

1.0 ISSUES AND OPPORTUNITIES

1.1 CHAPTER SUMMARY

The purpose of this section is to provide basic background information for the comprehensive planning process and general demographic characteristics for the City of Boscobel. More specifically this section includes information from the community survey and visioning sessions, community profile and projection data including population trends, age distribution, and population projections.

1.2 GOALS, OBJECTIVES, POLICY AND PROGRAM RECOMMENDATIONS

The following are the Issues and Opportunities goals, objectives, policy, and program recommendations for Boscobel. The essence of these recommendations is reflected throughout the entire document.

1. **Protect and improve the health, safety, and welfare of residents in the City of Boscobel.**
2. **Preserve and enhance the quality of life for the residents of the City of Boscobel.**
3. **Protect and preserve the community character of the City of Boscobel.**

Note: The above policy recommendations are further explained in other elements of this comprehensive plan. This section provides background information and overall direction. For example, the above recommendations may be carried out by implementing recommendations in other sections such as housing, economic development, and transportation.

Wisconsin State Statute 66.1001(2)(a)

(a) Issues and Opportunities

Background information on the local governmental unit and a statement of overall objectives, policies, goals and programs of the local governmental unit to guide the future development and redevelopment of the local governmental unit over a 20-year planning period. Background information shall include population, household and employment forecasts that the local governmental unit uses in developing its comprehensive plan, and demographic trends, age distribution, educational levels, income levels and employment characteristics that exist within the local governmental unit.

1.3 COMMUNITY VISION

A vision statement identifies both where a community intends to be in the future and how to meet the future needs of stakeholders: its citizens. The vision statement incorporates the community's shared understanding of its nature and purpose and uses this understanding to move together towards a greater purpose. SWWRPC, in conjunction with UWEX-Grant County, sponsored visioning sessions for each jurisdiction in the autumn of 2007. The City Planning Commission utilized the visioning information from these sessions to create their formal vision statement:

The City of Boscobel will continue to promote and encourage residential, commercial, industrial and educational growth, while maintaining a safe environment that will promote family-oriented living.

Our rural setting, consisting of many natural, agricultural and historical resources, will provide many recreational activities for residents and visitors alike.

1.4 BACKGROUND AND PLANNING AREA

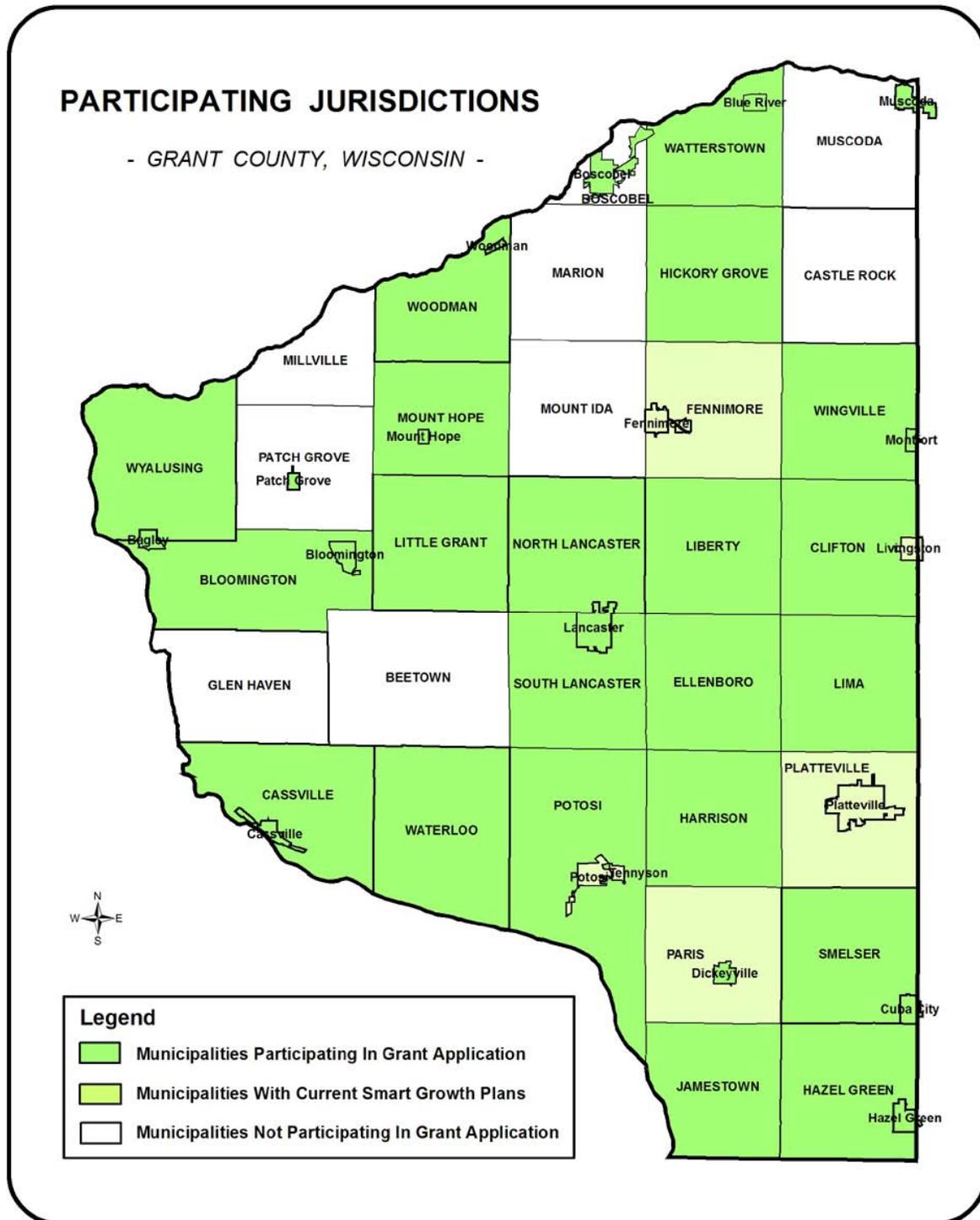
Under the Comprehensive Planning legislation, adopted by the state in October of 1999, beginning on January 1 2010, if a local governmental unit engages in any of the actions listed below, those actions shall be consistent with that local governmental unit’s comprehensive plan.

- Official Mapping
- Local Subdivision Regulations
- County, Town, Village or City zoning Ordinances
- Zoning of Shorelands or Wetlands in Shorelands

Comprehensive plans are a blueprint for how a community will develop and grow. Their purpose is to provide communities with information and policies that they shall use in the future to guide planning and community decisions. The Comprehensive Plan includes nine elements: Issues and Opportunities, Utilities and Community Facilities, Agriculture/Natural/Cultural Resources, Housing, Transportation, Economic Development, Intergovernmental Cooperation, Land Use, and Implementation. In addition, the Comprehensive Planning legislation establishes fourteen planning goals to guide planning efforts. The fourteen goals, along with other planning policies and objectives created during the planning process, appear throughout each chapter in this document.

Grant County, together with thirty-six (36) jurisdictions, including the City of Boscobel, applied for a Comprehensive Planning Grant through the Wisconsin Department of Administration in the fall of 2006. In the spring of 2007, the thirty-month Comprehensive Planning Grant was awarded. Grant County and the jurisdictions within it contracted with the Southwestern Wisconsin Regional Planning Commission (SWWRPC) to complete individual comprehensive plans for each of the forty jurisdictions (Grant County, Cities, Towns, and Villages) in accordance with Wisconsin Statutes 66.1001. The only jurisdictions in Grant County that did not participate under the multi-jurisdiction grant were the towns of Beetown, Boscobel, Castle Rock, Fennimore, Glen Haven, Marion, Millville, Mount Ida, Muscodia, Paris, Patch Grove, and Platteville, the villages of Livingston, Potosi, and Tennyson, and the cities of Fennimore and Platteville. These jurisdictions either chose to complete their comprehensive plans using other resources or had already done so. The following is a list of all of the jurisdictions participating under the grant.

Grant County	Village of Bagley Village of Bloomington Village of Blue River Village of Cassville Village of Dickeyville Village of Hazel Green Village of Montfort Village of Mount Hope Village of Muscodia Village of Patch Grove Village of Woodman	Town of Mount Hope Town of North Lancaster Town of Potosi Town of Smelsor Town of South Lancaster Town of Waterloo Town of Watterstown Town of Wingville Town of Woodman Town of Wyalusing
	Town of Bloomington Town of Cassville Town of Clifton Town of Ellenboro Town of Harrison Town of Hazel Green Town of Hickory Grove Town of Jamestown Town of Liberty Town of Lima Town of Little Grant	City of Boscobel City of Cuba City City of Lancaster



According to state statute, Class 4 municipalities have extraterritorial jurisdiction to the area 1.5 miles outside of the corporate limits. During the course of this plan, this area shall be considered as part of the planning area. Conversely, the extraterritorial area will also be considered as part of the planning area for jurisdictions that border municipalities. The inclusion of the extraterritorial area in two separate plans underscores the importance of these lands and the importance of intergovernmental cooperation (see Chapter 8, Land Use). The purpose of the extraterritorial zone is essentially one of coordination with adjoining communities in an effort to anticipate and mitigate any impacts stemming from the development in that area.

1.4.1 ROLES AND RESPONSIBILITIES

The following indicates the roles and responsibilities of each entity involved in the comprehensive planning process.

- **Southwest Wisconsin Regional Planning Commission (SWWRPC)**
 - a. Provide staff services and project management for process.
 - b. Produce written plans and supplementary documents.
 - c. Plan, coordinate, and staff joint-jurisdictional meetings.

- **UW-Extension, Grant County**
 - a. Assist in developing and coordinating public participation plan, press releases, survey, visioning and education processes.

- **Grant County Zoning and Land Use Department**
 - a. Provide information, direction, and feedback to SWWRPC on process and plan development.

- **Town, Village, and City Planning Commissions**
 - a. Provide feedback and direction to SWWRPC in developing plan policies, information, and implementation measures.
 - b. Hold meetings to discuss comprehensive planning issues.
 - c. Develop comprehensive plan and recommend it to the governing body for adoption.
 - d. Represent the jurisdiction at joint-jurisdictional planning meetings.

- **County Zoning and Land Use Committee**
 - a. Provide feedback and direction to SWWRPC in developing the plan information, policies, and implementation measures.
 - b. Hold meetings to discuss comprehensive planning issues.
 - c. Develop comprehensive plan and recommend it to the governing body for adoption.
 - d. Represent the jurisdiction at joint-jurisdictional planning meetings.

- **Town, Village, City, and County Boards**
 - a. Appoint plan commission members.
 - b. Provide funds for the process.
 - c. Provide notice for and hold local meetings and hearings for the adoption of the plan and implementation measures via ordinance.

1.5 PUBLIC PARTICIPATION PLAN

As part of the Comprehensive Planning legislation, every community must develop a public participation plan at the beginning of the planning process. The City of Boscobel Planning Commission has developed guidelines for involving the public as part of the requirements of the Comprehensive Planning Process (Section 66.1001(4)(a), Stats.). The goal of a public participation plan is to promote awareness of the planning process, to keep the public informed and educated, and to obtain input and participation from the public in order to create a plan, which reflects the vision and goals of the community.

Southwest Wisconsin Regional Planning Commission (SWWRPC) and UW-Extension were involved in a variety of outreach activities throughout the planning process. SWWRPC conducted informational meetings on each of the elements throughout the planning process. The variety of outreach methods either SWWRPC or UW-Extension used to publish the dates, times, and locations of informational meetings are listed below under the appropriate organization.

SWWRPC
<ul style="list-style-type: none"> • Survey
UW-Extension
<ul style="list-style-type: none"> • UW- Extension Newsletter • UW-Extension Webpage • Press releases to appropriate news mediums for SWWRPC sponsored meetings.

The Planning Committee will use the following methods as ways for public participation throughout the planning process:

1. *Post agendas and meeting minutes at the library, City Hall, and Tuffley Center.*
2. *Notify public with a utility bill stuffer.*
3. *Notify public in the local newspaper- Boscobel Dial.*
4. *Post information on the City website.*

Both community planning meetings and SWWRPC facilitated meetings served as the methods for public participation throughout the entire City of Boscobel Comprehensive Planning Process. Methods of public participation used to notify the primary audiences are listed above along with any other community members including property owners and persons with a vested or leasehold interest in property allowing the extraction of nonmetallic mineral resources in which the intensity or use of the property may be changed by the comprehensive plan. The success of the public participation plan is measured by the extent to which progress has been made towards the achievement of this plan's goals.

During the implementation phase of the project, the Planning Commission adopts, by majority vote, a resolution that formally recommends the adoption of the comprehensive plan (and any future plan amendments) to the City Council. CD copies of the recommended and adopted plan will be sent to the clerks of the towns of Boscobel and Watterstown, Grant County, and the Boscobel Area School District Administrators (Section 66.1001(4)(b), Stats.) In addition, a CD and a paper copy of the plan will be sent to the Wisconsin Department of Administration and to the Public Library serving the jurisdiction. Paper copies will also go to the Planning Commission, City Council, and City Clerk.

In order to comply with Act 307 regarding nonmetallic mining, the City of Boscobel will also send a copy of the plan, per a written request, to any operator who has applied for or obtained a nonmetallic reclamation permit; a person who has registered a marketable nonmetallic mineral deposit; and any other property owner or leaseholder who has an interest in property allowing the extraction of nonmetallic mineral resources.

Prior to adopting the plan, the City of Boscobel Board will hold at least one public hearing to discuss the recommended plan (Section 66.1001(4)(d), Stats.) and provide an opportunity for written comments by the public and respond to such comments through review and discussion at a City Council meeting. At least 30 days prior to the hearing, a Class 1 notice will be published that contains, at a minimum, the following:

- The date, time and location of the hearing
- A summary of the proposed plan or plan amendment
- The local government staff that can be contacted for additional information
- Where to inspect and how to obtain a copy of the proposal before the hearing

The City Council, by a majority vote, shall enact the ordinance adopting the recommended plan (Section 66.1001(4)(c), Stats.). The adopted plan and ordinance shall be distributed to the aforementioned parties in Section 66.1001(4)(b), Stats. The plan shall contain all nine elements identified in Section 66.1001(2), Stats. If the City Council asks the Planning Commission to revise the recommended plan, it is not mandatory that these revisions be sent to the distribution list. However, in the spirit of public participation and intergovernmental cooperation, revisions constituting a substantial change to the recommended plan may be sent to the distribution list.

1.6 COMMUNITY SURVEY

In the fall of 2007, the staff from SWWRPC distributed a countywide survey to all property owners in Grant County. The purpose of the survey was to provide participating planning commissions with community feedback regarding key elements in the comprehensive plan. A total of 16,491 surveys were sent to property owners in Grant County. The University of Wisconsin River Falls (UWRF) Survey Research Center was responsible for tabulating and analyzing the survey responses. (See Issues and Opportunities Chapter Attachments for your jurisdiction's survey results.)

1.7 COMMUNITY PROFILE AND PROJECTION

The following displays the population statistics and projections that were prepared as part of the requirements of the Comprehensive Planning legislation. Other demographic data and statistics, such as employment characteristics, are in their corresponding chapters.

Table 1.1 Population Statistics (Source: DP-1, DP-2. 2000 U.S. Census)

Population	City of Boscobel Number	City of Boscobel Percent	Grant County Number	Grant County Percent	Wisconsin Number	Wisconsin Percent
Total Population (1970)	2,510	100.0%	48,398	100.0%	4,417,933	100.0%
Total Population (1980)	2,662	100.0%	51,736	100.0%	4,705,767	100.0%
Total Population (1990)	2,706	100.0%	49,264	100.0%	4,891,769	100.0%
Total Population (2000)	3,047	100.0%	49,597	100.0%	5,363,675	100.0%
SEX AND AGE (2000)						
Male	1,508	49.5%	25,160	50.7%	2,649,041	49.4
Female	1,539	50.5%	24,437	49.3%	2,714,634	50.6
Under 10 years	416	13.7%	5,738	11.6%	721,824	13.5%
10 to 19 years	403	13.2%	8,490	17.1%	810,269	15.1%
20 to 34 years	675	22.1%	9,995	20.2%	1,063,460	19.9%
35 to 44 years	464	15.2%	7,096	14.3%	875,522	16.3%
45 to 59 years	459	15.1%	8,533	17.2%	985,048	18.4%
60 to 74 years	309	10.2%	5,918	12.0%	560,306	10.4%
75+ years	321	10.6%	3,827	7.7%	347,246	6.5%
		100%		100.0%		100.0%
Median Age (2000)	35.8		35.9		36.0	

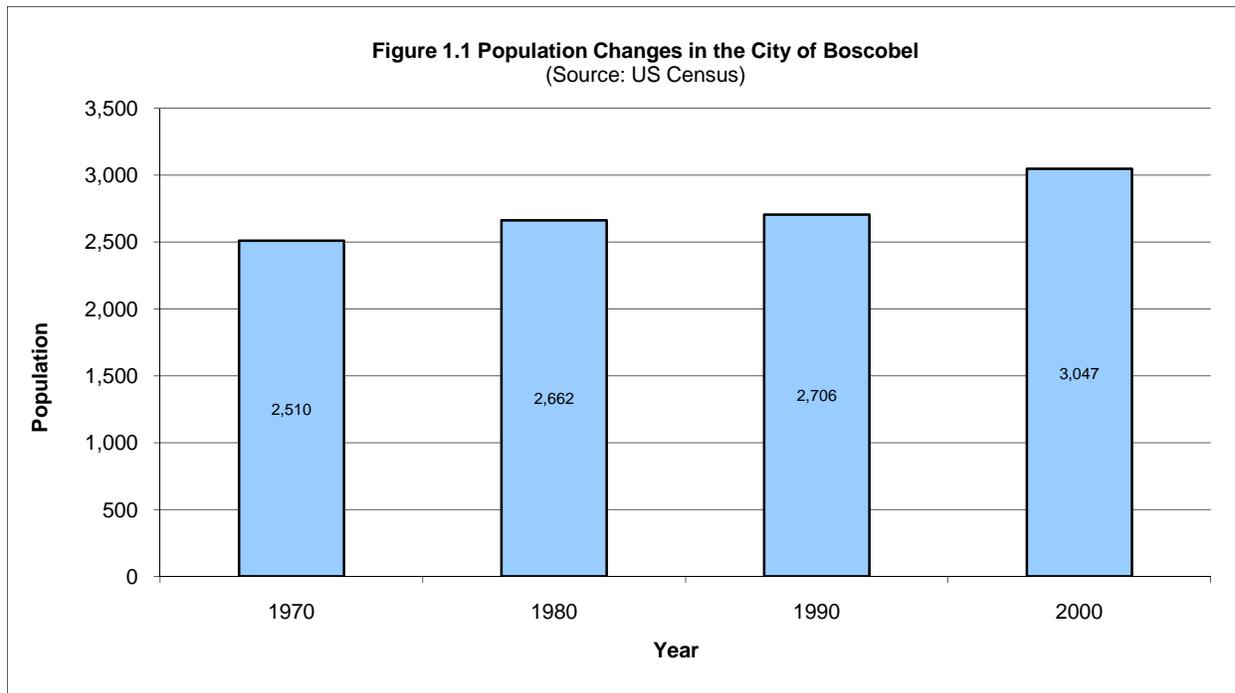


Figure 1.1 shows that the City of Boscobel experienced an overall population increase from 1970 to 2000 (18.0%).

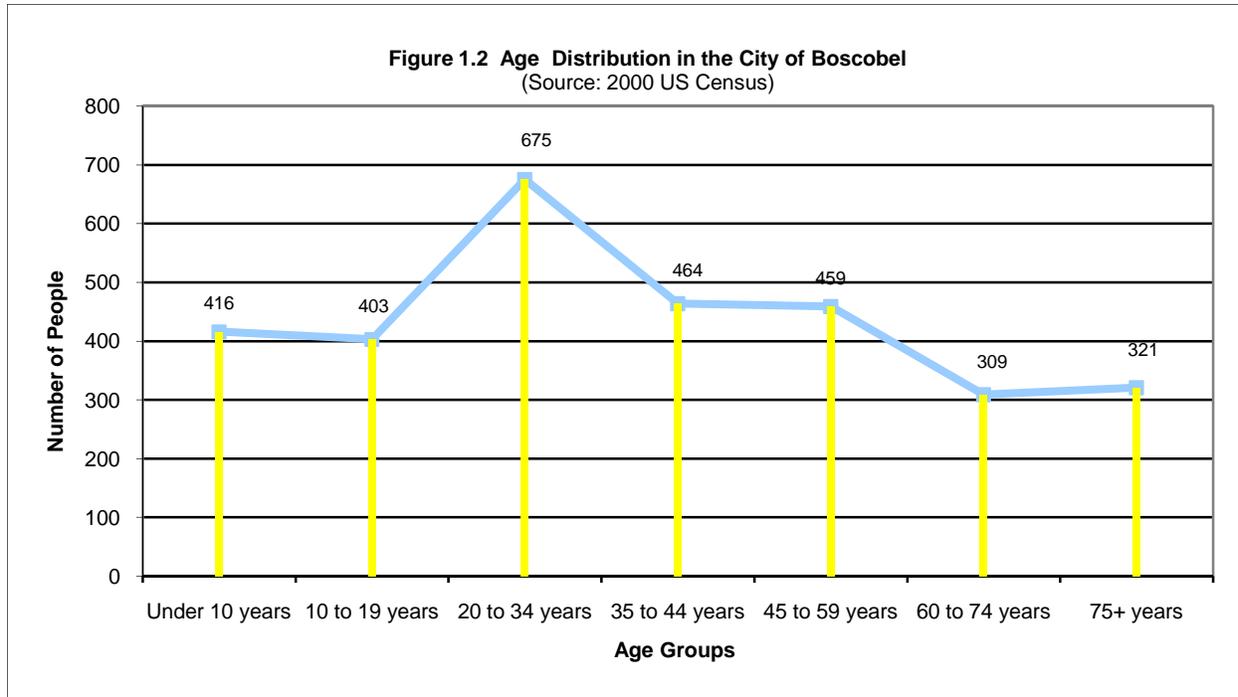


Figure 1.2 shows the population of the City of Boscobel by age distribution for the year 2000. The largest group is people ages 20 to 34 (675 people) making up 22.1 % of the population. The second largest age group of 35 to 44 contains 15.2% of the population with 464 people. The City’s median age is 35.8.

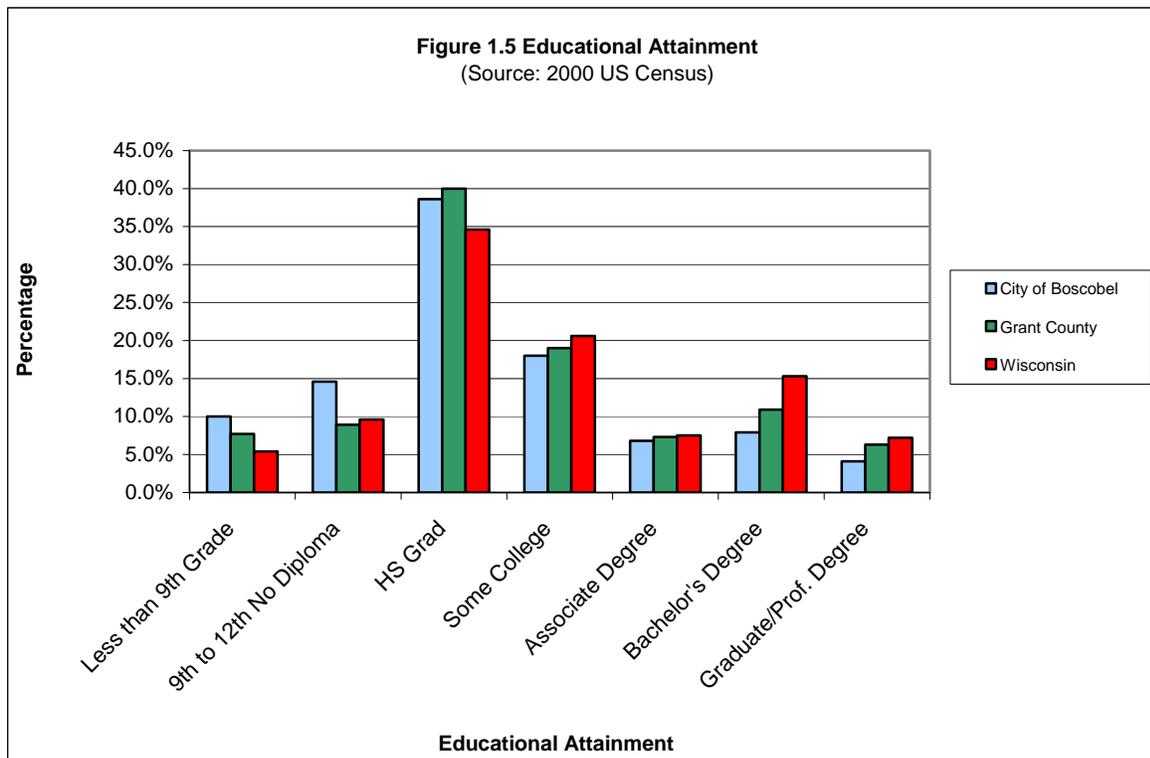


Figure 1.3 compares the population percentage by age group for the City of Boscobel, Grant County, and the State of Wisconsin.

Table 1.2 Population Projections (Source: 2007 SWWRPC)

Age Group	2010 Low	2010 High	2020 Low	2020 High	2030 Low	2030 High
Less than 10	411	436	373	414	367	425
10 to 19 Years	374	397	367	409	338	391
20 to 34 Years	740	784	735	818	704	817
35 to 44 Years	459	487	498	554	523	607
45 to 59 Years	637	675	664	739	712	826
60 to 74 Years	356	378	579	644	674	781
75+ Years	260	275	214	238	303	352
Total	3,238	3,431	3,430	3,815	3,621	4,199

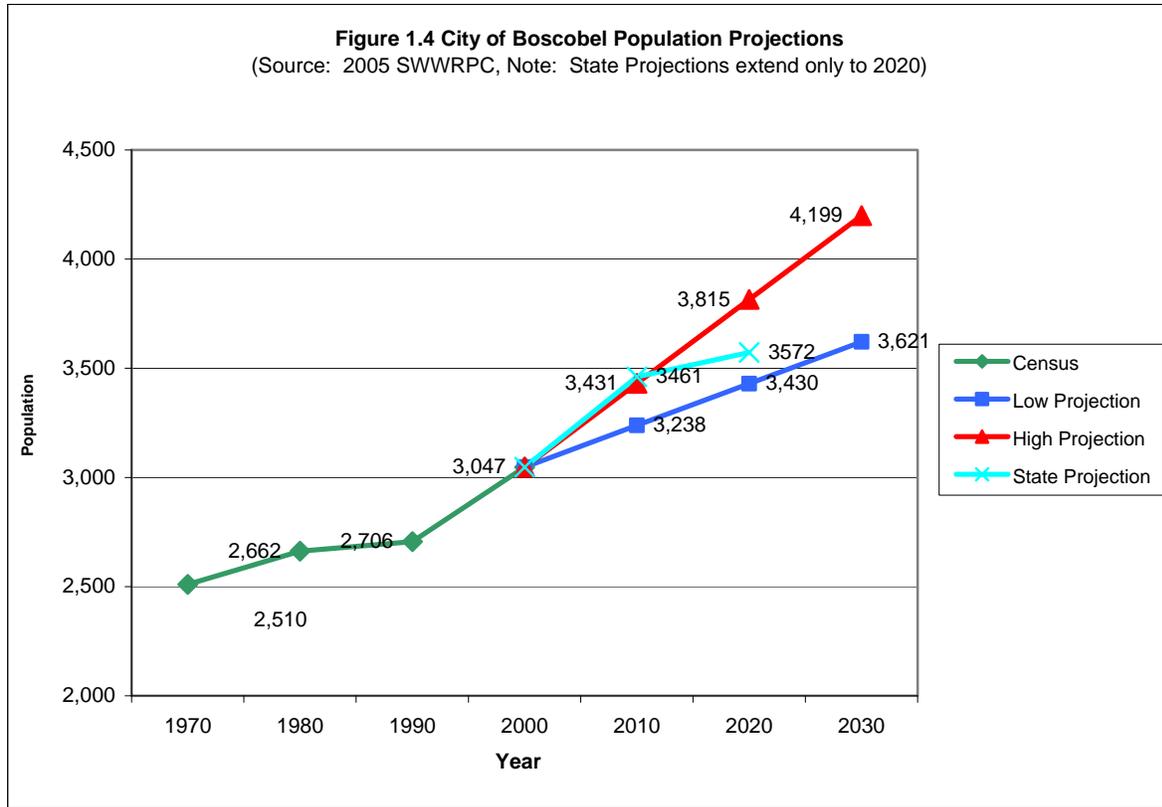


Figure 1.4 shows the projected populations for the years 2010, 2020, and 2030. The red line indicates a future high projection, while the blue line indicates a future low projection. The State projection trend follows the high projection but begins to flatten out by 2020.

Table 1.3 Educational Attainments (Source: DP-1,DP-2. 2000 US Census)

Educational Attainment	City of Boscobel Number	City of Boscobel Percent	Grant County Number	Grant County Percent	Wisconsin Percent
Less than 9th Grade	200	10.0%	2,346	7.7%	5.4%
9th to 12th No Diploma	291	14.6%	2,713	8.9%	9.6%
HS Grad	769	38.6%	12,255	40.0%	34.6%
Some College	359	18.0%	5,828	19.0%	20.6%
Associate Degree	136	6.8%	2,230	7.3%	7.5%
Bachelor's Degree	157	7.9%	3,332	10.9%	15.3%
Graduate/Prof. Degree	81	4.1%	1,921	6.3%	7.2%
Percent High School Grad or Higher	75.4%		83.5%		85.1%

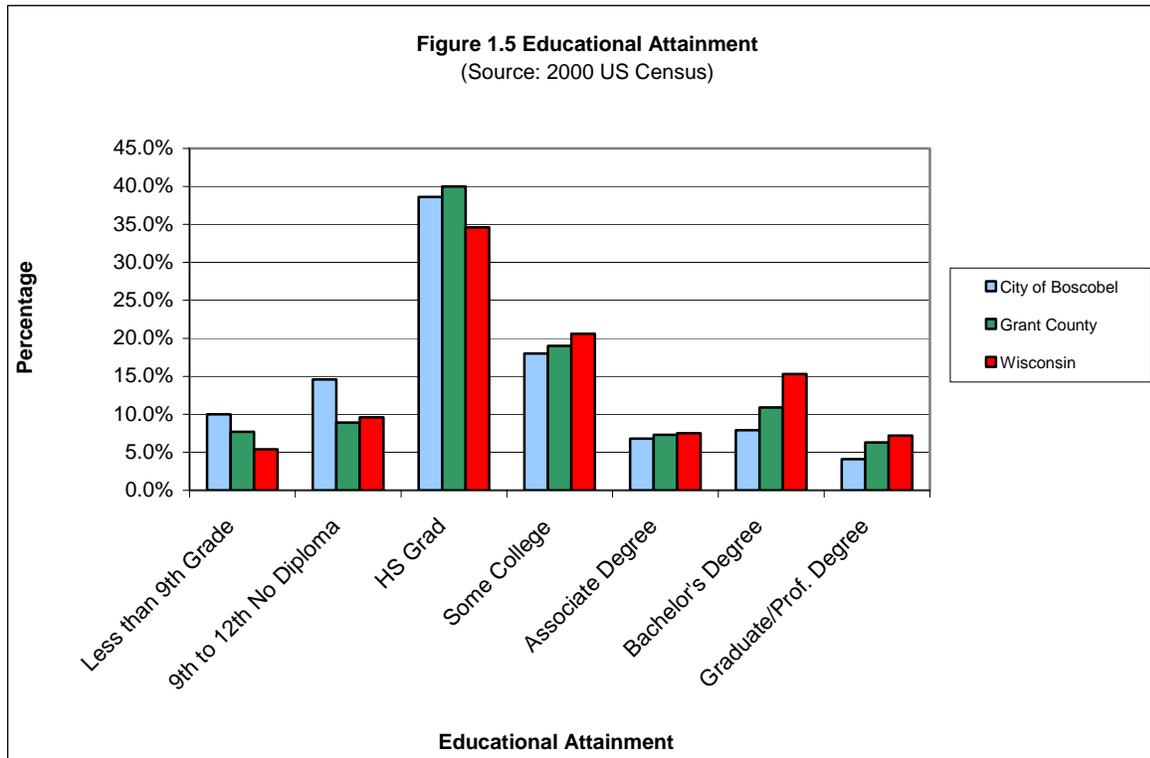


Table 1.4 Occupations (Source: DP-1,DP-2. 2000 US Census)

Occupations	City of Boscobel Number	City of Boscobel Percent	Grant County Number	Grant County Percent	Wisconsin Number	Wisconsin Percent
Prod, Trans & Mat. Moving	387	29.8%	1,911	22.4%	540,930	19.8%
Const, Extraction & Maint.	89	6.9%	756	8.9%	237,086	8.7%
Farm, Fishing & Forestry	14	1.1%	444	5.2%	25,725	0.9%
Sales & Office	255	19.6%	1,788	21.0%	690,360	25.2%
Services	268	20.6%	1,075	12.6%	383,619	14.0%
Mgmt, Prof & Related	286	22.0%	2,541	29.8%	857,205	31.3%
Total	1,299	100%	8,515	100%	2,734,925	100%

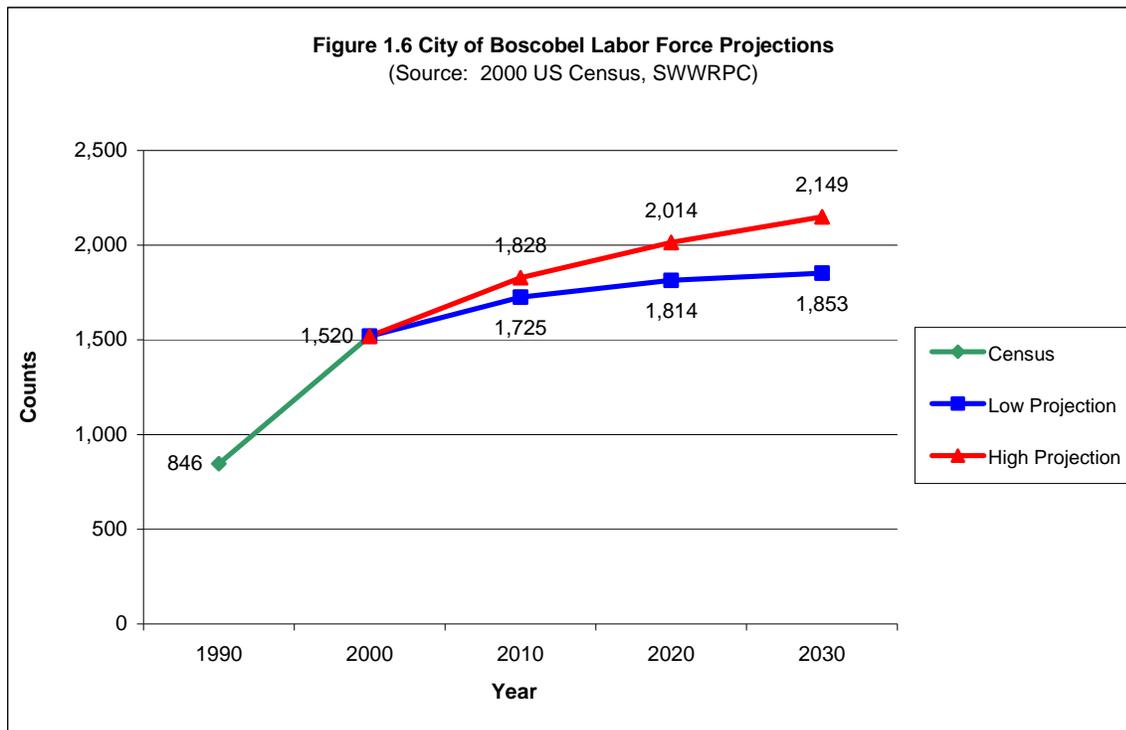


Figure 1.6 shows the projected labor force populations for the years 2010, 2020, and 2030. The red line indicates a high projection, while the blue line indicates the low projection. Labor data was not available for 1980 or 1970.

1.8 ISSUES AND OPPORTUNITIES AGENCIES AND PROGRAMS

At the end of each chapter of this comprehensive plan is a section that lists some of the state and federal agencies and programs that exist to help communities: it is not an exhaustive list. Many of these agencies and programs (a brief program description and contact information is given) can provide expertise or funding to help implement some of the recommendations of this comprehensive plan. Your community should contact the agency of interest to obtain the most up-to-date information. Grants.gov (see below) is one source that could be used to accrue funding for all types of projects.

GRANTS.GOV (www.grants.gov)

Grants.gov allows organizations to electronically find and apply for competitive grant opportunities from all Federal grant-making agencies. Grants.gov is the single access point for over 900 grant programs offered by the 26 Federal grant-making agencies. The U.S. Department of Health and Human Services is the managing partner for Grants.gov.

**ISSUES AND OPPORTUNITIES
CHAPTER ATTACHMENTS**

City of Boscobel

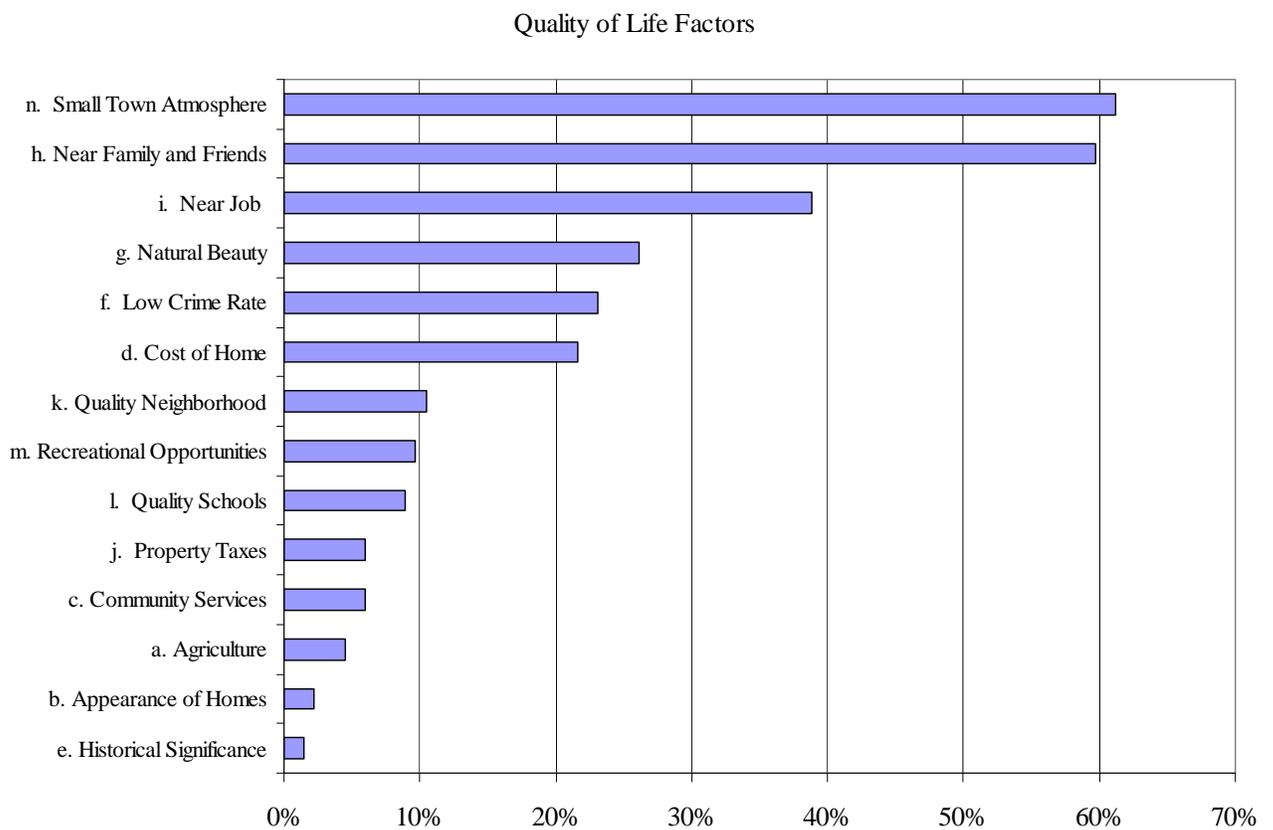
During September and October of 2007 a total of 855 questionnaires were sent to households in the City of Boscobel. A total of 134 questionnaires were returned for a return rate of 16 percent. This number of returned surveys will provide estimates that are expected to be accurate to within plus or minus 8 percent.

Key results of this survey include:

- *The top three reasons City of Boscobel residents choose to live in Grant County are the small town atmosphere, being near family and friends, and being near their job.*
- Residents give very high ratings to their community facilities and services, with the highest ratings going to fire protection, ambulance service, and garbage collection.
- City of Boscobel residents place very high importance on farmland, air quality, groundwater, and river and streams. All were almost unanimously rated “very important” or “important” natural resources to protect.
- Significant majorities of City of Boscobel residents believe that more affordable housing, elderly housing, single family housing, and starter homes are needed.
- Over one-third of City of Boscobel residents feel that landowners should be allowed to develop land any way they want but nearly 60 percent disagree with this opinion.
- A very large majority of City of Boscobel residents report the total amount of land they own in the County is less than one acre.
- A large majority (81 percent) of residents believe that the condition of local roads and streets in their community is adequate for intended uses.
- Almost three-fourths of City of Boscobel residents indicate that direct mailing is the most effective way the City could provide comprehensive planning information to landowners and residents.
- A majority of residents in the City of Boscobel believe that Grant County jurisdictions should pursue wind and solar energy, and ethanol plants as forms of economic development.
- The City of Boscobel has more respondents in the 65 and older age range than the County average.
- The City of Boscobel has more households with no children than the County average.
- The City of Boscobel has more households with less than \$50,000 annual income and more over \$100,000 than the County average.

SUMMARY OF KEY POINTS – QUALITY OF LIFE

- *The top three reasons City of Boscobel residents choose to live in Grant County are the small town atmosphere (61%), being near family and friends (60%), and being near their job (39%).*
- *Less than five percent of City of Boscobel residents indicate that agriculture, appearance of homes, or historical significance are among their top three reasons they choose to live in Grant County.*



SUMMARY OF KEY POINTS – QUALITY OF LIFE (COUNTY COMPARISON)

- *Compared to Grant County as a whole, City of Boscobel residents are less likely to choose agriculture and quality schools among their top three reasons for choosing to live in the County.*

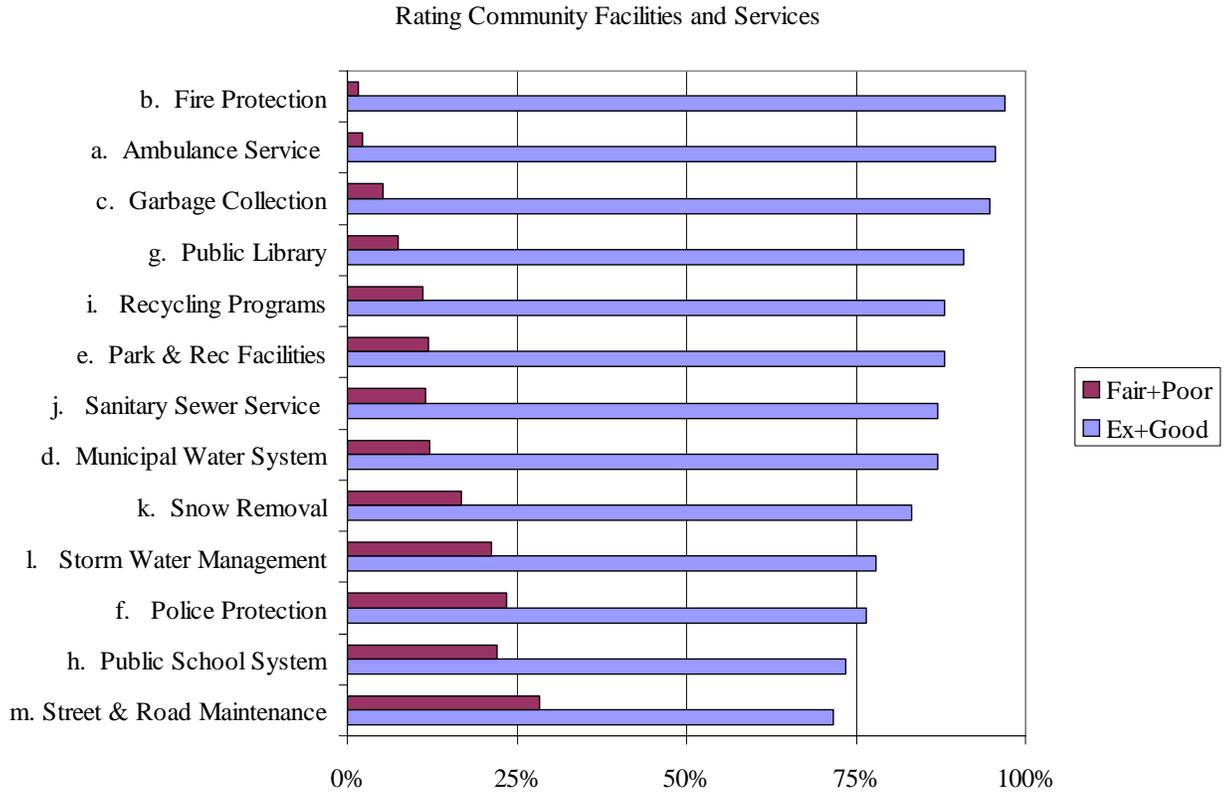
1. What are the three most important reasons you and your family choose to live in Grant County?

	Boscobel	County		Boscobel	County
a. Agriculture	4%	17%	i. Near Job	39%	40%
b. Appearance of Homes	2%	2%	j. Property Taxes	6%	6%
c. Community Services	6%	3%	k. Quality Neighborhood	10%	10%
d. Cost of Home	22%	17%	l. Quality Schools	9%	18%
e. Historical Significance	1%	2%	m. Recreational Opportunities	10%	9%
f. Low Crime Rate	23%	20%	n. Small Town Atmosphere	61%	58%
g. Natural Beauty	26%	24%	o. Other	4%	5%
h. Near Family and Friends	60%	56%			

SUMMARY OF KEY POINTS – COMMUNITY FACILITIES AND SERVICES

Residents of the City of Boscobel give very high ratings to their community facilities and services.

- Highest ratings were for fire protection, ambulance service, and garbage collection.
- Street and road maintenance had the highest fair or poor ratings at 28 percent.



SUMMARY OF KEY POINTS – COMMUNITY FACILITIES AND SERVICES (COUNTY COMPARISON)

- In comparison to the overall County ratings for community facilities and services, City of Boscobel residents rated their local services higher than the County for most services.
- City of Boscobel residents gave higher ratings than the County average to all services with the exception of one, the public school system.

2. Rate the following local services:

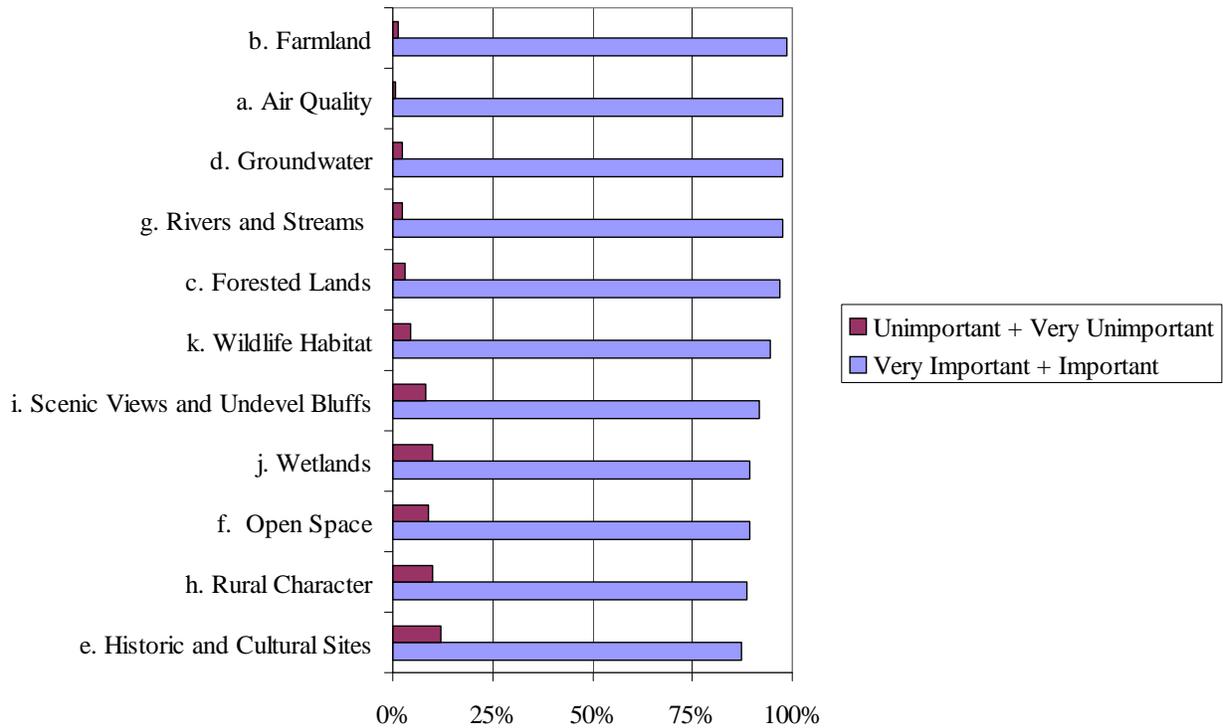
	Excellent		Good		Fair		Poor		Not Applicable	
	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
a. Ambulance Service	72%	54%	23%	35%	2%	6%	0%	0%	2%	5%
b. Fire Protection	69%	54%	28%	39%	2%	4%	0%	0%	2%	3%
c. Garbage Collection	49%	39%	46%	39%	5%	9%	0%	2%	0%	11%
d. Municipal Water System	37%	23%	50%	38%	11%	10%	1%	2%	1%	26%
e. Park & Rec Facilities	35%	30%	53%	47%	11%	13%	1%	2%	0%	7%
f. Police Protection	26%	27%	51%	45%	20%	20%	3%	4%	0%	4%
g. Public Library	37%	33%	54%	46%	7%	11%	1%	2%	2%	8%
h. Public School System	20%	30%	53%	49%	19%	13%	3%	2%	5%	6%
i. Recycling Programs	31%	31%	57%	51%	9%	12%	2%	2%	1%	3%
j. Sanitary Sewer Service	33%	25%	54%	42%	11%	8%	1%	1%	2%	24%
k. Snow Removal	36%	27%	47%	47%	15%	17%	2%	2%	0%	7%
l. Storm Water Management	24%	16%	54%	43%	18%	16%	3%	3%	1%	22%
m. Street & Road Maintenance	23%	16%	49%	46%	21%	28%	7%	8%	0%	2%

SUMMARY OF KEY POINTS – NATURAL AND CULTURAL RESOURCES

Large majorities of City of Boscobel residents place importance on natural and cultural resources in their community.

- The combined responses in the “very important” and “important” categories exceed 87 percent for all resources listed.
- City of Boscobel residents place very high importance on protecting farmland, air quality, groundwater, and river and streams; all rate at 98 percent “very important” or “important”.

Importance of Protecting Natural & Cultural Resources



SUMMARY OF KEY POINTS – NATURAL AND CULTURAL RESOURCES (COUNTY COMPARISON)

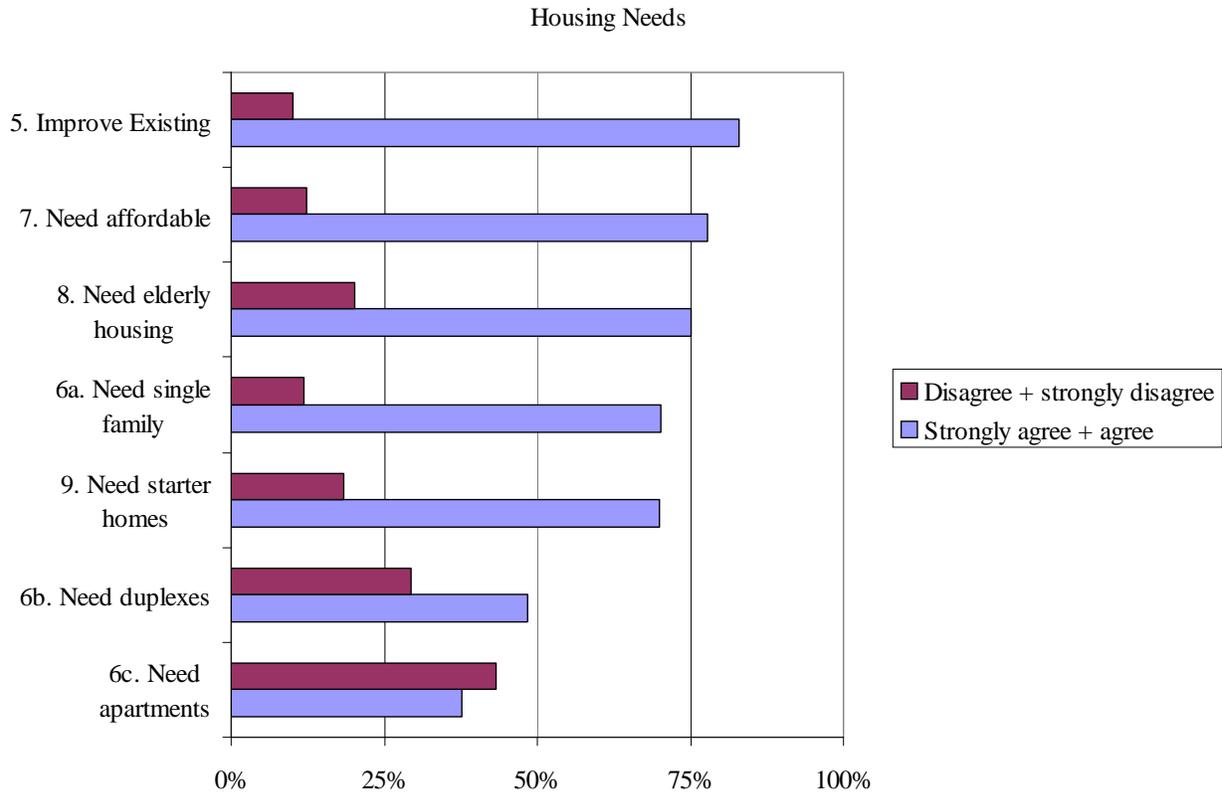
- City of Boscobel residents place slightly higher importance than the County average on the protection of wetlands.
- The protection of groundwater and the protection of river and streams received the same level of importance (98 percent “very important” or “important”) by both City of Boscobel residents and County residents.

4. It is important to protect the following:

	Very Important		Important		Unimportant		Very Unimportant		Not Applicable	
	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
a. Air Quality	75%	68%	23%	29%	0%	2%	1%	1%	1%	1%
b. Farmland	57%	59%	41%	37%	1%	3%	1%	1%	0%	1%
c. Forested Lands	48%	54%	48%	40%	2%	3%	1%	1%	0%	2%
d. Groundwater	69%	73%	29%	25%	2%	1%	1%	0%	0%	0%
e. Historic and Cultural Sites	28%	27%	59%	57%	11%	13%	2%	1%	1%	2%
f. Open Space	34%	34%	55%	53%	8%	10%	2%	1%	2%	2%
g. Rivers and Streams	58%	64%	40%	34%	2%	2%	1%	0%	0%	0%
h. Rural Character	39%	39%	50%	47%	9%	12%	1%	1%	2%	2%
i. Scenic Views & Undevel Bluffs	42%	46%	50%	42%	7%	9%	2%	2%	0%	1%
j. Wetlands	34%	40%	55%	41%	9%	12%	1%	2%	1%	4%
k. Wildlife Habitat	47%	47%	48%	43%	3%	7%	2%	1%	1%	2%

SUMMARY OF KEY POINTS – HOUSING

- Most City of Boscobel residents think that the City should focus on improving existing housing quality.
- Solid majorities believe that affordable housing, elderly housing, single family housing, and starter homes are needed.
- Additional duplexes or more apartments have less than majority support and substantial opposition.



SUMMARY OF KEY POINTS – HOUSING (COUNTY COMPARISON)

- Relative to the County, residents in the City of Boscobel are generally more supportive of focusing on the improvement of existing housing and the need for more units of all the types of housing listed.

	Strongly Agree		Agree		Disagree		Strongly Disagree		No Opinion	
	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
5. Improve existing housing quality.	36%	24%	47%	44%	9%	16%	2%	3%	7%	13%
6. Need following housing types:										
a. Single Family Housing	27%	19%	43%	40%	10%	15%	2%	5%	18%	21%
b. Duplexes (2 units)	13%	8%	35%	33%	23%	25%	6%	9%	22%	25%
c. Apartments (3 or more units)	6%	7%	32%	24%	34%	31%	9%	12%	19%	26%
7. Need affordable housing	39%	31%	38%	36%	10%	14%	2%	6%	10%	13%
8. Need elderly housing	36%	20%	39%	43%	17%	19%	3%	4%	5%	14%
9. Need starter homes	28%	19%	42%	37%	15%	23%	3%	4%	12%	16%

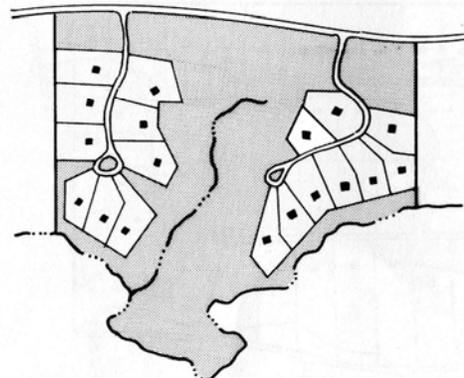
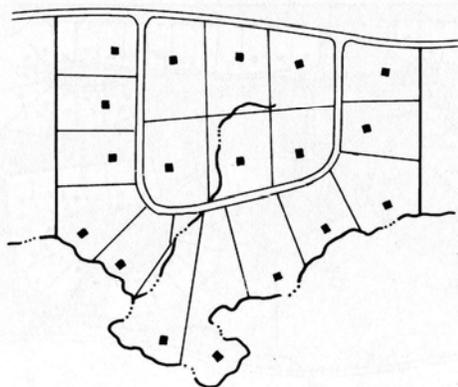
- City of Boscobel residents are evenly split with respect to the use of cluster design (smaller lots with more shared open space) vs the traditional design (larger lots with no or little shared open space).

