsin DNR maintains records on the largest trees (Champion Trees) in the state to encourage the appreciation of Wisconsin's forests and trees. Hunting for the big trees can put you in touch with our natural resources heritage. The Town of Plymouth has one Champion Tree:

- Black Cherry (*Prunus serotina*), Rank #4: height 80', circumference 101"

Many of the Champion Tree records are quite old and out of date. Some records are incomplete. Some trees listed may now be gone or have lost branches and leaders, so they may no longer be champions.

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 *Wisconsin Land Use Databook*, the Town of Plymouth is almost 55.4 percent agricultural. According to this document, 6.5 percent of the town's total land (34.6 square miles) is used for row crops, 33.7 percent is used for foraging, and 15.1 percent is grassland. The report also found that 41.5 percent of the town was in forest cover and 2.2 percent is wetlands. According to information from DATCP there are currently 8,187 acres of cropland in the Town of Plymouth.

In terms of farming trends, the town has lost 6.5 percent of farmland acres on tax rolls between 1990 and 1997. According to the report there were 58 farms, 22 of which were dairy farms in 1997.

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 Plymouth has 3709.5 acres of prime farmland, which is 16.8 percent of the total land area of the town.

3. Cultural Resources

A. Brief community history

Moses Pauquette had a trading post, in the area near what is today County Trunk P northwest of Elroy, on a trail that came from the south and extended to the north and west. Settlement began on the Baraboo when four Fowler brothers (Merrell, Rueben, John & George) settled at Fowler's Prairie in 1851. In 1854 the Town of Plymouth was organized when the area was still a part of Adams County. Because of the many hills and valleys in the town it became home to many small settlements, named for their inhabitants: Thatcher Valley, Sarnow Ridge, Millard's Prairie, Goodenough Hill. Some of these, such as Knickerbocker Valley had extremely good soil and prosperous farming communities developed.

In 1856 J. M. Brintnall built a dam at the east end of the Fowler Prairie, John Hutchinson erected a grist mill (following a timber mill) in 1865 – the “Hutchinson Mill” became the starting point of Elroy. The Mount Zion post office was established near the current site of the Mount Zion Cemetery on State Road 82. From 1860 to 1867 Bart Thatcher was postmaster. The cemetery near the church started as the Thatcher family burial ground when a family member was buried there in an unmarked grave. The Fowler Prairie cemetery has over three-dozen Fowlers buried there, as well as two dozen from the Pearsall family, so the roots of several families go deep in the Town of Plymouth.

B. Historical buildings, archeological sites

There are no Buildings or sites on the National Register of Historic Places or on the Architectural History Inventory in the Town of Plymouth.

Lands in town 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.

4. Goals, Objectives & Policies

Goals

1. Protect natural areas, including wetlands, floodplains, wildlife habitats, ponds, woodlands, open spaces and groundwater resources, as much as possible.
2. Protect economically productive areas, including farmland and forested areas.
3. Preserve cultural, historic and architectural sites.

Objectives

1. New development in the Town should not negatively impact natural resources.
2. Minimize impacts to the Town’s natural resources from non-metallic mineral mining.
3. Encourage and support the preservation of natural open spaces that minimize flooding in lowland valleys.
4. Promote development that minimizes groundwater impacts from on-site septic systems and other sources.

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. Discourage the draining or filling of wetlands.
 3. Existing agricultural uses and buildings should be taken into consideration when locating new development to avoid conflicts
 4. Preserve productive farmland for long-term agricultural uses.
 5. Development proposals should be reviewed relative to the potential impacts to the historical and cultural resources of the Town.

5. Bibliography

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III. HOUSING ELEMENT

1. Housing Stock

A. Total Housing Units

The housing stock in the Town of Plymouth is generally adequate for the needs of the community. The 1990 Census indicates that there were 244 housing units in the town. All of these units had complete plumbing and complete kitchen facilities. In 2000, there were 296 housing units in the town, an increase of 52 since 1990, a 21.3 percent increase. This compares with a 6.3 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 Plymouth is older than the county's and generally older than the state's, although newer than the housing stock in Wonewoc. More than half of buildings are more than 45 years old, significantly higher than for either the county (36%) or the state (43.7%). Nearly forty percent were built before 1940. Structures built in the 1960s and 1970s are similar to the county and state percentages. Just over a fifth of housing units have been built since 1980, less than for the state and considerably less than the county. The late-1990s were a period of the growth, when 21 housing units were built.

Table 10 Age of Structure by Jurisdiction, 2000

| Year built | Town of Plymouth | | Town of Wonewoc | | Juneau County | | State of Wisconsin | |
|-------------|------------------|-------|-----------------|-------|---------------|-------|--------------------|-------|
| Before 1939 | 117 | 39.5% | 129 | 41.3% | 2,842 | 23.0% | 543,164 | 23.4% |
| 1940-1959 | 36 | 12.2% | 25 | 8% | 1,610 | 13.0% | 470,862 | 20.3% |
| 1960-1979 | 82 | 27.7% | 65 | 20.8% | 3,633 | 29.4% | 667,537 | 28.8% |
| After 1980 | 61 | 20.7% | 93 | 29.8% | 4,285 | 34.6% | 639,581 | 27.5% |
| Total | 296 | 100% | 312 | 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 281 they constitute nearly 95 percent of the housing stock. Manufactured and mobile homes account for 5.1 percent of housing units, less than a quarter the percentage for the county (22.3%) and similar to the percentage for the state. 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 (86.9%) norm in the Town of Plymouth. 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 32 renters in the town in 2000. Residents of Plymouth tend move at a slower rate than others in Juneau County. Approximately 36 percent of town residents have lived in the same home for more than twenty years, much higher than the county or state but slightly higher than the Town of Wonewoc.

Table 11 Housing Tenure by Jurisdiction, 2000

| Tenure | Town of Plymouth | | Town of Wonewoc | | Juneau County | | State of Wisconsin | |
|--------------------|------------------|-------|-----------------|-------|---------------|-------|--------------------|-------|
| Over 30 years | 44 | 18.6% | 48 | 16.7% | 1,053 | 10.9% | 229,063 | 11.0% |
| 21 to 30 years ago | 41 | 17.9% | 61 | 21.2% | 1,189 | 12.3% | 222,015 | 10.7% |
| 11 to 20 years ago | 56 | 23.7% | 36 | 12.5% | 1,701 | 17.5% | 323,813 | 15.5% |
| 10 years or less | 95 | 40.2% | 143 | 49.7% | 5,753 | 59.3% | 1,309,653 | 62.8% |
| Total | 236 | 100% | 288 | 100% | 9,696 | 100% | 2,084,544 | 100% |

Source: US Census Bureau & NCWRPC

E. Value

Table 12 Median Value of Structures by Jurisdiction, 2000

| Municipality | Median home value | % of state Median value |
|-------------------------|-------------------|-------------------------|
| Town of Plymouth | \$91,400 | 81.5% |
| Town of Wonewoc | \$74,000 | 65.9% |
| City of Elroy | \$58,300 | 51.9% |
| Juneau County | \$71,200 | 63.5% |
| State of Wisconsin | \$112,200 | 100% |

Source: US Census Bureau & NCWRPC

Median home value in the Town of Plymouth is higher than the median value for the county and the surrounding jurisdictions. The indication from the Census are that ten percent of

homeowners 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 306 housing units in the town 244 were occupied, while 62 (20.3%) were vacant. Fifty-four units, 17.6 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 increased by thirty-four since 1990. The number of vacant houses is up from 34 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 Plymouth 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.

B. Projections

Population growth in the Town of Plymouth has slowed after growing by nearly 23 percent between 1960 and 1970 then declined by more than twenty percent by 1990 and grew by 6.3 percent during the 1990s. DOA projects that Plymouth will grow by 38 residents, or six percent, by 2025. At current household size this would lead to fifteen new housing units in the town. In an estimate of the 2006 population of the town DOA says there are currently 655 residents, higher than the projection for 2005 by 21. If the twenty-year growth trend (1980-2000) is projected forward this would yield a decrease of six by 2025. If the fifteen-year trend from 1990 through the estimated 2005 population is projected to 2025 it would

yield an increase of 94, or 14.7 percent. This would mean thirty-six new housing units in the town.

| Table 13: Population Projections | | | | | | |
|---|------|------------|------|------|------|------|
| | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 |
| Dept. of Administration | 639 | 636 | 670 | 678 | 682 | 677 |
| Twenty-year growth rate | 639 | 638 | 636 | 635 | 634 | 633 |
| 15-year trend (1990-2005) | 639 | 655 | 674 | 694 | 714 | 733 |

Source: U.S. Census, DOA, NCWRPC

Based on the fact that the town’s population decrease (the 20-year trend) seems to have ended according to DOA estimates indicates that the DOA projections may be fairly accurate in reflecting actual population trends in Plymouth. Note that the projected population for 2010 is very close to the 15-year trend. That level of growth may not be sustainable throughout the entire period, so the DOA projections may be fairly accurate, if somewhat conservative.

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.

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 have highway access problems, etc.
2. The Town should work with landowners to encourage housing in accordance with this plan.

IV. TRANSPORTATION ELEMENT

1. Transportation Facilities

A. 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 Plymouth transportation system includes all roadways.

B. 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 linked by the 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 Plymouth 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 City of New Lisbon Comprehensive Plan, because the policies are based upon the transportation needs outlined in TransLinks 21. There are no TransLinks 21 projects identified in Plymouth.

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.

C. Inventory of Transportation Facilities

1. Roads

In the Town of Plymouth, 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 Plymouth’s minor arterials are State Highways 82 and 71, and State Highway 80, County Roads O and H are major collectors. The remaining 45.1 miles of roads in the town are local.

The Town of Plymouth road network consists of roughly 15.39 miles of state road, 12.3 miles of county highways, and 45.1 miles of local roads. 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.

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.

Table 14 Annual Average Daily Traffic at Recorded Sites
Town of Plymouth 1980-2004

| | 1980 | 1983 | 1989 | 1995 | 1998 | 2004 | % Change 1980-2004 |
|--------|-------|-------|-------|-------|-------|-------|-----------------------|
| Site 1 | 380 | 700 | 820 | 940 | 1,200 | 1,200 | 300% |
| Site 2 | 210 | 230 | 250 | --- | 260 | 490 | 133.3% |
| Site 3 | 860 | 1,130 | 1,230 | 1,500 | 1,500 | 1,800 | 109.3% |
| Site 4 | 1,050 | 1,340 | 1,700 | 2,600 | 2,300 | --- | 119%* |
| Site 5 | 1,450 | 1,640 | 1,760 | 2,000 | 1,800 | --- | 24.1%* |

Source: Wisconsin Highway Traffic Volume, Department of Transportation

Site 1: STH 80

Site 2: CTH H

Site 3: STH 80 north of intersection STH 82

Site 4: STH 82 east of intersection STH 80

Site 5: STH 71

* 1980-1998

Annual average daily traffic counts (AADT) are measured and calculated every three years by the Department of Transportation (DOT) for five areas of the town. Monitoring these counts provides a way to gauge how traffic volume is changing in Plymouth. Traffic levels in Plymouth are generally increasing. Traffic has at least doubled at all monitoring sites, except on State Highway 71, with the greatest increase on State Highway 80 in the northern part of the town.



