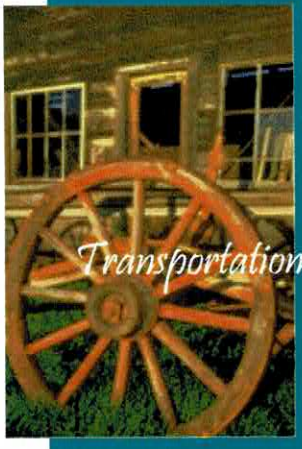
Issues & Opportunities

Agricultural, Natural & Cultural Resources

Economic Development

Housing

Utilities & Community Facilities



Transportation

EXECUTIVE SUMMARY

COMPREHENSIVE PLAN

Town of Albany, Wisconsin

Land Use

Intergovernmental Cooperation

Implementation

Planning and the Public Good

A decision to plan is a community commitment to consciously head in a certain direction. The path should lead to an increase in the public good. But what is the public good? The following types of benefits demonstrate what is meant by the public good, and how planning helps to increase it.

- **Planning helps define the future character of communities by creating and maintaining a sense of place.** Planning for the physical design of new developments and the arrangement of land uses makes it possible for people to carry out their daily lives and activities in attractive and interactive community environments. Land use planning and design can foster a distinctive sense of place. By regulating the design and placement of new developments, planning helps a community preserve those features it feels are important and builds upon the features the community feels help to define it as a special place. Planning can also preserve historic community structures which help to create a sense of place. Good planning generates pride in the community. This pride can influence community development in many positive but intangible ways. Pride in community, in its sense of place, adds to the public good.

- **Planning protects natural and agricultural resources.** Planning helps protect environmental features like wetlands and forests which provide important public services such as flood water storage, groundwater recharge, and oxygen, that would be difficult and expensive to replace if damaged. It can protect productive farmland, as well. Protecting natural and agricultural resources from inappropriate development protects the public good.

- **Planning provides predictability regarding future development.** Good planning provides private landowners and developers with information about where and what type of development the community will allow. With good information, private actors can adequately assess the costs and benefits associated with selling or developing land in certain ways. Good planning also provides a standard process by which development proposals are accepted or rejected. This standardization increases the consistency and the fairness of the development process. Treating private actors fairly also serves to enhance the public good.

- **Planning saves money.** As mentioned earlier, communities can save money by good planning. Not only can planning prevent the expenditure of public resources on unneeded facilities, it can help to organize new growth in more financially efficient ways. It is less expensive for a local community to provide public services to an orderly and phased pattern of development than it is to provide those services to scattered low density development. Saving money in an era of tight budgets serves the public good in several ways. Two are especially important. First, savings can be used to enhance public services. Second, municipal savings helps keep property taxes low.

As mentioned earlier, communities can save money by good planning. Not only can planning prevent the expenditure of public resources on unneeded facilities, it can help to organize new growth in more financially efficient ways. It is less expensive for a local community to provide public services to an orderly and phased pattern of development than it is to provide those services to scattered low density development. Saving money in an era of tight budgets serves

the public good in several ways. Two are especially important. First, savings can be used to enhance public services. Second, municipal savings helps keep property taxes low.

❑ **Planning promotes economic development.** Planning promotes economic development by helping the community keep existing businesses and attract new ones. By planning a community can attract businesses and help local entrepreneurs start businesses by keeping data on the workforce, the age and type of existing business, and the capacity of local services and infrastructure. This information can help insure that economic growth matches the needs and resources of the community.

Planning can also assist existing local businesses by helping them locate proper facilities, and by advising them on population and workforce issues. It can also prevent non-compatible land uses near existing businesses. Planning can result in cost effective land development and infrastructure which is essential to many economic development programs. Planning promotes the public good by helping to shape a sound economy.

❑ **Planning can promote sustainable development.** "Sustainable development" has been defined as development designed "*to meet the needs of the present without compromising the ability of future generations to meet their own needs.*" Planning is recognized as a critical action step towards more sustainable development. Planning to promote sustainability can help achieve more efficient use of land, decrease traffic congestion, conserve important natural resources, engage citizens, and provide for economic prosperity. By pursuing a sustainable pattern of development, planning helps promote the public good.

❑ **Planning helps protect private property rights.** Good planning protects property values and minimizes the negative impacts of new development. Without proper planning, new land development can expose adjoining landowners to negative impacts and loss of land value. Even though property owners sometimes view land regulations, such as zoning, as an infringement upon their property rights, the purpose of such regulations is protect them. Protecting property rights is part of protecting the public good.
The reasons for planning are many. Rapid change in Wisconsin communities is causing an abundance of problems. For many communities, the question may no longer be "Why plan?" It may be, "Can we afford not to?"

The Town of Albany has made its commitment to planning. In so doing existing issues and opportunities have been identified. The town has also identified specific implementation policies, goals and tasks. While the Comprehensive Plan addresses these items over the structure of nine Comprehensive Plan elements, this executive summary has been prepared to distil the information down into a more manageable and easily accessible level.

Where are we now? And where are we going?

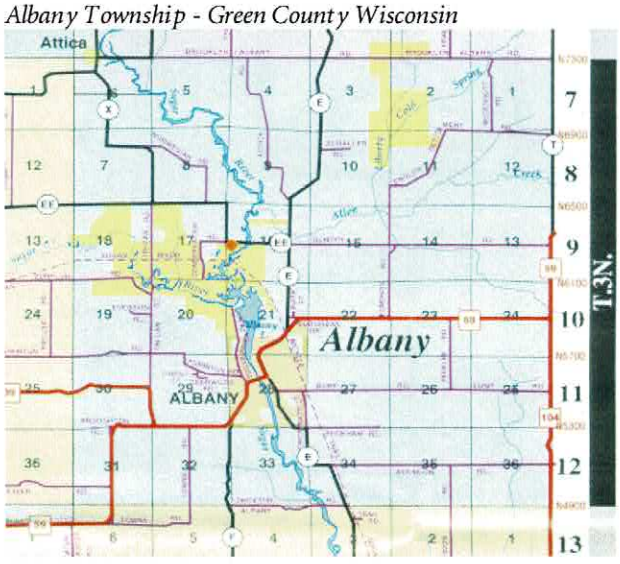
DRAFT
TENATIVELY APPROVED

2. ISSUES & OPPORTUNITIES

The Town of Albany, known for its strong agricultural heritage, has begun to witness some of the impacts of urban sprawl and the desire for rural living among many people over the last few years. As time has passed, the number of active farms in the community has decreased while the number of parcel splits and resulting new residences have increased. While residential growth has had an impact in number, the greater impact to existing residents has been in the location of these residences and the visual/aesthetic impact they have had.

The town recognizes that growth and development can serve as a beneficial impact to the local tax base, but that it needs to be managed so that potential negative impacts can be avoided. Before developing appropriate tools for growth management in the community, an inventory of ***Issues & Opportunities*** was undertaken in order to understand fully what it is the community wants to become, and to accomplish State of Wisconsin Smart Growth Goal #12. "S. 16.965(4), Wis. Stats.: Balancing individual property rights with community interests and goals."

Albany Township - Green County Wisconsin



The assessment of *Issues & Opportunities* in the Town of Albany in sequenced order utilized four specific forms and a variety of techniques to collect information. Issues & Opportunities information collection was conducted through:

1. Comprehensive Planning Committee meetings utilizing group process exercises.
2. The collection and analysis of demographic, economic and various other types of relevant data.
3. Conducting of a public input focused "Town Hall" meeting.
4. A photographic examination of existing conditions.

These four input collection approaches have created a sound foundation from which the Town of Albany has based its goals, objectives, and policy recommendations. These can be found later in this Issues & Opportunities planning element report.

Step #1
The Town of Albany Comprehensive Planning Committee was asked to participate in a S.W.O.T. analysis to determine existing perceptions and issues in the township. Results of this exercise found:

STRENGTHS

* Open land
* Agricultural character
* Location
* Existing roadway system
* Recreational lands
* Sugar River Trail
* Snowmobile trail network
* Liberty creek trout stream
* Hunting land
* Open space

WEAKNESSES

* Current lack of a plan
* Current mix of resident tenure on the Comprehensive Planning Committee
* Lack of a local growing employment base
* Existing labor shortage

OPPORTUNITIES

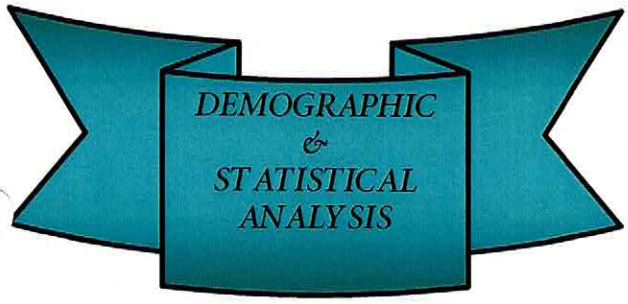
* Placement of commercial and retail development in the community
* Manage all growth in the community
* Capture of tourism
* Advocating cluster development techniques
* Focusing new residential development to take place on only class III & IV farmland

THREATS

* The declining agricultural economy
* Private property rights
* Increasing traffic volumes
* Trucks on rural roadways
* Light pollution

Discussion on these findings lead Comprehensive Planning committee members to wonder what the opinions and issues of local residents were. Interest in how well their views of strengths and weaknesses matched with those of the general citizenry were voiced.

An additional concern centered around the need to compare changes seen in the visual environment to those proven through statistical history. To address these needs, a demographic and statistical analysis was preformed and a public "Town Hall" input/visioning meeting was held.



Past performance and future projections are the corner stones of sound planning practice. For the Town of Albany, a collection and analysis of census and local data was conducted to increase local understanding of growth related dynamics. In all, four major categories were selected for review:

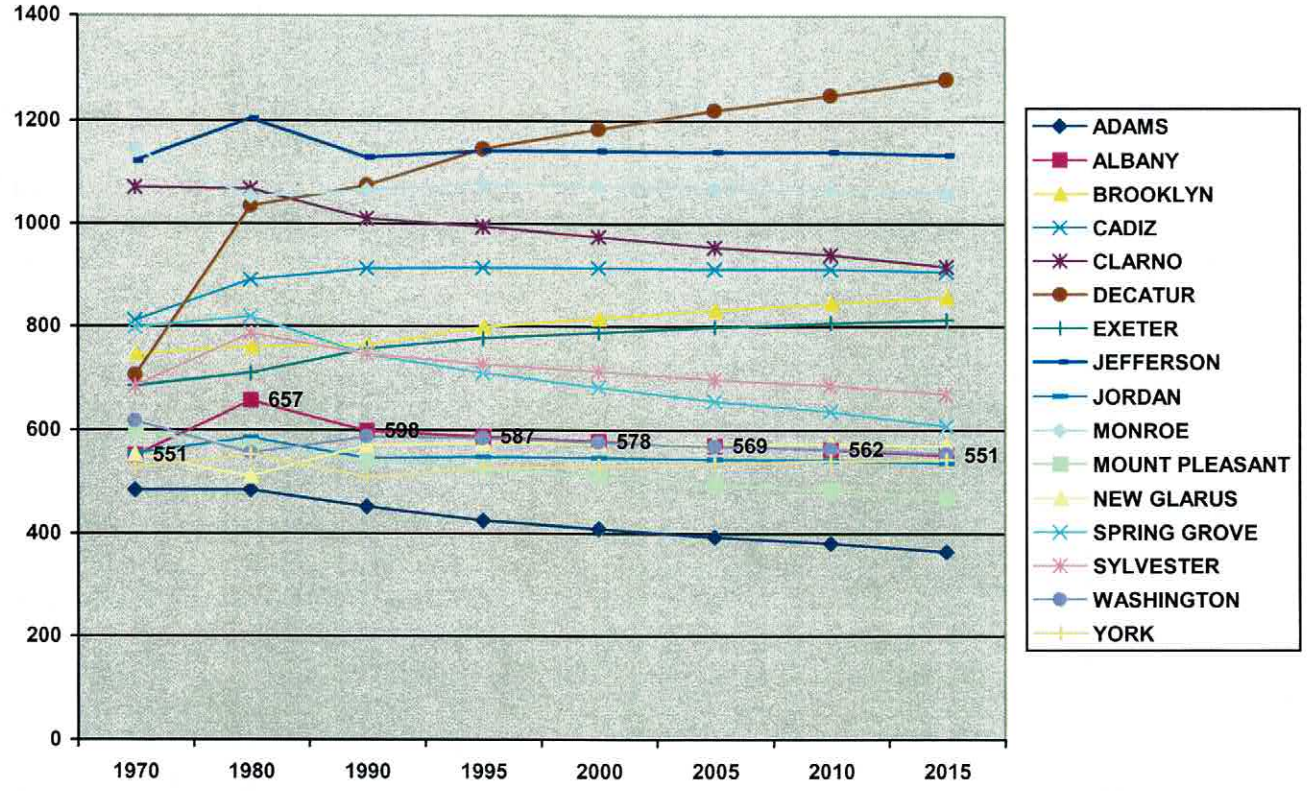
* Population
* Agriculture - Facts & Farms
* Housing - Value & Permits Issued
* Income/Employment/Education

POPULATION

As a rural Wisconsin township, the Town of Albany has been experiencing many of the same population issues as other rural Wisconsin towns. Generally, family size has been decreasing with the additional trend of children moving away once of legal age to pursue employment in other locations. These trends, along with other calculated factors, result in a decreasing population projection for the town.

The Town of Albany is home to an abundant verity of wildlife

U.S. CENSUS OF POPULATION & HOUSING
Historical Population Counts & Projections



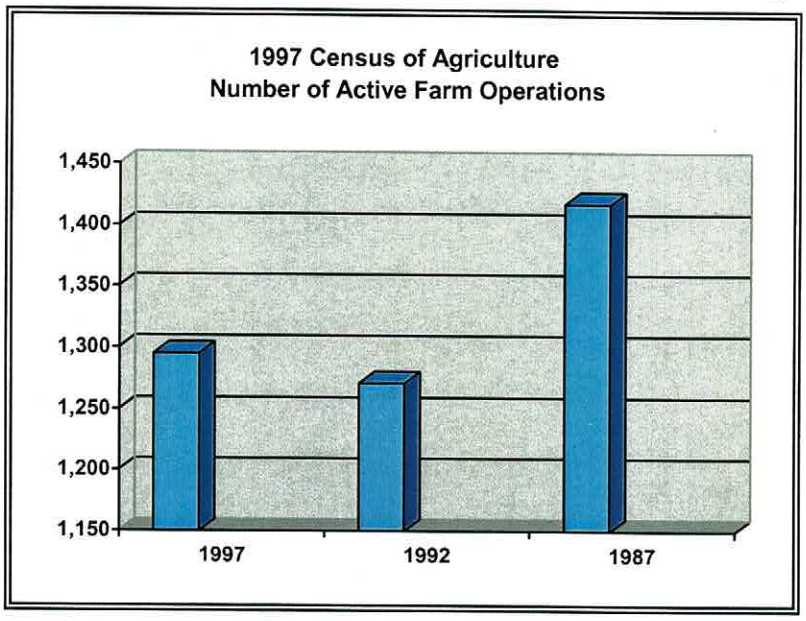
AGRICULTURE

In Green County, Wisconsin the 1997 U.S. Census of Agriculture revealed a number of interesting findings related to the growth and development of the Town of Albany.

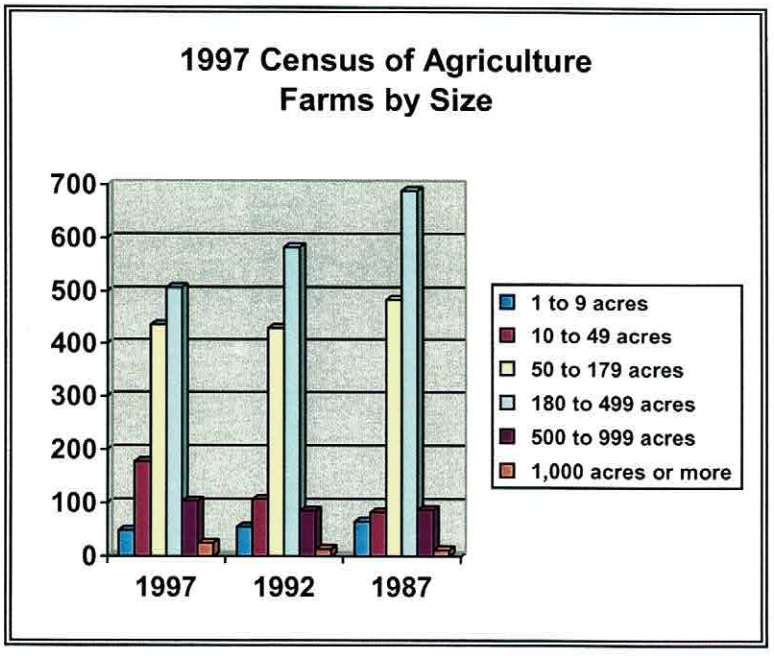
* Land in Farms - increased 4% from 293,134 acres in 1992 to 304,963 acres in 1997.
* Average Size of Farms - increased 2% from 231 acres in 1992 to 235 acres in 1997.
* Full-Time Farms - decreased 9% from 967 farms in 1992 to 883 farms in 1997.

While the number and size of farms in the county and town increased, the actual number of full time farmers decreased. This trend lends to speculation that two phenomena are at work. 1) That more and more farm operations require operators to maintain a source of primary income from another source in order to stay in operation, and/or 2) That more farms are being operated as a hobby by long time residents and/or by new-comers to the area. A closer investigation into the number and size of farms demonstrates that farm numbers, while not at 1987 levels, are back on the rise, and the largest growth in number of new farms can be noted as being between ten (10) to fifty (50) acres in size.

In conflict to the increase in the number of smaller farms, is that while the numbers of farms in the county are currently on the rise so are the average acreage being farmed. In 1982, the average farm operation in Green County was 232 acres in size. In 1997, the average farm operation in Green County covered 235 acres. This trend demonstrates a growth in the farms that are operating on 500 or more acres throughout the county. In 1987, there were eleven farming operations covering 1,000 acres or more. In 1997, there were 24 farming operations covering 1,000 acres or more. Operations from 500 to 1,000 acres in size have also grown in count from 87 in 1987 to 103 in 1997, an 18% growth.



While the number of farming operations in Green County is currently increasing, so are the land values of the local farmsteads. In 1987 the average total farm value, land and buildings, was at $214,042. In 1997, the average value had grown to $314,787, an increase of 46% over the ten-year period.



With the Town of Albany's strong agricultural heritage, it appears agriculture will continue to play a strong role in the community only in a new fashion. If the current trends are allowed to continue unchecked, questions on the development patterns of agricultural lands in the township arise. Specifically, what are the town's opinions towards an increasing number of larger "corporate" and "hobby" farms and is a landscape comprised of rural "hobby" farms mixed with larger "corporate" farms an acceptable development pattern?

These questions were posed specifically at the "Town Hall" meeting. The following responses were found in the 20-year vision statements, which were created for the town, by meeting participants. Statements from each of the three focus groups indicate:

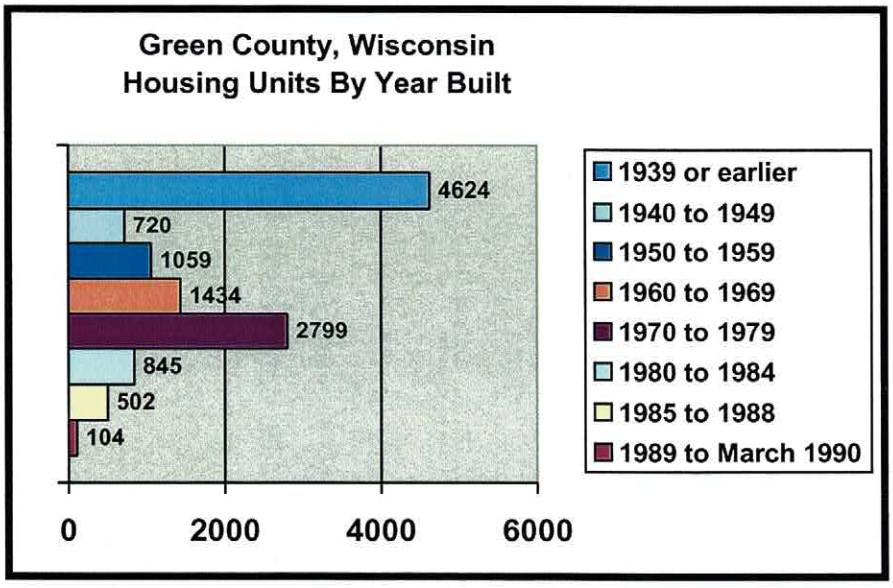
1. "Township should preserve rural character of agriculture land, limiting driveways and clustering development".

2. "Without violating any individual's land rights, we want to see our township maintain its farmland and open space".
3. "The integrity of the area is maintained through a rural quality of living that provides for agriculture, maintains rural and scenic views, and provides for wildlife".

Clearly from these statements it can be said the Town of Albany wants to maintain and enhance its agricultural character.

HOUSING

Over the past 20 years, the housing stock in the Town of Albany has included three basic types of units: single-family homes, duplex homes, and mobile home/trailer, etc. Recognizing the different types of housing that exists within a community is important because it provides insight to present and future housing options for prospective residents. This analysis also lends support to the demographic structure of a community.



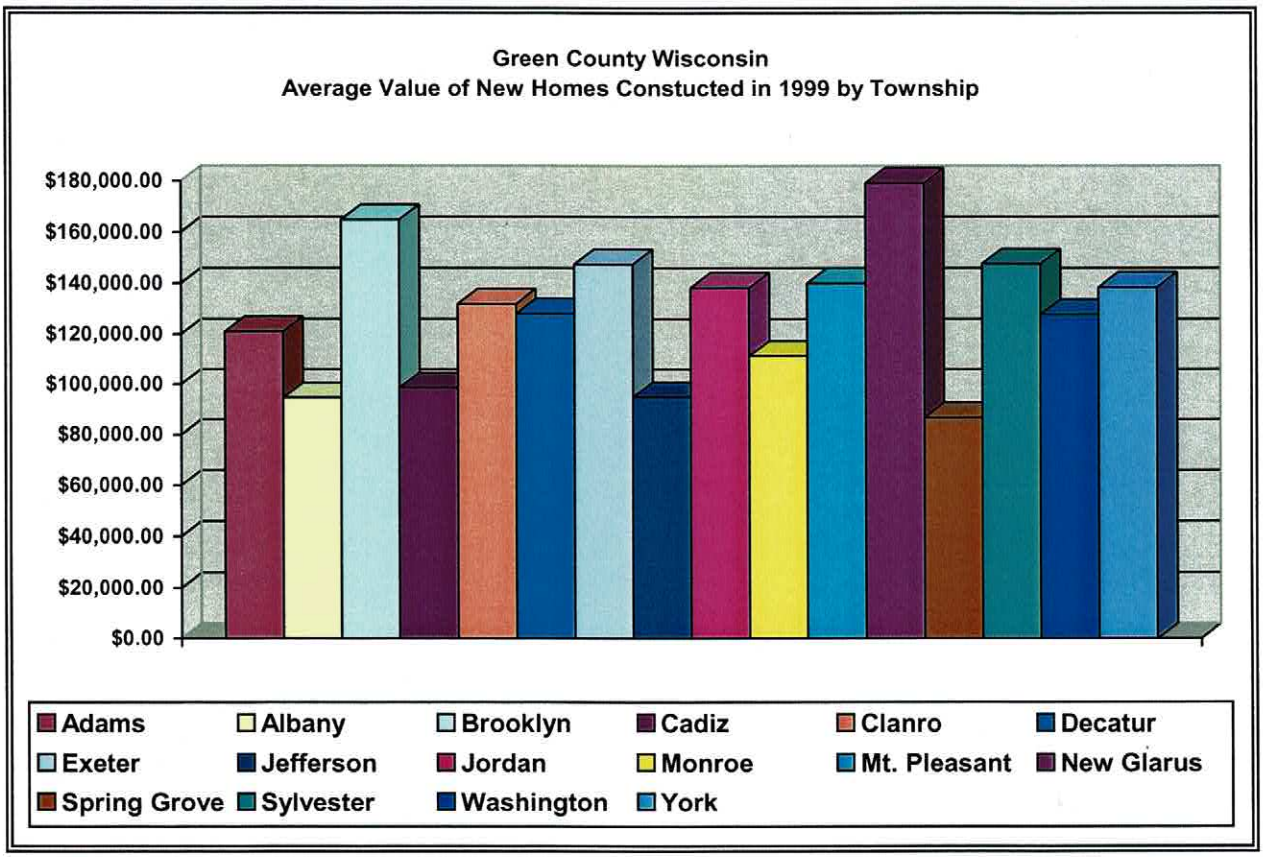
The 1990, Census reports within Green County 4,624 housing units were in excess of 50 years of age - representing 38% of all housing units in the county. It can also be noted that another 35% of housing units where built in the county between 1960 and 1979. Between these two periods 73% of all housing units in the county were constructed.

With a large percentage of aged units existing within the county, local Town of Albany residents recognize the need for the provision of assistance programs in the areas of home repair, up keep and weather conditioning. By recognizing these needs, the Town of Albany currently sees an opportunity to participate in and foster the use of these types of programs locally. It is important to local residents that the town's character and appearance is maintained. By implementing programs of this type the objective can be achieved.

The distribution of home values in the Town of Albany speaks toward the issue of housing affordability. Local housing construction cost data, provided by the Green County Zoning Department, indicate that within Green County townships the average cost of a new home in 1999 was $128,117. The distribution range of average values started at a low of $86,611, in the Town of Spring Grove to a high of $179,101 in the Town of New Glarus. Within the Town of Albany the average cost of a newly constructed home in 1999 was $94,536. An initial

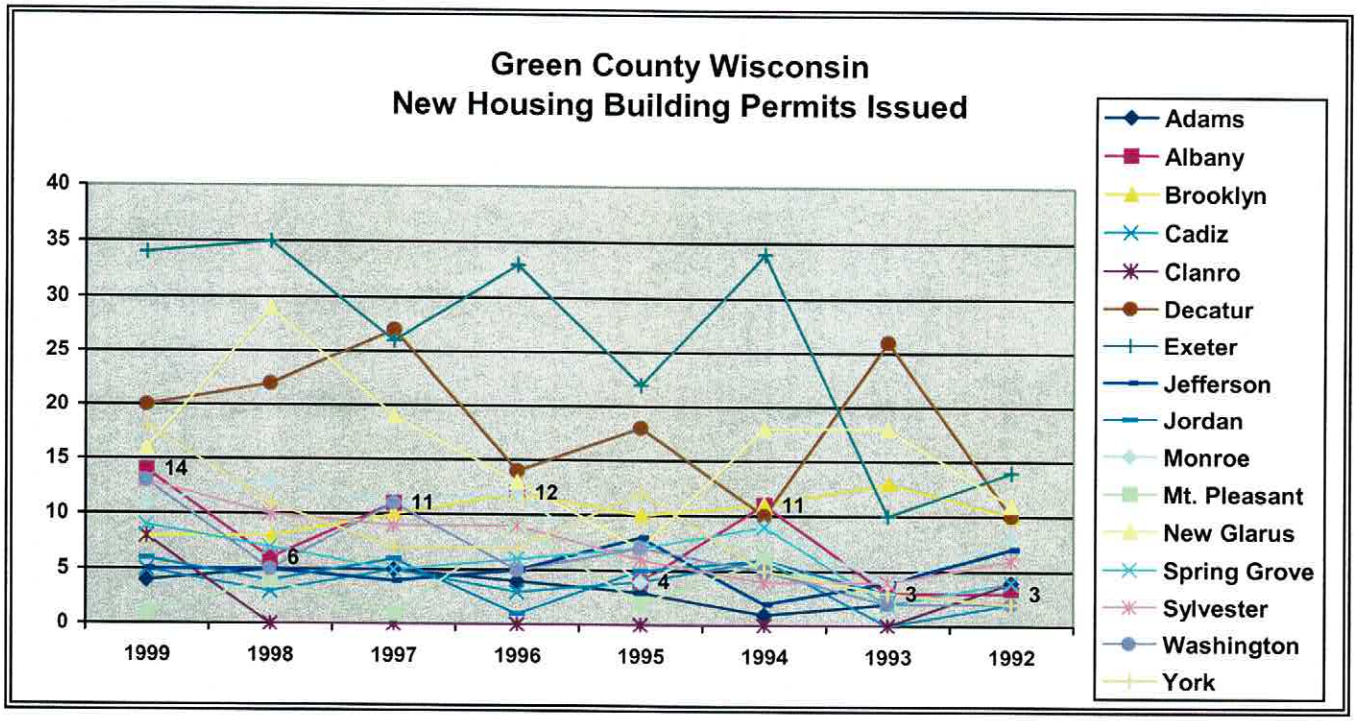
determination of housing affordability, based on the 1999 average value might assume the following:

Your Interest Rate:	8 %
Your Loan Duration:	30 Year(s)
Your Loan Amount:	$ 94,536.00
Your Monthly Payment (Principal/Interest):	$ 693.67
Your Total Payments:	$ 249,721.20
Total Interest Paid:	$ 155,185.20



With $ 693.67 a month in loan payments it should also be recognized that on average an additional $ 30.00 a month will be required for insurance payments and another $90.00 a month will be required for taxes, bringing the total to $ 813.67 a month.

A final initial consideration and observation of housing trends looks at the issuance of new building permits within Green County Townships and the Town of Albany specifically. With data provided by the Green County Zoning Department, it can be observed that the Town of Albany has been experiencing 8 new housing starts a year over the last 8 years. While some fluctuation exists over the period, it can generally be said that new housing starts have been on the rise. They have ranged from a low of 3 in 1992 to a high of 14 in 1999. This rate of growth has not held true for all townships within Green County. Considering location, proximity and aesthetic appeal it can be conservatively assumed, without full consideration of interest rates and the economy, that Albany's rate of growth will continue at a rate of 8-14 new units a year.



Based on this housing analysis, the Town of Albany resident's face a number of key questions. Namely, is 8 to 14 new housing units a year an acceptable rate of housing growth in the township? Are there opportunities to plan the location of these units? Can input be given to the type and quality of these units?

Some of the answers to these questions in terms of local opinion can once more be found within the three individual vision statements that where created during the "Town Hall" meeting.

1. "Township should preserve rural character of agriculture land, limiting driveways and clustering development".
2. "We would like more business, yet reduce light pollution and keep out unattractive mobile home parks".
3. "There is controlled growth with a variety of housing (no trashy housing allowed) that has good subdivision and cluster housing plans limiting the number of driveways intersecting highways".

These statements of opinion clearly indicate local desire to work on a variety of housing issues. Affordability, quality, quantity, location, etc., want to all be addressed in the Housing Element of this Comprehensive Plan.

INCOME/EMPLOYMENT & EDUCATION

A general overview of local income/employment and educational attainment was undertaken in order to gain perspective on the regional economy and its link to growth dynamics. Since the mid to late 1980's, the State of Wisconsin has been blessed with a growing economy. As economic growth has continued over the period, the state has recently begun to see a number of related issues appearing. Foremost of these issues has been an increasingly tightening of the labor pool. In general, labor shortages and labor competition have lead to the recruitment of labor from locations outside of the state. In doing so, local municipalities have been experiencing the growth and development

of new housing not just from in state migration, but also from new out of state migration populations.