10. Would you prefer housing built in a traditional design (Option A) or a cluster design (Option B)?

OPTION A

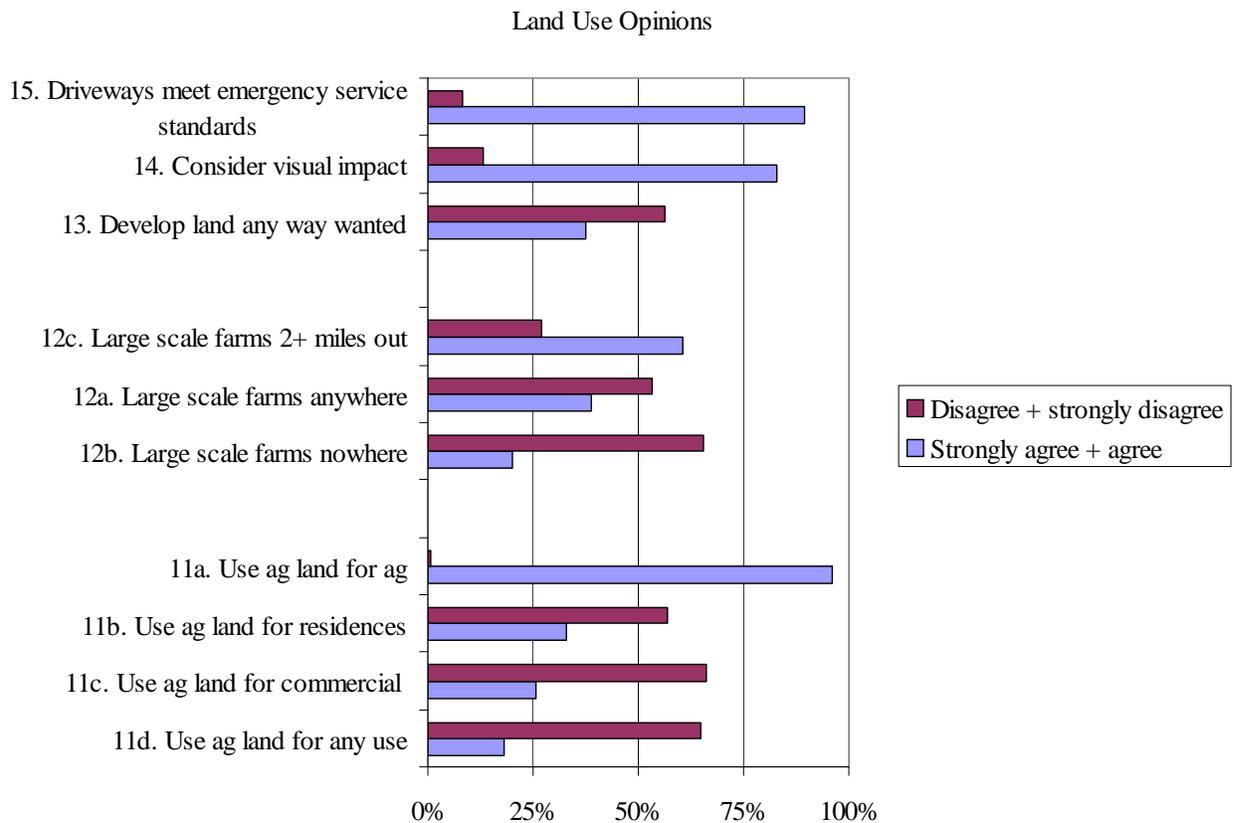
OPTION B

Traditional Design		Cluster Design	
Boscobel	County	Boscobel	County
49%	39%	51%	61%

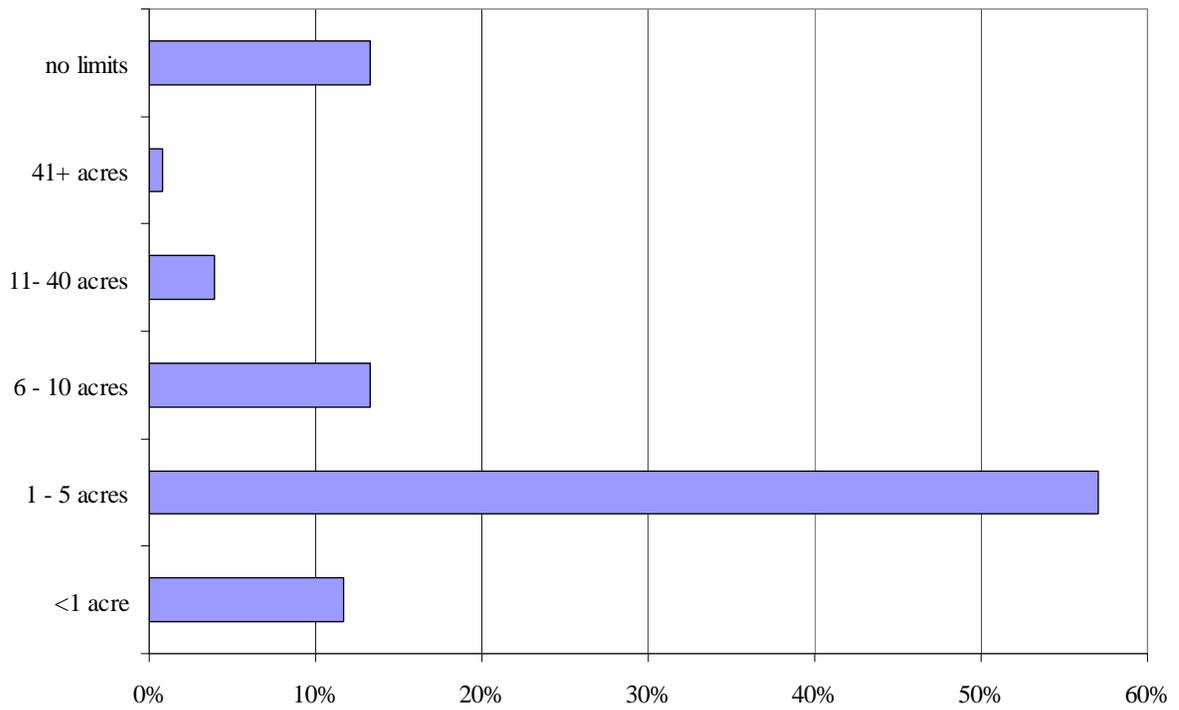


SUMMARY OF KEY POINTS – AGRICULTURE AND LAND USE

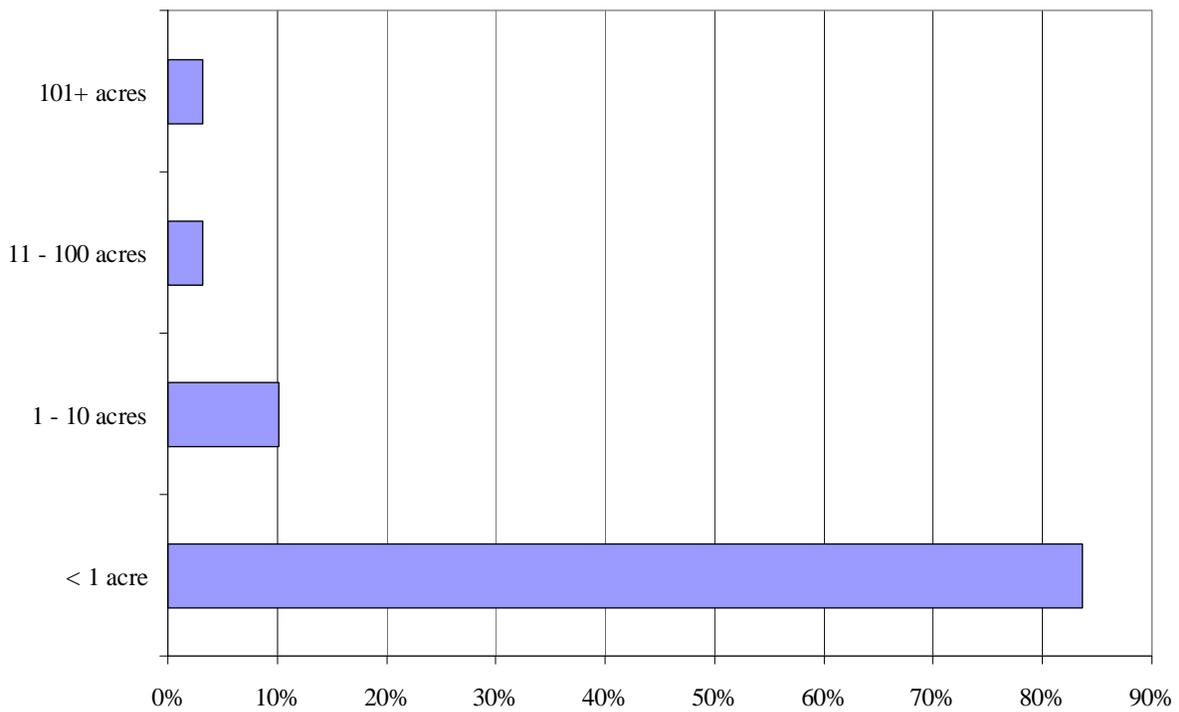
- Over one-third of City of Boscobel residents feel that landowners should be allowed to develop land any way they want but nearly 60% disagree with this opinion.
- Virtually all Boscobel respondents agreed that productive agricultural land should be used in agriculture but majorities oppose the use of such land for non-farming purposes.
- Almost one-half of residents believe that the minimum lot size for rural residential development should be 1 to 5 acres (see graph on following page).
- A very large majority of City of Boscobel residents report the total amount of land they own in the County is less than one acre.
- A substantial majority of City of Boscobel residents believe that large scale farms should be allowed to expand outside a 2 mile radius of incorporated areas (61 percent). One in five believe that large scale farms should not be allowed to expand anywhere in the County. Over one-third believe that large scale farms should be allowed to expand anywhere in the County.



Preferred Minimum Lot Size



Acres Owned in Grant County



**SUMMARY OF KEY POINTS – AGRICULTURE AND LAND USE
(COUNTY COMPARISON)**

- Residents of the City of Boscobel share similar opinions about agriculture and land use issues with the County as a whole.
- City of Boscobel residents are, surprisingly, more likely to support the idea that large scale farms should be able to expand anywhere in the County.
- There is more support among City of Boscobel residents than in the County generally for the statement that landowners should be allowed to develop land any way they want.
- Slightly more City of Boscobel residents favor minimum lot sizes of 1 to 5 acres.

	Strongly Agree		Agree		Disagree		Strongly Disagree		No Opinion	
	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
11a. Use ag land for ag	78%	76%	18%	21%	1%	1%	0%	0%	3%	2%
11b. Use ag land for residences	4%	4%	29%	28%	45%	44%	12%	17%	10%	7%
11c. Use ag land for commercial	2%	3%	23%	19%	48%	45%	18%	26%	8%	7%
11d. Use ag land for any use	4%	4%	14%	8%	31%	40%	34%	36%	17%	12%
12. Expand lg farms (500+ an. units):										
a. Anywhere in Grant County	14%	9%	25%	17%	30%	42%	23%	23%	8%	8%
b. Nowhere in Grant County	8%	12%	12%	14%	39%	44%	26%	19%	14%	12%
c. 2 miles outside inc areas	22%	23%	39%	39%	16%	17%	11%	9%	12%	12%
13. Develop land any way wanted	15%	11%	23%	17%	40%	52%	17%	18%	6%	2%
14. Consider visual impacts of development	23%	28%	59%	57%	10%	9%	3%	2%	4%	5%
15. Driveways meet EMS standards	39%	38%	50%	52%	6%	6%	2%	0%	2%	4%

16. There should be a minimum lot size on residential development in rural areas.

Strongly Agree		Agree		Disagree		Strongly Disagree		No Opinion	
Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
21%	24%	47%	48%	18%	16%	7%	5%	8%	8%

17. In your opinion, what should the minimum lot size be for rural residential development?

Less than 1 acre		1 to 5 acres		6 to 10 acres		11 to 40 acres		41 or more acres		No Limitation	
Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
12%	19%	57%	49%	13%	13%	4%	5%	1%	4%	13%	11%

18. How many acres of land do you own in Grant County?

Less Than 1 acre		1-10 acres		11-100 acres		101 acres or more	
Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
84%	60%	10%	17%	3%	10%	3%	13%

19. Do you actively farm the land you own?

Yes		No		Not Applicable	
Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
3%	14%	63%	55%	34%	31%

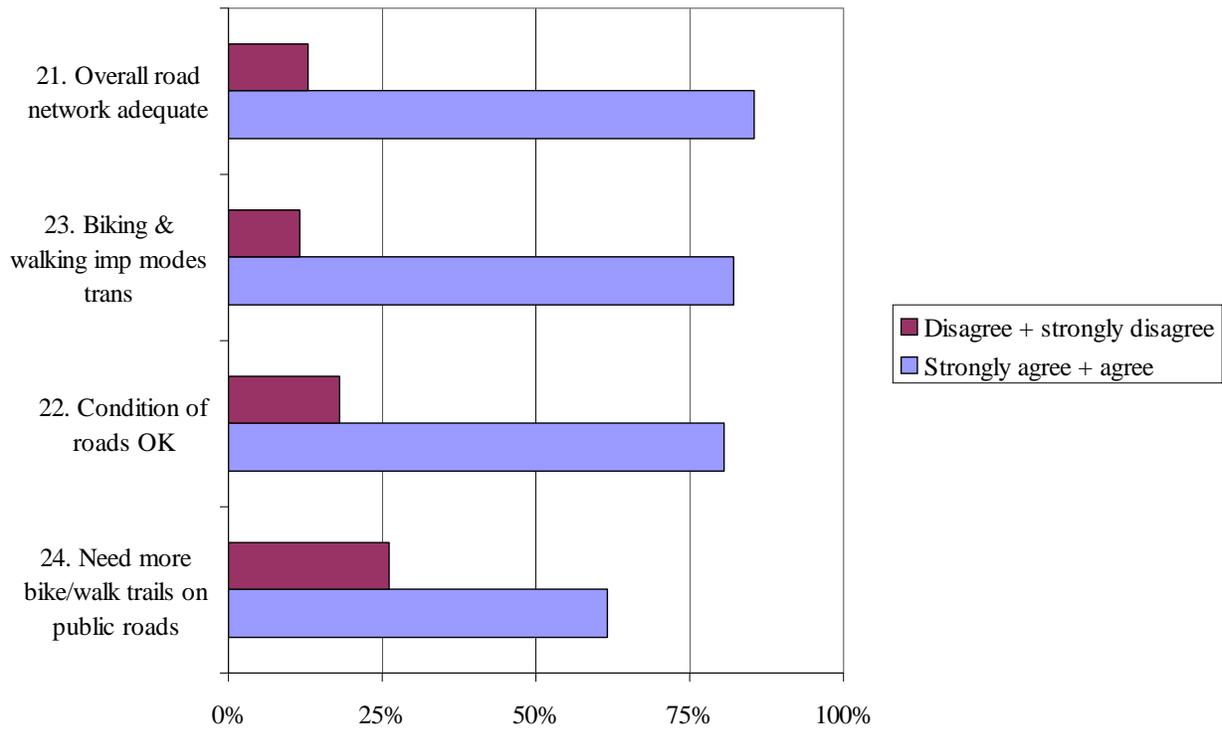
20. Do you think your land will be actively farmed (by you or someone else) in the next:

0-5 years		6-10 years		11-15 years		16-20 years		Not Applicable	
Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
3%	10%	3%	6%	1%	6%	1%	13%	91%	74%

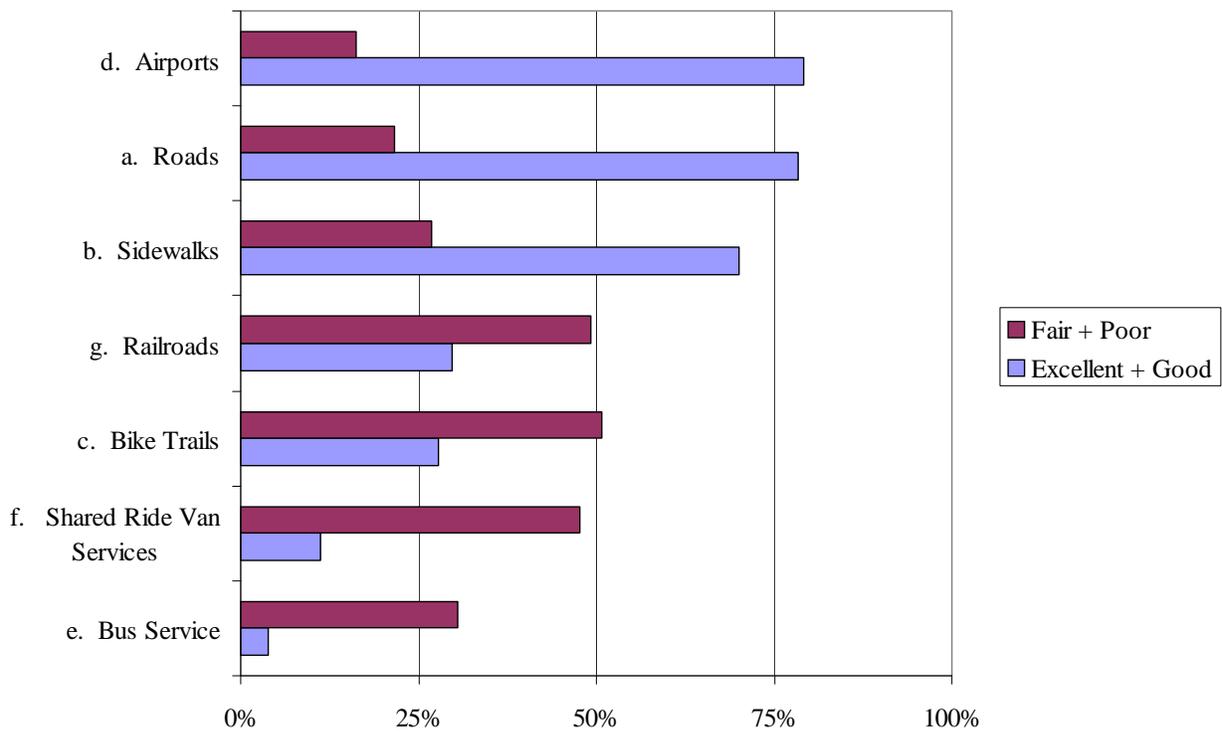
SUMMARY OF KEY POINTS – TRANSPORTATION

- Residents of the City of Boscobel are very satisfied with the overall road network.
- A large majority (81 percent) of residents believe that the condition of local roads and streets in their community is adequate for intended uses.
- A majority (61 percent) would like to see more biking and walking lanes along public roadways.
- A majority of City of Boscobel residents rate the airports, roads, and sidewalks as excellent or good; over one-quarter of residents rated bike trails, sidewalks, bus services, shared ride van services, and railroads as fair or poor.

Transportation Opinions



Transportation Quality in Local Jurisdiction



SUMMARY OF KEY POINTS – TRANSPORTATION (COUNTY COMPARISON)

- Compared to the County, residents in the City of Boscobel are more likely to agree that biking and walking are important modes of transportation in their jurisdiction.

21-24. Transportation issues

	Strongly Agree		Agree		Disagree		Strongly Disagree		No Opinion	
	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
21. Road network meets needs	16%	14%	69%	74%	9%	9%	4%	2%	2%	1%
22. Condition of roads adequate	19%	11%	62%	64%	13%	20%	5%	3%	2%	1%
23. Biking & walking imp modes trans	26%	18%	56%	44%	9%	22%	2%	5%	6%	11%
24. Need more bike & walk lanes on pub roads	28%	24%	33%	34%	22%	23%	4%	9%	12%	10%

- Substantial proportions of residents in the County sample did not rate the transportation items listed (with the exception of roads); comparisons to the City of Boscobel responses are not meaningful.

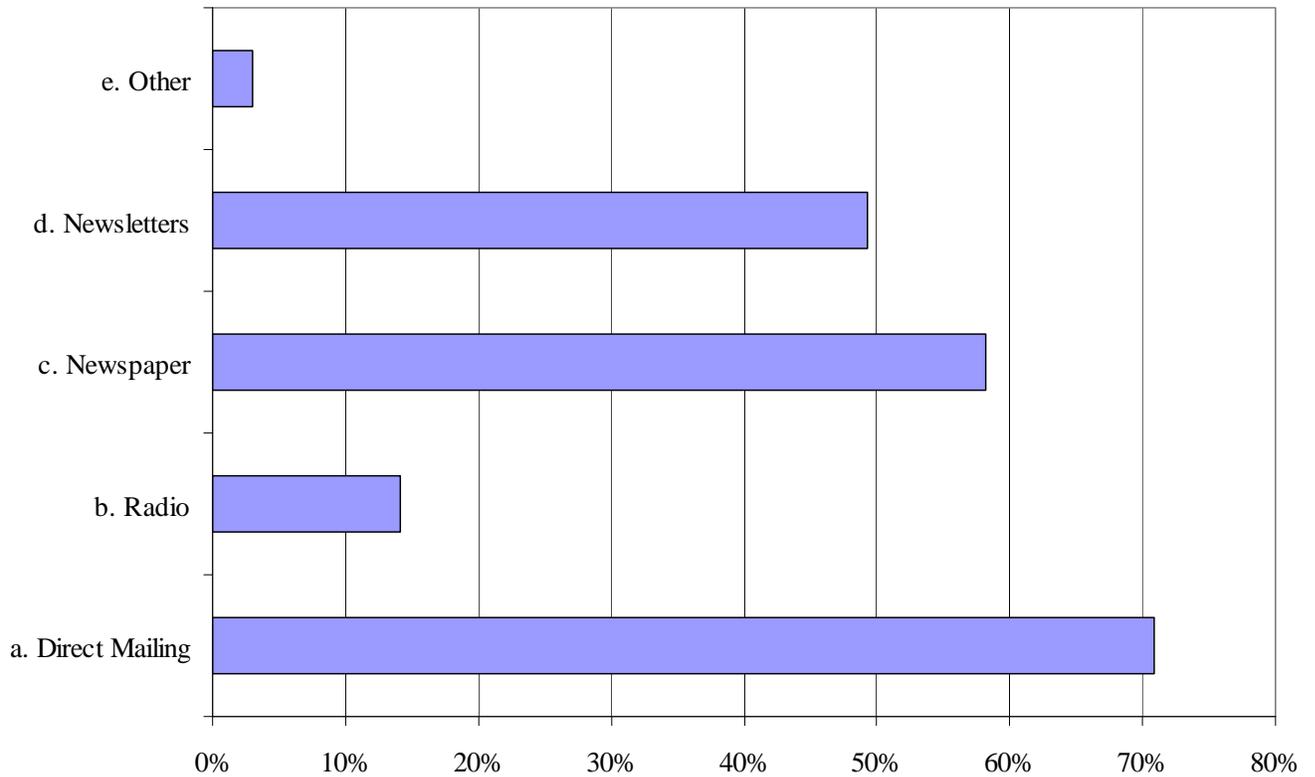
25. Rate the following in your local jurisdiction:

	Excellent		Good		Fair		Poor		Not Applicable	
	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
a. Roads	12%	12%	67%	59%	16%	22%	5%	6%	0%	0%
b. Sidewalks	8%	6%	62%	39%	24%	28%	3%	6%	3%	22%
c. Bike Trails	6%	3%	21%	17%	29%	19%	22%	16%	21%	44%
d. Airports	20%	6%	59%	30%	14%	16%	2%	4%	5%	43%
e. Bus Service	2%	1%	2%	4%	4%	3%	27%	20%	66%	72%
f. Shared Ride Van Services	2%	0%	10%	9%	21%	11%	27%	16%	41%	64%
g. Railroads	2%	2%	27%	11%	35%	10%	14%	13%	21%	64%
h. Other	7%	3%	7%	9%	7%	1%	7%	12%	71%	75%

SUMMARY OF KEY POINTS - COMMUNICATION

- Almost three-fourths of City of Boscobel residents indicate that direct mailing is the most effective way the City could provide comprehensive planning information to landowners and residents.
- More than half of residents say that newspaper articles are among their top two choices for comprehensive planning information.

Communication Preferences for Comp Plan Info



SUMMARY OF KEY POINTS – COMMUNICATIONS (COUNTY COMPARISON)

- Both the County and the City of Boscobel residents list direct mailing as their first choice for effective ways to obtain comprehensive planning information.
- City of Boscobel residents have a greater preference for newspaper articles than the County average.

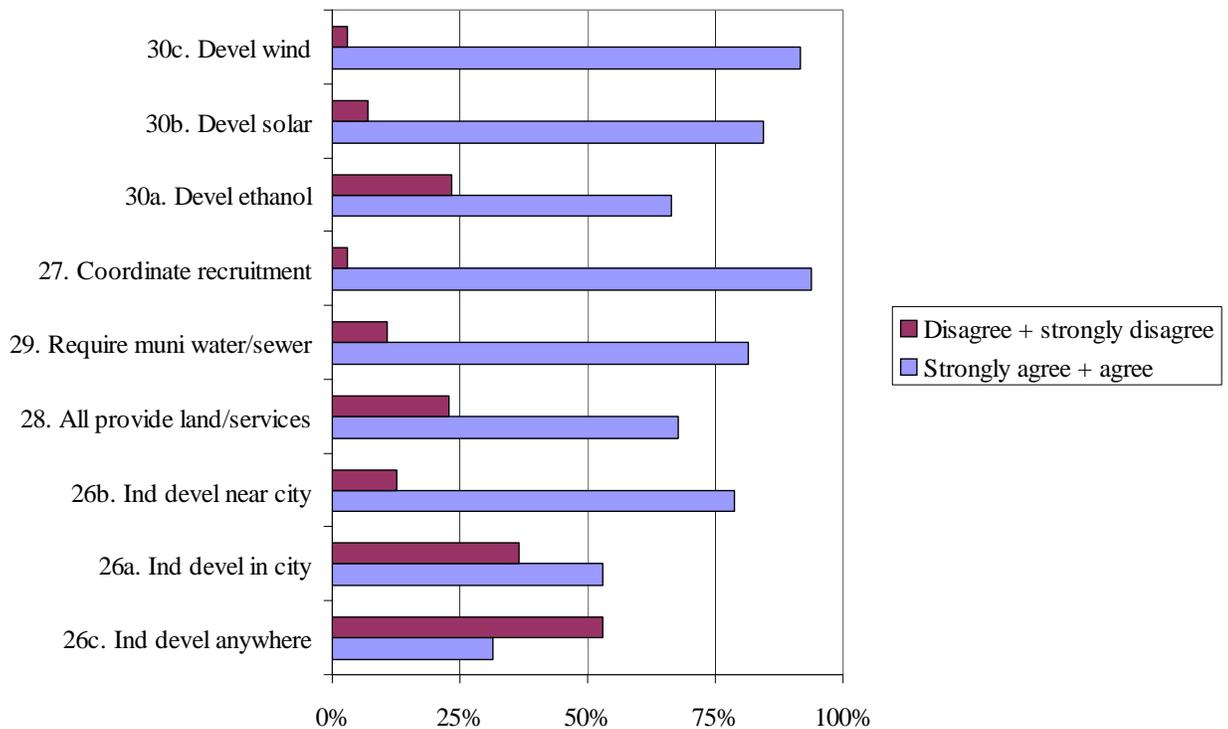
3. What are two most effective ways your jurisdiction could provide Comprehensive Planning information to landowners and residents?

	Boscobel	Cnty
a. Direct Mailing	71%	70%
b. Radio	14%	21%
c. Newspaper	58%	44%
d. Newsletters	49%	56%
e. Other	3%	4%

SUMMARY OF KEY POINTS – ECONOMIC DEVELOPMENT

- A majority of residents in the City of Boscobel believe that Grant County jurisdictions should pursue wind and solar energy, and ethanol plants as forms of economic development.
- City of Boscobel residents strongly believe that Grant County should coordinate efforts to recruit new business and industry.
- Over three-fourths of City of Boscobel residents believe that commercial or industrial buildings and activities involving truck traffic and manufacturing should be located near a city or village (78%) rather than within an existing community (52%) or allowed anywhere in the County (31%).
- A majority of City of Boscobel residents believe that all communities in Grant County should provide some land and infrastructure for industrial and commercial uses. A large majority believes that development at the edge of cities and villages should be required to have municipal water and sewer services.

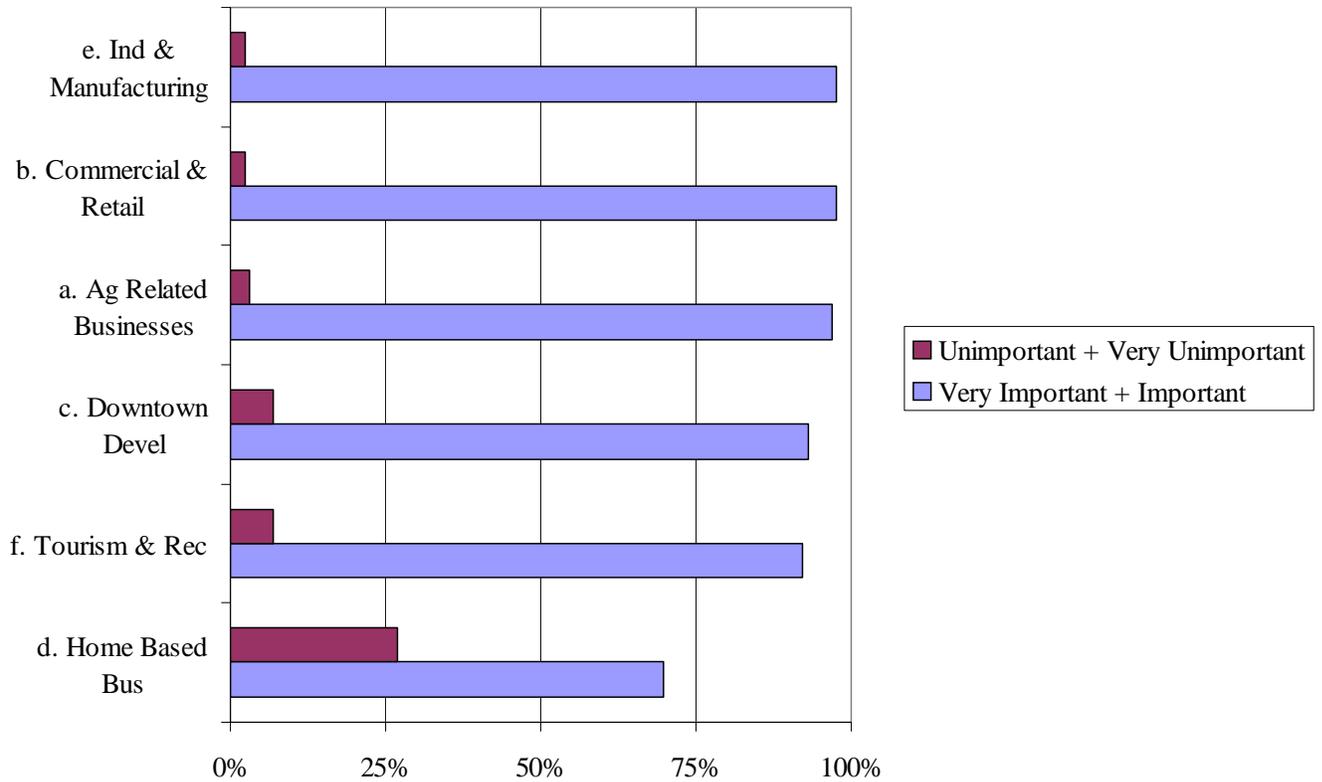
Economic Development Opinions



City of Boscobel residents view a wide variety of types of business development as “very important” or “important”.

- The combined responses of “very important” and “important” categories exceed 92 percent for all business categories listed except home-based businesses.
- Over two-thirds view home-based businesses as important.

Importance of Business Development



SUMMARY OF KEY POINTS – ECONOMIC DEVELOPMENT (COUNTY COMPARISON)

- Like Grant County residents generally, those in the City of Boscobel feel that commercial or industrial buildings and activities involving truck traffic and manufacturing should generally occur near a city of village.
- Residents of the City of Boscobel feel somewhat more strongly that developments at the edge of cities and villages should be required to have municipal sewer and water.

	Strongly Agree		Agree		Disagree		Strongly Disagree		No Opinion	
	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
26. Commercial or industrial buildings and activities involving truck traffic and manufacturing should be located:										
a. In an existing city or a village	11%	14%	41%	39%	32%	28%	5%	7%	11%	12%
b. Near a city or village	14%	16%	64%	63%	11%	8%	2%	3%	8%	10%
c. Anywhere in Grant County	7%	7%	24%	19%	36%	38%	17%	20%	16%	16%
27. Coordinate business recruitment	58%	53%	35%	40%	2%	2%	2%	2%	3%	3%
28. Provide land & infrastructure for industry/commerce	20%	16%	47%	43%	18%	19%	5%	7%	9%	15%
29. Required muni water & sewer	26%	26%	55%	45%	7%	11%	4%	4%	8%	14%

- Residents of the City of Boscobel support the pursuit of ethanol plants as a form of economic development at slightly higher rates than the overall County average.

30. Grant County jurisdictions should pursue the following energy alternatives as a form of economic development:

	Strongly Agree		Agree		Disagree		Strongly Disagree		No Opinion	
	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
a. Ethanol Plants	30%	22%	36%	33%	15%	23%	9%	9%	10%	13%
b. Solar Energy	49%	39%	36%	45%	6%	5%	1%	1%	9%	10%
c. Wind Energy	57%	48%	35%	43%	2%	2%	1%	2%	5%	6%
d. Other	18%	28%	9%	8%	0%	0%	0%	0%	73%	63%

- County residents and City of Boscobel residents share about the same beliefs in terms of level of importance of most of the types of business developments listed.
- Residents of the City of Boscobel are somewhat more interested in downtown development than the County average.

31. Rate the importance of the following in Grant County:

	Very Important		Important		Unimportant		Very Unimportant		Not Applicable	
	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
a. Ag Related Business	52%	59%	45%	38%	3%	2%	0%	0%	0%	1%
b. Commercial & Retail	40%	33%	57%	59%	2%	7%	1%	1%	0%	1%
c. Downtown Development	47%	31%	46%	52%	7%	11%	0%	2%	0%	4%
d. Home-Based Bus	21%	17%	49%	54%	25%	22%	2%	3%	3%	4%
e. Ind & Manufacturing	55%	40%	42%	50%	2%	8%	1%	1%	0%	1%
f. Tourism & Rec	37%	36%	55%	55%	6%	7%	1%	1%	1%	1%

SUMMARY OF KEY POINTS – DEMOGRAPHICS

Compared to the County, the demographic profile of City of Boscobel residents match the County, with one notable difference:

- The City of Boscobel has less long-term residents (lived in Grant County 25 years or more) than the County average.

35. Gender

Male		Female	
Bosco	Cnty	Bosco	Cnty
50%	53%	50%	47%

36. Age

18-24		25-34		35-44	
Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
2%	0%	6%	7%	8%	13%
45-54		55-64		65 and older	
Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
22%	23%	20%	22%	42%	35%

37. Employment Status

Emp Full Time		Emp Part Time		Self Employed	
Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
44%	44%	8%	6%	6%	10%
Unemployed		Retired		Other	
Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
2%	1%	40%	37%	1%	1%

38. Place of Residence

Own		Rent		Other	
Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
98%	99%	1%	1%	1%	0%

39. Number of Adults (18+) in Household

0		1		2	
Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
		27%	20%	67%	71%
3		4		5+	
Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
4%	7%	2%	2%	0%	1%

40. Number of Children (under 18) in Household

0		1		2	
Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
74%	67%	14%	14%	7%	11%
3		4		5+	
Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
3%	7%	0%	1%	2%	0%

41. Household Income

Under \$15,000		\$15K - \$24,999		\$25K - \$49,999	
Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
6%	7%	13%	14%	37%	33%
\$50K - \$74,999		\$75K - \$99,999		\$100,000+	
Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
29%	25%	9%	15%	7%	6%

42. Years Lived in Grant County

Less than 1		1-4		5-9	
Bosco	Cnty	Bosco	Cnty	Bosco	Cnty
2%	1%	7%	5%	9%	9%
10-24		25+			
Bosco	Cnty	Bosco	Cnty		
20%	14%	63%	71%		

Comments

32. Is there anything about living in Grant County that you don't like?

Tax Issues (13 Comments)

- Property taxes (3x)
- Taxes (2x)
- Having to pay taxes for roads that get tore up by the carriages of the Amish.
- High Property taxes
- High taxes
- Property taxes are too high.
- Property taxes in some communities (like Boscobel) are very high.
- Taxes - property
- Taxes very high for a poor economic area
- Taxes, oppressive laws contrary to a free society. Government ventures into areas where government is not allowed under the constitution.

Nothing/No (10 comments)

- No (8x)
- No comment
- Nothing comes to mind.

Transportation/Roads/Distance (7 comments)

- Bad roads
- Distance to cities
- Gas price too high
- It's a long drive to a commercial airport.
- Major roads to larger cities are less than ideal!
- No bus service.
- Poor roads

Jobs (6 comments)

- No good paying jobs - work in Prairie du Chien.
- No 'good' paying jobs (\$10/hr very sparse).
- Not enough employment, low wages. Too much 'good old boy' networking going on, senior citizens don't have a chance to work. Excuses like not qualifies, over qualified (over qualified should mean I can do anything).
- Not enough support in the work place. Not enough training to keep jobs.
- The lack of job opportunity
- Where I live in the city - there are not enough jobs to work at within close driving range. You have to drive 30 miles or more for bigger factories and businesses.

Police/Safety (6 comments)

- Law enforcement officials should walk the talk (police your own-get rid of the druggies).
- Not enough police and county officers.
- Police should better enforce laws, such as: Constant Barking Dogs-I own a dog and I bought a bark collar for him
- The local police dept. has inadequate officers on the payroll which makes them unable to do their jobs due to physical obesity. I feel it depends on who you are (i.e. preferential treatment).
- Towns with two or more officers on duty at same time, one should walk beat nightly!
- Very poor police (communication).

Lack of Shopping/Distance to Shop (5 comments)

- Far away from shopping stores
- Generally quite distanced from more metro culture/shopping/sports.
- Having to drive to other towns for entertainment, groceries, etc.
- Long travel for shopping
- The way people, who own their businesses, do not like big retail to come to the area!

Social Issues (5 comments)

- Being an educator I find it difficult to get any action form social services when referring a situation to them
- It can be very boring. Except for Platteville (university) and Fennimore with the technical college. The choices for socialization are minimal (churches and/or taverns)
- Need to try to decrease the poverty level
- Seems like we have a lot of people that know how the "system works" when it comes to getting county and state aid when they should be able to work.
- Too many suicide attempts and drunk drivers and speeders.

Governance (3 comments)

- Grant County is the 'forgotten county' by our state government.
- Lack of planning and enforceable ordinances.
- Telling people what they can or can't have on their rural land!

Housing Issues (3 comments)

- A great part of the state, but hold the line on real estate, especially for the retired living on a fixed income.
- Homes with Excessive-junk-weeds-non-licensed vehicles.
- Housing values seem to be higher than expected.

Utilities (3 comments)

- An old city sewer system with no solution in sight.
- Cost of sewage.
- Need more competition with cable/internet/telephone service. No current provider (media com) can give better service or we have another choice.

Economic Development (2 comments)

- The city I live in won't allow new types of businesses to come in, only what certain people want.
- They keep wanting more industrial and manufacturing development but they want to keep farming. Sorry, they can't get both. Anyway, the only jobs they get are the small ones that don't want to pay big wage in the big city. Then their tax break are over they move to somewhere else.

Judicial Issues (2 comments)

- Court system needs to work more efficiently.
- The judicial system has to be the worst in the state of Wisconsin.

Land Use and Planning/Zoning (2 comments)

- Not enough zoning restrictions. Not enough aggressive law enforcement. County board meeting held at night so all can attend.
- Too much concern about history. Need more planning for future. We need population growth.

Medical Issues (2 comments)

- Could be closer to big hospitals, doctors, and certain shopping opportunities.
- Too many miles from larger city hospitals.

Lack of Restaurants (1 comment)

- Boscobel's stuffiness to increase fast food restaurant variety. We need Kentucky Fried Chicken, Taco Bell, McDonald's or Burger King-cheaper fast food.

Miscellaneous (5 comments)

- Dick's have taken over the supermarket business. They have raised the prices and the workers are shoddy.
- Littering-too much litter blowing out of garbage trucks and open truck boxes
- Pass of businesses
- Surveys which no one will use effectively.
- The heat

33. If you could change one thing in your local jurisdiction what would it be?**Governance (8 comments)**

- Change the very conservative attitude of those in at the municipal and county level. Instead of 2007, it reminds one of the 1950's.
- City Politics.
- Get more people involved in local government and decision making.
- More involved city government.

- No more 'good old boy.' Too much favoritism going on-people at city hall act like you are scum. City workers need to live in the city and pay taxes here. City Let's Reenactment campaign prank but no else campaigning should be allowed. Why do city council people get their streets plowed first before anyone else?
- Politics in city hall. The people have very poor people skills.
- That local city officials and county board members be only allowed two terms so more people and ideals can be heard.
- The attitudes of the people within that jurisdiction on the proper roles of government.

Jobs (8 comments)

- Change the way factory/industries are only hiring employees for 1 or 2 days per week so they don't have to pay insurance or benefits on them.
- More and better paying jobs/careers.
- More better paying jobs.
- More employment opportunities
- More high paying jobs.
- More jobs, declining school environment, more activities for children and families through culture recreational activities
- More jobs. Kids/younger people activities.
- Not enough good paying jobs

More Businesses (8 comments)

- Add a taco bell.
- Another grocery store.
- Better industrial/retail services.
- Create more businesses and local downtown.
- For allowing certain businesses to come in to this city, which would create jobs for citizens, improving our economy.
- More supermarkets.
- Need another grocery store; Dick's has gone to hell. Another drug store; Bohlman's too expensive.
- Some genuine competition in the grocery, gas, and drug store business. There needs to be openness to new businesses that will compete.

Transportation/Roads/Distance (8 comments)

- Better city streets.
- Better roads between Fennimore and Lancaster (Hwy 61).
- Have gas prices same as others.
- Have much better streets, sidewalks and curb and gutter. Also, improve the main street business areas.
- Improved look of city streets
- More public transportation
- Semi truck traffic allowed on residential side streets following a recent detour some semi's still use our residential streets as opposed to using the highway system to reach the industrial park. I'd like to see that better policed.
- We could use sidewalks so the children are not riding bikes or other toys in the road

Police/Safety (7 comments)

- Better law enforcement. More recreational activities.
- Better police protection in the city of Boscobel, WI.
- Fund more money for drug enforcement programs (i.e. K9 units, DARE programs, DEA Agents) to combat meth labs and other drugs coming in.
- Higher standards and expectations of all in law enforcement. We have a few good ones, but some need to be 'weeded out.'
- Police are lazy and fat and need a weight restriction.
- Police show way too much favoritism.
- Stricter law enforcement, especially speeding on state highways through town.

Nothing/No (3 comments)

- N/A
- No comment
- Nothing

Land Use and Planning/Zoning (3 comments)

- Enforcing all laws and zoning that is currently on the books.
- Growth in Boscobel is not happening. Something should be done to encourage people to move to Boscobel. Fennimore and Lancaster continue to grow.
- Have a well developed plan for future. Lack of planning scares outsiders. We need to convince prospects that locating here will be a wise investment.

Social Issues (3 comments)

- More community involvement of our citizens.
- More things for young kids and teens to do
- Poverty level/better

Appearance/Upkeep of Buildings (2 comments)

- Our downtown Main Street business district in Boscobel is badly in need of spruce up, clean up, fix up of buildings and general beautification.
- The first impression people get when entry town building and areas need to be cleaned up. Some buildings are rundown and areas are cluttered with junk and not mowed.

Housing Issues (2 comments)

- Better supervision in low-income housing.
- Eliminate unsightly (and unsafe) trailers and trailer parks.
- Enforcement of 'neatness among all homeowners and residents. It's impossible to eliminate a 'don't care' attitude, but it could lead to much better living conditions and pride of ownership.

Medical Issues (2 comments)

- Affordable healthcare.
- Recruit more health care providers and share school programs/classes with other schools.

Taxes (2 comments)

- Lower property tax.
- Lower taxes

Utilities (2 comments)

- The water and sewer rates and property taxes. add more biking and walking trails
- Utilities are high, especially the sewer cost.

Economic Development (1 comment)

- All focus the past several years has been on industrial development only.

Environmental/Cultural/Recreational Issues (1 comment)

- Stop cutting down trees in the city.

School Issues (1 comment)

- Lack of 4K or Pre-kindergarten (public) program available to all income level families.

Miscellaneous (5 comments)

- A real auditorium
- Fewer 'do gooders,' fewer NIBA nimbies.
- Get rid of the dogs.
- Quit butting in!
- Yes. Those noisy airplanes. I'm about only one mile from. If my car made that much noise, I would get a ticket. Tight, they keep telling us we need the airport to get industrial jobs. So far, I have not seen a lot of new businesses in the last ten year.

34. Other comments:**Police/Safety (5 comments)**

- Hire police officers who are physically capable of doing their jobs and that are honest, fair to all citizens in their town.
- How come Boscobel has not women on the police force?-because the 'good old boys' network is at it again (a very good woman police officer that was on the force for about 2 weeks told me this).
- I am not impressed with our police department. We should have better coverage.
- Laws should be for all, not just some.
- Police department one can trust and depend on.

Social Issues (2 comments)

- This area is great for us older people and they are thousands of us that are here and I keep coming in church at the school. I bet here in Boscobel, half of all homes are owned by people over 60. We don't need jobs. The young people do not stay. They want to have fun and good jobs. We want peace and quiet. The Amish, remember them when you plow. They have a good foot hold here and will double every 15 years or so. For they have big families and stay. Not like our farmers because the kids move to the big cities. They (Amish) will own most of the area here by 2040.
- Way too many drugs and domestic abuse goes on in Boscobel. Too many drunk drivers. In reality, what good and change come out of this survey? Zip, nothing, nada.

Appearance/Upkeep of Buildings (1 comment)

- Also, require rural property owners (e.g. farmers) to clean up the cast away junk, unusable equipment, etc. to give a better visual of the county and make it attractive place to visit, move to, and live.

Economic Development (1 comment)

- 31-d. Home based businesses can be important for families with young children or family members needing constant supervision. However, it should not infringe on neighbors rights and should not be visually unattractive.

Governance (1 comment)

- The city government should NOT be allowed to tell landowners what we can or can't do with our OWN property or the DNR either!

Housing Issues (1 comment)

- Need more assisted living facilities.

Jobs (1 comment)

- Sending jobs overseas, Mexico, China, so on. Laid off because work going to Mexico - cheaper labor.

Land Use and Planning/Zoning (1 comment)

- Changing any of the scenery would, I think, hurt this area. A lot of people like to drive in this area just for that purpose.

Medical Issues (1 comment)

- I am not happy about the needed update of the Boscobel Hospital emergency room being supersized. They went hog wild and this expansion will not bring any more people to the facility.

More Businesses (1 comment)

- Boscobel needs another supermarket.

Taxes (1 comment)

- Property taxes, for retired people and the average wage earner are just too high for people to stay here. (Boscobel)

Miscellaneous (4 comments)

- All of the above.
- N/A this survey would be better if it were on line.
- This was difficult to answer some questions since we just moved here.
- Too much good old boys.

2.0 UTILITIES AND COMMUNITY FACILITIES

2.1 CHAPTER SUMMARY

The purpose of this chapter is to inventory, map, and forecast utilities and community facilities. Often referred to as public works, utilities and community facilities are the physical infrastructure of a community. They facilitate the community's ability to function and grow.

Community facilities can include garages for road maintenance, libraries, municipal offices, town halls, schools, police stations, fire stations, parks, etc. They are supported by utilities such as water services, sewer system, storm water drainage, electricity, etc. At times, facilities and utilities need expansion, rehabilitation, or the creation of new facilities. As near as possible, this chapter tries to forecast the future utility and community facility needs of your jurisdiction. These needs vary according to growth and level of service deemed publicly acceptable.



Wisconsin State Statute 66.1001(2)(d)

(d) Utilities and Community Facilities

A compilation of objectives, policies, goals, maps and programs to guide the future development of utilities and community facilities in the local governmental unit such as sanitary sewer service, storm water management, water supply, solid waste disposal, on-site wastewater treatment technologies, recycling facilities, parks, telecommunications facilities, power-generating plants and transmission lines, cemeteries, health care facilities, childcare facilities and other public facilities, such as police, fire and rescue facilities, libraries, schools and other governmental facilities. The element shall describe the location, use and capacity of existing public utilities and community facilities that serve the local governmental unit, shall include an approximate timetable that forecasts the need in the local governmental unit to expand or rehabilitate existing utilities and facilities or to create new utilities and facilities and shall assess future needs for government services in the local governmental unit that are related to such utilities and facilities.

2.2 GOALS

The following are the Utilities and Community Facilities Goals, two of the fourteen Smart Growth Planning Goals required by the planning grant contract.

1. Encourage land uses, densities and regulations that promote efficient development patterns and relatively low municipal, state governmental and utility costs.
2. Provide adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial and industrial uses.

2.3 OBJECTIVES AND POLICY AND PROGRAM RECOMMENDATIONS

The following utility and community facility resource objectives and policy recommendations (not in order of priority) support the above goals. They will guide utility and facility resource decisions in the City of Boscobel over the next 20 years.

NOT IN ORDER OF PRIORITY

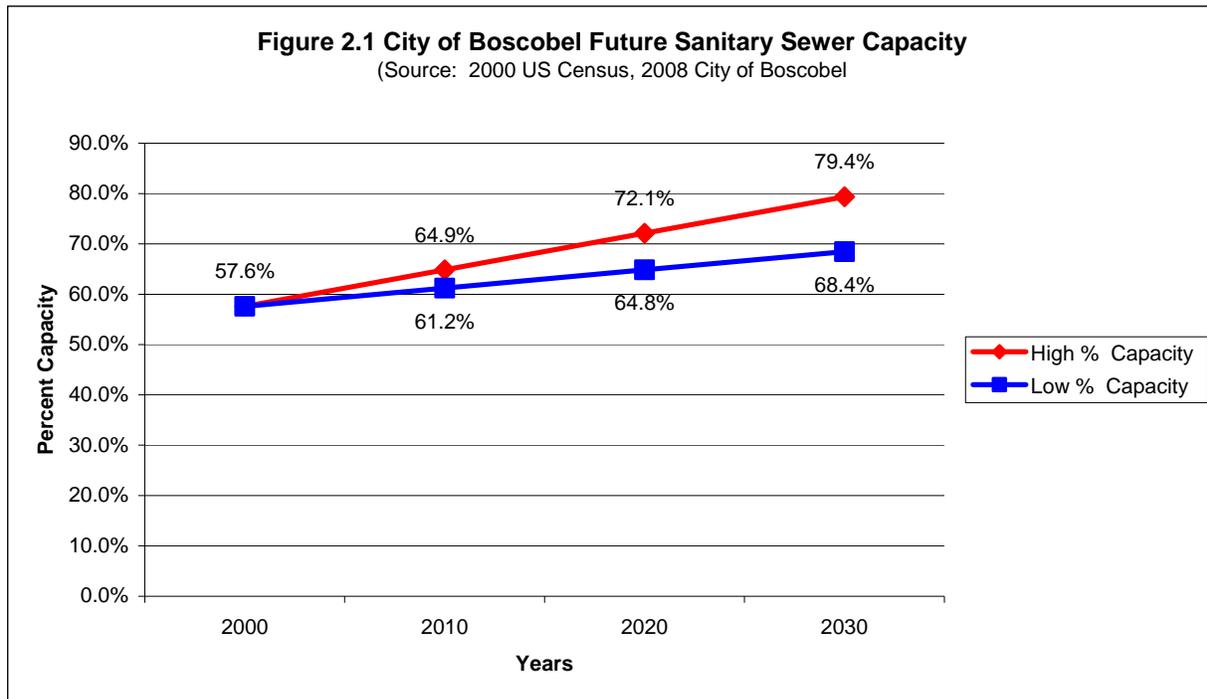
1. **Continue updating and implementing the City of Boscobel's capital improvements plan (CIP), reviewing it annually and making adjustments to meet the needs of the community.**
2. **Maintain, operate, and reconstruct the existing utility systems so they can support existing development and redevelopment.**
3. **Ensure that new development bears a fair share of capital improvement costs necessitated by the development.**
4. **Evaluate public utilities and services to reduce the capital facility and operating costs.**
5. **Ensure that adequate public utilities including system capacity are available before issuing new development permits.**
6. **Guide new development that requires urban services within City limits, in areas that are most efficiently served with utilities.**
7. **Consider developing a stormwater management strategy to protect ground and drinking water supplies.**

2.4 PUBLIC UTILITIES AND COMMUNITY FACILITIES

2.4.1 MUNICIPAL SANITARY SEWER SERVICE

Municipalities usually have a wastewater treatment facility and a sanitary sewer system to treat wastewater. At present, the City of Boscobel’s Wastewater Treatment Plant (WWTP) serves 1,030 households and 200 businesses. It is an activated sludge system with an oxidation ditch, built in 1982 and located at 100 Park Street, Boscobel. There have been three major upgrades to this system since its inception, in 1992, 1994, and 1999. An expansion will be made to the system when the plant capacity approaches 90% of the design parameters. The existing plan is set up to double its capacity with a “mirror image” expansion.

Figure 2.1 currently shows operations to be at 57.6%. Currently, its average flow is .273MGD (million/gallons/day) with a design average flow of .474 MGD. Figure 2.1 displays the City’s projected sewer capacity. There are no private septic systems in the City.



2.4.2 PRIVATE WASTEWATER TREATMENT

For most towns, all private wastewater treatment is through onsite wastewater treatment systems (POWTS), commonly referred to as septic systems. Septic systems treat domestic wastewater, including domestic sanitary, bath, laundry, dishwashing, garbage disposal, etc. The system receiving wastewater either retains it in a holding tank, or treats and discharges the water into the soil. (Any system with a final discharge upon the ground surface or discharging directly into surface waters of the state is subject to DNR regulation.)

Septic systems are most commonly used in rural or large lot areas where municipal sanitary sewer is not available. They are regulated under WI COMM-83 and permits are issued by the Wisconsin Department of Commerce and the WI-DNR. Refer to the Grant County Zoning and Sanitation Department, the WI DOC, and the WI DNR for more information on sanitary sewer regulations.

2.4.3 STORMWATER MANAGEMENT

The management of stormwater involves providing the controlled release of runoff to receiving systems, typically through detention and/or retention structures. A stormwater system can be very simple – a series of natural ditches or a complex system of culverts, pipes, and drains. Either way, the purpose of the system is to store and channel runoff to specific areas, in order to diminish flooding impacts and possible non-point source pollution.

As of August 2004, any construction site disturbing more than one acre of land must get state permits and keep soil on their land during and after construction (NR 151, 216). The threshold was lowered from five acres to one acre in order to comply with U.S. Environmental Protection Agency Phase 2 Storm Water Regulations. The purpose of the regulation is to lower and control the amount of sedimentation that reaches Wisconsin rivers and lakes. Refer to the WI DNR for more information. The City of Boscobel has a storm sewer system with drains, pipes, and outlets that carry off storm runoff.

2.4.4 WATER SUPPLY

Wells are safe, dependable sources of water if sited wisely and built correctly. Wisconsin has had well regulations since 1936, and today is recognized as a national leader in well protection. NR 812 (formerly NR 112), Wisconsin’s Administrative Code for Well Construction and Pump Installation, is administered by the WI DNR. The Well Code is based on the premise that if a well and water system is properly located, constructed, installed, and maintained, the well should provide safe water continuously without a need for treatment. Refer to the WI DNR, the Grant County Department of Zoning and Sanitation for more information on water quality and well regulations.

Data for Tables 2.1 through 2.5 for the City of Boscobel is from the 2006 Annual Utility Report from the Wisconsin Public Service Commission. Current rate information can be obtained by contacting the jurisdiction directly.

Table 2.1 Sources of Water Supply - Groundwater

ID#	Location	Depth (Feet)	Well Diameter (inches)	Potential Yield Per Day (gallons)	Currently in Service?
#2	Park Street	715	16	1	No
#3	Wisconsin Avenue	80	16	720,000	Yes
#4	Airport Road	120	16	1,080,000	Yes

Table 2.2 Water Supply – Pumping and Water Supply Equipment

ID#	Purpose	Destination	Year Installed	Type of Pump	Actual Capacity (gpm)
2	Pumping	Reservoir Distribution	1956	Vertical Turbine	600
3	Pumping	Reservoir Distribution	1972	Vertical Turbine	500
4	Pumping	Reservoir Distribution	1984	Vertical Turbine	750

Table 2.3 Water Supply – Storage and Treatment

ID#	Type	Year Built	Primary Material	Total Capacity	Disinfection & Application	Corrosion Control Used?	Fluoride Used?
1	Elevated Tank	1939	Steel	200,000	Liquid	No	Yes
2	Reservoir	1984	Steel	500,000	Liquid	No	Yes
3	Reservoir	1998	Concrete	400,00	Liquid	No	Yes

Table 2.4 Water Supply – Water Mains (Within Municipality Only)

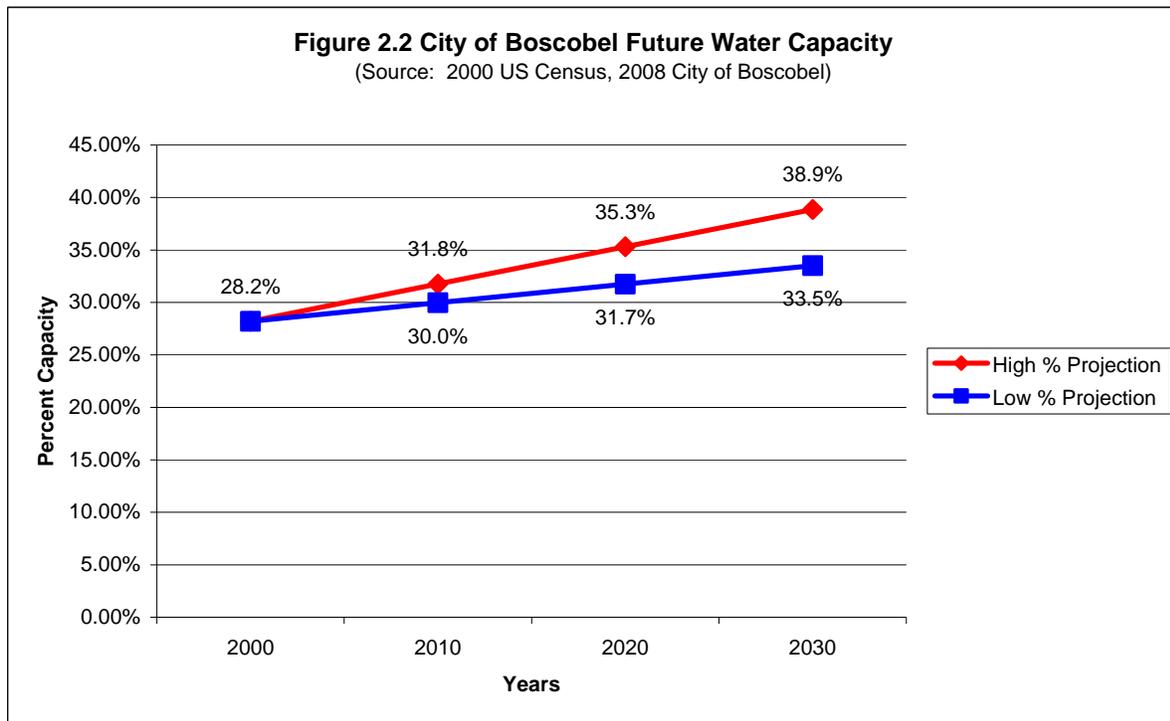
Pipe Material	Function	Diameter (Inches)	Number of Feet (End of Year)
Metal	Distribution	1.25	222
Metal	Distribution	1.5	60
Metal	Distribution	2.0	125
Metal	Distribution	4.0	2,925
Plastic	Distribution	4.0	3,409
Metal	Distribution	6.0	33,347
Plastic	Distribution	6.0	38,336
Metal	Distribution	8.0	10,989
Plastic	Distribution	8.0	25,234
Metal	Distribution	10.0	3,454
Plastic	Distribution	10.0	43
Metal	Distribution	12.0	2,430
Plastic	Distribution	12.0	15,895
Metal	Distribution	14.0	1,287
Metal	Distribution	16.0	558
Plastic	Distribution	16.0	1,115

Table 2.5 Fire Hydrants

Fire Hydrant Type	Number (End of Year)
Normal	217
Flushing	4

Boscobel’s municipal wells are 715 feet (Well #2), 80 feet deep (Well #3), and 120 feet deep (Well#4), respectively. These wells serve the 1050 homes and 210 businesses that make up the City. (There are some private wells in the City.) The 2008 current average water flow is 282,000 gallons/day with a design average flow of 1,000,000 gallons/day. The City’s current total water capacity is 1.1 million gallons, 600,000 gallons in elevated storage and 500,000 in ground storage. There are no plans at present for any new wells in the future.