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 intersecting 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. This rule has recently been suspended, but the four requirements are still useful in managing traffic flow.

The entire road system in the Town of Plymouth is also open by state law to pedestrian and bicycle travel, although some traffic volumes may make such travel unsafe.

2. **Bicycling Opportunities**

The Town of Plymouth is in one of the best areas for bicycling in the state. Four former railroads have been converted to recreation trails—Elroy-Sparta State Trail, 400 State Trail, Hillsboro State Trail, and Omaha County Trail. All four trails lie within the Townships of Plymouth and Wonewoc, and connect the municipalities of Camp Douglas, Hustler, Elroy, Union Center, and Wonewoc. All the trails are surfaced with limestone screenings to provide a smooth surface suitable for walkers and bicyclists from spring through fall and for snowmobilers in winter. Each of the four trails has a unique story.

The Elroy-Sparta State Trail is considered the first rail-to-trail in the United States, and remains one of the most popular trails too. Between Sparta and Elroy the trail passes through the communities of Norwalk, Wilton and Kendall; through wetlands, prairies, farmland, and unglaciated areas. Three century-old railroad tunnels highlight the trail. The tunnels near Kendall and Wilton are each about a quarter-mile long. The tunnel between Norwalk and Sparta is three-quarters of a mile long.

The 400 State Trail was named for the Chicago-Northwestern passenger train that ran on this grade. The train traveled the 400 miles between Chicago and Minneapolis/St. Paul in 400 minutes. Wetlands, wildlife, sandstone bluffs, rolling croplands and pastures are just a few of the sights you can enjoy on the 400 State Trail as it repeatedly crosses the Baraboo River. The entire length of the 22-mile trail follows along the river valley from Elroy to Reedsburg, and it passes through the communities of Union Center, Wonewoc and LaValle. A unique feature of the 400 Trail is a 7-mile horse trail parallel to the bike trail between Wonewoc and LaValle.

Hillsboro State Trail is a 4.2-mile state-owned and county-operated hike, bike, and snowmobile trail between Hillsboro and the 400 Trail in Union Center. The trail crosses the Baraboo River four times.

The Omaha Trail runs north for 13 miles from Elroy to Camp Douglas. This trail has one tunnel, which is 875 feet long. Most of the pathway is straight, flat, and shaded. Northwest of Camp Douglas is Mill Bluff State Park, which is known for its towering sandstone bluffs.

3. **Airports**

Air Carrier/Air Cargo airports closest to Plymouth are the La Crosse Municipal Airport (LSE), the Central Wisconsin Airport (CWA) in Mosinee, 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.

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 Mauston/New Lisbon Airport located in the Town of Lisbon, halfway between the two cities on US 12 is such an airport.

4. Rail

The Town of Plymouth has no railroad service. The nearest service is in New Lisbon at the intersection of two rail lines: Canadian National owns the former Wisconsin Central that run north-south parallel to the Yellow River to Babcock and from there to Wisconsin Rapids; and the Canadian Pacific runs east-west, from Portage to Tomah, connecting Milwaukee and LaCrosse. There is regular freight service on both lines. Amtrak provides 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, and is lift-equipped.

7. Pedestrian Facilities

All roads are available for pedestrian travel, although walking on rural roads can be dangerous.

2. Goals, Objectives & Policies

Goals

1. Provide an 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/Pacer 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

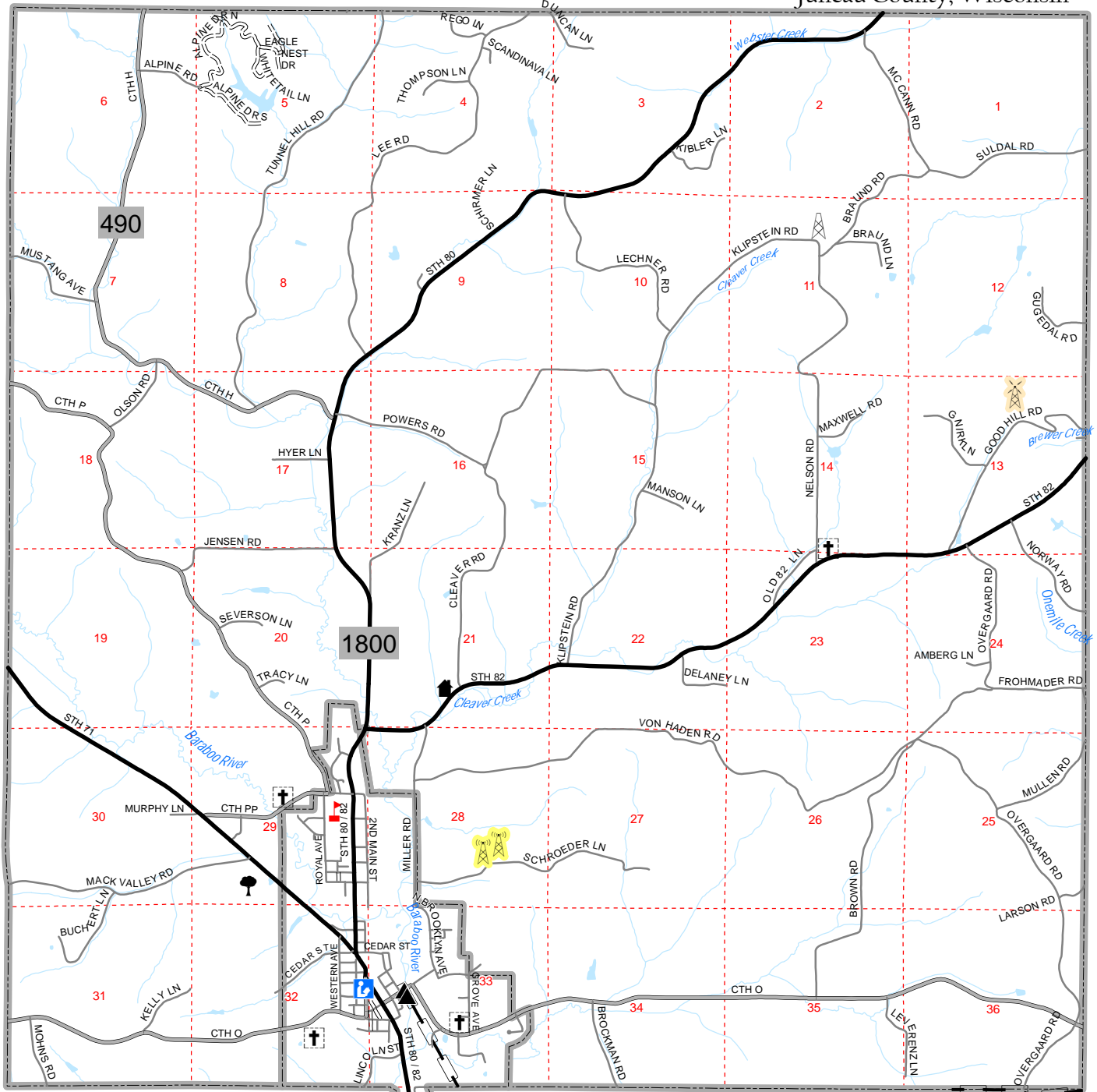
WDOT – Bureau of Planning, Corridors 2020, 1988, Madison, WI

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

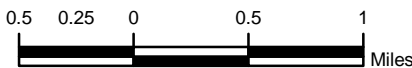
Map 3 Transportation & Community Facilities Town of Plymouth Juneau County, Wisconsin



- Minor Civil Divisions
- Section Lines
- US & State Highways
- County Highways
- Local Roads
- Private / Other
- Water
- High Voltage Powerline
- Annual Average Daily Traffic Count, 2004
- Cemeteries
- FM Tower
- Library
- Schools
- Celltower
- Al Thompson Mem. Park
- Town Hall
- Electric Substation
- Juneau Co. Tower

Source: WI DNR, NCWRPC, WI DOT 2004

This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



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V. UTILITIES & COMMUNITY FACILITIES ELEMENT

1. Inventory

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

The Town is a member of the Elroy Area Fire & Ambulance Association, which has 26 members including a chief, assistant chief, two captains, and two lieutenants. The Fire Association owns two tankers, two fire engines, one pick-up truck, and one six-wheeler, all of which are based at the Elroy Fire Hall. The Town of Plymouth contracts with the Elroy Ambulance Association to provide ambulance service to its residents. The ambulance is based at the Elroy Fire Hall.

Community facilities include a Town Hall, built in 1960s that includes a shop attached to the Town Hall housing equipment related to road maintenance. There is a garage adjacent to the Town Hall that houses heavy equipment that the Town uses on its road, including: two dump trucks with snowplowing equipment (Sterling 2003, Freightliner 2001), two tractors (John Deere garden 2002, 6300 1995), a backhoe (310G 2005), a mower (Woods 2000), and a grader (Caterpillar 1994).



Town Hall

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. Most 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.



Allen Thompson Memorial Park is a forty-acre tract owned by DNR just outside Elroy in the Town of Plymouth, adjacent to the Elroy-Sparta State Trail. It provides restrooms, picnic areas and parking to visitors, as well as thirteen camping spaces.

The Town operates two cemeteries: the Mount Zion Cemetery on State Highway 82, and the historic Fowler Prairie Cemetery on County Road PP.

Electric service is provided by Oakdale Electric Co-op. Alliant (Madison Gas & Electric) also provides natural gas service to some areas of the town along State Highway 82, including the Town Hall, also a portion of County Road P. Phone service in most of the town comes from CenturyTel, with some areas in the northern edge of the town coming from Lemonwier Valley Telephone Co-op. Limited DSL Internet lines are available near the City of Elroy. See the Transportation & Community Facilities Map 3.

2. Goals, Objectives & Policies

Goals

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

Objectives

1. Share equipment and services across Town boundaries, where possible.

Policies

1. Encourage the County and the State to maintain and improve recreational trails within the town.
2. Encourage recycling by residents.
3. Provide for long-term viability of the cemeteries within the town.