In Green County in 1997, the Wisconsin Department of Workforce Development estimates there was a 77.1% labor force participation rate. This rate was higher than both the state (75.1%) and national (67.1%) averages. This rate represents an increase from 70.6% in 1990, generally due to employment growing faster than the labor force. There are a large number of workers who reside in Green County that commute everyday into Dane County. Approximately 11% of the workers in Green County travel to work in Dane County, the majority of whom work in Madison. It is estimated that the 2000 census, will indicate increased commuting into Dane County as numbers of smaller towns outside of Madison experienced larger than normal growth.

According to the 1990 Census the majority of Green County's workforce, 43%, achieved an educational attainment level of a high school degree, or equivalent. Another 34% of the workforce went on to achieve a higher level of education, while the remaining 23% have an educational attainment of lower than a high school level degree.

Educational Attainment for persons 25 years and over

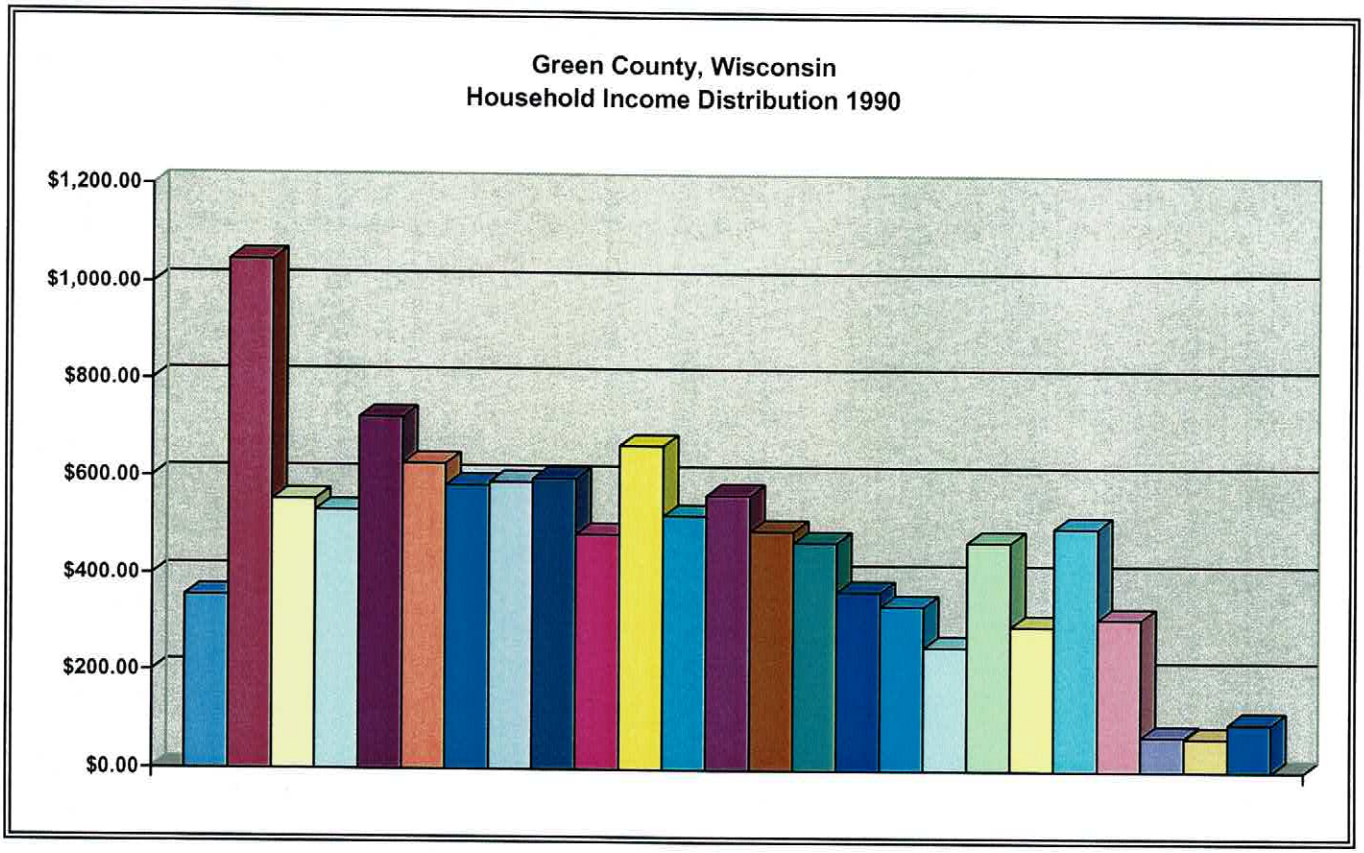
	1990
Less than 9th grade	2341
9th to 12th grade, no diploma	2236
High school graduate (includes equivalency)	8532
Some college, no degree	2682
Associate degree	1553
Bachelor's degree	1705
Graduate or professional degree	659

The Town of Albany is home to a number of smaller employers such as the grocery store shown below.

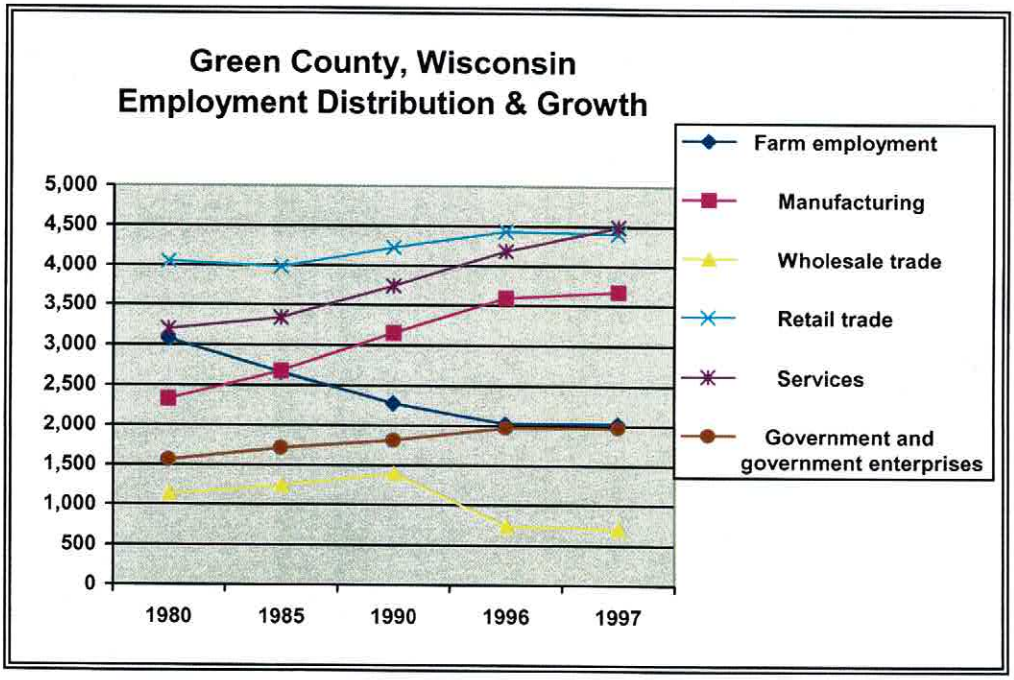
Workforce educational attainment is an indicator to prospective businesses and employers of an area's readiness to fill positions within their industry. In general, it can be said that the more educated the workforce, the more prepared they are to fill "high tech." types of jobs. These jobs in turn are typically higher paying in nature as they require additional skill. With a majority of Green County's workforce educated at a high school level, there is opportunity through training and continuing education to raise the workforce's ability to take on these types of jobs. This in turn can be used as a business recruitment device with local residents benefiting from the potentially higher paying jobs.

Income distribution is an indicator of a region's ability to purchase goods and services. Generally, higher income levels indicate a potentially greater amount of available disposable income which results in business opportunities and potential growth of an area. According to the 1990 census of Population and Housing; Green County's distribution of income ranges from households earning less than $5,000 a year to households earning over $150,000 a year. For 1989, it was reported that the Median household income for the Town of Albany was at $30,469. Only 4% of Albany's

population at the time was living at or below the poverty level.



Workforce distribution by employment sector is an indication of sector strength within the local/regional economy. In a general sense, by understanding which sectors employ the most people, it can indicate over time where employment growth has been occurring. Employment growth since 1980 in Green County has been centered in manufacturing, led by the introduction of new durable manufacturing employers. The largest declines in employment have come in wholesale trade.



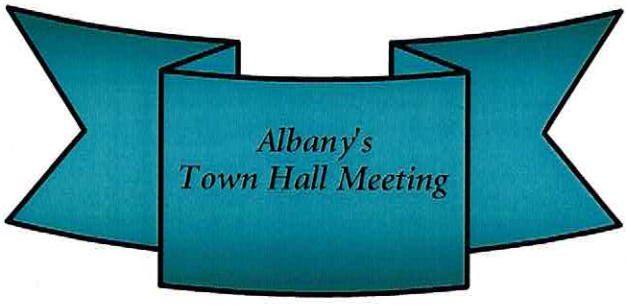
In Green County, as is the case in much of Wisconsin and the nation, service sector employment has been growing rapidly in the

last five years. Service sector employment has added roughly 600 jobs in the last five years, almost a 25% percent growth in service sector employment in Green County. In most locations, business services and health services are receiving the lion's share of that growth in service sector employment. In the first quarter of 1998, the largest private employer in Green County was a provider of health services, and the fifth largest was a provider of business services.

What opportunities exist in the Town of Albany for expansion of the employment base? According to S.W.O.T. analysis findings, interest exists in:

1. Preserving, protecting and assisting with active agriculture.
2. Capturing more of the tourism trade market.
3. Capitalizing on the placement of new potential commercial and retail development within the town.

Strategies for accomplishing these goals need to be defined within the elements of this Comprehensive Plan.



On June 7th, 2000, the Town of Albany Comprehensive Planning Committee hosted a "Town Hall" meeting for approximately 34 community residents. Discussion focused on Albany's preferred future. Broad based public announcement of this meeting had occurred through the mailing of a newsletter to every property owner in the town, and through a press release to local newspapers and radio stations in the area. The meeting focused on three main topics.

1. A review of committee efforts to date, inclusive of rational behind decisions.
2. A review of general socio-economic trends affecting the town.
3. A set of facilitated group exercises aimed at identifying local issues of concern and at generating a community vision.

Three sub/focus groups where created for a nominal group exercise which asked participants to generate statements about what they would like their community to be twenty years from now. Participants were then asked to generate vision statements of three sentences or less reflecting the consensus of each group's preferred future. The following statements were generated:

Group #1

1. Township should preserve rural character of agriculture land, limiting driveways and clustering development.
2. Township should preserve scenic views, wildlife areas, frontage areas, and DNR land.
3. Township should work with the Village of Albany to promote tourism, Business Park, lake use and sewer and water regulation.

Group #2

Without violating any individual's land rights, we want to see our township maintain its farmland and open space.

We would like more business, yet reduce light pollution and keep out unattractive mobile home parks.

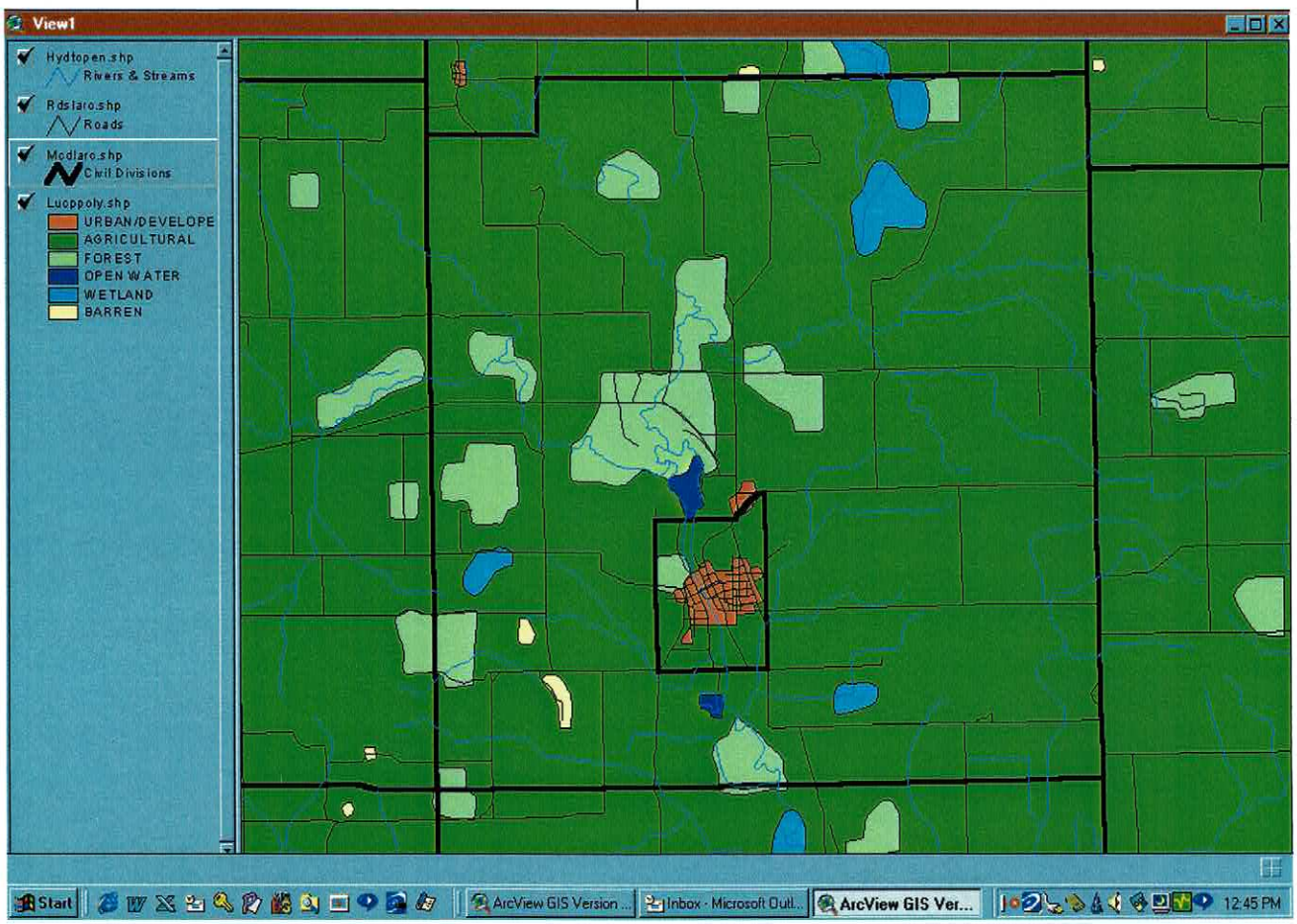
Group #3

1. The Town of Albany consists of a culturally diverse population with a large range of household earnings.
2. The integrity of the area is maintained through a rural quality of living that provides for agriculture, maintains rural and scenic views, and provides for wildlife.
3. There is controlled growth with a variety of housing (no trashy housing allowed) that has good subdivision and cluster housing plans, limiting the number of driveways intersecting highways.

While each of these statements are unique there are two common themes which resonate in each of them. These themes can be noted as being:

* The desire to preserve rural character, agriculture, and open space, and
* The desire to manage growth for quality and location.

Town of Albany
1992 General Land Use
Source - Wisconsin DNR Geo Disk #3



Recognizing these themes, the Comprehensive Planning Committee set about refining all three statements into one vision. The results of this effort led to Albany's final "Vision Statement" of its preferred future:

The Town of Albany consists of a culturally and economically diverse population. Without violating any individual's rights, the town will preserve and protect its rural character, agricultural lands, scenic views, and wildlife areas. It will manage growth and development ensuring that proper placement, quality and safety are maintained while building on the town's economic opportunities and its quality of life.

Images Of Albany

A final description of Albany's unique character can be best related through photographic images of existing conditions and valued assets of the community. The locations in these images contribute greatly to the local sense of place. They represent only some of what the Town of Albany has to offer and protect.

Albany's Historic Settlement Church

The Union Church Cemetery

Gateway to the Sugar River Trail

A Sugar River Boat Launch

Rural Subdivision's

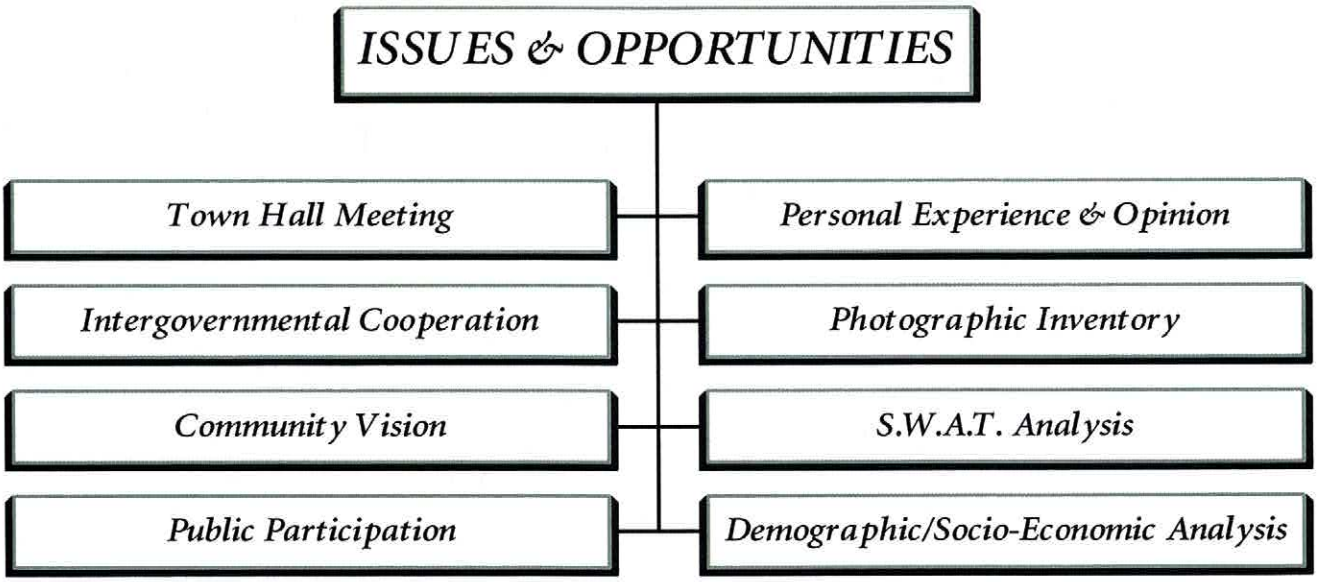
WiDNR – Liberty Creek Wildlife Area

The Amish Grocery Store

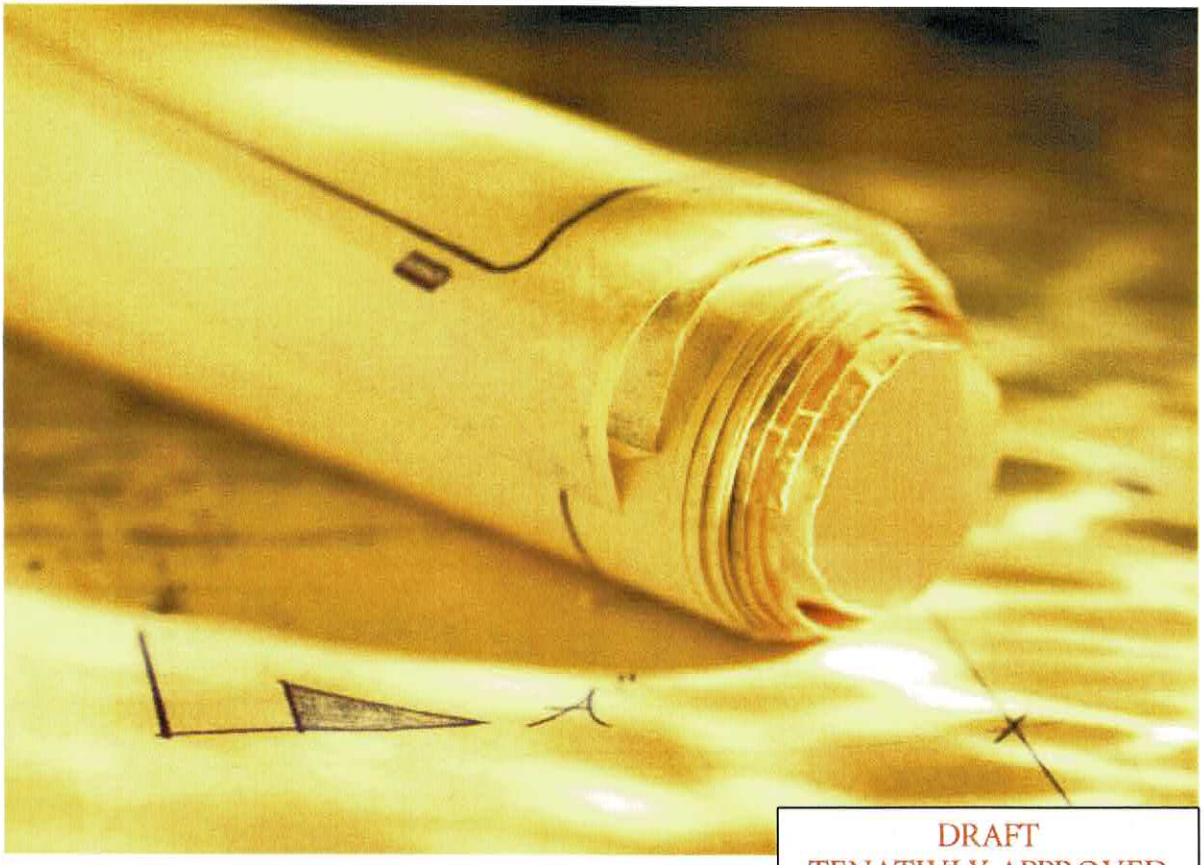
University of Wisconsin – Forestry Education Classroom

Active Businesses

ELEMENT SUMMARY



ISSUES	OPPORTUNITIES
Decreasing household sizes	Housing rehabilitation programs
Loss of graduating workforce to cities	Development of tourism industry
Increasing land values displacing some residents	Farmland protection
Aging of the housing stock	Commercial & retail development
Increased housing development pressure	Cluster development practices
Housing quality	General growth management
Housing affordability	Corporate & hobby farm development
Current lack of a plan	Building of local job base
Increasing traffic volumes	Recreational lands & waters
Private property rights	Sugar River Trail
Truck traffic	Open space protection
Light pollution	Utilization of State & Federal programs
Labor shortage	First municipality to prepare a Comprehensive Plan in the County
Workforce education	Building Inspection services ensuring quality homes
Under County zoning	Intergovernmental cooperation
Commuting workforce	Public participation
Entire township in general ag. zoning district	New opportunity for input into County subdivision review
Lack of County GIS data	Creation of a driveway siting ordinance
Cost of developing in the Village	Creation of a land division ordinance
Surface water quality	Establishing a land acquisition program
Ground water quality	Investing in conservation easements
Protection of wildlife habitat	Setting speed limits on roads by ordinance
Desire for rural living	Establishing a joint business park with the Village
Increasing land values accelerating sales	Cultural diversity



10 IMPLEMENTATION ELEMENT

Intent:

Implementation element. 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.

To best serve as a guiding reference for the implementation of this Comprehensive Plan, this implementation element has been organized into four section headings. These headings, in order, are policies, proposed regulation & regulation amendments, tasks, and open space. It is the intent of policies to act as guiding statements for how decisions should be made. It is the intent of proposed regulations and regulation amendments to serve as the guiding principals for ordinance development and modification. Tasks have been ranked by priority and should be used as an action plan. Last, open space is an expression of the value that the Town of Albany places on this valuable resource. Open space recommendations should be consulted and applied in all development project proposals as appropriate. In addition to these reasons, the implementation element has been organized in this fashion to pull together all of the elements of this Comprehensive Plan. By doing so the internal consistency of this Comprehensive Plan has been ensured.

POLICIES

Policy:

1. Prudence or wisdom in the management of affairs.
2. A definite course or method of action selected from among alternatives and in light of given conditions to guide and determine present and future decisions.

Agricultural Policies

- Provide continuing support to existing operations and agriculture activities throughout the township.
- Preserve and protect agriculturally productive soils in the Town of Albany.
- Encourage all farm operations in the Town of Albany to work with the Green County Land and Water Conservation Department to create, file and operate under farm management plans.

The Town of Albany places a high value on its local agricultural base. Specifically farming and small business, a rural atmosphere and well-managed land use are all elements of the town's vision, which speak to this point.

- The Town of Albany advocates that state and federal agency policies should consider the town's preservation efforts when reviewed for interpretation and application within the township. Specifically, farmers should be allowed greater access to limited wetlands, once tiled and farmed, based on the town's efforts to direct growth away from these areas.
- Encourage the use of conservation easements and deed restrictions by private landowners to keep prime agricultural land from being developed.

Natural Resource Management Policies

- Actively seek to provide long term and permanent protection to the Town of Albany's natural resource base.
- Preserve and protect environmental corridors for wildlife, water quality values, habitat protection, ecosystem and ecology purposes.
- Work in cooperation with the Green County Land & Water Conservation department to implement its water quality and conservation programs locally, encouraging their use by local residents and property owners.
- Preserve and protect the Town of Albany's natural resource base from potential degradation and contamination.
- Support the enforcement of Green County's non-metallic mining ordinance to ensure the wise use of available resources incorporating reclamation procedures that will allow for a safe and reusable site.
- Promote and preserve the town's cultural resource base.

Housing Policies

- Preserve the town's agricultural land base protecting its aesthetics, rural character and agricultural heritage for future generations.
- The Town of Albany will provide adequate lands to meet the needs of projected housing demands.
- Strengthen existing established neighborhoods by finding new uses for abandon or under used land.
- The Town of Albany will provide for the allowance of safe and affordable housing in a variety of types and locations throughout its community.

The term *housing* refers not only to owner-occupied housing, but also rental, cooperative and condominium ownership arrangements. The term also refers not only to single family detached units, but also to multifamily units, duplexes, townhouses, manufactured homes, and accessory apartments.

- Encourage the development of housing for peoples of all ages and income levels in appropriate locations throughout the township.
- Assure that the fair housing rights of all citizens are protected.
- Advocate the use of existing state and federal housing programs throughout the community. Educate residents on their availability.

Transportation Policies

- Manage roadway speed limits and usage so as to minimize conflicts between farm machinery and vehicular uses.
- To classify roads in the Town of Albany.
- Maintain an accurate and up to date Master Thoroughfare Road Plan.
- Official mapping of future rights of way can be used to inform the public and prevent development in locations of future facilities.

Economic Development Policies

- Support and assist when appropriate, existing natural resource preservation groups and associations.
- To provide adequate land area for commercial developments needs within the town.
- Insure that commercial businesses are located properly for their operations within the township.
- Refer larger potential commercial or industrial businesses to adjoining community business parks.
- Encourage and participate in economic development efforts.

Within the Town of Albany, economic development wants to focus around three specific sub-sectors. These sub-sectors are the agricultural economy, the tourist economy and the commercial/retail economy. A local and regional framework must be applied by the town if it is to reach its desired economic development goals.

- Foster commercial growth in the "Village Fringe" as negotiated and within remaining zones as appropriate

Utilities & Community Facilities Policies

- The Town of Albany will ensure adequate parks, recreation and open spaces for its residents.
- The town of Albany will continue to provide adequate facilities for the purpose of gathering to conduct public business. The town will also ensure that adequate facilities for police and fire protection exist.
- The town will continue to manage its Town Hall facility to ensure that it meets the needs of local residents.
- The Town of Albany will continue to support the Albany Public Library.
- Continue to support the Albany Public School System.

- Continue to support the Albany Public Library System.

Land Use Policies

- Ensure that housing developments occur in a fashion consistent with existing land uses and in a manner suitable with existing surroundings.

- Balance town goals for future land use and development in a cooperative effort with the village when planning for the development of the village fringe area.

- The town will supplement its open space by preserving large tracts of agricultural lands when possible.

- Promote land uses, densities and regulations that result in efficient development patterns (traffic, public services, sewer, water, other).

TOWN OF ALBANY VISION STATEMENT

The Town of Albany consists of a culturally and economically diverse population. Without violating any individual's rights, the town will preserve and protect its rural character, agricultural lands, scenic views, and wildlife areas. It will manage growth and development ensuring that proper placement, quality and safety are maintained while building on the town's economic opportunities and its quality of life.

- Promote land uses, densities and regulations that result in the protection of valued resources and recognize existing physical limitations (prime farmland, slope, woodlands, water, other).

- Minimize development in areas which are likely to be required to meet transportation needs in the future.

- Promote connected developments.

Intergovernmental Cooperation Policies

- Encourage and assist with the planning for and wise management of the town's natural resource base.

- Advocate the need for the creation of a lake and river associations.

- Continue to value the town's ethnic diversity actively seeking to involve all groups in activities and governance.

- The Town of Albany will jointly plan with the village for the development of the village fringe area surrounding the village to within one-mile.

- The town will work cooperatively with its fire district partners to ensure adequate fire protection, equipment and facilities exist.

- The town will continue to work cooperatively with the Green County Sheriffs Department to ensure the safety and protection of its citizens.

- The town will work cooperatively with WiDNR in the management of their properties within the township.

- To promote corridor planning and preservation.

- Work with neighboring communities to solve mutual problems.

- Work with the Village of Albany for the provision of senior housing within close proximity of goods and services.

Implementation Policies

- The Town of Albany's Comprehensive Plan will be a living/working document. As new issues arise methods for incorporating them into the plan will be followed so that the plan remains current with changing community needs. At a minimum the Comprehensive Plan shall be up dated once every ten (10) years as required by law.

- When considering new development proposals, full consideration of farmable land and prime farmland soils should be undertaken in the decision making process.

- Fully consider the impacts of new development on all natural resources the land division and development review process including the potential impacts to:
- Water quality
- Habitat and reproduction
- Ecosystems
- Movement corridors
- Endangered and threatened species
- Aesthetic values
- Etc.

- Encourage Green County to create and budget for an active countywide conservation easement acquisition program.

- Ensure that operations are sited properly through the land divisions review process and the driveway permitting process.

- Encourage the wise use of development lands by advocating the use of development concepts such as cluster development techniques and Conservation design.

- Aggressively pursue payment of delinquent property taxes to pressure owners of abandon or under used property to sell.

- New development lot sizes and location shall be consistent with town development regulation policies and the town's future land use map.

- The town will preserve and supplement its natural resource lands/preserve/open lands – special use by steering development away from these designated areas as defined on the town's future land use map.

- Ensure that development standards and ordinances are consistent with land use policies contained within the Comprehensive Plan.

- Allow new development types to occur only within the character descriptions as described within the seven zones and as illustrated in the future land use map.

- Review and incorporate the findings of the "developable land" analysis when making decisions on new development proposals.

- Review and incorporate the findings of the "traditional rural acreage" mapping analysis when making decisions on new development proposals.

- Avoid flag lots on arterial streets and collectors to ensure appropriate spacing between driveways.