Figure 2.2 below shows the future capacity of this water system. As indicated, the system is operating at 28.2% capacity (based on flow) at this time. This figure is calculated from population projections from Chapter 1, Issues and Opportunities, and pumping data from the City.



2.4.5 SPECIAL SERVICE DISTRICT

A special purpose district is an area designated to perform specific tasks essential to a community's or region's well being. It requires a government entity responsible for oversight of the district. Special districts include sanitary districts, metropolitan sewerage districts, drainage districts, inland lake protection and rehabilitation districts, business improvement districts, tax incremental financing districts, architectural conservancy districts, and port authorities. Refer to Chapter 6, Economic Development, for more information.

2.4.6 SOLID WASTE DISPOSAL AND RECYCLING FACILITIES

In 1996, Wisconsin revised its solid waste rules to exceed the Federal (Subtitle ‘D’) rules for municipal solid waste landfills becoming the first state to receive approval of its solid waste program by the U.S. Environmental Protection Agency. The WI DNR authorizes solid waste disposal pursuant to Wis. Stats. 289.35, and numerous WI Administrative Codes. Refer to the WI DNR and the Department of Planning and Zoning for more information on landfill regulations.

The City of Boscobel has garbage pick-up every week, recycling pick-up every two weeks. Boscobel does not share these services with any other jurisdiction. The jurisdiction’s landfill stopped accepting waste in 1982 and was initially closed and capped in 1985. In 1993 it was given a final capping based on new standards.

2.4.7 MUNICIPAL BUILDING AND/OR CITY HALL

Part of a jurisdiction’s infrastructure usually includes a meeting area and an office. A jurisdiction’s hall is integral to the operation of local government, providing a location for supplies and personal. In some cases, it also serves as

a community center. Other infrastructure can include a garage or maintenance shop, salt storage, or recycling or compost sites. Table 2.6 lists Boscobel’s facilities.

Table 2.6 City Facilities

TYPE OF FACILITY	LOCATION AND ADDRESS	AMENITIES
<input checked="" type="checkbox"/> MUNICIPAL BUILDING/CITY HALL/POLICE DEPARTMENT	1006 Wisconsin Avenue Boscobel, WI	
<input checked="" type="checkbox"/> CITY GARAGE/STREET DEPARTMENT	108 Grey Street	
<input checked="" type="checkbox"/> MAINTENANCE SHED		
<input checked="" type="checkbox"/> SALT SHED	111 Grey Street	
<input type="checkbox"/> RECYCLING CENTER		
<input type="checkbox"/> COMPOST DROP OFF	End of Smith Street	
<input checked="" type="checkbox"/> SWIMMING POOL/RECREATION CENTER	1507 Wisconsin Avenue	
<input checked="" type="checkbox"/> LIBRARY, BLAINE GYM & THEATRE, TUFFLEY CENTER, DEPOT, PARK BUILDINGS, CITY GARAGE		

2.4.8 PARKS AND RECREATIONAL FACILITIES

Parks and recreational locations might be considered only as part of a jurisdiction’s natural resources; however they are also part of a jurisdiction’s facilities, adding to community infrastructure and quality of life. Boscobel has a number of parks and recreational facilities in their jurisdiction. See Table 2.7 below.

Table 2.7 City Recreational Resources

NAME/TYPE OF RECREATIONAL RESOURCE	AMENITIES
Kronshage Park	<p>Kronshage Park is Boscobel's principal and largest park. It offers a large number of recreational facilities including 70 picnic tables (6 handicapped accessible), 5 tennis courts, a swimming pool, playground apparatus, lighted football, baseball, and track fields, 3 regulation horseshoe courts, a full basketball court, 2 lighted sand volleyball courts, 3 shelter buildings, concession stand, restrooms with modern plumbing that are handicapped accessible, 2 new lighted back-to-back softball diamonds, grills, park benches, trash receptacles, and paved parking. The park typifies the public financial benefits derived by combining school and municipal recreation programs, as Boscobel High School is located adjacent to the park.</p> <p>Another attraction of the park is its large expanses of open space on which any number of recreation activities can be accommodated. Horse and livestock shows, circuses, 4-H gatherings, rendezvous and civil war reenactments are examples of such space-demanding activities that occur on the park grounds. Maintenance is good within this widely used park.</p>

Table 2.7 City Recreational Resources

NAME/TYPE OF RECREATIONAL RESOURCE	AMENITIES
Fireman's Park	This city-owned neighborhood playground is located adjacent to the Boscobel and Rural Fire Department whose membership provides and maintains some of its facilities. Features of this park include eight picnic tables, a grill, and playground apparatus, an improved lighted softball field with backstop, restrooms, bleachers, and chain-link fencing.
Scout Park	This neighborhood park is city-owned and is the site of the local Scout Troop cabin. Most of the acreage, which borders Sanders Creek, consists of grassy open space with two picnic tables, scattered trees, a half basketball court (one goal) and some playground equipment. Recent additions to this park include a new recreational play structure with sand base.
Veterans Memorial Park	This very small area next to City Hall on Wisconsin Avenue contains benches upon which shoppers can rest and others can engage in people watching. This new area, classed as a <i>mini-park</i> , is an asset to downtown beautification.
Westside Park	This recently-acquired neighborhood playground is two acres in size and is located west of U.S. Highway 61. Improvements include: a softball diamond with backstop and general open space area; playground apparatus; tot lot area; a shelter building with bathroom facilities, storage and shelter areas; landscaping-planting of trees, shrubs, seeding, etc.; sidewalks, a parking lot, and full basketball court that is in need of lighting.
Bluff View Park	Bluff View Park is a small parcel of land dedicated for public use in the Moran and Daugherty subdivision located on the city's east side. It is landscaped, has horseshoe courts, a tetherball court, two picnic tables, playground apparatus, and a newly added recreational play structure.
Veterans Park	Bluff View Park is a small parcel of land dedicated for public use in the Moran and Daugherty subdivision located on the city's east side. It is landscaped, has horseshoe courts, a tetherball court, two picnic tables, playground apparatus, and a newly added recreational play structure.
VFW Park	This very small area at the intersection of Highway 61 and West Oak Street is the site of a decommissioned M60 tank, a memorial plaque, shrubs, trees and a picnic table.
Depot Park	The City of Boscobel has acquired the Boscobel Depot and adjacent railroad lands for purposes of historic preservation, interpretation and recreation. Restoration of the depot and development of the Heritage Center has been initiated by the Boscobel Area Heritage Museum, Inc., a non-profit group. The group is currently working with the Wisconsin Department of Transportation to secure a Statewide Transportation Enhancement Program (STEP) grant to complete restoration of the depot and develop a parkway along the railroad corridor.
Sanders Creek Walking Trail	This small scenic recreational area was acquired by the City of Boscobel as part of an Army Corps of Engineers flood control project. The corridor along Sanders Creek (within the city limits) is primarily used for open space enjoyment and passive recreation. Space is used for such activities as walking, free play and fishing. The city's Master Plan identified a number of potential uses for the corridor. These include hiking trails, fishing sites, picnicking sites, nature study areas, and linkages to schools, downtown and park facilities.

2.4.9 WIND FARMS

Wind farms are quickly becoming a viable alternative for “green” energy production. However, they can sometimes be considered problematic to site due to the amount of land they require and their impact on the viewscape. Senate Bill 334, passed in 2003-2004, states that cities, towns, villages, and counties cannot place restrictions on the installment of wind energy systems except instances where the restriction would serve to protect or preserve public health or safety, where cost does not significantly increase or decrease its efficiency, or where the restriction would provide a new system of comparable cost and efficiency. Therefore, a jurisdiction could indicate on its map where a wind energy system might be best placed but it cannot ban them altogether. A total ban would have to meet the above criteria of SB 334. Currently there are no wind farms in Boscobel, nor are any proposed.

2.4.10 CEMETERIES

Cemeteries are identified as prominent historic and cultural resources. They can provide an historic perspective of an area, providing names and ethnicities of previous residents, linking a community to its past. The Boscobel Cemetery, located on the south edge of the City, serves Boscobel residents.

2.4.11 POLICE, FIRE, AND RESCUE SERVICES

Table 2.8 below lists the types of Police, Fire, and Rescue Service protection available in Boscobel. For more information on whom services are shared with, refer to Chapter 7, Intergovernmental Cooperation.

Table 2.8 Police, Fire, and Rescue Service Protection

TYPE OF PROTECTION	PROVIDER?	STAFFING (I.E. VOLUNTEER, PAID, ETC.)
X FIRE PROTECTION	Boscobel & Rural Fire Department 510 Wisconsin Avenue	Volunteer
X LAW ENFORCEMENT	Boscobel Police Department 1006 Wisconsin Avenue	6 full-time Several part-time
X EMERGENCY RESPONSE	Boscobel Rescue Squad 510 Wisconsin Avenue	Volunteer

2.4.12 LIBRARY FACILITIES

Grant County libraries are part of the Southwest Library System which was created in 1971, when the Wisconsin State Legislature passed a law creating the 17 Library Systems in Wisconsin. The purpose of the system is to provide free and equitable access to public libraries for all residents in Wisconsin even if their community has none. The library system also serves to take on projects too costly or complex for individual community libraries. The funding for the Public Library System comes from a set percentage of the budgets of all public libraries in Wisconsin.

Table 2.9 Library Services

LOCATION (NAME AND ADDRESS)	SERVICES (I.E. INTERNET, INTERLIBRARY LOAN, CHILDREN'S PROGRAMS)
Boscobel Public Library 1033 Wisconsin Avenue Boscobel	Public access computers with internet, wireless internet connection, interlibrary loan (state and national), children's story time and summer library program, library book discussion group, workshops, readers advisory services, Badgerlink and overdrive online database research and e-book services, WisCAT online catalog services.

2.4.13 PRIMARY, SECONDARY, AND HIGHER EDUCATION FACILITIES

A quality education system is the foundation of a strong democracy and healthy economy. The New Wisconsin Promise is the State's commitment to ensure a quality education for every child. Raising achievement for all students and closing the achievement gap between economically disadvantaged students, students of color, and their peers is the No. 1 priority.

Residents of the City of Boscobel attend schools in one public school district: Boscobel Area. Table 2.10 highlights the public educational facilities available to residents of the City, the current enrollment of these public school districts, and the estimated capacity of these districts (i.e. the number of students they could effectively teach, using existing facilities). When coupled with projected population numbers, knowing a school's estimated capacity is helpful for all types of planning, including utilities, land use and transportation.

Table 2.10 Education Facilities: City of Boscobel

SCHOOL NAME	LOCATION	GRADE LEVELS*	CURRENT ENROLLMENT	ESTIMATED CAPACITY
C Boscobel	Boscobel Area School District	E, M, H	900	1000

*E = Elementary, M= Middle, H=High School

There are several regional institutions of higher education offering a wide variety of educational opportunities including certificates, technical diplomas, associate, bachelor, and master's degrees. The nearest colleges and universities are located in Fennimore (Southwest Wisconsin Technical College), Platteville (UW - Platteville),

Monroe (Blackhawk Tech) Madison (Edgewood College, UW-Madison, Madison Area Technical College) and Dubuque (University of Dubuque, Loras College, and Clarke College).

2.4.14 CHILDCARE FACILITIES

Adequate childcare facilities are of great importance to local and regional economies. The Department of Health and Family Services (DHFS), Division of Children and Family Services (DCFS), Bureau of Regulation and Licensing (BRL) is responsible for the licensing and regulation of child care programs, children's residential programs and private child welfare agencies for foster care and adoption. The purpose of the Bureau of Regulation and Licensing is to promote the health, safety and welfare of children in regulated community care arrangements. In addition to family and group child care programs, BRL regulates day camps, group foster homes for children, residential care centers for children and youth, shelter care facilities and child placing agencies.

Table 2.11 shows the childcare facilities available to Boscobel residents.

Table 2.11 Childcare Facilities

FACILITY NAME	FACILITY LOCATION	AGE LEVELS AND SCHOOL DISTRICT SERVED
Bright From the Start	401 Johnson Street, Boscobel	4Y – 16Y, Boscobel Area
123 Family Daycare	311 Pearl Street, Boscobel	1W – 13Y, Boscobel Area
Little Bulldog Daycare	100 Brindley Street, Boscobel	4W – 12Y, Boscobel Area
Mary's Daycare	117 Circle Drive	6W-10Y, Boscobel Area
M & P Child Care, LLC	114 Vista Place	12M – 13Y, Boscobel Area
Sunshine Alley Preschool	208 Mary Street	4Y – 5Y, Boscobel Area
Holy Innocents, A Montessori School	409 E. Kansas	12M – 13Y, Boscobel Area

2.4.15 HEALTHCARE FACILITIES

Healthcare facilities are an integral part of a community’s infrastructure. Having access to adequate and supportive health care services becomes even more important in areas where a population has large sections of vulnerable individuals: the very young and the very old. In particular, health care services for the elderly are becoming more and more important as the population of the U.S. grows older. The trend of an aging population is found throughout Grant County, the State of Wisconsin, and the country as a whole.

Table 2.12 lists the medical care facilities in Boscobel that serve the residents of the jurisdiction.

Table 2.12 Healthcare Facilities

Facility Name	Facility Location
Hospitals: Boscobel Area Healthcare	205 Parker Street, Boscobel
Medical Clinics: Bluff Street Clinic Boscobel Clinic S.C.	200 W. Bluff Street, Boscobel 208 Parker Street, Boscobel
Nursing Homes: Boscobel Area Healthcare Nursing Home	205 Parker Street, Boscobel
Assisted Living Facilities: Vista House	111 Vista Place, Boscobel
Chiropractic: Lorenz Chiropractic Williams Chiropractic	109 W. Oak Street, Boscobel 832 Wisconsin Avenue, Boscobel
Dentist: Dr. Larry Clark Dr. Michael Mecikalski DDS	105 E. Bluff Street, Boscobel 310 Parker Street, Boscobel
Optometrist: Davis, Duehr, Dean	310 Parker Street, Boscobel
Podiatrist: Various visiting specialists	208 Parker Street, Boscobel
Other: Various visiting specialists	208 Parker Street, Boscobel

2.4.16 TELECOMMUNICATION FACILITIES

Telecommunication towers, specifically cellular phone towers, are on the rise with increased use of cellular phones. Refer to the Federal Communications Commission FCC - (www.wireless2.fcc.gov) or the Grant County Planning and Zoning for more information on telecommunication regulations.

The City of Boscobel does not have cell towers in the jurisdiction and has not identified potential locations for any future cell towers, including co-located towers.

2.4.17 POWER PLANTS AND TRANSMISSION LINES

Grant County utility needs are supplied by the Alliant/ Wisconsin Power and Light Company, the Scenic River Energy Cooperative, and the Dairyland Power Cooperative (DPC). For information regarding their service territories, transmission lines, and substations, please refer to Map 2.2. Cable services are provided by Mediacom, while internet services are available from CenturyTel, Mediacom, MHTC, Midwest Telnet, DirecTV, and Dish Network.

2.4.18 POSTAL SERVICE

Post Offices are located in most Grant County communities. The Boscobel Post Office, located at 105 Superior Street, Boscobel, serves the residents of the City.

2.5 CAPITAL IMPROVEMENTS PLAN (CIP)

A capital improvements plan (CIP) is a multi year scheduling of physical public improvements based on the examination of available fiscal resources, as well as the prioritization of such improvements. Capital improvements are those that include new or expanded physical facilities that are relatively large, expensive, and permanent. Street improvements, public libraries, water and sewer lines, and park and recreation facilities are common examples of capital improvements.

Boscobel has a CIP which includes a 5-10 year utility plan as detailed below:

2005 - 2014 TEN-YEAR STREETS, CAPITAL IMPROVEMENT PLAN**2005 Streets Improvement Project (1,300 Lin. Ft.) - \$175,000**

Total Reconstruction of existing streets, including replacement of all underground utilities. Work is on the 100 Block of Wisconsin Avenue, 100 Block of Grey Street and 100 Block of Nevada Street. Utility Share \$65,000.00.

2006 Streets Improvement Project (1,320 Lin. Ft.) - \$210,000

Total Reconstruction of existing street, including replacement of all underground utilities. Work is on the 1100, 1200, 1300 and 1400 Blocks of Park Street. Utility Share \$70,000.00.

2006 S.T.H. 133 Reconstruction - Boscobel to Blue River – State Funded

Total Reconstruction of S.T.H. 133 (Prairie Street) within the City Limits, including replacement of all underground utilities. City local share is 25% of the cost for new sidewalk. Estimated to be \$15,000.00. Utility Share \$90,000.00.

2007 Streets Improvement Project (2,600 Lin. Ft.) - \$433,000

Total Reconstruction of existing streets, including replacement of all underground utilities. Work is on the 100, 200 and 300 Blocks of Mary Street, as well as the 100, 200 and 300 Blocks of Fremont Street. Utility Share \$165,000.00.

2008 Streets Improvement Project (1,300 Lin. Ft.)

Total Reconstruction of existing street, including replacement of all underground utilities. Work is on the 100, 200 and 300 Blocks of Pearl Street. Utility Share \$85,000.00.

2009 Streets Improvement Project (1,900 Lin. Ft.) - \$280,000

Total Reconstruction of existing street, including replacement of all underground utilities. Work is on the 100, 200, 300 and 400 Blocks of E. Bluff Street. Utility Share \$120,000.00.

2010 Streets Improvement Project (2,200 Lin. Ft.) - \$330,000

Total Reconstruction of existing streets, including replacement of all underground utilities. Work is on the

100, 200 and 300 Blocks of Adams Street, as well as the 200 and 300 Blocks of Brindley Street. Utility Share \$145,000.00

2011 Streets Improvement Project (1,600 Lin. FL) - \$250,000

Total Reconstruction of existing streets, including replacement of all underground utilities. Work is on the 300 Block of Parker Street, Warah Street, Center Street and West LeGrand Street. Utility Share \$105,000.00.

2012 Streets Improvement Project (1,300 Lin. Ft.)

Total Reconstruction of existing streets, including replacement of all underground utilities. Work is on the 400, 500 and 600 Blocks of Superior Street. Utility Share \$90,000.00.

2013 Streets Improvement Project (1,450 Lin. Ft.) - \$210,000

Total Reconstruction of existing streets, including replacement of all underground utilities. Work is on the 300 and 400 Blocks of E. Oak Street. Utility Share \$100,000.00.

2014 Streets Improvement Project (1,250 Lin. Ft.) - \$235,000

Total Reconstruction of existing streets, including replacement of all underground utilities. Work is on the 100 and 200 Blocks of West LeGrand Street, as well as 500 Block of East LeGrand Street. Utility Share \$88,000.00.



2.6 UTILITY AND COMMUNITY FACILITY AGENCIES AND PROGRAMS

There are a number of available state and federal agencies and programs to assist communities with public works projects. Below are brief descriptions of various agencies and programs. Contact information has been provided for each agency. To find out more specific information or which program best fits your needs contact the agency directly.

UNITED STATES DEPARTMENT OF AGRICULTURE – RURAL DEVELOPMENT (USDA-RD)

COMMUNITY FACILITIES DIRECT GRANT AND LOAN PROGRAM

The community facilities grant program provides grants to assist the development of essential community facilities in rural areas and towns of up to 20,000 people. The objective of the agency is to construct, enlarge, extend, or otherwise improve community facilities providing essential services to rural residents. This can include the purchase of equipment required for a facility’s operation. All projects that are funded by the RHS grant program must be for public use.

USDA RURAL DEVELOPMENT OF WISCONSIN
 4949 Kirschling Ct
 Stevens Point, WI 54481
 Phone: (715) 345-7615
 FAX: (715) 345-7669
<http://www.rurdev.usda.gov/wi/>
<http://www.rurdev.usda.gov/rhs/>

COMMUNITY FACILITIES GUARANTEED LOAN PROGRAM

The community facilities loan program is similar to the grant program in that it provides funding for essential community facilities, such as schools, roads, fire halls, etc. Again local jurisdictions must have a population of less than 20,000 to be able to apply. Applications are funded based on a statewide priority point system. For more information on the loan program log on to the USDA-RD website or call the office listed above.

UNITED STATES DEPARTMENT OF AGRICULTURE – RURAL UTILITIES

There are a number of available programs through USDA-RUS as part of the Water and Environmental Programs (WEP). WEP provides loans, grants, and loan guarantees for drinking water, sanitary sewer, solid waste, and storm drainage facilities in rural areas, cities, and towns of 10,000 or less. Public bodies, non-profit organizations and recognized Indian Tribes may qualify for assistance. WEP also makes grants to non-profit organizations to provide technical assistance and training to assist rural communities with their water, wastewater, and solid waste programs. Some of the available programs include:

- Water and Waste Disposal Direct and Guaranteed Loans
- Water and Waste Disposal Grants
- Technical Assistance and Training Grants
- Solid Waste Management Grants
- Rural Water Circuit Ride Technical Assistance

UNITED STATES DEPARTMENT OF AGRICULTURE (USDA) NATURAL RESOURCE CONSERVATION (NRCS)
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (US EPA) COOPERATIVE STATE RESEARCH
EDUCATION EXTENSION SERVICE (CSREES)

FARM*A*SYST

Farm*A*Syst is a national program cooperatively supported by the above agencies. The program enables you to prevent pollution on farms, ranches, and in homes using confidential environmental assessments. This program can help you determine your risks. A system of fact sheets and worksheets helps you to identify the behaviors and practices that are creating risks. Some of the issues Farm*A*Syst can help you address includes:

- Quality of well water, new wells, and abandoned wells
- Livestock waste storage
- Storage and handling of petroleum products
- Managing hazardous wastes
- Nutrient management

Farm*A*Syst is a voluntary program, so you decide whether to assess your property. This program has been nationally and internationally recognized for its common-sense approach to managing environmental risks. Contact the Farm*A*Syst office for more information on available programs.

**HOME*A*SYST**

Also available through the cooperative efforts of USDA, NRCS, CSREES, and US EPA is the national Home*A*Syst program. This program is very similar to the Farm*A*Syst program explained above, but instead is specific to your home. The program begins with a checklist to identify risks including safety of drinking water, use and storage of hazardous chemicals, and lead based paint. The program can help you develop an action plan to reduce your risks. Contact the Home*A*Syst program to find out more information and to obtain worksheets to begin your assessment today.

FARM*A*SYST & HOME*A*SYST

**303 Hiram Smith Hall
 1545 Observatory Drive
 Madison, WI 53706-1289**

**Phone: 608-262-0024
<http://www.uwex.edu/farmasyst>
<http://www.uwed.edu/homeasyst>**

WISCONSIN DEPARTMENT OF NATURAL RESOURCES (WIDNR)

BUREAU OF COMMUNITY FINANCIAL ASSISTANCE (DNR-CFA)

The Bureau of Community Assistance administers a number of grant and loan programs. The Bureau supports projects that protect the public health and the environment and provide recreational opportunities. The Bureau has three major areas of programs, which include the following:

- **Environmental Loans:** This is a loan program for drinking water, wastewater, and brownfield projects.
- **Environmental Financial Assistance Grants:** This is a grant program for non-point source runoff pollution, recycling, lakes, rivers, municipal flood control and well compensation.
- **Land and Recreation Financial Assistance Grants:** This is a grant program for conservation, restoration, parks, stewardship, acquisition of land and easements for conservation purposes, recreational facilities and trails, hunter education, forestry, forest fire protection, gypsy moth, household hazardous waste collection, dam rehabilitation and abandonment, dry cleaner remediation, and urban wildlife damage.

WISCONSIN DEPARTMENT OF NATURAL RESOURCES (WI-DNR)
 101 S Webster St
 Madison WI 53703
 Phone: 608-266-2621
 Fax: 608-261-4380
<http://www.dnr.state.wi.us>

These programs listed above are the major program headings. There are numerous programs available for specific projects underneath these umbrella programs. For example, under the Environmental Loans Program, there is the Safe Drinking Water Loan Program (SDWLP). The SDWLP provides loans to public water systems to build, upgrade, or replace water supply infrastructure to protect public health and address federal and state safe drinking water requirements. For more information on other available programs, contact the Wisconsin DNR or visit the website listed above.

WISCONSIN WELL COMPENSATION GRANT PROGRAM

Another program available through the Wisconsin DNR is the Well Compensation Grant Program. To be eligible for a grant, a person must own a contaminated private water supply that serves a residence or is used for watering livestock. Owners of wells serving commercial properties are not eligible, unless the commercial property also contains a residential unit or apartment. The Well Compensation grant program provides partial cost sharing for the following:

- Water testing if it shows the well is contaminated
- Reconstructing a contaminated well
- Constructing a new well
- Connecting to an existing private or public water supply
- Installing a new pump, including the associated piping
- Property abandoning the contaminated well
- Equipment for water treatment
- Providing a temporary bottled or trucked water supply

WISCONSIN DEPARTMENT OF COMMERCE

WISCONSIN COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM PUBLIC FACILITIES (CDBG-PF)

This program is designed to assist small communities with public facility improvements. Eligible activities would include publicly owned utility system improvements, streets, sidewalks, disability accessibility projects, and community centers. Local governments including towns, villages, cities, and counties are eligible. Entitlement cities, over 50,000 in population, are not eligible. Federal grant funds are made available on an annual basis. The maximum grant for any single applicant is \$750,000. Grants are only available up to the amount that is adequately justified and

**WI DEPARTMENT OF COMMERCE
 DIVISION OF COMMUNITY DEVELOPMENT**
 PO Box 7970
 Madison, WI 53707
 Phone: 608-266-8934
 Fax: 608-266-8969
<http://www.commerce.state.wi.us>
<http://www.rurdev.usda.gov/rhs/>

documented with engineering or vendor estimates.

WISCONSIN COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM PUBLIC FACILITIES (CDBG-PFED)

This program helps underwrite the cost of municipal infrastructure necessary for business development. This program requires that the result of the project will ultimately induce businesses, create jobs, and invest in the community. More information is available from the Wisconsin Department of Commerce.

3.0 AGRICULTURAL, NATURAL AND CULTURAL RESOURCES



Wisconsin State Statute 66.1001(2)(e)

(e) Agricultural, Natural and Cultural Resources.

A compilation of objectives, policies, goals, maps and programs for the conservation, and promotion of the effective management, of natural resources such as groundwater, forests, productive agricultural areas, environmentally sensitive areas, threatened and endangered species, stream corridors, surface water, floodplains, wetlands, wildlife habitat, metallic and nonmetallic mineral resources, parks, open spaces, historical and cultural resources, community design, recreational resources and other natural resources.

3.1 AGRICULTURAL RESOURCES

3.1.1 AGRICULTURAL RESOURCES SUMMARY

The purpose of the Agricultural element is to present agricultural data and provide direction for land use decisions impacting agriculture for the next 20 years. Culturally, agriculture is important to the City as it hosts Amish produce stands – and is a known farming area. Hardware and feed stores and the patronization of local stores, has agriculture contributing economically to Boscobel. Agriculture also has both recreational and aesthetic significance through hunting, fishing, restaurants, gas stations, recreational businesses, tourism, farmland that attracts eagles, and the animals and plants associated with it.

3.1.2 GOALS

The following is the Agricultural Resource Goal, one of the fourteen Smart Growth Planning Goals required by the planning grant contract.

1. Protect economically productive areas, including farmland and forests.

3.1.3 OBJECTIVES AND POLICY AND PROGRAM RECOMMENDATIONS

The following agricultural resource objectives and policy recommendations (not in order of priority) support the above goal. They will guide agricultural resource decisions in the City of Boscobel over the next 20 years.

NOT IN ORDER OF PRIORITY

1. **Emphasize the preservation of the environmental quality and rural character of the jurisdiction when considering future land use proposals.**
2. **Encourage proper separation distances between urban and rural land uses to avoid conflicts.**
3. **Encourage the jurisdiction's agricultural infrastructure to support farming.**
4. **Encourage new agricultural supply or service uses to locate in areas where they can economically and efficiently serve the farm community.**

3.1.4 FARMING SYSTEM

Using farm related data gathered at the County level from the Agricultural Census, it is possible to draw an inference about the state of agricultural health in the City of Boscobel. (The Agricultural Census does not collect data at the City level and defines a farm as any place from which \$1,000 or more of agricultural products were produced and sold, or normally would have been sold, during the year.)

Table 3.1.1 Trends in Farm Numbers 1987 – 2002

Grant County	1987	1992	1997	2002
Farms (number)	2,470	2,340	2,238	2,490
Land in farms (acres)	648,318	620,951	599,617	605,836
Average size of farm (acres)	262	265	268	243
Number of farms by size – 1 to 9 acres	136	115	73	105
Number of farms by size – 10 to 49 acres	178	204	234	398
Number of farms by size – 50 to 179 acres	728	645	681	836
Number of farms by size – 180 to 499 acres	1,155	1,100	982	900
Number of farms by size – 500 to 999 acres	230	226	221	193
Number of farms by size – 1,000 acres or more	43	50	47	58
Total cropland (farms)	2,307	2,159	2,051	2,185
Total cropland (acres)	419,596	400,489	376,191	374,984

(Source: 1987, 1992, 1997, 2002 US Census of Agriculture)

Table 3.1.1 gives the number of farms in Grant County for the years 1987 through 2002. The County showed a 0.8% increase in farms between 1987 and 2002. Paradoxically, as the number of farms has increased, the acres of farmland have decreased 7% in the same timeframe.

Although average farm size decreased 7% from 1987 to 2002, in the same period, small farms (10 to 49 acres) increased 124%. Very large farms (1,000+ acres) increased 35%, as did farms from 50 to 179 acres (15%). All other farm size classes decreased. The conclusion is that there are more very large (“super”) farms, “hobby” farms have more than doubled, while “working” or “family” farms have declined.

Table 3.1.2 Trends in Dairy Farms 1987 – 2002

Grant County	1987	1992	1997	2002
Milk cows (farms)	1,313	1,089	878	665
Milk cows (number)	66,728	58,995	52,702	46,564

(Source: 1997, 2002, US Census of Agriculture)

Table 3.1.2 shows clearly that both the number dairy farms and dairy cows in Grant County dropped dramatically (49% and 30% respectively) between 1987 and 2002.

3.1.5 LAND SALES STATISTICS

As required by the comprehensive planning process, statistics and graphs of land sales information are included below. Unfortunately, the data does not document land sales at the City level, nor is it as current as one would like.

However, despite these limitations, it is clear from Table 3.1.3 that the value of land (both Ag and land sold for non-Ag uses) has been rising and for some time, too (in particular, the value of agricultural land diverted to other uses peaked in 2003). This trend of the last decade is no doubt continuing and therefore it is likely to affect future efforts by farmers to compete for the land base needed to remain in agriculture.

Table 3.1.3 Grant County Agricultural Land Sales: Total Agricultural Land

Agricultural land continuing in agricultural use							
	1999	2000	2001	2002	2003	2004	2005
Number of transactions	78	43	32	25	29	67	43
Acres sold	9,772	6,603	3,652	2,173	3,872	9,459	4,967
Dollars per acre	\$1,326	\$1,512	\$1,822	\$1,549	\$2,073	\$2,377	\$2,532
Agricultural land diverted to other uses							
Number of transactions	41	9	13	9	5	9	12
Acres sold	3,114	822	981	311	360	528	1,241
Dollars per acre	\$1,137	\$1,572	\$1,750	\$1,435	\$2,676	\$2,336	\$2,857
Totals							
Number of transactions	119	52	45	34	34	76	55
Acres sold	12,886	7,425	4,633	2,484	4,232	9,987	6,208
Dollars per acre	\$1,280	\$1,519	\$1,807	\$1,535	\$2,124	\$2,375	\$2,597

(Source: 2006, National Agricultural Statistics Service)

3.1.6 AGRICULTURAL ECONOMY

As shown in Table 3.1.4, three persons living in the City of Boscobel listed their occupations as farmer or farm manager in the 2000 census. Note that these occupations may not be in the City the farmer or farm manager is living in. However, it does provide a general overview of the City's population of farmers.

Table 3.1.4 Farmers and Farm Managers as Number and Percent of Total City Population

Jurisdiction	Population	Number of Persons Employed as Farmers and Farm Managers	Percent of Persons Employed as Farmers and Farm Managers
Town of Beetown	734	93	12.7%
Town of Bloomington	399	43	10.8%
Town of Boscobel	433	4	0.9%
Town of Cassville	487	54	11.1%
Town of Castle Rock	487	37	7.6%
Town of Clifton	304	42	13.8%
Town of Ellenboro	608	35	5.8%
Town of Fennimore	599	31	5.2%
Town of Glen Haven	490	48	9.8%
Town of Harrison	497	36	7.2%
Town of Hazel Green	1043	63	6.0%
Town of Hickory Grove	443	40	9.0%
Town of Jamestown	2077	48	2.3%
Town of Liberty	552	57	10.3%
Town of Lima	721	85	11.8%
Town of Little Grant	257	66	25.7%
Town of Marion	517	25	4.8%
Town of Millville	147	9	6.1%
Town of Mount Hope	225	33	14.7%
Town of Mount Ida	523	52	9.9%
Town of Muscoda	674	20	3.0%
Town of North Lancaster	515	65	12.6%
Town of Paris	754	63	8.4%
Town of Patch Grove	390	58	14.9%
Town of Platteville	1343	48	3.6%

Table 3.1.4 (cont.) Farmers and Farm Managers as Number and Percent of Total City Population

Jurisdiction	Population	Number of Persons Employed as Farmers and Farm Managers	Percent of Persons Employed as Farmers and Farm Managers
Town of Potosi	831	43	5.2%
Town of Smelser	756	48	6.3%
Town of South Lancaster	808	67	8.3%
Town of Waterloo	557	51	9.2%
Town of Waterstown	362	23	6.4%
Town of Wingville	394	59	15.0%
Town of Woodman	194	12	6.2%
Town of Wyalusing	370	31	8.4%
Village of Bagley	339	0	0.0%
Village of Bloomington	701	14	2.0%
Village of Blue River	429	2	0.5%
Village of Cassville	1085	7	0.6%
Village of Dickeyville	1043	2	0.2%
Village of Hazel Green	1171	11	0.9%
Village of Livingston	584	10	1.7%
Village of Montfort	603	0	0.0%
Village of Mount Hope	186	2	1.1%
Village of Muscoda	1357	5	0.4%
Village of Patch Grove	166	4	2.4%
Village of Potosi	711	2	0.3%
Village of Tennyson	370	6	1.6%
Village of Woodman	96	0	0.0%
City of Boscobel	3047	3	0.1%
City of Cuba City	1945	17	0.9%
City of Fennimore	2387	19	0.8%
City of Lancaster	4070	32	0.8%
City of Platteville	9989	48	0.5%
Total	49770	1673	

(Source: 2000 Population Census)

3.1.7 AGRICULTURAL INFRASTRUCTURE

Farming infrastructure includes businesses and services such as feed mills, adequate roads, equipment vendors, cheese factories, seed dealers, or veterinarians might supply. Farm supply businesses and food processing facilities represent important resources to area farmers as well as the broader local economy. Through its feed mills, veterinarian services, plumbers, HVAC businesses, and hardware stores, Boscobel has a robust farming infrastructure.

3.1.8 PHYSICAL CHARACTERISTICS

Attached is the soils map (Map 3.1.1) for the City of Boscobel.

3.1.9 CONFLICTS AND THREATS TO AGRICULTURE

With the changes in development pressure and the transition out of farming by many, the nature of the industry is rapidly changing. Some of the conflicts and threats are within local control and some are tied to state, national and global decisions. This comprehensive plan cannot impact decisions such as commodity prices, which are set on the world market and the reduced marketing opportunities as a result of consolidation. What the plan can do, is respond to local conflicts and issues such as

- Conflicts with new residents with non-agriculture backgrounds, including smells and odors, traffic conflicts, animal waste disposal, trespassing, dust, manure and mud on the roads, chemical applications, equipment noise, lights, and fencing requirements.
- Fragmentation of farm fields as new parcels are created.
- Agricultural land values exceeding possible agricultural income opportunities.
- The challenges of developing a new generation of farmers.

Ways the City works with the County to address these issues includes the Safety Exhibit, the Local Junior Fair, 4H clubs (and others), Two Cylinder Show, the “Thresheree”, and tractor pulls.

3.1.10 FUTURE OF AGRICULTURE

Agriculture is changing rapidly and it is likely to continue to do so. It appears that the future will include three types of operations: larger commodity producers, niche/specialty producers, and life-style farming operations. In the past, the commodity producers were dominant, but this is changing as traditional dairy producers and older farmers are leaving the business.

3.1.11 AGRICULTURE RESOURCES, AGENCIES AND PROGRAMS

There are a number of available county, state and federal programs to assist with agricultural planning and protection. Below are brief descriptions of the various agencies and programs. The Farm Service Agency, Natural Resources Conservation Services, and the Conservation District offices are located at the Grant County Land Conservation Department, at 150 W. Alona Lane, Suite 1, Lancaster, WI 53813-2188 (608-723-6377). The UW Extension office is located at the Youth and Agriculture Center, 916 E. Elm Street, Fairgrounds, PO Box 31, Lancaster WI 53818-2125 (phone 608- 723-2125 and fax 608-723-4315).

USDA FARM SERVICE AGENCY

The U.S. Department of Agriculture's Farm Service Agency (FSA) has a direct financial impact on rural Wisconsin families through the programs and services they offer. They are dedicated to stabilizing farm income, helping farmers conserve land and water resources, providing credit to new or disadvantaged farmers and ranchers, and helping farm operations recover from the effects of disaster. Programs and services offered by the FSA are

- **Farm Loan Program (FLP)**

The Farm Service Agency offers direct and guaranteed farm ownership and operating loans to farmers who are temporarily unable to obtain private, commercial credit. Often, FLP borrowers are beginning farmers who cannot qualify for conventional loans because they have insufficient financial resources. The Agency also helps established farmers who have suffered financial setbacks from natural disasters, or whose resources are too limited to maintain profitable farming operations.

- **Conservation Reserve Program (CRP)**

The CRP is a voluntary program that offers annual rental payments, incentive payments for certain activities, and cost-share assistance to establish approved cover on eligible cropland. The program encourages farmers to plant long-term resource-conserving covers to improve soil, water, and wildlife resources. The Commodity Credit Corporation (CCC) makes available assistance in an amount equal to not more than 50 percent of the participant's costs in establishing approved practices. Contract duration is between 10 and 15 years.

- **Direct and Counter-Cyclical Payments (DCP)** The 2002 Farm Bill makes payments to eligible producers of covered commodities for the 2002 through 2007 crop years. Direct and counter- cyclical payments are made to producers with established crop bases and payment yields. Payment rates for direct payments were established by the 2002 Farm Bill and are issued regardless of market prices. Producers also are eligible for counter-cyclical payments, but payments are issued only if effective prices are less than the target prices set in the 2002 Farm Bill. Commodities eligible for both direct and counter- cyclical payments include wheat, corn, sorghum, barley, oats, upland cotton, rice, soybeans, sunflower seeds, canola, flaxseed, mustard, safflower, rapeseed, and peanuts.

- **Milk Income Loss Contract Program (MILC)**

This program, authorized by the 2002 Farm Bill, financially compensates dairy producers when domestic milk prices fall below a specified level. Eligible dairy producers are those who produced milk in any state and marketed the milk commercially beginning December 2001. To be approved for the program, producers must be in compliance with highly erodible and wetland conservation provisions and must enter into a contract with USDA's Commodity Credit Corporation to provide monthly marketing data.

USDA FARM SERVICE AGENCY

WISCONSIN STATE OFFICE
8030 Excelsior Drive
Madison, WI 53717-2905

Phone (608) 662-4422
Fax (608) 662-9425

<http://www.fsa.usda.gov/WI>

NATURAL RESOURCES CONSERVATION SERVICE

The Natural Resources Conservation Service (NRCS) is the federal agency that works with landowners on private lands to conserve natural resources. NRCS is part of the U.S. Department of Agriculture, formerly the Soil Conservation Service. Nearly three-fourths of the technical assistance provided by the agency goes to helping farmers and ranchers develop conservation systems uniquely suited to their land and individual ways of doing business. The agency also assists other private landowners and rural and urban communities to reduce erosion, conserve and protect water, and solve other resource problems. NRCS provides:

**WISCONSIN NATURAL
RESOURCES CONSERVATION
SERVICE (NRCS)**

6515 Watts Road
Suite 200
Madison, WI 53719

Phone (608) 276-USDA

<http://www.wi.nrcs.usda.gov>

- **Technical Assistance for Conservation**

Conservation technical assistance is the basis of NRCS mission to conserve, sustain, and improve America's private lands. NRCS staff works one-on-one with private landowners to develop and implement conservation plans that protect the soil, water, air, plant and animal resources on the 1.5 billion acres of privately owned land in the United States.

- **Soil Survey**

NRCS is responsible for surveying the soils of the United States, publishing and interpreting soil information. Soil information is the basis for natural resource and land use planning, key to assessing site potential for specific uses and identifying soil characteristics and properties.

- **National Resources Inventory**

Every five years, NRCS conducts the National Resources Inventory (NRI) on nonfederal rural land in the United States. This inventory shows natural resource trends, such as land cover and use, soil erosion, prime farmland, and wetlands. The 1992 NRI, for example, shows that farmers are dramatically reducing soil erosion on cropland. From 1982 to 1992, erosion on all cropland declined by about one-third, going from 3.1 billion to 2.1 billion tons a year.

- **Wetlands**

Wetland conservation is an important and sensitive issue. During 1982-1992, wetland losses due to agriculture slowed to about 31,000 acres a year, a more than 90 percent reduction compared to conversion rates between 1954 and 1974. NRCS is one of the four primary federal agencies involved with wetlands.

- **Wetlands Reserve Program**

In the Wetlands Reserve Program, conservation easements are purchased from landowners to restore or enhance wetland areas. Ownership, control of access, and some compatible uses remain with the landowner.

- **Wetland Identification**

NRCS has technical leadership for identification and delineation of wetlands on agricultural lands and on all USDA program participant's lands. NRCS maintains a list of hydric soils and a wetland inventory on agricultural land.

- **Soil Quality**

Over the past decade, NRCS has been helping producers develop and implement 1.7 million conservation plans on 143 million acres of highly erodible cropland as part of the conservation compliance provision of the Food Security Act of 1985. As a result, erosion on the most highly erodible cropland has been cut by two-thirds.

- **Water Quality**

NRCS assists farmers to improve water quality. This includes improving nutrient and pesticide management and reducing soil erosion, thus decreasing sediment that would otherwise end up in lakes and streams. Technical assistance, including engineering, structure design and layout for manure management and water quality practices contributes significantly to state water quality efforts. Through the Environmental Quality Incentive Program, NRCS provides technical and financial assistance for local resource priorities.

WISCONSIN FARM CENTER

The Wisconsin Farm Center provides services to Wisconsin farmers and agribusinesses to promote the vitality of the state's agricultural economy and rural communities. Services include:

- **Growing Wisconsin Agriculture**
Wisconsin is committed to the long-term profitability of agricultural businesses. Legislation passed in 2004 strengthens agriculture and invites producers to invest, reinvest and expand.
- **Financial Counseling and Advising**
The Farm Center's financial experts are trained in feasibility analysis, enterprise analysis, debt analysis along with restructuring and cash flow projection. They can personally assist producers and answer specific questions, providing useful resource materials.
- **Farm Mediation**
The Farm Center's farm mediation program provides dispute resolution services to farmers with problems involving creditor-debtor issues; U.S. Department of Agriculture program benefits; contracts with food processors, fertilizer, seed or feed dealers; conflicts within farm families; and landlord-tenant issues.
- **Stray Voltage**
Through Rural Electrical Power Services, the Farm Center provides information about stray voltage and power quality issues; answers to regulatory questions; on-farm and distribution system investigations by a technical team that can assist farmers in working with the utility or electrician to resolve a power quality conflict; a format for dispute resolution; and research on electrical issues.
- **Legal**
The Farm Center's agricultural attorney can answer general legal questions about farm business organization, landlord-tenant issues, debt restructuring, legal procedures, creditor-debtor law, and tax reorganization and estate planning.
- **Vocational**
The Farm Center can help farmers or their family members make a successful transition to off-farm employment. It can help them examine their skills and explore their career options, regardless of whether they are looking to add off-farm income to the farm operation, starting a new small business, or seeking off-farm employment.
- **Farm Transfers**
Through its Farm Link program, the Farm Center can help farmers who want to start their own operation, retiring farmers who want someone to take over their operation, or farmers who want to relocate due to urban or environmental pressures.
- **Animal Agriculture**
Animals are a vital part of agriculture in Wisconsin. Whether you are a farmer, a veterinarian, a livestock dealer or trucker, or a consumer, DATCP provides information and regulates many aspects of animal agriculture.
- **Crops**
Statistics show Wisconsin ranks first in production of a number of agriculture crops. Farmers in the State continue to adopt traditional and specialty crops. Cultivating and protecting them is key.
- **Land and Water**
The State works with county land conservation departments to protect the environment through conservation practices, incentive programs and regulation.

**WISCONSIN DEPARTMENT OF TRADE
AND CONSUMER PROTECTION
(DATCP)**
WISCONSIN FARM CENTER

2811 Agriculture Drive
PO Box 8911
Madison, WI 53708

Phone (608) 224-4960

<http://www.datcp.state.wi.us>

3.2 NATURAL RESOURCES



3.2.1 NATURAL RESOURCE SUMMARY

It is vital for the City of Boscobel to consider its future in conjunction with its natural resources. It can be very challenging for rural communities to allow new development, while at the same time protecting the natural environment, preserving the character of an area. At first, development may have only a limited impact on the natural landscape, but as development continues, visual and environmental impacts become increasingly apparent. In order to protect natural resources for the future, it is crucial to be aware of existing natural resources, such as water, the geology of the region, forests and woodlands, wildlife habitat, and wetlands.

3.2.2 GOALS

The following are the Natural Resource Goals, two of the fourteen Smart Growth Planning Goals required by the planning grant contract.

1. Protect natural areas, including wetlands, wildlife habitats, lakes, woodlands, open spaces, and groundwater resources.
2. Protect economically productive areas, including farmland and forests.

3.2.3 OBJECTIVES AND POLICY AND PROGRAM RECOMMENDATIONS

The following natural resource objectives and policy recommendations will support the above goals and will guide natural resource decisions in the Town of Benton over the next 20 years.

NOT IN ORDER OF PRIORITY

1. **Continue to provide adequate outdoor recreation facilities for the jurisdiction.**
2. **Encourage the preservation of scenic, historic, and scientific areas for the benefit of present and future generations.**
3. **Encourage the education of local residents on the importance of natural resources.**
4. **Advocate partnerships with local clubs and organizations to protect important natural areas held in common interest.**
5. **Encourage tree preservation and municipal tree-planting programs in the jurisdiction.**
6. **Encourage the suppression and limitation of noxious weeds.**
7. **Consider creating wellhead protection plans for existing and future municipal wells.**
8. **Explore opportunities to capitalize on local natural resources in conjunction with tourism.**
9. **Where and when appropriate, utilize county, state, and federal programs or grants to conserve, maintain, and protect natural resources.**

3.2.4 COMMON NATURAL RESOURCES

Natural resources are materials such as water, topsoil, air, land, forests, fish and wildlife, and minerals occurring in nature that are essential or useful to humans. They have significance economically, recreationally, culturally, and aesthetically. These resources are combined into the recognized natural systems in which we live. These systems, or combinations of natural materials, can be referred to as “natural environments”, “ecosystems”, “biomes”, or “natural habitats”. Human activities affect all natural resources which in turn can have significant, sometimes adverse, impacts on the human community.

Natural resources are culturally, economically, recreationally, and aesthetically significant to the City of Boscobel. The Wisconsin River, its wildlife habitat, and the accompanying hunting provide recreation, economic stimulus, beauty of the landscape, and are part of the City’s culture. Recreation businesses, including hardware stores, restaurants, the walking path, bike and snowmobile trails, and canoe rentals are all part of why and how natural resources are valuable to the community.

Keeping residents informed of their jurisdiction's natural resources is a proactive first step in supporting natural resource protection efforts. Flyers included with a tax mailing, articles in the local newspaper, workshops, or other similar education efforts can all help to educate residents on natural resource issues. Natural resource issues in the City of Boscobel are communicated through the local newspaper, brochures, mailings, and signs provided by the WI-DNR.

Fostering working relationships with your neighboring jurisdictions can help the City of Boscobel protect shared, contiguous natural areas that give local residents space to pursue recreational opportunities. Tapping into state and federal programs aimed specifically at protecting farmland, wetlands, and forests can help protect Boscobel's natural resources. State and federal agencies and contact information are listed at the end of this chapter.

Although the City does not currently work with any neighboring jurisdictions to protect shared natural resources, in the event of a conflict in protecting such resources, the City would schedule meetings to resolve the issue.

3.2.5 WATER RESOURCES

Water is probably the most commonly used natural resource, serving intrinsic and essential functions in the community on a daily basis for people, plants, and animals. A watershed is the land area from which all area waters (surface and groundwater) drain into stream systems and aquifers. Groundwater aquifers can be contained within a single watershed or can be so large that several watersheds are within the aquifer. Over 70% of all Wisconsin, communities (that is, every two out of three State residents) rely on groundwater not only for domestic use, but also for agriculture, industrial uses, and recreational purposes. The City of Boscobel is in the Green River and Crooked Creek watersheds. See Map 3.2.1, for the City of Boscobel Water Resource Map and Map 3.2.2, Depth to Water Table Map for more information.

3.2.5.1 GROUNDWATER

Groundwater is the water beneath the earth's surface filling spaces between rocks and soil particles and flowing between them. Groundwater fills wells and supplies the flow from springs. It is a critical resource, not only because it is used constantly, but also because rivers, streams, and other surface water depend on it for recharge. Groundwater can easily be contaminated through non-point source pollution, particularly in regions with thin soils over fractured limestone, sandstone, and shale bedrock.

All domestic water consumption in Boscobel is groundwater and is through a public water service. The City does not supply water to any neighboring jurisdiction for this use.

3.2.5.2 GROUNDWATER CONTAMINATION

It is important to keep groundwater in mind for many areas of comprehensive planning. Ultimately, what takes place above ground affects groundwater below. There are a variety of land use practices influencing water resource quality. Potential pollution sources (both point and non-point) in Boscobel that can affect groundwater include but are not limited to

- Landfills
- Underground Storage Tanks
- Junkyards
- Improperly Abandoned Wells
- Pesticide and Fertilizer Applications
- Gas Stations
- Chemical Spills

Because of its mobile nature, contaminants can travel far from their source through the water cycle. Contaminants in water coming from a variety of sources identified as non-point source pollution (NPSP), which can come from things like agriculture runoff, leaking septic systems, road salt and road building, parking lots, lawn, and golf course runoff, all of which directly impact water resources. Point source pollution comes from identifiable sources such as a single factory or overflow from a sewage treatment facility.

Pinpointing pollution sources can be made easier by identifying the location of potential pollutants, so communities can plan where and how much development can be built with the least amount of impact to the watershed. Contamination of local drinking water resources can be devastating, very costly to reverse, and affects all area residents. However, through cross connection inspection, source water testing, and distribution testing, the City of Boscobel successfully protects its water supply.

A wellhead protection plan lists potential contaminants as well as aim at preventing those contaminants from entering the area of land around wells. This area includes, "the surface or subsurface area surrounding a water well or wellfield supplying a water system, through which contaminants are reasonably likely to move toward and reach such well or wellfield" (US EPA. 1987). Boscobel does not have a wellhead protection plan but the Planning Commission expressed interest in developing one itself.

3.2.5.3 GROUNDWATER SUPPLY

Water supply is impacted as communities grow, bringing increased demand to supply water to new homes, businesses, and industries. High capacity wells and an increasing number of wells, both private and public, can reduce the amount of recharge to surface waters, causing streamflow reduction, loss of springs, and changes in wetland vegetative communities. The strains of meeting growing water demand from a sprawling population are starting to show. Statewide water use has increased 33% in the last 15 years and water tables are plummeting in many urban areas as the thirst for more water outstrips the land's ability to provide it. (Lisa Gaumnitz, Tim Asplund, and Megan R. Matthews, "A Growing Thirst for Groundwater", August 2004.)

The Groundwater Bill (2003 Act 310) addresses groundwater quantity issues, requiring approval for siting, fees, and an environmental review. While this legislation is currently more relevant in areas of the state experiencing severe water quantity issues (such as Southeast Wisconsin), the principle of controlling groundwater withdrawal in all parts of the state is quite important and is a growing concern for the future. A State level groundwater advisory committee is now meeting to address groundwater management issues to be of help to communities. At this time, water supply is

3.2.5.4 SURFACE WATER

Surface water, which is all water naturally open to the atmosphere such as rivers, lakes, reservoirs, ponds, streams, impoundments, seas, and estuaries, in the City of Boscobel includes the Wisconsin River, Crooked Creek, and Sanders Creek. These watercourses provide recreational opportunities, such as fishing, canoeing, wildlife viewing, swimming, and bird watching. These same rivers and their feeder streams also provide essential habitat for fish, mussels, insects, and other wildlife. See Map 3.2.1, Water Resource Map for more information.

Although the City does not have shoreland protection measures stricter than State requirements, through street sweeping and clean catch basins, Boscobel protects the surface waters in their jurisdiction.

3.2.5.5 WETLANDS

The City of Boscobel is within the Western Coulee and Ridges ecological landscape, an area in which most wetlands are associated primarily with the rivers and streams. The importance of glacial activity in forming lakes and wetlands is illustrated by the lack of these water bodies in the Driftless Area of southwestern Wisconsin (see Map 3.2.1). The Western Coulee and Ridges region has a fair amount of wetland area (22% open wetland, 24% forested wetland) but the overall percentage of wetland for Grant County is still only 3.1% (WI-DNR 2007). Grant County wetlands are mainly associated with either the Wisconsin or Mississippi rivers because most of the County has experienced wetland drainage for agricultural purposes or the landscape is too hilly. Also, the Driftless Area has very little open, natural lakes with associated wetlands.

Wetlands serve a variety of functions, including an important role in stormwater management and flood control, filtering pollutants, recharging groundwater, providing a habitat for many wildlife species and plants, and offering open space and passive recreational opportunities. Wetlands include all marshes, swamps, fens, bogs, and those areas excluded from cultivation or other uses because they are intermittently wet and have hydric soils. A City ordinance provides specific wetland protection.

3.2.5.6 FLOODPLAINS

A floodplain is a low area of land adjacent to a stream or other watercourse subject to flooding. Floodplains hold water overflow during a flood and are delineated based on the 100-year storm event - the area that would be covered by water during a flood so big it theoretically only happens every 100 years. However, the magnitude of the 100-year storm flooding can occur any year. For that reason, development should not occur in drainage ways and floodplains since they serve as stormwater runoff systems and flood mitigation landscape features.

Counties, cities, and villages are required to adopt reasonable and effective floodplain zoning ordinances in order to participate in the Federal Emergency Management Agency’s (FEMA) National Flood Insurance Program. Towns generally rely on their county for floodplain control.

FEMA has designated flood hazard areas along many surface water resources. The importance of respecting floodways and floodplains is critical in terms of planning and development. Ignoring these constraints can cause serious problems relating to property damage and the overall safety of residents. See Map 3.2.3 for the City’s Flooding Frequency map. Boscobel has a floodplain ordinance which it enforces.

3.2.6 WILDLIFE

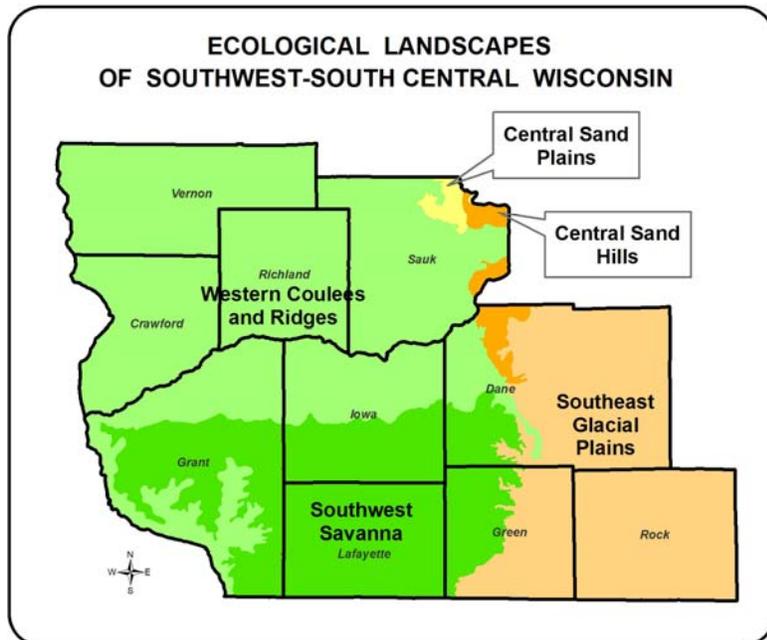
It is vital to provide sufficient natural habitat at a distance from human activities where wildlife will not be in contact or conflict with humans and can live and breed without interference. Wildlife can sometimes cause problems by destroying property, carrying diseases, producing unsanitary waste, or conflicting with human activities so having enough habitat is critical. A City ordinance provides protection of wildlife and wildlife habitat.