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 Plymouth. 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

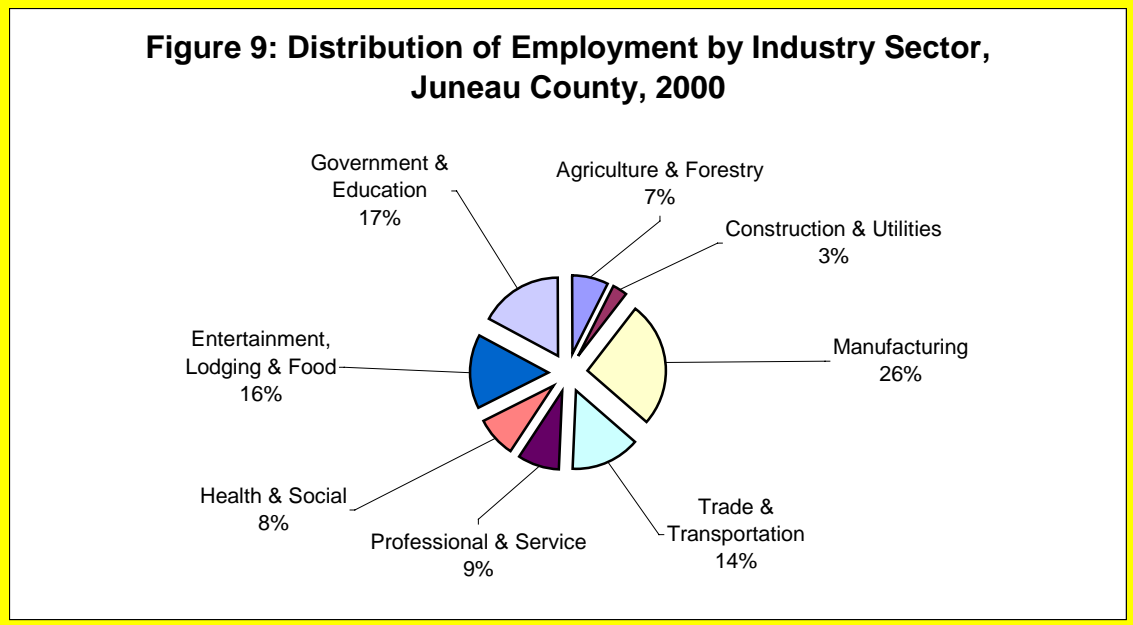
| Industry Name | Employees | Firms | Percentage of Total |
|--|-----------|-------|---------------------|
| Agriculture, Forestry, Fishing, and Hunting | 842 | 658 | 7.43 |
| Mining | 10 | 2 | 0.09 |
| Utilities | 3 | 1 | 0.03 |
| Construction | 340 | 73 | 3.00 |
| Manufacturing | 2,671 | 47 | 23.57 |
| 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.

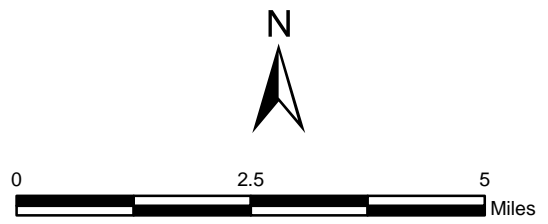
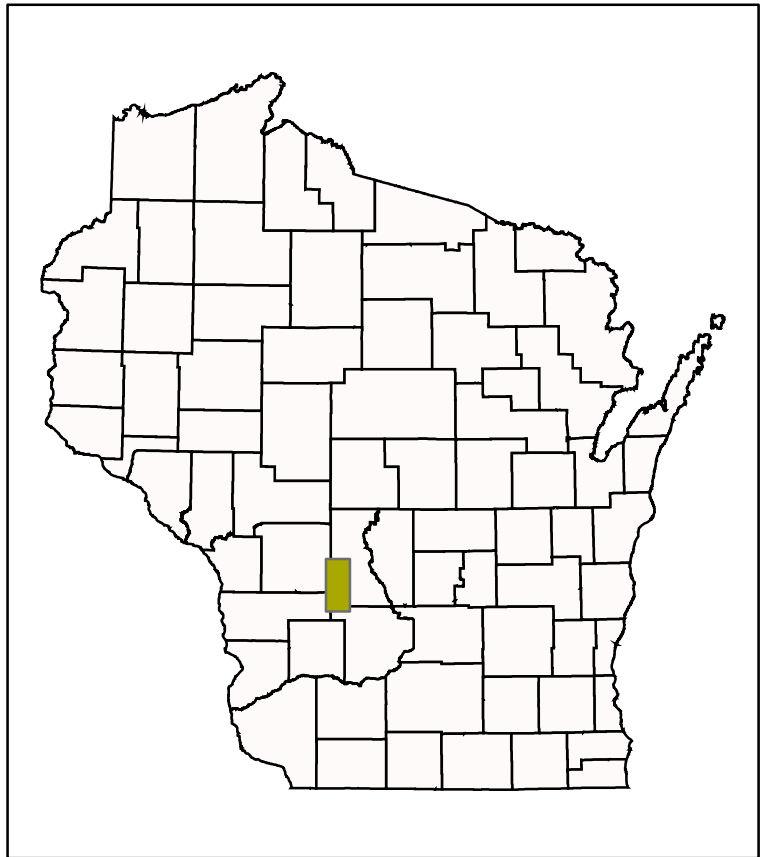
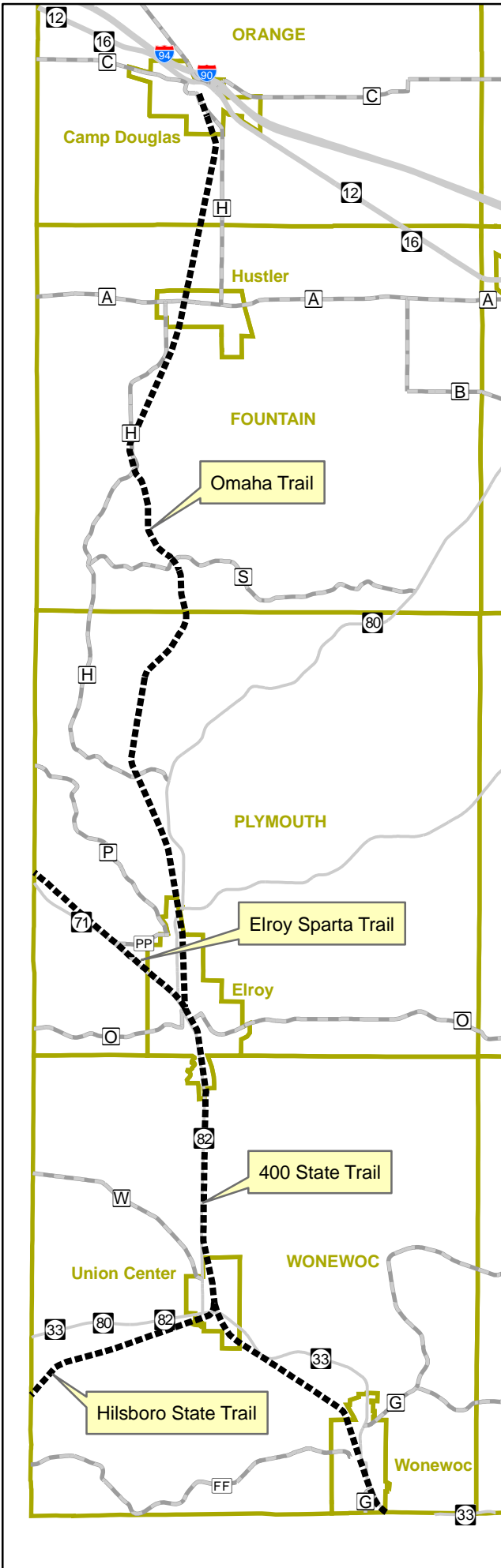
How this employment mix will change over the coming years is dependent on a number of factors, but it seems likely that the dominance of manufacturing in the county will be reduced and services, health-related and knowledge-based employment will become more prominent.

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

Map 4
TRAILS
South West Juneau County



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

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 Plymouth can be gleaned from the Census. The most notable fact is that most residents work outside of the town. Seventy-three people work in the town, and 248 (84%) workers leave the town. Over fifteen percent leave the county for their work. Six percent of resident work at home. This compares to the Town of Wonewoc where 67.9 percent of workers leave the town and 41.8 percent leave the county, and 10.1 percent work at home. In the City of Elroy 56.6 percent leave the city and 24.4 percent of workers leave the county for their jobs.

Twenty-seven 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 19.5 percent travel between half an hour and an hour to get to work. Thirty-four workers travel for more than an hour to reach their jobs.

Table 18: Resident Occupation 2000

| Occupation | Town of Plymouth | | Town of Wonewoc | | Juneau County | | State of Wisconsin | |
|---------------------------|------------------|------------|-----------------|------------|---------------|------------|--------------------|------------|
| | Count | Percentage | Count | Percentage | Count | Percentage | Count | Percentage |
| Management/professional | 106 | 32.4% | 101 | 26.8% | 2,515 | 22.2% | 857,205 | 31.3% |
| Service | 37 | 11.3% | 49 | 13% | 2,034 | 17.9% | 383,619 | 14% |
| Farming/forestry | 15 | 4.6% | 8 | 2.1% | 179 | 1.6% | 25,365 | 0.9% |
| Sales/office | 59 | 18% | 78 | 20.7% | 2,494 | 22% | 690,360 | 25.2% |
| Construction | 27 | 8.3% | 34 | 9% | 1,110 | 9.8% | 237,086 | 8.7% |
| Production/transportation | 83 | 25.4% | 107 | 28.4% | 3,001 | 26.5% | 540,930 | 19.8% |
| Total | 327 | 100% | 377 | 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 Plymouth and compares it with those in the Town of Wonewoc, Juneau County, and the state as a whole. The percentage of those in management or the professions is considerably higher than the county or Wonewoc, and even slightly higher than the state. The percentage of workers in service jobs is lower than Wonewoc, the state or the county. Agriculture and forestry represent double the percentage in Wonewoc, triple the county and five-time the percentage for the state as a whole. The percentage of sales and office workers is lower than Wonewoc, the county or state. Construction workers are a slightly lower percentage of the labor force than in Wonewoc, the state or county. Although the percentage of production and transport workers is only slightly below the level for the county and below the level for Wonewoc, it is well above the state.

Table 19: Industry by Jurisdiction, 2000

| Industry | Town of Plymouth | | Town of Wonewoc | | Juneau County | | State of Wisconsin | |
|-----------------------------|------------------|------------|-----------------|------------|---------------|------------|--------------------|------------|
| | Count | Percentage | Count | Percentage | Count | Percentage | Count | Percentage |
| Agriculture/forestry/mining | 50 | 15.3% | 51 | 13.5% | 602 | 5.3% | 75,418 | 2.8% |
| Construction | 22 | 6.7% | 27 | 7.2% | 757 | 6.7% | 161,625 | 5.9% |
| Manufacturing | 87 | 26.6% | 88 | 23.3% | 2,789 | 24.6% | 606,845 | 22.2% |
| Wholesale trade | 4 | 1.2% | 20 | 5.3% | 258 | 2.3% | 87,979 | 3.2% |
| Retail trade | 24 | 7.3% | 40 | 10.6% | 1,423 | 12.6% | 317,881 | 11.6% |
| Transport/warehouse/util. | 12 | 3.7% | 21 | 5.6% | 623 | 5.5% | 123,657 | 4.5% |
| Information | 9 | 2.8% | 2 | 0.5% | 90 | 0.8% | 60,142 | 2.2% |
| Finance/insur./real estate | 11 | 3.4% | 17 | 4.5% | 379 | 3.3% | 168,060 | 6.1% |
| Professional/management | 15 | 4.6% | 13 | 3.4% | 393 | 3.5% | 179,503 | 6.6% |
| Education/health/soc.serv | 49 | 15% | 63 | 16.7% | 1,702 | 15% | 548,111 | 20% |
| Arts/enter./accom/food | 13 | 4% | 18 | 4.8% | 1,369 | 12.1% | 198,528 | 7.3% |
| Other service | 20 | 6.1% | 7 | 1.9% | 390 | 3.4% | 111,028 | 4.1% |
| Public administration | 11 | 3.4% | 10 | 2.7% | 558 | 4.9% | 96,148 | 3.5% |
| Total | 327 | 100% | 377 | 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 higher than the level in Wonewoc, the county and state.