- Provide residential properties access within developments, not on arterials.

- Take into consideration the budgetary and operational issues and capacities of the public school system when considering the allowance of new development within the town.

PORPOSED REGULATION & REGULATION AMENDMENTS

Local Town Ordinance Recommendations

Land division/subdivision: Create a local land division/subdivision ordinance to call for formal town review and approval of all new land divisions.

Land division/subdivision: Create subdivision regulations and site plan review standards.

Land division/subdivision: Create and implement these regulations so that proper street layout in relation to existing or planned roadways occurs; adequate space for emergency access and utilities is provided; adequate water, drainage, and sanitary sewer facilities are provided; and appropriate site design is created. The administrative review and evaluation procedure for processing conceptual, perliminary and final plats shall include on the plat; design principals and standards for lots, blocks, streets, public places, pedestrian ways, and utilities; required improvements, including streets, sidewalks, water sewer and curbs and gutter; and financing and maintenance responsibilities. These regulations will help justify decisions made and help developers have a clear idea of what is expected in the community.

Land division/subdivision: Establish a land division and development review process which incorporates consideration of the following components for granting approval:

- Existence of prime farmland
- Soil types and suitability
- Existence of wetlands and other hydrographic conditions
- Topography and slope
- Proximity to adjacent large tracts of agricultural lands
- Environmental conditions and resources
- Farmability of the parcel

Land division/subdivision: Fully consider the impacts of new development on all natural resources the land division and development review process including the potential impacts to:

- Water quality
- Habitat and reproduction
- Ecosystems
- Movement corridors
- Endangered and threatened species
- Aesthetic values
- Etc.

Land division/subdivision: When considering new development proposals, full consideration of farmable land and prime farmland soils should be undertaken in the decision making process.

Land division/subdivision: Create and adopt a no development buffer zone around the Albany Wildlife Area and the Liberty Creek Wildlife Area to protect these valuable resources.

Land division/subdivision: Building envelopes should be planned to minimize disruption of groves of existing mature vegetation, and environmentally sensitive areas such as steep slopes, wetlands and shorelines.

Land division/subdivision: Developments should be designed to minimize the disruption of distant vistas.

Land division/subdivision: New developments should be designed to accommodate or utilize park space, schools or other existing infrastructure.

Land division/subdivision: New development shall be subject to a development and engineering review process.

Land division/subdivision: Developer agreements shall be required of all new significant developments.

Land division/subdivision: The town will protect and ensure additional future open space by adopting a land division/subdivision ordinance, implementing a site plan review program as part of its land division/subdivision ordinance and requiring mandatory open space dedication of 50% within all new lots and subdivision developments.

Land division/subdivision: Adopt policies to ensure the development of a good network of pedestrian routes between new neighborhoods and the existing Town corridors, particularly next to existing parks and future recreational areas.

Land division/subdivision: Consider engineering review of new CSM's and Subdivisions in order to maintain development standards and functional storm water drainage systems.

Land division/subdivision: Develop and implement design standards to encourage efficient development patterns incorporating interconnected street patterns and limited use of cul-de-sac streets.

Land division/subdivision: The site design of new developments should be compatible with efficient movement of traffic, on to and off of public roadways and, at the same time are conducive to pedestrian movements, bicycle traffic and transit use. All new developments should be required to go through a site design/development review process.

Land division/subdivision: Minimum lot frontages along arterials and collectors should be increased to allow for greater spacing between driveways.

Land division/subdivision: Ask developers and individuals to dedicate a portion of their land for necessary transportation improvements.

Land division/subdivision: Require pedestrian and bicycle paths at end of cul de sacs which connect to activity centers.

Land division/subdivision: Ask developers and individuals to dedicate a portion of their land for necessary transportation improvements.

Land division/subdivision: Developers shall bare the cost of infrastructure within their developments.

Land division/subdivision: Require developers to comply with erosion control ordinance and return lands to a near normal setting after completion of construction.

Land division/subdivision: The developer shall be required to fund any public services or infrastructure required by the proposed development

Land division/subdivision: All new commercial development shall be subject to a site plan review process. This "process" is intended to be a pre-construction review and negotiation between the Town of Albany and the developer. Because this is an up front process, hand drawn documents of the proposed development will be all that is required from the developer in order for this process to occur. The site review process will incorporate the following criteria for consideration in order to determine proposal feasibility:

- Road Access – Determination of a new commercial developments need for road or state highway access shall be made. Those businesses that will serve primarily local residents and will not be using large trucks for delivery or shipping purposes will not need direct access to the state highway network. However, other types of businesses may need to be located in close proximity to the state highway system.

- An evaluation of safety concerns at the proposed site of ingress and egress shall be conducted. Specifically, field of vision, view corridor and view obstruction shall be considered. Slope of access point and existence of pedestrian crossings shall also be considered.

- Conflict with existing adjacent land use shall be considered in this process.

- Hours of operation and the potential for disturbance (noise) to adjacent property's shall be considered.

- A minimum of 20% of the developed site shall be put into landscaping (grass, shrubs, trees or other suitable materials). The area shall be kept free of refuse and debris.

- Building appearance, size and architectural integrity shall be considered in accordance to the proposed developments ability to mix aesthetically with surrounding existing development, proposed square footage of the development in relation to the buildable envelope of the property, and the soundness of building materials being proposed to be used.

- Refuse and other outdoor storage must be planned for in advance of construction. These areas shall be within side yard and set back requirements of the property and shall be screened from view by either fencing or vegetative means.

Land division: Require review of all minor replats. Ensure that arterials and collectors are not lined with driveways from small lots by reviewing all minor splits.

Right to farm: Draft and adopt a local right to farm ordinance confirming the towns commitment to agricultural activities.

Storm Water & Erosion: Draft and adopt a storm water and erosion control ordinance to preserve and protect soils and water quality.

Nuisance: Draft and adopt a local nuisance control ordinance. The ordinance should address issues of health safety and welfare with respect to noise, air pollution, soils contamination, ground and surface water protection, etc.

Cluster & Conservation Development: Review and consider the adoption of the state model ordinance for cluster design neighborhoods.

UDC: Continue the enforcement of the State Uniform Dwelling Code.

Driveway: Wisconsin statutes give all levels of government the authority to require a permit for the construction of a private driveway onto a public road. The Town of Albany shall update its ordinance with appropriate standards to initiate this permitting process within the township in line with the goals objectives and policies of this Comprehensive Plan.

Driveway: Continue to regulate the location, spacing and design of driveways.

Driveway: Establish maximum driveway length limitations to limit the creation of flag lots.

Roadway: Preserve safety and mobility with access management tools.

Roadway: Require "stubs" in developments so that future developments may be connected to the roadway network.

Roadway: Limit the use, length and number of lots for cul de sacs and dead ends.

Roadway: The cost of all new Town roads proposed as part of development shall be borne by the developer.

Roadway: All public roads are required to meet Town, County and State Standards.

Shoreland & wetland zoning: Review the County shoreland and wetland zoning district ordinances and consider the need for greater restrictions and local adoption.

Recommended Green County Ordinance Considerations

Review Green County General Agricultural zoning district standards and advocate to the county the need for creation of an rural residential zoning district which would incorporate animal density standards on a unit per acre under ownership basis. Such a standard could be the following:

Example Table
Number of Animal Types Equivalent to 1,000 Animal Units and Animal Equivalency Factors

Number Equivalent to 1,000 Animal Units	Subcategory of Animal Types	Animal Equivalency Factor
	DAIRY CATTLE:	
700	Milking and Dry Cows	1.4
910	Heifers (800 to 1,200 lbs)	1.1
1,670	Heifers (400 to 800 lbs)	0.6
5,000	Calves (under 400 lbs)	0.2
	BEEF CATTLE:	
1,000	Steers or Cows (1,000 lbs to Mkt)	1.0
1,250	Steers or Cows (600 to 1,000 lbs)	0.8
2,000	Calves (under 600 lbs)	0.5
700	Bulls	1.4
	SWINE:	
2,500	Pigs (55 lbs to Mkt)	0.4
10,000	Pigs (up to 55 lbs)	0.1
2,500	Sows	0.4
2,000	Boars	0.5
	SHEEP:	
10,000	Per Animal	0.1
	HORSES:	
500	Per Animal	2.0
	DUCKS:	
5,000	Per Bird (Wet Lot)	0.2
100,000	Per Bird (Dry Lot)	0.01
	CHICKENS:	
100,000	Layers	0.01
200,000	Broilers	0.005
	TURKEYS:	
55,000	Per Bird	0.018
	COMBINATION ANIMAL UNITS:	
1,000	Calculated Total	

Encourage the amendment of the county's Zoning ordinance to create minimum safety standards for all housing units such as a minimum width, appropriate lot size standards, etc. Use these standards in the development review process in the granting of approvals.

Consider encouraging the county to amend the current residential zoning district regulations to permit smaller lots.

ADDITIONAL TASKS & PRIORITIES

Tasks	Priority Ranking
Continue to provide information and education on agricultural assistance and education provided through agency programs and services to the local agricultural community.	
Work in cooperation with the Green County Land & Water Conservation department to implement its water quality and conservation programs locally, encouraging their use by local residents and property owners.	
Meet with DNR land managers periodically to understand and assist with the management of the Albany Wildlife Area and the Liberty Creek Wildlife Area..	
Advocate the need for the creation of a Sugar River, river association.	
Fully inventory all cultural resources within the Town of Albany.	
Contact and meet with the local and/or State Historical Society representatives to better understand programs and opportunities.	
Work with local, regional and state tourism promotional groups such as the Green County Tourism Committee, The State Heritage Tourism Council and the Wisconsin Department of Tourism to promote and protect local cultural resources.	
Visually represent the location of acceptable areas for new housing development within the town for the next twenty years in this plans future land use map.	
Create a tourism marketing plan and develop and distribute promotional materials.	
Strengthen existing established neighborhoods by finding new uses for abandon or under used land.	
Aggressively pursue payment of delinquent property taxes to pressure owners of abandon or under used property to sell.	
Encourage Green County to create and budget for an active countywide conservation easement acquisition program.	
Encourage the active involvement of the Green County Land and Water Conservation Department in the development review process at both the county and local level.	
Work with the Green County Zoning Department to designate commercial uses within the town and to have them re-zoned into their appropriate use district.	
Inventory all tourism assets within the town.	
Monitor at home business operations to minimize land use conflicts and to ensure relocation if warranted.	
Utilize state grant programs and resources to assist with tourism efforts.	
Participate with local and regional groups and organizations in the promotion of tourism based amenities.	
Maintain an accurate and up to date Master Thoroughfare Road Plan.	
Official mapping of future rights of way can be used to inform the public and prevent development in locations of future facilities.	

Tasks	Priority Ranking
Participate in a joint planning committee to plan for the village fringe development over the next twenty years.	
Legally commit to the village fringe development plan by signing a 66.30 or similar agreement with the village.	
The town will protect and ensure additional future open space by considering the adoption of a conservation subdivision ordinance, implementing a site plan review program as part of its land division ordinance and considering mandatory open space percentages for all new subdivision developments.	
Study existing ordinance regulations and update as needed to ensure consistency with the policies of this Smart Growth Comprehensive Plan.	
Consult the policies contained within the Comprehensive Plan prior to making decisions regarding capital improvements	
Encourage Green County to update its zoning ordinance to incorporate implementation tools identified within the Comprehensive Plan, as appropriate.	
Develop and implement design standards to encourage efficient development patterns incorporating interconnected street patterns and limited use of cul-de-sac streets.	
The Town will seek input as appropriate from WiDNR on new proposed developments which abut WiDNR land Holdings within the township.	
When appropriate, assist in the promotion of library programs and services by communicating them to the residents of the Town of Albany.	
Bring school District issues to the attention of town residents. Assist in educating residents about these issues by sponsoring local public forums when appropriate.	
Communicate and work cooperatively with the Albany Public School District on issues concerning facility needs and expansion planning.	
Study current county zoning and land division/subdivision policies and regulations and update or encourage updating as needed to ensure consistency with the policies of the Smart Growth plan.	
Encourage the county to update its zoning map so that appropriate uses are placed in the corresponding appropriate zoning districts.	
Work with Green County to ensure that street transitions from the Town to the Town are compatible.	
Conduct site reviews on proposed developments and/or ask for sufficient documentation so as to ascertain potential impacts to the physical environment. Negotiate their protection.	
Work with neighboring communities to solve problems along major arterials so that the entire corridor may be addressed, not just up to the border.	
Monitor airstrip use within the township, taking action with appropriate regulation only if warranted.	

Tasks	Priority Ranking
Consider the need to map official snowmobile routes within the township and work with local clubs to ensure safety.	
Explore the potential for public/private investment in the development of homes for first-time buyers.	

OPEN SPACE

Open space is not the same as vacant or agricultural land. Open space is open area that, because it has value to the Town and its residents, is preserved and managed. In most cases, open spaces can offer multiple benefits, including; outdoor recreation, preservation animal and plant habitat, air and water quality improvement, flood and storm water management, visual and other sensory relief from the built and developed environment, nature education, physical definition of land areas, and economic well-being of the town.

Such resources such as the extensive network of wetlands in the township, should be viewed as infrastructure, just like roads and schools. There is an economy to provide open space in that it improves the attractiveness of the town for investment and a place to live and work. In short it adds to the perception of ones quality of life. It helps to avoid the hazards and costs that can occur when floodplains and wetlands are allowed to develop and when expensive structural measures are required in order to solve flood and storm water problems.

In some instances, private land functions as open space by providing open space benefits and by being protected and managed as open space. It becomes part of the "land use" balance of the town. As the demand for outdoor recreation increases, Town officials must find the most effective way of providing open space and using open space to its greatest benefit. The wetland network of the township, like undeveloped vacant and agricultural lands, is under constant pressure and need to be protected. Natural areas are often easily altered to accommodate development. As a result, many open space and agricultural resources are converted to urbanized landscapes. The preservation of open lands is often a major tool for defining the character and quality of the town.

Goal

- To recognize and respect the natural environment as an irreplaceable resource; and to preserve, protect, and enhance the natural resources of the town for the enjoyment of both present residents and future generations.

Objectives

- Preserve the natural landscape features such as woodlands, wetlands, flood plains, streams, steep slopes and prairies.
- Ensure an appropriate amount and distribution of land for open space throughout the town, placing special emphasis on preserving and enhancing the natural and scenic environment.

- Protect shorelines and wetlands, and upgrade the quality of the surface and groundwater in the town.

- Ensure that future development does not disrupt natural drainage ways.

Policies & Recommendations

- Require dedication of adequate open space by land developers to meet the demands of new residents of the development.

- Identify disturbed or degraded stream bank, slopes and wetland areas that are important to water quality and to support all level of government in efforts to restore such areas.

- Protect natural drainage areas, flood plains and wetlands to avoid costly man-made storm water correction projects (BMP's).

- Encourage the permanent protection of private land holdings through conservation easements, deed restrictions and other methods.

The Comprehensive Plan recognizes that open space in the Town of Albany is a valuable natural resource with significant practical value. It can be utilized for a variety of purposes such as conservation of fragile lands, active and passive recreation uses, multi-use or limited use trail systems, and protection of plant and wildlife habitat. It protects both the rural character of the town, and sensitive lands such as groundwater recharge areas and flood plains.

Private citizens can play an important role in the preservation of open spaces and scenic vistas through careful stewardship of their lands. The plan supports this process by encouraging the permanent protection of private land holdings through conservation easements or deed restrictions.

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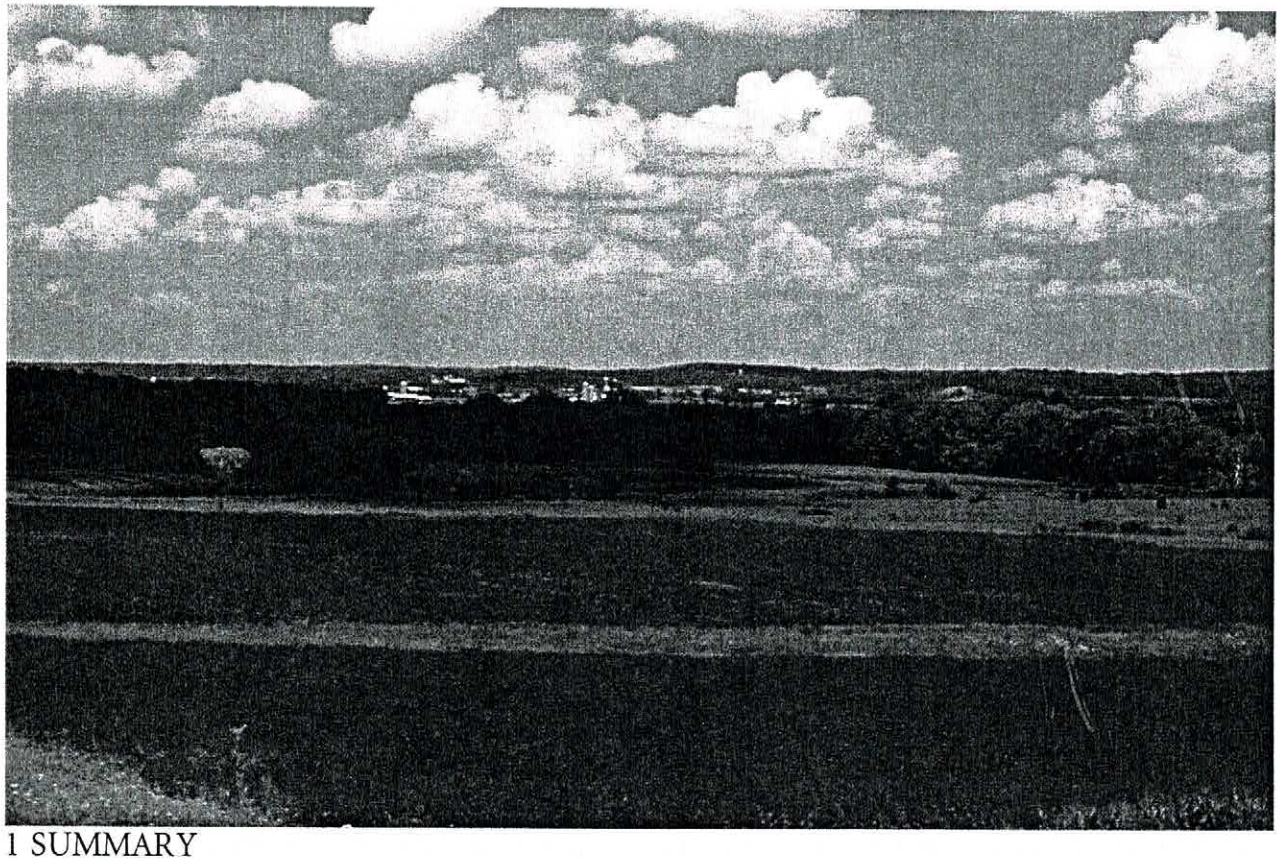
DRAFT
TENATIVELY APPROVED

INTRODUCTION

One of Albany's many beautiful viewsheds



1 SUMMARY

The Town of Albany, in eastern Green County, is a community that strives for preserving values and encouraging opportunities — a community that is citizen supported and future-oriented. With approximately 578 members as part of the Town of Albany community and the willingness to accomplish identified goals, the Town of Albany is in a desirable position to take the next step in the Comprehensive Planning process — the creation of a Town Comprehensive Plan.

The members of the Albany Town Board have struggled with the same issue as many municipal officials: how to address growth and changes in land use within their town. Formal and informal discussion led the Board to consider the creation of a citizen's committee to begin the discussion regarding land use in the town under their authority.

Currently, Albany township does not have the authority for town zoning and has not adopted any land use related ordinances. Zoning for the Town of Albany is administered by Green County. As it currently exists and is administered, county zoning will not address the concerns or resolve the conflicts faced by the Albany Town Board and the residents of the town.

This conclusion led the Board to begin the process of forming an Albany Township Land Use Advisory Committee. On August 26, 1998, the Board mailed a request to become a member of the Committee to every property owner listed in the town's

1998 tax roll. The invitation was broadcast by local radio stations and printed as a story by local newspapers.

The Board asked for volunteers who would be willing to attend meetings, participate in discussions, and help to develop a system for making decisions and resolving conflicts that arise from changes in land use. It was an open invitation to every resident and property owner to express their opinions and shape the beginning of the land use planning process for the town.

Twenty-three individuals contacted the Board to indicate they were interested in participating. Seventeen people attended the first meeting on September 30, 1998. The members of the Land Use Advisory Committee met on the second and fourth Wednesday of each month from October 1998 through March 1999. As time passed, the number of people attending settled at between seven to nine "regulars"[1].

A series of speakers where brought into the township by the Land Use Advisory Committee in order to better understand all of the issues and options. These speakers and their topics of presentation are noted in figure 1.

Following considerable discussion on the content of these presentations and consideration of local input gained through this process, the Land Use Advisory Committee determined a number of recommendations that where then made to the Town Board through a presentation by committee members and the turning over of a report. These recommendations included:

Figure 1

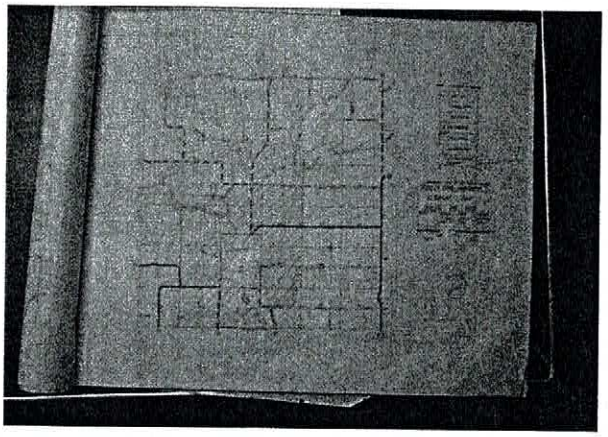
Speaker	Topic
Jim Scrivner	Chairman, Brooklyn Town Board, Green County WI. Jim administers a land division ordinance within Brooklyn township that provides for "one split per forty acres".
Dave Cieslewicz	Executive Director, 1000 Friends of Wisconsin. 1000 Friends is an organization dedicated to the advancement and discussion of land use issues in the state.
Robert Rudd	Robert is a planning specialist with a private firm and lives in New Glarus Township. He assisted with the development of the Town of New Glarus Land Use Plan and Land Division Ordinance.
Roger Cliff	Roger is the Executive Director of the Wisconsin Farm Bureau Federation. Roger presented the Farm Bureau's opinions regarding land use and its effects on agriculture.
Mike Jones	Mike is the Green County UWEX-CNRED Agent. Mike presented information from various sources regarding land use planning, planning processes, and Green County.
Mark Mayer	Mark is the Green County UWEX Ag. Agent. Mark presented statistics of the past, present and future trends in agriculture of Green County and related the discussions to future land use issues.
Rick Stadtleman	Rick is the Executive Director and legal council for the Wisconsin Towns Association. He discussed issues surrounding town authority, town powers, town zoning, and the adoption of ordinances related to the planning process. He also discussed the relationships between towns and counties under county zoning.
Caryl Terrell	Caryl is the Executive Director of the John Muir Chapter of the Sierra Club of Wisconsin. Caryl discussed many of the environmental affects related to land use including air, surface water, ground water, wildlife, and related issues.

[1] Summary and Recommendations to the Albany Town Board, April 14, 1999.

- *That the town adopt Village Powers.*
- *That the town schedule a public meeting for presentation of recommendations from the Advisory Committee.*
- *That the town mail a newsletter to residents and property owners within the town, after the presentation by the Committee, explaining Advisory Committee recommendations.*
- *That the town schedule a public Town Board meeting to discuss, accept, modify, and take actions an the Advisory Committee's recommendations.*
- *That the town mail a questionnaire/survey to residents and property owners to begin to identify issues of agreement, areas of concern, and levels of concern about issues surrounding land use in the town, after action by the Board.*
- *That the town create a formal Land Use Committee.*
- *That the town define the planning process, and*
- *That the town hire (or borrow) consultant(s).*

With this process complete, the Town of Albany took its next step by contracting with Vierbicher Associates, Inc. in March of 2000 for the provision of Phase I Comprehensive Planning Services. Between the conclusion of initial pre-planning efforts and the creation of the contract for services with Vierbicher, the State of Wisconsin adopted its biannual budget which ushered in with it the "Smart Growth" initiative. Smart Growth is a series of new statutory laws and amendments to existing statutory language dealing with Comprehensive Planning and growth management in general. Specific to the Town of Albany is the need for communities to have adopted compliant Comprehensive Plans by the year 2010 in order for the township to keep legal control of development within the town.

Albany's current zoning map - available at the Green County Zoning Department for review



Also contained in the new statutory language is a legal definition of what a Comprehensive Plan is and what it must contain. In all, nine plan elements are identified which now constitute a Comprehensive Plan. These elements are:

Figure 2

Nine Elements of a Comprehensive Plan

- **Issues and Opportunities**
- **Agricultural, Natural and Cultural Resources**
- **Economic Development**
- **Housing**
- **Utilities and Community Facilities**
- **Transportation**
- **Land Use**
- **Intergovernmental Cooperation**
- **Implementation**

Wanting to be in compliance with Wisconsin's new Smart Growth Laws, yet also wanting to better understand the town's legal planning authority and its issues and opportunities, a contract was struck with Vierbicher Associates, Inc. to initially perform PHASE I Planning Services. This initial phase was designed to help the Town of Albany and the Land Use

Advisory Committee members understand where they are now and where they want to go. Services included:

INITIAL PHASE

Vierbicher Associates proposed a phased approach to the development of a Plan Document or Comprehensive Plan for the Town of Albany.

Figure 3

Pre-Planning Efforts

- Public Education
- Public Participation
- Community Issues
- Legal Authority

In the first phase, specific focus was paid to public education, gaining public participation, identifying community issues through a facilitated consensus building process and determining future direction based on interests and legal authority.

Public education and participation are specific to the new Smart Growth laws requirement for the legal adoption of a Comprehensive Plan. Beyond this requirement, it is Vierbicher Associates philosophy that a plan's ultimate success is based in the degree to which it represents the will of a community's citizenry. By thinking through and adopting a formal public education and participation process, the Town of Albany has both meet the new state law requirement as well as insure itself of a widely excepted and usable plan.

The second step of this phase involved a facilitated public meeting at which residents of the Town of Albany were asked to identify and prioritize issues affecting the community. The context of these session was focused on the nine elements defined by state statute as being the components of a comprehensive plan. The exercise sought broad-based input and participation from all residents with no one interest dominating the floor so as to capture the concerns of the entire community.

Figure 4

Planning Options

- Opt out of County Zoning
- Develop a true Comprehensive Plan
- Develop a modified Plan

The final step of the first phase focused on the incorporation of identified community issues with the town's legal authority to plan. With the Town of Albany currently under county zoning authority, it can be noted that three possible options for moving forward existed. Results of this first phase were be documented along with a detailed calendar including anticipated tasks for the Town of Albany's Planning Committee to use as a guide for moving forward.

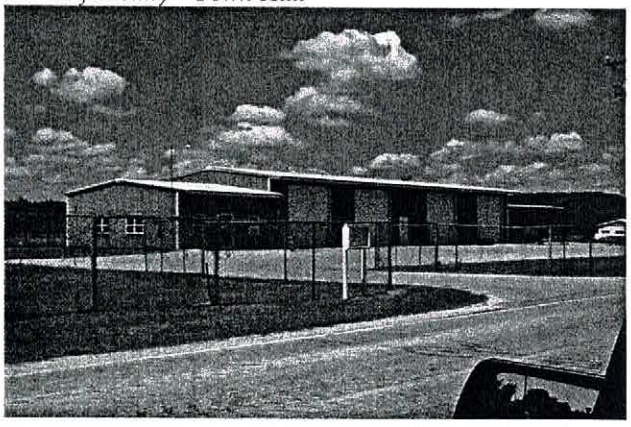
The process began with the development of a Community Profile Report, followed by plan preparation — the Town Comprehensive Plan. The Community Profile Report identified existing conditions in the town including past and projected growth trends, and the identification of issues and needs. Following the Community Profile Report, is the development of the Town Comprehensive Plan whereby implementation strategies and a future land use map will be created.

In any Comprehensive Planning process, it is not only important to evaluate and draft a consensus of community values such as what the Town of Albany has already

accomplished, but it is very important to consider the legal planning framework from which the town has to work under. Various local governments including town governments, in most instances, experience multi-jurisdictional claims on planning authority. Therefore, identifying appropriate levels of planning authority specific to a locality is crucial to the success of any Comprehensive Plan[2].

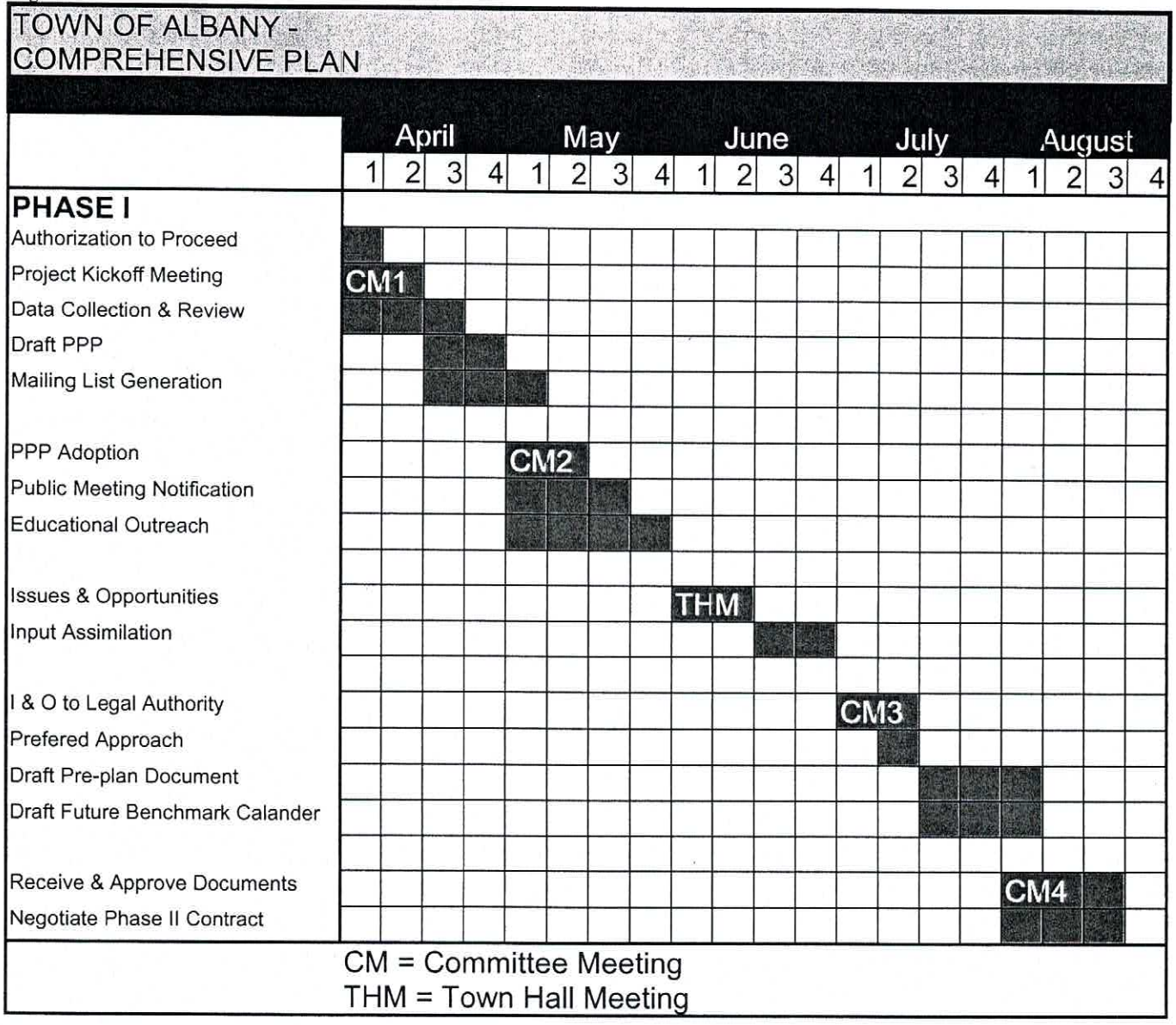
To implement this planning program, a series of three committee meetings and one "Town Hall" meeting were held in accordance with the following schedule of activities.