Habitat is the combination of food, water, shelter, and space necessary to meet the needs of wildlife.

3.2.6.1 IMPORTANCE OF BIODIVERSITY

Biodiversity is the full spectrum of life forms and the many ecological processes supporting them. Protecting biodiversity is essential to core necessities such as maintaining clean air and water, providing adequate habitat for the state’s flora and fauna, maintaining a vibrant economy and providing recreational opportunities. Biodiversity protection depends on the sustainability of diverse ecosystems, such as the mosaic of forests, agricultural lands, grasslands, bluffs, coastal zones and aquatic communities present in Wisconsin. It also depends upon the conservation of each ecosystem’s basic components – the natural communities, plants and animals within them. Ecosystems contain a variety of species that are unique and provide value to the diversity of the individual ecosystem and the state overall. It is important to view biodiversity at all levels to ensure the adequate conservation of Wisconsin’s environment.

At the broadest scale, the State of Wisconsin is divided into distinct “ecological landscapes” based on unique combinations of physical and biological characteristics that make up the ecosystems, such as climate, geology, soils, water, or vegetation. They differ in levels of biological productivity, habitat suitability for wildlife, presence of rare species and natural communities, and in many other ways that affect land use and management. The City of Boscobel is located in the Western Coulee and Ridges landscape.



3.2.6.2 NATURAL COMMUNITIES

Ecological landscapes are comprised of natural communities – assemblages of plants and animals at specific locations. Because of the biotic and abiotic differences between ecological landscapes, the natural communities within each are typically different as well. The highly eroded, unglaciated Western Coulee and Ridges hilly landscape is primarily forested and often managed for hardwood production. Agricultural activities are primarily dairy and beef farming, confined mainly to valley floors and ridge tops. This landscape has the world’s largest concentration of hillside prairies, which often support species of rare plants, insects, and reptiles.

3.2.6.3 STATE NATURAL AREAS

Wisconsin harbors a diverse mix of natural biotic communities and native species. Some species and natural communities have very limited distribution or only occur at small locations around the state. In 1951, Wisconsin initiated the United State's first statewide program to identify and protect areas of outstanding and unique ecological, geological, and archeological value. These natural areas provide the best examples of natural processes acting over time with limited impact of human activity. The State Natural Areas (SNA) program has grown to become the largest and most successful program of its kind in the nation; there are over 335 sites designated in Wisconsin.

State Natural Areas are important not only because they showcase the best and most pristine parts of Wisconsin, but also because they provide excellent wildlife habitat and undisturbed natural communities. Many threatened, endangered, and state special concern species can be found only in these areas.

There are eleven State Natural Areas in Grant County and include the Wyalusing Hardwood Forest, Dewey Heights Prairie, Blue River Sand Barrens, Wyalusing Walnut Forest, Ipswich Prairie, Adiantum Woods, Woodman Lake Sand Prairie and Dead Lake, Gasner Hollow Prairie, Snow Bottom, Blue River Bluffs, and Cassville Bluffs. All Grant County SNAs are open to the public.

3.2.6.4 ENDANGERED SPECIES

While the conservation of plants, animals and their habitat should be considered for all species, this is particularly important for rare or declining species. An endangered species is one whose continued existence is in jeopardy and may become extinct. A threatened species is one that is likely, within the foreseeable future, to become endangered. A special concern species is one about which some problem of abundance or distribution is suspected but not yet proven. The main purpose of the special concern category is to focus attention on certain species before they become endangered or threatened. Remaining examples of Wisconsin's intact native communities are also tracked but not protected by the law. Natural communities capture much of our native biodiversity and provide benchmarks for future scientific studies. Protection of such species is a valuable and vital component of sustaining biodiversity.

Both the state and federal governments prepare their own separate lists of such plant and animal species but do so working in cooperation with one another, as well as with various other organizations and universities. The WI DNR's Endangered Resources Program monitors endangered, threatened, and special concern species and maintains the state's Natural Heritage Inventory (NHI) database. This program maintains data on the locations and status of rare species in Wisconsin and these data are exempt from the open records law due to their sensitive nature.

The Wisconsin Endangered Species Law was enacted to afford protection for certain wild animals and plants that the Legislature recognized as endangered or threatened and in need of protection as a matter of general state concern. It is illegal to

- 1) take, transport, possess, process or sell any wild animal that is included on the Wisconsin Endangered and Threatened Species List;
- 2) process or sell any wild plant that is a listed species;
- 3) cut, root up, sever, injure, destroy, remove, transport or carry away a listed plant on public lands or lands a person does not own, lease, or have the permission of the landowner. There are exemptions to the plant protection on public lands for forestry, agriculture and utility activities. In some cases, a person can conduct the above activities if permitted under a Department permit (i.e. "Scientific Take" Permit or an "Incidental Take" Permit).

The Federal Endangered Species Act also protects animals and plants that are considered endangered or threatened at a national level. The law prohibits the direct killing, taking, or other activities that may be detrimental to the species, including habitat modification or degradation, for all federally listed animals and designated critical habitat. Federally listed plants are also protected but only on federal lands. Implementation of the Endangered Species laws is usually accomplished during the state permit review process, but is ultimately the responsibility of a project proponent and property owner to ensure that they are not in violation of the laws.

According to the NHI database and listed in Table 3.2.1, forty-three elements have been recorded in the Town of Boscobel (the town the City is located in. **Data is only provided to the town level.** Map 3.2.4 shows all elements known to occur within Grant County. Thorough inventories of the entire county have not been conducted for rare species. Additional rare species and their habitat may occur in other locations but they are not recorded within the

NHI database. Remaining examples of Wisconsin's intact native communities are tracked but not protected by the law. The descriptions of these threatened or endangered native communities in the jurisdiction are listed after Table 3.2.1.

NOTE: END = Endangered; THR = Threatened; SC = Special Concern

Table 3.2.1 Natural Heritage Inventory: Town of Boscobel

Group	Scientific Name	Common Name	State Status	Date Listed
Bird	<i>Haliaeetus leucocephalus</i>	Bald Eagle	SC	2005
Dragonfly	<i>Stylurus plagiatas</i>	Russet-tipped Clubtail	SC	1988
Dragonfly	<i>Neurocordulia molesta</i>	Smoky Shadowfly	SC	1993
Fish	<i>Aphredoderus sayanus</i>	Pirate Perch	SC	1980
Fish	<i>Notropis texanus</i>	Weed Shiner	SC	1977
Fish	<i>Erimyzon sucetta</i>	Lake Chubsucker	SC	1992
Fish	<i>Notropis nubilus</i>	Ozark Minnow	THR	1976
Fish	<i>Macrhybopsis storeriana</i>	Silver Chub	SC	1993
Fish	<i>Cycleptus elongatus</i>	Blue Sucker	THR	1995
Fish	<i>Etheostoma clarum</i>	Western Sand Darter	SC	1994
Fish	<i>Macrhybopsis aestivalis</i>	Shoal Chub	THR	1994
Fish	<i>Notropis amnis</i>	Pallid Shiner	END	1962
Leafhopper	<i>Polyamia dilata</i>	Prairie Leafhopper	THR	1999
Mussel	<i>Alasmodonta marginata</i>	Elktoe	SC	1988
Mussel	<i>Anodonta suborbiculata</i>	Flat Floater	SC	1988
Mussel	<i>Pleurobema sintoxia</i>	Round Pigtoe	SC	1997
Mussel	<i>Tritogonia verrucosa</i>	Buckhorn	THR	1997
Mussel	<i>Quadrula metanerva</i>	Monkeyface	THR	1988
Mussel	<i>Plethobasus cyphus</i>	Bullhead	END	1988
Mussel	<i>Lampsilis higginsii</i>	Higgins' Eye	END	1988
Mussel	<i>Fusconaia ebena</i>	Ebony Shell	END	1988
Mussel	<i>Lampsilis teres</i>	Yellow & Slough Sandshells	END	1988
Mussel	<i>Arcidens confragosus</i>	Rock Pocketbook	THR	1997
Mussel	<i>Simpsonaias ambigua</i>	Salamander Mussel	THR	1988
Other	<i>Mussel Bed</i>	Mussel Bed	SC	1988
Plant	<i>Commelina erecta var. deamiana</i>	Narrow-leaved Dayflower	SC	1884
Plant	<i>Nothocalais cuspidata</i>	Prairie False-dandelion	SC	1886
Plant	<i>Parthenium integrifolium</i>	American Fever-few	THR	1885
Plant	<i>Cypripedium candidum</i>	Small White Lady's-slipper	THR	1886
Plant	<i>Onosmodium molle</i>	Marbleseed	SC	1886
Plant	<i>Platanthera hookeri</i>	Hooker Orchis	SC	1884
Plant	<i>Eleocharis compressa</i>	Flat-stemmed Spike-rush	SC	1884
Plant	<i>Cacalia tuberosa</i>	Prairie Indian Plantain	THR	1884
Plant	<i>Cypripedium reginae</i>	Showy Lady's-slipper	SC	1884
Plant	<i>Cacalia suaveolens</i>	Sweet-scented Indian-plantain	SC	1969
Plant	<i>Talinum rugospermum</i>	Prairie Fame-flower	SC	1960
Plant	<i>Cirsium hillii</i>	Hill's Thistle	THR	1987
Plant	<i>Callirhoe triangulata</i>	Clustered Poppy-mallow	SC	1986
Plant	<i>Gentiana alba</i>	Yellow Gentian	THR	1998
Plant	<i>Ruellia humilis</i>	Hairy Wild-petunia	END	1998
Plant	<i>Eupatorium sessilifolium var. brittonianum</i>	Upland Boneset	SC	1991
Snake	<i>Pituophis catenifer</i>	Bullsnake	SC	1993
Turtle	<i>Emydoidea blandingii</i>	Blanding's Turtle	THR	1992

3.2.7 FOREST RESOURCES

Forests provide raw materials for the forest products industry and a venue for hunting, hiking, and fishing. Forests help sustain water resources and provide habitat for a wide variety of plants and animals, including threatened and endangered species and by balancing global warming effects and air pollution by producing oxygen and storing

carbon. Over half the forested lands in Wisconsin are privately owned (57%). See Map 3.2.5 (Natural and Recreational Resource map) for forested lands in the City of Boscobel.

Trees are important components of a community's green infrastructure, offering substantial environmental benefits, including cleaner air and water, quieter streets, cheaper energy bills, cooler temperatures, and wildlife habitat. Tree-planting programs, preserving established trees, and using sustainable forestry techniques not only increase property values for City residents, but also lower air and water remediation costs for the environment.

While Grant County has a great deal of land in agriculture, over a quarter of the County is forested: in 1983, 25% of Grant County (186,400 acres) was forested. As of 2004 (the most recent data available), 28% of the County was forested (209,623 acres). Most was in private ownership: 187,356 acres. (Data showing amount of forested land per City was not available.) In Grant County in 2006, the total number of privately owned acres of land in the Managed Forest Law program (MFL) was 19,510 acres, 3,751 of which were open to public for hunting and recreation.

3.2.8 ENVIRONMENTAL CORRIDORS

Environmental corridors are physical areas containing groups of features (such as hedgerows or river bottoms) allowing animals and plants to move unobstructed across the landscape. Areas of concentrated natural resource activity ("rooms"), such as wetlands, woodlands, prairies, lakes, and other features, become even more functional and supportive of wildlife when linked by such corridors ("hallways"). If corridor resource features are mapped, they can depict linear spaces that can be helpful in future land development decisions. Fish and wildlife populations, native plant distribution, and even clean water all depend on movement through environmental corridors. For example, wildlife populations isolated in one wooded location can overpopulate, die out, or cause problems for neighbors if there are not adequate corridors to allow the population to move about and disperse freely. Over 70% of all terrestrial wildlife species use riparian corridors, according to the USDA Natural Resources Conservation Service (NRCS). By preserving environmental corridors, wildlife populations, both plant and animals can maintain themselves and be healthier. See Map 3.2.5, Natural and Recreational Resources, for natural resources that might lend themselves to providing wildlife unimpeded access through the landscape.

Environmental Corridor Benefits:

- Improved Wildlife Habitat
- Greater Biodiversity
- Reduced Flooding
- Reduced Soil Erosion
- Improved Water Quality
- Improved Water Quantity
- Groundwater Recharge
- Bank Stabilization
- Improved Air Quality

Social Benefits:

- Walking and Hiking
- Cross Country Skiing
- Horseback Riding
- Photography
- Wildlife Viewing

3.2.9 LIGHT, AIR, AND NOISE POLLUTION

Light, air, and noise pollution are not often considered when doing planning. However, improper environmental controls can produce air (odor) pollution and noise pollution. The most common air pollutants (dust, pollen, fuel fumes, ash, etc.) including odors, come from industrial, automotive, and agriculture sources. Burn barrels are significant local contributors to air pollution. Boscobel does not have any air pollution problems.

Inappropriate or overly bright outdoor lighting can spill over property lines provoking altercations with neighbors or impair driving conditions (e.g. very bright lighting for businesses producing eye level glare to passing drivers). Improper night lighting or light pollution, affects the night sky anywhere improperly shaded nighttime outdoor lights are used. Lighting ordinances recognize the benefits of appropriate outdoor lighting and can provide guidelines for installation, helping to maintain and complement a community's character. Boscobel does have light pollution issues but a City ordinance addresses this.

A number of land uses can contribute to noise pollution, such as vehicle noise from highways, airport noise, or sounds from manufacturing facilities. Repetitive excessive noises like those from boom cars, loud stereos, powered lawn and garden equipment, and construction activities have been shown to have serious health consequences (e.g. tinnitus, balance problems), not to mention problems between neighbors. Noise pollution is also addressed through City ordinance.

3.2.10 GEOLOGIC AND MINERAL RESOURCES

Soils and geology are important planning considerations, particularly when thinking about new development. Today, technological advances can overcome many challenges relating to soil and geology. However, it is

important that these resources not be abused, overused, or contaminated. For example, particular attention must be paid to soils when development is occurring on steeper slopes. Maps showing Slopes (Map 3.2.6) and Depth-to - Bedrock (Map 3.2.7) have been included at the end of this Chapter.

Most of south/southwest Wisconsin's bedrock is sedimentary rock, consisting of sandstone and shale or limestone. Mineral resources are divided into two categories, metallic and non-metallic. Metallic resources in the region include lead and zinc. Historically, there was a great deal of lead and zinc mining in southern Grant County.

3.2.10.1 NON-METALLIC MINE RECLAMATION

In June of 2001, all Wisconsin counties were obliged to adopt an ordinance for nonmetallic mine reclamation. The purpose of the ordinance is to achieve acceptable final site reclamation to an approved post-mining land use in compliance with uniform reclamation standards. Uniform reclamation standards address environmental protection measures including topsoil salvage and storage, surface and groundwater protection, and concurrent reclamation to minimize acreage exposed to wind and water erosion. Boscobel complies with the County's Non-metallic Mining Ordinance.

3.2.10.2 QUARRIES

Non-metallic resources include sand, gravel, and limestone, resources that come from quarries. A quarry is an open-pit mine from which rock or minerals are extracted. Such rocks and minerals are generally used as dimension stone. Rock quarries are usually shallower than other types of open-pit mines. Types of rock extracted from quarries include cinders, coquina (a type of limestone), blue rock, granite, gritstone, limestone, marble, sandstone, and slate. Limestone for road building is one of the most significant non-metallic geologic resources in the area today.

In level areas, quarries often have special engineering problems for drainage. Groundwater seeping into the quarry pit must be pumped out. Many quarries fill with water to become ponds or small lakes after abandonment. Others have become landfills. Restricting access to quarries helps protect these areas from becoming groundwater pollution source points. Therefore, determining quarry locations within the jurisdiction's local watersheds can help communities plan where and how much development can be built, with respect to its water resources. Refer to Map 3.1.1, Soil Classification Map.

3.2.11 NATURAL OPEN SPACE AND PARKS

Natural open space is that part of the landscape without obvious development. It can take the form of cropland and pastures, greenbelts, wetlands, woodlands, parks, or floodplains. The value of open space lies not only in its inherent protection of ecologically sensitive areas, but also in its appeal of naturalness to the passerby, the vacationer, and the outdoor enthusiast. Preserving open spaces not only protects natural resources, but also gives the viewer a sense of freedom with its visual impact of open space, whether it is agricultural land, woodlands, or a park. Through the maintenance of its parks and wetlands, the City of Boscobel protects its natural open spaces.

Communities have signs and billboards for economic, safety, and information purposes. However, sometimes they can have a negative visual impact on the landscape, particularly if there are a lot of them, are very large, or are poorly placed. The City's 1982 Sign Ordinance controls the visual impact of signs in Boscobel.

3.2.12 LOCAL PARK AND RECREATION RESOURCES

Every jurisdiction is unique and can capitalize on its natural beauty. Only in your community do those particular views, walks, and landmarks exist. Because each place is unique, opportunities exist to capitalize on its assets. For example, biking, driving, or walking tours can be designed to thread through areas of cultural, historical, or environmental significance. ATV, horse, or bike trails can be dotted with parks, scenic waysides, or rest stops.

Parks are attractions in their own right. They can serve a limited neighborhood area, a portion of the community, or the entire community or region and provide land and facilities for outdoor recreation for residents and visitors. Depending on park size, parks and recreation areas can attract campers, ball players, bird watchers, cyclists, snowmobilers, bikers, 4-wheelers, horseback riders, hunters, anglers, and other recreational users. Amenities such as ballparks, trails, camping areas, playground equipment are only some of the facilities that make parks and recreation areas so inviting. Refer to the Natural and Recreational Resources Map 3.2.5 for park locations.

The City of Boscobel has a wealth of parks and recreational amenities. See Table 3.2.2 below for a full list. Also refer to Chapter 2, Utilities and Community Facilities.

Table 3.2.2 City of Boscobel Recreational Amenities

Park/Recreation Location	Recreational Amenities Available
Kronshage Park	Olympic size swimming pool, baseball/softball fields, tennis courts, basketball court, sand volleyball courts, playground equipment, horseshoe pits, badminton court, 3 picnic shelters (Kronshage EAste, Kronshage West & Larsen), restrooms, numerous picnic tables and outdoor grills
Bluffview Park	Playground equipment, horseshoe pits
Memorial Park (Veteran's Memorial Park)	Playground equipment, picnic tables
Northside Park (Fireman's Park)	Playground equipment, picnic tables, benches
Scout Cabin Park	Playground equipment, ball diamond, basketball court, picnic tables, trout stream.
Westside Park (Hinman)	Playground equipment, basketball court, ball diamond, picnic shelter, outdoor grill, restrooms
Sanders Creek Park Corridor	Park benches, picnic tables, trout stream
Unnamed Park / McNamee Subdivision	None
Elementary School Playground	Playground equipment
VFW Park	None
Depot Park	Park benches
Floyd Von Haden Boat Landing	Boat landing, restrooms

The City of Boscobel's Outdoor Recreation Plan was written in 1990 and has been updated since then. It should aid the City in addressing community recreational needs, including more park space, ball diamonds, and a community center.

3.2.13 LAND COVER

Map 3.2.5 shows the natural resources in the City of Boscobel. It also shows the location of natural resources such as forested lands, open water, wetlands, and wildlife corridors.

3.2.14 NATURAL RESOURCE AGENCIES AND PROGRAMS

There are a number of available state and federal programs to assist with agricultural, natural, and cultural resource planning and protection. Below are brief descriptions of various agencies and programs. Contact information is provided for each agency. To find out more specific information or which program best fits your needs contact them directly.

WISCONSIN DEPARTMENT OF NATURAL RESOURCES (WI-DNR)

The Department of Natural Resources is dedicated to the preservation, protection, effective management, and maintenance of Wisconsin's natural resources. It is responsible for implementing the laws of the state and, where applicable, the laws of the federal government that protect and enhance the natural resources of our state. It is the one agency charged with full responsibility for coordinating the many disciplines and programs necessary to provide a clean environment and a full range of outdoor recreational opportunities for Wisconsin citizens and visitors. The Wisconsin DNR has a number of programs available ranging from threatened and endangered species to water quality to parks and open space to wetlands. The DNR is available to provide information on endangered and threatened species. See their website for the Endangered Resources (ER) Program at <http://www.dnr.state.wi.us/org/land/er/> or contact the Program at 608/266-7012.

WISCONSIN DEPARTMENT OF NATURAL RESOURCES (WI-DNR)

101 S Webster St
Madison WI 53703

Phone: 608-266-2621
Fax: 608-261-4380

<http://www.dnr.state.wi.us>

The Bureau of Community Financial Assistance (CFA) administers grants and loan programs, under the WI-DNR. Financial program staff works closely with local governments and interested groups to develop and support projects that protect public health and the environment, and provide recreational opportunities.

WISCONSIN DEPARTMENT OF TRADE AND CONSUMER PROTECTION (DATCP)

The Wisconsin Department of Trade and Consumer Protection inspects and licenses more than 100,000 businesses and individuals, analyzes millions of laboratory samples, conducts hundreds of hearings and investigations, educates businesses and consumers about best practices, adopts rules that have the force of law, and promotes Wisconsin agriculture at home and abroad. Specifically DATCP has two divisions that relate directly to the agriculture and natural resource section of the comprehensive plan. The Environmental Division focuses on insects, land and water, as well as plants and animals. The Agricultural Division focuses on animals, crops, agricultural resources, and land and water resources.

WISCONSIN DEPARTMENT OF TRADE AND CONSUMER PROTECTION (DATCP)

**2811 Agriculture Drive
PO Box 8911
Madison WI 53708**

Phone: 608-224-4960

<http://www.datcp.state.wi.us>

WISCONSIN NATURAL RESOURCES CONSERVATION SERVICE (NRCS)

The Natural Resources Conservation Service is the federal agency that works with landowners on private lands to conserve natural resources. NRCS is part of the U.S. Department of Agriculture, formerly the Soil Conservation Service (SCS). Nearly three-fourths of the technical assistance provided by the agency goes to helping farmers and ranchers develop conservation systems uniquely suited to their land and individual ways of doing business. The agency also assists other private landowners and rural and urban communities to reduce erosion, conserve and protect water, and solve other resource problems.

WISCONSIN NATURAL RESOURCES CONSERVATION SERVICE (NRCS)

**6515 Watts Road,
Suite 200
Madison, WI 53719**

Phone (608) 276-USDA

<http://www.wi.nrcs.usda.gov>

ENVIRONMENTAL PROTECTION AGENCY REGION 5 (EPA)

The Environmental Protection Agency is a federal agency of the United States government, responsible for regulating environmental pollution and environmental quality. The EPA has been one of the lead agencies within the United States Government on the climate change issue.

**Environmental Protection Agency
Region 5
(Illinois, Indiana, Michigan, Minnesota,
Ohio, Wisconsin)**

**Phone Toll Free within Region 5:
1-800-621-8431
9:00AM to 4:30PM CST**

**Phone: 312-353-2000
<http://www.epa.gov>**

Lower Wisconsin State Riverway Board

**202 North Wisconsin Avenue
P.O. Box 187
Muscodia, Wisconsin 53573
Phone: 608-739-3188
FAX: 608-739-4263**

**Toll Free Phone: 1-800-221-3792
mark.cupp@wisconsin.gov**

LOWER WISCONSIN RIVERWAY BOARD

The agency administers a system of "performance standards" which are designed to protect the aesthetic integrity of the Riverway. Permits are required for structures, timber harvesting, utility facilities and other activities. A number of activities are now prohibited within the Riverway. However, most activities associated with an agricultural operation are exempt from the new regulations.

3.3 CULTURAL RESOURCES



3.3.1 CHAPTER SUMMARY

The purpose of this section is to inventory and support the management of cultural resources in the City of Boscobel. Many communities often ignore cultural and historic resources in order to deal with “real” issues facing their community. However, the proper appreciation of these assets is vital to the long-term success of a community. Respecting and utilizing these available resources increases the overall quality of life and provides opportunities for tourism. Tourism and historian events contribute economically to Boscobel. The City’s history and character of the community are aesthetic. Historic reenactments provide cultural recreation for residents and tourists alike.

Determining what cultural and historic resources are has been left open to some interpretation. For this Plan, historic resources include historic buildings and sites (as identified by the national register of historic places), museums, archeological sites, churches, cemeteries, old country schools, and other sites deemed appropriate by the community. The information is to serve as a guide to cultural and historic resources and is not inclusive.

3.3.2 GOALS

The following is the Cultural Resource Goal, one of the fourteen Smart Growth Planning Goals required by the planning grant contract.

1. Preserve cultural, historic, and archaeological sites.

3.3.3 OBJECTIVES AND POLICY AND PROGRAM RECOMMENDATIONS

The following cultural resources objectives and policy recommendations will support the above goal and will guide cultural resource decisions in the City of Boscobel over the next 20 years.

NOT IN ORDER OF PRIORITY

1. **Advocate partnerships with local clubs and organizations to protect important cultural areas held in common interest.**
2. **Continue to implement the community's Historic Preservation Ordinance.**
3. **Continue to support important community festivals and cultural events.**
4. **Promote opportunities to capitalize on local cultural resources together with tourism.**
5. **Where and when appropriate, utilize county, state, and federal programs or grants to conserve, maintain, and protect cultural resources.**

3.3.4 A BRIEF HISTORY OF GRANT COUNTY

Grant County was formed in 1836, the same year Wisconsin became a territory. It is the 10th largest county in the state with an area of 1,169 square miles. According to the 2000 census, the population, as adjusted, is 49,597. Grant County is located in the unglaciated region – the Driftless region.

Grant County received its name in 1810 from a white Indian trader named Grant, who visited the area regularly. Lead strikes attracted the first European settlers as early as 1825. When mining began to decline, the settlers discovered wealth in the rich soil and turned to farming. Agriculture is still the County's chief source of income.

Lancaster, the County seat, is the home of the courthouse which was built in 1902 with an annex added on in 1999. The Courthouse is among the finest in the State. Monuments in the courtyard include the Soldiers Monument – one of the oldest monuments in the nation to the Civil War dead. It was built by public and private funds and dedicated July 4, 1867. The Fountain on the west side of the courtyard was purchased by the Ladies of the G.A.R. and given to the County in 1906. The bronze monument to Nelson Dewey on the courtyard's east side was given by the State as a tribute to Wisconsin's first governor. Dewey was also the first Register of Deeds for Grant County. He died in Cassville, WI and is buried in Westwood Cemetery, next to the Episcopal Church in Lancaster. His grave is marked by an official State marker dedicated October 1, 1961. *Source: Grant County Historical Society and Grant County Official Directory, 2006-2007*

3.3.5 CULTURAL RESOURCE PUBLICATIONS OR DOCUMENTATION

Maintaining a written record of cultural resources is an excellent way of educating residents about a community's past as well as encouraging tourism. For more information, contact the Grant County Historical Society at 129 E Maple St., Lancaster, WI, 53813; Phone: (608) 723-4925. Publications on Boscobel's local history are numerous and include a flood study, the Ag Bender book, a Centennial book, the Boscobel Dial (local paper), and a brochure.

3.3.6 LOCAL HISTORICAL SOCIETIES

Local historical societies provide an important service to communities by documenting, rehabilitating, maintaining, or promoting local cultural resources. The Boscobel Area Historical Society is a local historic/genealogic society. Its president Greg Patchak (as of April '08) can be contacted for more information at 104 ½ Fremont Street, Boscobel.

Although it is understandable that parts of a community's cultural fabric wear thin, it is still important to at least recognize the community's cultural resources so the knowledge of what does exist is available to preservationists. And while a professional may be able to document significant buildings or landmarks as cultural important, it is the members of the community, those who live and die there, who are the best experts at identifying those aspects that make their community unique in the world.

Boscobel's unique characteristics are many and are only partially listed below:

Table 3.3.1 City of Boscobel Cultural Resources

Cultural Resources of Boscobel	
Depot Museum	Hotel
GAR Hall	Rock School
St. John's Lutheran Church	Hildebrand Library
Blaine Theatre	Downtown Buildings
Boscobel Cemetery	Sons of Union Veterans of the Civil War

3.3.7 MUSEUM OR CULTURAL RESOURCE CENTER

Another way of preserving the past is through a local museum or cultural resource center. The Depot Museum’s Restoration Committee provides local leadership in support and enhancing a local museum. It is located in the Boscobel GAR Hall, on 102 Mary Street in Boscobel.

3.3.8 HISTORICAL MARKERS

Wisconsin Historical Markers identify, commemorate and honor the important people, places, and events that have contributed to the state’s rich heritage. The Wisconsin Historical Society’s Division of Historic Preservation administers the Historical Markers program. Contact them for more information. The table below lists the State registered historical markers in Grant County.

Table 3.3.1 Grant County Historic Markers

Subject	Location/Nearest Community
The Gideons	HWY 61, 0.5 mi S. of Boscobel
Old Denniston House	117 East Front Street, Cassville
The “Dinky”	620 Lincoln Avenue, Fennimore
Point of Beginnings – Survey Point	HWY 80 at WI/IL state line, S. of Hazel Green
Nelson Dewey	Cemetery, 1 block W. HWY 61, 35, & 81, Lancaster
First State Normal School	Rountree Hall, Platteville

(Source: 2005, www.wisconsinhistory.org)

The Planning Commission also noted the Floyd Van Haden Boat Landing as an historical marker of local interest.

3.3.9 CULTURAL RESOURCE PROGRAMS AND SPECIAL EVENTS

Cultural resource programs and special events are very effective methods of bringing a community together to celebrate their cultural history. Not only do special events build community spirit, but they can also be important to the local economy. There are quite a number of cultural events in Boscobel including the Musket’s & Memories, Art by the Stream, the City’s July 4th Celebration, the Two-Cylinder Club, quilt shows, the Thresheree, the Red Balloon Collector Event, the Helen Mears Art Contest, and the Society for Creative Anachronism.

3.3.10 THREATS TO CULTURAL RESOURCES

Unfortunately, there are many threats to the cultural resources of a community. Whether it is development pressure, rehabilitation and maintenance costs, or simply the effects of time, it is often difficult to preserve the cultural resources in a community. In Boscobel, the biggest threats to the cultural life are maintenance costs for historic sites, expansion projects that eliminate historic homes, and the expansion of the local cemetery which presents a threat to the Musket’s & Memories event.

The cultural resources at greatest risk of loss in Boscobel include the Depot Museum, the GAR Hall, the Boscobel Hotel, various historic downtown buildings, and historic homes in the community.

3.3.11 LOST CULTURAL RESOURCES OR BUILDINGS

Sometimes important cultural resources are irreparably lost due to deterioration, apathy, development pressure, lack of maintenance, or merely the march of time. Once lost, such cultural links to the past and the community’s history are gone forever. The Rock Bridge on Bluff Street has been lost inside the City and outside City limits in the Township of Boscobel is the loss of an historic brewery which was located on STH 61 South.

3.3.12 HISTORICAL PRESERVATION ORDINANCES AND COMMISSIONS

The establishment of a historical preservation ordinance and commission is one of the most proactive actions a community can take to preserve cultural resources. A historical preservation ordinance typically contains criteria for the designation of historic structures, districts, or places, and procedures for the nomination process, as well as regulates the construction, alteration and demolition of a designated historic site or structure. Contact the Wisconsin

Historical Society’s Division of Historic Preservation for more information. The City of Boscobel has had its own historical preservation ordinance since 1982. It also has an historic preservation commission but it is currently not active.

Communities with historic preservation ordinances may apply for Certified Local Government (CLG) status with the Wisconsin State Historical Society. Once a community is certified, they become eligible for

- Matching sub-grants from the federal Historic Preservation Fund,
- Use of Wisconsin Historic Building Code,
- Reviewing National Register of Historic Places nominations allocated to the state.

3.3.13 CHURCHES

Churches historically have had a significant impact on the culture of a community. They are also sometimes the only places in rural areas where residents can gather to discuss important issues in their community. Refer to Map 3.3.1 for churches in the jurisdiction.

3.3.14 CEMETERIES

Cemeteries are identified as prominent historic and cultural resources. They can provide an historic perspective of an area, providing names and ethnicities of previous residents, linking a community to its past. Refer to Map 3.3.1 for cemeteries in the City of Boscobel

3.3.15 ARCHITECTURE AND HISTORY INVENTORY (AHI)

The Architecture and History Inventory (AHI) is a collection of information on historic buildings, structures, sites, objects, and historic districts throughout Wisconsin. The AHI contains all the documented historic sites in a community, as well as a list of those sites that are on the State and National Register of Historic Places.

The AHI is comprised of written text and photographs of each property, which document the property's architecture and history. Most properties became part of the Inventory as a result of a systematic architectural and historical survey beginning in 1970s. (Caution should be used as the list is not comprehensive and some of the information may be dated, as some properties may be altered or no longer exist.) Due to funding cutbacks, the Historical Society has not been able to properly maintain the database. Also, note that many of the properties in the inventory are privately owned and are not open to the public. The Wisconsin Historical Society’s Division of Historic Preservation maintains the inventory.

Table 3.3.2 lists the historical sites in the jurisdiction compiled by Richard Bernstein of the Office of Preservation Planning, Division of Historic Preservation of the Wisconsin Historical Society.

Table 3.3.2 City of Boscobel AHI

AHI #	Location	Historic Name
28086	826 WISCONSIN AVE; 830 WISCONSIN AVE	
28088	830 WISCONSIN AVE	
28089	832 WISCONSIN AVE	
28090	835 WISCONSIN AVE	McSpaden Block
28091	836 WISCONSIN AVE	
28092	839 WISCONSIN AVE	
28094	840 WISCONSIN AVE	
28096	900 WISCONSIN AVE	Graff Building
28097	903 WISCONSIN AVE	Marcus Building
28098	906 WISCONSIN AVE	
28099	910 WISCONSIN AVE	
28101	911 WISCONSIN AVE	
28105	912 WISCONSIN AVE	
28107	915 WISCONSIN AVE	
28109	919 WISCONSIN AVE	State Bank of Boscobel
28112	921 WISCONSIN AVE	Hof's Meat Market
28114	924 WISCONSIN AVE	
28115	925 WISCONSIN AVE	
28116	928 WISCONSIN AVE	E.W. Guentzel Harness Building
28117	932 WISCONSIN AVE	
28130	936 WISCONSIN AVE	Pittman Drugstore
28133	937 WISCONSIN AVE	

Table 3.3.2 (cont) City of Boscobel AHI

AHI #	Location	Historic Name
28135	1001 WISCONSIN AVE	
28137	1006 WISCONSIN AVE	
28139	1008 WISCONSIN AVE	
28140	1012-1022 WISCONSIN AVE	John and Louis Ruka Buildings
28141	1019 WISCONSIN AVE	
28142	1021 WISCONSIN AVE	
28143	1026 WISCONSIN AVE	Fred Sscheinpflug Building
28144	1028 WISCONSIN AVE	Blair Building
28145	1033 WISCONSIN AVE	Blair Building; Geo. M. Hildebrand Memorial Library
28147	1038 WISCONSIN AVE	Parker-Hildebrand Company
28148	1103 WISCONSIN AVE	
28150	1112 WISCONSIN AVE	
28152	1114-1120 WISCONSIN AVE	
29382	1005 WISCONSIN AVE	Central House Hotel
29830	WISCONSIN AVE AND R.R. TRACKS	C.M. & St. Paul Depot
43933	209 E ADAMS	
43935	209 ADAMS	
43937	BLUFF ST AND TRACKS	M. H. Bekkedahl Warehouse
43939	Bluff St. at Sanders Creek	
43941	106 E BLUFF ST	
43948	106 W BLUFF ST	Searles House
43950	208 E BLUFF ST	
43952	307 E BLUFF ST	
43955	409 E BLUFF ST	
43957	401 E BLUFF ST	
43959	410 W BLUFF ST	
43961	104 BUCHANON ST	United Methodist Church
43962	106 BUCHANON ST	
43963	207 BUCHANON ST, BETWEEN GROVE AND PARK STS	Boscobel High School
43964	LOCATED IN CEMETERY, CHESTNUT ST	
43965	LOCATED IN CEMETERY, CHESTNUT ST	
43966	602 CESTNUT ST	
43967	1106 CHURCH	Louis Ruka, Sr.
43968	CROOKED CREEK LANE	Ziegelmaier Boscobel Brewery
43969	CROOKED CREEK LANE	
43970	S OF ZIEGELMAIER BREWERY ON CROOKED CREEK LANE	
43971	NW CORNER OF DWIGHT AND CHURCH	
43972	1208 ELM ST	
43973	1308 ELM	
43974	102 FREMONT ST	Fred W. Ruka House
43975	104 E FREMONT ST	
44047	NE CORNER OF GROVE ST AND BUCHANON	Brick High School
44050	HIGHWAY 133 (RT. 2)	
44053	SE CORNER OF LABELLE ST AND OAK ST	
44057	NW CORNER OF LABELLE ST AND PARK	
44059	106 LABELLE ST	
44061	108 LABELLE ST, SW CORNER OF LABELLE ST AND VALLEY	
44064	302 LABELLE ST	
44065	304 LABELLE ST	
44069	103 W LEGRAND	
44073	200 E LEGRAND ST, S SIDE OF LEGRAND AT DEAD END (AT CMSP AND PRR)	Hildebrand House
44075	303 LEGRAND ST	
44080	303 W LEGRAND ST	
44082	407 E LEGRAND ST	
44083	102 MARY ST	Boscobel G.A.R Hall
44086	201 MARY ST	
44088	208 MARY ST, SE CORNER OF MARY ST AT CHURCH ST	Evans Lutheran St. Johann's Church
44090	300 MARY ST	
44093	1200 MOUND	Dr. J. Betz House
44094	1400 MOUND ST	Salzgerber House
44097	NORTH END OF NEVADA	
44098	NW CORNER OF NORTH AND WISCONSIN	
44101	102 E OAK ST	Blaine Community Building
44103	200 OAK ST	

Table 3.3.2 (cont) City of Boscobel AHI

AHI #	Location	Historic Name
44107	307 E OAK ST	Gov. John Blaine Residence
44109	411 OAK	
44111	422 OAK ST, E AND S OF LAKE	
44116	514 OAK ST	
44118	105 PARK ST NE CORNER OF PARK AND KANSAS	Hon W. W. Fields Residence
44121	501 PARK	Bonnie View
44129	703 PARK ST	Bottling Works
44132	1202 PARK ST	First Congregational Church
44135	205 PEARL ST	
44136	301 PEARL ST	Fred L. Ruka House
44140	304 PEARL ST	
44141	RAILROAD (SEE COMMENTS BELOW)	
44143	WISCONSIN AVE, C.M. & ST PAUL, LOCATED NEAR RAILROAD TRACKS	Pump House
44145	LOCATED NEAR RAILROAD TRACKS	
44146	103 SUPERIOR ST, 805 WISCONSIN AVE	
44147	304 E SUPERIOR ST	S. Anderson House
44149	311 SUPERIOR ST	
44160	904 WALNUT	
44164	712 S WISCONSIN AVE	Sanitary Creamery
44167	715 WISCONSIN AVE	Boscobel Mill; Sylvester Brothers Flour Mill
44168	813 WISCONSIN AVE	Wisconsin or Light Hotel
44169	NEAR 817 WISCONSIN AVE	
44172	929 WISCONSIN AVE	
44174	1113 WISCONSIN AVE	
44177	1119 WISCONSIN AVE	
44181	1125 WISCONSIN AVE	
44184	1126 WISCONSIN AVE	
44189	1134 WISCONSIN AVE	
44191	1216 S WISCONSIN AVE	John J. Ruka House
44193	1310 WISCONSIN AVE	John Ruka Residence
44195	1400 WISCONSIN AVE	Jake Scott House
44197	1415 WISCONSIN AVE	
44198	1419 WISCONSIN AVE	
44200	1500 WISCONSIN AVE	
44201	1507 WISCONSIN AVE	Bathhouse
44203	1312 S WISCONSIN AVE	Kronshage House
67214	1708 WISCONSIN AVE	
67225	1100 WISCONSIN AVE	Dwight Parker Building
67241	1201 PARK ST	Trinity Lutheran Church
111658	MEMORIAL PARK	Civil War Memorial

3.3.16 STATE AND NATIONAL REGISTER OF HISTORIC PLACES

The State Register is Wisconsin's official listing of state properties determined to be significant to Wisconsin's heritage and is maintained by the Wisconsin Historical Society's Division of Historic Preservation. Both listings include sites, buildings, structures, objects, and districts that are significant in national, state or local history, architecture, archaeology, engineering and culture. Contact the National Park Service or State Historical Society for more information of registration. The National Register is the official national list of American historic properties worthy of preservation, maintained by the National Park Service (U.S. Department of the Interior).

Sites in Boscobel the Planning Commission believes belong on the Register include the Hildebrand Library (Dwight Parker, 1100 Wisc. Ave., Boscobel) and the Carl Thiede house located at 303 E. leGrand Street in Boscobel.

3.3.17 ARCHAEOLOGICAL SITE INVENTORY (ASI)

The Archaeological Site Inventory (ASI) is a collection of archaeological sites, mounds, unmarked cemeteries, marked cemeteries, and cultural sites (at the City level) throughout Wisconsin. The Wisconsin Historical Society's Division of Historic Preservation maintains the inventory. Similar to the AHI, the ASI is not a comprehensive or complete list; it only includes sites reported to the Historical Society. The Historical Society estimates that less than 1% of the state's archaeological sites have been identified. Contact the Wisconsin Historical Society for more information about the inventory.

Table 3.3.3 lists the archeological sites in the jurisdiction compiled by John H. Broihahn of the Office of State Archeology, Historic Preservation Division of the Wisconsin Historical Society.

Table 3.3.3 City of Boscobel ASI

State Site # /Burial Code #	Site Name	Site Type	Cultural Study Unit
GT-0005	Boscobel Depot	Mound(s) - Other/Unk	Woodland
GT-0007	Sander's Creek	Mound(s) - Conical Mound(s) - Effigy Mound(s) - Linear	Late Woodland
GT-0008	Three Miles	Mound(s) - Other/Unk	Woodland
GT-0009	Unnamed Site	Campsite/village	
GT-0010	Unnamed Site	Campsite/village	
GT-0011	Unnamed Site	Campsite/village	
GT-0013	Crematory Cairn	Mound(s) - Conical Rock feature/petroform	Woodland
GT-0267	BOSCOBEL SAND PIT SITE	Campsite/village	Middle Woodland
GT-0431	RICKS ESTATE IMPLEMENT CASHE	Cache/pit/hearth	Unknown Prehistoric
GT-0430*	Parker Hospital Mounds	Mound(s) - Linear	Late Woodland
GT-0429	East Bluff Street Mounds	Mound(s) - Linear	Late Woodland
BGT-0025	BOSCOBEL MUNICIPAL CEMETERY & ST. JOHN'S CATHOLIC CEMETERY (COMBINED)	Cemetery/burial	Historic Euro-American
GT-0536	BEEMAN SITE	Cabin/homestead Campsite/village	Historic Euro-American Woodland
GT-0707	Bald Bluff Conical	Mound(s) - Conical	Woodland
GT-0708	Ochre Mine	Quarry	Unknown

3.3.18 CULTURAL RESOURCE AGENCIES AND PROGRAMS

WISCONSIN HISTORICAL SOCIETY

The Society serves as the archives of the State of Wisconsin. It collects books, periodicals, maps, manuscripts, relics, newspapers, and audio and graphic materials as they relate to North America. It maintains a museum, library, and research facility in Madison, as well as a statewide system of historic sites, school services, area research centers, administering a broad program of historic preservation and publishing a wide variety of historical materials, both scholarly and popular. The historical society can also provide assistance for various state and federal programs.

WISCONSIN HISTORICAL SOCIETY

Office of Preservation Planning
Division of Historic Preservation
Wisconsin Historical Society
816 State Street
Madison, WI 53706
Phone: 608-264-6500

<http://www.wisconsinhistory.org>

NATIONAL PARK SERVICE

The National Park Service administers the National Register of Historic Places. In addition to honorific recognition, listing in the National Register provides:

- Consideration in planning for Federal, federally licensed, and federally assisted projects,
- Eligibility for certain tax provisions,
- Qualification for Federal grants for historic preservation, when funds are available.

NATIONAL PARK SERVICE

Register of Historic Places
1201 Eye St., NW
8th Floor (MS 2280)
Washington, DC 20005
Phone: 202-354-2213

[http:// www.cr.nps.gov/nr](http://www.cr.nps.gov/nr)

WISCONSIN TRUST FOR HISTORIC PRESERVATION (WTHP)

The WTHP, established in 1986, is a private, non-profit organization dedicated to the preservation of the historical, architectural and archaeological heritage of Wisconsin. The Trust advocates for legislation and policies designed to encourage statewide historic preservation. Examples of some of the programs they initiate are

- **Wisconsin Main Street**

A comprehensive program designed to revitalize downtowns and give new life to historic business districts

- **Heritage Tourism Initiative**

The Heritage Tourism Initiative has helped develop grassroots heritage tourism organizations, encouraging Wisconsin communities to use their unique features to tap into the mushrooming heritage tourism market -- and protect that heritage at the same time.

- **Agricultural Buildings Preservation Initiative**

Inspired by the National Trust's popular Barn Again! program, this initiative provides information and forums to help owners of historic agricultural buildings determine how to maintain and reuse their buildings.

WISCONSIN TRUST FOR HISTORIC PRESERVATION

**23 North Pinckney Street,
Suite 330, PO Box 2288,
Madison, WI 53701-2288
Phone: 608-255-0348**

[http:// www.wthp.org](http://www.wthp.org)

NATIONAL TRUST FOR HISTORIC PRESERVATION

The National Trust for Historic Preservation is a nonprofit organization with more than 200,000 members. The Trust provides leadership, education and advocacy training to save America's historic places.

NATIONAL TRUST FOR HISTORIC PRESERVATION

**1785 Massachusetts Ave., NW
Washington, DC 20036-2117**

Phone: 202-588-6000

[http:// www.nationaltrust.org](http://www.nationaltrust.org)

4.0 HOUSING

4.1 CHAPTER SUMMARY

Housing is a necessity of life and an important part of the comprehensive planning process. The purposes of this section are to assess the current housing stock in the City of Boscobel and to identify policies and programs that will help meet existing and forecasted housing demand. The housing stock assessment includes the age, value, and type (e.g. single-family or multi-family) of existing housing units; as well as occupancy characteristics such as tenure (owner occupied vs. renter occupied), and affordability (the percentage of monthly income residents spend on housing costs).

Housing data in this chapter come from the U.S. Census Bureau. For housing-related results of the community survey that was distributed to all City of Boscobel property owners in the fall of 2007, see Chapter 1, Issues and Opportunities.



Wisconsin State Statute 66.1001(2)(b)

(b) Housing element.

A compilation of objectives, policies, goals, maps and programs of the local governmental unit to provide an adequate housing supply that meets existing and forecasted housing demand in the local governmental unit. The element shall assess the age, structural, value and occupancy characteristics of the local governmental unit's housing stock. The element shall also identify specific policies and programs that promote the development of housing for residents of the local governmental unit and provide a range of housing choices that meet the needs of persons of all income levels and of all age groups and persons with special needs, policies and programs that promote the availability of land for the development or redevelopment of low-income and moderate-income housing, and policies and programs to maintain or rehabilitate the local governmental unit's existing housing stock.

4.2 GOALS

The State of Wisconsin passed a comprehensive planning law in 2000 to compel municipalities to create comprehensive plans. The plans include nine basic chapters: Issues and Opportunities, Utilities and Community Facilities, Agricultural, Natural, and Cultural Resources, Housing, Transportation, Economic Development, Intergovernmental Cooperation, Land Use, and Implementation. In addition to these basic nine elements, fourteen Local Comprehensive Planning Goals were established which are more general in nature. Of these fourteen goals, the one listed below has the particular objective of housing development.

1. Provide an adequate supply of affordable housing for individuals of all income levels throughout the community.

4.3 OBJECTIVES AND POLICIES AND PROGRAM RECOMMENDATIONS

The following housing objectives and policy recommendations (not in order of priority) support the above goal. They will guide housing land use decisions in the jurisdiction over the next 20 years.

NOT IN ORDER OF PRIORITY

1. Encourage the availability of choices of owner and renter type-housing units to serve current and future needs of all residents.
2. Encourage future residential development in areas that can be served with public utilities and community facilities.
3. Continue enforcing property maintenance standards to ensure a high-quality living environment within all residential areas.
4. Where and when appropriate, utilize county, state, and federal programs or grants to maintain existing housing or to support the construction of future housing.

4.4 HOUSING CHARACTERISTICS

4.4.1 HOUSEHOLDS AND HOUSING UNITS: PAST, PRESENT, AND FUTURE

The City of Boscobel has shown total households increasing 36% between 1970 and 2000 (Table 4.1). A household includes all the people who occupy a housing unit as their usual place of residence. Between 1970 and 2000, total housing units increased 42%. Assuming that the number of people per household is stabilized at 2.4 (2000 City average), population projections suggest that the City will increase its number of households with no losses projected (see Figure 4.1). These projections are based on past trends and do not necessarily reflect the potential impact of unprecedented development pressures such as large industries coming into the community.

Table 4.1 Housing Statistics

Housing	City of Boscobel Number	Grant County Number	Wisconsin Number
Total Households (1970)*	862	13,355	1,328,804
Total Households (1980)	1,030	16,686	1,652,261
Total Households (1990)	1,070	17,169	1,822,118
Total Households (2000)	1,174	18,465	2,084,544
People per Household (1970)	2.9	3.4	3.2
People per Household (1980)	2.5	2.9	2.8
People per Household (1990)	2.5	2.7	2.6
People per Household (2000)	2.4	2.5	2.5
Housing Units 1970**	889	14,451	1,473,000
Housing Units 1980	1,097	18,204	1,863,897
Housing Units 1990	1,141	18,450	2,055,774
Housing Units 2000	1,266	19,940	2,321,144

(Source: US Census)

*Total Households equal the number of **occupied** housing units.

Total Housing Units are all those available, including occupied **and vacant units.

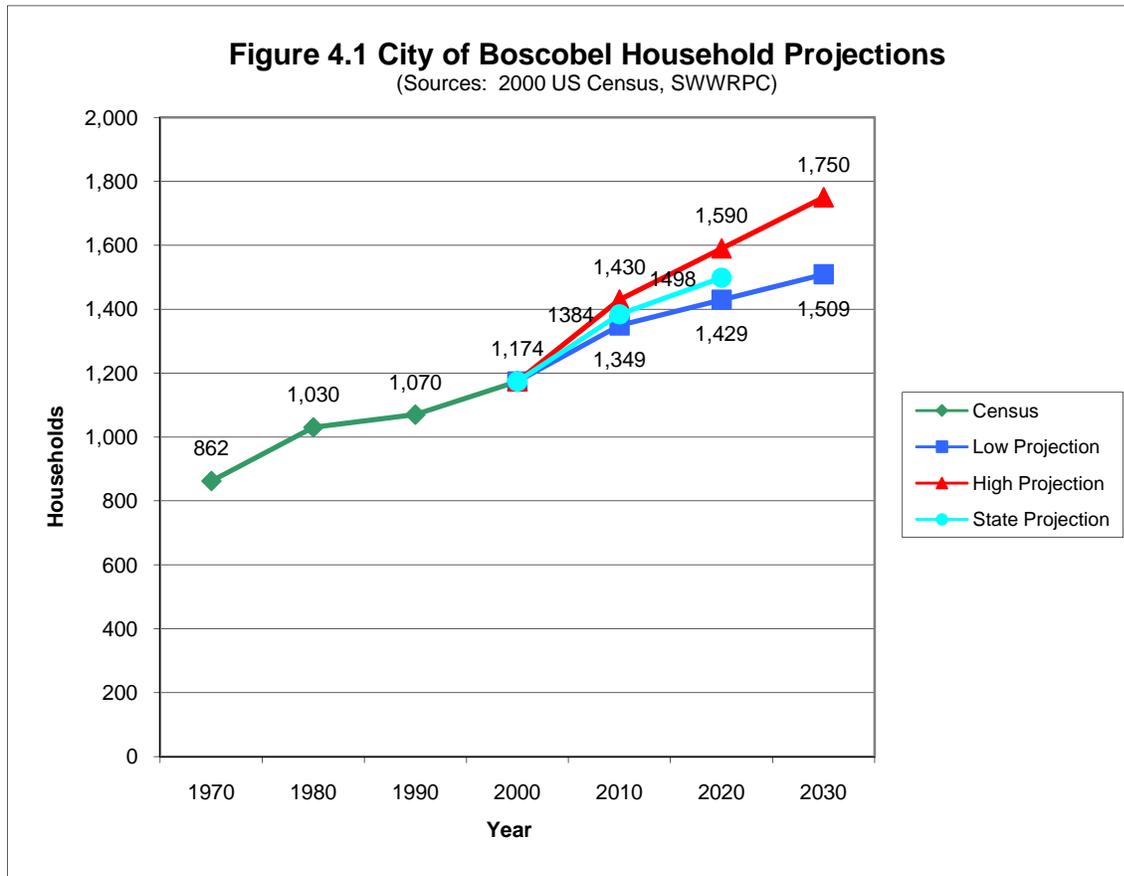


Figure 4.1 shows the projected households for the years 2010, 2020, and 2030. The red line indicates a future high projection, while the blue line indicates a future low projection. State projections, which only go to 2020, are projected between the high and low. Household projections are based on population projection figures and the average number of people per household during the year 2000, of 2.4 people per household.

Table 4.2 shows household and housing unit projections through 2030. Housing unit projections take into account the City of Boscobel’s 2000 vacancy rate of 7%.

Table 4.2 Housing Projections (Source: SWWRPC)

Year	Households	Housing Units
2010 Low	1,349	1,632
2010 High	1,430	1,730
2020 Low	1,429	1,729
2020 High	1,590	1,923
2030 Low	1,509	1,826
2030 High	1,750	2,117

4.4.2 OCCUPANCY CHARACTERISTICS

Of the 1,266 housing units in Boscobel in 2000, 62% were owner-occupied, 30% were renter-occupied, and 7% were vacant (Figure 4.2).