Agriculture, forestry & mining jobs are second most common, as might be expected in a rural town, and their level is higher than in Wonewoc, and again, triple the level for the county, and five-times the state. The fifteen percent of workers in education, health-care and social service work is lower than the state and slightly below Wonewoc, but matches the level for the county. Retail trade occupies a slightly lower percentage of the workforce than Wonewoc, the county and state. Construction jobs are as common in Plymouth as in the county, but slightly higher than in the state and slightly lower than in Wonewoc. Arts, entertainment, accommodation and food service workers are slightly lower than in Wonewoc, and much lower than the state, but one-third the level for the county. Professional and management jobs are a higher percentage than the county or Wonewoc, but below the rate for the state. The percentage of workers involved in public administration is almost identical to the state, slightly higher than Wonewoc, but lower than the county.

D. Strengths & Weaknesses

Strengths:

- Good farmland
- Natural beauty
- Rural character – lack of development
- Relatively reasonable costs
- Recreational land
 - Hunting
 - Snowmobiling
 - Bike trails
- “Not a lot of rules”

Weaknesses:

- “Taxes could go down”
- Schools getting smaller
 - “Too many specialists”
 - Declining enrollment
- No Main Street – Elroy declining
- Lack of job opportunities
- Retirements increasing
 - “With a fixed-income, you’re stuck”

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 administered 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. 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.

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 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 Plymouth covers about 22,100 acres in Juneau County. The Town encompasses roughly one township, although a part of that area is occupied by the City of Elroy. The most notable characteristic of the landscape is its “rolling” nature. Plymouth is located on the northeastern edge of the Driftless Area, a part of the state that has never been glaciated. The highest point in what are known as the Western Highlands is at Johnson Hill within Plymouth Township.

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 2003, with updates by local residents in 2007. Woodlands represent 49.9 percent of the area, followed by Agriculture with 35.8 percent. Residential is 1.4 percent, and Commercial, Water, Governmental and Industrial are all under one percent of the total each. See the Existing Land Use Map.

In general, woodlands are scattered through most of the town. Because of the deeply incised landscape agriculture tends to exist on hilltops and valley bottoms while woodlands occupy many of the steeper slopes.

Residential development tends to be widely scattered and distributed along the major roadways.

C. Future Land Use 2005-2025

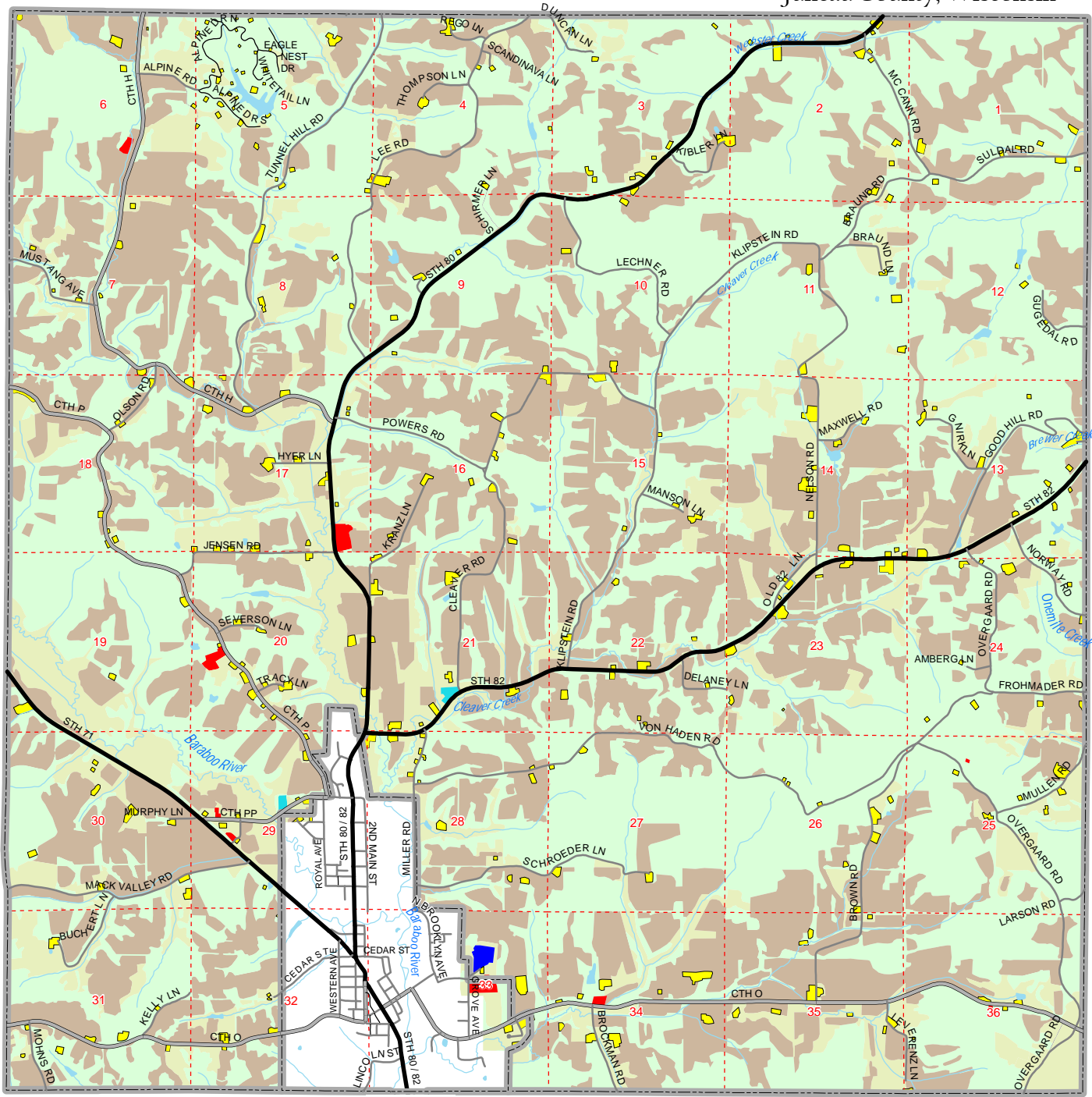
The Future Land Use Plan Map (FLUP) represents the long-term land use recommendations for all lands in the town. Although the map is advisory and does not have the authority of zoning, it is intended to reflect community desires and serve as a guide for local officials to coordinate and manage future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

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.

| Land Use Type | Acres | Percent |
|----------------------|--------------|----------------|
| Agriculture | 7,926.5 | 35.8% |
| Commercial | 16.2 | .07% |
| Governmental | 2.5 | .01% |
| Industrial | 93.8 | 0.4% |
| Residential | 313.9 | 1.4% |
| Open Lands | 2,512.4 | 11.4% |
| Transportation | 176.3 | 0.8% |
| Woodlands | 11,022.1 | 49.9% |
| Water | 36.4 | 0.2% |
| Total Acres | 22,100.1 | 100% |

Source: NCWRPC GIS

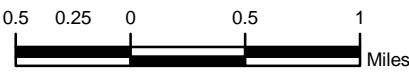
Map 5 Generalized Existing Land Use Town of Plymouth Juneau County, Wisconsin



Source: NCWRPC, 2005 Airphoto Interpretation

This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.

- US & State Highways
- County Highways
- Local Roads
- Private / Other
- Minor Civil Divisions
- Section Lines
- Agriculture
- Commercial
- Governmental
- Industrial
- Open Lands
- Outdoor Recreation
- Residential
- Transportation
- Water
- Woodlands



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These land use classifications that are designed to be similar to those embodied in the Town's Land Use 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. Industrial

Identifies areas recommended for industrial development, which contains a mix of commercial and industrial uses.

5. Governmental/Public/Institutional

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

6. Agricultural Areas

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

7. Forestry Areas

Identifies areas of large woodlands within the Town.

8. 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.

9. 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 13,916 acres of land for agriculture, 5,719 acres for forestry, 572 acres for preservation & open space, thirteen acres of land for government/public/institutional development, 265 acres in residential and 1,512 acres for rural residential development, and 21.5 acres in commercial use. The FLUP shows 81 acres in industrial.

Most of the Town of Plymouth is envisioned in Agriculture with areas of Forestry in the northern section of the town and in a strip east of Elroy. There is a Residential cluster in the area of Alpine Lake, and areas of Rural Residential along State Highway 71 and County Road P, and around Overgaard Road in the southeast corner of the town.