Town of Albany - Town Hall

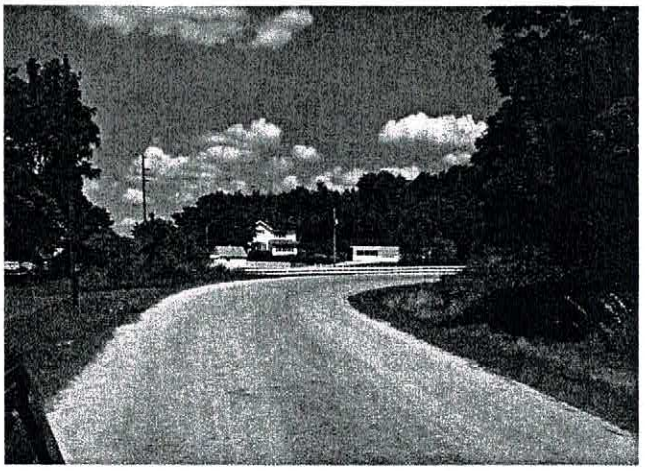


[2] Vierbicher Associates proposal to provide planning services to the Town of Albany, March, 2000.

Figure 5


TOWN OF ALBANY -
COMPREHENSIVE PLAN
April
May
June
July
August
1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4
PHASE I
Authorization to Proceed
Project Kickoff Meeting
CM1
Data Collection & Review
Draft PPP
Mailing List Generation
PPP Adoption
CM2
Public Meeting Notification
Educational Outreach
Issues & Opportunities
THM
Input Assimilation
I & O to Legal Authority
CM3
Prefered Approach
Draft Pre-plan Document
Draft Future Benchmark Calander
Receive & Approve Documents
CM4
Negotiate Phase II Contract
CM = Committee Meeting
THM = Town Hall Meeting

An Albany farm



During the four-month Phase I planning process, a number of key decisions and activities took place. Organizationally, the Land Use Advisory Committee was officially renamed at the annual town meeting. The new name became the "Town of Albany Comprehensive Planning Committee". Along with renaming the committee, official appointments by the Town Board where made filling its membership positions. These changes where specifically made to reflect the increased scope of activity that the committee would be undertaking as required by Wisconsin's new Smart Growth initiative.

Another key decision, made early on in the planning process, was the choice to pursue a grant through the State of Wisconsin's Transportation Planning Grant program. This decision was key in that it committed the Town of Albany to create and adopt by ordinance a Comprehensive Plan in full compliance with Wisconsin's new Smart Growth laws, Wis. Stats. S. 66.0295, within a 30 month period of being awarded the grant. A resolution stating the town's commitment to create a Comprehensive Plan in compliance with these measures was drafted and adopted by the Town of Albany Town Board.

As part of **Wisconsin's "new Smart Growth" law**, written procedures must be adopted by the governing body of a local government unit wishing to adopt a Comprehensive Plan. Specifically, the Act requires:

"The Governing body of a local governmental unit shall adopt written procedures that are designed to foster public participation, including open discussion, communication programs, information services and public meetings, for which advanced notice has been provided, in every stage of the preparation of a comprehensive plan. The written procedures shall provide for wide distribution of proposed, alternative or amended elements of a comprehensive plan and shall provide an opportunity for written comments on the plan to be submitted by members of the public to the governing body and for the governing body to respond to such written comments."

In recognition of this new law, the Town of Albany prepared and adopted a public information, education and participation plan[3].

[3] Town of Albany, Green County Wisconsin, Public Participation Procedures for the adoption of a Comprehensive Plan.

Establishment of Legal Planning Authority

The State of Wisconsin Municipal Code (state statutes) is the legal document that originally established and identified township authority along with organizational structure and legal status. Over recent years, the Town of Albany has acted to further establish and protect their identity by coming under the county *Zoning Ordinance,* and acquiring the right to exercise *Village Powers.*

On February 13, 1968, the Town of Albany agreed by notification of adoption to come under county zoning as authorized by s. 59.69(4) of the Wisconsin State Statutes. On February 13, 1968, the Green County Zoning Ordinance went into effect. Building permit approval was included as part of the zoning ordinance.

On April 11, 1995 the Town of Albany held a public hearing authorizing by resolution, the right to exercise Village Powers—allowed under *Wisconsin State Statutes Chapter 60.10 (2) (c).*

Important Moments in Wisconsin Planning Legislation

1909 - Wisconsin becomes the first state to grant a clear right for municipalities to engage in planning.

1941 – Legislature enacts enabling statute to allow preparation of "master" plans.

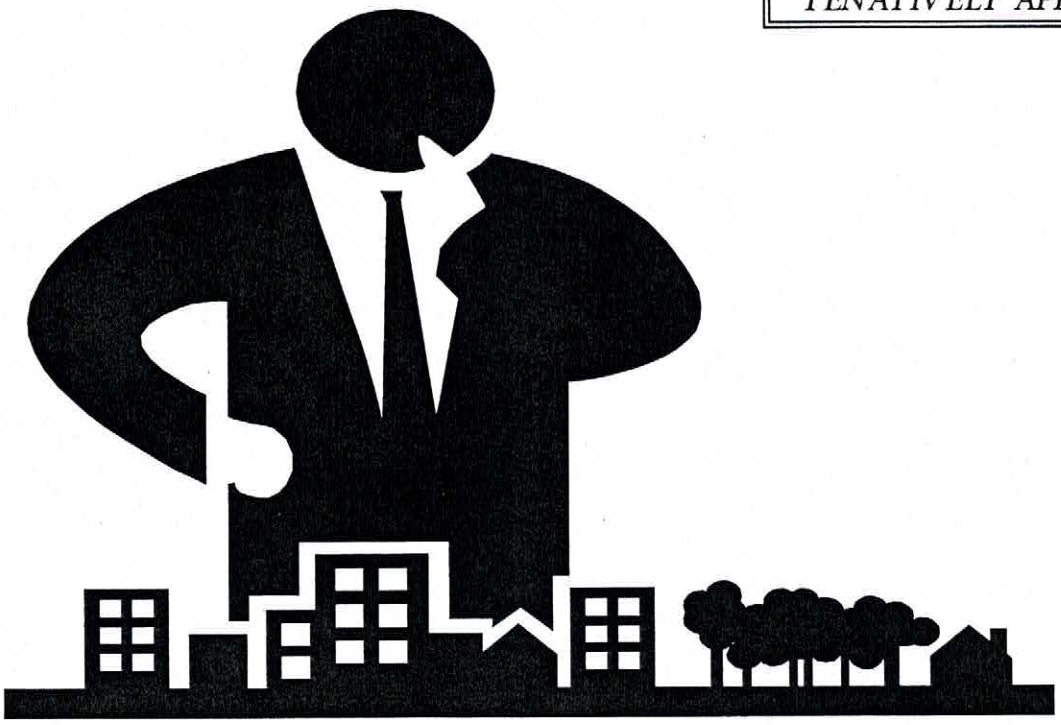
1999 – Wisconsin's Smart Growth Initiative enacted.

Aside from the land use related laws above, it will be important for the Town of Albany to consider additional county and state laws. Such laws include but are not limited to, floodplain zoning, wetland and shoreland zoning, and sanitary regulations.

With key decisions having been made and a detailed planning process in place, the Town of Albany Comprehensive Planning Committee was well prepared to address the Issues and Opportunities element of its Comprehensive Plan.

Where are we now? And where are we going?

DRAFT
TENATIVELY APPROVED

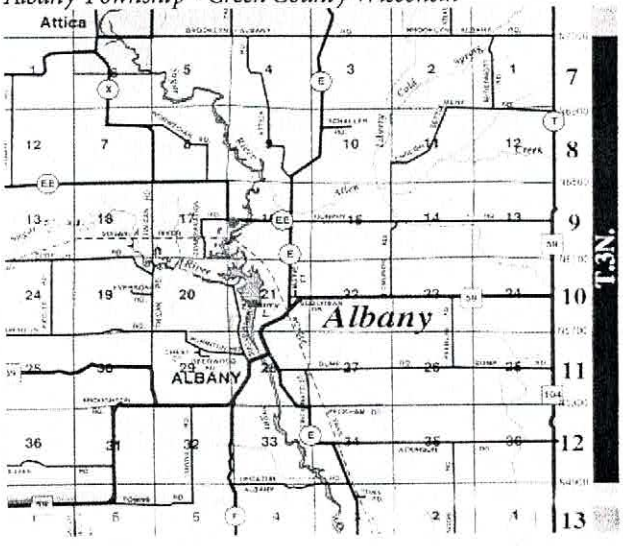


2. ISSUES & OPPORTUNITIES

The Town of Albany, known for its strong agricultural heritage, has begun to witness some of the impacts of urban sprawl and the desire for rural living among many people over the last few years. As time has passed, the number of active farms in the community has decreased while the number of parcel splits and resulting new residences have increased. While residential growth has had an impact in number, the greater impact to existing residents has been in the location of these residences and the visual/aesthetic impact they have had.

The town recognizes that growth and development can serve as a beneficial impact to the local tax base, but that it needs to be managed so that potential negative impacts can be avoided. Before developing appropriate tools for growth management in the community, an inventory of *Issues & Opportunities* was undertaken in order to understand fully what it is the community wants to become, and to accomplish State of Wisconsin Smart Growth Goal #12. "S. 16.965(4), Wis. Stats.: Balancing individual property rights with community interests and goals."

Albany Township - Green County Wisconsin



The assessment of *Issues & Opportunities* in the Town of Albany in sequenced order utilized four specific forms and a variety of techniques to collect information. Issues & Opportunities information collection was conducted through:

1. Comprehensive Planning Committee meetings utilizing group process exercises.
2. The collection and analysis of demographic, economic and various other types of relevant data.
3. Conducting of a public input focused "Town Hall" meeting.
4. A photographic examination of existing conditions.

These four input collection approaches have created a sound foundation from which the Town of Albany has based its goals, objectives, and policy recommendations. These can be found later in this Issues & Opportunities planning element report.

Step #1

The Town of Albany Comprehensive Planning Committee was asked to participate in a S.W.O.T. analysis to determine existing perceptions and issues in the township. Results of this exercise found:

STRENGTHS

* Open land
* Agricultural character
* Location
* Existing roadway system
* Recreational lands
* Sugar River Trail
* Snowmobile trail network
* Liberty creek trout stream
* Hunting land
* Open space

WEAKNESSES

* Current lack of a plan
* Current mix of resident tenure on the Comprehensive Planning Committee
* Lack of a local growing employment base
* Existing labor shortage

OPPORTUNITIES

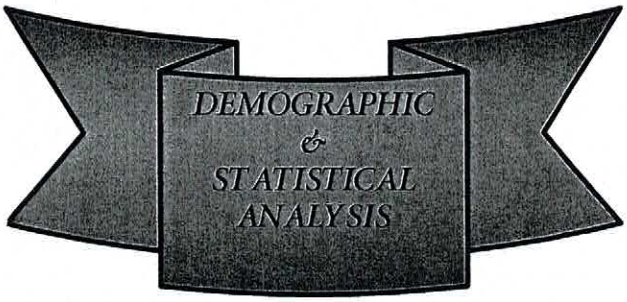
* Placement of commercial and retail development in the community
* Manage all growth in the community
* Capture of tourism
* Advocating cluster development techniques
* Focusing new residential development to take place on only class III & IV farmland

THREATS

* The declining agricultural economy
* Private property rights
* Increasing traffic volumes
* Trucks on rural roadways
* Light pollution

Discussion on these findings lead Comprehensive Planning committee members to wonder what the opinions and issues of local residents were. Interest in how well their views of strengths and weaknesses matched with those of the general citizenry were voiced.

An additional concern centered around the need to compare changes seen in the visual environment to those proven through statistical history. To address these needs, a demographic and statistical analysis was preformed and a public "Town Hall" input/visioning meeting was held.



Past performance and future projections are the corner stones of sound planning practice. For the Town of Albany, a collection and analysis of census and local data was conducted to increase local understanding of growth related dynamics. In all, four major categories were selected for review:

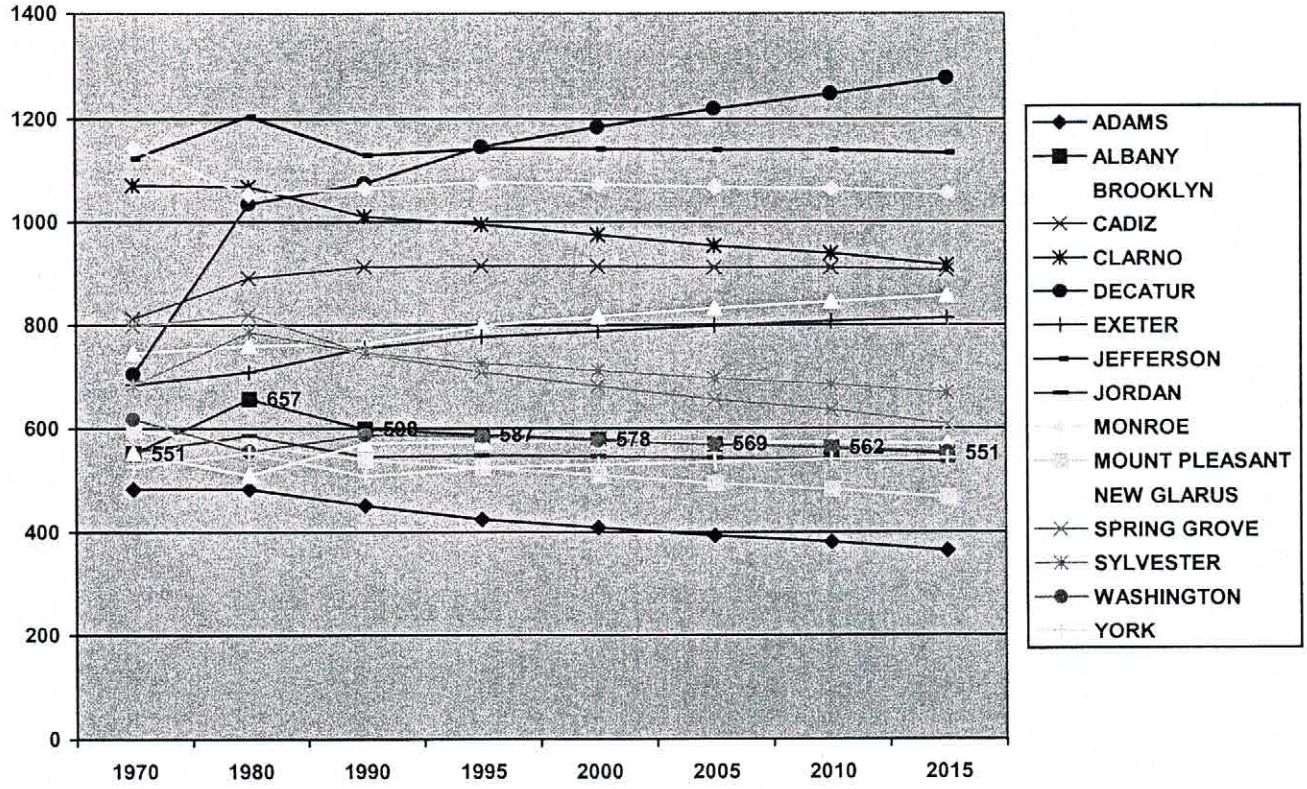
* Population
* Agriculture - Facts & Farms
* Housing - Value & Permits Issued
* Income/Employment/Education

POPULATION

As a rural Wisconsin township, the Town of Albany has been experiencing many of the same population issues as other rural Wisconsin towns. Generally, family size has been decreasing with the additional trend of children moving away once of legal age to pursue employment in other locations. These trends, along with other calculated factors, result in a decreasing population projection for the town.

The Town of Albany is home to an abundant verity of wildlife

U.S. CENSUS OF POPULATION & HOUSING
Historical Population Counts & Projections



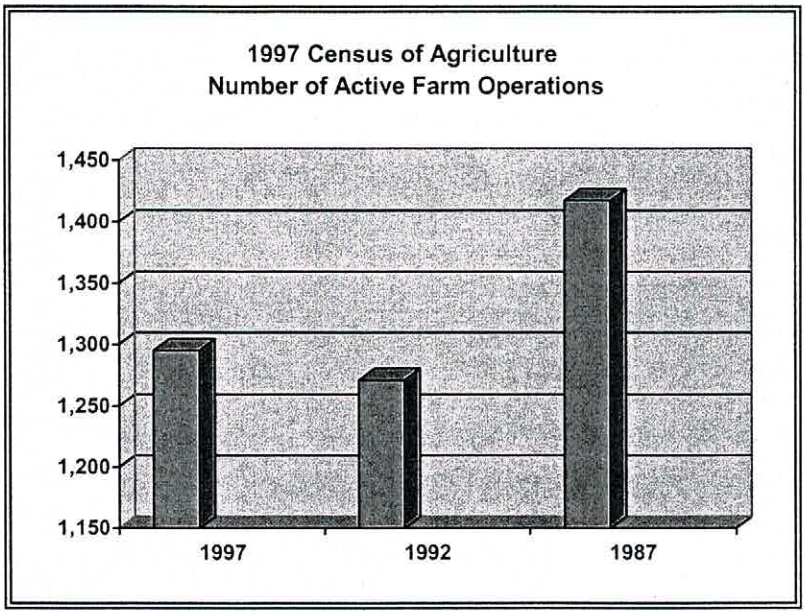
AGRICULTURE

In Green County, Wisconsin the 1997 U.S. Census of Agriculture revealed a number of interesting findings related to the growth and development of the Town of Albany.

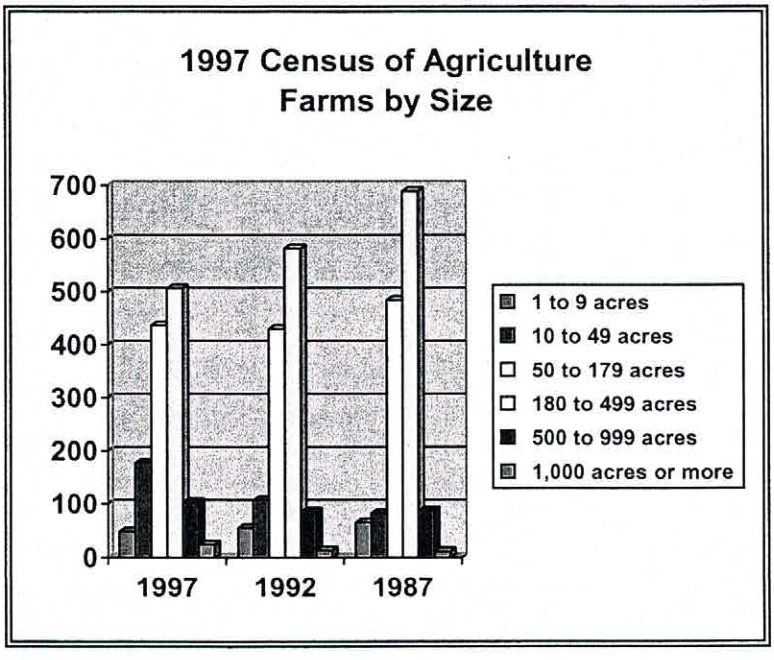
* Land in Farms - increased 4% from 293,134 acres in 1992 to 304,963 acres in 1997.
* Average Size of Farms - increased 2% from 231 acres in 1992 to 235 acres in 1997.
* Full-Time Farms - decreased 9% from 967 farms in 1992 to 883 farms in 1997.

While the number and size of farms in the county and town increased, the actual number of full time farmers decreased. This trend lends to speculation that two phenomena are at work. 1) That more and more farm operations require operators to maintain a source of primary income from another source in order to stay in operation, and/or 2) That more farms are being operated as a hobby by long time residents and/or by new-comers to the area. A closer investigation into the number and size of farms demonstrates that farm numbers, while not at 1987 levels, are back on the rise, and the largest growth in number of new farms can be noted as being between ten (10) to fifty (50) acres in size.

In conflict to the increase in the number of smaller farms, is that while the numbers of farms in the county are currently on the rise so are the average acreage being farmed. In 1982, the average farm operation in Green County was 232 acres in size. In 1997, the average farm operation in Green County covered 235 acres. This trend demonstrates a growth in the farms that are operating on 500 or more acres throughout the county. In 1987, there were eleven farming operations covering 1,000 acres or more. In 1997, there were 24 farming operations covering 1,000 acres or more. Operations from 500 to 1,000 acres in size have also grown in count from 87 in 1987 to 103 in 1997, an 18% growth.



While the number of farming operations in Green County is currently increasing, so are the land values of the local farmsteads. In 1987 the average total farm value, land and buildings, was at $214,042. In 1997, the average value had grown to $314,787, an increase of 46% over the ten-year period.



With the Town of Albany's strong agricultural heritage, it appears agriculture will continue to play a strong role in the community only in a new fashion. If the current trends are allowed to continue unchecked, questions on the development patterns of agricultural lands in the township arise. Specifically, what are the town's opinions towards an increasing number of larger "corporate" and "hobby" farms and is a landscape comprised of rural "hobby" farms mixed with larger "corporate" farms an acceptable development pattern?

These questions were posed specifically at the "Town Hall" meeting. The following responses were found in the 20-year vision statements, which were created for the town, by meeting participants. Statements from each of the three focus groups indicate:

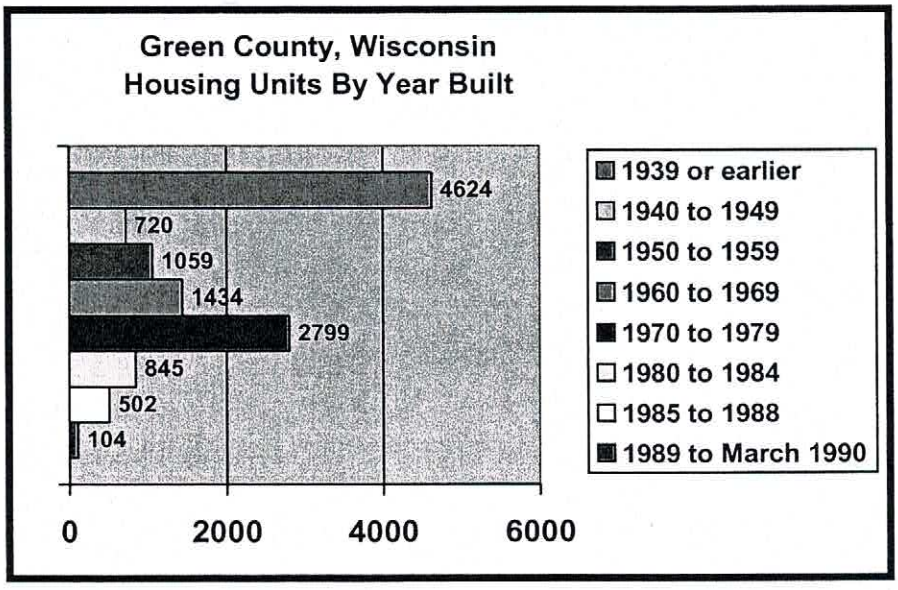
1. "Township should preserve rural character of agriculture land, limiting driveways and clustering development".

2. "Without violating any individual's land rights, we want to see our township maintain its farmland and open space".
3. "The integrity of the area is maintained through a rural quality of living that provides for agriculture, maintains rural and scenic views, and provides for wildlife".

Clearly from these statements it can be said the Town of Albany wants to maintain and enhance its agricultural character.

HOUSING

Over the past 20 years, the housing stock in the Town of Albany has included three basic types of units: single-family homes, duplex homes, and mobile home/trailer, etc. Recognizing the different types of housing that exists within a community is important because it provides insight to present and future housing options for prospective residents. This analysis also lends support to the demographic structure of a community.



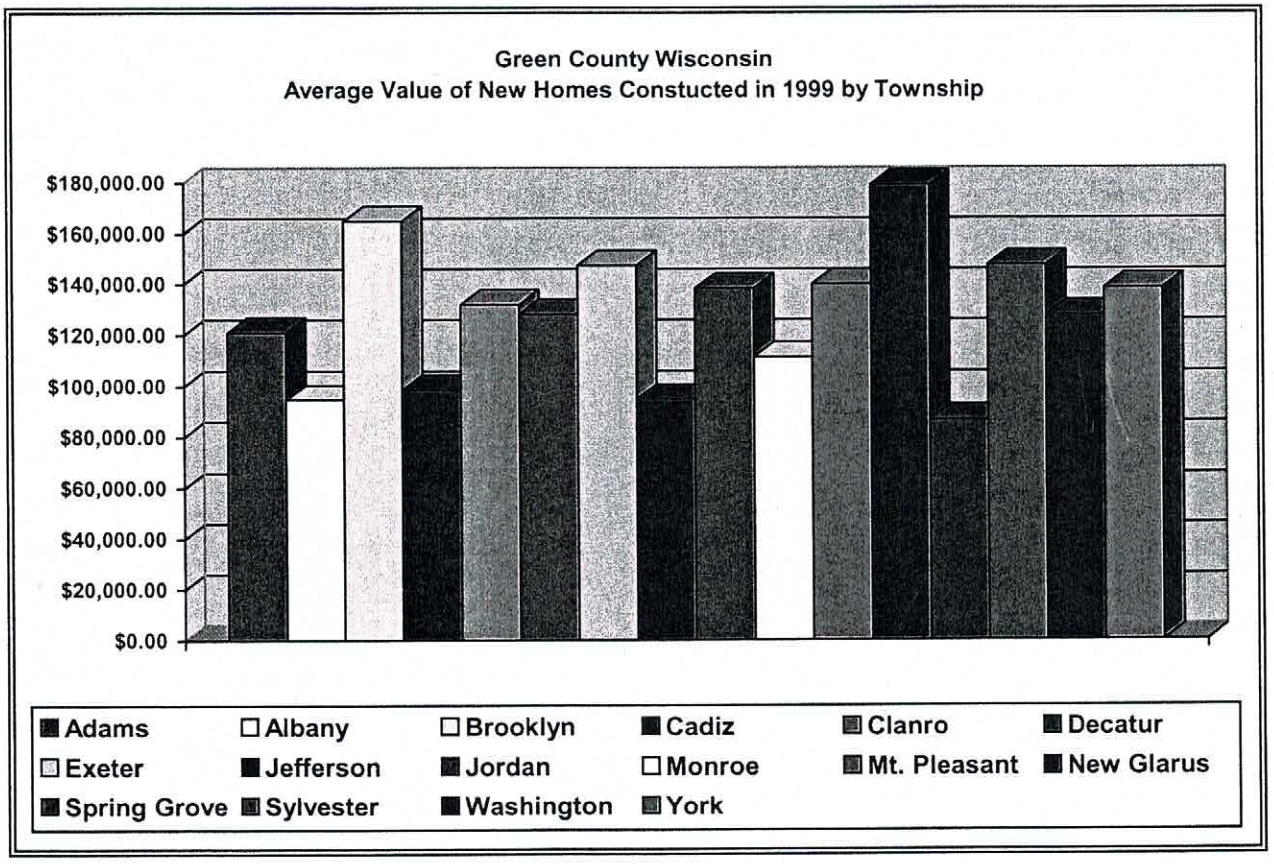
The 1990, Census reports within Green County 4,624 housing units were in excess of 50 years of age - representing 38% of all housing units in the county. It can also be noted that another 35% of housing units where built in the county between 1960 and 1979. Between these two periods 73% of all housing units in the county were constructed.

With a large percentage of aged units existing within the county, local Town of Albany residents recognize the need for the provision of assistance programs in the areas of home repair, up keep and weather conditioning. By recognizing these needs, the Town of Albany currently sees an opportunity to participate in and foster the use of these types of programs locally. It is important to local residents that the town's character and appearance is maintained. By implementing programs of this type the objective can be achieved.

The distribution of home values in the Town of Albany speaks toward the issue of housing affordability. Local housing construction cost data, provided by the Green County Zoning Department, indicate that within Green County townships the average cost of a new home in 1999 was $128,117. The distribution range of average values started at a low of $86,611, in the Town of Spring Grove to a high of $179,101 in the Town of New Glarus. Within the Town of Albany the average cost of a newly constructed home in 1999 was $94,536. An initial

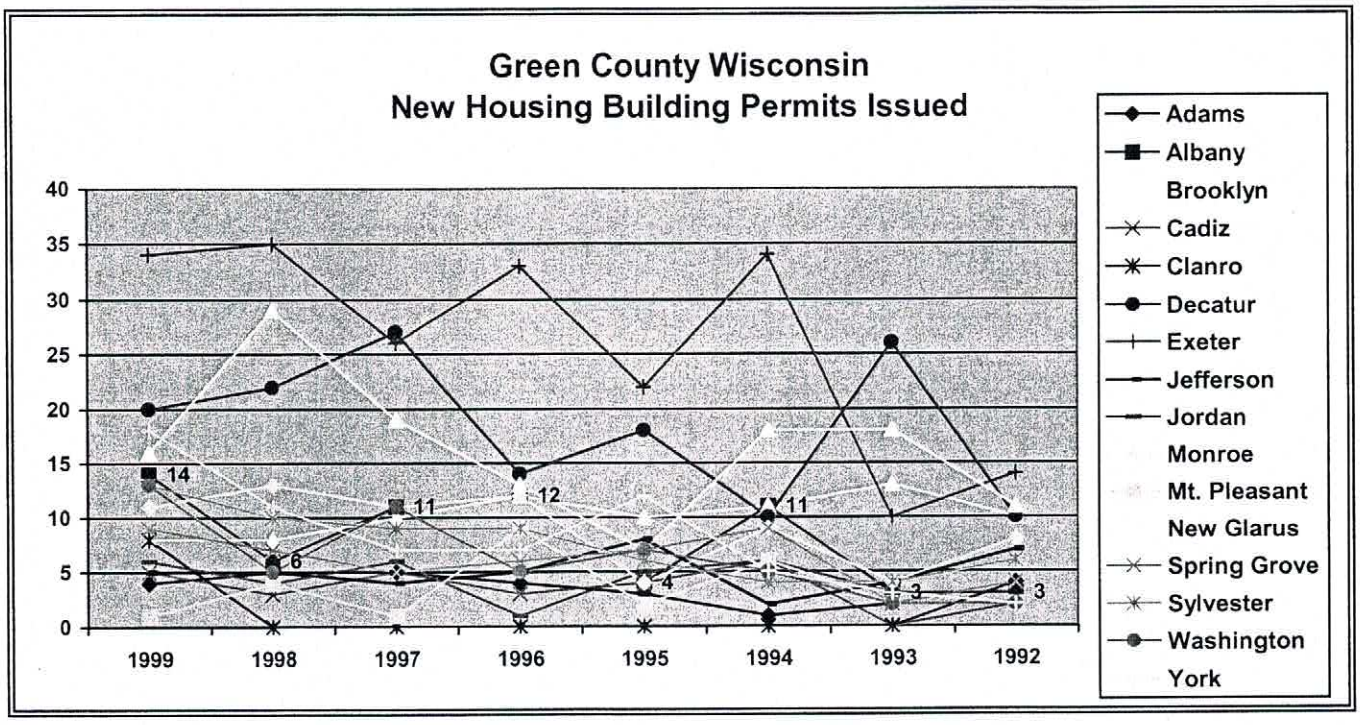
determination of housing affordability, based on the 1999 average value might assume the following:

Your Interest Rate:	8 %
Your Loan Duration:	30 Year(s)
Your Loan Amount:	$ 94,536.00
Your Monthly Payment (Principal/Interest):	$ 693.67
Your Total Payments:	$ 249,721.20
Total Interest Paid:	$ 155,185.20



With $ 693.67 a month in loan payments it should also be recognized that on average an additional $ 30.00 a month will be required for insurance payments and another $90.00 a month will be required for taxes, bringing the total to $ 813.67 a month.