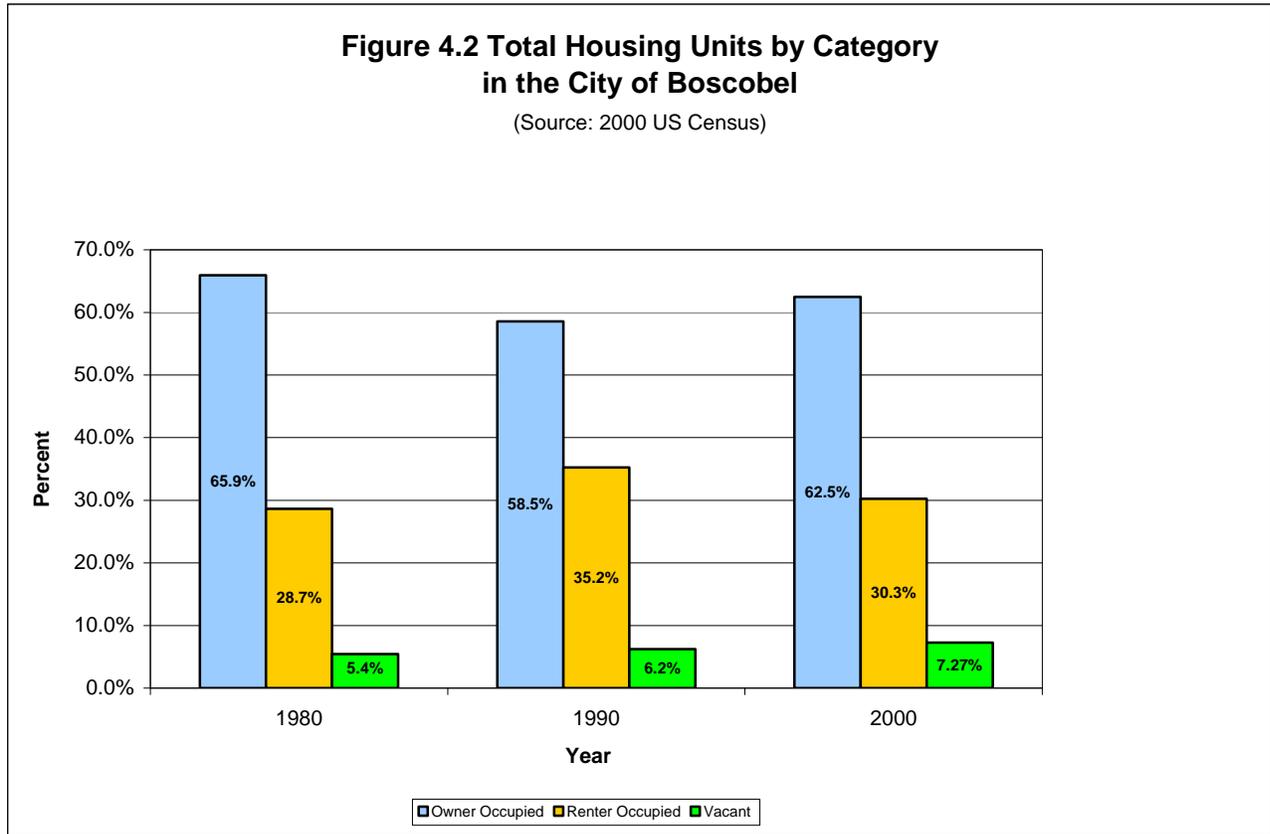
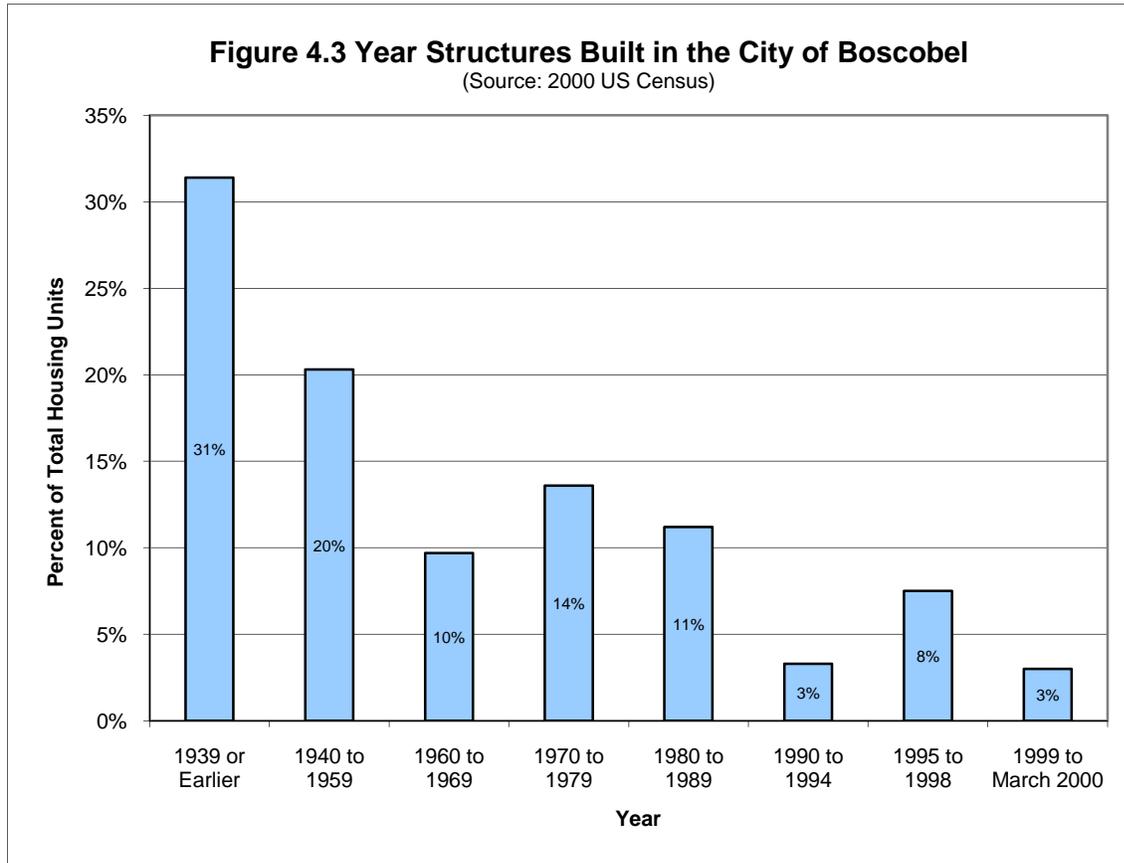


Table 4.3 Percent change of occupancy characteristics: comparison with Grant County (Source: US Census)

Jurisdiction	Total housing units (2000)	Change since 1990	Owner occupied (2000)	Change since 1990	Renter occupied (2000)	Change since 1990	Vacant Housing Units (2000)	Change since 1990
Grant County	19,940	8%	13,345	12%	5,120	-2%	1,475	15%
City of Boscobel	1,266	11%	791	18%	383	-5%	92	30%

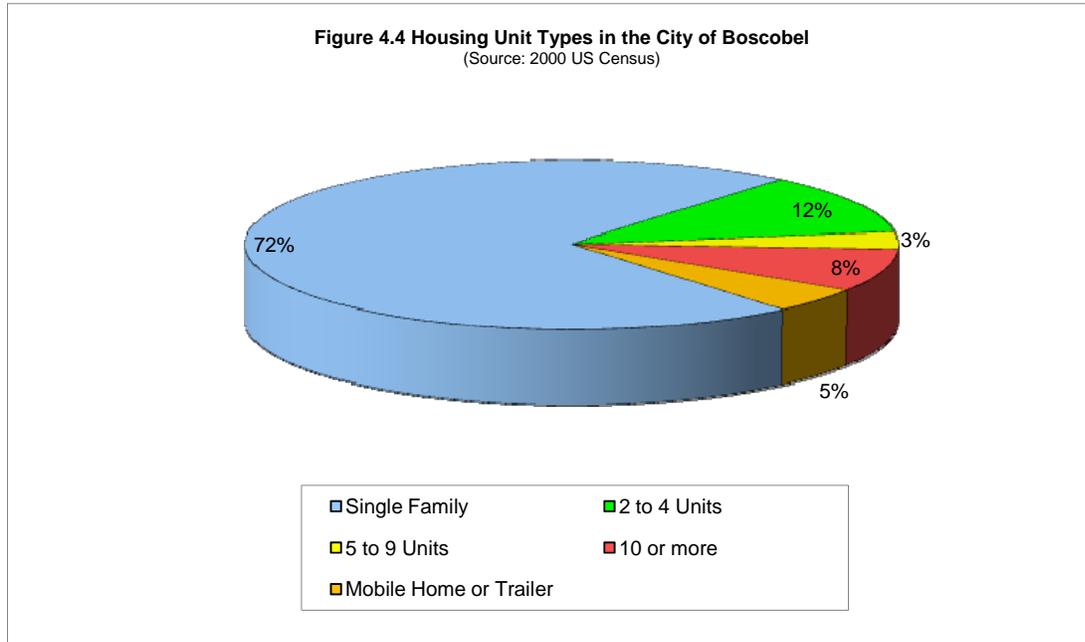
4.4.3 AGE AND CONDITION CHARACTERISTICS

Older homes, even when well-cared for, are generally less energy efficient than more recently-built homes and are more likely to have components now known to be unsafe, such as lead pipes, lead paint, and asbestos. Nevertheless, the majority of occupied homes in Grant County were built before 1940. The age of a home is a simplistic measure for the likelihood of problems or repair needs, but it does give a good general rule-of-thumb when assessing the community housing stock. As of 2000, of the City's 1,266 housing units, 30% were built between 1940 and 1970 and 31% were built before 1939 (Figure 4.3).



4.4.4 STRUCTURAL CHARACTERISTICS

As of the 2000 US Census, 72% of the City of Boscobel’s 1,266 housing units were single-family homes, while the rest were mobile homes (5%), 2 to 4 unit homes (12%), 5 to 9 units (3%), and 10 or more units (8%).



4.4.5 VALUE CHARACTERISTICS

The 2000 median value for specified owner-occupied homes in the City of Boscobel was \$70,200 in comparison of the County median value for the same year of \$78,000. The City’s median home value increased 95% from 1990. Whereas 81% of specified owner occupied homes in Boscobel were valued below \$50,000 in the 1990 Census, only 24% were valued below \$50,000 in 2000 (Table 4.4). The City median value did not surpass the State median value of owner occupied homes in 2000 of \$112,200.

Table 4.4 Percent Values of Total Owner-Occupied Units in 1990, 2000

Value of Owner-Occupied Units	City of Boscobel Percent Value of Total Owner-Occupied Units		Grant County Percent Value of Total Owner-Occupied Units 2000	State of Wisconsin Percent Value of Total Owner-Occupied Units 2000
	1990	2000		
Less than \$50,000	81%	24%	18%	6%
\$50,000 to \$99,999	18%	60%	56%	35%
\$100,000 to \$149,999	1%	13%	19%	31%
\$150,000 to \$199,999	0%	3%	5%	16%
\$200,000 to \$299,999	0%	0%	2%	9%
\$300,000 to \$499,999	0%	0%	1%	3%
\$500,000 to \$999,999	0%	0%	0%	1%
Median (dollars)	\$33,500	\$70,200	\$78,000	\$112,200

(Source: US Census)

4.4.6 HOUSING AFFORDABILITY CHARACTERISTICS

Housing is considered affordable when an owner or renter’s monthly costs do not exceed 30% of their total gross monthly income. Among Boscobel households that owned their homes in 2000, 16% exceeded the “affordable” threshold in 2000 (Table 4.5).

Table 4.5 Housing Costs per Month as Percent of Household Income

Selected Monthly Owner Costs as a Percentage of Household Income	1990	2000
Less than 20%	67%	58%
20 to 24.9%	9%	17%
25 to 29.9%	9%	9%
30 to 34.9%	3%	4%
35% or more	12%	12%
Not computed	0%	0%

(Source: US Census)

Generally, percent of gross rent paid increased from 1990 to 2000. Units available for rents less than \$200 in 1990 were the same in 2000 and the number of residents paying no cash rent decreased 4% between 1990 and 2000 (Table 4.6). Median rent increased 34% from 1990 to 2000.

Table 4.6 Gross Rent

Gross Rent for Occupied Units	1990	2000
Less than \$200	23%	23%
\$200 to \$299	32%	13%
\$300 to \$499	38%	39%
\$500 to \$749	2%	23%
\$750 to \$999	0%	2%
\$1,000 to \$1,499	1%	0%
\$1,500 or more	0%	0%
No cash rent	6%	2%
Median rent	\$278	\$372

(Source: US Census)

Based on the assumption that rent is affordable if it does not use more than 30% of an individual’s income, rents were reported as affordable for 74% of renting households in 2000. Twenty-three percent of respondents reported that they were paying more than 30% or more of their household income for rent in 2000.

Table 4.7 Gross Rent as Percentage of Household Income

Gross Rent as a Percentage of Household Income	1990	2000
Less than 20%	37%	45%
20 to 24.9%	14%	19%
25 to 29.9%	12%	10%
30 to 34.9%	6%	3%
35% or more	26%	20%
Not computed	6%	2%

(Source: US Census)

4.5 HOUSING AGENCIES AND PROGRAMS

4.5.1 COMMUNITY ACTION AGENCY

Community Action Agencies were created through the "War On Poverty" Legislation passed in the 1960's during President Johnson's Administration. Southwestern Wisconsin Community Action Program, Inc. (Southwest CAP) was incorporated in 1966 in Dodgeville, WI, as a private non-profit organization governed by a 24 member volunteer Board of Directors. Southwest CAP provided a focal point for anti-poverty efforts in Grant, Green, Iowa, Lafayette and Richland Counties in Southwestern Wisconsin.

Southwest CAP offers several programs to aid and assist within the Southwestern communities of Wisconsin. The program offers assistance to Iowa, Grant, Green, Lafayette, and Richland Counties. Not all the programs are available for each county but contacting the [Main Administrative Office](#) on availability of programs and other services is highly recommended. Examples of their programs include:

- Community Housing Emergency Service helps low-income persons to receive services for which they qualify. For Example: Emergency food and assistance for homeless and near homeless families in Grant, Iowa, Lafayette and Richland Counties. Not only does the program allow an adequate supply of food to individuals and families in need; but also offers rental acquisition assistance to low-income renters, down payment assistance to eligible homebuyers, and rehabilitation loans to those who have recently purchased a home. In Grant County for people over 60 years of age, food vouchers are also available.
- The Rental Rehabilitation Program offers loans for landlords in Grant, Iowa, and Lafayette Counties to make improvements to properties occupied by low-income families.

SOUTHWEST CAP

Main Office:
 149 N. Iowa St.
 Dodgeville, WI 53533

Phone: (608) 935-2326
Fax: (608) 935-2876
Executive Director:
 Wally Orzechowski
w.orzecowski@swcap.org
www.swcap.org

Eligibility *(Must have one of the following.)*

- Units must have major housing system failures
- Be in the danger of failure
- Have state/local code violations

How to Apply

Rental Rehabilitation Program
 Southwest CAP
 149 North Iowa Street
 Dodgeville, WI 53533
 (608) 935-2326 Ext. 210

4.5.2 OTHER HOUSING PROGRAMS

Below are brief descriptions of agencies with funding available and the programs they offer. To find more specific information or to determine which program best fits your needs contact them directly.

WISCONSIN DIVISION OF HOUSING AND COMMUNITY DEVELOPMENT (DHIR)

More than \$40 million is distributed annually to improve the supply of affordable housing for Wisconsin residents. The Bureau of Housing is involved in the following programs:

- Administers federal housing funds such as Home Investment Partnerships (HOME) and Community Development Block Grants (CDBG)
- Administers a variety of programs for persons with Special Needs (Homeless)
- Provides state housing funds through local housing organizations
- Coordinates housing assistance programs with those of other state and local housing agencies
- Develops state housing policy and provides housing information and technical assistance

WISCONSIN DIVISION OF HOUSING AND COMMUNITY DEVELOPMENT - DEPARTMENT OF COMMERCE

201 W. Washington Avenue
 PO Box 7970
 Madison, WI 53707-7970
 FAX: 608.266.8969

<http://commerce.wi.gov/CD/cd-boh-Home.html>

WISCONSIN HOUSING AND ECONOMIC DEVELOPMENT AUTHORITY (WHEDA)

The Wisconsin Housing and Economic Development Authority serves Wisconsin residents and communities by providing information and creative financing to stimulate and preserve affordable housing, small business, and agribusiness as a stimulus to the Wisconsin economy. WHEDA offers programs for both single and multi-family units. Projects that may qualify for WHEDA Multifamily Loans include:

- New construction
- Acquisition and/or rehabilitation of existing properties
- Historic preservation
- Community-based residential facilities
- Assisted living facilities
- Section 8 properties

WHEDA (Madison Office)

201 W. Washington Ave.
Suite 700
P.O. Box 1728
Madison, WI 53701-1728

Phone: 1-800-362-2761
<http://www.wheda.com>

UNITED STATES DEPARTMENT OF AGRICULTURE – RURAL DEVELOPMENT (USDA-RD)

The Rural Housing Service (RHS) is an agency of the U.S. Department of Agriculture (USDA). Located within the Department’s Rural Development mission area, RHS operates a broad range of programs to provide:

- Homeownership options to individuals
- Housing rehabilitation and preservation funding
- Rental assistance to tenants of RHS-funded multi-family housing complexes
- Farm labor housing
- Help developers of multi-family housing projects, like assisted housing for the elderly, disabled, or apartment buildings
- Community facilities, such as libraries, childcare centers, schools, municipal buildings, and firefighting equipment in Indian groups, nonprofit organizations, communities, and local governments

USDA RURAL DEVELOPMENT OF WISCONSIN

4949 Kirschling Ct
Stevens Point, WI 54481

Phone: (715) 345-7615
FAX: (715) 345-7669
<http://www.rurdev.usda.gov/wi/>
<http://www.rurdev.usda.gov/rhs/>

UNITED STATES HOUSING AND URBAN DEVELOPMENT DEPARTMENT (HUD)

The mission of HUD is to provide decent, safe, and sanitary home and suitable living environment for every American. More specifically the programs of HUD are aimed at the following:

- Creating opportunities for homeownership
- Providing housing assistance for low-income persons
- Working to create, rehabilitate and maintain the nation's affordable housing
- Enforcing the nation's fair housing laws
- Helping the homeless
- Spurring economic growth in distressed neighborhoods
- Helping local communities meet their development needs

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (HUD)

451 7th Street S.W.
Washington, DC 20410

Phone: (202) 708-1112
<http://www.hud.gov>

5.0 TRANSPORTATION

5.1 CHAPTER SUMMARY

A community's transportation infrastructure supports the varied needs of its residents, local businesses, visitors, and through traffic. The Transportation Chapter summarizes the local transportation system and, based on local input, provides a 20-year jurisdictional plan that will serve as a resource guide implementation guide.



Wisconsin State Statute 66.1001(2)(c)

(c) Transportation Element

A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking, and water transportation. The element shall compare the local governmental unit's objectives, policies, goals, and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit.

Beginning on January 1, 2010, any program or action of a local governmental unit that affects land use shall be consistent with that local governmental unit's comprehensive plan, including ... (m) An improvement of a transportation facility that is undertaken under s. 84.185

5.2 GOALS AND OBJECTIVES

Among the 14 goals of Wisconsin's comprehensive planning law, two goals and objectives relate to transportation.

1. Encourage neighborhood designs that support a range of transportation choices.
2. Provide an integrated, efficient, and economical transportation system that affords mobility, convenience, safety, and meets the needs of all citizens, including transit-dependent and disabled citizens.

5.3 TRANSPORTATION POLICIES

The following transportation policies and program recommendations support the above goals to help guide transportation decisions for the next 20 years.

NOT IN ORDER OF PRIORITY

1. **Continue to follow road standards for the construction of public and private roads.**
2. **Continue updating and implementing the City of Boscobel's capital improvements plan (CIP), reviewing it annually and making adjustments to meet the needs of the community.**
3. **Utilize the community's existing road network to the greatest extent possible, in order to minimize future road maintenance costs.**
4. **An area development plan must be submitted as a condition of all subdivision reviews to ensure that proposed new roads to adjacent properties and to avoid unnecessary cul-du-sacs and loops that increase maintenance costs.**
5. **Developers will pay for development plans as well as their share of road improvements or construction costs to comply with the existing ordinance.**
6. **Coordinate utility maintenance, construction, and upgrades with road improvements.**
7. **Encouraging promoting the development of multi-use trails, trail linkages, wide shoulders, or sidewalks as part of new development proposals.**
8. **Encourage the development/expansion and promotion of paratransit services for local residents.**
9. **Coordinate with WisDOT and Grant County Highway Department on transportation planning projects outlined in this plan.**
10. **Encourage the continuity of sidewalk facilities throughout the community.**
11. **Work cooperatively with adjacent jurisdictions for consistency with transportation plans.**
12. **Encourage future residential commercial and industrial development to roadways capable of accommodating resulting traffic.**

5.4 TRANSPORTATION INFRASTRUCTURE

5.4.1 HIGHWAYS AND LOCAL STREETS

The County has a total of 1865.10 miles of roads. Of these, 310.96 are county miles and 1554.14 are municipal miles, according to the county's January 2009 WISLR inventory. The breakdown is shown in Table 5.1.

Table 5.1: Grant County Roads

	Arterial	Collector	Local	Total
County	2.58	296.09	12.29	310.96
Municipalities	8.24	38.57	1507.33	1554.14

Source: WisDOT 2009 WISLR Inventory

Table 5.2: City of Boscobel Road Details

Wisconsin Information System for Local Roads - January 1, 2007									
Road Name	Gross Miles	County Miles	Municipal Miles	County Jurisdiction			Municipal Jurisdiction		
				Arterial	Collector	Local	Arterial	Collector	Local
Adams St	0.25		0.25						0.25
Airport Rd	0.33		0.33						0.33
Antique Ave	0.18		0.18						0.18
Arizona Cir	0.05		0.05						0.05
Bluff St	1.29		1.29						1.29
Borden Dr	0.20		0.20						0.20
Brindley St	0.25		0.25						0.25
Broadway Ave	0.19		0.19						0.19
Buchanan St	0.17		0.17						0.17
Cedar Rd	0.61		0.61						0.61
Center St	0.40		0.40						0.40
Chestnut St	1.13		1.13						1.13
Church St	0.25		0.25						0.25
Circle Dr	0.23		0.23						0.23
Commercial Row	0.20		0.20						0.20
Dellwood St	0.11		0.11						0.11
Doc Mac Dr	0.30		0.30						0.30
Dubay St	0.49		0.49						0.49
Dwight St	0.52		0.52						0.52
East Ave	0.12		0.12						0.12
Fremont St	0.50		0.50					0.50	
Glenwood St	0.10		0.10						0.10
Green St	0.27		0.27						0.27
Grey St	0.16		0.16						0.16
Grove St	0.22		0.22						0.22
Hill Dr	0.28		0.28						0.28
Hinman Ave	0.19		0.19						0.19
Hummel Ave	0.19		0.19						0.19
James Dr	0.49		0.49						0.49
Johnson St	0.56		0.56						0.56
Kansas St	0.75		0.75						0.75
La Belle St	0.53		0.53					0.17	0.36
Lake St	0.31		0.31						0.31
Le Grand St	0.65		0.65						0.65
W Le Grand St	0.03		0.03						0.03
Linwod St	0.06		0.06						0.06
Linwood St	0.13		0.13						0.13
Madison St	0.21		0.21						0.21
Mary St	0.36		0.36					0.25	0.11
Meadowood St	0.14		0.14						0.14
Morrison Dr	0.77		0.77						0.77
Mound St	0.51		0.51						0.51
Nevada St	0.41		0.41						0.41
North St	0.33		0.33						0.33
Oak St	0.89		0.89					0.25	0.64
Old C Rd	0.07		0.07						0.07
Parker St	0.25		0.25						0.25
Park St	1.05		1.05					0.32	0.73
Pearl St	0.25		0.25						0.25
Pine Circle Dr	0.34		0.34						0.34
Pine St	0.07		0.07						0.07
Prairie Du Bay Rd	0.18		0.18						0.18
Second St	0.18		0.18						0.18
Southview Rd	0.16		0.16						0.16

Table 5.2 (cont.) City of Boscobel Road Details

Wisconsin Information System for Local Roads - January 1, 2007									
Road Name	Gross Miles	County Jurisdiction			Municipal Jurisdiction				
		County Miles	Municipal Miles	Arterial	Collector	Local	Arterial	Collector	Local
Sunrise Ln	0.10		0.10						0.10
Sunset Ln	0.10		0.10						0.10
Superior St	0.47		0.47						0.47
Valley St	0.21		0.21						0.21
Veterans Dr	0.18		0.18						0.18
Vista Pl	0.23		0.23						0.23
Walnut St	0.65		0.65						0.65
Warah St	0.32		0.32						0.32
Wildwood Ct	0.50		0.50						0.50
Wisconsin Ave	1.18		1.18					1.00	0.18
Woodman St	0.26		0.26						0.26
Yahn Ave	0.12		0.12						0.12
Total Miles	23.18	0.00	23.18	0.00	0.00	0.00	0.00	2.49	20.69

Source: Wisconsin Department of Transportation WISLR Database, January 2007

5.4.2 FUNCTIONAL CLASSIFICATION SYSTEM

The transportation system is classified by WisDOT according to primary function representing very different purposes: 1) mobility and efficient travel and 2) access to properties. Simply put, when there are more access points, carrying capacity is reduced and safety is compromised. The responsibility for maintaining and improving roads should ordinarily be assigned based upon the functional classification of the roads. Road classifications are defined as:

- **Principal Arterials** accommodate interstate and interregional trips.
- **Minor Arterials** accommodate interregional and inter-area traffic movements.
- **Major Collectors** serve moderate-sized communities and intra-area traffic generators.
- **Minor Collectors** link local roads to higher capacity roads and smaller communities.
- **Local Roads** provide access to residential, commercial, and industrial development.

Arterials fall under state jurisdiction, collectors generally fall under county jurisdiction, and local roads are a local responsibility. See Map 5.1 for your jurisdiction’s classification map.

Reflecting actual use, Jurisdictional Transfers (JT), the sharing of road responsibilities, may occur, but only when there is agreement between units of government involved (local, county, or state). When considering a possible JT, jurisdictions must take into account the level of traffic on the road, the projected responsibility for maintenance and any required improvements, and the possible impact on general transportation aids.

Boscobel is interested in exploring a road classification change or jurisdictional transfer of Highway 61 S and Highway 133, extending the jurisdiction to Wisconsin Avenue, Johnson Street, to the bridge and Highway 61 N.

In addition to the functional and jurisdictional hierarchy, communities may nominate qualifying local roads (and streets, in some cases) for the state’s Rustic Roads Program. The Rustic Road’s designation helps citizens and local government to preserve scenic, country roads. There are currently two Rustic Roads in Grant County. The first, #99, is a 3.4 mile paved route in the Town of Potosi. The route follows segments of River Lane Road, Slazing Road and Brewery Hollow Road forming a loop off Highway 133 in the Town of Potosi. The second, #70, is a 10.1 mile gravel route near the Town of Stitzer. The route follows Liberty Ridge Road off of U.S. 61 and includes Hill Road, Ridge Road, Sleepy Hollow Road, and Scenic Road to County Highway E.

Grant County is also home to a segment of the Wisconsin Great River Road. The Wisconsin Great River Road travels 249 miles along the Mississippi River (primarily WI 35) running between Prescott, Wisconsin and the state line near Dubuque Iowa. The road is recognized by the US Department of Transportation as a National Scenic Byway and by the Wisconsin Department of Transportation as a State Scenic Byway. Scenic Byways are recognized for archeological, cultural, historic, natural, recreational, and/or scenic qualities. The Great River road has several unique qualities and is distinguished for its natural beauty. Several Grant County Communities lie are

situated along the Great River Road., including: Jamestown, Keiler, Dickeyville, Patch Grove, Waterloo, Tennyson, Potosi, Cassville, Glen Haven, Bagley, Bloomington and Wyalusing.

5.4.3 TRAFFIC COUNTS

Between 1990 and 2000, vehicle miles traveled (VMT) increased by 30% in Wisconsin. The Annual Average Daily Traffic (AADT) counts are an important measure when prioritizing improvements. WisDOT calculates the number by multiplying raw hourly traffic counts by seasonal, day-of-week, and axle adjustment factors. The daily hourly values are then averaged by hour of the day and the values are summed to create the AADT count.

5.4.4 TRAFFIC SAFETY

Nationwide, crash fatalities are decreasing – even as traffic is increasing. Why? The reduction in fatalities can be credited to a combination of factors, including improvements in vehicle safety, better roads, increased seat belt use, and advances in on-site and emergency room care. The AADT data show increased traffic on many Grant County roads.

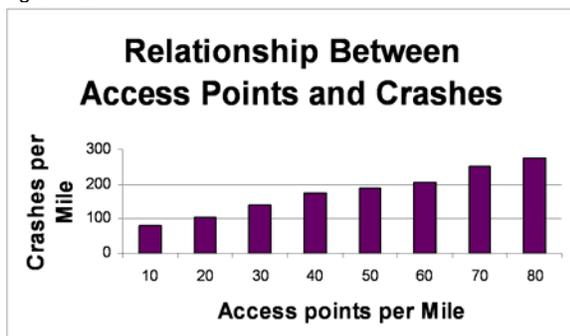
Many rural roads throughout the state are not designed to handle current traffic volumes. In 2002, according to Wisconsin’s Transportation Development Association (TDA), 64% of all vehicle crashes in Wisconsin occurred on the state’s local road system (town roads and many county roads fall into this category). According to Wisconsin’s *Highway Safety Performance Plan 2004*, significant external factors include demographics (particularly the proportion of the population between the ages of 15-44 and over 65); increased number of licensed drivers; number of miles driven; as well as types of driving exposure, including lifestyle factors (such as patterns of alcohol consumption) and the weather. According to the 2004 report, better lane markings and signage, wider shoulders and lanes, additional guardrails, and reduced slopes would make rural and two-lane roads safer and reduce the personal and financial loss that results from crashes.

Fatalities are not merely statistics – they represent terrible tragedies. The Grant County Traffic Safety Commission meets quarterly and includes the county highway safety coordinator and representatives from the county highway department, law enforcement, EMS, private citizens, a WisDOT staff engineer, UW Platteville representatives, county health department, and representatives from WI DOT’s SW Region. Their responsibility is to: 1) represent the interests of their constituencies (including health, engineering, enforcement, and citizen groups), and 2) offer solutions to traffic safety related problems that are brought to the Commission.

5.4.5 ACCESS MANAGEMENT

Transportation system users frequently select routes that maximize their personal mobility and efficiency while, at the local level, property owners frequently seek to maximize access to their personal property. The latter scenario reduces mobility and safety. Studies show a strong correlation between: 1) an increase in crashes, 2) an increase in the number of commercial establishments, and 3) an increase in the total number of driveways per mile.

Figure 5.1

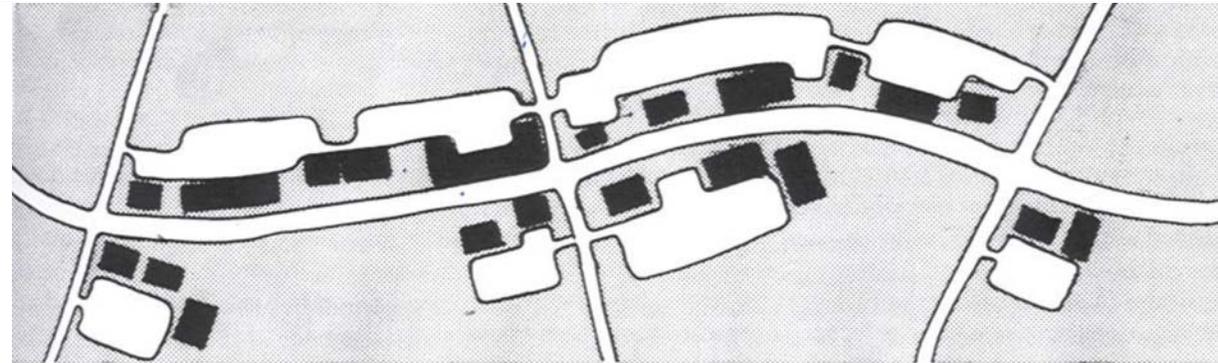


Source: WisDOT

Commercial or industrial development seeks highly visible and accessible properties, preferably on streets with high traffic volumes and, optimally, at an important intersection. If the new business is successful it will change traffic patterns and may disrupt the efficiency of the larger transportation system. Access and development can be better accommodated by creating an area transportation plan for internal circulation and minimizing driveway access points.

The national average for trip generation for a single-family home generates 9.5 trips per day. One new home may not make much difference, but 10 new homes on a cul-du-sac street can have quite an impact on the connecting street's traffic mobility and safety. The Planning Commission expressed interest in using access management standards for new business development as well as access and street design guidelines for new residential development in the Town.

Figure 5.2 Highway commercial development with linked parking areas behind stores



Connecting rear parking lots allows customers to drive to many other shops in the corridor without re-entering the highway and interrupting traffic flow. Such arrangements can be required for new development, expansion of existing buildings, and redevelopment. Source: *Rural By Design*, Randall Arendt (1994).

5.4.6 WISDOT ROLE IN TRANSPORTATION PLANNING

Trans 233 is part of the Wisconsin Administrative Code and defines requirements that must be met when subdividing lands abutting the state highway system. The Wisconsin Department of Transportation (WisDOT) is responsible for enforcing Trans 233 to preserve traffic flow, enhance public safety, and ensure proper highway setbacks and storm water drainage.

The rule (as revised by a Wisconsin legislative committee in 2004) applies to landowners who intend to divide land abutting a state highway into five or more lots that are each 1.5 acres or less in size within a five-year period. State highways are defined as all numbered highways including interstate, state and federal highways (such as I-90, WIS 73 or US 51).

Landowners are encouraged to contact local WisDOT regional office staff when making initial plans for dividing a property. Before landowners expend funds on engineering or incur other related costs, WisDOT staff can conduct an informal "conceptual review." This review provides a landowner input on the safest location is for accessing the state highway system. Once a "final map" is developed to create the new lots, WisDOT staff will review the final map for conformance with the rule. WisDOT staff can connect landowners to the state Department of Administration (DOA) which also reviews subdivision plats.

WisDOT has 20 days to review a subdivision proposal. If the subdivision conforms to Trans 233, WisDOT issues a letter of certification. If the subdivision does not meet the requirements of the rule, an objection letter is issued explaining which parts of the rule are not being met.

Major components of the Trans 233 Rule:

- **Review.** WisDOT reviews all subdivision plats along state highways for conformance with the rule. Along with state highway system segments in rural areas, the rule also applies to segments that extend through a village or city. A "conceptual review" can provide landowners early feedback on a subdivision proposal. Once a final map is provided, WisDOT has 20 days to complete its review.
- **Access.** Direct access to the state highway system from newly created lots is generally not permitted. The owner should determine alternative ways to provide access to the property. The preferred option is for the property to take access off an alternative street. New public streets created by a subdivision are the next preferred alternative. Joint driveways may be allowed if a special exception from the rule is requested and approved. Some developments may require a special traffic study.

- **Drainage.** Drainage is evaluated to help ensure that storm water flowing from a new development does not damage a highway or its shoulders. It is advisable to discuss drainage issues with WisDOT district office staff before submitting a subdivision for review.
- **Setback.** Setbacks are areas abutting a state highway in which buildings cannot be constructed. (This provision does not apply to county highways or town roads. County or town officials should be contacted regarding their restrictions). In general, setbacks are 110 feet from the centerline of the highway or 50 feet from the right-of-way line, whichever is more restrictive.
- **Vision corners.** Vision corners are triangular areas at intersections within which structures, improvements and landscaping are restricted because they can block the ability of motorists to see oncoming vehicles. Vision corners may be required at the time a permit is obtained and possibly sooner.

If a subdivision is not reviewed by WisDOT and is subsequently recorded, a landowner will not receive a driveway or any other permit relating to the highway. The subdivision and property must comply with the rule before a permit is issued. Landowners may be exposed to liability for drainage damage to the highway or damage to the owner's own property from unanticipated diversion or retention of surface water. There can be other adverse consequences relating to financing, the value of the property, the safety of entrance upon and departure from the highway, and the public interest and investment in the highway. Finally, WisDOT cannot issue a utility permit for an uncertified subdivision. Utility companies must obtain a WisDOT permit before doing any work on highway right-of-way. It may not be possible to provide utility service to a property if the service must come from lines on the highway right-of-way.

Other access management tools are still used by WisDOT on longer segments as part of corridor preservation efforts, including § 84.09, § 84.25, or § 84.295 of the Wisconsin Statutes.

- **Purchase for Access Control** (§ 84.09) WisDOT can purchase access rights to alter or eliminate unsafe access points or to restrict or prohibit additional access.
- **Administrative Access Control** (§ 84.25) WisDOT can designate controlled-access highways and "freeze" present access; future alterations would require WisDOT approval.
- **Corridor Preservation Mapping** (§ 84.295) Local governments and WisDOT can work together to map the land needed for future transportation improvements or local governments can incorporate proposed transportation improvements into their adopted land use maps. This mapping would inform the public and potential developers about land that has been preserved for future transportation improvements and preserve the future right-of-way.

The City can coordinate efforts with local, county, and state agencies to balance growth while maintaining a health transportation system. Boscobel has design standards for new development.

5.4.7 TRANSPORTATION INFRASTRUCTURE ISSUES

There are places where people have daily transportation options including driving, taking trains, riding buses, bicycling, or walking. In rural communities, most of these options may not be practical or are just not available. Local planning input may seem to have little influence or relation to larger or more varied transportations systems. However, residents of towns and villages – and the elected and appointed officials who represent them – have good reasons to care about local transportation needs such as

- Mobility needs of the elderly and disabled
- Freight mobility
- Connectivity with the larger transportation system
- Supporting economic development
- Transportation safety
- Agricultural-vehicle mobility
- Recreational transportation uses
- Tourism

In addition to personal vehicles (cars, trucks, etc.), the Planning Commission identified Para-transit (shared-ride taxi service), tractors/combines/wagons, bicycles, rail, air, and horse drawn buggies/wagons as other types of transportation used in the jurisdiction.

The most satisfactory aspect of Boscobel's transportation system is the overall condition of its streets and highways. The transportation issues that cause the most dissatisfaction are the rising costs of maintenance and reconstruction and the lack of a major four-lane highway. The Planning Commission recommended that the transportation aspect that is in most need of improvements is to create bike paths and walking paths, better access to school, and better transportation in the downtown area. The prioritization of transportation issues in Boscobel are ranked below. "1" is the highest priority.

- 7 – Transportation needs of the elderly and disabled**
- 5 – Freight mobility**
- 3 – Connectivity with the larger transportation system**
- 2 – Transportation to support economic development**
- 1 – Transportation safety**
- 6 – Agricultural-vehicle mobility**
- 8 – Recreational transportation uses**
- 4- Tourism (including preservation of rural views)**

In 5 years, the City would want to designate Highway 60 as a Scenic Byway, have a bike trail on Highway 133 W and have more ATV trails. In 10 years the Planning Commission recommended county maintenance and in 20 years they recommended a Highway 61 corridor.

5.5 TRANSPORTATION USERS

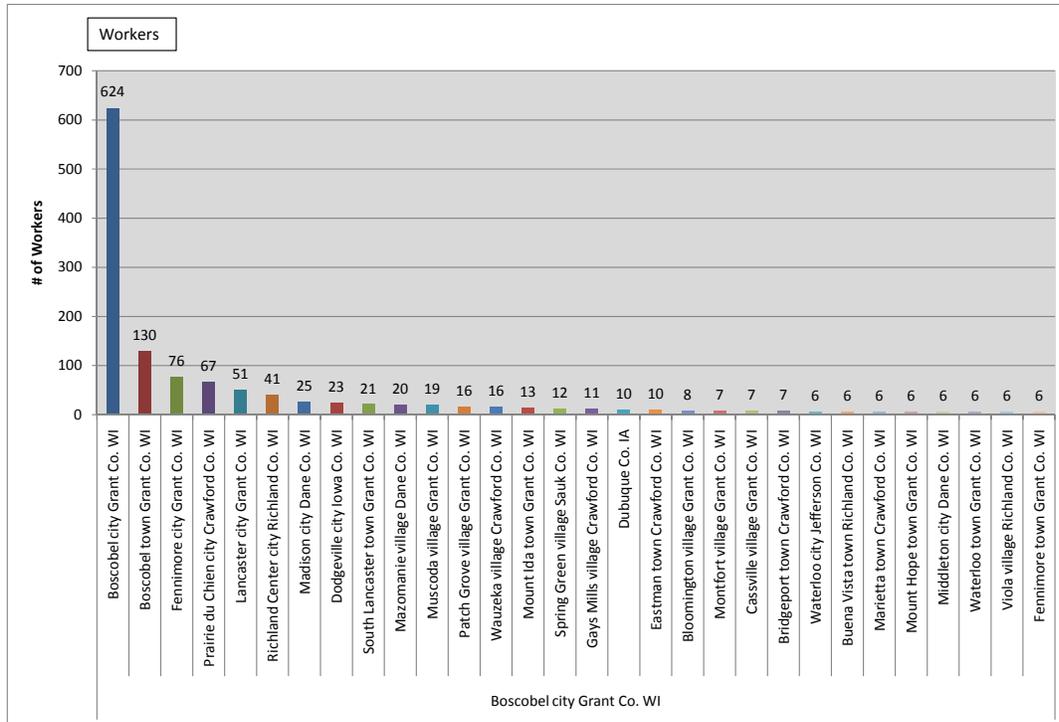
This section looks at transportation options for commuters, the elderly and disabled, and those who do not drive. In Wisconsin, there are limited public transportation services available in rural communities.

5.5.1 COMMUTING PATTERNS

According to Census 2000, 30% of the county's workforce, or 7,394 residents, commute to another county for work each day. The table below shows the top communities where the City of Boscobel residents work, according to the 2000 Census.



Table 5.3: City of Boscobel – Top Communities Where Residents Work (Census 2000)

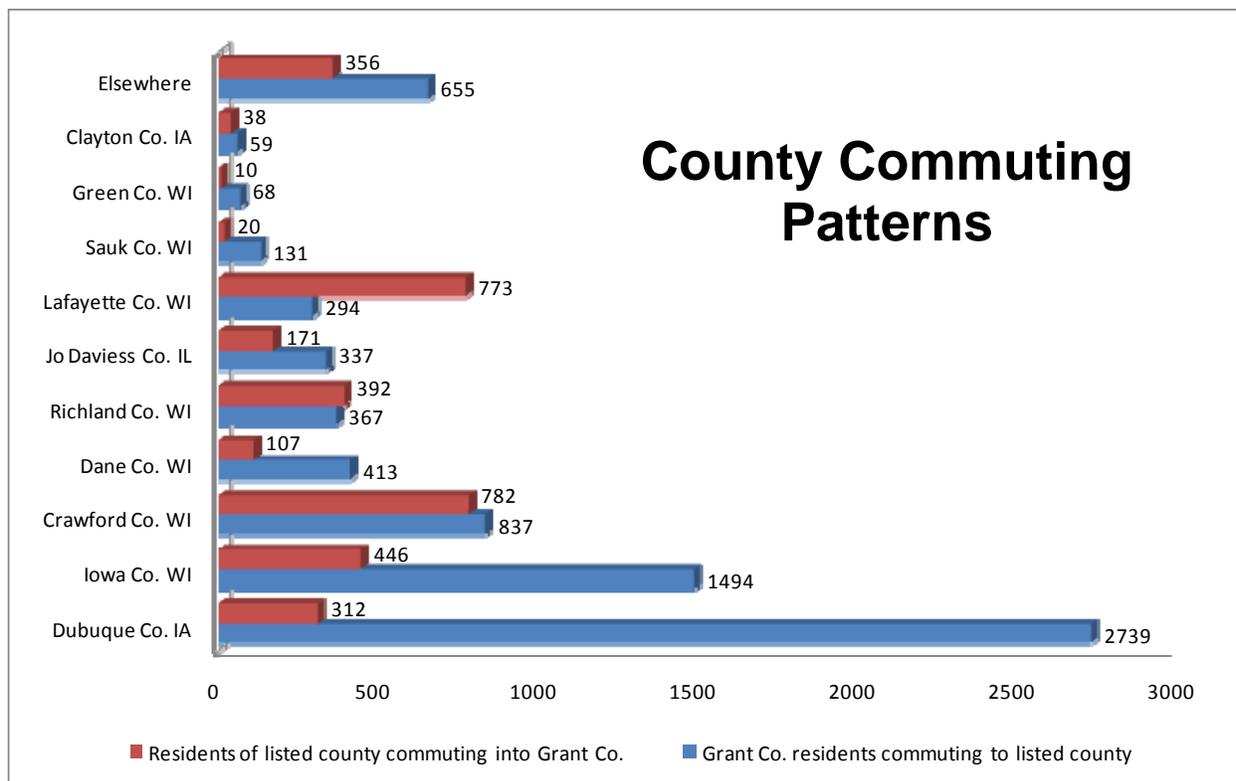


Source: Census 2000

In the 1990 Census, Dubuque County, Iowa was the number one draw for Grant County residents driving to work. In Census 2000, Dubuque County, IA remained at the top, with many workers traveling to the City of Dubuque. One in every three workers who left the county headed for employers in Dubuque County, Iowa. For every eight workers that drove to Dubuque County for employment, one worker from Dubuque drove to Grant County (DWD 2004).



Figure 5.3 2000 Grant County Commuting Patterns



Source: DWD Grant County Workforce Profile 2004, Census 2000

When Grant County residents commute, generally they commute alone. According to Census 2000, 72% of residents drove to work alone, 6% walked to work, and 11.5% carpooled.

5.5.2 WORK CARPOOLING

According to the DWD, 30% of Grant County’s workforce commutes to jobs outside of the county. As noted, the majority of these commuters drive alone. Shared-ride commuters often make informal arrangements to accommodate carpooling. Currently the closest park and ride lot is located just off of Highway 151 in Belmont, Wisconsin.

The Wisconsin Department of Administration (DOA) oversees a Vanpool/Ridesharing program for state and non-state workers commuting to Madison. Grant County is not currently served by a vanpool, but if there were enough interest, a new vanpool could be formed. For more information, contact the Vanpool Office: 1-800-884-VANS or e-mail: vanpool@doa.state.wi.us.

The City of Boscobel may be interested in supporting the creation of a formal or informal Park-N-Ride facility. Possible locations including the municipal parking lot on the north side of W. Oak Street, the municipal parking lot by Vale Inn and the Kronshage Park parking lot.

5.5.3 TRANSPORTATION FACILITIES FOR THE ELDERLY AND DISABLED

As part of fulfilling federal transit planning requirements, representatives from Grant County participated in a regional transit planning workshop in 2006, as part of federally required efforts to increase the coordination of transit services. The results were summarized in the Grant County Transit Services Plan. As Figures 5.4-5.6 illustrate, the needs of this age group will become much more significant – at both the local and state level – during the 20-year window of this plan. The Planning Commission noted that they feel there are not enough transportation options for non-driving residents to meet current and future needs, specifically for the elderly and disabled. In the event that transportation service improvements should be made, Boscobel recommended they take place at the county level.

Figure 5.4

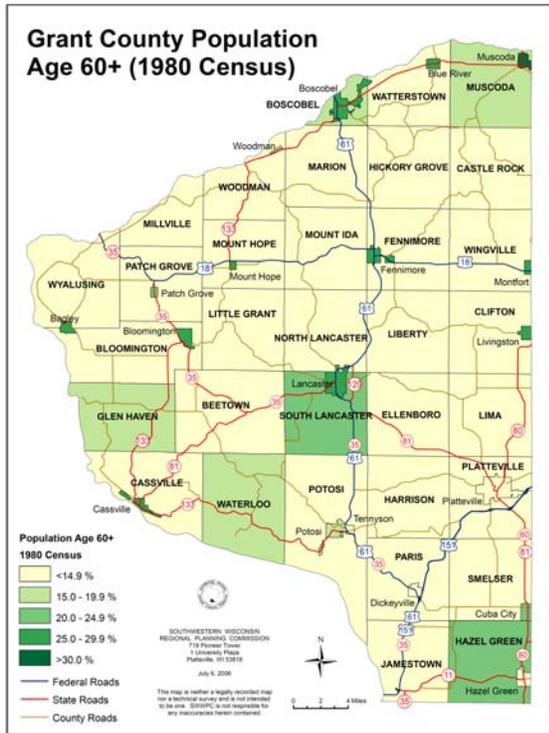


Figure 5.5

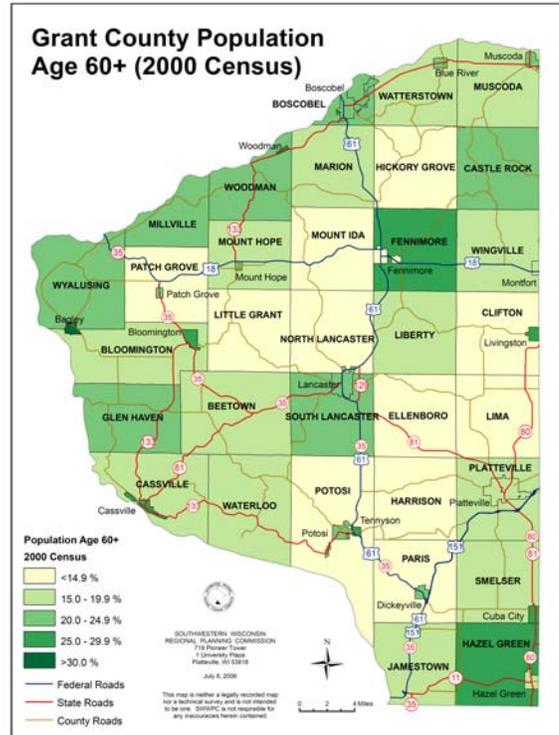
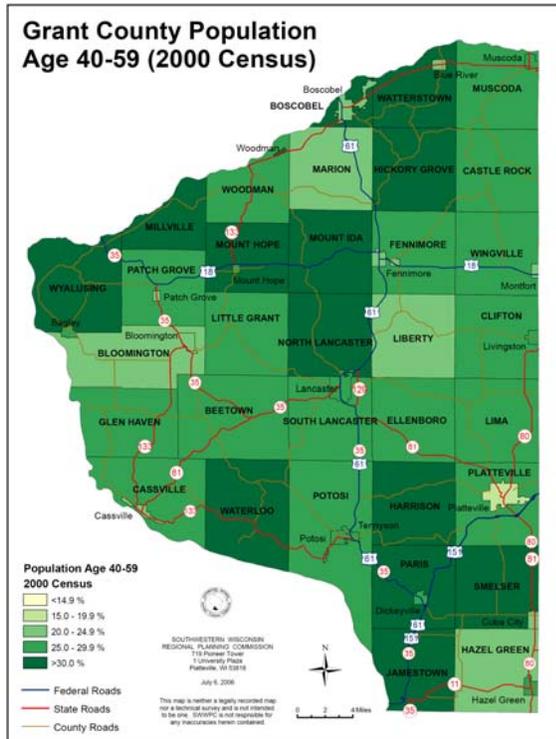


Figure 5.6



The Grant County Center on Aging provides the majority of general services transit trips in the County. Staff identified the following strengths, needs, and barriers:

- **STRENGTHS** – “We have good, reliable, regular and substitute drivers that provide friendly, helpful, and courteous service. They go the extra mile to help their riders in accomplishing their errands for the day. The drivers are trained annually on topics such as defensive driving, passenger assistance, emergency procedures, passenger sensitivity plus more. The administrative staff is very creative in trying to get people to their destinations within the limitations of our transportation guidelines.”
- **NEEDS** – “We are not able to provide transportation for: a) employment unless it fits into existing schedules; b) shopping, except on a one-on-one basis; 3) those who still live in their homes outside of the city/village limits, unless they are on the service route; 4) going to church, especially on Sundays.”
- **BARRIERS** – “Budget restraints, the size of the county, and the many different work shifts needed for someone to provide the transportation. Sometimes the size of the vehicle prevents our going into rural driveways and the time and fuel costs to go off the “beaten path” is a barrier.”

county, and the many different work shifts needed for someone to provide the transportation. Sometimes the size of the vehicle prevents our going into rural driveways and the time and fuel costs to go off the “beaten path” is a barrier.”

Along with the Grant County Center on Aging, other county and regional special transportation service providers include the Hodan Center, Inc., Southwest Opportunities Center, Inc., SWCAP's Work 'n Wheels loan program, Southern Grant Road Crew, Inc., and the City of Platteville's Shared Ride Taxi & Meal-Site Van.

In the summer of 2007, the Southwest Wisconsin Transit Team undertook a *Transportation Services Questionnaire* to identify transportation service needs, possible opportunities, and appropriate recommendations to improve transportation services for residents of Southwestern Wisconsin.

5.5.4 BICYCLES AND PEDESTRIANS

Bicycles, pedestrians, and motor vehicles have shared roads and streets for decades. Beginning in 1890 with the "good roads movement," the activism of bicyclists paved the way for the system of roads that we take for granted today. To help fund improvements, bicycle user fees – from 50-cents to \$1 per bicycle – were assessed in 1901; highway user fees – initially \$1 for each vehicle – were first assessed in 1905.

Today, children under the age of 16, the elderly, and those with disabilities are the greater portion of the public using pedestrian facilities. Many youth, and some commuters, ride bicycles as their regular means of transportation. The limited experience of children, and the limited physical ability of the elderly and disabled, should be considered when making improvements and when new streets are added.

In 2001, Grant County completed a *Grant County Bicycle Improvement Plan* which created a framework for accommodating bicycles on state, county, and town roads and was used to identify routes between communities and to connect communities with popular tourism destinations. According to the Plan, bicycling is an underutilized mode of transportation in Grant County. While over 20% of the commuting population commutes no more than 10 minutes to work, very few choose to commute by bicycle. The small number of bicycling trips can be attributed to impediments such as: traffic conditions, safety concerns, transportation infrastructure and topography.

Key Recommendations from the Plan include:

- Improve bicycle safety along the Great River Road corridor by paving the road shoulders.
- Paved shoulders should be included for County Trunk Highways (CTH) identified in the plan when the highway is resurfaced.
- Sign popular bike routes with caution signs to raise motorist's awareness of bicyclists on the highway.
- The needs of bicyclists must be considered in the design and maintenance of the bridges and their approaches.
- Pave the shoulders of the main roads leading out of communities in Grant County to the first major intersection as other road improvements are made.

WisDOT's updated map indicating on-road County bicycle conditions is included in the Attachments as Map 5.2

5.5.5 RECREATIONAL - ATVs, BICYCLING, AND WALKING

The Platteville-Belmont commuter connector is the only approved trail in Grant County and is in the process of being completed. The Trail runs from Lafayette County into Grant County along U.S. Highway 151. As part of the recent USH 151 project, WisDOT monies were put toward the Belmont-Platteville trail. Corridor enhancements for bicyclists include a bike path underpass at Belmont, just east of the Grant-Lafayette County line, and a two-mile bike path parallel to the highway in Grant County. A local Friends of the Trail Group is working with the DNR, which also contributed funds, local property owners, and others to bring the project to completion, which also contributed funds, and with local property owners and others, to bring the project to completion.

Grant County currently has three proposed trails according to the Wisconsin Department of Natural Resources South Central trails network. The first trail segment is State Highway 23, which is a potential north-south trail route that could link several trails together to create a large system that highlights the unglaciated landscape and culture of southwest Wisconsin. This segment would also connect with the Mississippi River corridor and the states of Illinois and Iowa. The second proposed trail is the St. Croix – Mississippi River corridor. The *Wisconsin Bicycle Transportation Plan 2020* identifies a 150-mile-long segment of State Highway 35 as a "priority corridor" that is resulting in wider paved shoulders for bicyclists and walkers. This trail would lie on the western edge of Grant County, following the Mississippi River. The third and final proposed trail is the Prairie du Chien to Madison segment, which would follow the Wisconsin River corridor. The 97-mile corridor is already

recommended for improvements in the Lower Wisconsin State Riverway and the *Wisconsin Bicycle Transportation Plan 2020*.

Additionally, Grant County is included in the Dubuque Metropolitan Area Transportation Study (DMATS) area. The DMATS area also includes Dubuque County, Iowa and the City of East Dubuque in Illinois. Currently, efforts are being undertaken to complete a *Tri State Area Integrated Walking, Bicycling, Hiking Network Plan*. The purpose of this Plan is to maximize funding sources, improve safety, provide needed facilities and services, enhance the quality of life, and set new priorities.

The City of Boscobel Planning Commission is interested in making bicycle/pedestrian-related improvements when other improvements are made. Specifically, the Commission recommends such improvements be made to Highway 61. The City also supports adding sidewalks to existing and new residential developments on the property owner's request.

5.6 MODES OF TRANSPORTATION

5.6.1 SHIPPING

According to a 2004 report by TDA, trucks carry 83% of all manufactured freight transported in Wisconsin. More than 77% of all Wisconsin communities are served exclusively by trucks. Grant County is served by a network of highways including:

- STH 11 - 157.56 miles between Kieler, east of Dubuque, and Racine.
- STH 80 – 163.23 miles from Pittsville to the Illinois state line, connecting with IL SR-84 south of Hazel Green.
- STH 81 – 123.81 miles from Cassville to Beloit.
- US 18 – 182.16 miles in Wisconsin, from Milwaukee to the Iowa state line, serving as a major route between Grant County and Madison. The route continues west from the Iowa state line for approximately 861 miles terminating in Orin, Wyoming.
- US 61 – 120.74 miles in Wisconsin from the Iowa state line at Dubuque, Iowa to the Minnesota state line near LaCrosse. The route runs for a total of 1400 miles from New Orleans, Louisiana to Wyoming, Minnesota.
- US 151 – 220.27 miles in Wisconsin, from Manitowoc to Dubuque, and terminating 117 miles southwest near Williamsburg, IA.

5.6.2 AGRICULTURAL-RELATED TRANSPORTATION

Transportation is critical for agriculture, yet ag-related transportation needs and impacts are often overlooked. Ag-related transportation operates on several scales, ranging from moving machinery on the system of local roads to moving commodities both through and to larger communities via truck or rail.

5.6.3 RAIL FREIGHT

Counties in southern Wisconsin have been working together since the 1970s to protect and preserve active rail. In 1978 the Lone Rock to Prairie Du Chien line, which runs along the northern edge of Grant County, was filed for abandonment by the Milwaukee Road. The Wisconsin River Rail Transit Commission (WRRTC) formed in 1980 as a response to this attempted abandonment and saved this rail corridor. This line, which runs from Prairie Du Chien to Madison, runs through Grant County jurisdictions of Muscoda, Blue River, Watterstown, Boscobel, Woodman and Marion.

The Burlington Northern Santa Fe (BNSF) rail line runs along the Mississippi River on the western edge of Grant County. The Communities located along this rail line include Jamestown, Dickeyville, Potosi, Waterloo, Cassville, Glen Haven, Bloomington, and Wyalusing. See Map 5.3 in Attachments for the Grant County Rail Map.

5.6.4 OVER-ROAD SHIPPING

Although commercial vehicles account for less than 10% of all vehicle-miles traveled, truck traffic is growing faster than passenger vehicle traffic according to the Federal Highway Administration (FHWA). This share is likely to grow substantially if demand for freight transportation doubles over the next 20 years, as has been predicted (from the 2002 report *Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance Report to Congress*).

5.6.5 AIRPORTS

From the County Seat of Lancaster, it is approximately 89 miles (or about 1 hour, 44 minutes) to the Dane County Regional Airport-Truax Field, located five miles northeast of Madison. It is approximately 39 miles (or about 47 minutes) to the Dubuque Regional Airport. General aviation airports in or near Grant County include the Platteville Municipal Airport; the Lancaster Municipal Airport; the Boscobel Municipal Airport; the Cassville Municipal Airport; the Prairie Du Chein Municipal Airport; and the Iowa County Airport (near Mineral Point).

5.6.6 WATER TRANSPORTATION

Grant County lies on the eastern side of the Mississippi River. The Port of Dubuque is located just west of the state line in Dubuque.

The Cassville Car Ferry connects two National Scenic Byways; the Wisconsin Great River Road and the Iowa Great River Road. The Ferry service exists to provide an alternative and viable transportation mode in Southwestern Wisconsin. The Ferry makes trips back and forth across the Mississippi River and is one of the oldest operating car ferries in the state of Wisconsin. In 2003, the *Cassville Ferry Report of Operations and Economic Impact Analysis Study* was conducted to identify the both the existing conditions of the ferry as well as the economic impacts of operating the ferry service.

5.6.7 TRANSPORTATION AND ECONOMIC DEVELOPMENT

It is anticipated that four-lane divided improvements to US 151, from Dickeyville to Belmont, will promote economic development by improving access for businesses and improving access for businesses and area tourist sites. The relationship of transportation and economic development means many things, including the infrastructure for shipment of goods, access to workers, and tourism. This physical infrastructure helps to bring travelers both to and through communities. The City of Boscobel Planning Commission feels that the existing local transportation system does a good job of meeting the goals of agriculture, retail/commerce, and shipping; however the system provides insufficient service for manufacturing and tourism. Recommendations include an improved highway system and additional information signs

5.7 MAINTENANCE AND IMPROVEMENTS

Citizens value good roads and streets and, as Figure 5.7 illustrates, maintenance of the local transportation system is the largest expenditure for many local governments. Compared to other states, Wisconsin has more local roads, the majority of them are paved, and they must be maintained through four seasons. According to Federal Highway Administration (FHWA) data, Wisconsin’s per capita spending on local road systems is second only to Minnesota’s (the national average is \$123).

5.7.1 GENERAL TRANSPORTATION AIDS

General Transportation Aids (GTA) represent the second largest program in WisDOT’s budget and returns to local governments roughly 30% of all state-collected transportation revenues (fuel taxes and vehicle registration fees) - helping offset the cost of county and municipal road construction, maintenance, traffic and other transportation-related costs.

Table 5.3: Grant County General Transportation Aids

Municipality	2007 GTA	Municipality	2007 GTA	Municipality	2007 GTA
City of Boscobel	\$155,588.01	Town of Jamestown	\$100,893.87	Town of Wingville	\$79,150.32
City of Cuba City	\$118,357.12	Town of Liberty	\$94,987.98	Town of Woodman	\$41,891.94
City of Fennimore	\$144,841.44	Town of Lima	\$95,690.61	Town of Wyalusing	\$56,191.41
City of Lancaster	\$217,838.51	Town of Little Grant	\$81,600.03	Village of Bagley	\$19,834.41
City of Platteville	\$361,847.45	Town of Marion	\$75,105.45	Village of Bloomington	\$49,523.41
County of Grant	\$1,215,081.26	Town of Millville	\$33,061.59	Village of Blue River	\$17,338.83
Town of Beetown	\$111,680.19	Town of Mount Hope	\$60,369.21	Village of Cassville	\$62,758.58
Town of Bloomington	\$82,264.68	Town of Mount Ida	\$90,332.62	Village of Dickeyville	\$55,734.07
Town of Boscobel	\$11,450.97	Town of Muscoda	\$63,179.73	Village of Hazel Green	\$65,996.67
Town of Cassville	\$50,893.20	Town of North Lancaster	\$82,036.80	Village of Livingston	\$31,681.52
Town of Castle Rock	\$57,805.56	Town of Paris	\$83,214.18	Village of Montfort	\$28,466.71
Town of Clifton	\$88,398.45	Town of Patch Grove	\$74,136.96	Village of Mount Hope	\$3,190.55
Town of Ellenboro	\$88,227.54	Town of Platteville	\$76,320.81	Village of Muscoda	\$77,816.68
Town of Fennimore	\$69,522.39	Town of Potosi	\$123,453.99	Village of Patch Grove	\$4,278.44

Table 5.3 (cont.) Grant County General Transportation Aids

Municipality	2007 GTA	Municipality	2007 GTA	Municipality	2007 GTA
Town of Glen Haven	\$96,222.33	Town of Smelser	\$97,741.53	Village of Potosi	\$27,984.26
Town of Harrison	\$88,968.15	Town of South Lancaster	\$83,802.87	Village of Tennyson	\$4,721.52
Town of Hazel Green	\$88,075.62	Town of Waterloo	\$78,998.40	Village of Woodman	\$3,788.45
Town of Hickory Grove	\$91,512.81	Town of Watterstown	\$43,658.01		

Source: Wisconsin Department of Transportation

5.7.2 LOCAL ROADS IMPROVEMENTS PROGRAM

The Local Roads Improvement Program (LRIP) assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets. The competitive reimbursement program pays up to 50% of total eligible costs with local governments providing the balance. The program has three basic components: Municipal Street Improvement (MSIP); County Highway Improvement (CHIP); and Town Road Improvement (TRIP). In the 2006-2007 LRIP project cycle, several Grant County municipalities received LRIP funds.