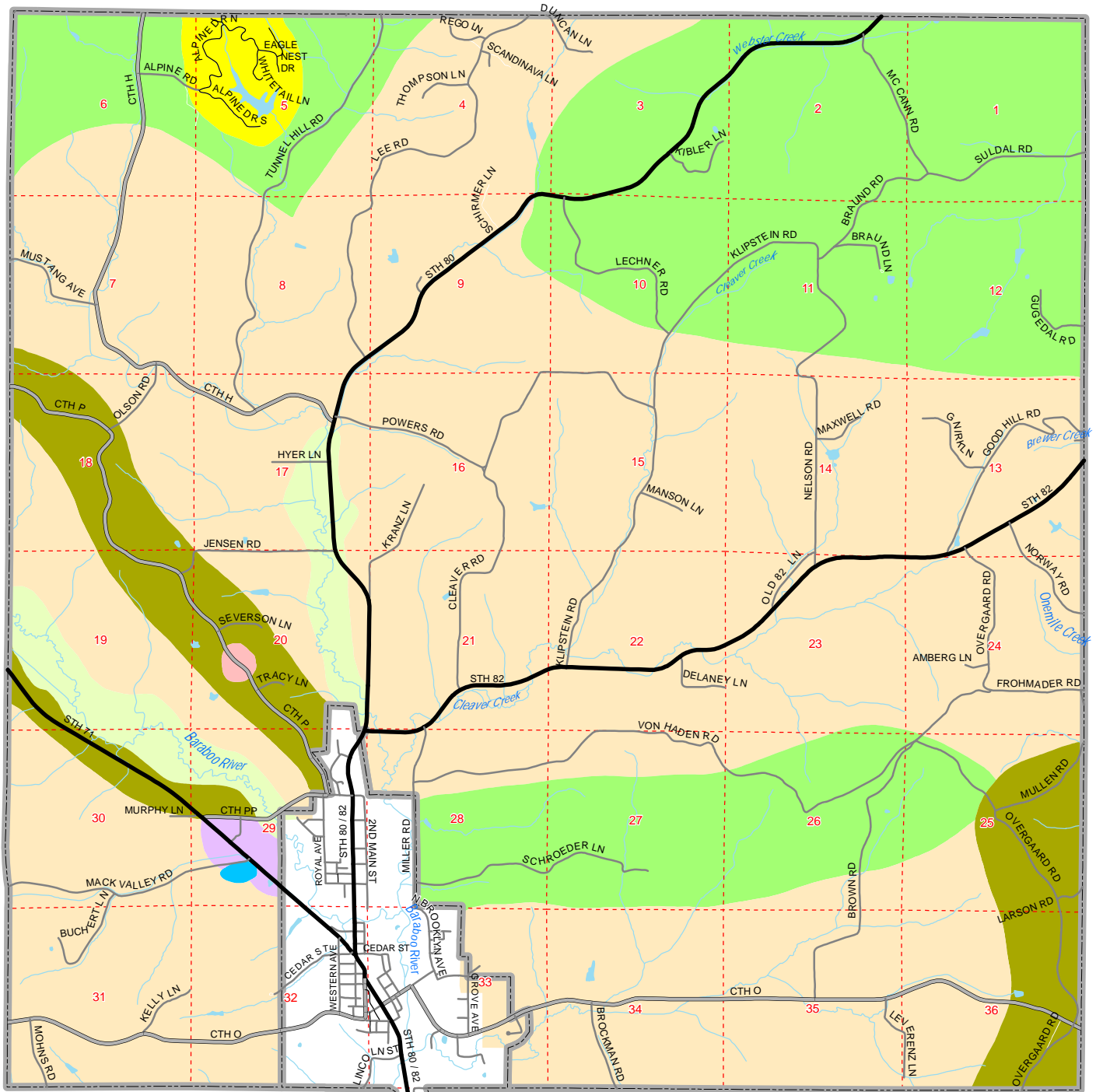
Table 21: Land Use Projections

| | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 |
|-------------|------|------|------|------|------|------|
| Residential | 314 | 325 | 342 | 359 | 374 | 388 |
| Commercial | 16 | 18 | 20 | 22 | 24 | 27 |
| Industrial | 94 | 106 | 119 | 131 | 144 | 157 |

Source: U.S. Census, DOA, NCWRPC

The 265 acres set aside for residential use in the Future Land Use Plan is less than the likely demand for residential land, based on the twenty-years growth trend. Along with the 1,512 acres of rural residential the projected need for residential land is more than adequately met. The 21.5 acres for commercial development is less than the projected demand. The

Map 6 Future Land Use Plan Town of Plymouth Juneau County, Wisconsin



- US & State Highways
- County Highways
- Local Roads
- Private / Other
- Minor Civil Divisions
- Section Lines
- Agricultural Areas
- Commercial
- Forestry Areas
- Governmental
- Industrial
- Preservation & Open Space
- Residential
- Rural Residential
- City of Erloy



Source: NCWRPC, WI DNR

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commercial land envisioned by the FLUP is along County Road P and a significant expansion of this highway as a commercial corridor is possible. The 94 acres of industrial use is less than the demand projected for 2025. The projected demand may be skewed because it reflects an existing gravel pit that is expected to go out of operation, thus reducing the demand for industrial land.

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. Town Land Use Ordinance

The Town of Plymouth adopted a Land Use Ordinance in 1998. This ordinance establishes the requirement for building permits, minimum lot size, road and driveway standards, nuisance and junkyard standards, and camper and mobile home regulations. The ordinance establishes a five-acre minimum lot size, and a 100-foot frontage requirement on a public road. There is a provision that certain kinds of buildings (commercial, industrial, recreational, and multi-family) require specific approval by the Town Board.



The ordinance allows the Town Board to grant variances to the provisions of the ordinance, which includes the ability to waive the five-acre minimum lot size for specified commercial buildings. The Town Board also “may grant” approval to a multi-family residential project if it “provides a reasonable area” for such use, although the five-acre minimum lot size must be honored.

B. County Shoreline Jurisdiction

All water bodies in Plymouth 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.

C. 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.

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. Some activities not permitted under the law include motorized vehicles, permanent tree stands, picking berries or mushrooms and trapping.

2. 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 and relatively low municipal, and utility costs.
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 public services, facilities and tax dollars.
2. New development should not negatively impact the natural environment or existing properties.

Policies

1. Allow 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. Allow conservation easements and other tools to protect environmentally sensitive or unique resources.
3. Update existing land use regulations to be consistent with this plan.
4. Continue to work with the City of Elroy to monitor “boundary” issues and to plan for the future.
5. Discourage conditions that threaten the health and safety of surrounding residences.

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 Plymouth met jointly with the Town of Wonewoc and the City of Elroy. Although this plan was prepared specifically for the Town of Plymouth, there was an attempt in the plan and in discussions at the joint meetings to emphasize the common interests of the participating local governments. Especially in the matter of Economic Development the three participating governments saw a common interest in the condition of Elroy’s downtown and in the need to protect manufacturing employment in the city.

In preparing a FLUP a map showing the one-and-a-half mile extra-territorial jurisdiction (ETJ) of the City of Elroy was drafted in advance of the joint meeting to give participants an idea of what the City’s ideas of land use in the area surrounding the city might be. A map was produced which included the entire area of both townships, and the City of Elroy and

the Villages of Wonewoc and Union Center and showing the ETJ of all three incorporated municipalities. It fell to each Town to plan for future land use within its own boundaries, but participants were able to share opinions on how land uses should be distributed throughout the area. Although a proposed FLUP that included the ETJ of the City of Elroy was available for them to see, the final decision on future land use within that ETJ was left to the Town that had authority over that area. The FLUP showing both Towns and all three municipalities included as well (Map 6).

On this map the FLUP of each municipality is shown for the area where it is primarily responsible. The FLUP for the City of Elroy, extending into the ETJ, is shown in an insert where the future land use outside the city limits is indicated by hatching. The City has the authority to use its FLUP as a basis for decisions when it exercises its review of land divisions within the ETJ, but the Town of Plymouth is primary authority over whatever land use controls it chooses to exercise in these areas.

Future land use for the Village of Wonewoc from the Comprehensive Plan adopted by the Village in 2004 was included. Union Center did not participate, so the area of the village was left blank. In the end the Future Land Use Plan for Plymouth 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 the City of Elroy and the Town of Wonewoc. Hopefully, in the future this will help to foster cooperation between the local governments involved in the joint planning process.

The Elroy Area Fire & Ambulance Association, which also provides ambulance service, is an independent entity providing emergency services to the Town, as well as parts of several other Towns. 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.

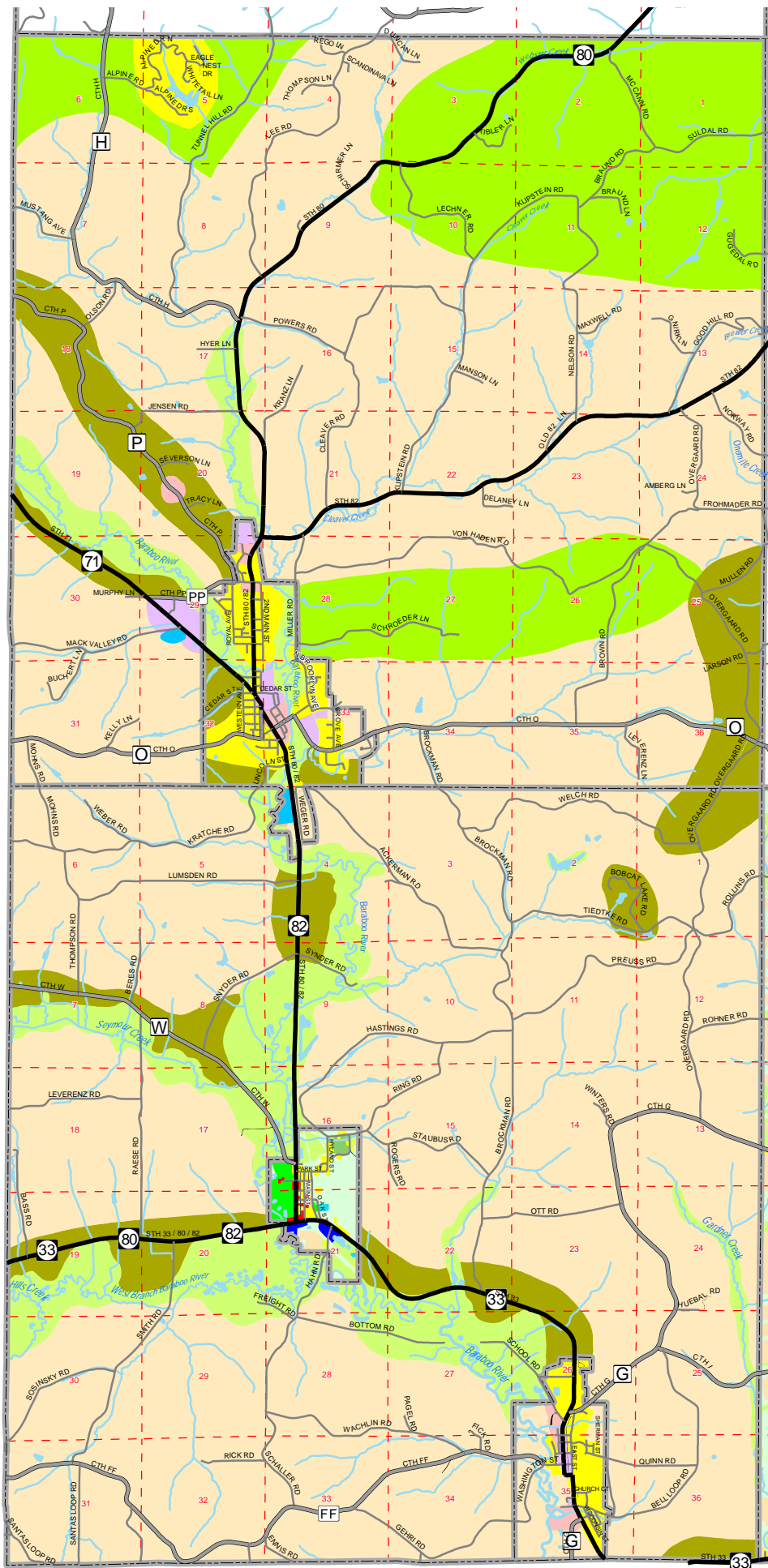
Objectives

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

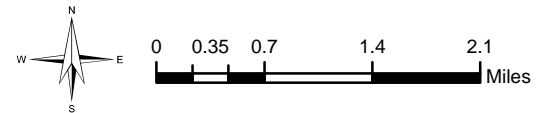
Policies

1. Periodically review existing shared service agreements, and explore additional agreements.

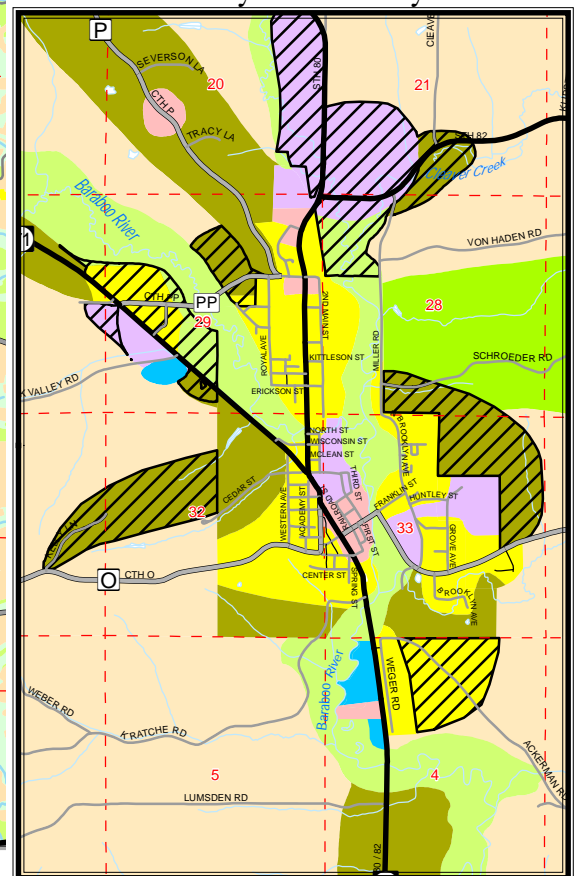
Map 7
Future Land Use Plan
Town of Plymouth &
Town of Wonewoc
 Juneau County, Wisconsin



- US Highways
- State Highways
- County Highways
- Local Roads
- Private Roads
- Minor Civil Divisions
- Section Lines
- Agricultural Areas
- Commercial
- Mixed Use (Elroy) / Industrial
- Preservation & Open Space
- Residential
- Rural Residential
- Transportation
- Water



City of Elroy



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 develop and adopt a town road ordinance concerning minimum acceptable road construction standards as well as a public roadway buffer strip.