A final initial consideration and observation of housing trends looks at the issuance of new building permits within Green County Townships and the Town of Albany specifically. With data provided by the Green County Zoning Department, it can be observed that the Town of Albany has been experiencing 8 new housing starts a year over the last 8 years. While some fluctuation exists over the period, it can generally be said that new housing starts have been on the rise. They have ranged from a low of 3 in 1992 to a high of 14 in 1999. This rate of growth has not held true for all townships within Green County. Considering location, proximity and aesthetic appeal it can be conservatively assumed, without full consideration of interest rates and the economy, that Albany's rate of growth will continue at a rate of 8-14 new units a year.



Based on this housing analysis, the Town of Albany resident's face a number of key questions. Namely, is 8 to 14 new housing units a year an acceptable rate of housing growth in the township? Are there opportunities to plan the location of these units? Can input be given to the type and quality of these units?

Some of the answers to these questions in terms of local opinion can once more be found within the three individual vision statements that where created during the "Town Hall" meeting.

1. "Township should preserve rural character of agriculture land, limiting driveways and clustering development".
2. "We would like more business, yet reduce light pollution and keep out unattractive mobile home parks".
3. "There is controlled growth with a variety of housing (no trashy housing allowed) that has good subdivision and cluster housing plans limiting the number of driveways intersecting highways".

These statements of opinion clearly indicate local desire to work on a variety of housing issues. Affordability, quality, quantity, location, etc., want to all be addressed in the Housing Element of this Comprehensive Plan.

INCOME/EMPLOYMENT & EDUCATION

A general overview of local income/employment and educational attainment was undertaken in order to gain perspective on the regional economy and its link to growth dynamics. Since the mid to late 1980's, the State of Wisconsin has been blessed with a growing economy. As economic growth has continued over the period, the state has recently begun to see a number of related issues appearing. Foremost of these issues has been an increasingly tightening of the labor pool. In general, labor shortages and labor competition have lead to the recruitment of labor from locations outside of the state. In doing so, local municipalities have been experiencing the growth and development

of new housing not just from in state migration, but also from new out of state migration populations.

In Green County in 1997, the Wisconsin Department of Workforce Development estimates there was a 77.1% labor force participation rate. This rate was higher than both the state (75.1%) and national (67.1%) averages. This rate represents an increase from 70.6% in 1990, generally due to employment growing faster than the labor force. There are a large number of workers who reside in Green County that commute everyday into Dane County. Approximately 11% of the workers in Green County travel to work in Dane County, the majority of whom work in Madison. It is estimated that the 2000 census, will indicate increased commuting into Dane County as numbers of smaller towns outside of Madison experienced larger than normal growth.

According to the 1990 Census the majority of Green County's workforce, 43%, achieved an educational attainment level of a high school degree, or equivalent. Another 34% of the workforce went on to achieve a higher level of education, while the remaining 23% have an educational attainment of lower than a high school level degree.

Educational Attainment for persons 25 years and over

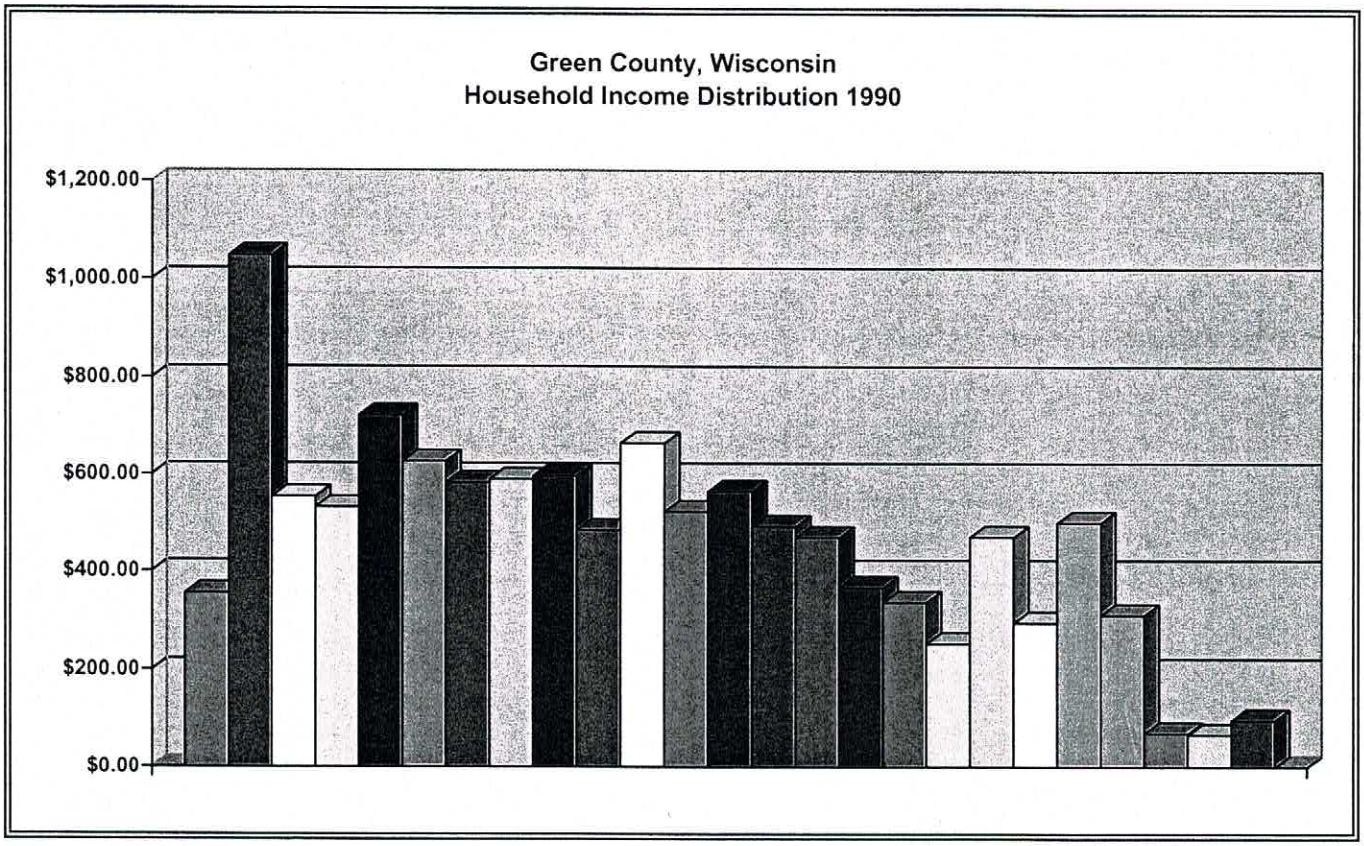
	1990
Less than 9th grade	2341
9th to 12th grade, no diploma	2236
High school graduate (includes equivalency)	8532
Some college, no degree	2682
Associate degree	1553
Bachelor's degree	1705
Graduate or professional degree	659

The Town of Albany is home to a number of smaller employers such as the grocery store shown below.

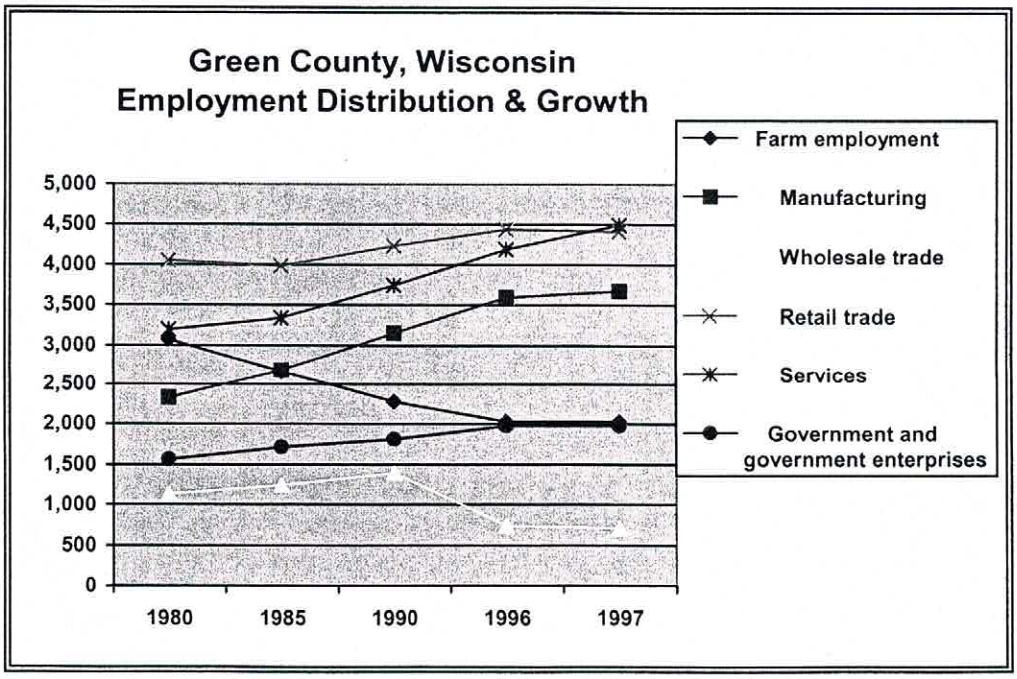
Workforce educational attainment is an indicator to prospective businesses and employers of an area's readiness to fill positions within their industry. In general, it can be said that the more educated the workforce, the more prepared they are to fill "high tech." types of jobs. These jobs in turn are typically higher paying in nature as they require additional skill. With a majority of Green County's workforce educated at a high school level, there is opportunity through training and continuing education to raise the workforce's ability to take on these types of jobs. This in turn can be used as a business recruitment device with local residents benefiting from the potentially higher paying jobs.

Income distribution is an indicator of a region's ability to purchase goods and services. Generally, higher income levels indicate a potentially greater amount of available disposable income which results in business opportunities and potential growth of an area. According to the 1990 census of Population and Housing; Green County's distribution of income ranges from households earning less than $5,000 a year to households earning over $150,000 a year. For 1989, it was reported that the Median household income for the Town of Albany was at $30,469. Only 4% of Albany's

population at the time was living at or below the poverty level.



Workforce distribution by employment sector is an indication of sector strength within the local/regional economy. In a general sense, by understanding which sectors employ the most people, it can indicate over time where employment growth has been occurring. Employment growth since 1980 in Green County has been centered in manufacturing, led by the introduction of new durable manufacturing employers. The largest declines in employment have come in wholesale trade.



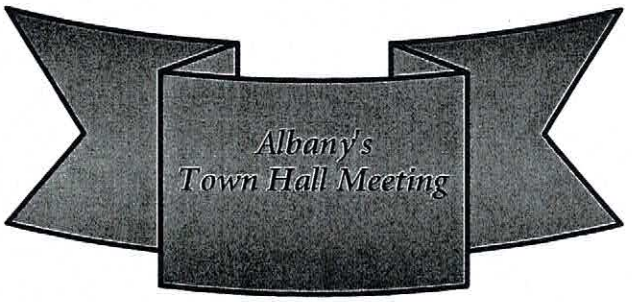
In Green County, as is the case in much of Wisconsin and the nation, service sector employment has been growing rapidly in the

last five years. Service sector employment has added roughly 600 jobs in the last five years, almost a 25% percent growth in service sector employment in Green County. In most locations, business services and health services are receiving the lion's share of that growth in service sector employment. In the first quarter of 1998, the largest private employer in Green County was a provider of health services, and the fifth largest was a provider of business services.

What opportunities exist in the Town of Albany for expansion of the employment base? According to S.W.O.T. analysis findings, interest exists in:

1. Preserving, protecting and assisting with active agriculture.
2. Capturing more of the tourism trade market.
3. Capitalizing on the placement of new potential commercial and retail development within the town.

Strategies for accomplishing these goals need to be defined within the elements of this Comprehensive Plan.



On June 7th, 2000, the Town of Albany Comprehensive Planning Committee hosted a "Town Hall" meeting for approximately 34 community residents. Discussion focused on Albany's preferred future. Broad based public announcement of this meeting had occurred through the mailing of a newsletter to every property owner in the town, and through a press release to local newspapers and radio stations in the area. The meeting focused on three main topics.

1. A review of committee efforts to date, inclusive of rational behind decisions.
2. A review of general socio-economic trends affecting the town.
3. A set of facilitated group exercises aimed at identifying local issues of concern and at generating a community vision.

Three sub/focus groups where created for a nominal group exercise which asked participants to generate statements about what they would like their community to be twenty years from now. Participants were then asked to generate vision statements of three sentences or less reflecting the consensus of each group's preferred future. The following statements were generated:

Group #1

1. Township should preserve rural character of agriculture land, limiting driveways and clustering development.
2. Township should preserve scenic views, wildlife areas, frontage areas, and DNR land.
3. Township should work with the Village of Albany to promote tourism, Business Park, lake use and sewer and water regulation.

Group #2

Without violating any individual's land rights, we want to see our township maintain its farmland and open space.

We would like more business, yet reduce light pollution and keep out unattractive mobile home parks.

Group #3

1. The Town of Albany consists of a culturally diverse population with a large range of household earnings.
2. The integrity of the area is maintained through a rural quality of living that provides for agriculture, maintains rural and scenic views, and provides for wildlife.
3. There is controlled growth with a variety of housing (no trashy housing allowed) that has good subdivision and cluster housing plans, limiting the number of driveways intersecting highways.

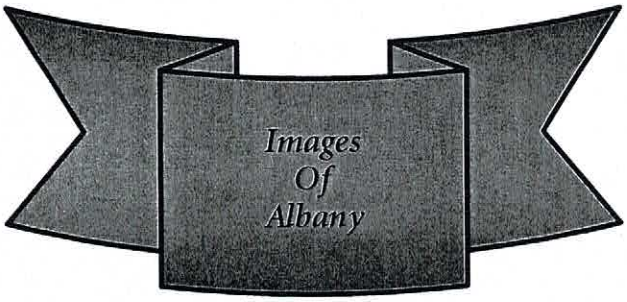
While each of these statements are unique there are two common themes which resonate in each of them. These themes can be noted as being:

* The desire to preserve rural character, agriculture, and open space, and
* The desire to manage growth for quality and location.

Town of Albany
1992 General Land Use
Source - Wisconsin DNR Geo Disk #3

Recognizing these themes, the Comprehensive Planning Committee set about refining all three statements into one vision. The results of this effort led to Albany's final "Vision Statement" of its preferred future:

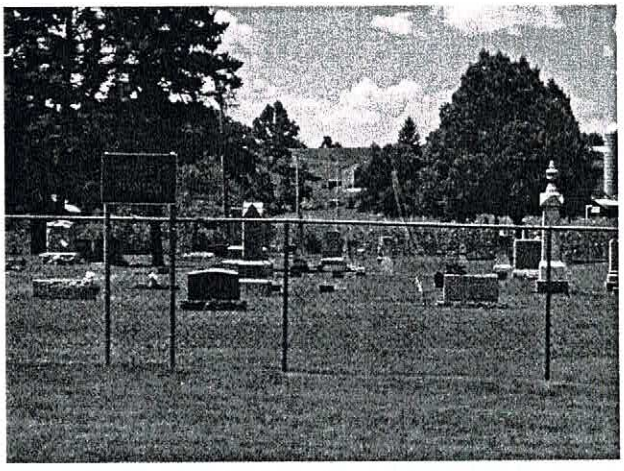
The Town of Albany consists of a culturally and economically diverse population. Without violating any individual's rights, the town will preserve and protect its rural character, agricultural lands, scenic views, and wildlife areas. It will manage growth and development ensuring that proper placement, quality and safety are maintained while building on the town's economic opportunities and its quality of life.



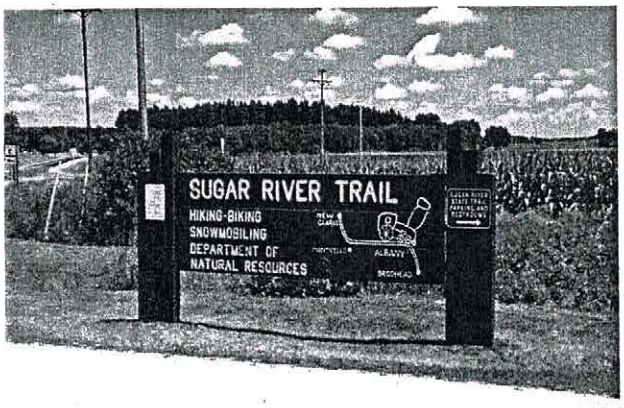
A final description of Albany's unique character can be best related through photographic images of existing conditions and valued assets of the community. The locations in these images contribute greatly to the local sense of place. They represent only some of what the Town of Albany has to offer and protect.

Albany's Historic Settlement Church

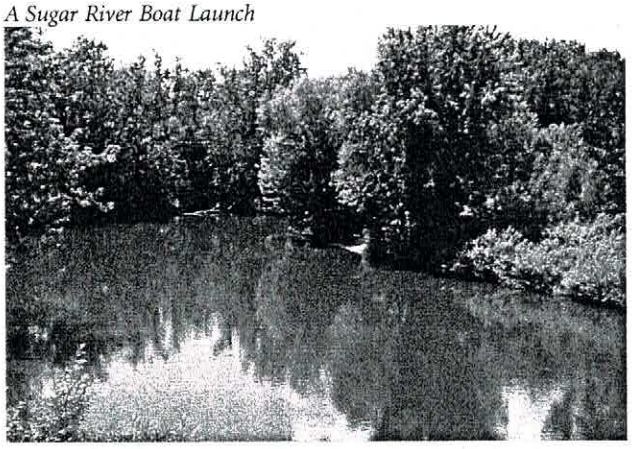
The Union Church Cemetery



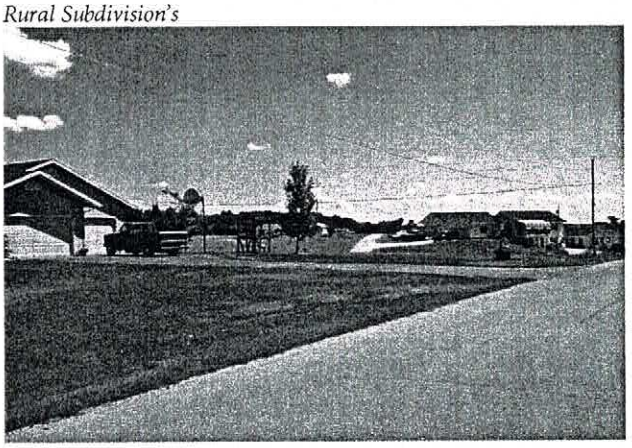
Gateway to the Sugar River Trail



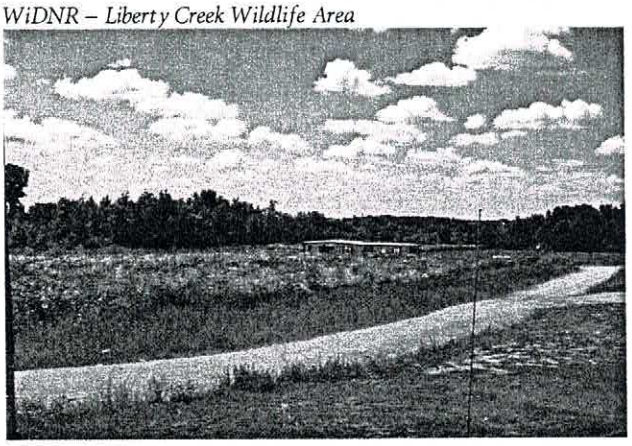
A Sugar River Boat Launch



Rural Subdivision's

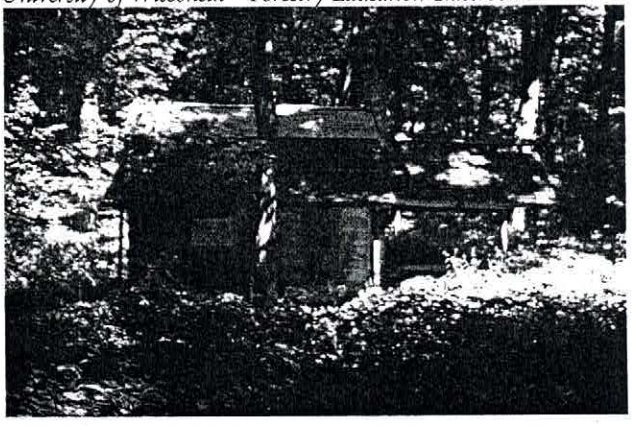


WiDNR – Liberty Creek Wildlife Area

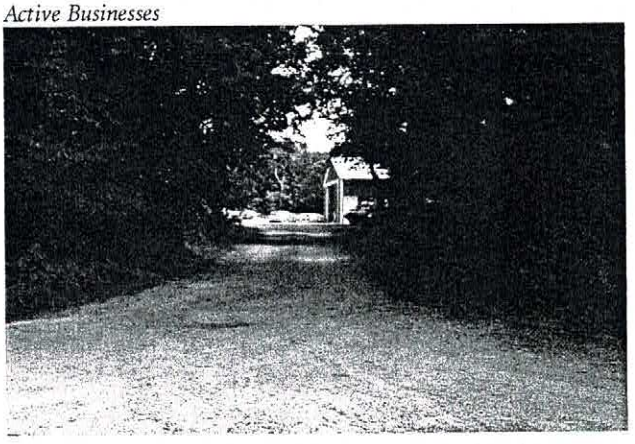


The Amish Grocery Store

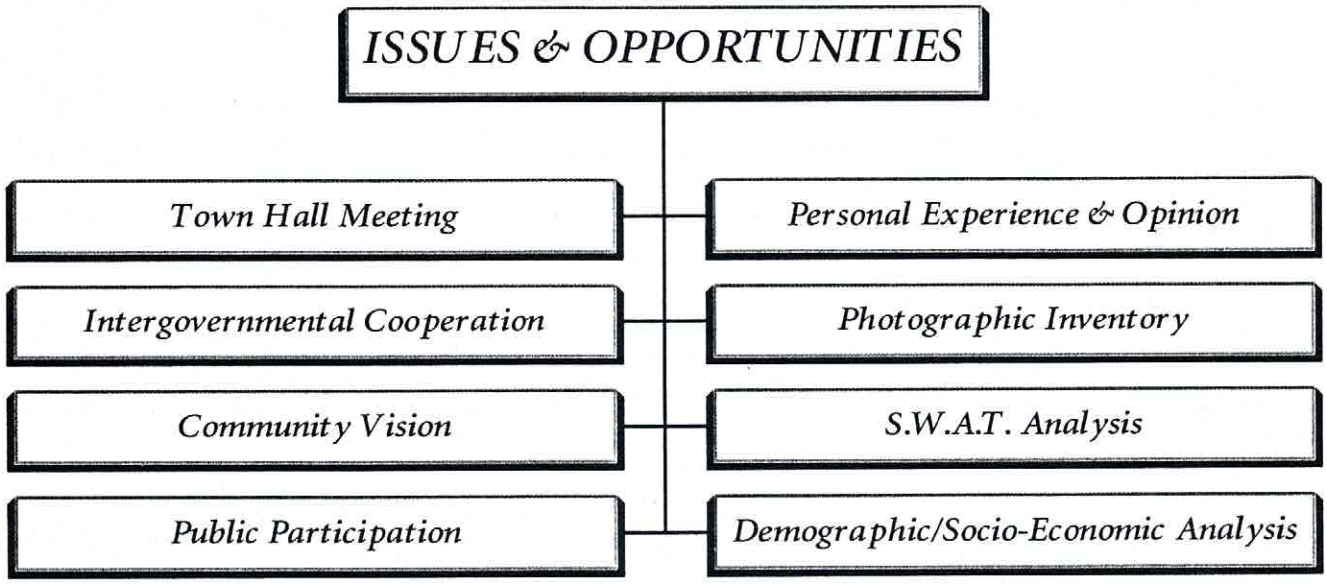
University of Wisconsin – Forestry Education Classroom



Active Businesses



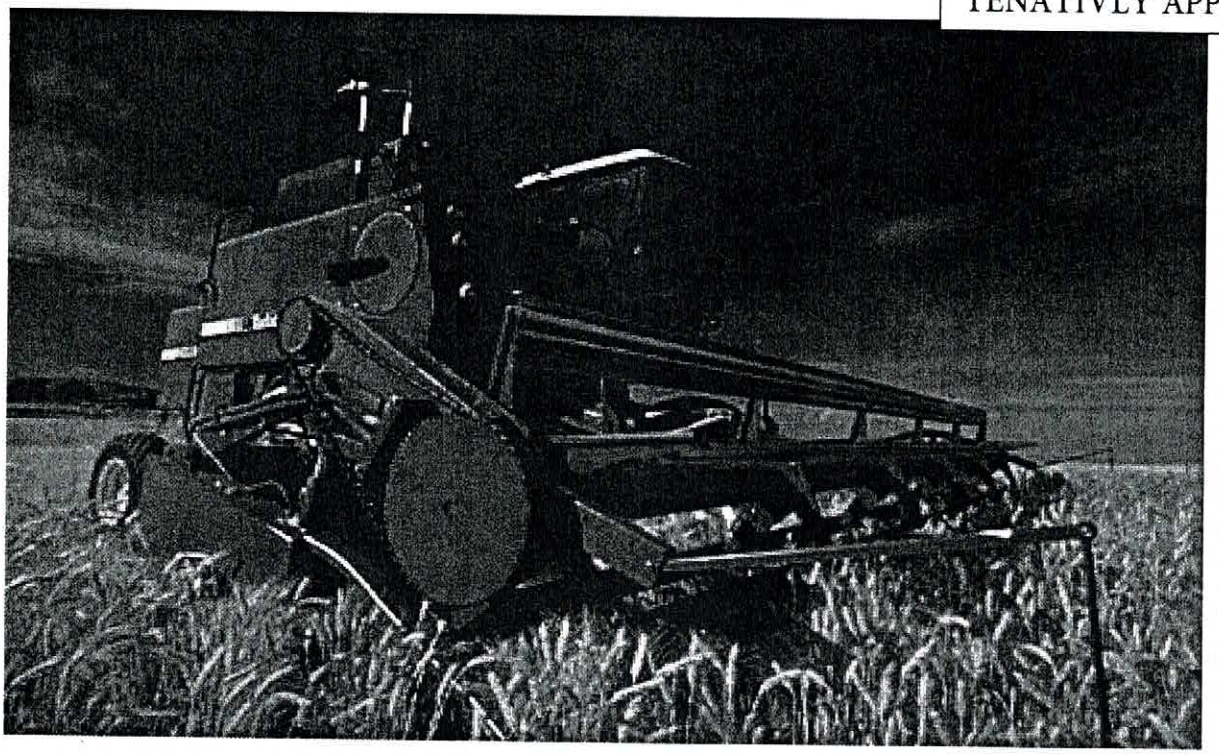
ELEMENT SUMMARY



ISSUES	OPPORTUNITIES
Decreasing household sizes	Housing rehabilitation programs
Loss of graduating workforce to cities	Development of tourism industry
Increasing land values displacing some residents	Farmland protection
Aging of the housing stock	Commercial & retail development
Increased housing development pressure	Cluster development practices
Housing quality	General growth management
Housing affordability	Corporate & hobby farm development
Current lack of a plan	Building of local job base
Increasing traffic volumes	Recreational lands & waters
Private property rights	Sugar River Trail
Truck traffic	Open space protection
Light pollution	Utilization of State & Federal programs
Labor shortage	First municipality to prepare a Comprehensive Plan in the County
Workforce education	Building Inspection services ensuring quality homes
Under County zoning	Intergovernmental cooperation
Commuting workforce	Public participation
Entire township in general ag. zoning district	New opportunity for input into County subdivision review
Lack of County GIS data	Creation of a driveway siting ordinance
Cost of developing in the Village	Creation of a land division ordinance
Surface water quality	Establishing a land acquisition program
Ground water quality	Investing in conservation easements
Protection of wildlife habitat	Setting speed limits on roads by ordinance
Desire for rural living	Establishing a joint business park with the Village
Increasing land values accelerating sales	Cultural diversity

The fabric of Albany's rural character is intertwined within its abundant resources

DRAFT
TENATIVLY APPROVED



3. AGRICULTURE, CULTURAL & NATURAL RESOURCES

A. AGRICULTURAL RESOURCES

America's farmland is under ever increasing pressure from growth and development. Each year countless acres of rural land are moved into a developed state, calling into question at the national level our compatibility with sustainability. In partial response, the President has created "The President's Council on Sustainable Development". Between June 1993 and June 1999, the PCSD has advised President Clinton on sustainable development and develops bold, new approaches to achieve economic, environmental, and equity goals. We are committed to the achievement of a dignified, peaceful, and equitable existence. From this effort the United States Department of Agriculture (USDA), has committed its self to a number of new principals on sustainability.