5.7.3 PAVEMENT SURFACE EVALUATION AND RATING

WISLR – the Wisconsin Information System for Local Roads – provides a data management tool for decision-makers. WISLR is an Internet-accessible system that helps local governments and WisDOT manage local road data to improve decision-making, and to meet state statute requirements. With Geographic Information System (GIS) technology, WISLR combines local road data with interactive mapping functionality that allows users to display their data in a tabular format, on a map, or both.

The Wisconsin Local Roads and Streets Council and WisDOT recognized the need and initiated WISLR – the first internet-based local road system of its kind in the United States. Local governments can use WISLR’s querying, analytical, and spreadsheet tools to organize and analyze data. They can also update and edit their data. This combination improves accuracy for both pavement condition rating submittals and road inventory assessment. Refer to Map 5.4 in the Attachments for more information.

By statute, local governments are required to report the pavement condition of roads under their jurisdiction to WisDOT every two years. Local road information, including width, surface type, surface year, shoulder, curb, road category, functional classification, and pavement condition ratings are incorporated into the WISLR system. Access to inventory information has other value too, such as compliance with Governmental Accounting Standards Board Statement 34 (GASB 34), which mandates reporting the value of local roads as infrastructure assets.

5.7.4 PLANNING FOR CAPITAL IMPROVEMENTS

Capital improvements include new or expanded physical facilities that are relatively large, expensive, and permanent. WISLR’s budgeting module can assist local municipalities with budgeting planning for system maintenance and improvements. Using this tool, a Capital Improvement Program (CIP) can be developed to assist in planning for major project costs by creating a multi-year scheduling plan for physical public improvements. This can be incorporated into other budgeting plans, based on the projection of fiscal resources and prioritization of improvements five to six years into the future. Refer to Chapter 2, Utilities and Community Facilities, for more information on CIPs. Boscobel does have a CIP that includes transportation-related expenditures.

5.7.5 ENVIRONMENT

Thoughtful planning for continued growth can also protect water quality, wildlife habitats, and working farms. Sound management of transportation infrastructure maintenance or expansion may include de-icing procedures and salt reduction; erosion control; storm water management; and wetland mitigation (preservation, creation, or restoration).

5.8 TRANSPORTATION PLANNING

PREVIOUS PLANS RELATED TO GRANT COUNTY'S TRANSPORTATION SYSTEM

Several transportation, or transportation-related, studies related to Grant County, have been completed, including:

- Grant County Plan – Transportation (1971)
- Grant County Plan – Great River Road Area (1972)
- Grant County Outdoor Recreation Plan, 1975-1979 (1975)
- Grant County Functional & Jurisdictional Highway Planning Study (1975)
- The Public Sector and Railroad (1976)
- Grant County Outdoor Recreation Plan, 1979-1984 (1980)
- Rural Public Transportation Feasibility Study for Grant, Green, Iowa, Lafayette, and Richland Counties, WI (May 1982)
- Grant County Functional and Jurisdictional Highway Plan Update (1987)
- Grant County Highway Maintenance and Improvement Study (1989)
- Grant County Six-Year Highway Maintenance & Improvement Program, 1992-1997
- Grant County Outdoor Recreation Plan (1988)
- Grant County Bicycle Improvement Plan (2001)
- Cassville Ferry Report of Operations and Economic Impact Analysis Study (2003)
- U.S. Highway 151 Economic Impact Analysis (2004)
- Grant County Transit Services Plan (2006)
- Southwestern Wisconsin Transit Team (SWTT) Transit Survey (2007)

REGIONAL TRANSPORTATION PLANS

- WisDOT's *Six-Year Highway Improvement Program* (2006-2011) - <http://www.dot.wisconsin.gov/projects/state/sixyear/swr.htm>

The Dubuque Metropolitan Area Transportation Study (DMATS) region, located at the boundary intersections of the state of Iowa, Illinois and Wisconsin, is a tri-state Metropolitan Planning Organization (MPO). As a MPO, the organization receives federal funds to develop regional transportation plans and programs. The organization works closely with the Iowa Department of Transportation (IADOT), the Illinois Department of Transportation (ILDOT), the Wisconsin Department of Transportation (WisDOT), local governments and transit providers. In Wisconsin, DMATS transportation planning activities encompass Jamestown Township. DMATS Plans include:

- DMATS *Transportation 2031 Long-Range Transportation Plan (LRTP)* - http://www.ecia.org/municipalities/transplanning/dmats/transport_lrtp.html
- DMATS *Transportation Improvement Program (TIP) 2008-2011* (2007) - http://www.ecia.org/municipalities/transplanning/dmats/transport_tip2.html
- DMATS *Regional Intelligent Transportation System (ITS) Architecture Plan* (2005) - http://www.ecia.org/municipalities/transplanning/dmats/transport_its.html

STATE TRANSPORTATION PLANS

- Wisconsin State Airport System Plan 2020 - <http://www.dot.state.wi.us/projects/state/docs/air2020-plan.pdf>
- WisDOT's Five-Year Airport Improvement Plan (October 2002) - <http://www.dot.state.wi.us/projects/state/docs/air-5yr-plan.pdf>
- Wisconsin Bicycle Transportation Plan – 2020 <http://www.dot.state.wi.us/projects/state/docs/bike2020-plan.pdf>
- Wisconsin State Highway Plan – 2020 <http://www.dot.state.wi.us/projects/state/docs/hwy2020-plan.pdf>
- Wisconsin Statewide Pedestrian Policy Plan – 2020 <http://www.dot.state.wi.us/projects/state/docs/ped2020-plan.pdf>
- WisDOT *Connections 2030* (pending) - <http://www.dot.wisconsin.gov/projects/state/2030-maps.htm>

5.9 TRANSPORTATION AGENCIES & PROGRAMS

WISCONSIN DEPARTMENT OF TRANSPORTATION (WISDOT)

WisDOT administers a variety of state and federal programs, including:

Highways & Bridges:

- Connective Highway Aids
- County Forest Road Aids
- General Transportation Aids (GTA)
- Lift Bridge Aids
- Local Bridge Improvement Assistance
- Local Roads Improvement Program (LRIP)
- Surface Transportation Program – Rural (STP-R)
- Surface Transportation Program – Urban (STP-U)
- Traffic Signing and Marking Enhancement Grants Program
- Surface Transportation Discretionary Program (STP-D)

WISCONSIN DEPARTMENT OF TRANSPORTATION (WisDOT)

4802 Sheboygan Avenue
PO Box 7910
Madison, WI 53707

<http://www.dot.wisconsin.gov/localgov/>

Public Transportation:

- Federal Discretionary Capital Assistance
- Rural and Small Urban Public Transportation Assistance
- Rural Transportation Assistance Program (RTAP)
- Wisconsin Employment Transportation Assistance Program (WETAP)

Specialized Transit:

- County Elderly and Disabled Transportation Assistance
- Elderly and Disabled Capital Assistance
- New Freedom

Other Aid:

- Airport Improvement Program (AIP)
- Bicycle and Pedestrian Facilities Program
- Congestion Mitigation and Air Quality (CMAQ)
- Freight Rail Infrastructure Improvement Program (FRIIP)
- Freight Rail Preservation Program (FRPP)
- Local Transportation Enhancements (TE)
- Railroad Crossing Improvements
- Rustic Roads Program
- Safe Routes to School
- Transportation Economic Assistance (TEA)

5.10 TRANSPORTATION INFORMATION RESOURCES

In preparing this section, several plans and information resources were consulted, including:

- AirNav, LLC <http://www.airnav.com/airports/us/WI>
- Growing Wisconsin's Economy (WisDOT 2002)
- Land Use & Economic Development in Statewide Transportation Planning (FHWA 1999)
<http://www.uwm.edu/Dept/CUTS/lu/lu-all2.pdf>
- Midwest Regional Rail Initiative <http://www.dot.state.wi.us/projects/state/docs/railmidwest.pdf>
- *Rural By Design*, Randall Arendt (APA 1994).
- "Siting rural development to protect lakes and streams and decrease road costs" (Wisconsin Center for Land Use Education) <http://www.uwsp.edu/cnr/landcenter/pubs.html>
- Status of the Nation's Highways, Bridges, and Transit (FHWA, 2002)
<http://www.fhwa.dot.gov/policy/2002cpr/>
- TDA (Wisconsin Transportation Development Association) Report – 2004.
- WisDOT - Transportation Planning Resource Guide
<http://www.dot.state.wi.us/localgov/docs/planningguide.pdf>

-
- Wisconsin Airport Land Use Guidebook – 2004
http://www.meadhunt.com/WI_landuse/
 - Wisconsin Bicycle Planning Guidance <http://www.dot.state.wi.us/projects/state/docs/bike-guidance.pdf>
 - Wisconsin Bicycle Facility Design Handbook <http://www.dot.state.wi.us/projects/state/docs/bike-facility.pdf>
 - Wisconsin County/City Traffic Safety Commission Guidelines (WisDOT 1998)
 - Wisconsin Crash Facts (2004) <http://www.dot.wisconsin.gov/safety/motorist/crashfacts/>
 - Wisconsin Rail Issues and Opportunities Report <http://www.dot.state.wi.us/projects/state/docs/rail-issues.pdf>
 - WisDOT - Rustic Roads: <http://www.dot.state.wi.us/travel/scenic/rusticroads.htm>
 - WisDOT – Transportation & Environmental Protection:
<http://www.dot.wisconsin.gov/library/research/resources/environment.htm>

6.0 ECONOMIC DEVELOPMENT

6.1 CHAPTER SUMMARY

Economic development is about working together to retain and create jobs that provide a good standard of living for individuals. Increased personal income and wealth increases the tax base and allows the community to provide services that residents want. A balanced, healthy economy is essential to an areas long-term well-being.

As our economy becomes more global, local workers must advance their knowledge to keep up with technology advancements. As the demand for skilled labor increases, this region may face a shortage of skilled workers as baby boomers retire. Business owners want to locate in a community where they will attract enough workers with the right skills. This chapter summarizes the local economic situation for Grant County. It also identifies policies, goals, objectives and resources to help guide the community economic well-being over the next twenty years.



Wisconsin State Statute 66.1001(2)(f)

(f) Economic Development

A compilation of objectives, policies, goals, maps and programs to promote the stabilization, retention or expansion, of the economic base and quality employment opportunities in the local governmental unit, including an analysis of the labor force and economic base of the local governmental unit. The element shall assess categories or particular types of new businesses and industries that are desired by the local governmental unit. The element shall assess the local governmental unit's strengths and weaknesses with respect to attracting and retaining businesses and industries, and shall designate an adequate number of sites for such businesses and industries. The element shall also evaluate and promote the use of environmentally contaminated sites for commercial or industrial uses. The element shall also identify county, regional and state economic development programs that apply to the local governmental unit.

6.2 GOALS AND OBJECTIVES

Five goals and objectives that relate to economic development are among the 14 goals of Wisconsin's comprehensive planning law. They are

1. Promote the expansion or stabilization of the current economic base and the creation of a range of employment opportunities.
2. Provide adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial and industrial uses.
3. Promote the redevelopment of land with existing infrastructure and public services and the maintenance and rehabilitation of existing residential, commercial and industrial structures.
4. Build community identity by revitalizing main streets and enforcing design standards.
5. Protect economically productive areas, including farmland and forests.

6.3 POLICY AND PROGRAM RECOMMENDATIONS

The following Economic Development Policy and Program Recommendations support the above goals to help guide local economic development decisions for the next 20 years.

NOT IN ORDER OF PRIORITY

1. **Join other municipalities and the county to support the countywide economic development organization that uses an agreed on formula to set annual budget contributions.**
2. **Actively work to attract new employment opportunities through using available economic development tools such as Tax Increment Financing.**
3. **Continue financial contributions that support the Chamber of Commerce, tourism organizations, and Boscobel Developers.**
4. **Encourage businesses that add value to agricultural products through processing, packaging and marketing as a local economic development strategy.**
5. **Encourage entrepreneurial activity such as the sale of locally grown and created products and services from roadside markets and home-based sales.**
6. **Encourage job-training programs at area schools and local colleges that help local workers and employers develop the work skills necessary to stay competitive in a global economy.**
7. **Encourage one or more annual local events, such as a community festival, to attract visitors and support local civic groups and entrepreneurs.**
8. **Help attract tourists to the community and local businesses, through local or joint effort marketing, a web site, advertising and other methods.**
9. **Encourage programs and groups that work to preserve historic buildings and cultural resources as a way to develop tourism and enable the community to better attract new residents.**
10. **Encourage efforts to attract jobs to empty buildings and property sites designated for commercial, light manufacturing or other business use.**
11. **Whenever possible, encourage the location of businesses in existing commercial areas, existing buildings, or brown-field sites before developing green-field sites.**

12. Whenever possible, encourage economic development projects to locate where such utilities, services and road capacity already exists.
13. Encourage mixed-use development, such as a neighborhood with retail development within walking distance to houses or apartments.
14. Continue to implement the City's capital improvements plan (CIP) for community infrastructure needs and goals over 3, 5 and 7 year periods.

6.4 ANALYSIS OF THE ECONOMIC BASE AND LABOR FORCE

One of the most important aspects in doing an analysis of the economic base and labor force in the County starts with basic labor statistics. As indicated in Table 6.1 below, Grant County has 27,496 available within the workforce. As indicated, 1,223 are unemployed, giving Grant County an unemployment rate of 4.4%

Table 6.1 SWWRPC Labor Force Statistics

	Available Labor Force	Employed	Unemployed	Unemployment Rate
Grant	27,496	26,273	1,223	4.4%
Green	20,349	19,462	887	4.4%
Iowa	14,436	13,813	623	4.3%
Lafayette	9,158	8,780	378	4.1%
Richland	10,112	9,645	467	4.6%
City of Boscobel	1,361	1,299	62	4.6%

Source: Wisconsin WorkNet 2006, 2000 US Census

Directly correlated with the above labor force statistics are the industries in which these persons are employed. Table 6.2 below outlines all industries and the percent of the population employed by each industry. The table shows the number of persons and percent population of Grant County working in a particular industry. The same information is also included for surrounding Wisconsin counties. As indicated below, Grant County leads the other counties in the industry of educational, health and social services. This is not surprising, considering the number of educational institutions within the County, including the University of Wisconsin – Platteville and Southwest Technical College. .

Table 6.2 Percent Population Employed by Industry

	Grant	Green	Iowa	Lafayette	Richland	City of Boscobel
Agriculture, forestry, fishing and hunting, and mining	10.1	7.8	10.4	16.4	11.4	4.0
Construction	5.4	6.5	9.2	5.5	7.5	5.2
Manufacturing	17.3	22.8	13.6	17.8	25.7	21.9
Wholesale trade	3	3.2	2.4	3.9	2.1	4.2
Retail trade	13.9	14.4	23.7	13.8	12.4	14.3
Transportation and warehousing, and utilities	4	4	3.3	5.1	4	1.9
Information	2	2.1	1.2	1.3	1.3	3.2
Finance, insurance, real estate, and rental and leasing	3.6	4.6	4.3	4.1	3.5	3.9
Professional, scientific, management, administrative, and waste management services	4.1	5	3.9	3.5	2.6	3.3
Educational, health and social services	21.3	17.5	17	17	18.1	20.9
Arts, entertainment, recreation, accommodation and food services	8	5.2	5.5	4.9	5.5	8.1
Other services (except public administration)	4.5	3.7	2.8	4	3.4	1.6
Public administration	2.9	3.1	2.7	2.8	2.5	7.3

Source: 2000 US Census

In Grant County, the largest employer is the University of Wisconsin – Platteville along with the County of Grant. The top five industries of employment in the County include the following:

- Educational, health and social services (21.3%)
- Manufacturing (17.3%)
- Retail Trade (13.9%)
- Agriculture, forestry, fishing and hunting, and mining (10.1%)
- Arts, entertainment, recreation, accommodation and food services (8%)

Table 6.3 indicates the educational attainment in Grant County. This closely correlates with the employment of workers in particular industries as indicated in Table 6.2. Education levels also closely correlate with income levels (indicated in Table 6.4). As indicated in Table 6.3, Grant County, when compared to other surrounding counties, has a lower percent of the population with a high school diploma or higher (83.5%), but has a higher percentage than other counties when it comes to a bachelor’s degree or higher (17.2%).

Table 6.3 Percent Educational Attainment for the Population 25 Years and Over

	Grant	Green	Iowa	Lafayette	Richland
High School Diploma or Higher	83.5%	84.1%	88.5%	85.5%	82.1%
Bachelor’s Degree or Higher	17.2%	16.7%	18.5%	13.3%	14.1%

Source: 2000 US Census

As indicated above, income levels often directly correlate with educational attainment. However, this is not to imply that all individuals need to have some form of advanced education.

As indicated in Table 6.4, Grant County had a per capita personal income of \$26,374 in 2005. Per capita personal income is the income that is received by persons from all sources. It is calculated as the sum of wage and salary disbursements, supplements to wages and salaries, proprietors' income with inventory valuation and capital consumption adjustments, rental income of persons with capital consumption adjustment, personal dividend income, personal interest income, and personal current transfer receipts, less contributions for government social insurance.

Table 6.4 Per Capita Personal Income

	Grant	Green	Iowa	Lafayette	Richland
2005 Per Capita Personal Income	\$26,374	\$30,870	\$31,399	\$25,153	\$25,467
Rank in State (out of 72 Counties)	49 th	24 th	22 nd	61 st	58 th

Source: 2007 Bureau of Economic Analysis and 2000 US Census

In 2000, Grant County had a median household income of \$36,268. See Map 6.1 for a breakdown of median household income for each Grant County jurisdiction.

Table 6.5 pertains to the percent of the labor force working within the County of Residence. In Grant County, 70% of the available County workforce works in Grant County. The other 30% of available workforce are seeking employment outside the County. This can be seen as an opportunity for Grant County, as there is an ample supply of workers residing within the County. Grant County, compared to surrounding counties, does well at retaining its labor force.

Table 6.5 Percent of Local Labor Force Working Within the County of Residence

	Grant	Green	Iowa	Lafayette	Richland
% of Labor Force Working Within the County of Residence	70%	66%	64%	54%	67%

Source: 2000 US Census

Tourism is another aspect of economic development that needs to be addressed. As indicated in Table 6.6, Grant County ranks 42nd of 72 counties in the State for tourism spending. In 2006, travelers spent 72 million dollars within Grant County. Forty-five million dollars of that supported employee wages. There were also 1,856 jobs supported by tourism spending.

Table 6.6 Tourism Spending

County	Dollars Spent by Travelers in 2006	County Rank in State for Traveler Spending (72 WI Counties)	Employee Wages from Tourism Spending	Full Time Equivalent Jobs Supported from Tourism Spending
Grant	75 Million	42 nd	47 Million	1,931
Green	44 Million	58 th	18 Million	1,307
Iowa	55 Million	52 nd	35 Million	1,422
Lafayette	21.5 Million	68 th	13.5 Million	553
Richland	23 Million	67 th	14 Million	587

Source: Wisconsin Department of Tourism 2006

Since agriculture is one of the top industries in Grant County, it is important to include some basic agricultural statistics in the economic development chapter. Please note that there is more detailed information available in Chapter 3, Agricultural, Natural and Cultural Resources. Table 6.7 below includes information from the 2002 US Agricultural Census. As indicated, Grant County has 2,490 farms comprised of a total acreage of 605,836 acres. The average farm size in Grant County is 243 acres. As Table 6.7 shows, of the counties included in the table, Grant County has the largest amount of farmland.

Table 6.7 Agricultural Statistics

	Grant	Green	Iowa	Lafayette	Richland
Acres of Farmland	605,836	306,946	367,373	342,800	257,807
Number of Farms	2,490	1,490	1,686	1,205	1,358
Average Farm Size	243	206	218	284	190

Source: 2002 US Agricultural Census

6.5 ANALYSIS OF NEW BUSINESS AND INDUSTRY DESIRED

6.5.1 STRENGTHS AND WEAKNESSES FOR ECONOMIC DEVELOPMENT

The recognition of the need and necessary support to retain existing jobs and attract new business is strong in Grant County. For economic development success, a community needs to identify its strengths and weaknesses, then leverage the strengths, and minimize the affects of the weaknesses. Boscobel's strengths in attracting business are the workforce, railroad access, airport, Industrial Park, TIF District, access to low-interest loans, quality of life, business developers and the Grant County Economic Development Corporation. The City is interested in attracting more manufacturing and commercial development. The City has transportation issues, which are an economic development weakness of the jurisdiction.

6.6 ANALYSIS OF BUSINESS AND INDUSTRY PARKS

6.6.1 EXISTING BUSINESS AND INDUSTRY PARKS

An industrial park or business park is an area of land set aside for development. A business park is a more "lightweight" version of the industrial park, having offices and light industry, rather than heavy industry which has high intensity truck traffic, noise, odor, etc. (for simplicity sake, the rest of this section will refer to both business and industrial parks as industrial parks). Industrial parks are usually located close to transport facilities, especially where multiple transportation modes such as highways, railroads, airports, and navigable rivers are available.

The idea of setting land aside through this type of zoning is based on several concepts:

- To be able to concentrate dedicated infrastructure in a delimited area to reduce the per-business expense of that infrastructure. Such infrastructure includes roadways, railroad sidings, ports, high-power electric supplies (often including three-phase power), high-end communication cables, large-volume water supplies, and high-volume gas lines.
- To be able to attract new business by providing an integrated infrastructure in one location.
- To set aside industrial uses from urban areas to try to reduce their environmental and social impact.
- To provide for localized environmental controls specific to the needs of an industrial area.

Different industrial parks fulfill these criteria to differing degrees. Many small communities have established industrial parks with only access to a nearby highway, and with only the basic utilities and roadways, and with few or no special environmental safeguards.

Industrial parks have also been criticized because of their frequent remoteness of urban areas, one of the characteristics that had been touted as a benefit. One reason for this specific criticism is that industrial parks often destroy productive and valuable agricultural land. Another is that industrial parks become remote to their employee pool, requiring longer commutes and limiting employment accessibility for poorer employees. Another reason is that many urban areas have extensive areas of brownfield land that many feel should be the first priority in redeveloping as industrial sites.

Currently, Grant County has nine established industrial parks. The following communities currently have an industrial park: City of Boscobel, City of Cuba City, Village of Dickeyville, City of Fennimore, Village of Hazel Green, City of Lancaster, Village of Livingston, Village of Muscoda, and the City of Platteville. Most of these industrial parks have acres available. The City of Boscobel has one industrial park, located along Highway 133 near Cedar Road. The park is along an active railroad operated by Wisconsin & Southern Railroad.

6.6.2 FUTURE BUSINESS AND INDUSTRY PARKS

The City of Boscobel has three appropriate locations for commercial development and the Planning Commission recommends the following locations: Elm St. /Hwy 61 corridors where 5 spaces are available, downtown area where availability is mainly currently vacant properties and Hwy 133 corridor west of Hwy 61, which has potentially 10-12 acres for development.

The City has also identified two appropriate locations for Industrial Parks including the existing Industrial Park, which has approximately 50 acres developed, and the Airport Industrial Park, which has 12 acres undeveloped.

Additionally, there are buildings or building sites available for commercial or light manufacturing business in the community. There is also community support to establish or expand a place where commercial or light manufacturing can locate.

6.7 ENVIRONMENTALLY CONTAMINATED SITES

Programs through the state of Wisconsin can often make it financially feasible for the owners or a municipality to remediate contaminations on a LUST or ERP site and prepare the site for redevelopment.

The Bureau of Remediation and Redevelopment Tracking System (BRRTS) is maintained by the WI-DNR for the purpose of documenting and tracking spill and contaminated sites. The BRRTS list is important to economic development as it may lead to potential redevelopment opportunities. Table 6.8 indicates the location of Leaking Underground Storage Tanks (LUST) and Environmental Repair (ERP) sites in municipalities in Grant County as listed in BRRTS. The list omits properties where no action is required, general spills, and minor contaminations.

Leaking Underground Storage Tank (LUST)

A LUST site has contaminated soil and/or groundwater with petroleum, which includes toxic and cancer causing substances. However, given time, petroleum contamination naturally breaks down in the environment (biodegradation). Some LUST sites may emit potentially explosive vapors. LUST activities in BRRTS have an activity number prefix of '03'.

Environmental Repair (ERP)

ERP sites are sites other than LUSTs that have contaminated soil and/or groundwater. Examples include industrial spills (or dumping) that need long term investigation, buried containers of hazardous substances, and closed landfills that have caused contamination. The ERP module includes petroleum contamination from above ground (but not from underground) storage tanks. ERP activities in BRRTS have an activity number prefix of '02'.

Table 6.8 Grant County Open or Conditionally Closed LUST and ERP Sites

Jurisdiction	No. of LUST Sites	No. of ERP Sites	Jurisdiction	No. of LUST Sites	No. of ERP Sites
Village of Bloomington	2	0	Village of Kieler	3	0
Village of Blue River	2	0	City of Lancaster	8	3
City of Boscobel	1	1	City of Livingston	1	1
Village of Cassville	1	3	Village of Mt. Hope	1	0
City of Cuba City	2	1	Village of Muscoda	2	0
Village of Dickeyville	3	3	City of Platteville	10	5
City of Fennimore	6	2	Village of Potosi	1	0
Village of Hazel Green	1	2	Town of Smelser/Platteville	0	1
			Village of Tennyson	1	0

Source: Wisconsin Department of Natural Resources (BRRTS)

6.8 ECONOMIC DEVELOPMENT AGENCIES AND PROGRAMS

Providers of services can be a partner for the goals and objectives identified in this chapter. People with local government and business people can contact:

GRANT COUNTY ECONOMIC DEVELOPMENT CORPORATION (GCEDC)

Grant County Economic Development Corporation is a private not-for-profit 501(c)(4) development corporation in Fennimore. GCEDC focuses on all aspects of economic development including business retention and expansion, site location, tourism, etc.

GRANT COUNTY ECONOMIC DEVELOPMENT CORPORATION (GCEDC)

Phone: (608) 822-3501

<http://grantcounty.org/index.html>

SOUTHWEST WISCONSIN SMALL BUSINESS DEVELOPMENT CENTER (SWSBDC)

SWSBDC provides low-cost training and no-cost counseling to Wisconsin's entrepreneurs and small business owners and managers located in Green, Grant, Iowa, Crawford, Richland, and Lafayette counties. Our Mission -- to facilitate economic growth in Wisconsin by providing Low-cost training and no-cost programming to the local small business community. We offer services in cooperation with UW-Extension, UW-Platteville, and the Small Business Administration.

SOUTHWEST WISCONSIN SMALL BUSINESS DEVELOPMENT CENTER (SWSBDC)

One University Plaza
Platteville, WI 53818

Phone (608) 342-1038

WWW.UWPLATT.EDU/SWSBDC/

SOUTHWESTERN WISCONSIN REGIONAL PLANNING COMMISSION (SWWRPC)

The Mission of the Southwestern Wisconsin Regional Planning Commission is to serve the needs of the people of our five-county region in the areas of community development planning, economic development, and transportation. The economic development program of SWWRPC works with stakeholders throughout the region for a regional approach to economic development.

SOUTHWESTERN WISCONSIN REGIONAL PLANNING COMMISSION (SWWRPC)

719 Pioneer Tower
One University Plaza
Platteville, WI 53818

Phone (608) 342-1214

WWW.SWWRPC.ORG

WISCONSIN DEPARTMENT OF COMMERCE (DOC)

The Department has a broad array of programs to assist a full spectrum of economic development strategies.

WISCONSIN DEPARTMENT OF COMMERCE (DOC)

201 West Washington Avenue
PO Box 7970
Madison, WI 53707

Phone (608) 266-1018

www.commerce.state.wi.us

Programs range from help to start a business to assisting large employer projects. Several new programs target the development of dairying and other agriculture. Other programs target businesses in rural areas. Programs include grants, loans and assistance with financing, labor training and cleaning up brownfield sites.

WISCONSIN DEPARTMENT OF AGRICULTURE, TRADE AND CONSUMER PROTECTION (DATCP)

DATCP inspects and licenses more than 100,000 businesses and individuals, analyzes millions of laboratory samples, conducts hundreds of hearings and investigations, educates businesses and consumers about best practices, adopts rules that have the force of law, and promotes Wisconsin agriculture at home and abroad.

WISCONSIN DEPARTMENT OF AGRICULTURE, TRADE AND CONSUMER PROTECTION (DATCP)

2811 Agriculture Drive
PO Box 8911
Madison, WI 53708

Phone (608)224-5012

www.datcp.state.wi.us

WISCONSIN DEPARTMENT OF TRANSPORTATION (WISDOT)

WisDOT has several programs to help assist in economic development. The Transportation Economic Assistance (TEA) program provides fast tract financing to construct rail spurs and port improvements for new or expanding industries. Other programs include the Freight Railroad Infrastructure Improvement Program (FRIIP) and the Freight Railroad Preservation Program (FRPP). These programs provide grants to communities to rehabilitate or purchase rail lines.

WISCONSIN DEPARTMENT OF TRANSPORTATION (WISDOT)

4802 Sheboygan Avenue
PO Box 7910
Madison, WI 53707

<http://www.dot.state.wi.us/>

**WISCONSIN HOUSING AND ECONOMIC DEVELOPMENT
AUTHORITY (WHEDA)**

WHEDA is an economic development program that targets agricultural development, businesses owned by women and minorities, small businesses and construction projects. WHEDA helps find creative financing resources for business and residences.

USDA - RURAL DEVELOPMENT

Rural Development programs help a rural community or business with economic development through loan guarantees, loans and grants. Rural Development achieves its mission by helping rural individuals, communities and businesses obtain the financial and technical assistance needed to address their diverse and unique needs. Rural Development works to make sure that rural citizens can participate fully in the global economy.

**WISCONSIN HOUSING AND ECONOMIC
DEVELOPMENT AUTHORITY (WHEDA)**

201 W. Washington Ave., Ste. 700
Madison, WI 53703

PHONE 608-266-7884

WWW.WHEDA.COM

USDA - RURAL DEVELOPMENT

USDA Rural Development - WI
4949 Kirschling Ct.
Stevens Point, WI 54481

Phone: (715)345-7615

www.rurdev.usda.gov/wi

7.0 INTERGOVERNMENTAL COOPERATION

7.1 CHAPTER SUMMARY

Intergovernmental cooperation is an effective way for local governments to respond to changing and diverse needs by working with neighbors, while maintaining their own identity. Most arrangements involve only two governmental units, but there are also agreements among multiple units. Many cities, towns, villages, and counties begin cooperative arrangements to lower costs and promote efficiency.

Intergovernmental cooperation may range from formal joint power agreements to unwritten understandings. For instance, two (or more) communities may have unwritten agreements about sharing fire or EMT services, road repair equipment. A city or village and its adjoining towns may have a written agreement concerning snow removal or economic development. If an agreement is reached among two or more units of government, services can often be provided with substantial cost savings. Cooperation can also help eliminate unnecessary duplication of services or equipment purchases.



Wisconsin State Statute 66.1001(2)(g)

(g) Intergovernmental cooperation element.

A compilation of objectives, policies, goals, maps and programs for joint planning and decision making with other jurisdictions, including school districts and adjacent local governmental units, for siting and building public facilities and sharing public services. The element shall analyze the relationship of the local governmental unit to school districts and adjacent local governmental units, and to the region, the state and other governmental units. The element shall incorporate any plans or agreements to which the local governmental unit is a party under [s. 66.0301](#), [66.0307](#) or [66.0309](#). The element shall identify existing or potential conflicts between the local governmental unit and other governmental units that are specified in this paragraph and describe processes to resolve such conflicts.

7.2 GOALS

The following is the Intergovernmental Cooperation Goal, one of the fourteen Smart Growth Planning Goals required by the planning grant contract.

1. Encourage coordination and cooperation among nearby units of government.

7.3 OBJECTIVES AND POLICY RECOMMENDATIONS

The following intergovernmental cooperation objectives and policy recommendations (not in order of priority) support the above goal. They will guide your intergovernmental decisions in the City of Boscobel over the next 20 years.

NOT IN ORDER OF PRIORITY

1. Explore new opportunities to cooperate with other units of government to share public services, staff, or equipment where and when appropriate.
2. Create written intergovernmental contracts or agreements with other units of governments when appropriate.

7.4 EXISTING AND POTENTIAL AREAS OF COOPERATION

7.4.1 EXISTING AREAS OF COOPERATION

Table 7.1 lists the services which the City currently shares with its neighboring jurisdiction.

Table 7.1 Currently Shared Services

NEIGHBORING JURISDICTION	CURRENTLY SHARED SERVICES		METHODS OF EXCHANGE
TOWN OF BOSCOBEL	<input checked="" type="checkbox"/> Voluntary Assistance (fire, EMT)	<input type="checkbox"/> Trading Services	<input type="checkbox"/> Formal (written agreement) <input checked="" type="checkbox"/> Informal (verbal agreement)
	<input type="checkbox"/> Sharing Municipal Staff	<input type="checkbox"/> Consolidating Services	
	<input checked="" type="checkbox"/> Joint Use of a Facility (Blaine Gym, library, Tuffy Center)	<input type="checkbox"/> Joint Purchase and Ownership of Equipment (fire trucks and rescue)	
	<input type="checkbox"/> Cooperative Purchasing	<input type="checkbox"/> Renting Equipment	
	<input checked="" type="checkbox"/> Other (Snowplowing, parks)	<input type="checkbox"/> No Services are Shared	

Table 7.2 lists intergovernmental services the City of Boscobel potentially could share with its neighboring jurisdiction.

Table 7.2 Potential Shared Services

NEIGHBORING JURISDICTION	POTENTIAL SHARED SERVICES		METHODS OF EXCHANGE
TOWN OF BOSCOBEL	<input type="checkbox"/> Voluntary Assistance	<input type="checkbox"/> Trading Services	<input checked="" type="checkbox"/> Formal (written agreement) <input type="checkbox"/> Informal (verbal agreement)
	<input type="checkbox"/> Sharing Municipal Staff	<input type="checkbox"/> Consolidating Services	
	<input type="checkbox"/> Joint Use of a Facility	<input type="checkbox"/> Joint Purchase and Ownership of Equipment	
	<input checked="" type="checkbox"/> Cooperative Purchasing	<input checked="" type="checkbox"/> Renting Equipment	
	<input type="checkbox"/> Other (please explain)	<input type="checkbox"/> No Services are Shared	

7.5 INTERGOVERNMENTAL RELATIONSHIPS

7.5.1 EXISTING AND POTENTIAL CONFLICTS AND SOLUTIONS

The City of Boscobel Planning Commission identified the Town of Boscobel with whom they have an existing conflict of shared revenue, particularly in regard to WSPF. There is also a potential future conflict with the Town as the City grows. No solution is noted for this issue as the Planning Commission noted that this is always a potential point of contention between the City and the Town.

Boscobel has an agreement with the Boscobel School wherein the city and school share facilities through the school/recreation program, shares some snow removal, and shares storage facilities.

The quality of Boscobel’s inter-jurisdictional relationships was evaluated and is presented on Table 7.3.

Table 7.3 Quality of Jurisdictional Relationships

ADJACENT JURISDICTIONS (LIST EACH SEPARATELY)	SATISFACTORY OR UNSATISFACTORY?	COMMENTS
TOWN OF BOSCOBEL	Satisfactory	
BOSCOBEL SCHOOL	Satisfactory	
GRANT COUNTY	Satisfactory	
UWEX	Satisfactory	
SWWRPC	Satisfactory	
WI-DNR	Satisfactory	
WI-DOT	Satisfactory	
WI-DOA	Satisfactory	

7.6 INTERGOVERNMENTAL COOPERATION AGENCIES AND PROGRAMS

A number of available state agencies and programs assist communities with intergovernmental projects. Below are brief descriptions of various agencies and programs. Contact information is provided.

WISCONSIN TOWNS ASSOCIATION

Wisconsin Towns Association (WTA) is a non-profit, non-partisan statewide organization created under s. 60.23(14) of the Wisconsin Statutes to protect the interests of the state’s 1,264 towns and to improve town government. In 2002 WTA celebrated its 55th year of service to town governments and the state’s 1.6 million town residents. The association is organized into six districts and is headquartered in Shawano. WTA relies on regular district meetings, an annual statewide convention, publications, participation in cooperative training programs and other means to support the goal of keeping grassroots government strong and efficient in Wisconsin.

WISCONSIN TOWNS ASSOCIATION
W7686 County Road MMM
Shawano, WI 54166-6086

Phone: 715-526-3157
Fax: 715-524-3917

<http://www.wisctowns.com/>

LEAGUE OF WISCONSIN MUNICIPALITIES

The League of Wisconsin Municipalities is a not-for-profit association of municipalities. First established in 1898, the League acts as an information clearinghouse, lobbying organization and legal resource for Wisconsin municipalities. Its membership consists of 386 villages and all of the 190 cities in the state.

LEAGUE OF WISCONSIN MUNICIPALITIES
202 State Street, Suite 300
Madison, WI 53703-2215

Phone: 608-267-2380

<http://www.lwm-info.org/>

WISCONSIN COUNTIES ASSOCIATION

WCA is an association of county governments assembled for the purpose of serving and representing counties. The direction of this organization is one that is determined by the membership and the WCA Board of Directors consistent with the parameters set forth by the WCA Constitution. The organization’s strength remains with the dedicated county-elected official.

WISCONSIN COUNTIES ASSOCIATION
22 E. Mifflin St., Suite 900
Madison, WI 53703

Phone: 608-663-7188
Fax: 608-663-7189

<http://www.wicounties.org/>

SOUTHWESTERN WISCONSIN REGIONAL PLANNING COMMISSION

The SWWRPC is the area-wide planning and development agency serving the five counties of Grant, Green, Iowa, Lafayette, and Richland. It was created in 1970, formed by executive order of the governor. Wisconsin statutes specify that regional planning commissions are to provide intergovernmental planning and coordination for the physical, social, and economic development of the region. Under Wisconsin law, RPC's have the following functions:

- They may conduct all types of research studies; collect and analyze data; prepare maps, charts and tables, and conduct necessary studies.
- They may make and adopt plans for the physical, social, and economic development of the region.
- They may publish and advertise their purposes, objectives, and findings, and may distribute reports thereon.
- They may provide advisory services on planning problems to the local governmental units within the region and to other public and private agencies in matters relative to its functions and objectives.

SWWRPC

**719 Pioneer Tower
One University Plaza
Platteville, WI 53818**

**Phone: 608-342-1214
Fax: 608-342-1220**

<http://www.swwrpc.org/>

8.0 LAND USE

8.1 CHAPTER SUMMARY

In many cases, communities land use decisions were made with little regard to limitations on development or the interests of the community as a whole. Today, with better knowledge of these limitations, communities have the opportunity to make better choices as to where development should occur. However, instead of working with a clean slate, communities must contend with existing uses and how new development might affect or be affected by them.

The purpose of this chapter is to analyze how land in your jurisdiction is currently being used and how to guide development in the future. The land use decisions in this chapter take into account the knowledge and policies of the other elements of this plan. Based on the information in this chapter and preceding chapters, a set of goals and policies have been developed to guide land use decisions in the City of Boscobel over the next 20 years.



Wisconsin State Statute 66.1001(2)(h)

(h) Land Use

A compilation of objectives, policies, goals, maps and programs to guide the future development and redevelopment of public and private property. The element shall contain a listing of the amount, type, intensity and net density of existing uses of land in the local governmental unit, such as agricultural, residential, commercial, industrial and other public and private uses. The element shall analyze trends in the supply, demand and price of land, opportunities for redevelopment and existing and potential land-use conflicts. The element shall contain projections, based on the background information specified in [par. \(a\)](#), for 20 years, in 5-year increments, of future residential, agricultural, commercial and industrial land uses including the assumptions of net densities or other spatial assumptions upon which the projections are based. The element shall also include a series of maps that shows current land uses and future land uses that indicate productive agricultural soils, natural limitations for building site development, floodplains, wetlands and other environmentally sensitive lands, the boundaries of areas to which services of public utilities and community facilities, as those terms are used in [par. \(d\)](#), will be provided in the future, consistent with the timetable described in [par. \(d\)](#), and the general location of future land uses by net density or other classifications.

8.2 GOALS

The State of Wisconsin passed a comprehensive planning law in 2000 to compel municipalities to create comprehensive plans. The plans include nine basic chapters: Issues and Opportunities, Utilities and Community Facilities, Agricultural, Natural, and Cultural Resources, Housing, Transportation, Economic Development, Intergovernmental Cooperation, Land Use, and Implementation. In addition to these basic nine elements, fourteen Local Comprehensive Planning Goals were established which are more general in nature. Below are the Land Use Goals that are a compilation of all the other element goals of this plan.

1. Promote the redevelopment of lands with existing infrastructure and public services and the maintenance and rehabilitation of existing residential, commercial and industrial structures.
2. Encourage neighborhood designs that support a range of transportation choices.
3. Protect natural areas, including wetlands, wildlife habitats, lakes, woodlands, open spaces and groundwater resources.
4. Protect economically productive areas, including farmland and forests.
5. Encourage land-uses, densities and regulations that promote efficient development patterns and relatively low municipal, state governmental and utility costs.
6. Preserve cultural, historic and archaeological sites.
7. Encourage coordination and cooperation among nearby units of government.
8. Build community identity by revitalizing main streets and enforcing design standards.
9. Provide an adequate supply of affordable housing for individuals of all income levels throughout each community.
10. Provide adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial and industrial uses.
11. Promote the expansion or stabilization of the current economic base and the creation of a range of employment opportunities at the state, regional and local levels.
12. Balance individual property rights with community interests and goals.
13. Plan and develop land uses that create or preserve varied and unique urban and rural communities.
14. Provide an integrated, efficient and economical transportation system that affords mobility, convenience and safety and that meets the needs of all citizens, including transit-dependent and disabled citizens.

8.3 OBJECTIVES, POLICY, AND PROGRAM RECOMMENDATIONS

The following land use objectives and policy recommendations (not in order of priority) support the above goals and will help the City guide its land use decisions over the next 20 years.

NOT IN ORDER OF PRIORITY

1. **Encourage development in areas where adequate utilities and community services exist or can be provided in a cost efficient manner.**
2. **Encourage commercial activities to develop in existing commercial locations where public roads/facilities and services have capacity to accommodate high volumes of traffic, parking, and other public needs.**

8.4 EXISTING LAND USES

8.4.1 Land Use Types

Agriculture – Agricultural land includes land that produces a crop (including Christmas trees or ginseng), agricultural forest (forested lands contiguous with agricultural land), supports livestock, or is eligible for enrollment in specific federal agricultural programs.

Residential - Residential land includes any land with a residential home that does not fall into the agricultural land classification.

Commercial – Commercial land refers to any parcel that has a business on it, but does not include industrial properties. This may be a convenience store, car wash, bank, grocery store, tavern, etc., referring to any type of retail or business establishment.

Manufacturing – Manufacturing land refers to business and industry that is engaged in processing, manufacturing, packaging, treatment, or fabrication of materials and products.

Forested – Forested land including production forests and DNR-MFL.

Ag-Forest – Land that is producing or capable of producing commercial forest products if the land satisfies any of the following conditions:

- It is contiguous to a parcel that has been classified in whole as agricultural land, if the contiguous parcel is owned by the same person that owns the land that is producing or capable of producing commercial forest products. In this subdivision, "contiguous" includes separated only by a road.
- It is located on a parcel that contains land that is classified as agricultural land in the property tax assessment on January 1, 2004, and on January 1 of the year of assessment.
- It is located on a parcel at least 50% of which, by acreage, was converted to land that is classified as agricultural land in the property tax assessment on January 1, 2005, or thereafter.

Undeveloped – This land classification refers to areas that were formerly classified as swamp/waste. It includes bogs, marshes, lowlands brush land, and uncultivated land zoned as shoreland and shown to be wetland.

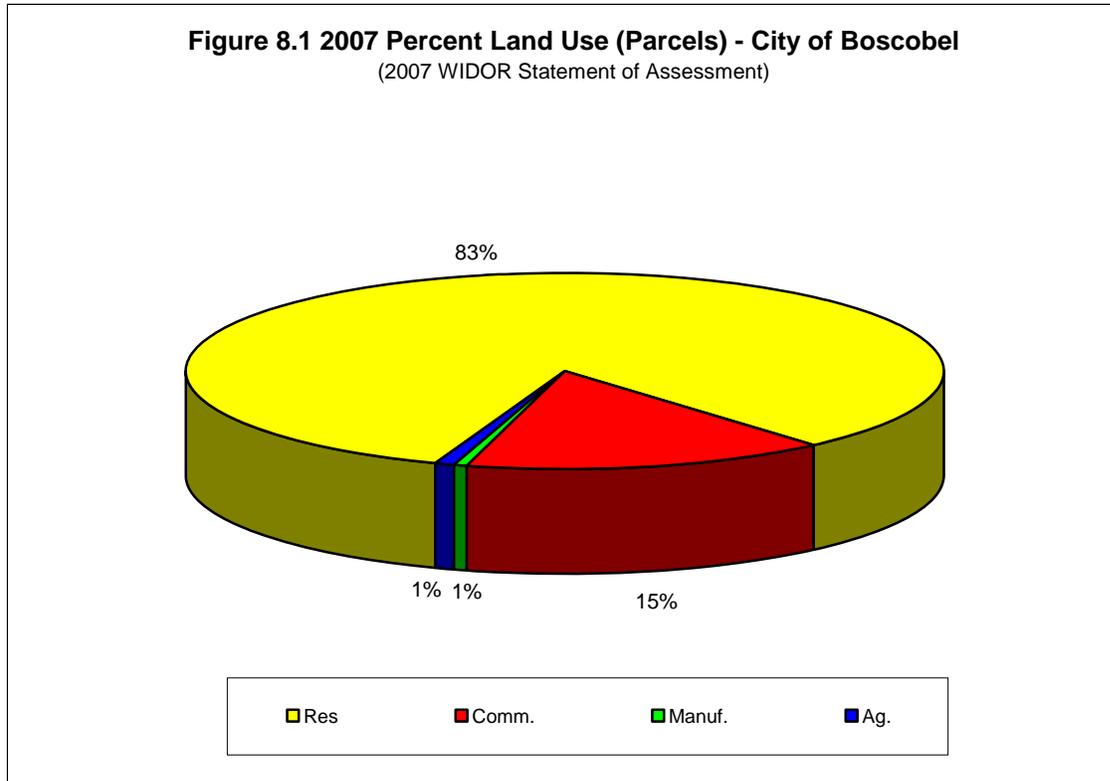
Other – Remaining land types that do not fall into the above categories, including federal, state, and county lands, school property, and cemeteries.

The following table lists the amount of land in each major land classifications for the City of Boscobel in 2007. Currently the dominant land use is residential.

Table 8.1 City of Boscobel Land Use – 2007

Classification	Land in Acres	Parcel Count	Average Parcel Size	Percent of Land Use (Parcels)
Residential	420	1132	0.4	82.6%
Commercial	67	210	0.32	15.3%
Manufacturing	53	10	5.30	0.7%
Agricultural	92	10	9.20	0.7%
Undeveloped (formerly Swamp/Waste)	19	4	4.75	0.3%
AG-Forest	16	1	16.00	0.1%
Forest	1	1	1.00	0.1%
Other (Federal, State, County, School, Cemetery)	2	2	1.00	0.1%
Real Estate Totals	670	1,370		100.0%

(Source: WI Department of Revenue, 2007 Statement of Assessments)



(Source: WI Department of Revenue, 2007 Statement of Assessments)

8.5 LAND USE TRENDS

8.5.1 LAND SUPPLY

Tables 8.2 to 8.6 display the trends in land use for the City of Boscobel over the last 25, 20, 15, 12, and 5 years, respectively. The information is from the WI Department of Revenue. Use caution when comparing years since some land classifications have been changed over the years. Technological advances have also given the WI-DOR better land identification techniques. These changes can account for some land classifications not having a value in one year but than having one in another year. Local assessors have changed over time, which also contributes differences.

Table 8.2 City of Boscobel Land Use Assessment Statistics - 1984

Classification	1984 Total Acres	1984 Parcel Count	1984 Percent of Land Use (Parcels)
Residential	1	1011	84.0%
Commercial	6	160	13.3%
Manufacturing	28	15	1.2%
Agricultural	206	18	1.5%
Swamp & Waste	0	0	0.0%
Forest	0	0	0.0%
Real Estate Totals	241	1,204	100.0%

(Source: WIDOR, 1984 Statistical Report of Property Values)

Table 8.3 City of Boscobel Land Use Assessment Statistics - 1989

Classification	1989 Total Acres	1989 Parcel Count	1989 Percent of Land Use (Parcels)
Residential	1	983	82.6%
Commercial	18	177	14.9%
Manufacturing	35	13	1.1%
Agricultural	186	17	1.4%
Swamp & Waste	0	0	0.0%
Forest	0	0	0.0%
Real Estate Totals	240	1,190	100.0%

(Source: WIDOR, 1989 Statistical Report of Property Values)

Table 8.4 City of Boscobel Land Use Assessment Statistics - 1994

Classification	1994 Total Acres	1994 Parcel Count	1994 Percent of Land Use (Parcels)
Residential	4	982	82.3%
Commercial	12	186	15.6%
Manufacturing	36	12	1.0%
Agricultural	155	13	1.1%
Swamp & Waste	0	0	0.0%
Forest	0	0	0.0%
Real Estate Totals	207	1,193	100.0%

(Source: WIDOR, 1994 Statistical Report of Property Values)

Table 8.5 City of Boscobel Land Use Assessment Statistics – 1997

Classification	1997 Total Acres	1997 Parcel Count	1997 Percent of Land Use (Parcels)
Residential	8	1025	82.8%
Commercial	25	187	15.1%
Manufacturing	37	11	0.9%
Agricultural	133	13	1.1%
Swamp & Waste	0	0	0.0%
Forest	0	0	0.0%
Other (Federal, State, County, School, etc.)	1	2	0.2%
Real Estate Totals	204	1,238	100.0%

(Source: WIDOR, 1997 Statistical Report of Property Values)

Table 8.6 City of Boscobel Land Use Assessment Statistics – 2004

Classification	2004 Land in Acres	2004 Parcel Count	2004 Percent of Land Use (Parcels)
Residential	28	1117	82.8%
Commercial	68	204	15.1%
Manufacturing	50	11	0.8%
Agricultural	91	9	0.7%
Undeveloped (formerly Swamp/Waste)	4	3	0.2%
AG-Forest	0	0	0.0%
Forest	28	3	0.2%
Other (Federal, State, County, School, Cemetery)	2	2	0.1%
Real Estate Totals	271	1,349	100.0%

(Source: WIDOR, 2004 Statement of Assessments)

8.5.2 LAND DEMAND

Historically, land use has been agricultural throughout Grant County. (Refer back to Map 4.1 and 4.2 in Chapter 4, Housing Chapter to see the percent increase in housing units over the last 30 and 10 years, respectfully).

The City of Boscobel has its own land division/subdivision ordinance and does have planned unit developments (PUDs) in its jurisdiction. The City does not have an ordinance controlling field fragmentation. Boscobel administer its own driveway standards and access standards.

8.6 FUTURE LAND USE

To adequately plan for future growth, a community must be aware of its future land needs. The projection of land use needed is based on historical community growth trends and some assumptions. Forecasting is an inexact process. Since a number of outside factors affect the rate of community growth, the resulting forecasts should only be used as a general tool for charting future courses of action. SWWRPC has forecast the jurisdiction’s future land needs by looking at the change in land use acres from 1984 to 2007. By this calculation, Table 8.7 below shows how the acreages have changed from since 1984.

Table 8.7 Average Annual Land Use Change from 1984-2007, per Land Use Classification: City of Boscobel

City of Boscobel	Average Annual Change in Acres 1984-1989	Average Annual Change in Acres 1989-1994	Average Annual Change in Acres 1994-1997	Average Annual Change in Acres 1997-2004	Average Annual Change in Acres 2004-2007	Average Annual Change in Acres 1984-2007
Residential	0.0	0.6	1.3	2.9	4.7	1.8
Commercial	2.4	-1.2	4.3	6.1	-0.3	2.7
Manufacturing	1.4	0.2	0.3	1.9	1.0	1.1
Agriculture	-4.0	-6.2	-7.3	-6.0	0.3	-5.0

(Source: WIDOR Statement of Assessment, SWWRPC)

Past land area changes were used to project the amount of land needed in the future per classification. The average annual change from 1984-2007 was used to create future projections. To arrive at the average annual change in each category, the current (2007) number of acres was subtracted from the earliest data available, usually 1984. In some jurisdictions, projections may have been adjusted to reflect more recent local trends in land use. This method was chosen in order to gain a long-term prospective on growth, and avoid showing large one year changes brought on by major projects such as subdivisions or new shopping centers. The grant requires projections for land classified as residential, commercial, industrial (which is labeled “manufacturing” in the plan), and agricultural.

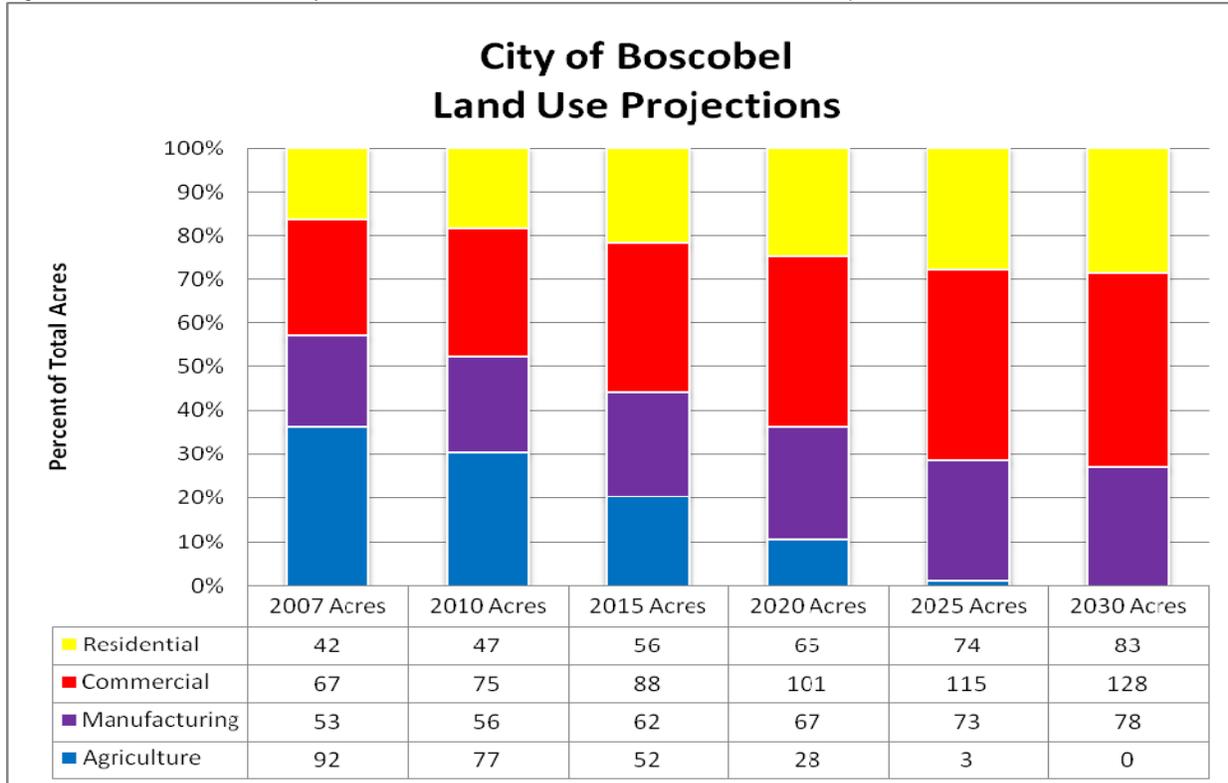
8.6.1 LAND USE PROJECTIONS

As noted in section 8.5.1 caution should be used in considering land use projections, as the WI-DOR has periodically switched how they have reported or defined certain land classifications over the years. Some classifications never existed in certain communities and in other cases, for certain years no data was recorded, even if the land use did exist. Almost all jurisdictions showed positive residential growth. Other land classifications, such as commercial, were more problematic. Some cities show commercial land in the ‘80s (perhaps a cheese factory). If those facilities no longer exist, the loss of the land use may create a projection that shows zero or negative future growth.

Data is only as accurate as the person reporting it: therefore, some discrepancies exist that are impossible to correct. Projections are created to show trends and relative magnitude of change and should be used only as a guide for planning.



Figure 8.2 Forecasted acres: City of Boscobel for 2010, 2015, 2020, 2025, and 2030 compared to 2007.



(Source: WI Department of Revenue Report on Property Values, and SWWRPC)

8.6.2 DEVELOPMENT LIMITATIONS

Development should only take place in suitable areas, which is determined by several criteria, including:

- A community’s vision statement
- Land use goals and policies
- Surrounding uses
- Special requirements of the proposed development
- The ability to provide utility and community services to the area
- Transportation and economic development factors
- Cultural resource constraints
- Various physical constraints

8.6.3 DENSITY STANDARDS/LAND DIVISION

A density standard is a measure of how many lots (or homes) for a set number of acres. Density standards can have a minimum lot size requirement, a maximum lot size requirement, or both. For example, in a town with a density standard of one home per 30 acres, a landowner who owns 90 acres has three opportunities to build a home (1 per 30). The landowner may decide to sell some of this property. If there is no minimum lot size associated with the density standard, in order to build a home, a full 30 acres would be needed by a home builder. If the density standard has a minimum lot size requirement of 5 acres (for example), the landowner would only need to sell 5 acres, not the entire 30. The density standard would be met. (Farmland Preservation might need to be considered in developing a density standard as it might affect minimum lot sizes from town to town.)