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

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic area: Plymouth town, Juneau County, Wisconsin

[For information on confidentiality protection, nonsampling error, and definitions, see text]

| Subject | Number | Percent | Subject | Number | Percent |
|--|------------|--------------|--|------------|--------------|
| Total population | 639 | 100.0 | HISPANIC OR LATINO AND RACE | | |
| SEX AND AGE | | | Total population | 639 | 100.0 |
| Male..... | 339 | 53.1 | Hispanic or Latino (of any race)..... | - | - |
| Female..... | 300 | 46.9 | Mexican..... | - | - |
| Under 5 years..... | 31 | 4.9 | Puerto Rican..... | - | - |
| 5 to 9 years..... | 45 | 7.0 | Cuban..... | - | - |
| 10 to 14 years..... | 53 | 8.3 | Other Hispanic or Latino..... | - | - |
| 15 to 19 years..... | 43 | 6.7 | Not Hispanic or Latino..... | 639 | 100.0 |
| 20 to 24 years..... | 25 | 3.9 | White alone..... | 639 | 100.0 |
| 25 to 34 years..... | 45 | 7.0 | RELATIONSHIP | | |
| 35 to 44 years..... | 103 | 16.1 | Total population | 639 | 100.0 |
| 45 to 54 years..... | 105 | 16.4 | In households..... | 639 | 100.0 |
| 55 to 59 years..... | 38 | 5.9 | Householder..... | 244 | 38.2 |
| 60 to 64 years..... | 50 | 7.8 | Spouse..... | 166 | 26.0 |
| 65 to 74 years..... | 61 | 9.5 | Child..... | 195 | 30.5 |
| 75 to 84 years..... | 33 | 5.2 | Own child under 18 years..... | 151 | 23.6 |
| 85 years and over..... | 7 | 1.1 | Other relatives..... | 14 | 2.2 |
| Median age (years)..... | 42.2 | (X) | Under 18 years..... | 5 | 0.8 |
| 18 years and over..... | 481 | 75.3 | Nonrelatives..... | 20 | 3.1 |
| Male..... | 255 | 39.9 | Unmarried partner..... | 13 | 2.0 |
| Female..... | 226 | 35.4 | In group quarters..... | - | - |
| 21 years and over..... | 462 | 72.3 | Institutionalized population..... | - | - |
| 62 years and over..... | 130 | 20.3 | Noninstitutionalized population..... | - | - |
| 65 years and over..... | 101 | 15.8 | HOUSEHOLD BY TYPE | | |
| Male..... | 54 | 8.5 | Total households | 244 | 100.0 |
| Female..... | 47 | 7.4 | Family households (families)..... | 184 | 75.4 |
| RACE | | | With own children under 18 years..... | 67 | 27.5 |
| One race..... | 639 | 100.0 | Married-couple family..... | 166 | 68.0 |
| White..... | 639 | 100.0 | With own children under 18 years..... | 60 | 24.6 |
| Black or African American..... | - | - | Female householder, no husband present..... | 11 | 4.5 |
| American Indian and Alaska Native..... | - | - | With own children under 18 years..... | 5 | 2.0 |
| Asian..... | - | - | Nonfamily households..... | 60 | 24.6 |
| Asian Indian..... | - | - | Householder living alone..... | 48 | 19.7 |
| Chinese..... | - | - | Householder 65 years and over..... | 20 | 8.2 |
| Filipino..... | - | - | Households with individuals under 18 years..... | 70 | 28.7 |
| Japanese..... | - | - | Households with individuals 65 years and over..... | 70 | 28.7 |
| Korean..... | - | - | Average household size..... | 2.62 | (X) |
| Vietnamese..... | - | - | Average family size..... | 3.04 | (X) |
| Other Asian ¹ | - | - | HOUSING OCCUPANCY | | |
| Native Hawaiian and Other Pacific Islander..... | - | - | Total housing units | 306 | 100.0 |
| Native Hawaiian..... | - | - | Occupied housing units..... | 244 | 79.7 |
| Guamanian or Chamorro..... | - | - | Vacant housing units..... | 62 | 20.3 |
| Samoan..... | - | - | For seasonal, recreational, or | | |
| Other Pacific Islander ² | - | - | occasional use..... | 54 | 17.6 |
| Some other race..... | - | - | Homeowner vacancy rate (percent)..... | 0.9 | (X) |
| Two or more races..... | - | - | Rental vacancy rate (percent)..... | - | (X) |
| Race alone or in combination with one or more other races: ³ | | | HOUSING TENURE | | |
| White..... | 639 | 100.0 | Occupied housing units | 244 | 100.0 |
| Black or African American..... | - | - | Owner-occupied housing units..... | 212 | 86.9 |
| American Indian and Alaska Native..... | - | - | Renter-occupied housing units..... | 32 | 13.1 |
| Asian..... | - | - | Average household size of owner-occupied units..... | 2.66 | (X) |
| Native Hawaiian and Other Pacific Islander..... | - | - | Average household size of renter-occupied units..... | 2.38 | (X) |
| Some other race..... | - | - | | | |

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

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

Table DP-2. Profile of Selected Social Characteristics: 2000

Geographic area: Plymouth town, Juneau County, Wisconsin

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

| Subject | Number | Percent | Subject | Number | Percent |
|--|--------|---------|--|------------|--------------|
| SCHOOL ENROLLMENT | | | NATIVITY AND PLACE OF BIRTH | | |
| Population 3 years and over enrolled in school | | | Total population | 624 | 100.0 |
| Nursery school, preschool..... | 12 | 8.1 | Native..... | 621 | 99.5 |
| Kindergarten..... | 9 | 6.1 | Born in United States..... | 619 | 99.2 |
| Elementary school (grades 1-8)..... | 64 | 43.2 | State of residence..... | 475 | 76.1 |
| High school (grades 9-12)..... | 50 | 33.8 | Different state..... | 144 | 23.1 |
| College or graduate school..... | 13 | 8.8 | Born outside United States..... | 2 | 0.3 |
| EDUCATIONAL ATTAINMENT | | | Foreign born..... | 3 | 0.5 |
| Population 25 years and over | | | Entered 1990 to March 2000..... | 1 | 0.2 |
| Less than 9th grade..... | 21 | 4.8 | Naturalized citizen..... | - | - |
| 9th to 12th grade, no diploma..... | 49 | 11.1 | Not a citizen..... | 3 | 0.5 |
| High school graduate (includes equivalency)..... | 155 | 35.2 | REGION OF BIRTH OF FOREIGN BORN | | |
| Some college, no degree..... | 114 | 25.9 | Total (excluding born at sea) | 3 | 100.0 |
| Associate degree..... | 30 | 6.8 | Europe..... | 2 | 66.7 |
| Bachelor's degree..... | 50 | 11.4 | Asia..... | - | - |
| Graduate or professional degree..... | 21 | 4.8 | Africa..... | - | - |
| Percent high school graduate or higher..... | 84.1 | (X) | Oceania..... | 1 | 33.3 |
| Percent bachelor's degree or higher..... | 16.1 | (X) | Latin America..... | - | - |
| MARITAL STATUS | | | Northern America..... | - | - |
| Population 15 years and over | | | LANGUAGE SPOKEN AT HOME | | |
| Never married..... | 106 | 20.7 | Population 5 years and over | 596 | 100.0 |
| Now married, except separated..... | 332 | 64.7 | English only..... | 586 | 98.3 |
| Separated..... | 3 | 0.6 | Language other than English..... | 10 | 1.7 |
| Widowed..... | 35 | 6.8 | Speak English less than "very well"..... | - | - |
| Female..... | 24 | 4.7 | Spanish..... | 8 | 1.3 |
| Divorced..... | 37 | 7.2 | Speak English less than "very well"..... | - | - |
| Female..... | 13 | 2.5 | Other Indo-European languages..... | 2 | 0.3 |
| GRANDPARENTS AS CAREGIVERS | | | Speak English less than "very well"..... | - | - |
| Grandparent living in household with one or more own grandchildren under 18 years | | | Asian and Pacific Island languages..... | - | - |
| Grandparent responsible for grandchildren..... | 4 | 100.0 | Speak English less than "very well"..... | - | - |
| | 2 | 50.0 | ANCESTRY (single or multiple) | | |
| VETERAN STATUS | | | Total population | 624 | 100.0 |
| Civilian population 18 years and over | | | <i>Total ancestries reported</i> | <i>773</i> | <i>123.9</i> |
| Civilian veterans..... | 89 | 18.7 | Arab..... | - | - |
| DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION | | | Czech ¹ | 20 | 3.2 |
| Population 5 to 20 years | | | Danish..... | 12 | 1.9 |
| With a disability..... | 2 | 1.5 | Dutch..... | 10 | 1.6 |
| Population 21 to 64 years | | | English..... | 57 | 9.1 |
| With a disability..... | 46 | 12.7 | French (except Basque) ¹ | 25 | 4.0 |
| Percent employed..... | 54.3 | (X) | French Canadian ¹ | - | - |
| No disability..... | 317 | 87.3 | German..... | 315 | 50.5 |
| Percent employed..... | 83.0 | (X) | Greek..... | - | - |
| Population 65 years and over | | | Hungarian..... | 2 | 0.3 |
| With a disability..... | 29 | 30.2 | Irish ¹ | 110 | 17.6 |
| RESIDENCE IN 1995 | | | Italian..... | 6 | 1.0 |
| Population 5 years and over | | | Lithuanian..... | - | - |
| Same house in 1995..... | 441 | 74.0 | Norwegian..... | 86 | 13.8 |
| Different house in the U.S. in 1995..... | 155 | 26.0 | Polish..... | 41 | 6.6 |
| Same county..... | 93 | 15.6 | Portuguese..... | - | - |
| Different county..... | 62 | 10.4 | Russian..... | - | - |
| Same state..... | 39 | 6.5 | Scotch-Irish..... | 19 | 3.0 |
| Different state..... | 23 | 3.9 | Scottish..... | 5 | 0.8 |
| Elsewhere in 1995..... | - | - | Slovak..... | - | - |
| | | | Subsaharan African..... | - | - |
| | | | Swedish..... | 15 | 2.4 |
| | | | Swiss..... | 3 | 0.5 |
| | | | Ukrainian..... | 3 | 0.5 |
| | | | United States or American..... | 15 | 2.4 |
| | | | Welsh..... | 5 | 0.8 |
| | | | West Indian (excluding Hispanic groups)..... | - | - |
| | | | Other ancestries..... | 24 | 3.8 |

-Represents zero or rounds to zero. (X) Not applicable.