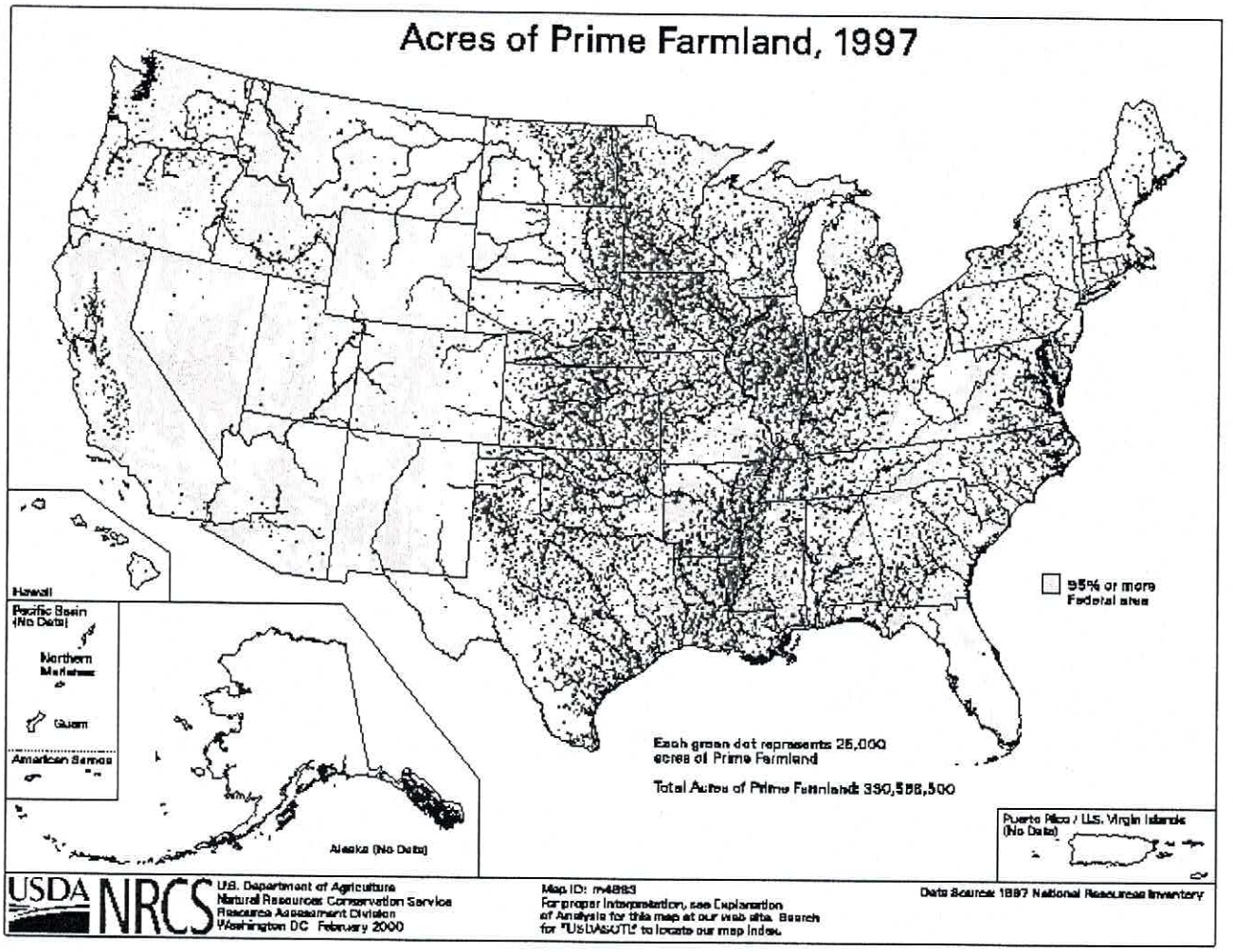
"Guiding Principles for Sustainable Development Policy

Following are the guiding principals established by the Department in support of USDA's sustainable development initiatives related to Sustainable Forestry, Sustainable Agriculture, and Sustainable Rural Community Development:

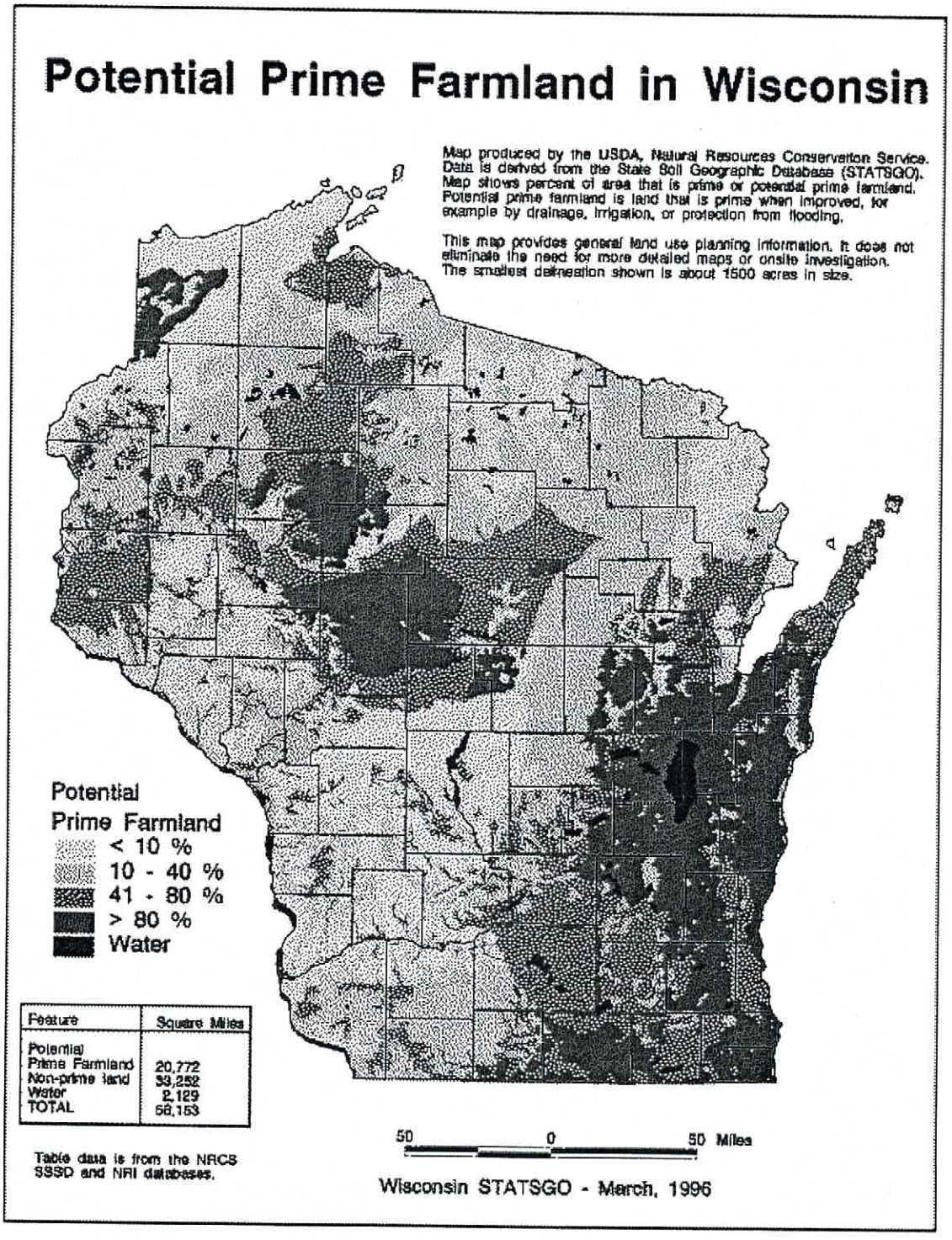
- **Sustainable Agriculture** -- USDA supports the economic, environmental, and social sustainability of diverse food, fiber, agriculture, forest, and range systems.
- **Sustainable Forestry** -- USDA balances the goals of improved production and profitability, stewardship of natural resources and ecological systems, and enhancement of the vitality of rural communities.

- Sustainable Rural Community Development -- USDA integrates these goals into its policies and programs, particularly through interagency collaboration, partnerships and outreach.[1]"

In 1997 USDA/NRCS (Natural Resource Conservation Service) estimated that throughout the Untied States there was approximately 330,556,300 acres of prime farmland.



Predominantly focused in the upper Midwest, America's prime farmland regions coincide with our traditional notions of America's farm belt. While not containing as much prime farmland area as some other upper Midwest states, Wisconsin is still home to many acres of prime land. According to 1996 findings by the USDA/NRCS Wisconsin is home to 20,772 square miles or 13,294,027 acres of prime farmland. This area represents approximately 38% of the states entire area. Most of this land area can be found in the southern and eastern portion of the state. An additional concentration of prime farmland can also be found within Clark County and the western edge of Marathon County.

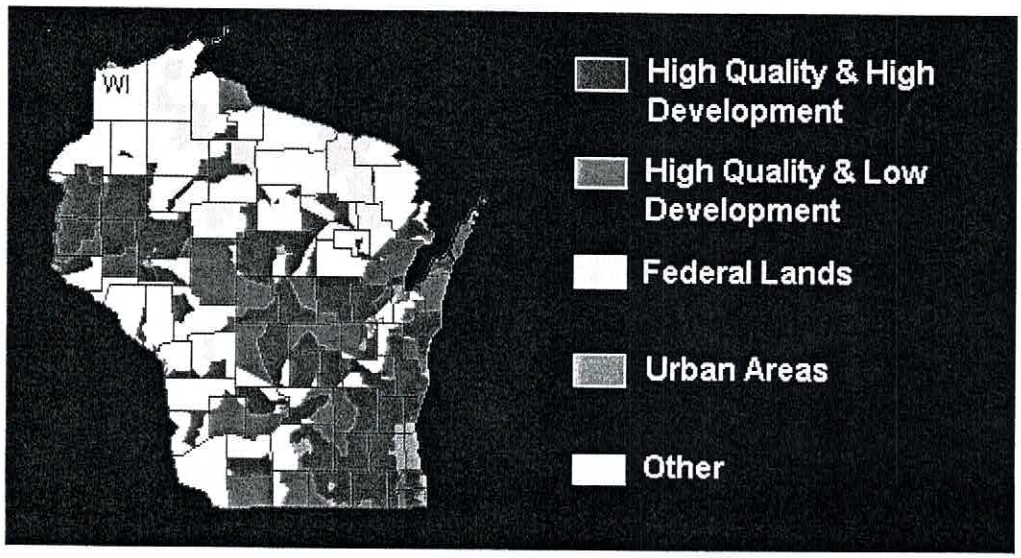


It should be noted that within Green County higher concentrations of prime farmland can be found in the southern and eastern portions of the county. Within this geographic area lies the Town of Albany. As further development is considered, careful consideration of the lands

potential productivity must be understood in order to protect this valuable community resource.

This is especially true when considering the findings of a recently completed "Farming on the edge[2]" study completed for the American Farmland Trust. In this study the top 20 most threatened Major Land Resource Areas (MLRA's) where identified. Specific to the Town of Albany is its geographic location within the third most threatened area. While not currently deemed to be in a "High Quality & High Development" location, it is readily apparent that the Town is on the cusp of inclusion should the current pattern of growth continue.

"3. *Southern Wisconsin and Northern Illinois Drift Plain*
(parts of Illinois and Wisconsin)
[MLRA no. 95B] More than 80 percent of the 11,020 square miles in this MLRA are in farms. Feed grains and forage for livestock are the chief crops but cash-grain farming (corn and soybeans) is also significant. Canning crops, potatoes, fruit and other specialty crops are important, especially around the urban areas in the south and east. On our map, 67 percent of this MLRA is red. Because the suburbs of Milwaukee-Racine, Janesville-Beloit, Madison, Rockford and Chicago are expanding rapidly and half the soils in this MLRA are prime or unique, some of the best farmland in this MLRA is being used for urban development. About 15 percent of the land is now urbanized. Our analysis concluded that 59 percent of development was occurring on prime or unique soils. The fastest growing county in the MLRA is McHenry County, Ill., just north of Chicago. Between 1980 and 1992, the county's population grew by 35 percent. Other rapidly growing counties are Boone County near Rockford, Ill., Dane County where Madison, Wis. is located and Waukesha, Washington and Ozaukee counties bordering Milwaukee."



This map portrays high quality farmland in each state by highlighting sub-county geographic areas that meet two threshold tests that define the importance and vulnerability of the land they encompass:

High Quality Farmland includes areas that in 1992 had relatively large amounts (greater than their respective statewide averages) of prime or unique farmland.

High Development includes areas that experienced relatively rapid development (greater than their respective statewide averages and having at least 1,000 acres of urban conversion) between 1982 and 1992.

Other includes all areas not meeting the two threshold tests.

Unique farmland was defined to include areas where unique soil and climate conditions support the growth of specialty crops[3].

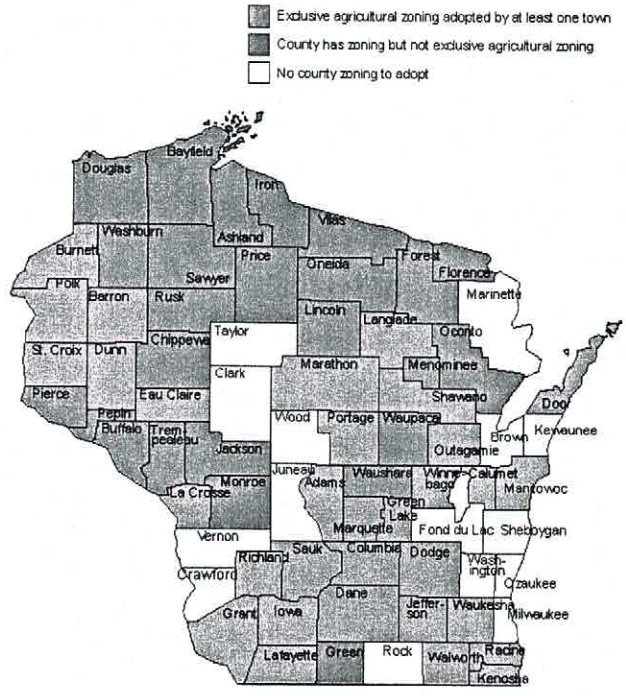
At the State level, efforts to protect agricultural lands have been underway for many years. Principal among the many state programs aimed at farmland and agricultural protection is the granted authority to county's and local governments to adopt Exclusive Agricultural Zoning Ordinances. According to the Wisconsin Department of Agriculture, Trade & Consumer Protection the authority to create Exclusive Agriculture Districts has been granted to accomplish the following.

"Exclusive Agricultural Zoning Ordinances

The legislature has determined that local units of government, through the exercise of their zoning power, can best prevent conflicts between agricultural and nonagricultural land uses. A local government, by establishing an exclusive agricultural use district, effectively decides that agricultural uses of land are appropriate in that district. An exclusive agricultural zoning ordinance can be adopted by any county, town or municipality in a county that has a certified agricultural preservation plan in effect.

Preserving Wisconsin's valuable farmland is important to the Department of Agriculture, Trade and Consumer Protection. This program assists counties in creating county agricultural preservation plans, which lay the groundwork for towns, municipalities and the county to develop exclusive agriculture zoning districts. Farmers also can participate by signing an individual, long-term agreement. The farmland preservation program provides state income tax credits to farmers who meet the program's requirements: to meet soil and water conservation standards, and to only use the land for agriculture."

County - Exclusive Ag Zoning Authority

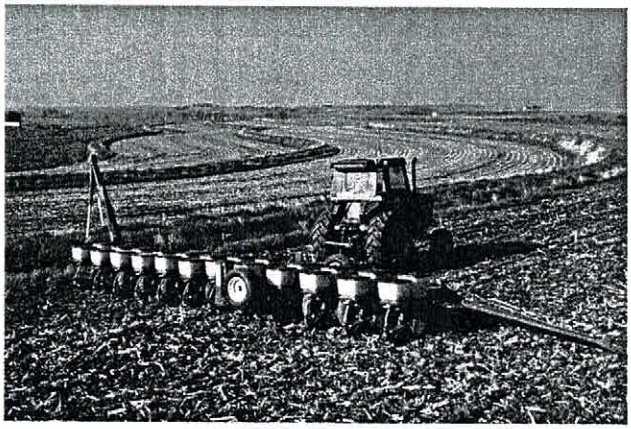


It can be noted that while this potential tool has been available for many years, Green County has yet to take advantage of it.

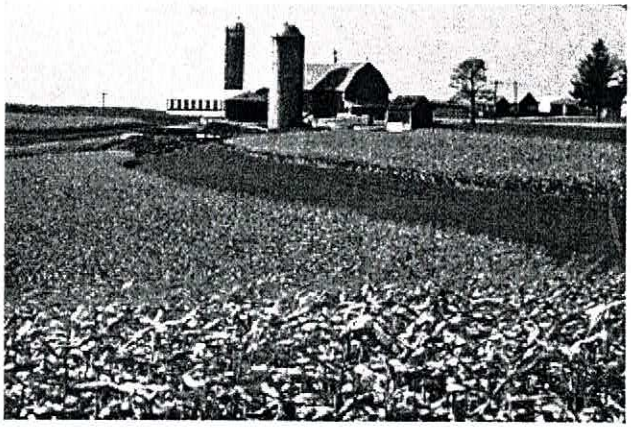
In Green County, Wisconsin the 1997 U.S. Census of Agriculture reveled a number of interesting findings related to the growth and development of the Town of Albany.

* Land in Farms - increased 4% from 293,134 acres in 1992 to 304,963 acres in 1997.
* Average Size of Farms - increased 2% from 231 acres in 1992 to 235 acres in 1997.
* Full Time Farms - decreased 9% from 967 farms in 1992 to 883 farms in 1997.

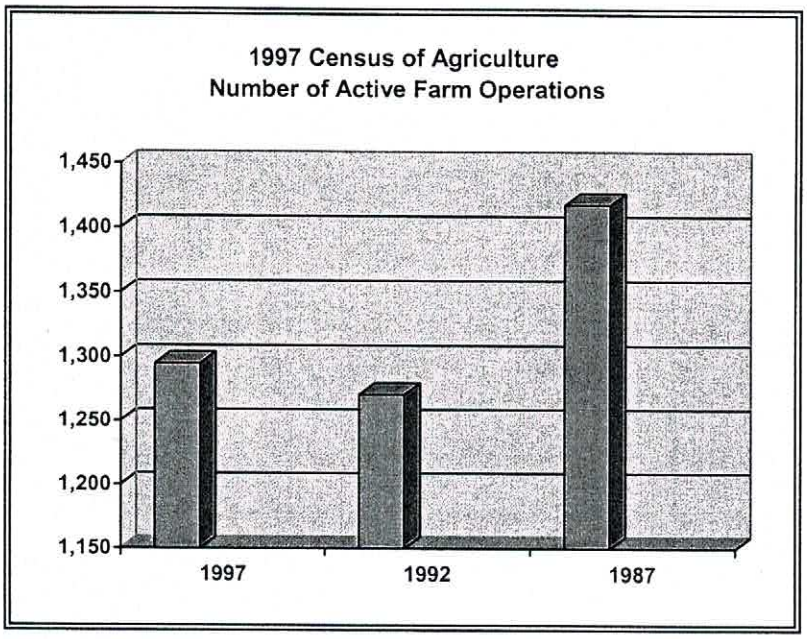
While the number and size of farms in the County and Town increased the actual number of full time farmers decreased.

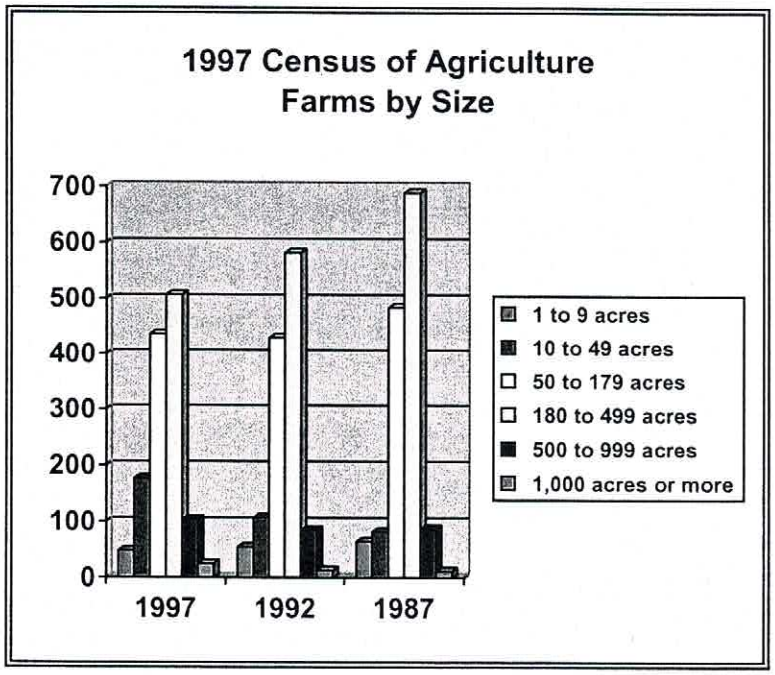


This trend lends to speculation that two phenomena are at work. 1) That more and more farm operations require operators to maintain a source of primary income from another source in order to stay in operation, and/or 2) That more farms are being operated as a hobby by long time residents and/or by new comers to the area. A closer investigation in the number and size of farms demonstrates that farm numbers, while not at 1987 levels, are back on the rise, and that the largest growth in number of new farms can be noted as being between ten (10) to fifty (50) acres in size.



In conflict to the increase in the number of smaller farms is that while the number of farms in the county is currently on the rise so is the average acreage being farmed. In 1982 the average farm operation in Green County was 232 acres in size. In 1997 the average farm operation in Green County covered 235 acres. This trend demonstrates a growth in the farms that are operating on 500 or more acres throughout the county. In 1987 there where eleven farming operations covering 1,000 acres or more. In 1997 there are now 24 farming operations covering 1,000 acres or more. Operations from 500 to 1,000 acres in size have also grown in count from 87 in 1987 to 103 in 1997, an 18% growth.





While the number of farming operations in Green County is currently increasing, so are the land values of the local farmsteads. In 1987 the average total farm value, land and buildings, was at $214,042. In 1997 the average value had grown to $314,787, an increase of 46% over the ten-year period.

With the Town of Albany's strong agricultural heritage it appears that agriculture will continue to play a strong role in the community only in a new fashion. If the current trends are allowed to continue unchecked, questions on the development patterns of agricultural lands in the township arise. Specifically, what are the Towns opinions towards an increasing number of larger "corporate" and "hobby" farms and is a landscape comprised of rural "hobby" farms mixed with larger "corporate farms an acceptable development pattern?

These questions where posed specifically at the "Town Hall" meeting. Responses found in the 20-year vision statements for the town that participants created. Statements from each of the three focus groups indicate:

1. "Township should preserve rural character of agriculture land, limiting driveways and clustering development".
2. "Without violating any individual's land rights, we want to see our township maintain its farmland and open space".
3. "The integrity of the area is maintained through a rural quality of living that provides for agriculture, maintains rural and scenic views, and provides for wildlife".

Clearly from these statements it can be said that the Town of Albany wants to maintain and enhance its agricultural character.

B. *NATURAL RESOURCES*

Green County is a square district consisting of 374,625 acres or 585 square miles. Of this acreage, 318,000 acres is currently in farmland with 260,284 acres of it being cropped. Green County lies partly in the unglaciated area commonly referred to as the driftless area and partly in the glaciated part of Wisconsin. Most of the western part of the county is in the driftless area. The Pecatonica River and the Sugar River are the two major drainage basins within the county. Most of the land within Green County was originally covered by a central hardwood forest along with scattered areas of oak savanna, although about one third was prairie.

A definite ethic of caring for the land has existed in Green County since the first settlers in the early 1800's. However, in the midst of this prosperous agricultural area, the soil, which is the basic resource of agriculture, is being eroded almost twice as fast as it is being replenished. Over one-half of a million tons of excessive soil erosion are presently occurring each year in Green County due to sheet and rill erosion. Although seemingly massive, this amount of excessive erosion is often hard to detect on a given field in a given year because of the relatively thin layer of soil it represents. Onsite damages from this erosion are mainly in the long-term loss in soil productivity due to changes in soil structure and

chemistry and reduction in thickness. The relatively small annual loss in productivity from this excessive erosion have been masked in the past with improved seed varieties, heavier fertilization, and increased use of herbicides and pesticides; although it has cost farmers extra dollars to make up for the lost natural fertility.

Using a conservative estimate of $9.00 per ton as the value of lost soil, Green County landowners are losing an estimated $4.7 million worth of top soil each year or an average of approximately $18.00 per cropland acre each year. In some cases the soil losses have already reached a point where the substitution of technology for natural fertility is no longer feasible. In these cases, the land is lost to agriculture as we know it[4].

The soils of Green County may be grouped into soil associations. A soil association is a landscape that has a distinctive proportional pattern of soils. It normally consists of one or more major soils and at least one minor soil. The soils in one association may occur in another, but in a different pattern.

A description of the eight soil associations present in Green County can serve to explain the value and use of the different land areas for agricultural and other purposes. Each association has somewhat different capabilities for agriculture and requires generally different management practices.

1. Dodgeville-Edmund Association: Moderately deep to shallow, nearly level to moderately steep soils that have a clayey subsoil; underlain by dolomite bedrock. This association is in the central and northwestern parts of the county. It consists of gently sloping to moderately steep soils on uplands and silty valley fill. The association covers about 15% of the county. Dodgeville soils make up about 35% of the association and Edmund soils about 20%. About 45% of the association is minor soils.

   Dodgeville and Edmund soils are on ridges. They are gently sloping to moderately steep soils that formed in 5 to 30 inches of windblown silt and clayey material weathered from dolomite. Ground water is at a depth of more than 5 feet in these soils. Minor soils in this association are in the Ashland, Huntsville, Lindstrom, Otter, Sogan and Tama series. Most areas of this association are either used as cropland or pasture. Corn, soybeans, oats, alfalfa and bluegrass are the main crops. Shallow soils are especially suited to pasture grasses. Dairy farming and the raising of hogs are the chief enterprises. Uses of the soils in this association are limited by the shallow root zone, flooding in low areas and limited available water capacity.

   None of these soils exist within the Town of Albany.

2. New Glarus-Sogn Association: Moderately deep to shallow, gently sloping to moderately steep soils, some of which have a clayey subsoil; underlain by dolomite or sandstone. This association is mostly in the northern and western parts of the county. It consists of gently sloping to very steep soils on uplands and gently sloping soils made up of valley fill. Soils in this association are moderately deep to shallow over dolomite or sandstone.

This association occupies about 43% of the county. New Glarus soils make up about 30% of the association; Sogn soils, 10%; and minor soils 60%. Minor soils in this association are in the Chaseburg, Hixton, Eleva, Elkmound, Orion, Fayette and Palsgrove series. Most gently sloping to moderately steep soils in this association are used as cropland or pasture. Areas of steeper soils are used as pasture or for timber. Dairying is the major enterprise. Erosion runoff are major hazards, and they are the chief concerns of management.

Approximately 900 acres of this soil type exists in the Town of Albany found in the southwest portion of the township.

3. Fayette-Tama Association: Deep, nearly level to sloping soils that have a silty subsoil and substratum; on benches in valleys. This association is west of the Sugar River, south of Albany and west of Brodhead. It is on a high bench left by the glacial Sugar River as it meandered across the valley. The association occupies about 3% of the county. Fayette soils make up about 35% of the association; Tama soils, about 30%; and minor soils about 35%.

   Minor soils in this association are Muscatine and Stronghurst soils on benches and soils of the Pillot, Tell, Lawler and Otter series. All of the soils in this association are used as cropland or pasture. They are among the most productive soils in the county. Corn, soybeans and alfalfa are the major crops. Cash grain crops and dairy-hog raising enterprises are common. The main concerns in management are slight hazards of erosion and wetness.

   Approximately 3,300 acres of this soil type are found within the Town of Albany. All of this soil type is located in the southwest corner of the township.

4. Dunbarton-Whalan Association: Shallow and moderately deep, gently sloping to moderately steep soils that have a loamy and clayey subsoil over loam till; underlain by dolomite. This association is mostly in the southern one-third of the county on uplands and high benches. Slopes are gently sloping to moderately steep. Many different kinds of soils formed in many different kinds of materials in this association. Except for major soils, however, the proportion of each individual soil is relatively small in respect to the overall association.

   The association covers about 14% of the county. Dunbarton soils make up about 20% of the association; Whalan soils, about 10%; and minor soils, about 70%. Ridges on which these soils are located are long and narrow. Minor soils in this association include those of the Arenzville, Dakota, Dodgeville, Durand, Edmund, Meridian, Miami, New Glarus, Orion, Pecatonica, Rockton and Sogn series. Most of the soils in this association are used for crops or pasture. A few wooded areas are on steeper sloping soils. Corn, oats, alfalfa and soybeans are grown in soils of this association. Dairy-hog farming is the main enterprise. The hazards of erosion and runoff are the main concerns of management. Where these soils are over dolomite bedrock, their use is limited by a slightly lower available water capacity.

Approximately 8,000 acres of this soil type exists in the Town of Albany. They are found in all but the southwest portion of the township in a scattered fashion.

5. Hebron-Saylesville Association: Deep, nearly level to gently sloping soils that have a loamy and clayey subsoil and substratum; in basins that where formerly lakes. This association is on very low to high benches in old lake basins. It is mostly in the Sugar River valley east of Albany and north of Brodhead. Another very small area is southwest of Browntown. This association occupies about 1% of the county. Herbon soils make up about 50% of the association; Saylesville soils, about 10%; and minor soils, about 40%.

   Minor soils in this association are in the Del Ray, Navan and Colwood series. These soils have a high water table, and they are subject to flooding. Most of the soils in this association are used for crops or pasture. Undrained wetlands are left idle or are used for limited pasture. Dairying and cash grain farming are the major enterprises. Corn, soybeans, oats, alfalfa and clover are the main crops in these soils. The major hazards are erosion, high rates of runoff, flooding and poor drainage. Management concerns and factors that limit the use of these soils are slow permeability, wetness in areas of poorly drained soils, limited root zones, moderate compressibility and poor sheer strength.

   Approximately 800 to 1,000 acres of this soil type exist in the Town of Albany.

6. Orion-Huntsville-Ettrick Association: Deep, nearly level and gently sloping soils that are silty throughout; on floodplains and in low areas. This associations on low benches and bottoms in stream valleys throughout the county. The soils are subject to flooding. The association covers approximately 14% of the county. Orion soils make up about 17% of the association; Huntsville soils, about 5%; and Ettrick soils, about 13%. About 55% of the association is minor soils.

   Minor soils of this association are in the Adrian, Arenzville, Dakota, Dickson, Houghton, Marshan, Maumee, Meridian, Ossian, Otter, Palms and Shiffer series. Areas of these soils that are adequately drained or protected from flooding are used for cultivated crops. Undrained areas are left idle or are used as pasture. Corn, soybeans, and clover are the main crops. Undrained areas are well suited to wildlife habitat. Areas subject to flooding are used for pasture. The growing of cash grain crops and dairy farming are the main enterprises. Management concerns are poor drainage and the hazard of flooding. Use of these soils is limited by wetness in areas where the soils are poorly drained or where flooding is not controlled.

   Approximately 6,500 acres of this soil type exist in the Town of Albany.

7. Durand-Myrtle-Rockton Association: Moderately deep and deep, gently sloping to moderately steep soils that have a loamy subsoil and substratum; on glaciated uplands. This association is in the southern part of the county on uplands and high benches. The soils are gently sloping to moderately steep. Natural vegetation is prairie grasses. Many

different kinds of soil formed in many different kinds of material in this association. Except for major soils, however, the proportion of each individual soil is relatively small in respect to the overall association. This association covers about 6% of the county. Durand soils make up about 20% of the association; Myrtle soils, about 9%; and Rockton soils, about 8%. About 63% of this association is minor soils.