Some communities have a minimum and a maximum lot size associated with their density standard. In this case, if the minimum lot size is 5 acres and the maximum 10 acres, with a one per 30 density, the landowner could sell anywhere between 5 and 10 acres to someone to build a home. The density standard of one per 30 acres and the lot size requirement(s) would be met. Boscobel does not have a density standard.

8.7 PHYSICAL DEVELOPMENT LIMITATIONS

8.7.1 DEPTH TO WATER TABLE/FLOOD HAZARDS

A review of Map 3.2.1, Water Resources, Map 3.2.2 Depth to Water Table, and Map 3.2.3 Flooding Frequency reveal development limitations associated with water resources. Because of the potential for flooding, and the problems associated with wet soils, these areas should be precluded from development.

8.7.2 SLOPE LIMITATIONS

A review of Map 3.2.6, Slopes, reveals areas in the jurisdiction where development limitations occur due to steep slopes. Slope is an important limitation to consider since problems for development are usually associated with areas with extreme slope (due to erosion and other factors). In general, areas with slopes under 12% are best suited for development.

8.7.3 SEPTIC LIMITATIONS

Septic limitations apply to domestic sewage disposal systems; primarily filter fields and seepage beds. How well a sewage disposal system functions depends largely on the rate at which effluent from the tank moves into and through the soil. If permeability is moderately slow, sewage effluent is likely to flow along the surface of the soil. If permeability is moderately rapid or rapid, effluent is likely to flow into the aquifer. Detailed testing at specific site locations may reveal pockets with fewer restrictions than indicated. Engineering interpretations of the soil survey indicate the degree to which sub-grade materials are influenced by surface drainage, depth of frost penetrations, and other factors.

8.7.4 DEPTH TO BEDROCK

A review of Map 3.2.7, Depth to Bedrock, reveals areas in the jurisdiction where development limitations occur due to the depth to the bedrock. Depth to bedrock is an important factor influencing other limitations such as septic tanks and building foundations. Bedrock too close to the surface not only hampers surface water absorption by the soil, but also poses obstacles to construction.

8.7.5 THREATENED AND ENDANGERED SPECIES/RECREATION RESOURCES/ENVIRONMENTAL CORRIDORS

A review of Map 3.2.4, Threatened and Endangered Species and Map 3.2.5, Natural Corridors and Recreational Resources, reveals areas in the jurisdiction where other development limitations may occur.

8.7.6 MINE LOCATIONS

Grant County had an active and extensive mining industry in the 19th and early to mid 20th centuries. Obviously, this industry left an indelible mark on the County, particularly on its southern side (see Map 3.3.1, Cultural Resources, which displays historic mines). Generally, most mines do not have much of an impact on current land use decisions. However, the potential of intersecting with old mine works is possible in well drilling and it is possible that a land parcel may have an old, uncovered (and unsafe) mine shaft opening.

8.8 REDEVELOPMENT OPPORTUNITIES

The WI-DNR Bureau for Remediation and Redevelopment maintains a database listing contaminated lands and sites including the following: spills, leaks, Superfund sites, and other contaminated sites reported to the WI-DNR or otherwise discovered. These sites represent the possibility of redevelopment opportunities.

Liability Exemptions for Local Governments

Previously, local governmental units (LGUs) and economic development corporations (EDCs) that acquired contaminated property, even if they did not purchase it, were considered responsible under Wisconsin's Hazardous Substance Discharge Law, also known as the Spill Law (s. 292, Wis. Stats.), because they "possessed or controlled" a contaminated property. As a result, they were required to investigate and clean up the contamination.

The Land Recycling Law (1993 Wisconsin Act 453) and the 1997-1999 and 1999-2001 State Biennial Budgets removed this liability and created incentives for LGUs and certain EDCs to redevelop property, depending upon how the property is acquired. This exemption for local governments has helped spur renewal of many contaminated properties.

Brownfield Funding for Local Governments

The Wisconsin State Legislature and federal government have established special brownfield financial incentives for local governments, including a new revolving loan fund through the Wisconsin Brownfield Coalition. Refer to Chapter 6, Economic Development, for a list of locations in Grant County that are currently listed as LUST or ERP sites.

8.9 EXISTING AND POTENTIAL LAND USE CONFLICTS

A variety of land uses with no separation between incompatible uses can potentially cause conflict. Land use conflicts may arise in such situations through noise, odor, chemicals, light, visual amenity, dogs, stock damage and weed infestation, lack of understanding, and lack of communication to name a few. One of the most common occurrences, especially in a rural setting, is the presence of agricultural operations near non-farm populations. For instance, agriculture can affect adjoining small rural lots used for residential purposes. Similarly, the presence of small residential rural lots can create an adverse influence on the continued operation of agriculture enterprise.

The Planning Commission did not report any current land use conflicts with its jurisdictional neighbors, including the County. However, they noted that there may be issues in the future in regard to airport zoning.

Potential Land Use Conflicts

- Landfills or Waste Facilities
- Jails or Prisons
- Halfway Houses or Group Homes
- Airports, Highways, Rail Lines
- Low Income Housing
- Strip Malls and Shopping Centers
- “Cell” Towers, Electrical Transmission Lines
- Wind Farms
- Large Livestock Operations
- Industrial or Manufacturing Operations

8.10 LAND USE AGENCIES AND PROGRAMS

There are a number of available state agencies and programs to assist communities with land use projects. Below are brief descriptions of various agencies and programs. Contact information has been provided for each agency. To find out more specific information or which program best fits your needs contact the agency directly.

CENTER FOR LAND USE EDUCATION (CLUE)

The Center for Land Use Education is a joint venture of Cooperative Extension and the College of Natural Resources at the University of Wisconsin-Stevens Point. CLUE uses a team-based approach to accomplish its dual missions of campus based undergraduate and graduate education and Extension outreach teaching related to

- Land use planning,
- Plan and ordinance administration,
- Project impact and regional trends analysis and
- Public involvement in local land use policy development.

CENTER FOR LAND USE EDUCATION

**University of Wisconsin – Stevens Point
– CNR
800 Reserve St.
Stevens Point, WI 54481**

Phone: 715-346-2386

<http://www.uwsp.edu/cnr/landcenter>

UNIVERSITY OF WISCONSIN

The UW-Madison's department of Urban Planning can provide research and outreach services to area communities. The University also has the Land Information and Computer Graphics Facility (LICGF). The overall mission of the LICGF is to provide research, training, and outreach in the use of land and geographic information systems (LIS/GIS). Their mission focuses on land record modernization, land and natural resource management applications, and the use of information for land-use decision-making.

**UW-MADISON DEPARTMENT OF
URBAN PLANNING**

925 Bascom Mall Room 110 Music
Hall
Madison, WI 53706-1317

Phone: 608-262-1004

<http://www.wisc.edu/urpl>

**UW Land Information & Computer
Graphics Facility**

500 Babcock Drive
Rm. B102
Madison, WI 53706

Phone: 608-263-5534

<http://www.lic.wisc.edu>

9.0 IMPLEMENTATION

9.1 CHAPTER SUMMARY

The purpose of this chapter is to explain how the Comprehensive Plan will be utilized to guide future growth and development in the City of Boscobel and is intended to serve as the blueprint for the future. As change is inevitable, the Plan will need to be amended to reflect major changes. Section 9.5 will review how each chapter of the Comprehensive Plan elements interrelate and how the Plan will be monitored and evaluated. Section 9.9 discusses how the Plan must be updated at a minimum of once every ten years.

Wisconsin State Statute 66.1001(2)(i)

(i) Implementation.

A compilation of programs and specific actions to be completed in a stated sequence, including proposed changes to any applicable zoning ordinances, official maps, sign regulations, erosion and storm water control ordinances, historic preservation ordinances, site plan regulations, design review ordinances, building codes, mechanical codes, housing codes, sanitary codes or subdivision ordinances, to implement the objectives, policies, plans and programs contained in [pars. \(a\) to \(h\)](#). The element shall describe how each of the elements of the comprehensive plan will be integrated and made consistent with the other elements of the comprehensive plan, and shall include a mechanism to measure the local governmental unit's progress toward achieving all aspects of the comprehensive plan. The element shall include a process for updating the comprehensive plan. A comprehensive plan under this subsection shall be updated no less than once every 10 years.

9.2 VISION STATEMENT

The following is a review of the vision statement found in Chapter 1, Issues and Opportunities, section 1.8. The vision statement serves as the overall guide for land use decision making in the City of Boscobel.

The City of Boscobel will continue to promote and encourage residential, commercial, industrial and educational growth, while maintaining a safe environment that will promote family-oriented living.

Our rural setting, consisting of many natural, agricultural and historical resources, will provide many recreational activities for residents and visitors alike.

9.3 GOALS, OBJECTIVES AND POLICY RECOMMENDATIONS

The following are Implementation goals, objectives and policy recommendations. They support the goals, objectives, policies and programs specified in the previous eight chapters and will guide the implementation of this Comprehensive Plan in the City of Boscobel over the next 20 years.

1. **Comply with and enforce the 14 Planning Goals and the Policies and Programs outlined in this Comprehensive Plan.**
2. **Enforce local ordinances to support the vision noted in Section 9.2.**
3. **Comply with applicable County, State, and Federal regulations.**
4. **Amend the local comprehensive plan and local ordinances only after careful evaluation of existing conditions and potential impacts.**
5. **Update the City of Boscobel Comprehensive Plan at a minimum of every ten years as required by Wisconsin State Statute 66.1001.**

9.4 LOCAL ORDINANCE AND REGULATIONS

The intent of local ordinances and regulations is to guide land development within the City. By carefully applying these local ordinances and regulations, the City of Boscobel will be accomplishing the goals and policies of the comprehensive plan. Enforcement of such ordinances and regulations serve an important function by ensuring

orderly growth and development. The City of Boscobel will use their plan and their local ordinances as their enforcement tools.

9.5 CONSISTENCY AMONG PLAN ELEMENTS

As required by Wisconsin State Statute 66.1001, all elements included in this plan are consistent with one another and no known conflicts exist. If there is a question regarding a decision that is not clearly conveyed in the details of this Plan, then the decision should be based on the intent of the vision statement. All nine elements included in this Plan work to achieve the desired future for the City of Boscobel.

9.6 SEVERABILITY

If any provision of this Plan shall be found to be invalid or unconstitutional, or if the application of this Plan to any person or circumstances is found to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the other provisions or applications of this Plan, which can be given effect without the invalid or unconstitutional provision or application.

9.7 PLAN ADOPTION

The first official action required to implement the City of Boscobel Comprehensive Plan is official adoption of the plan by the City Plan Commission. Once the City Planning Commission recommends the Plan by resolution, the City Council then adopts the comprehensive plan by ordinance as required by State Statute 66.1001. The Boscobel Comprehensive Plan will take effect when the City Council passes it. After the Plan is adopted by ordinance, it then becomes the official tool for future development in the next 20 years. The Plan is designed to guide development in a consistent manner.

9.8 PLAN AMENDMENTS

Amendments may be necessary due to changes in City policies, programs, or services, as well as changes in state or federal laws. An amendment may also be needed due to unique proposals presented to the City. Amendments are any changes to Plan text or maps. The City Council can amend the Boscobel Comprehensive Plan at any time. Proposed amendments should be channeled through the City Planning Commission, with final action occurring at the City Council, including proper public notices and hearings. Amendments should be done with extreme caution: they should not be made simply to avoid local planning pressure.

9.9 PLAN UPDATES

As required by Wisconsin State Statute, this comprehensive Plan needs to be updated at least once every ten years. An update is different from an amendment, as an update is a major revision of multiple plan sections including maps. The Plan was originally written based on variables that are ever changing and future direction might be inaccurately predicted. A Plan update should include public involvement, as well as an official public hearing.

9.10 MEASURING PROGRESS

The success of this comprehensive Plan will be measured by the extent to which the City of Boscobel achieves its vision of the future for their community by following the goals, objectives, policies, and programs outlined in the Plan. In order to do so, the Planning Commission will review this Comprehensive Plan every two (2) years.

9.11 GOAL AND POLICY SUMMARY

Comprehensive Plans are comprised of nine elements (Issues and Opportunities, Utilities and Community Facilities, Agricultural, Natural, and Cultural Resources, Housing, Transportation, Economic Development, Intergovernmental Cooperation, Land Use, and Implementation). Each element has policy statements, which contribute to the overall Plan, supporting a jurisdiction's vision and goals. Policy statements give the jurisdiction general guidelines to help in making land use decisions.

Chapter goals are summarized in Table 9.1. Plan policies are summarized in Tables 9.2 through 9.10, with policies listed by element and showing implementation actions and the party responsible for such actions in four separate columns. The key below describes Table notation.

IMPLEMENTATION ACTION

- **Does not require specific action** – This policy is a general statement of direction that does not need a specific ordinance or program to be enforced. It is enforced through conscious decision making and by following the local comprehensive Plan, which is passed by ordinance.
- **Ordinance** - The policy is enforced by an existing ordinance or an ordinance currently in development.
- **Specific Action** – responsibility inherent in Planning Commission duties. Specific actions may be self-explanatory.
- **Ongoing** – The policy is currently part of the jurisdiction’s actions.

RESPONSIBILITY

City of Boscobel

- **City Planning Commission** – The Planning Commission receives proposals/applications, reviews the proposal against the Plan and any local ordinances, then makes a recommendation to the City Council.
- **City Council** – As the elected body of the community, the City Council acts as the decision-making authority and has the responsibility to make sure that the specific policy is enforced. The Council reviews the Planning Commission’s recommendation and makes a final decision.

IMPLEMENTATION TIMELINE

- If action is not required or is ongoing, no timeline is necessary. If action is required, a timeline is indicated, depending on the recommended action. For instance, if an ordinance needs to be created or amended, a timeline of one year is recommended.

IMPLEMENTATION TOOLS

- Implementation tools can include model ordinances, maps, or other planning documentation, depending on the need.

Table 9.1 Goals

Chapter 1, Issues and Opportunities
<ol style="list-style-type: none"> 1. Protect and improve the health, safety, and welfare of residents in the City of Boscobel. 2. Preserve and enhance the quality of life for the residents of the City of Boscobel. 3. Protect and preserve the community character of the City of Boscobel.
Chapter 2, Utilities and Community Facilities
<ol style="list-style-type: none"> 1. Encourage land uses, densities and regulations that promote efficient development patterns and relatively low municipal, state governmental and utility costs. 2. Provide adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial and industrial uses.
Chapter 3, Agricultural, Natural, and Cultural Resources
<ol style="list-style-type: none"> 1. Protect economically productive areas, including farmland and forests. 2. Protect natural areas, including wetlands, wildlife habitats, lakes, woodlands, open spaces, and groundwater resources. 3. Protect economically productive areas, including farmland and forests 4. Preserve cultural, historic, and archaeological sites.
Chapter 4, Housing
<ol style="list-style-type: none"> 1. Provide an adequate supply of affordable housing for individuals of all income levels throughout the community.
Chapter 5, Transportation
<ol style="list-style-type: none"> 1. Encourage neighborhood designs that support a range of transportation choices. 2. Provide an integrated, efficient, and economical transportation system that affords mobility, convenience, safety, and meets the needs of all citizens, including transit-dependent and disabled citizens.
Chapter 6, Economic Development
<ol style="list-style-type: none"> 1. Promote the expansion or stabilization of the current economic base and the creation of a range of employment opportunities. 2. Provide adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial and industrial uses. 3. Promote the redevelopment of land with existing infrastructure and public services and the maintenance and rehabilitation of existing residential, commercial and industrial structures. 4. Build community identity by revitalizing main streets and enforcing design standards. 5. Protect economically productive areas, including farmland and forests.

Table 9.1 (cont.) Goals

Chapter 7, Intergovernmental Cooperation
1. Encourage coordination and cooperation among nearby units of government.
Chapter 8, Land Use
1. Promote the redevelopment of lands with existing infrastructure and public services and the maintenance and rehabilitation of existing residential, commercial and industrial structures.
2. Encourage neighborhood designs that support a range of transportation choices.
3. Protect natural areas, including wetlands, wildlife habitats, lakes, woodlands, open spaces and groundwater resources.
4. Protect economically productive areas, including farmland and forests.
5. Encourage land-uses, densities and regulations that promote efficient development patterns and relatively low municipal, state governmental and utility costs.
6. Preserve cultural, historic and archaeological sites.
7. Encourage coordination and cooperation among nearby units of government.
8. Build community identity by revitalizing main streets and enforcing design standards.
9. Provide an adequate supply of affordable housing for individuals of all income levels throughout each community.
10. Provide adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial and industrial uses.
11. Promote the expansion or stabilization of the current economic base and the creation of a range of employment opportunities at the state, regional and local levels.
12. Balance individual property rights with community interests and goals.
13. Plan and develop land uses that create or preserve varied and unique urban and rural communities.
14. Provide an integrated, efficient and economical transportation system that affords mobility, convenience and safety and that meets the needs of all citizens, including transit-dependent and disabled citizens.
Chapter 9, Implementation
1. Comply with and enforce the 14 Planning Goals and the Policies and Programs outlined in this Comprehensive Plan.
2. Enforce local ordinances to support the vision noted in Section 9.2.
3. Comply with applicable County, State, and Federal regulations.
4. Amend the local comprehensive plan and local ordinances only after careful evaluation of existing conditions and potential impacts.
5. Update the City of Boscobel Comprehensive Plan at a minimum of every ten years as required by Wisconsin State Statute 66.1001.

Table 9.2 Issues and Opportunities

POLICIES	IMPLEMENTATION ACTION	RESPONSIBILITY	IMPLEMENTATION TIMELINE	IMPLEMENTATION TOOLS
Protect and improve the health, safety, and welfare of residents in the City of Boscobel.	Does not require specific action	Planning Commission, City Council	NA	NA
Preserve and enhance the quality of life for the residents of the City of Boscobel.	Does not require specific action	Planning Commission, City Council	NA	NA
Protect and preserve the community character of the City of Boscobel.	Does not require specific action	Planning Commission, City Council	NA	NA

Table 9.3 Utilities and Community Facilities

POLICIES	IMPLEMENTATION ACTION	RESPONSIBILITY	IMPLEMENTATION TIME LINE	IMPLEMENTATION TOOLS
Continue updating and implementing the City of Boscobel's capital improvements plan (CIP), reviewing it annually and making adjustments to meet the needs of the community.	Ongoing	Planning Commission, City Council	NA	NA
Maintain, operate, and reconstruct the existing utility systems so they can support existing development and redevelopment.	Does not require specific action	Planning Commission, City Council	NA	NA
Ensure that new development bears a fair share of capital improvement costs necessitated by the development.	Does not require specific action	Planning Commission, City Council	NA	NA
Evaluate public utilities and services to reduce the capital facility and operating costs.	Does not require specific action	Planning Commission, City Council	NA	NA

Table 9.3 (cont.) Utilities and Community Facilities

POLICIES	IMPLEMENTATION ACTION	RESPONSIBILITY	IMPLEMENTATION TIME LINE	IMPLEMENTATION TOOLS
Ensure that adequate public utilities including system capacity are available before issuing new development permits.	Does not require specific action	Planning Commission, City Council	NA	NA
Guide new development that requires urban services within City limits, in areas that are most efficiently served with utilities.	Does not require specific action	Planning Commission, City Council	NA	NA
Consider developing a stormwater management strategy to protect ground and drinking water supplies.	Does not require specific action	Planning Commission, City Council	NA	NA

Table 9.4 Agricultural, Natural, and Cultural Resources

AGRICULTURAL POLICIES	IMPLEMENTATION ACTION	RESPONSIBILITY	IMPLEMENTATION TIMELINE	IMPLEMENTATION TOOLS
Emphasize the preservation of the environmental quality and rural character of the jurisdiction when considering future land use proposals.	Does not require specific action	Planning Commission, City Council	NA	NA
Encourage proper separation distances between urban and rural land uses to avoid conflicts.	Does not require specific action	Planning Commission, City Council	NA	NA
Encourage the jurisdiction's agricultural infrastructure to support farming.	Does not require specific action	Planning Commission, City Council	NA	NA
Encourage new agricultural supply or service uses to locate in areas where they can economically and efficiently serve the farm community.	Does not require specific action	Planning Commission, City Council	NA	NA
NATURAL RESOURCE POLICIES	IMPLEMENTATION ACTION	RESPONSIBILITY	IMPLEMENTATION TIMELINE	IMPLEMENTATION TOOLS
Continue to provide adequate outdoor recreation facilities for the jurisdiction.	Ongoing	Planning Commission, City Council	NA	NA
Encourage the preservation of scenic, historic, and scientific areas for the benefit of present and future generations.	Does not require specific action	Planning Commission, City Council	NA	NA
Encourage the education of local residents on the importance of natural resources.	Does not require specific action	Planning Commission, City Council	NA	NA
Advocate partnerships with local clubs and organizations to protect important natural areas held in common interest.	Does not require specific action	Planning Commission, City Council	NA	NA
Encourage tree preservation and municipal tree-planting programs in the jurisdiction.	Does not require specific action	Planning Commission, City Council	NA	NA
Encourage the suppression and limitation of noxious weeds.	Does not require specific action	Planning Commission, City Council	NA	NA
Consider creating wellhead protection plans for existing and future municipal wells.	Specific action, when appropriate	Planning Commission, City Council	NA	NA
Explore opportunities to capitalize on local natural resources in conjunction with tourism.	Specific action, when appropriate	Planning Commission, City Council	NA	NA
Where and when appropriate, utilize county, state, and federal programs or grants to conserve, maintain, and protect natural resources.	Does not require specific action	Planning Commission, City Council	NA	NA
CULTURAL RESOURCE POLICIES	IMPLEMENTATION ACTION	RESPONSIBILITY	IMPLEMENTATION TIMELINE	IMPLEMENTATION TOOLS
Advocate partnerships with local clubs and organizations to protect important cultural areas held in common interest.	Does not require specific action	Planning Commission, City Council	NA	NA

Table 9.4 (cont.) Agricultural, Natural, and Cultural Resources

CULTURAL RESOURCE POLICIES	IMPLEMENTATION ACTION	RESPONSIBILITY	IMPLEMENTATION TIMELINE	IMPLEMENTATION TOOLS
Continue to implement the community's Historic Preservation Ordinance.	Specific action and ongoing - Revisit the City Historic Preservation Ordinance for possible revision	Planning Commission, City Council	NA	City Historic Preservation Ordinance
Continue to support important community festivals and cultural events.	Ongoing	Planning Commission, City Council	NA	NA
Promote opportunities to capitalize on local cultural resources together with tourism.	Does not require specific action	Planning Commission, City Council	NA	NA
Where and when appropriate, utilize county, state, and federal programs or grants to conserve, maintain, and protect cultural resources.	Does not require specific action	Planning Commission, City Council	NA	NA

Table 9.5 Housing

POLICIES	IMPLEMENTATION ACTION	RESPONSIBILITY	IMPLEMENTATION TIMELINE	IMPLEMENTATION TOOLS
Encourage the availability of choices of owner and renter type-housing units to serve current and future needs of all residents.	Does not require specific action	Planning Commission, City Council	NA	NA
Encourage future residential development in areas that can be served with public utilities and community facilities.	Does not require specific action	Planning Commission, City Council	NA	NA
Continue enforcing property maintenance standards to ensure a high-quality living environment within all residential areas.	Ongoing	Planning Commission, City Council	NA	NA
Where and when appropriate, utilize county, state, and federal programs or grants to maintain existing housing or to support the construction of future housing.	Does not require specific action	Planning Commission, City Council	NA	NA

Table 9.6 Transportation

POLICIES	IMPLEMENTATION ACTION	RESPONSIBILITY	IMPLEMENTATION TIMELINE	IMPLEMENTATION TOOLS
Continue to follow road standards for the construction of public and private roads.	Ongoing	Planning Commission, City Council	NA	NA
Continue updating and implementing the City of Boscobel's capital improvements plan (CIP), reviewing it annually and making adjustments to meet the needs of the community.	Ongoing	Planning Commission, City Council	NA	NA
Utilize the community's existing road network to the greatest extent possible, in order to minimize future road maintenance costs.	Does not require specific action	Planning Commission, City Council	NA	NA
An area development plan must be submitted as a condition of all subdivision reviews to ensure that proposed new roads to adjacent properties and to avoid unnecessary cul-du-sacs and loops that increase maintenance costs.	Does not require specific action	Planning Commission, City Council	NA	NA
Developers will pay for development plans as well as their share of road improvements or construction costs to comply with the existing ordinance.	Does not require specific action	Planning Commission, City Council	NA	NA

Table 9.6 (cont.) Transportation

POLICIES	IMPLEMENTATION ACTION	RESPONSIBILITY	IMPLEMENTATION TIMELINE	IMPLEMENTATION TOOLS
Coordinate utility maintenance, construction, and upgrades with road improvements.	Does not require specific action	Planning Commission, City Council	NA	NA
Encouraging promoting the development of multi-use trails, trail linkages, wide shoulders, or sidewalks as part of new development proposals.	Does not require specific action	Planning Commission, City Council	NA	NA
Encourage the development/expansion and promotion of paratransit services for local residents.	Does not require specific action	Planning Commission, City Council	NA	NA
Coordinate with WisDOT and Grant County Highway Department on transportation planning projects outlined in this Plan.	Does not require specific action	Planning Commission, City Council	NA	NA
Encourage the continuity of sidewalk facilities throughout the community.	Does not require specific action	Planning Commission, City Council	NA	NA
Work cooperatively with adjacent jurisdictions for consistency with transportation plans.	Does not require specific action	Planning Commission, City Council	NA	NA
Encourage future residential commercial and industrial development to roadways capable of accommodating resulting traffic.	Does not require specific action	Planning Commission, City Council	NA	NA

Table 9.7 Economic Development

POLICIES	IMPLEMENTATION ACTION	RESPONSIBILITY	IMPLEMENTATION TIMELINE	IMPLEMENTATION TOOLS
Join other municipalities and the county to support the countywide economic development organization that uses an agreed on formula to set annual budget contributions.	Specific action	Planning Commission, City Council	NA	NA
Actively work to attract new employment opportunities through using available economic development tools such as Tax Increment Financing.	Does not require specific action	Planning Commission, City Council	NA	NA
Continue financial contributions that support the Chamber of Commerce, tourism organizations, and Boscobel Developers.	Ongoing	Planning Commission, City Council	NA	NA
Encourage businesses that add value to agricultural products through processing, packaging and marketing as a local economic development strategy.	Does not require specific action	Planning Commission, City Council	NA	NA
Encourage entrepreneurial activity such as the sale of locally grown and created products and services from roadside markets and home-based sales.	Does not require specific action	Planning Commission, City Council	NA	NA
Encourage job-training programs at area schools and local colleges that help local workers and employers develop the work skills necessary to stay competitive in a global economy.	Does not require specific action	Planning Commission, City Council	NA	NA
Encourage one or more annual local events, such as a community festival, to attract visitors and support local civic groups and entrepreneurs.	Does not require specific action	Planning Commission, City Council	NA	NA
Help attract tourists to the community and local businesses, through local or joint effort marketing, a web site, advertising and other methods.	Does not require specific action	Planning Commission, City Council	NA	NA

Table 9.7 (cont.) Economic Development

POLICIES	IMPLEMENTATION ACTION	RESPONSIBILITY	IMPLEMENTATION TIMELINE	IMPLEMENTATION TOOLS
Encourage programs and groups that work to preserve historic buildings and cultural resources as a way to develop tourism and enable the community to better attract new residents.	Does not require specific action	Planning Commission, City Council	NA	NA
Encourage efforts to attract jobs to empty buildings and property sites designated for commercial, light manufacturing or other business use.	Does not require specific action	Planning Commission, City Council	NA	NA
Whenever possible, encourage the location of businesses in existing commercial areas, existing buildings, or brown-field sites before developing green-field sites.	Does not require specific action	Planning Commission, City Council	NA	NA
Whenever possible, encourage economic development projects to locate where such utilities, services and road capacity already exists.	Does not require specific action	Planning Commission, City Council	NA	NA
Encourage mixed-use development, such as a neighborhood with retail development within walking distance to houses or apartments.	Does not require specific action	Planning Commission, City Council	NA	NA
Continue to implement the City's capital improvements plan (CIP) for community infrastructure needs and goals over 3, 5 and 7 year periods.	Ongoing	Planning Commission, City Council	NA	NA

Table 9.8 Intergovernmental Cooperation

POLICIES	IMPLEMENTATION ACTION	RESPONSIBILITY	IMPLEMENTATION TIMELINE	IMPLEMENTATION TOOLS
Explore new opportunities to cooperate with other units of government to share public services, staff, or equipment where and when appropriate.	Does not require specific action	Planning Commission, City Council	NA	NA
Create written intergovernmental contracts or agreements with other units of governments when appropriate.	Does not require specific action	Planning Commission, City Council	NA	NA

Table 9.9 Land Use

POLICIES	IMPLEMENTATION ACTION	RESPONSIBILITY	IMPLEMENTATION TIMELINE	IMPLEMENTATION TOOLS
Encourage development in areas where adequate utilities and community services exist or can be provided in a cost efficient manner.	Does not require specific action	Planning Commission, City Council	NA	NA
Encourage commercial activities to develop in existing commercial locations where public roads/facilities and services have capacity to accommodate high volumes of traffic, parking, and other public needs.	Does not require specific action	Planning Commission, City Council	NA	NA

Table 9.10 Implementation

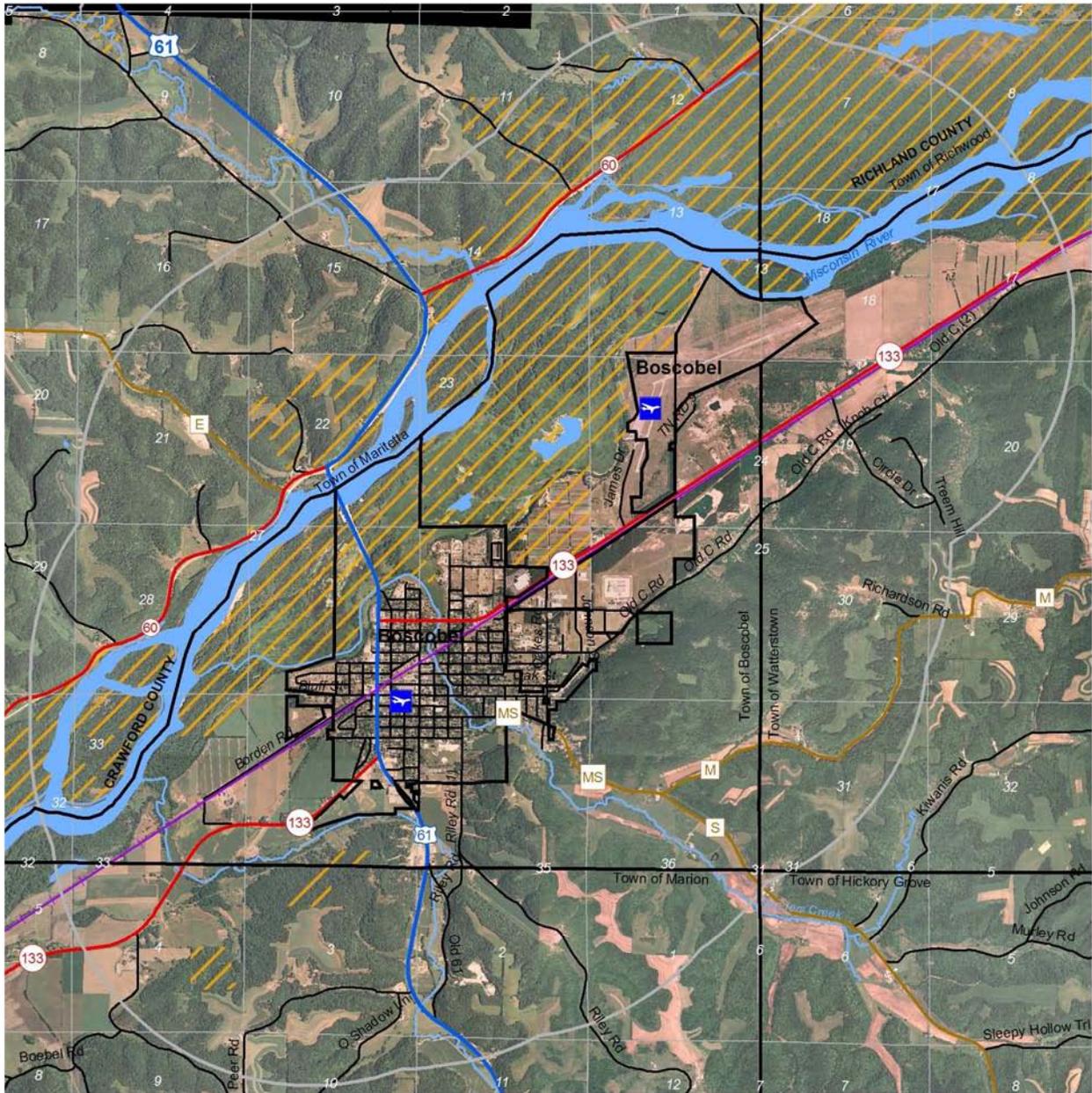
POLICIES	IMPLEMENTATION ACTION	RESPONSIBILITY	IMPLEMENTATION TIMELINE	IMPLEMENTATION TOOLS
Comply with and enforce the 14 Planning Goals and the Policies and Programs outlined in this Comprehensive Plan.	Specific action	Planning Commission, City Council	NA	NA
Enforce local ordinances to support the vision noted in Section 9.2.	Specific action	Planning Commission, City Council	NA	NA
Comply with applicable County, State, and Federal regulations.	Specific action	Planning Commission, City Council	NA	NA

Table 9.10 (cont.) Implementation

POLICIES	IMPLEMENTATION ACTION	RESPONSIBILITY	IMPLEMENTATION TIMELINE	IMPLEMENTATION TOOLS
Amend the local comprehensive plan and local ordinances only after careful evaluation of existing conditions and potential impacts.	Specific action	Planning Commission, City Council	NA	NA
Update the City of Boscobel Comprehensive Plan at a minimum of every ten years as required by Wisconsin State Statute 66.1001.	Specific action	Planning Commission, City Council	2019	2019

MAP 1.1 PLANNING AREA

- CITY OF BOSCOBEL -
 - GRANT COUNTY, WISCONSIN -



719 Pioneer Tower
 One University Plaza
 Platteville, WI 53818
 608-342-1214
www.swrpc.org

November 23, 2007
 Fly Over: 2005-SID

Legend

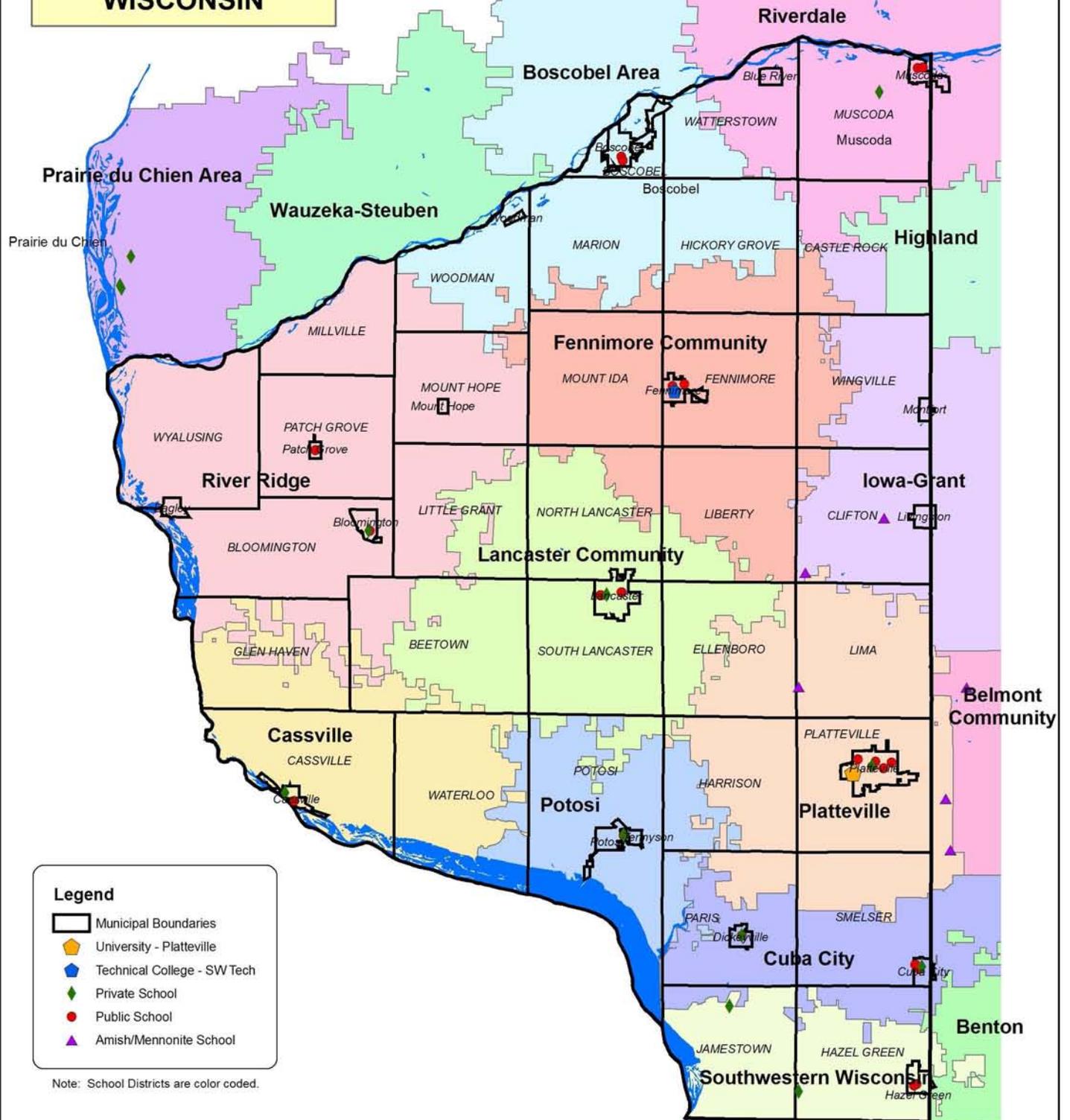
- Boscobel Boundary
- Sections
- 1.5 Mile Buffer
- Airport/Heliport
- Parks - DNR
- Railroads - Current
- Roads - Federal
- Roads - State
- Roads - County
- Roads - Local/Drives
- Streams

1 inch equals 1 miles



This map is neither a legally recorded map nor a technical survey and is not intended to be one. SWWRPC is not responsible for any inaccuracies herein contained.

**MAP 2.1
SCHOOL DISTRICTS
OF
GRANT COUNTY
WISCONSIN**



719 Pioneer Tower
1 University Plaza
Platteville, WI 53818
608-342-1214
<http://www.swwrpc.org>

April 25, 2008

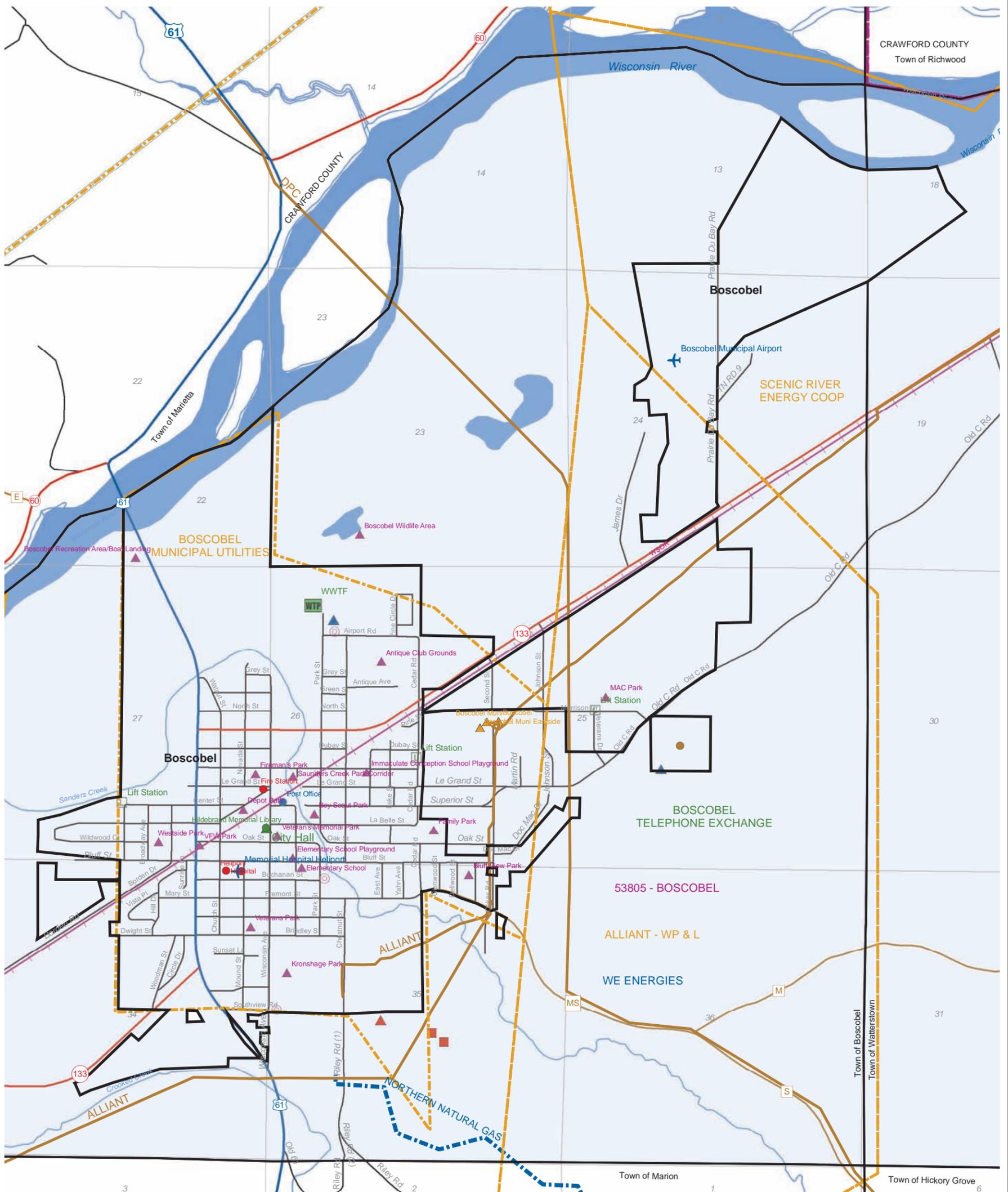


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MAP 2.2 UTILITIES AND COMMUNITY FACILITIES

- CITY OF BOSCOBEL -

- GRANT COUNTY, WISCONSIN -



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608-342-1214
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April 8, 2009

Legend

	Municipal Boundary		Electric Transmission Substation	Wastewater Utility	
	Sections		EMS/Fire/Police/Hospital	Type	
	Roads - Federal		Landfill		Lift Station
	Roads - State		Library		WWTF
	Roads - County		Municipal Building	Water Utility	
	Roads - Local/Drives/Streets		Natural Gas Pipeline	Type	
	Streams		Natural Gas Service Territory		Reservoir
	Airport		Parks - Local		Water Tower
	Electric Service Territory		Post Office		Well
	Electric Transmission Line		Railroad		Zip Code Boundary
			Telephone Exchange Boundary		
			Telecommunication Tower		

1 inch = 0.3 miles

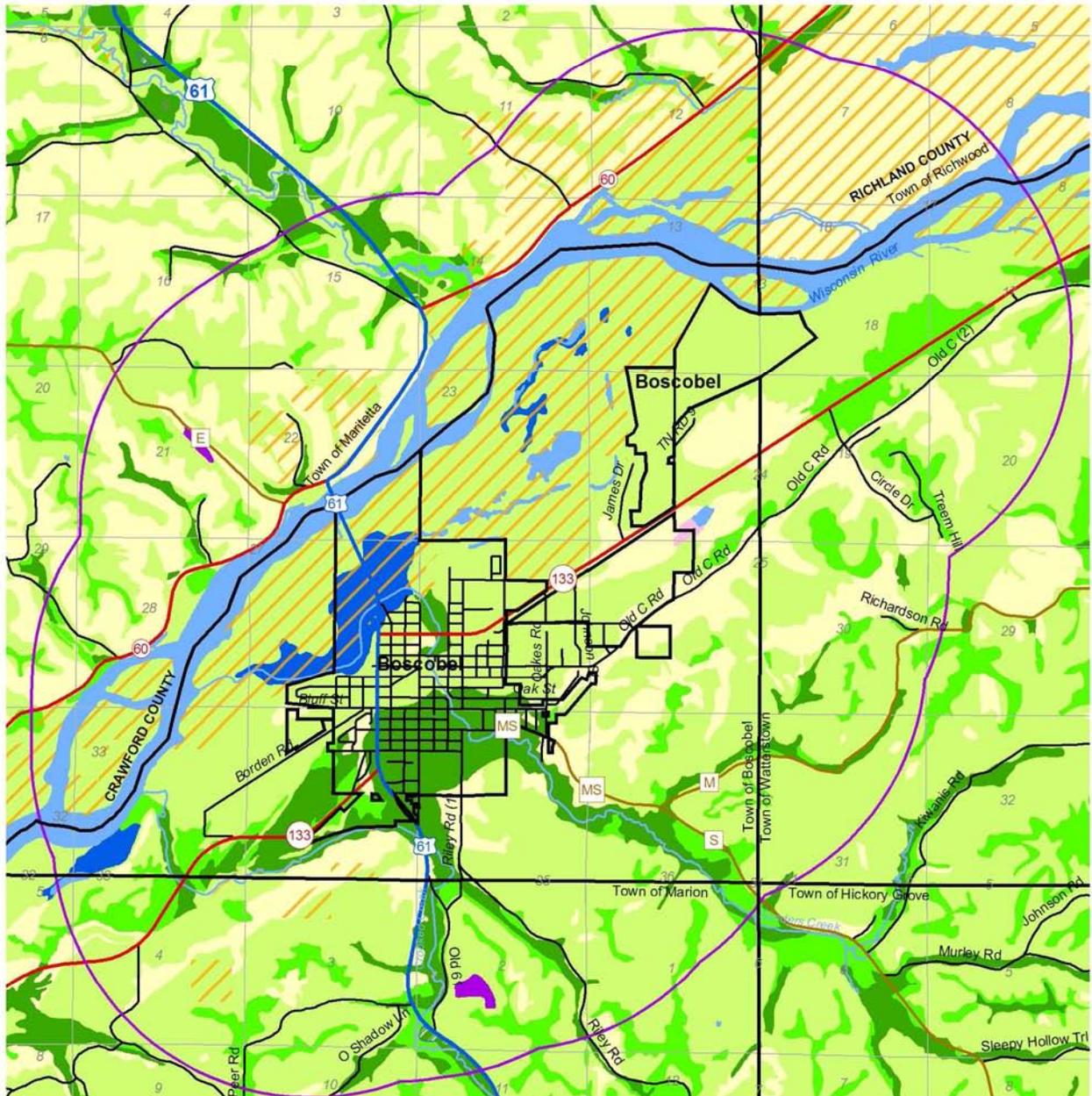


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MAP 3.1.1 SOIL CLASSIFICATIONS

- CITY OF BOSCOBEL -

- GRANT COUNTY, WISCONSIN -



Soils Note: Soil classifications may vary from county to county.



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November 26, 2007

Legend		
Municipal Boundary	Streams	Other
Sections	Roads - Federal	Municipal WWTF
1.5 Mile Buffer	Roads - State	Quarry
Roads - County	Soils of Grant County	Sand Pit
Roads - Local/Drives/Streets	Prime	Marsh
Parks - DNR	Prime if drained	Water
	State	
	Local	

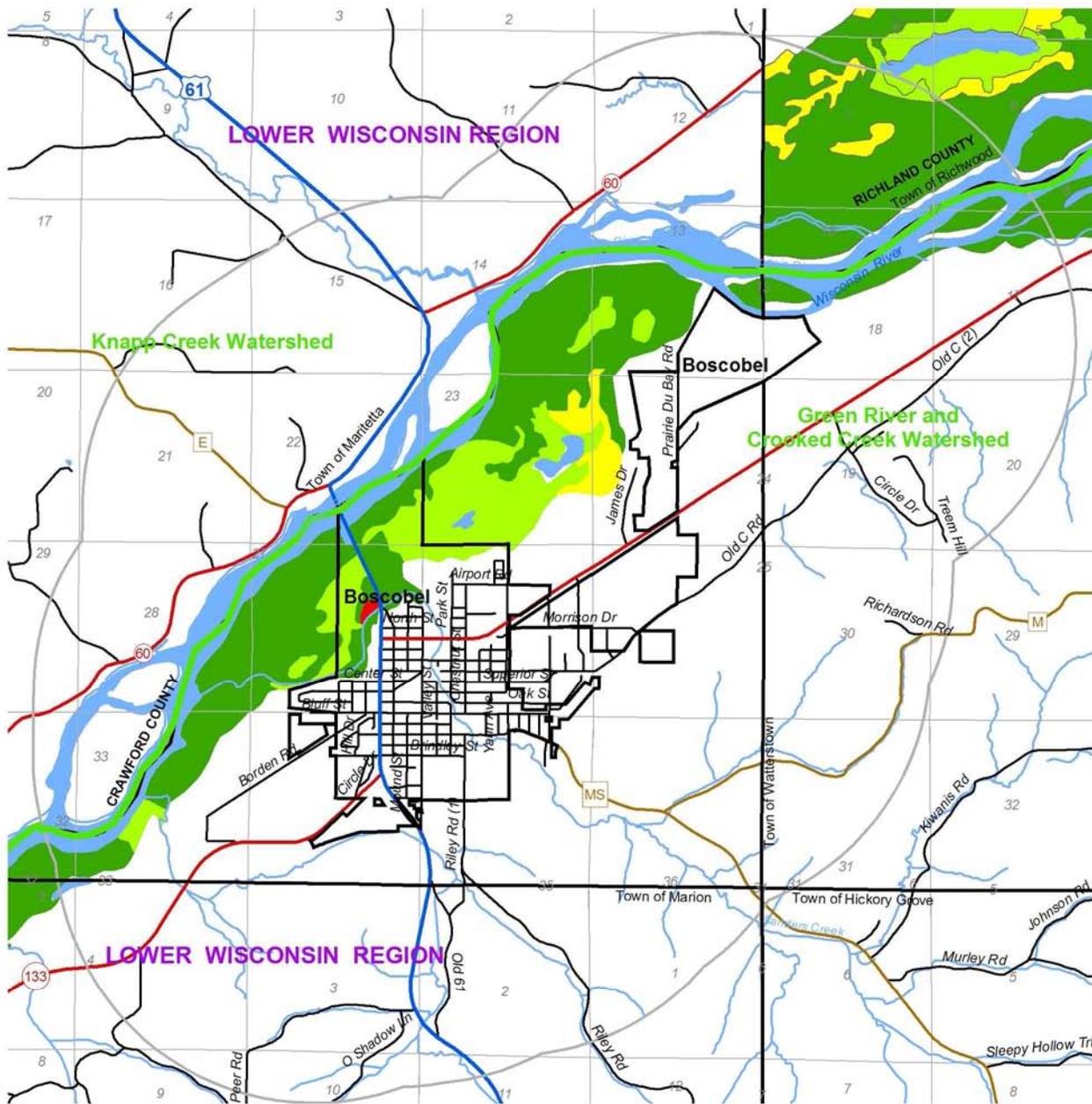
1 inch equals 1 miles



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MAP 3.2.1 WATER RESOURCES

- CITY OF BOSCOBEL -
 - GRANT COUNTY, WISCONSIN -



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www.swwrpc.org
 November 6, 2007

Legend

Municipal Boundary	Wetlands
Sections	Classifications
1.5 Mile Buffer	Emergent/wet meadow
Roads - Federal	Forested
Roads - State	River
Roads - County	Scrub/shrub
Roads - Local	Upland
Watersheds - Local	
Watershed Region	

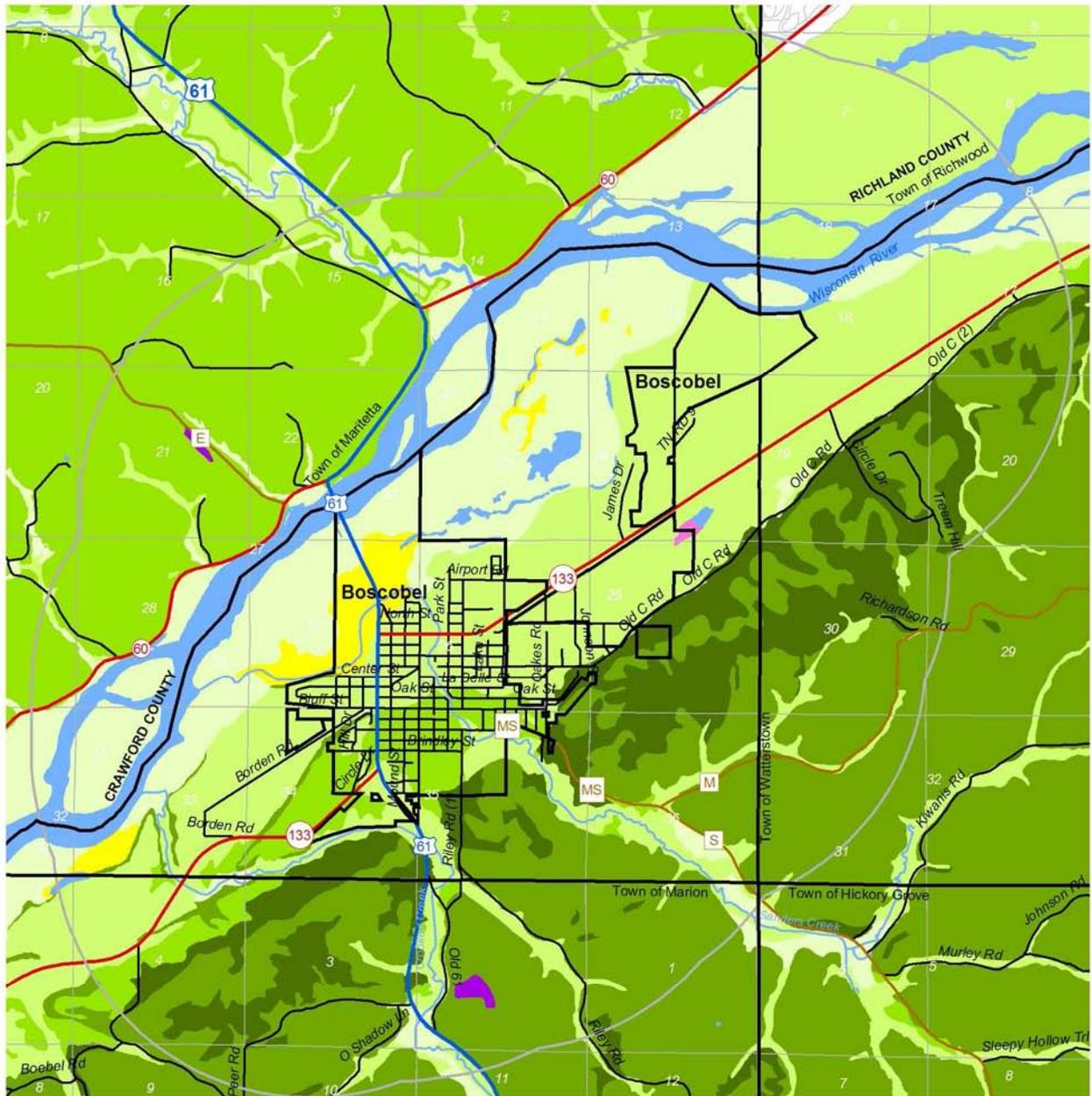
1 inch equals 1 miles



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MAP 3.2.2 DEPTH TO WATER TABLE

- CITY OF BOSCOBEL -
 - GRANT COUNTY, WISCONSIN -



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November 26, 2007

Legend		Soils of Grant County	
Municipal Boundary	<1 foot	Gravel Pit	
Sections	1 to 6 feet	Quarry	
1.5 Mile Buffer	5 to 10 feet	Sand Pit	
Roads - Federal	10 or more feet	Water	
Roads - State	50 or more feet		
Roads - County	Very Deep		
Roads - Local/Drives/Streets	Not Rated		
Streams			

1 inch equals 1 miles

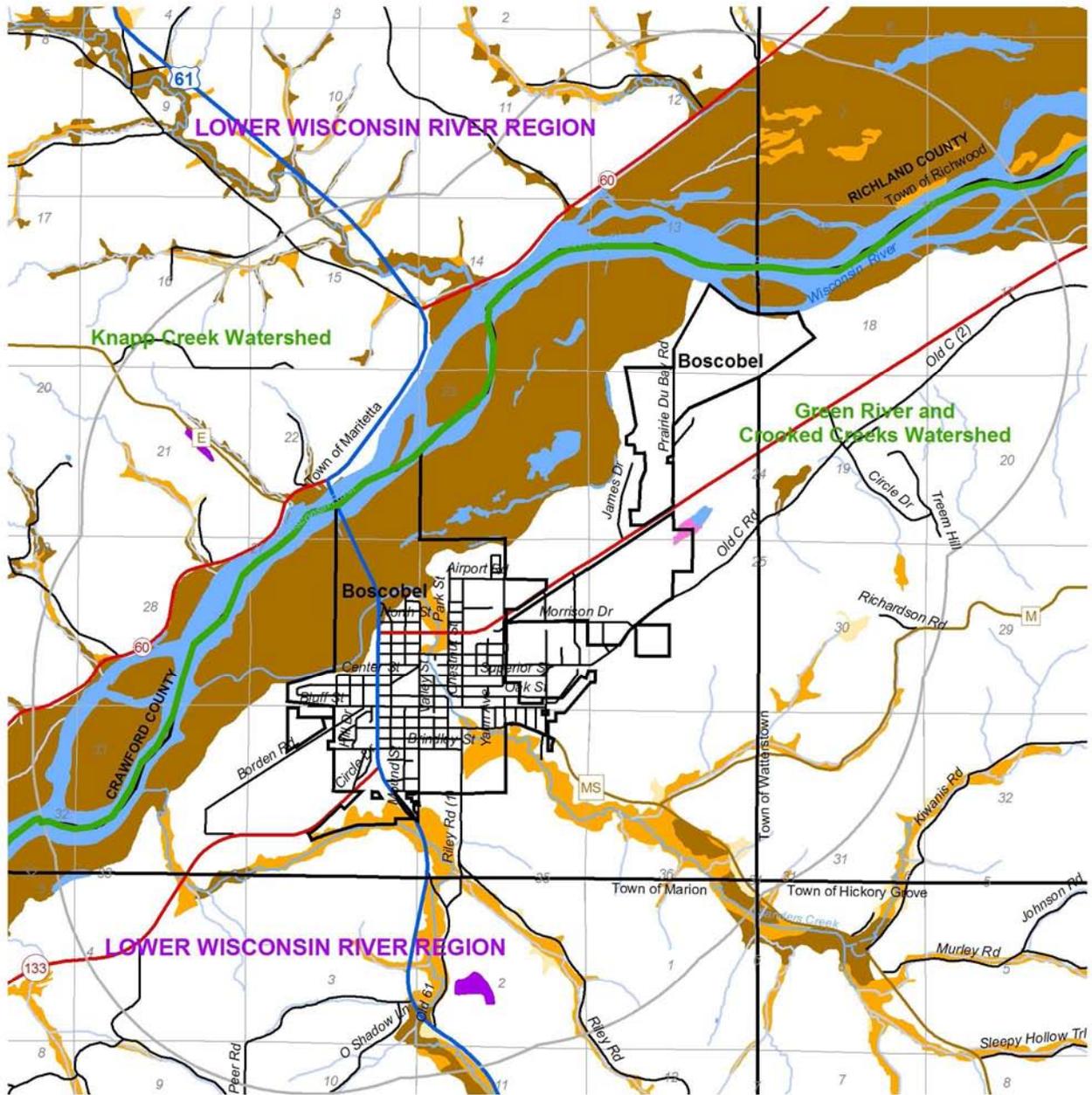


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Note: Depth to water table classifications vary from county to county.