¹The data represent a combination of two ancestries shown separately in Summary File 3. Czech includes Czechoslovakian. French includes Alsatian. French Canadian includes Acadian/Cajun. Irish includes Celtic.

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

Table DP-4. Profile of Selected Housing Characteristics: 2000

Geographic area: Plymouth town, Juneau County, Wisconsin

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

| Subject | Number | Percent | Subject | Number | Percent |
|--|------------|--------------|--|------------|--------------|
| Total housing units | 296 | 100.0 | OCCUPANTS PER ROOM | | |
| UNITS IN STRUCTURE | | | Occupied housing units | 236 | 100.0 |
| 1-unit, detached | 281 | 94.9 | 1.00 or less | 236 | 100.0 |
| 1-unit, attached | - | - | 1.01 to 1.50 | - | - |
| 2 units | - | - | 1.51 or more | - | - |
| 3 or 4 units | - | - | | | |
| 5 to 9 units | - | - | Specified owner-occupied units | 90 | 100.0 |
| 10 to 19 units | - | - | VALUE | | |
| 20 or more units | - | - | Less than \$50,000 | 10 | 11.1 |
| Mobile home | 15 | 5.1 | \$50,000 to \$99,999 | 41 | 45.6 |
| Boat, RV, van, etc | - | - | \$100,000 to \$149,999 | 22 | 24.4 |
| | | | \$150,000 to \$199,999 | 10 | 11.1 |
| YEAR STRUCTURE BUILT | | | \$200,000 to \$299,999 | 3 | 3.3 |
| 1999 to March 2000 | 4 | 1.4 | \$300,000 to \$499,999 | 4 | 4.4 |
| 1995 to 1998 | 21 | 7.1 | \$500,000 to \$999,999 | - | - |
| 1990 to 1994 | 2 | 0.7 | \$1,000,000 or more | - | - |
| 1980 to 1989 | 34 | 11.5 | Median (dollars) | 91,400 | (X) |
| 1970 to 1979 | 48 | 16.2 | | | |
| 1960 to 1969 | 34 | 11.5 | MORTGAGE STATUS AND SELECTED | | |
| 1940 to 1959 | 36 | 12.2 | MONTHLY OWNER COSTS | | |
| 1939 or earlier | 117 | 39.5 | With a mortgage | 62 | 68.9 |
| ROOMS | | | Less than \$300 | - | - |
| 1 room | - | - | \$300 to \$499 | 10 | 11.1 |
| 2 rooms | - | - | \$500 to \$699 | 16 | 17.8 |
| 3 rooms | 7 | 2.4 | \$700 to \$999 | 17 | 18.9 |
| 4 rooms | 14 | 4.7 | \$1,000 to \$1,499 | 10 | 11.1 |
| 5 rooms | 63 | 21.3 | \$1,500 to \$1,999 | 9 | 10.0 |
| 6 rooms | 65 | 22.0 | \$2,000 or more | - | - |
| 7 rooms | 38 | 12.8 | Median (dollars) | 742 | (X) |
| 8 rooms | 54 | 18.2 | Not mortgaged | 28 | 31.1 |
| 9 or more rooms | 55 | 18.6 | Median (dollars) | 270 | (X) |
| Median (rooms) | 6.5 | (X) | | | |
| Occupied housing units | 236 | 100.0 | SELECTED MONTHLY OWNER COSTS | | |
| YEAR HOUSEHOLDER MOVED INTO UNIT | | | AS A PERCENTAGE OF HOUSEHOLD | | |
| 1999 to March 2000 | 8 | 3.4 | INCOME IN 1999 | | |
| 1995 to 1998 | 52 | 22.0 | Less than 15.0 percent | 40 | 44.4 |
| 1990 to 1994 | 35 | 14.8 | 15.0 to 19.9 percent | 15 | 16.7 |
| 1980 to 1989 | 56 | 23.7 | 20.0 to 24.9 percent | 9 | 10.0 |
| 1970 to 1979 | 41 | 17.4 | 25.0 to 29.9 percent | 17 | 18.9 |
| 1969 or earlier | 44 | 18.6 | 30.0 to 34.9 percent | - | - |
| | | | 35.0 percent or more | 9 | 10.0 |
| | | | Not computed | - | - |
| VEHICLES AVAILABLE | | | Specified renter-occupied units | 10 | 100.0 |
| None | 5 | 2.1 | GROSS RENT | | |
| 1 | 30 | 12.7 | Less than \$200 | - | - |
| 2 | 123 | 52.1 | \$200 to \$299 | - | - |
| 3 or more | 78 | 33.1 | \$300 to \$499 | 6 | 60.0 |
| | | | \$500 to \$749 | - | - |
| HOUSE HEATING FUEL | | | \$750 to \$999 | - | - |
| Utility gas | 27 | 11.4 | \$1,000 to \$1,499 | - | - |
| Bottled, tank, or LP gas | 126 | 53.4 | \$1,500 or more | - | - |
| Electricity | 13 | 5.5 | No cash rent | 4 | 40.0 |
| Fuel oil, kerosene, etc | 35 | 14.8 | Median (dollars) | 375 | (X) |
| Coal or coke | - | - | | | |
| Wood | 35 | 14.8 | GROSS RENT AS A PERCENTAGE OF | | |
| Solar energy | - | - | HOUSEHOLD INCOME IN 1999 | | |
| Other fuel | - | - | Less than 15.0 percent | 4 | 40.0 |
| No fuel used | - | - | 15.0 to 19.9 percent | 2 | 20.0 |
| | | | 20.0 to 24.9 percent | - | - |
| SELECTED CHARACTERISTICS | | | 25.0 to 29.9 percent | - | - |
| Lacking complete plumbing facilities | 2 | 0.8 | 30.0 to 34.9 percent | - | - |
| Lacking complete kitchen facilities | - | - | 35.0 percent or more | - | - |
| No telephone service | - | - | Not computed | 4 | 40.0 |

-Represents zero or rounds to zero. (X) Not applicable.

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

ATTACHMENT B
PUBLIC PARTICIPATION PLAN

Public Participation Plan

I. Background

The Town of Plymouth recognizes the need to engage the public in the planning process. This plan sets forth the techniques the county and its local units of government will use to meet the goal of public participation. Therefore, this Public Participation Plan forms the basic framework for achieving an interactive dialogue between citizens, local decision makers, staff, and the NCWRPC.

The creation of the Public Participation Plan is a task required in meeting the requirements of Wisconsin's Comprehensive Planning Legislation (1999 Wisconsin Act 9 and its technical revisions). The Town of Plymouth will comply with the Plan as appropriate to the situation. As the planning process develops, it should be expected that deviations from the plan may occur.

II. Objectives

The following is a list of objectives for public participation that the Town of Plymouth would like to achieve throughout the development and subsequent adoption of the Town of Plymouth Comprehensive Plan and local plans:

- That the residents of Town of Plymouth become fully aware of the importance of participating in the development of the Town of Plymouth Comprehensive Plan.
- That the public participation process be designed to engage all aspects of the Town.
- That the public have opportunities to provide their input (both formally and informally) to the Town, and its governing body.
- That the public have access to all technical information and any analyses performed throughout the planning process.
- That members of the Town have input from the broadest range of perspectives and interests in the community possible.
- That input is elicited through a variety of means (electronic, printed, and oral) in such a way that it may be carefully considered and responded to.
- That this process of public involvement strengthens the sense of community present in the Town of Plymouth.

The goal will be to inform, consult and involve the public and the communities served during each phase of the planning process. Hopefully, this will help balance the issues related to private property rights.

III. Techniques

The public participation plan for the comprehensive planning process will incorporate the following:

1. All meetings for the planning process will be open to the public and posted. A large open house will be held mid-way and near the end of the process.
2. Periodic press releases to the media and local counties will occur to promote the open house meetings.
3. Via the NCWRPC NEWS newsletter all interested parties and adjoining governments will be informed of the planning process.
4. Planning meeting summaries and handouts will be maintained in the office and on the website www.ncwrpc.org.
5. All planning meetings will have comment sheets available. All website comments will be included in the record as well.

Throughout the plan process, the Town of Plymouth Planning Commission will meet to monitor the development of the plan.

TOWN OF PLYMOUTH

Resolution 2007-73

For Adoption of a Public Participation Plan

WHEREAS, the Town of Plymouth is required to prepare and adopt a Comprehensive Plan as outlined in Wisconsin Statutes; and

WHEREAS, public participation is critical for the development of a sound plan; and

WHEREAS, it is necessary for the Town of Plymouth to approve a process to involve the public in the planning process; and

NOW, THEREFORE, BE IT RESOLVED, that the Town of Plymouth does approve and authorize the Public Participation Plan as presented.

The clerk of the Town of Plymouth-Juneau County is hereby directed to carry out the provisions of this Resolution. Dated this 9th day of July, 2007.
Adopted this 9th day of July, 2007.