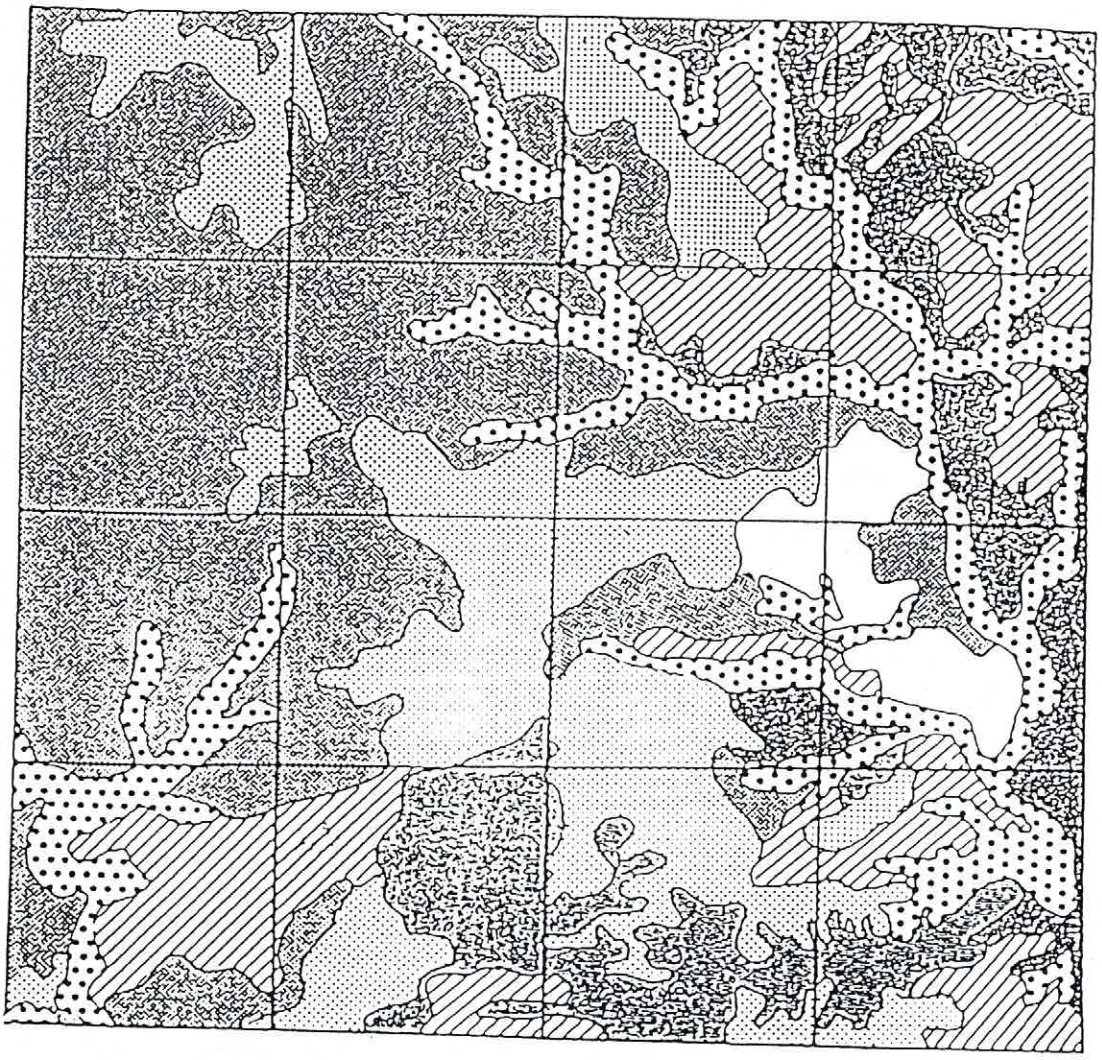
Minor soils of this association are soils of the Edmund, Flagg, Griswold, Lamartine, Miami, Ogle, Pecatonica, Saybrook and Green series; soils of the Downs series that have a silty clay loam substratum; and soils of the Muscatine series that have a loamy substratum. Most soils in this association are used for crops or pasture. A few areas of steeper sloping soils are wooded. Corn, oats, alfalfa and soybeans are grown on these soils. Dairy - hog and cash grain farming are the main enterprises. The main hazards are erosion and runoff. Use is limited in areas of these soils that are underlain by dolomite bedrock because of a slightly lower available water capacity.

8. Dickinson-Meridian Association: Deep, nearly level to sloping soils that have a loamy subsoil; underlain by outwash sand or sand and gravel. This association is on benches of Sugar River, Allen Creek, Story Creek and Little Sugar River. Slopes are predominantly nearly level and gently sloping. This association occupies about 4% of the county. Dickson soils make up about 25% of it; Meridan soils, about 19%; and minor soils, about 56%.

   Minor soils in this association are in the Billet, Dakota, Fox, Lawler, Marshan, Matherton, Maumee, Ockley, Schiffer and Thackery series. Most Fox, Matherton, Ockley and Thackery soils are on benches in the Story Creek Valley between Belleville and Brooklyn. These four soils are underlain, at a depth of 20 to 60 inches, by calcareous and gravel outwash. Most of the soils in this association are used for cultivated crops or pasture. In places trees have been planted in very sandy areas. Corn, soybeans, oats and alfalfa are the main crops. Dairying and growing cash grain crops are the main enterprises. Wind erosion is a major hazard on this soil. Use of these soils is limited by restricted root zones, low available water capacity and in some areas, shallow depth to the seasonal high water table[5].

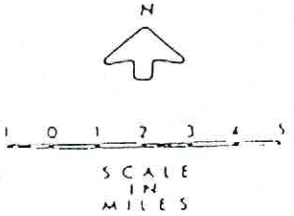
SOIL ASSOCIATIONS MAP

GREEN COUNTY



SOIL ASSOCIATIONS

- DODGEVILLE - EDMUND ASSOC.
- NEW GLARUS - SOGN ASSOC.
- FAYETTE - TAMA ASSOC.
- DUNBARTON - WHALAN ASSOC.
- HEBRON - SAYLESVILLE ASSOC.
- ORION - HUNTSVILLE - ETTRICK ASSOC.
- DURAND - MYRTLE - ROCKTON ASSOC.
- DICKINSON - MERIDIAN ASSOC.



A widely used system of classification of soils primarily for agricultural purposes is called "land capability classification". This system is based on the most intensive longtime use for this land; site, surface and subsoil characteristics; soil limitations for safe use in crop production; and conservation practices for most intensive long time land use needed to correct limitations and/or potential soil management problems, serve as classification criteria. In this classification system, soils are grouped according to their potentialities and limitations (if any) for sustained production of common crops. This classification system places all soils into eight capability classes. The risk of soil damage or limitations in use becomes greater in progressing from Class I through class VIII. Soils in Classes I, II, III and IV, with good soils conservation management, are suited for pasture, woodland, and wildlife. Soils in Class VIII generally are non-productive for agricultural purposes and are recommended for wildlife habitat.

Capability Classification by Acreage - Green County, Wisconsin		
Capability Classification	Total Acres	% of County
I	6,259	1.7%
II	127,855	34.1%
III	107,187	28.6%
IV	71,399	19.1%
V	1,915	0.5%
VI	31,057	8.3%
VII	28,515	7.6%
VIII	112	0.03%

A visual representation of the distribution of Prime Farmland areas, as defined by the Town of Albany as being soils in Classes I - IV, can be reviewed on the following page. As noted in the agricultural portion of this plan element, the Town of Albany has a strong desire to preserve and protect its farming heritage and rural character. Specifically the Town wishes to comply with S. 16.965(4), Wis. Stats.: Goal #4 - "Protection of economically productive areas, including farmland & forests." To accomplish this State Statutory goal, the town is advocating that new development be restricted in Prime Farmland areas throughout the township, by methods found in the Implementation Element of this Comprehensive Plan.

Farmland Classifications
Town of Albany

Legend

Prime Farmland
- Not Prime Farmland
- Prime Farmland
- Where Drained
- Where Protected From Flooding
- Where Drained and Protected From Flooding

Parcels
- State Highways
- County Highways
- Town Roads
- Surface Water

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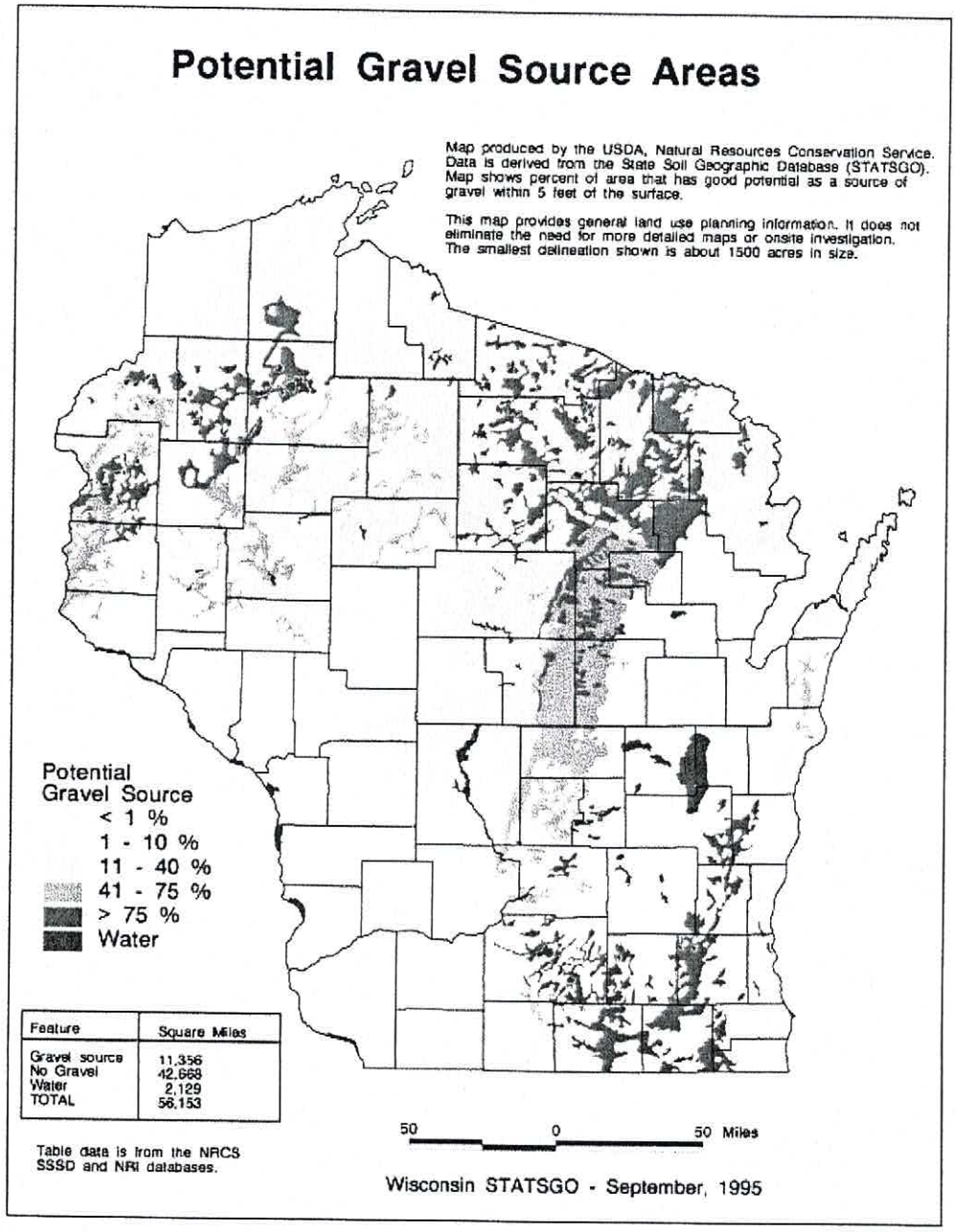
Another asset of northeastern Green County and the Town of Albany, is the potential accessibility of non-metallic mineral resources. As an asset these resource can provide for economic activity within the township. As a caution this asset also represents potential erosion concerns and groundwater infiltration concerns. Scattered throughout the north and eastern portion of the township, these assets must be carefully managed so as to avoid any potential negative impacts through their development and use. If accessed and used, it is critical that mitigation plans be put into place in order to ensure a pre-disturbance landscape in appearance and usability once they have yielded their resources. Additional concerns on noise, hours of operation, dust, and blasting impacts are also concerns.



Green County is comprised of seven different watersheds, which are all part of the Sugar-Pecatonica River Basin. In addition there are twelve sub-watersheds within the county that are currently on the Wisconsin Department of Natural Resources 303(D) list of waters not currently meeting water quality standards. None of these named impaired water bodies are geographically within the Town of Albany. Three of the eight major watershed boundaries overlap into the Town of Albany. They are:

The Middle Sugar River watershed (SP12) - Covering approximately just under 1/3 of the township in area in the southern portion of the township.
The Allen Creek and Middle Sugar River watershed (SP13) - Covering approximately just over 1/3 of the township in area in the northern portion of the township, and
The Little Sugar River watershed (SP14) - Covering approximately just under 1/3 of the township in area in the western/northwestern portion of the township.

Each of these watersheds with their sub-watersheds can be described as follows:

Lower Middle Sugar River Watershed (SP12) - The Lower Middle Sugar River Watershed is located in eastern Green County and a very small portion in Rock County. Agriculture is the predominant land use within the watershed. Two permitted wastewater treatment facilities discharge to surface water in the watershed; the Village of Albany and the City of Broadhead. A large wetland complex exists adjacent to the Sugar River in this watershed. Other large areas of wetlands have been drained and put into cultivation. The Sugar River in this watershed is considered to be exceptional resource waters (ERW) under the states antidegradation rules.

Norwegian Creek - Norwegian Creek, a small stream tributary to the Sugar River above Broadhead, has a diverse forage fishery, though game fish may be found near its mouth. Much of the stream has been straightened. The least darter, a species on the state watch list, has been found in the stream. The stream has recently been added to the state's antidegradation list under administrative code NR 102 as an exceptional resource water (ERW). A narrow wetland buffer exists along the stream's lower reaches. Many of these wetland areas have been disturbed by grazing or prior farming. Other large areas of wetlands have been drained and put into cultivation.

Sugar River - The Sugar River, in this reach, is classified and managed as a warm water sport fishery, and possess an excellent diversity of sport fish. The Green County reach was recently added to the state's antidegradation waters list as exceptional resource waters (ERW). One state threatened and one state watch species of clam are known to reside in this reach of the stream. The gravel chub, on the state's endangered species list, and the river redhorse, redfin shiner and the weed shiner, on the state's watch species list have also been found in this reach.

Allen Creek and Middle Sugar River (SP13) - The Allen Creek and Middle Sugar River Watershed is in northeast Green County, northwest Rock County and south central Dane County. The dominant land use in the watershed is agriculture, though some low intensity urban development exists in the upper reaches of the watershed. Municipal wastewater

treatment plant discharges to surface water in the watershed come from Belleville, Brooklyn and Evansville.

Allen Creek - Allen Creek rises in southern Dane County, flows through northwest Rock County and northeast Green County before emptying into the Sugar River. About 4.5 miles of the stream above Lake Leota are classified as Class II and Class III trout waters. Allen Creek below Evansville was recently added to the state's antidegradation list (NR 102) as an exceptional resource water (ERW), affording it a greater level of protection. The stream below Evansville has a very good, diverse warm water sport fishery.

Gill Creek - Gill Creek is a warm water forage fishery stream. It has the potential to support a cold water sport fishery but is limited by polluted runoff. Gill Creek was recently added to the state's antidegradation list (NR 102) as an exceptional resource water (ERW), affording it a greater level of protection.

Liberty Creek - Liberty Creek is classified as a Class II and Class III trout stream for about four miles of its length. About 2.5 to three miles are within the Liberty Creek State Wildlife Area. A high quality wetland complex exists adjacent to the creek. Liberty Creek was recently added to the state's antidegradation list (NR 102) as an exceptional resource water (ERW), affording it a greater level of protection. The least darter, a Wisconsin watch species of fish, has been reported in the stream.

Ross Crossing Creek - Ross Crossing Creek is a warm water forage fishery with the potential to become a cold water sport fishery. The redfin shiner, a fish on the Wisconsin watch list, has been found here. The stream was recently added to the state's antidegradation (NR 102) list as an exceptional resource water (ERW), affording it a greater level of protection.

Albany Lake (Lake Winnetka) - This lake is an impoundment of the Sugar River at Albany. It has poor water quality, similar to other impoundment's in the driftless area. This 102 acre lake has a drainage area of about 465 square miles. Sedimentation and turbidity impair uses of the lake. A best-case scenario for the Sugar River at Albany is that the dam be operated as "run of the river" dam, allowing much of the existing millpond to become a riverine wetland complex. The Albany State Wildlife Area borders the northwest corner of the lake.

Little Sugar River (SP 14) - The Little Sugar River Watershed lies in north central Green County and a very small portion of southern Dane County. Agricultural land uses dominate, especially dairying, cash crops and feeder operations. Two municipal wastewater treatment plants discharge to surface water in the watershed: New Glarus and Monticello. New Glarus is the beginning of the Sugar River State bicycle trail which parallels the Little Sugar River and Sugar River from New Glarus to Broadhead.

Burgy Creek - Burgy Creek is a tributary to the West branch of the Sugar River below Monticello. It's existing biological use is as a warm water forage fishery. Though it has a diverse forage fishery, it has the potential to be a trout stream.

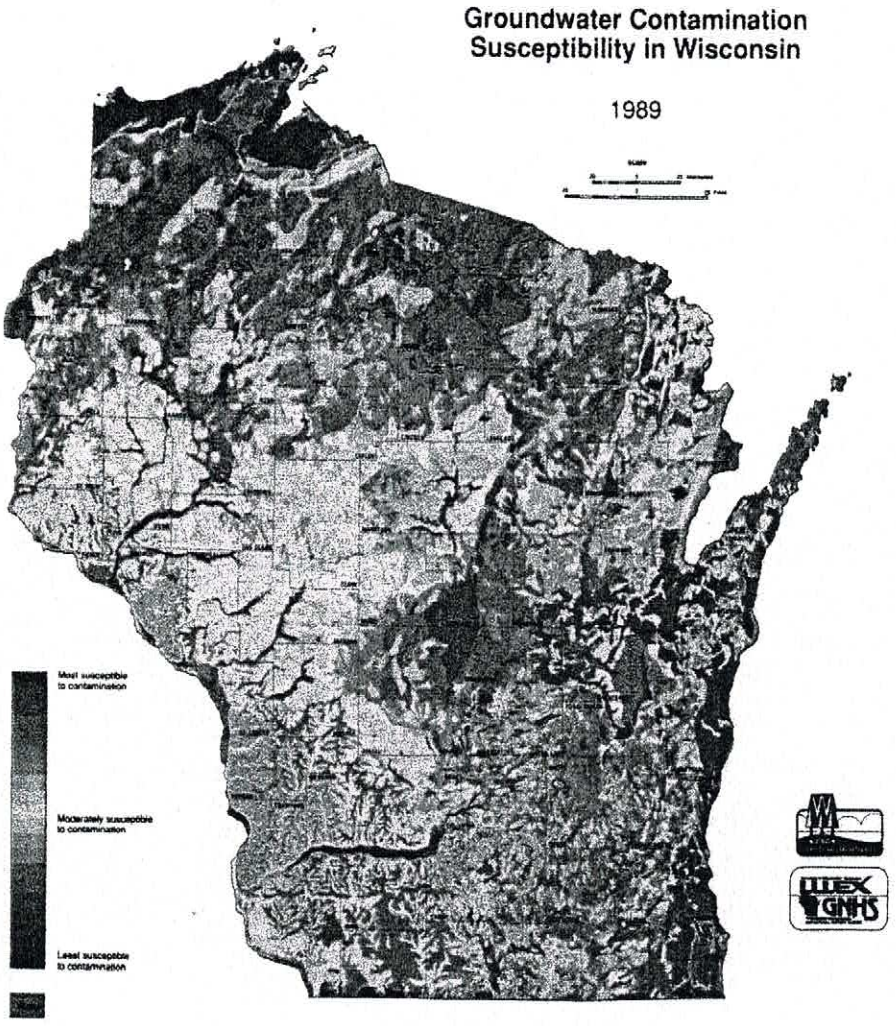
Historically, brook trout were found in the upper reaches. Stream channel ditching, runoff from farm fields, and streambank grazing have resulted in siltation in the stream. Burgy Creek was added to the state's exceptional resource waters list under administrative code NR 102 and NR 207, the state's antidegradation rule.

Little Sugar River - The Little Sugar River rises in southwest Dane County and flows south easterly to the Sugar River at the Albany Millpond. The river above New Glarus is a class II trout stream and is considered an exceptional resource water (ERW) under NR 102 and NR 207, the state's antidegradation rule. Below New Glarus the stream becomes wider. Some larger wetland complexes exist adjacent to the stream, which both buffer the stream and provide important wetlands functional values. Other wetland areas have been drained and put into agricultural production. Much of the remaining wetland area is in the Albany State Wildlife Area. There are potential sources of polluted runoff, but their impacts on the stream are unevaluated.[6]

While surface water conditions in the Town of Albany warrant special attention, they also offer the potential for economic development opportunities as a tourism enticement. Careful management and planned development of the areas adjacent to these water resources can maximize their potential while minimizing any negative impacts. In accomplishing this balanced approach, the Town of Albany can preserve and embellish its natural resource base.

While surface water resources are more readily understandable because of their ability to be seen, ground water resources, the "hidden water resource" is also in need of protection within the Town of Albany. As a rural Wisconsin township, local residents are reliant upon private wells and methods of waste disposal systems. In addition as an active agricultural area, great caution must be paid to the use and application of chemicals to productive fields. Chief among the concerns to local groundwater resources is that infiltration and contamination of the groundwater table do not occur.

The threat of this possible occurrence can be witnessed through the examination of the 1989 UWEX/WIDNR State mapping of areas susceptible to groundwater contamination. This map illustrates that a large portion of Green County and the Town of Albany do have existing conditions which make the area susceptible to groundwater contamination. Proper care and management of groundwater resources to avoid this possible contamination are needed.



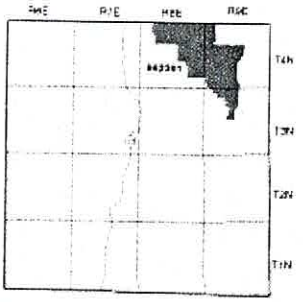
An existing condition of concern is the active ban of the use of atrazine within the north central portion of the township. DNR water quality standards as measured through local monitoring wells have determined that the concentrations of this chemicals components already exist at high enough levels within the ground water table to issue this ban. To ensure that additional contamination issues are managed for the health, safety and welfare of township residents, periodic testing of private wells by land owners needs to be encouraged.

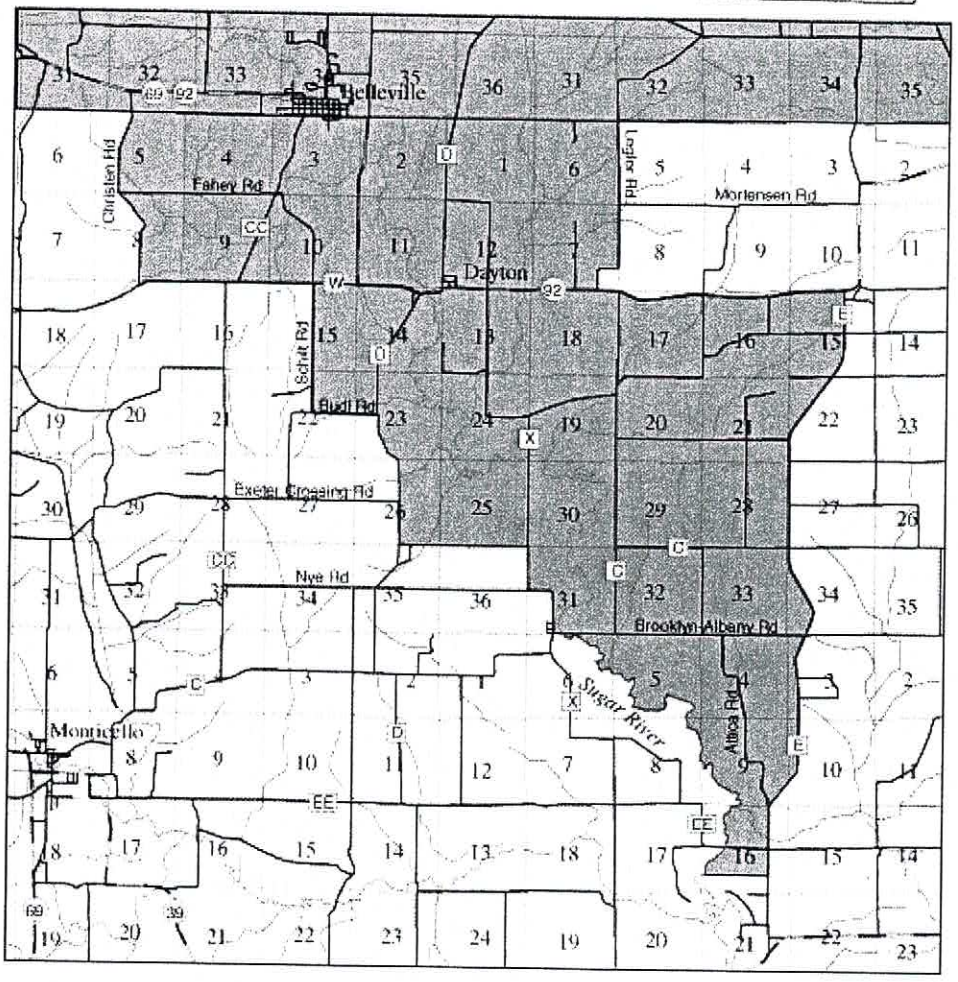
Green County

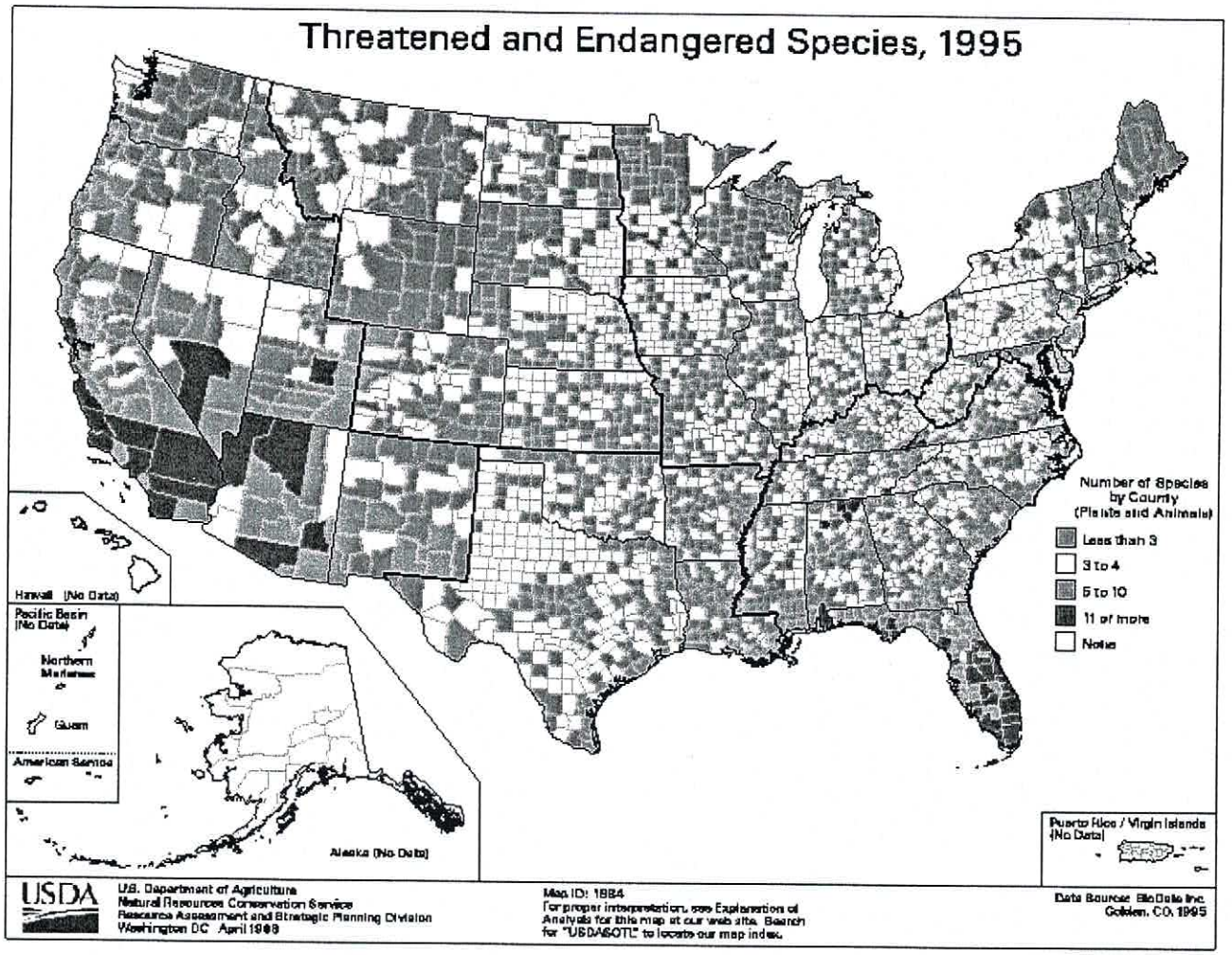
Towns of Albany, Exeter & Brooklyn

T3-4N R8-9E **PA 96-23-01**

All uses of atrazine are prohibited on lands within the shaded region shown on the map. There is only one prohibition area in Green County.







While on a national level Green County is home to 3 or less endangered species, many threatened and special watch species are in existence. Green County's regional landscape can be noted as being the following:

Regional Landscape Ecosystems of Michigan, Minnesota, and Wisconsin

SUBSECTION V.4. Rock River Hill Country

Dissected Wisconsinan- and pre-Wisconsinan-age till and loess over bedrock; tallgrass prairie and oak forests.

DISCUSSION: The Rock River Hill Country subsection is an area of steep, dissected topography, which also contains broad outwash plains. Soils are often thin, developed from

a recent silt-loam cap of loess over old Altonian- and Illinoian-age glacial drift. This subsection continues south into Illinois, where its western portion is called the Rock River Hill Country, and its eastern portion is called the Green Section of the Northeastern Morainal Division (Schwegman 1973).

SUB-SUBSECTIONS: None.

ELEVATION: 740 to 1,157 feet (226 to 353 m).

AREA: 1,048 square miles (2,716 sq km).

STATES: Wisconsin (this subsection also continues south into Illinois).

CLIMATE: Growing season ranges from 150 to 160 days (Wisconsin Agricultural Statistics Service 1987). Average annual precipitation is 32 to 36 inches, and average annual snowfall ranges from 32 inches in the south to approximately 40 inches in the north (Wendland *et al.* 1992). Extreme minimum temperature ranges from approximately -30½F in the south to -35½F farther north (Reinke *et al.* 1993).