MAP 3.2.3 FLOODING FREQUENCY

- CITY OF BOSCOBEL -
 - GRANT COUNTY, WISCONSIN -



719 Pioneer Tower
 One University Plaza
 Platteville, WI 53818
 608-342-1214
www.swwrpc.org

January 3, 2008

Legend

- | | | |
|--------------------|------------------------|---------------------------|
| Municipal Boundary | Streams - Intermittent | Flooding Frequency |
| Sections | Streams - Perennial | |
| 1.5 Mile Buffer | Watersheds - Local | Frequent |
| Roads - Federal | Watershed Regions | Occasional |
| Roads - State | | Rare |
| Roads - County | | Gravel Pit |
| Roads - Local | | Quarry |
| | | Sand Pit |
| | | Water |

Note: The flooding frequencies shown were developed by NRCS. FEMA maps should be reviewed to confirm flooding potential at specific locations. (fema.gov)

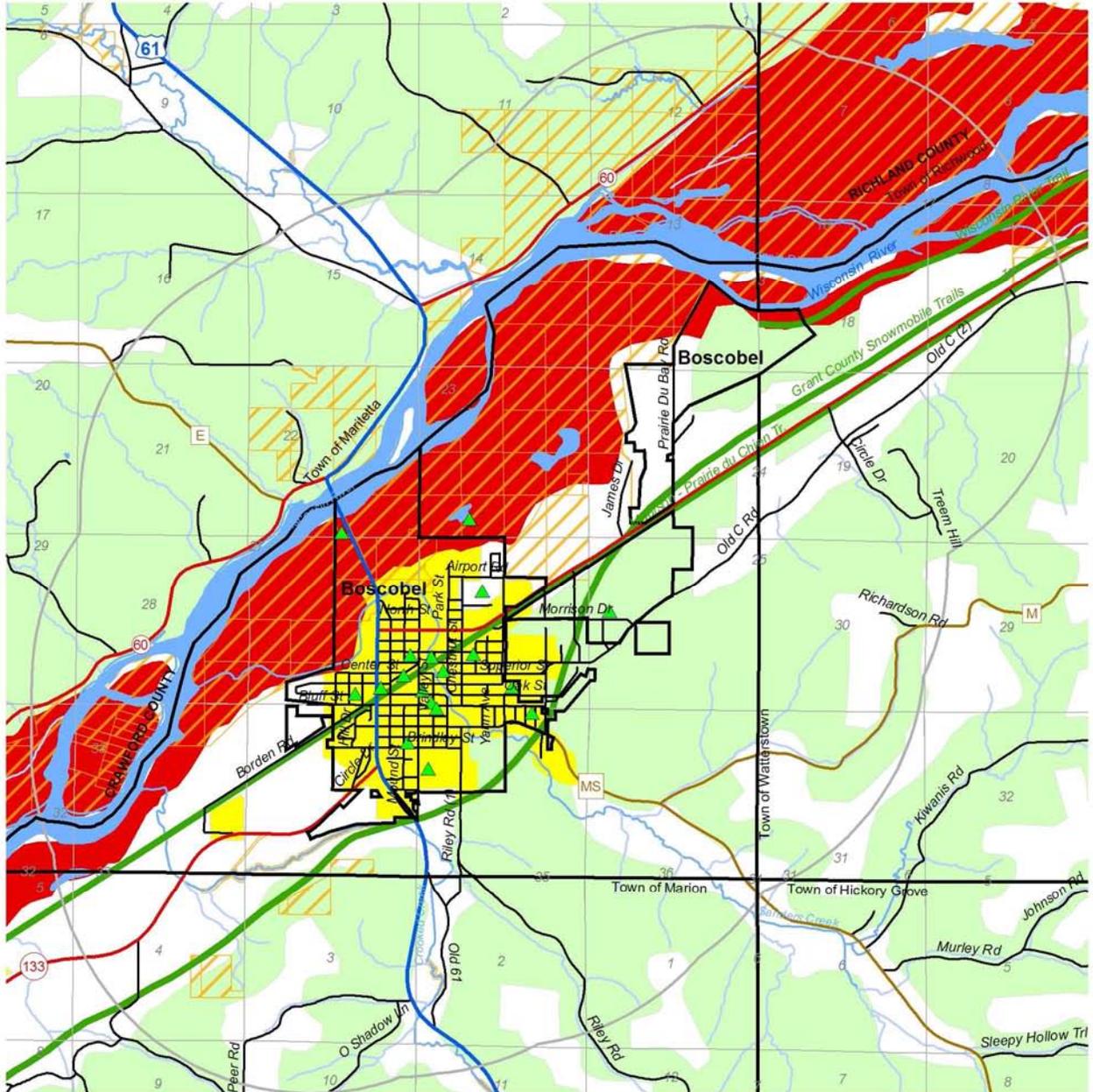
1 inch equals 1 miles



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MAP 3.2.5 NATURAL CORRIDORS AND RECREATIONAL RESOURCES

- CITY OF BOSCOBEL -
- GRANT COUNTY, WISCONSIN -



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www.swwrpc.org

April 16, 2008

Legend

Municipal Boundary	Roads - Local	Landcover Class
Sections	Parks - DNR	
1.5 Mile Buffer	Parks - Local	Agriculture
Roads - Federal	Recreation Trails	Forests
Roads - State	Streams - Intermittent	Urban
Roads - County	Streams - Perennial	Wetlands

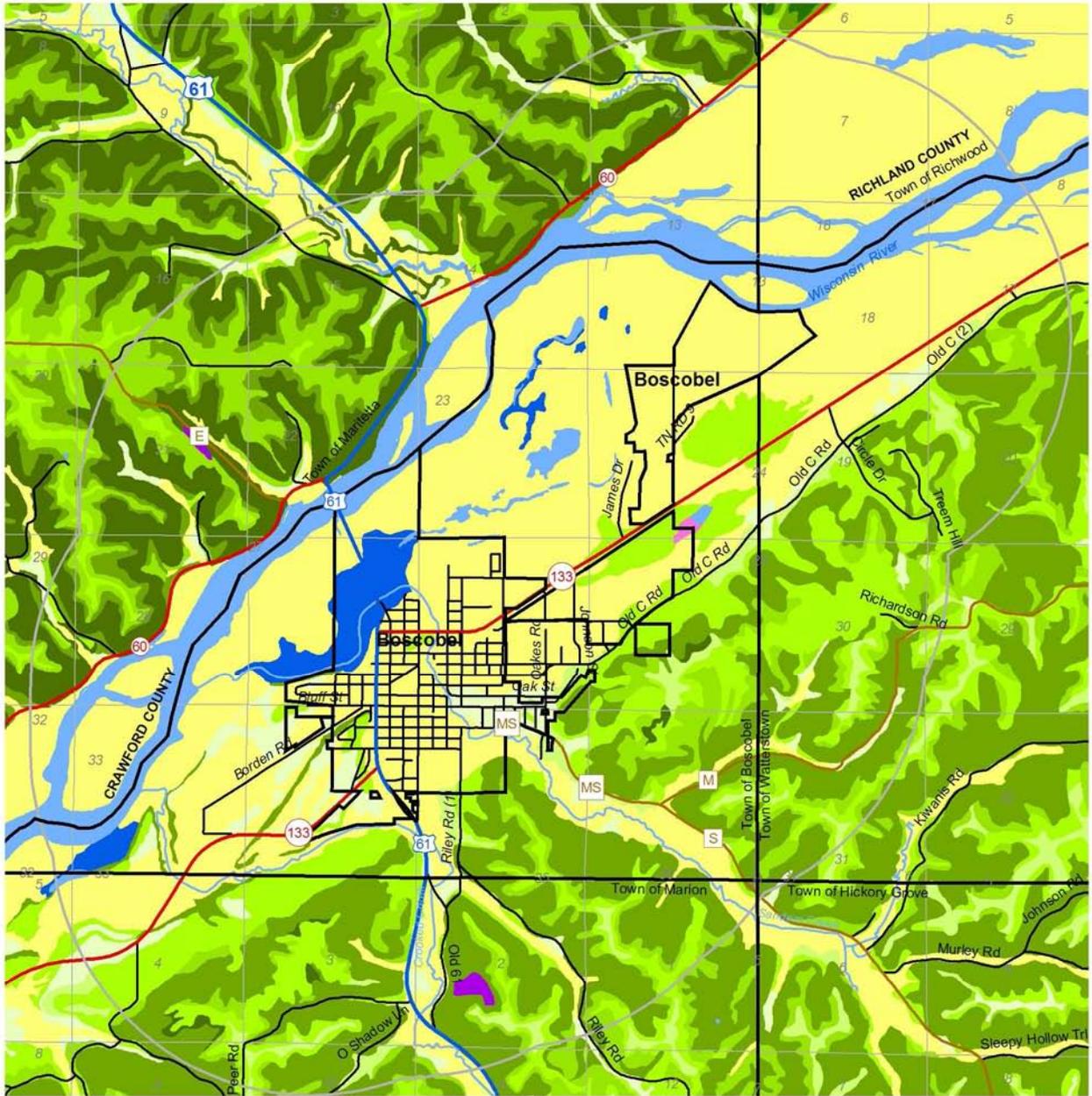
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MAP 3.2.6 SLOPES

- CITY OF BOSCOBEL -
- GRANT COUNTY, WISCONSIN -



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November 26, 2007

Legend	
Municipal Boundary	Soils of Grant County Slope
Sections	3 percent or less
1.5 Mile Buffer	6 percent or less
Roads - Federal	10 percent or less
Roads - State	15 percent or less
Roads - County	20 percent or less
Roads - Local/Drives/Streets	30 percent or less
Streams	45 percent or less
	Not Rated
	Quarry
	Sand Pit
	Municipal Wastewater
	Water
	Marsh

1 inch equals 1 miles



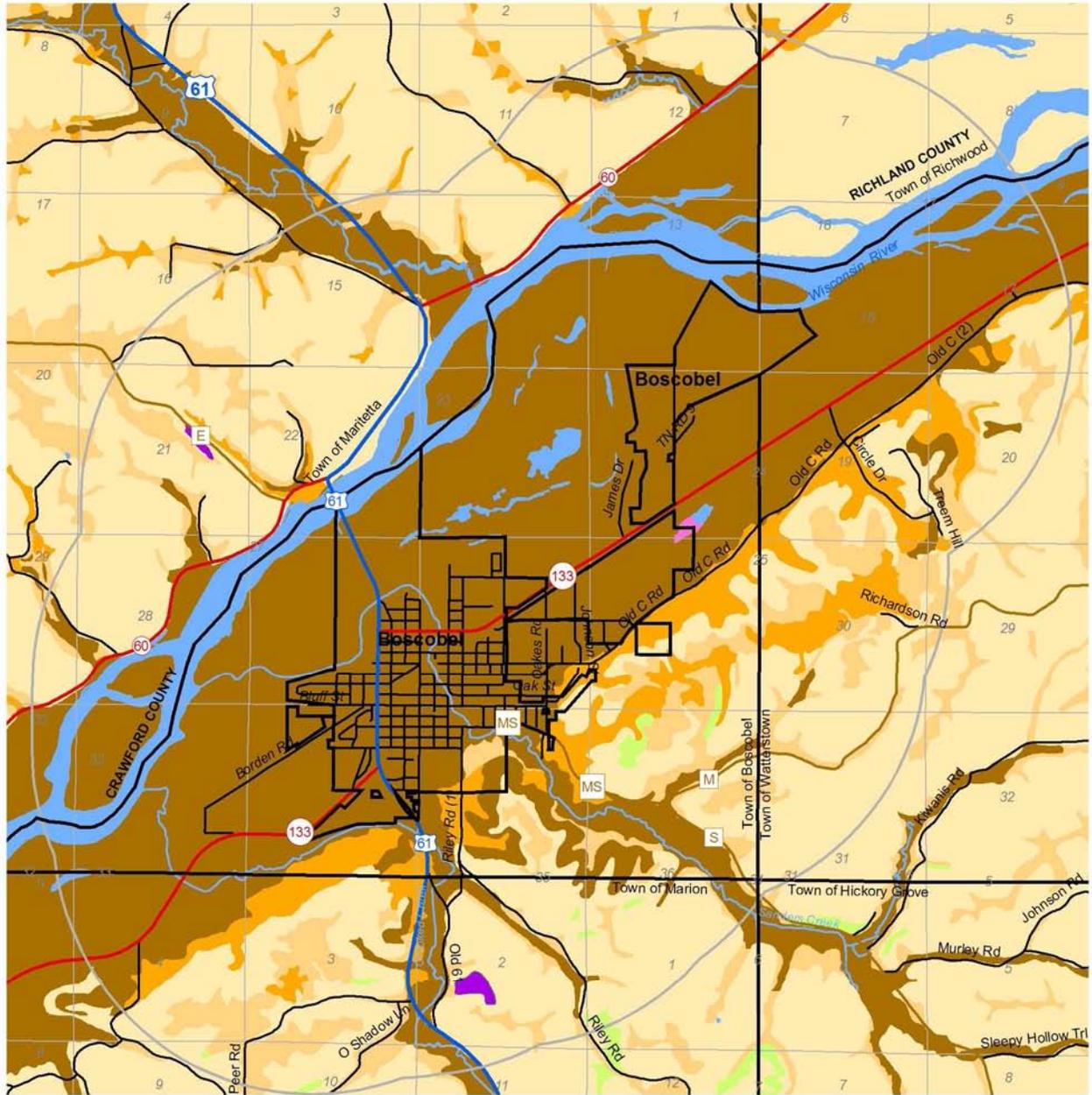
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Soils Note: Slope classifications may vary from county to county.

MAP 3.2.7 DEPTH TO BEDROCK

- CITY OF BOSCOBEL -

- GRANT COUNTY, WISCONSIN -



Legend

- Municipal Boundary
- Sections
- 1.5 Mile Buffer
- Roads - Federal
- Roads - State
- Roads - County
- Roads - Local/Drives/Streets
- Streams

Depth To Bedrock

- <1 foot
- 1 to 6 feet
- 4 or more feet
- 10 or more feet
- Very Deep
- Not Rated
- Quarry
- Sand Pit
- Water

Note: Depth classifications vary from county to county.

1 inch equals 1 miles



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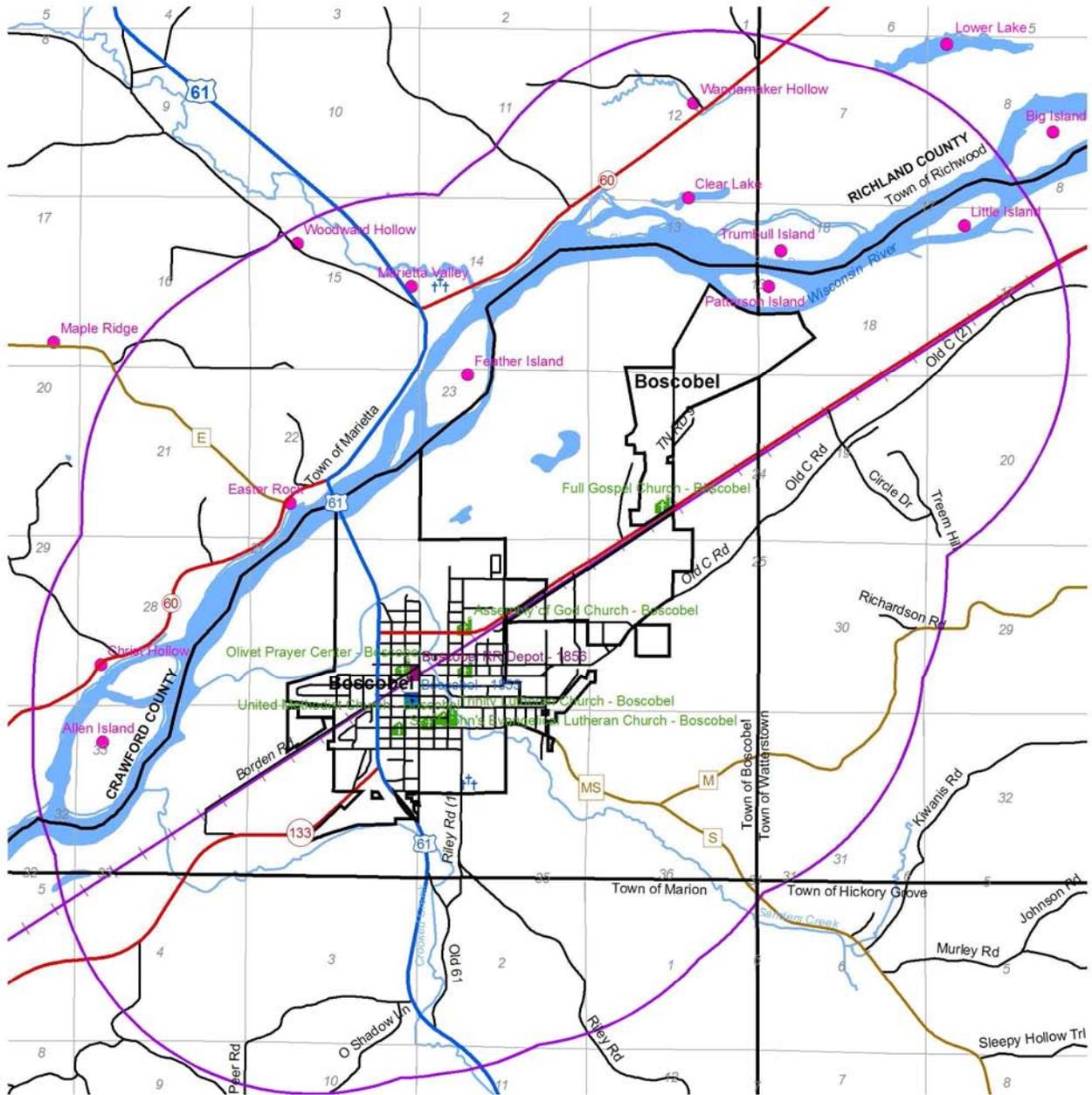
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December 14, 2007

MAP 3.3.1 CULTURAL RESOURCES

- CITY OF BOSCOBEL -

- GRANT COUNTY, WISCONSIN -



**SOUTHWESTERN WISCONSIN
REGIONAL PLANNING
COMMISSION**

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November 26, 2007

Legend

Municipal Boundary	Historical/Current Cheese Factory/Creamery
Sections	Historical/Current Church
1.5 Mile Buffer	Historical Mine
Roads - Federal	Historical Point
Roads - State	Historical Post Office
Roads - County	Historical RR Depot
Roads - Local/Drives/Streets	Historical/Current Railroad
Streams	Historical/Current Cemetery
Historical/Current Cemetery	Historical School

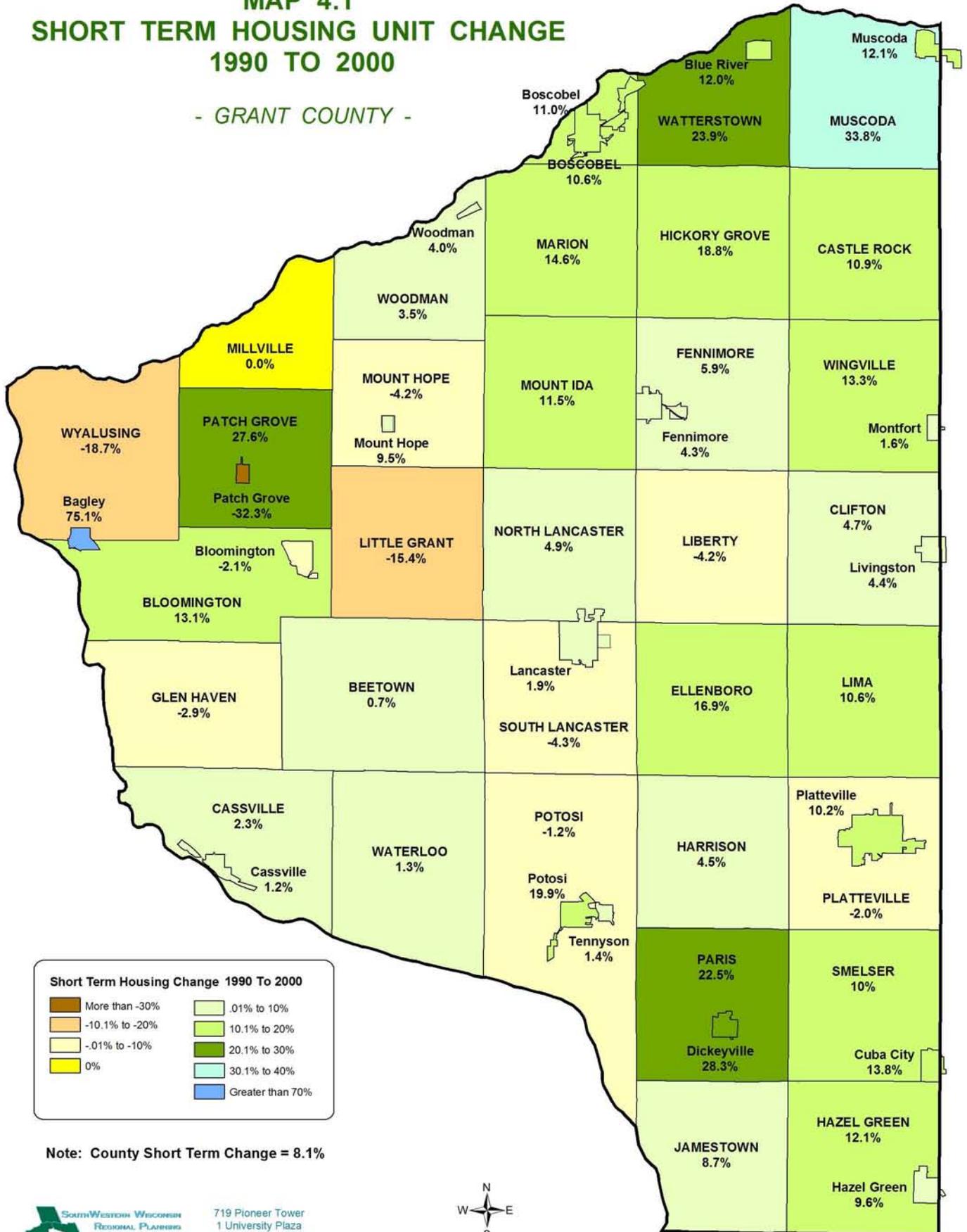
1 inch equals 1 miles



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MAP 4.1 SHORT TERM HOUSING UNIT CHANGE 1990 TO 2000

- GRANT COUNTY -



Short Term Housing Change 1990 To 2000

More than -30%	.01% to 10%
-10.1% to -20%	10.1% to 20%
-0.1% to -10%	20.1% to 30%
0%	30.1% to 40%
Greater than 70%	

Note: County Short Term Change = 8.1%



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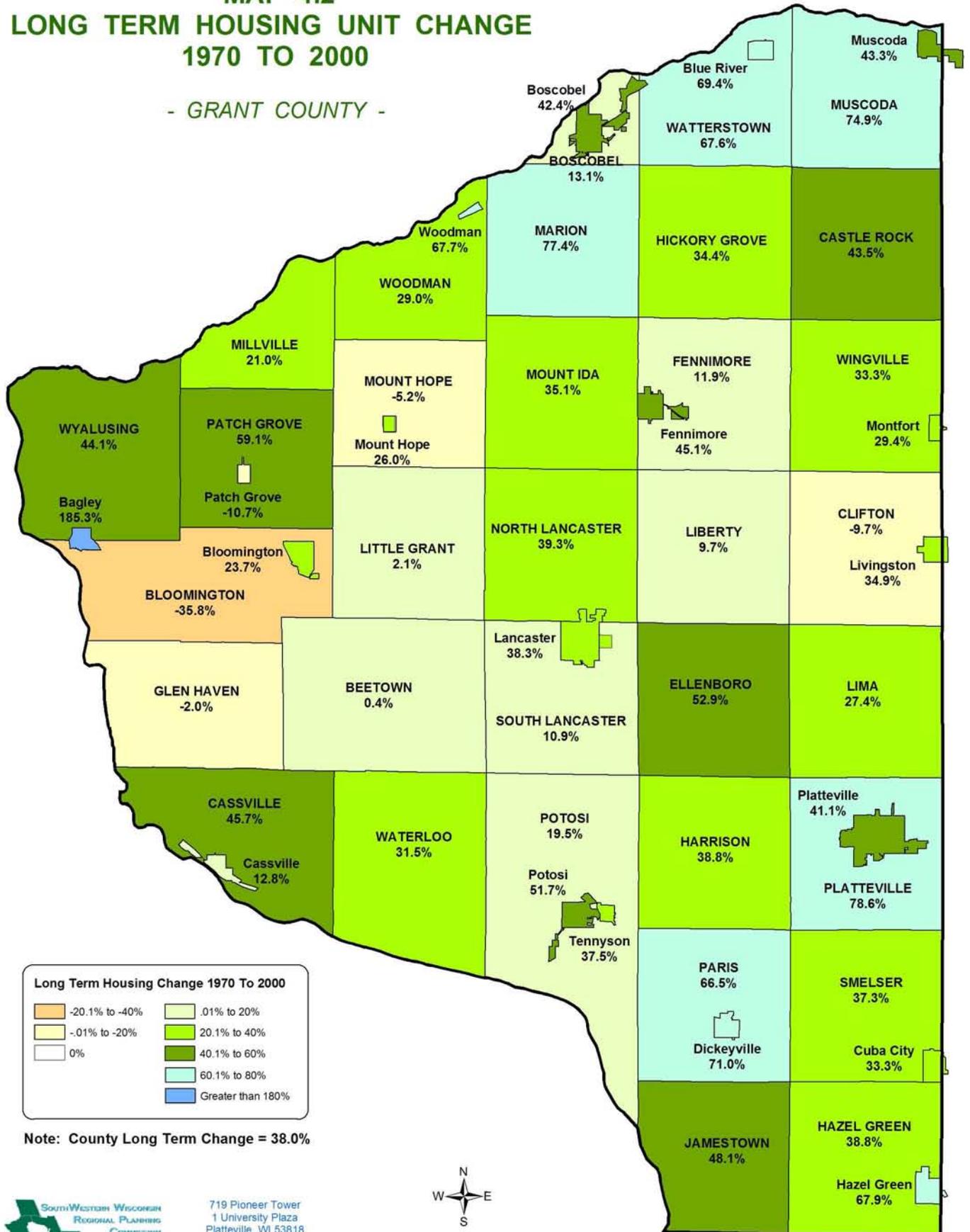
December 18, 2008



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MAP 4.2 LONG TERM HOUSING UNIT CHANGE 1970 TO 2000

- GRANT COUNTY -



Long Term Housing Change 1970 To 2000

-20.1% to -40%	.01% to 20%
-01% to -20%	20.1% to 40%
0%	40.1% to 60%
	60.1% to 80%
	Greater than 180%

Note: County Long Term Change = 38.0%



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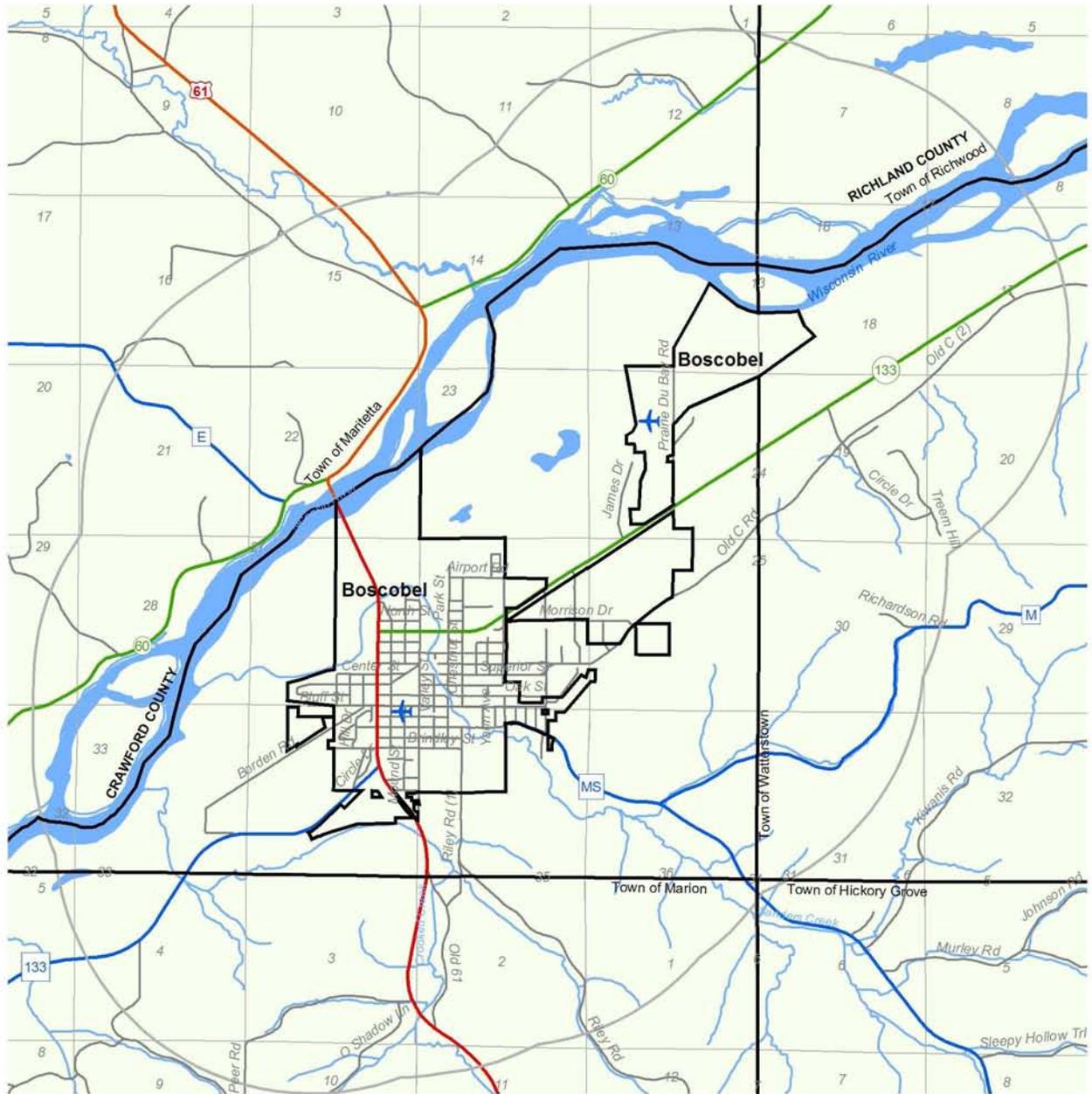


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MAP 5.1 FUNCTIONAL CLASSIFICATION

- CITY OF BOSCOBEL -

- GRANT COUNTY, WISCONSIN -



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January 30, 2008

Legend

- Municipal Boundary
- Sections
- 1.5 Mile Buffer
- Streams
- Airfield/Airport/Heliport
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Drives/Roads/Streets

1 inch equals 1 miles



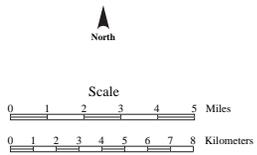
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MAP 5.2 GRANT COUNTY BICYCLING CONDITIONS



- Interstate
- U.S. Highway
- State Highway
- County Highway
- State Park
- Public Campground
- County Park with Facilities
- County Park without Facilities
- Wayside
- Mountain Bike Trail
- Highway Interchange
- Bridge
- Town Roads

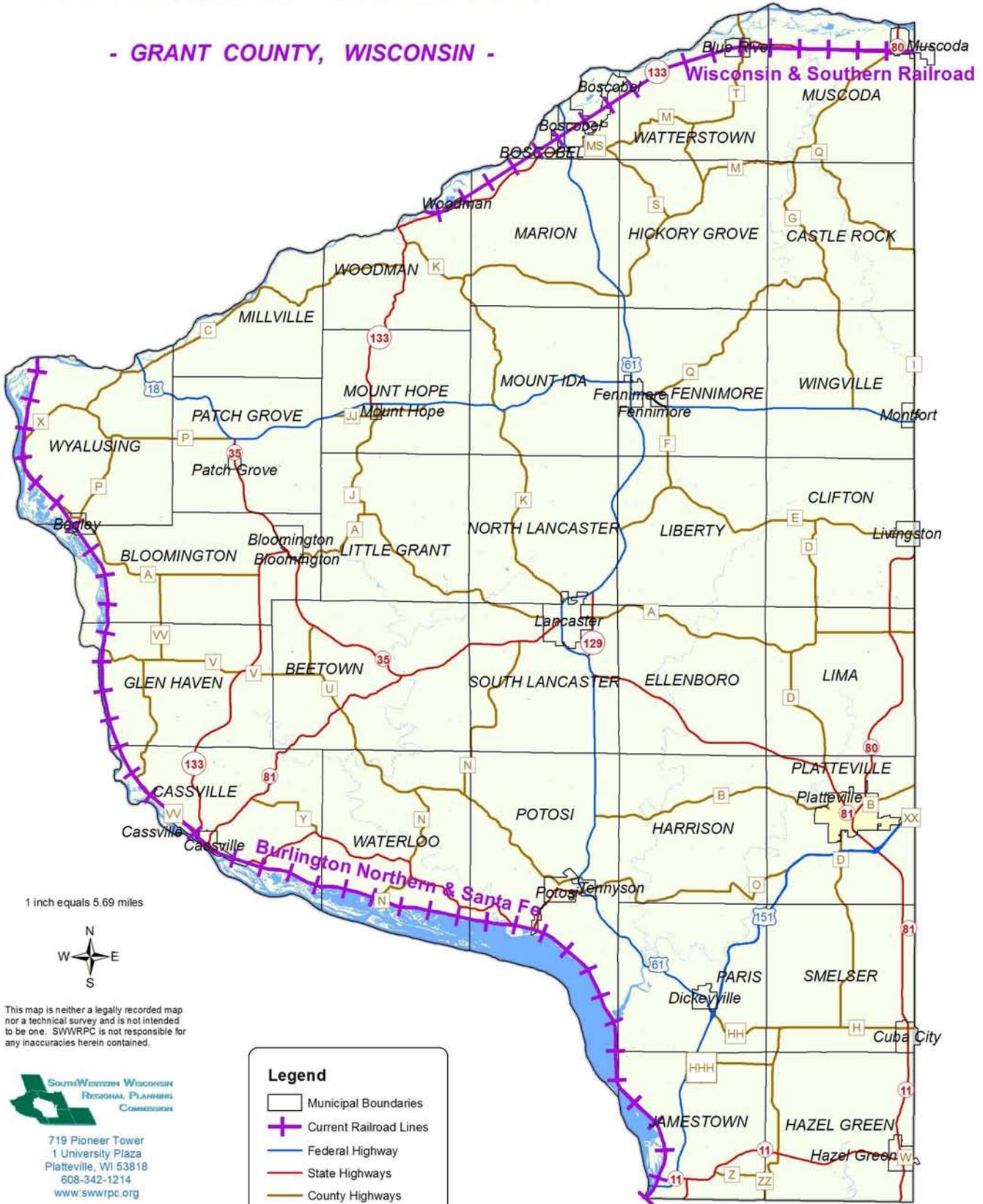
- Unpaved
- Paved
- Shoulder
- Best Conditions for Bicycling
- Moderate Conditions for Bicycling
- Higher Volume, Wider Paved Shoulders
- High Volume, Undesirable Conditions
- Bicyclists Prohibited
- Bicycle Touring Trails
- Urban Escape Routes
- Major Urban Streets
- Local Road with Higher Traffic Volume



See full legend for complete descriptions of road classifications.
Note: paved shoulder information is provided for state highways only.

MAP 5.3 CURRENT RAILROAD LINES

- GRANT COUNTY, WISCONSIN -



1 inch equals 5.69 miles



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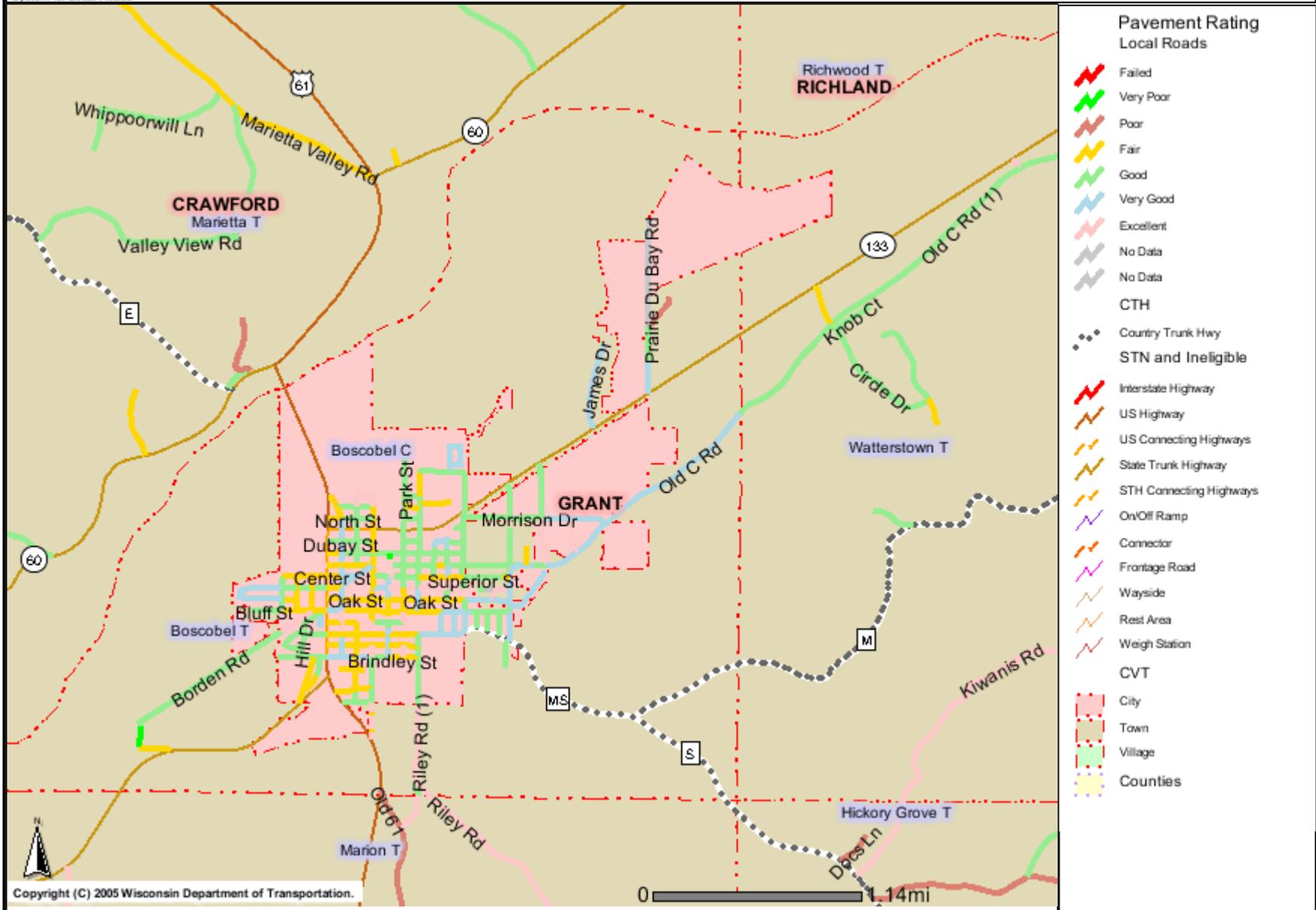
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May 22, 2008

Legend

- Municipal Boundaries
- + Current Railroad Lines
- Federal Highway
- State Highways
- County Highways

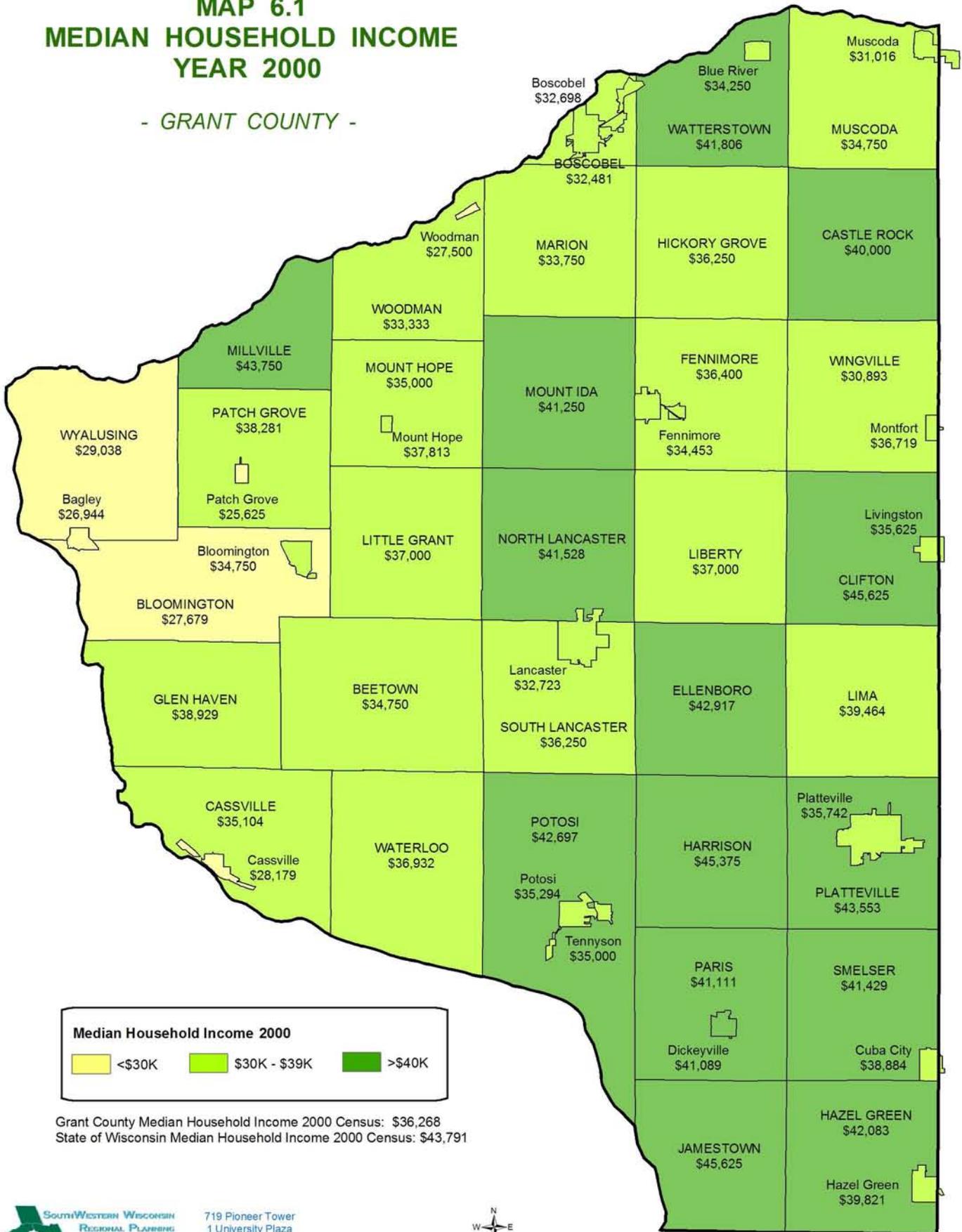
Map 5.4 2007 Pavement Rating Map for the City of Boscobel



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MAP 6.1 MEDIAN HOUSEHOLD INCOME YEAR 2000

- GRANT COUNTY -



Median Household Income 2000

<\$30K	\$30K - \$39K	>\$40K
--------	---------------	--------

Grant County Median Household Income 2000 Census: \$36,268
 State of Wisconsin Median Household Income 2000 Census: \$43,791



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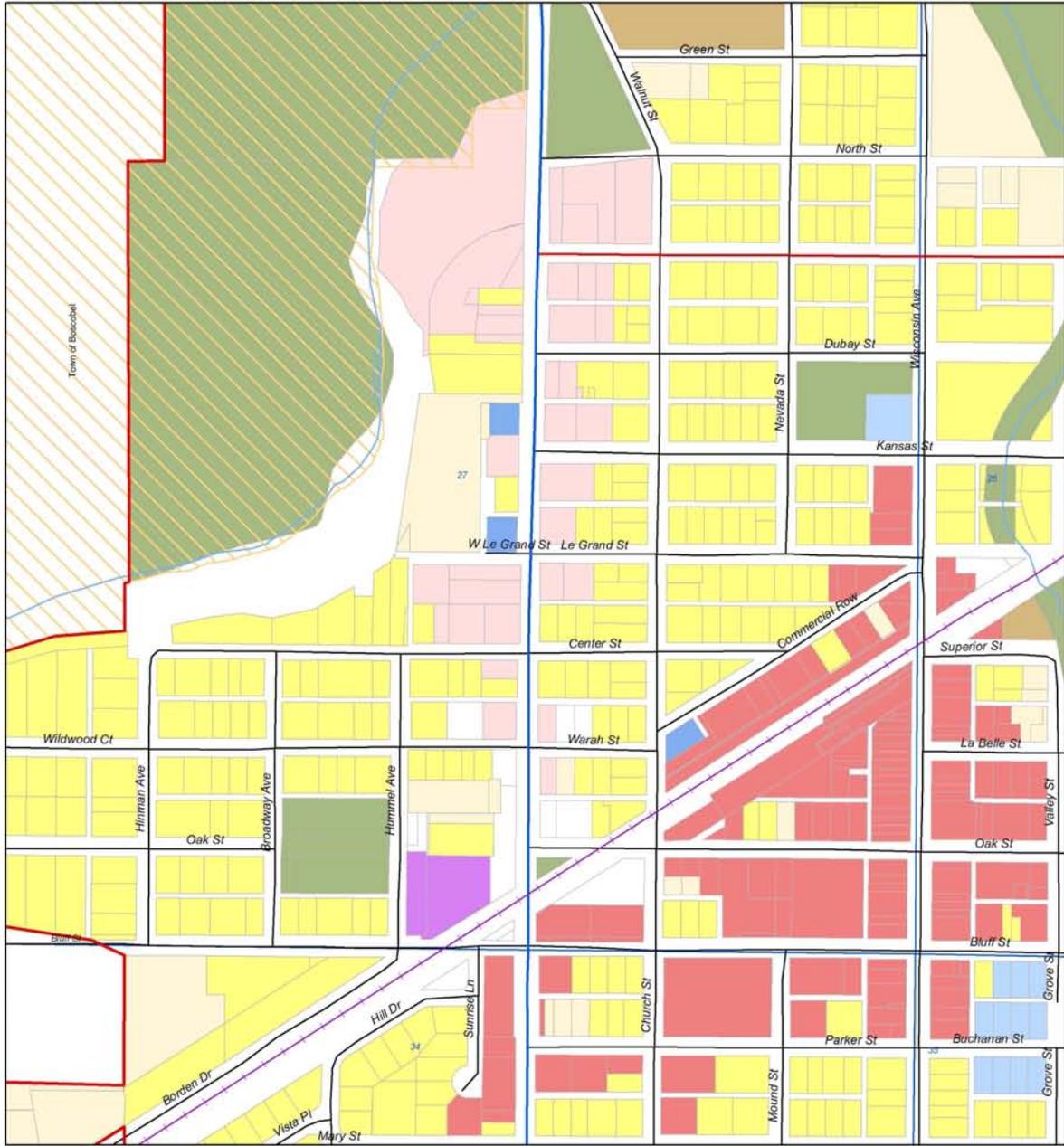
December 18, 2008



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MAP 8.1a EXISTING LAND USE

- Zoom of Highway 61 Corridor -
 - CITY OF BOSCOBEL -
 - GRANT COUNTY, WISCONSIN -



0 210 420
 Feet

N

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 June 23, 2009
 Parcels: City 2006

Legend

Municipal Boundary	Residential - Single Family	Industrial - Heavy
Sections	Residential - Two-Family	Municipal/Utility
Roads - Federal	Mobile Home Park	Civic - Cemetery/Church/School
Roads - State	Commercial	Mixed Use
Roads - County	Highway Commercial	Vacant
Roads - Local/Drives	Industrial - Light	Agricultural Transition
Cemetery	Conservancy	
DNR - Parks		
Railroads		
Streams		

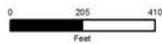
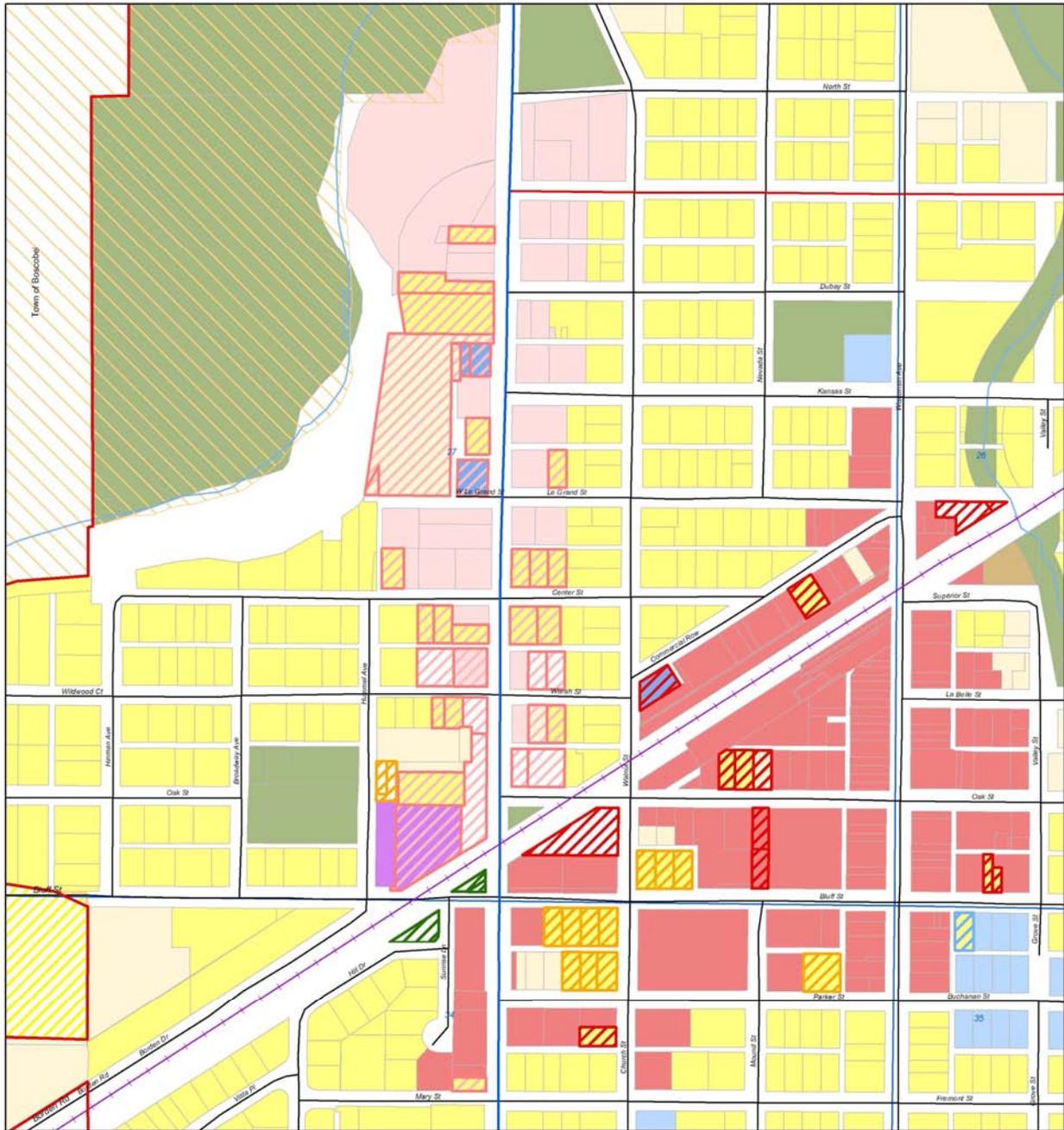
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MAP 8.2a PROPOSED LAND USE

- Zoom of Highway 61 Corridor -

- CITY OF BOSCOBEL -

- GRANT COUNTY, WISCONSIN -

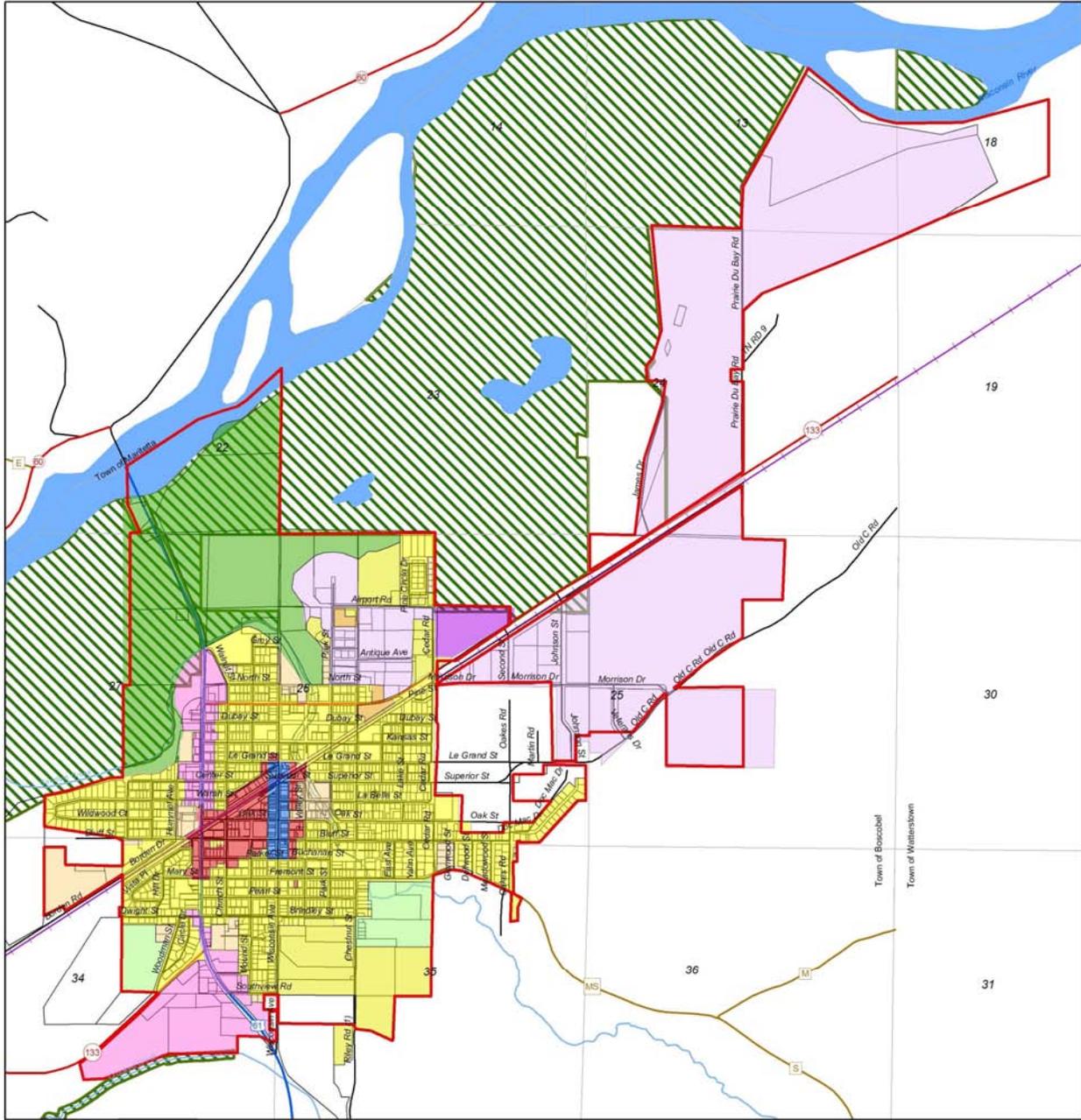


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June 22, 2009
Parcels: City 2008

Legend		Parcels - City of Bosobel	
Municipal Boundary	Sections	Residential - Single Family	Industrial - Heavy
Roads - Federal	Roads - State	Residential - Two-Family	Municipal/Utility
Roads - County	Roads - Local/Drives	Mobile Home Park	Civic - Cemetery/Church/School
Cemetery	DNR	Commercial	Mixed Use
Railroads	Streams	Highway Commercial	Vacant
		Industrial - Light	Agricultural Transition
		Conservation	Conservancy
		Residential - Single Family	Residential - Single Family
		Residential - Two-Family	Residential - Two-Family
		Mobile Home Park	Mobile Home Park
		Commercial	Commercial
		Highway Commercial	Highway Commercial
		Industrial	Industrial
		Civic - Cemetery/Church/School	Civic - Cemetery/Church/School
		Conservancy/Park	Conservancy/Park

MAP 8.3 ZONING MAP

- CITY OF BOSCOBEL -
- GRANT COUNTY, WISCONSIN -

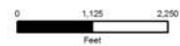


Legend

Municipal Boundary	City Zoning	Industrial - Light
Sections	Classifications	Industrial - Heavy
Roads - Federal	Agricultural Transition	Mobile Home Park
Roads - State	Commercial - Downtown	Residential - Single-Family
Roads - County	Commercial - Highway	Residential - Two-Family
Roads - Local/Drives	Conservancy	Residential - Multi-Family
Railroads	DOWNTOWN	
Streams		
DNR - Parks		



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