Date 7-09-07

George P Bender
George Bender, Chairperson

Date 7-9-07

David Rego
David Rego, Supervisor

Date 7-09-07

Donald Amberg
Donald Amberg, Supervisor

Attest:

Date 7-09-2007

Betty Manson, Clerk
Betty Manson, Clerk

ATTACHMENT C

NATURAL HERITAGE INVENTORY MAP

Juneau County

AQUATIC OCCURRENCES

Animal

Caspiy, Pandion haliaetus, 1982
 Bald Eagle, Haliaeetus leucoccephalus, 2002
 Black Tern, Chlidonias niger, 1989
 Weed Shiner, Notropis texanus, 1973
 Wood Turtle, Clemmys insculpta, 1988
 Prairie Shrew, Sorex araneus, 1986
 Least Bittern, Nychiopygia alpestris, 1995
 Least Bittern, Nychiopygia alpestris, 1995
 Sand Snipe, Ochropotus spithii, 1998
 Trumpeter Swan, Cygnus buccinator, 1989
 American Bittern, Botaurus lentiginosus, 1989
 Warrant Emerald, Somatochlora incurvata, 1988
 Ringed Turtle, Emydoidea blandingii, 2004
 Salamander Murrelet, Williamsia linneti, 2002
 Red-shouldered Hawk, Buteo lineatus, 1987
 Two-spotted Skipper, Euphyes bimaculata, 1998
 Western Sand Darter, Etheostoma clatum, 1973
 Louisiana Waterthrush, Seiurus motacilla, 1999
 Russet-tipped Clubtail, Stylurus plagiatus, 1995
 White-spangled Skimmer, Libellula cyanea, 1981
 Midwestern Fen Buckmoth, Hemileuca sp. 3, 1996
 Blanchard's Cricket Frog, Acris crepitans blanchardi, 1983
 A Predaceous Diving Beetle, Agabus bicolor, 2004
 Yellow-crowned Night-heron, Nyctanassa violacea, 1984
 Eastern Massasauga Rattlesnake, Sistrurus catenatus, 2005

Plants

Bog Fern, Thelypteris simulata, 1988
 Long Sedge, Carex folliculata, 1988
 Vasey Rush, Carex vaseyi, 1964
 Straw Sedge, Carex straminea, 1999
 Whip Nutsedge, Scirpus triglomerata, 1936
 Drooping Sedge, Carex prasina, 1983
 Grassleaf Rush, Juncus marginatus, 1969
 Water-purslane, Didiplis diandra, 1973
 Wolf Spikerush, Eleocharis wolffii, 1995
 Clustered Sedge, Carex cumulata, 1997
 Prickly Hornwort, Ceratophyllum echinatum, 1988
 Spotted Pondweed, Potamogeton pulcher, 1938
 Torrey's Bulrush, Scirpus torreyi, 1988
 Vasey's Pondweed, Potamogeton vaseyi, 1969
 Yellow Screwstem, Bartonina virginica, 1988
 Crossleaf Milkwort, Polygala cruciata, 1988
 Algae-like Pondweed, Potamogeton contervoides, 1975
 Engelmann's Spike-rush, Eleocharis engelmannii, 1967
 Water-thread Pondweed, Potamogeton diversifolius, 1997
 Virginia Water-milfoil, Myriophyllum farwellii, 1997
 Fatwill's Water-milfoil, Myriophyllum farwellii, 1997
 Slim-stem Sharp-reedgrass, Calamagrostis stricta, 1964
 Sudden-routed Bladderwort, Utricularia geminiscapa, 1988
 Sweetscented Indian-palmleaf, Scaevola suarvedensis, 1981
 Northern Yellow Lady's-slipper, Cypripedium parviflorum var. makasin, 1959

Natural Communities

Shrub-carr, Shrub-carr, 1982
 Alder Thicket, Alder thicket, 1981
 Emergent Marsh, Emergent marsh, 1979
 Central Poor Fen, Central poor fen, 1988
 Floodplain Forest, Floodplain forest, 2000
 Northern Wet Forest, Northern wet forest, 1982
 Northern Sedge Meadow, Northern sedge meadow, 1982
 Southern Sedge Meadow, Southern sedge meadow, 1981
 Tamarack (Poor) Swamp, Tamarack (poor) swamp, 1997
 Stream-Fast, Hard, Cold, Stream-fast, hard, cold, 1981
 Stream-Slow, Hard, Cold, Stream-slow, hard, cold, 1977
 Stream-Slow, Hard, Warm, Stream-slow, hard, warm, 1981
 White Pine-Red/Maple Swamp, White pine-red maple swamp, 1988
 Springs and Spring Runs, Hard, Springs and spring runs, hard, 1988
 Springs and Spring Runs, Soft, Springs and spring runs, soft, 1981

TERRESTRIAL OCCURRENCES

Animal

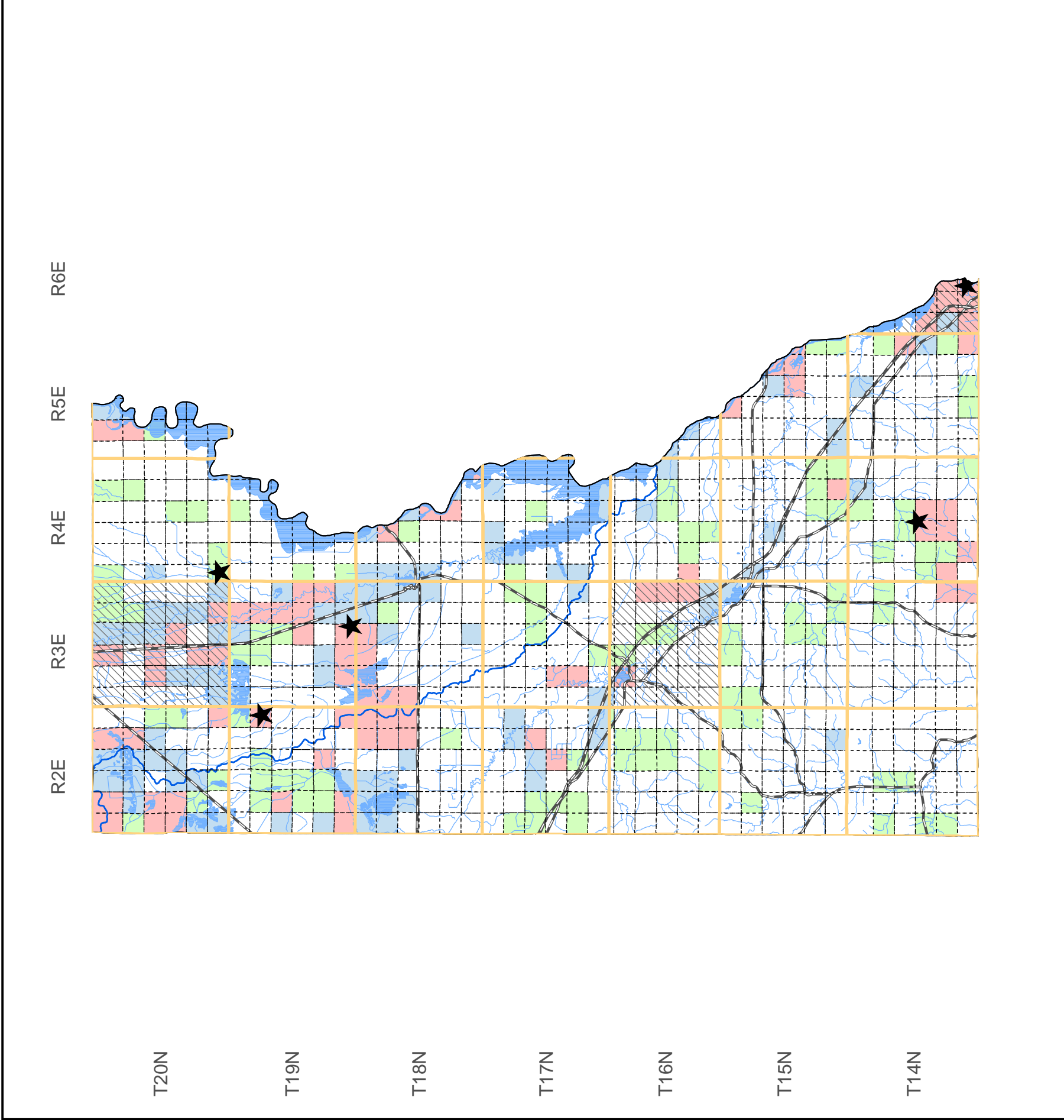
Kärner Blue, Lycaeides melissa samuelis, 2004
 Pigmy Shrew, Sorex hoyi, 1975
 Bird Roostery, Bird Roostery, 1986
 Prairie Vole, Microtus ochrogaster, 1974
 A Field Beetle, Calignipus rufus, 1988
 A Tiger Beetle, Cicindela parvula tuberosi, 1989
 Boreal Woodpecker, Boreodyptes borealis, 2000
 Cerulean Warbler, Dendroica cerulea, 1989
 Northern Goshawk, Accipiter gentilis, 1987
 Regal Tattler, Spizella socialis, 1981
 Leonard's Skipper, Hesperia leonardus, 1982
 Loggerhead Shrike, Lanius ludovicianus, 2001
 Acaadian Flycatcher, Empidonax vireescens, 1992
 Persius Dusky Wing, Erynnis persius, 1980
 Little White Tiger Beetle, Cicindela lepida, 1988
 Western Slender Glass Lizard, Ophisaurus attenuatus, 2001
 Speckled Rangeland Grasshopper, Arphia conspersa, 1998

Plants

Musk-root, Adoxa moschatellina, 1980
 Mareleseed, Onosmodium molle, 1959
 Bushy Aster, Aster dumosus var. strictor, 1987
 Cliff Cudweed, Gnaphalium obtusilobum var. saxicola, 1989
 Fragrant Fern, Dryopteris fragrans var. remotuscula, 1985
 Rock Cudweed, Ruzempis porophylla, 1983
 Nodding Plover, Tympanuchus phoeniceus, 1981
 Prairie Parsnip, Polytaenia nuttallii, 1980
 Woolly Milkweed, Asclepias lanuginosa, 1940
 Autumn Cone-root, Corallorrhiza odoratrhiza, 1991
 Pale Green Orchid, Platianthera flava var. herbicola, 1987
 Shadow Goldenrod, Solidago sciaphila, 1985
 Roundstem Foxglove, Agalinis gairdneri, 1997
 Bird's-eye Primrose, Primula mistassinica, 1995
 Rocky Mountain Sedge, Carex backii, 1981
 Maidenhair Spleenwort, Asplenium trichomanes, 2000
 One-flowered Brodiaea, Orobanche uniflora, 1994
 Arrow-headed Rattle-box, Crotalaria sagittalis, 1973
 Yellow Evening Primrose, Calyophytum serrulatum, 1948
 Small-flowered Woody Bean, Strophostyles leiosperma, 1987

Natural Communities

Dry Cliff, Dry cliff, 2002
 Dry Prairie, Dry prairie, 1981
 Mesic Cliff, Mesic cliff, 1982, 1987
 Oak Barrens, Oak barrens, 1989
 Pine Barrens, Pine barrens, 1989
 Sand Barrens, Sand barrens, 1979
 Mesic Prairie, Mesic prairie, 1989
 Hemlock Relict, Hemlock relict, 1995
 Dry-mesic Prairie, Dry-mesic prairie, 1999
 Northern Dry Forest, Northern dry forest, 1988
 Southern Dry Forest, Southern dry forest, 1999
 Northern Mesic Forest, Northern mesic forest, 1981
 Southern Mesic Forest, Southern mesic forest, 1981
 Northern Dry-mesic Forest, Northern dry-mesic forest, 1987
 Southern Dry-mesic Forest, Southern dry-mesic forest, 2002
 Central Sands Pine-Oak Forest, Central sands pine-oak forest, 1988



SPECIES and/or NATURAL COMMUNITY

- Aquatic
- Terrestrial
- Both
- Township Occurrences
- Watershed Boundaries
- State Natural Area



This map represents the known occurrences of rare species and natural communities that have been recorded in the Wisconsin Natural Heritage Inventory (NHI). Colored sections indicate the presence of one or more occurrences within that section. Hatched townships indicate one or more occurrences reported only at the township level. The date following the names above notes the most recent year the occurrence was recorded in the county.

Map generated using NHI data from: 12/18/2006
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