BEDROCK GEOLOGY: Subsection is underlain by Ordovician-age dolomite, with some limestone and shale (Ostrom 1981, Morey *et al.* 1982). Cambrian sandstone is exposed in the valleys of the Rock and Sugar Rivers. Bedrock is within 3 to 4 feet of the surface locally (Hole and Germain 1994).

LANDFORMS: The topography consists of dissected uplands of pre-Wisconsinan till and Wisconsinan-age outwash deposits, which form broad, flat to rolling plains (Hole and Germain 1994). Glaciation within the subsection is considered to date from at least 25,000 years ago (Zenda Formation at the east edge). Over much of the subsection, glaciation occurred as long as 130,000 years ago (Walworth Formation) (Clayton *et al.* 1991).

LAKES AND STREAMS: No lakes within the subsection; numerous small creeks within this highly dissected landscape. Among the larger streams are the Rock and Sugar Rivers.

SOILS: Pre-Wisconsinan till, and paleosols derived from this till, underlie a silt cap (loess) and are exposed on dissected uplands (Hole 1976). Wisconsinan-age outwash deposits form extensive rolling plains. Loess is about 2 feet deep over either leached sandy loam or loam, which is calcareous at a depth of about 6 feet. Under oak savannas, Typic Hapludalfs form; under prairie, Typic Argiudolls are representative soils (Hole and Germain 1994).

PRESETTLEMENT VEGETATION: The dominant vegetation over most of the landscape was upland prairie and oak forest. Tallgrass prairie was concentrated on a broad till plain in Green County and on both till and outwash plains on both sides of the Rock River in Rock County. Oak forest was quite extensive, especially along the more dissected bluffs and ravines of the numerous small streams of the subsection. Sugar maple-basswood was locally present along some streams, where the topography was hilly and often rocky. The largest areas of sugar maple-basswood forest occur along Sugar and Richland Creeks in Green County. Sedge meadow, wet prairie, and shrubs form linear corridors along several of the

small creeks and also along the Sugar River. The Sugar River supports a significant corridor of flood-plain forest.

NATURAL DISTURBANCE: Fire maintained upland prairie and oak forests over much of the landscape. Native American land management with fire may be partially responsible for the persistence of tallgrass prairie. The Azatlan (Juntunen) culture had villages along the Rock River between circa 1400 and 1600, and the Green tribe had villages along the Rock River between 1810 and 1830 (Tanner 1986).

PRESENT VEGETATION AND LAND USE: Heavy agriculture has caused major fragmentation and reduction of natural vegetation.

RARE PLANT COMMUNITIES: Tallgrass prairie, including mesic, wet-mesic, and wet prairie, along with a site for oak opening.

RARE PLANTS: *Besseya bullii* (kitten-tails), *Chaerophyllum procumbens* (wild chervil), *Diarrhena americana* (beak grass), *Hypericum sphaerocarpum* (round-fruited St. John's-wort), *Napaea dioica* (glade mallow).

RARE ANIMALS: *Dendroica dominica* (yellow-throated warbler), *Hesperia ottoe* (Ottoe skipper), *Nyctanassa violacea* (yellow-crowned night heron), *Speyeria idalia* (regal fritillary).

NATURAL AREAS: State Natural Areas: Abraham's Woods, Oliver Prairie, Browntown Oak Forest, Swenson Wet Prairie, Avon Bottoms, Newark Road Prairie, Lima Bog, Ward/Swartz Decatur Woods, Kessler Railroad Prairie, and Muralt Bluff Prairie.

CONSERVATION CONCERNS: The pursuit of a joint "grassland" management project with Illinois, focused on the Sugar River corridor, has been suggested. Elsewhere the landscape is highly disturbed and fragmented. There is a great potential for managing this landscape, where management would target rare and declining grassland bird species, and, east of the Sugar River, the ornate box turtle.

BOUNDARIES: I chose to combine parts of two divisions recognized in Illinois, the Green Section of the Northeastern Morainal Division and the Freeport Section of the Rock River Hill Country Division (Schwegman 1973). I separated the Green Section, which has Altonian-age glacial drift that is better drained, from the adjacent Morainal Section of the Northeastern Morainal Division, which has many glacial lakes and poorer drainage. The Freeport Section to the west has both Illinoian and early Wisconsinan (Altonian) drift. Outwash is more extensive in the Green Section, and eroded bluffs and dells are more common in the Freeport Section, but both of these features are shared by both sections. There may well be justification for dividing this subsection (V.4) into two sub-subsections.

I also chose to include this subsection as part of the savanna province, rather than as a part of the prairie province (cf. Bailey and Cushwa [1981], who treat Subsection V.4 as part of the Tall-grass Prairie Province). I had two reasons for this. First, the vegetation in Subsection V.4 is a mosaic of maple-basswood and oak forests, oak savannas, and prairie, in contrast to Section I and Section II, where prairie dominates broad expanses of land, and

both savannas and forests are uncommon. Second, the annual precipitation in Subsection V.4 is heavier than in most of the tallgrass prairie, with a gradual increase in annual precipitation, and possibly more important, winter precipitation farther to the east. This climatic difference may be as important as the changes in topography for resulting in a mosaic of forest and prairie.[7]

The state of Wisconsin is replete with natural beauty. Our state contains a large diversity of native plant communities ranging from eastern deciduous, northern coniferous, and boreal forests to prairies and savannas. Wisconsin's glacial past left the soils that support these diverse communities. The glaciers also left Wisconsin a legacy of aquatic features including bogs, lakes, spring ponds, and wetlands. And one cannot overlook the rivers that led early explorers to the awesome sights they beheld. This landscape hosts a wide array of native species, many of which we observe and cherish while others are yet to be discovered and studied.

People are also part of the Wisconsin landscape. The natural wealth of our state has provided generations of farmers with fertile soils for crops. The northern and southern forests are a key resource for the building and manufacturing economy so important to the livelihood of many of Wisconsin's citizens. The enjoyment that people receive from outdoor activities, such as hunting and fishing, hiking and camping, and observing nature, is part of our culture. Thus, the ties that bind people to nature are diverse and deep.

But much of this natural splendor has been lost through human use of the landscape and its natural resources. How much of the remainder can and should be preserved? This is one of the biggest questions facing the people of Wisconsin today. In order to make decisions about what, where, and how much can and should be saved, we must first know what remains, where it is, and whether or not something threatens its continued existence. The Wisconsin Natural Heritage Inventory is one of the critical tools used in making these decisions.

Wisconsin's Natural Heritage Inventory (NHI), established in 1985 by the Wisconsin Legislature, is maintained by the Wisconsin Department of Natural Resources' (WDNR) Bureau of Endangered Resources. The NHI program is responsible for maintaining data on the locations and status of rare species, natural communities, and natural features in Wisconsin. The Wisconsin NHI program is part of an international network of inventory programs that collect, process, and manage data on the occurrences of natural biological diversity using standard methodology. This network was established, and is still coordinated by The Nature Conservancy (TNC), an international non-profit organization. The network now includes natural heritage inventory programs in all 50 states, most provinces in Canada, and many countries in Central and South America.

Wisconsin's Natural Heritage Inventory program's three objectives are to: collect information on occurrences of rare plants and animals, high-quality natural communities, and significant natural features in Wisconsin; standardize this information, enter it into an electronic database, and mark locations on base maps for the state; and use this information to further the protection and management of rare species, natural communities, and natural features

RARE, THREATENED AND ENDANGERED SPECIES AND NATURAL COMMUNITIES IN GREEN COUNTY

PLANTS		
Common Name	Species Name	Wisconsin Status[1]
American Fever-Few	*Parthenium integrifolium*	Threatened
American Gromwell	*Lithospermum latifolium*	Special Concern
Brittle Prickly-Pear	*Opuntia fragilis*	Threatened
Broad Beech Fern	*Phegopteris hexagonoptera*	Special Concern
Clustered Broomrape	*Orobanche fasciculata*	Threatened
Flodman Thistle	*Cirsium flodmanii*	Special Concern
Glade Fern	*Diplazium pycnocarpon*	Special Concern
Glade Mallow	*Napaea dioica*	Special Concern*
Hill's Thistle	*Cirsium hillii*	Threatened*
Kitten Tails	*Besseya bullii*	Threatened
Large Roundleaf Orchid	*Platanthera orbiculata*	Special Concern
Marbleseed	*Onosmodium hispidissimum*	Special Concern
Nodding Pogonia	*Triphora trianthophora*	Special Concern
Nodding Rattlesnake-Root	*Prenanthes crepidinea*	Endangered
One-Flowered Broomrape	*Orobanche uniflora*	Special Concern
Pale Green Orchid	*Platanthera flava var herbiola*	Threatened
Pale-Purple Coneflower	*Echinacea pallida*	Threatened
Pink Milkwort	*Polygala incarnata*	Endangered
Pomme-De-Prairie	*Psoralea esculenta*	Special Concern
Prairie False-Dandelion	*Nothocalais cuspidata*	Special Concern
Prairie Indian Plantain	*Cacalia tuberosa*	Threatened
Prairie Milkweed	*Asclepias sullivantii*	Threatened
Prairie Parsley	*Polytaenia nuttallii*	Threatened
Prairie White-Fringed Orchid	*Platanthera leucophaea*	Endangered**
Purple Meadow-Parsnip	*Thaspium trifoliatum var flavum*	Special Concern
Reflexed Trillium	*Trillium recurvatum*	Special Concern
Richardson Sedge	*Carex richardsonii*	Special Concern
Rock Stitchwort	*Minuartia dawsonensis*	Special Concern
Rough Rattlesnake-Root	*Prenanthes aspera*	Endangered
Roundfruit St. John's-Wort	*Hypericum sphaerocarpum*	Threatened
Roundstem Foxglove	*Agalinis gattingeri*	Threatened
Short's Rock-Cress	*Arabis shortii*	Special Concern
Slender Sedge	*Carex gracilescens*	Special Concern
Small White Lady's-Slipper	*Cypripedium candidum*	Threatened
Small Yellow Lady's-Slipper	*Cypripedium parviflorum*	Special Concern
Snowy Campion	*Silene nivea*	Special Concern
Spreading Chervil	*Chaerophyllum procumbens*	Special Concern
Sycamore	*Platanus occidentalis*	Special Concern
Vasey Rush	*Juncus vaseyi*	Special Concern
Wafer-Ash	*Ptelea trifoliata*	Special Concern
Whip Nutrush	*Scleria triglomerata*	Special Concern
Wilcox Panic Grass	*Panicum wilcoxianum*	Special Concern

Wild Hyacinth	*Camassia scilloides*	Endangered
Wooly Milkweed	*Asclepias lanuginosa*	Threatened
Yellow Gentian	*Gentiana alba*	Threatened
Yellow Giant Hyssop	*Agastache nepetoides*	Threatened

Nodding Rattlesnake-root (Great White Lettuce)
(Prenanthes crepidinea)

Synonym:
Status: endangered in Wisconsin
Habitat: low prairies, moist woodlands, and openings in second-growth Southern Mesic Forests
Range: Crawford, Green, and Sauk
Comments: One known site
Phenology: flowers in August and September across its US range
Field Guides:
Britton and Brown, p.3:519/p.3:519
Gleason 1963, p.755
Gleason 1991, p.617
Classification
Curtis: Wet Mesic Prairie
Kotar:
Forest Cover:

Pink Milkwort
(Polygala incarnata)

Synonym:
Status: endangered in Wisconsin
Habitat: dry-mesic prairies
Range: Crawford, Dane, Grant, Green, Iowa, Jefferson, Kenosha, and Rock
Comments:
Phenology: flowers from August to November
Field Guides:
Britton and Brown, p.2:471/p.2:471
Gleason 1963, p.437
Gleason 1991, p.348
Peterson, p.244
Classification
Curtis: Dry-Mesic Prairie
Kotar:
Forest Cover:

Prairie White-fringed Orchid
(Platanthera leucophaea)

Synonym: *Habenaria leucophaea*
Status: endangered in Wisconsin; threatened in U.S.
Habitat: mesic prairies, especially on calcareous, rich, sandy or deep black soils, and degraded sedge meadows
Range: Dane, Grant, Green, Jefferson, Kenosha, La Crosse, Milwaukee, Ozaukee, Racine, Rock, Sauk, Sheboygan, Walworth, Waukesha, and Green
Comments: because this long-lived plant apparently can go dormant, local populations may fluctuate greatly from year to year
Phenology: flowering times are variable, but peak times are mid-June to August
Field Guides:
Britton and Brown (*Habenaria leucophaea*), p.1:463/p.1:463
Gleason 1963 (*Habenaria leucophaea*), p.225
Gleason 1991 (*Habenaria leucophaea*), p.858
Newcomb (*Habenaria leucophaea*), p.42/p.43
Peterson (*Habenaria leucophaea*), p.16/p.17
Voss I (*Habenaria leucophaea*), p.443
Zimmerman (*Habenaria leucophaea*), p.12/p.12
Classification
Curtis: Wet-Mesic Prairie, Mesic Prairie, Southern Sedge Meadow, and Tamarack Fen
Kotar:
Forest Cover:

Wild Hyacinth, Eastern Camass
(Camassia scilloides)

Synonym:
Status: endangered in Wisconsin
Habitat Description: damp prairie soils, roadsides and railroad right-of-ways
Habitat Classification
Curtis: Wet-Mesic Prairie, Mesic Prairie
Kotar:
Forest Cover:
Range: Dane, Green, Iowa, Lafayette, Rock, Walworth
Comments: Associated with roadsides and railroad tracks.
Phenology: flowers in April and May across its US range
Field Guides:
Britton and Brown, p.1:421/p.1:421
Gleason 1963, p.206

Gleason 1991, p.829
Newcomb, p.332/p.333
Peterson, p.316/317
Voss I, p.423/p.421
Zimmerman, p.7/p.6

ANIMALS			
Common Name	Species Name	Wisconsin Status[1]	Taxa
Barn Owl	*Tyto alba*	Endangered	Bird
Cerulean Warbler	*Dendroica cerulea*	Threatened	Bird
Grasshopper Sparrow	*Ammodramus*	Savannarum	Bird
Loggerhead Shrike	*Lanius ludovicianus*	Endangered*	Bird
Northern Harrier	*Circus cyaneus*	Special Concern	Bird
Upland Sandpiper	*Bartramia longicauda*	Special Concern	Bird
Yellow-Breasted Chat	*Icteria virens*	Special Concern	Bird
Leonard's Pawnee Skipper	*Hesperia leonardus pawnee*	Special Concern	Butterfly
Ottoe Skipper	*Hesperia ottoe*	Special Concern	Butterfly
Regal Fritillary	*Speyeria idalia*	Threatened*	Butterfly
American Eel	*Anguilla rostrata*	Special Concern	Fish
Black Buffalo	*Ictiobus niger*	Threatened	Fish
Gravel Chub	*Erimystax x-punctatus*	Endangered	Fish
Least Darter	*Etheostoma microperca*	Special Concern	Fish
Ozark Minnow	*Notropis nubilus*	Threatened	Fish
Pallid Shiner	*Notropis amnis*	Endangered	Fish
Redfin Shiner	*Lythrurus umbratilis*	Threatened	Fish
Redside Dace	*Clinostomus elongatus*	Special Concern	Fish
River Redhorse	*Moxostoma carinatum*	Threatened	Fish
Silver Chub	*Macrhybopsis storeriana*	Special Concern	Fish
Slender Madtom	*Noturus exilis*	Endangered	Fish
Blanchard's Cricket Frog	*Acris crepitans blanchardi*	Endangered	Frog
A Heptageniid Mayfly	*Pseudiron centralis*	Special Concern	Mayfly
An Ephemerid Mayfly	*Pentagenia vittigera*	Special Concern	Mayfly
An Oligoneurid Mayfly	*Homoeoneuria ammophila*	Special Concern	Mayfly
Abbreviated Underwing Moth	*Catocala abbreviatella*	Special Concern	Moth
Newman's Brocade	*Meropleon ambifusca*	Special Concern	Moth
Silphium Borer Moth	*Papaipema silphii*	Endangered	Moth
Whitney's Underwing Moth	*Catocala whitneyi*	Special Concern	Moth
Buckhorn	*Tritogonia verrucosa*	Threatened	Mussel
Winged Mapleleaf	*Quadrula fragosa*	Endangered**	Mussel
Eastern Massasauga	*Sistrurus catenatus catenatus*	Endangered*	Snake
Timber Rattlesnake	*Crotalus horridus*	Special Concern	Snake
Blanding's Turtle	*Emydoidea blandingii*	Threatened*	Turtle
Ornate Box Turtle	*Terrapene ornata*	Endangered	Turtle

Common Barn-owl
(*Tyto alba*)

Legal status in U.S.: not endangered
Legal status in WI: endangered
1997 numbers in WI: unknown
Length: 13-15 inches
Wingspan: 41-45 inches
Weight: female 17-25 ounces male 14-19 ounces

Description

What graceful, ghostly bird can locate a mouse by sound and catch it in the dark of night? The common barn-owl, one of Wisconsin's best natural mousetraps.
Barn-owls are sometimes called "monkey-faced owls" because of their white, heart-shaped faces and dark eyes. These crow-sized owls are distinguished from other Wisconsin owls by a pale face, long legs, light underparts and a rusty back speckled with black. Barn-owls and other owls are classified in the same bird order (*Strigiformes*), but barn-owls are in their own family (*Tytonidae*) because their skeletal structure and pale, stiff facial feathers differ from those of typical owls (*Strigidae*).

Barn-owls don't have ear tufts like great horned owls or screech owls. But this doesn't mean barn owls don't have ears. Ear tufts are just feathers; the owl's real ears are behind its round facial disks, which help direct sound into the ears. Barn owls' ears also are asymmetrical; they are different sizes and one is located higher on the head than the other. This enables the bird to sense direction and distance by differences in the intensity of the sound that reaches each ear. Barn owls use their ears to locate food. They are very accurate hunters, even in the pitch black. Barn owls also have special feathers on the front edges of their wings that reduce the amount of noise they make when flying. Their quiet flight prevents prey from hearing them approach.

Hearing a barn-owl's voice is unforgettable: "*A shriek broke the stillness of the black night, a ghostly shadow passed by and my skin crawled.*" Not an overly flattering description of a barn-owl vocalization! Barn-owls' high-pitched screeches or hiss-screams are memorable, but the birds are not harmful. They make these sounds to warn their young of danger, to announce their arrival at the nest and to proclaim their territory.

Food

Why are barn-owls called one of Wisconsin's best natural mousetraps? Because they eat 1.5 times their weight in food, mostly mice and meadow voles each day. That's like a 100-

pound person eating 150 pounds of food every day! A barn-owl family of two adults and six young may eat as many as 1,000 rodents during the nesting period. Although barn-owls eat mostly mice and meadow voles, they also consume shrews, rats and, when other food is scarce, small birds. They occasionally eat insects, amphibians and reptiles.
Nighttime is when barn-owls hunt. Their excellent hearing helps them capture prey, which they usually swallow whole. They are unable to digest the fur, feathers or bones of the animals they eat, and cough up the undigested parts in a dark, odorless lump called an owl pellet. We can find out what an owl has eaten by examining the remains in the pellet.

Breeding Biology

When they are one year old, barn-owls can breed. The male courts the female by chasing her, bringing her mice and uttering a series of rapid squeaking noises. A pair may use the same nesting site each year. Barn-owls select well protected nesting sites, usually in tree cavities, abandoned buildings, church steeples, silos or the location that gave them their name. . .barns. Before settlement, barn-owls nested in tree cavities and on cliff ledges.
Barn-owls can breed year-round. In Wisconsin they usually rear a brood of young in the spring and, if food is plentiful, may rear a second brood in the late summer or early fall. Eggs are laid on a bare surface or, if the nest was used the previous year, on a thick mat of flattened pellets. The female lays an egg every two days until 5-7 white eggs are in the nest. When the first egg is laid, she begins incubating. Thus, when the first egg hatches about 30 days later, that owlet is older than the next one to hatch. It often is stronger and more able to take food from the parents.

Both adults hunt food for their snow-white, downy young. They bring prey to the nest, where the owlets swallow it whole. Sometimes the younger nestlings don't get enough food and die. The older, stronger owlets may even eat the weaker ones. Great horned owls and raccoons also eat young barn-owls. The young owls fledge when 8-10 weeks old.
Barn-owls have difficulty surviving severe winter weather. Their bodies store little fat, so the birds have minimal extra energy to draw on when deep snow hides the small mammals they eat. If they don't find a constant supply of food, especially during cold spells when they use a lot of energy to keep warm, they may die. On average, barn-owls live 3-4 years.

Distribution

If you traveled to Europe or Africa, South America or Southeast Asia, Australia or North America, you could see barn-owls. They live in temperate and tropical regions nearly worldwide. In Wisconsin, barn-owls generally live only in the southern third of the state. Since severe winter weather limits where they can survive, southern Wisconsin forms the northern edge of their North American range. Barn-owls hunt along uncultivated field edges, fence rows and wetland edges, where their prey is most available. They nest and roost in dark, secluded places. During the winter, some adults wander locally while others migrate southward. Young owls generally move south the winter after they fledge and may return the following spring. A map outlining Pre-1977 and 1997 to Present Distribution is also available.

History in Wisconsin

Although Wisconsin's barn-owl population was never high, a decrease in sightings since the

1950s suggests that it has been declining. No one factor has been clearly defined as the major cause for this decline. There appear to be several contributing factors:

- Some modern agricultural practices have reduced barn-owl habitat. For example, shifts from cover crops such as oats and hay to row crops like corn remove food and shelter for mice and voles, barn-owls' primary prey. Development of land, removal of hedgerows and draining of wetlands also have destroyed much barn-owl habitat.
- Fewer nesting sites may be limiting the barn-owl population in Wisconsin. Modern metal farm buildings have few entry windows, which prevents them from being used by nesting barn owls. Woodlot management which removes large dead trees that have good nest cavities also reduces the number of possible nesting places.
- Even though barn-owls help farmers by eating large numbers of grain-consuming mice, they have been blamed for poultry losses. As a result, they are sometimes unjustly and illegally shot or poisoned.

Current Status

Barn-owls were placed on the Wisconsin Endangered Species List in 1979. At present, the status of the barn-owl population in Wisconsin is unknown. The last reported nesting occurred in 1985, when a pair occupied a large silver maple in Deerfield (eastern Dane County).

Research and Management

When research showed that the number of barn-owls in Wisconsin was declining, the DNR recommended that barn-owls be listed as a state endangered species and that action be taken to increase the barn-owl population in the state. Since 1981, the Milwaukee County Zoo has bred barn-owls in captivity and the DNR has released them in southeastern Wisconsin. To date, 79 birds have been released, but it is not known if any have nested in Wisconsin. Researchers and volunteers are also building and installing nestboxes in suitable barn-owl habitat. These nestboxes have been successful in Ohio and New Jersey, and hope is high that the boxes will be used by barn-owls in Wisconsin.
In 1985, DNR biologists began attaching radio transmitters to some of the owls it released. The transmitters broadcast a signal to receivers that allow researchers to locate an owl's daytime roost and monitor nocturnal movements. These and future studies will help provide needed information about how far barn-owls go to hunt, what kind of habitat they use and where they go after the nesting season.

What You Can Do

Wisconsin citizens can help restore barn-owls by volunteering time and by contributing to the DNR's Endangered Resources Fund on their state income tax forms. Contributions will help the DNR and volunteers build and install barn-owl nest boxes and will be used to purchase radio equipment for tracking barn-owls. Also, please help researchers by reporting any sightings of barn-owls to the Bureau of Endangered Resources.

Further Reading

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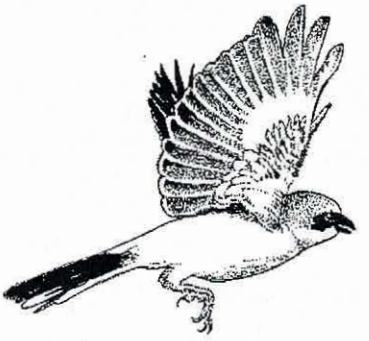
Loggerhead Shrike
(*Lanius ludovicianus*)

Legal status in WI: endangered
1987 numbers in WI: less than 10 breeding pairs
Length: 7-9 inches



Description

The loggerhead shrike is a masked, hook-billed songbird known for its habit of impaling prey on thorns or barbed wire. It is a gray, black and white bird, with a slim tail, large head, hooked black beak and distinctive black mask. When a shrike flies, you can see two white wing patches. Males and females are similar in size and color.

Because of its size, color and wing patches, the loggerhead shrike is easily confused with mockingbirds and more common northern shrikes. Mockingbirds, however, have longer tails, larger wing patches and no mask. Northern shrikes are slightly larger than loggerheads and have a barred breast, paler head, whiter rump and longer bill. Unlike the loggerhead's entirely black bill, the northern shrike's bill has a light-colored lower mandible. The song of loggerhead shrikes is an often repeated medley of low warbles and harsh, squeaky notes and phrases. The bird's call is a harsh "*shack-shack.*"

Comparison of Similar Species

	Loggerhead Shrike	Northern Shrike	Mockingbird
Size	9"	9-10.5"	9-11"
Facial Markings	Mask meets over bill	Mask ends at bill	None
Breast Coloration	No marking	Faintly barred	No marking
Bill Color	All black	Lower mandible lighter--	All black
Special Markings	White wing and tail patches	White wing and tail patches	Large white wing and tail patches
Body Description	Big-headed and slim-tailed	Big-headed and slim-tailed	Slim, long-tailed
Seasonal Status	Rare summer resident and migrant; present March - September	Uncommon winter resident and migrant; present October - April	Rare visitor throughout year

Food

Grasshoppers, beetles and other large insects are the main summer food of shrikes. In the fall and winter, mice and small birds make up more of their diet.

How does the shrike - a songbird that, unlike birds of prey, has weak feet, no talons and a small beak - capture and kill its prey? It drops onto prey from a perch or pursues the prey until it's tired, then hits and stuns it. The shrike quickly carries the prey in its bill to a thorn or piece of barbed wire and impales it. Once the prey is dead, the shrike tears away and eats small pieces with its sharp beak. The habit of impaling its prey has earned the shrike another name, "*butcher bird.*" Not all of what shrikes consume is digestible. The birds regurgitate hard insect parts, feathers and fur in pellet form.

Breeding Biology

By mid-spring, loggerhead shrikes return to Wisconsin from their wintering range in more southerly states. Individuals often return to the area where they nested the previous year, but may select a different mate.

The pair builds a nest 3-12 feet above the ground in the crotch of a tree branch. The nest is made of thick twigs and is lined with fine roots, fibers, mud, feathers and fur.

The female loggerhead lays an average of 6 light-yellow, dark-speckled eggs. She begins incubating once she lays the second-to-last egg and is fed by the male during the 16-day incubation period. Both parents feed the downy, buff-colored chicks. The chicks fledge when about 16 days old and stay with the adults another 3-4 weeks.

Distribution

The breeding range of loggerhead shrikes extends from southern Canada through the lower

48 states to southern Mexico. Virginia, southern Illinois and northern California form the northern edge of their winter range.
Loggerheads arrive in Wisconsin in late March or early April, and leave in September and October. An occasional bird may be seen during the winter. Northern shrikes are more common in the winter, however, and are easy to confuse with loggerheads. Northerns breed in the Canadian arctic and overwinter in the northern half of the U.S.
Within their range, shrikes prefer "edge" habitat, nesting along roadsides and hedgerows in agricultural regions. They prefer tree species with thorns (e.g., hawthorn, locust, crab apple, osage orange), on which they impale their prey. A map outlining Pre-1977 and 1997 to Present Distribution is also available.

History In Wisconsin
Loggerhead shrikes once bred commonly in Wisconsin as far north as Douglas County. By the late 1960s, however, populations began declining and have never regained former levels. Causes of the decline are unknown, but increased use of pesticides is thought to be a main culprit. Pesticides have reduced the supply of insects, shrikes' main food, and have adversely affected the birds' reproductive physiology. The removal of farm fence rows has destroyed habitat where shrikes nest, also contributing to their decline.

Current Status
So few loggerhead shrikes remain in Wisconsin that they were placed on the Endangered Species List in 1979. Since 1980, observers have seen only 2-8 nesting pairs each year. These birds have nested in central and west central Wisconsin and in Door County.

Research and Management
Little research has been done on the status and biology of loggerhead shrikes in Wisconsin. The DNR Bureau of Endangered Resources (BER) is developing a shrike management plan. The plan recommends that biologists survey nesting sites, study habitat needs, examine eggs for contaminants, determine ways to protect and increase shrike populations and inform the public about shrike conservation work.

What You Can Do
The BER encourages you to participate in breeding bird surveys or informal birdwatching in your area and report any loggerhead shrike sightings to BER biologists at the address below. You also can help by: maintaining farm and roadside hedgerows that provide habitat for shrikes and other wildlife; reducing your use of pesticides; supporting legislation banning especially harmful pesticides; and contributing to the Endangered Resources Fund on your Wisconsin income tax form.

Further Reading
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Biological Notes No. 83. 111. Nat. Hist. Survey. Dept. of Reg. and Educ. 18 pp.
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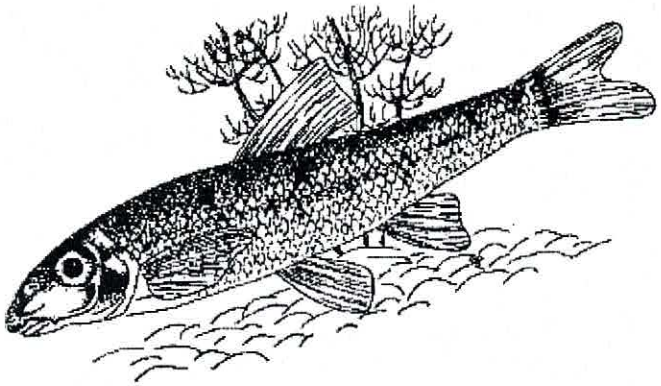
Wisconsin Society of Ornithology. 122 pp.

Gravel Chub
(Erimystax x-punctatus)

Status: State Endangered (1979).

Occurrence: The lower Rock River drainage, including lower Pecatonica River, lower Sugar River, the main channel of Rock River and lower Turtle Creek. A map outlining Pre-1977 and 1997 to Present Distribution is available.



Aid to ID: Olive green dorsally, silvery on sides, silvery and white on belly. Large "bug" eyes. Scattered "X"-shaped markings on back and sides. Adult length: 3 inches (76 mm).

Habitat: Deep, swift waters of medium-to-large-sized rivers over pea-gravel bottom. Avoid rooted aquatic plants and larger species of algae and aquatic mosses.

Food Habits: Probe under rocks and crevices for desmids, diatoms, plant debris and other vegetation.

Natural History: Gravel chubs spawn in early spring in swift gravel raceways or channels.

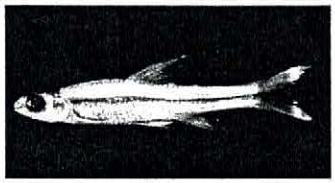
Management Considerations: The main reason for the gravel chub's decline is a general lack of its highly specialized habitat and increasing turbidity and siltation of existing sites resulting from agricultural run off. Specific microhabitat requirements may be beneath rocks in riffle areas where the effects of swift water are reduced, but where the current sweeps the gravel bottom clean of silt.
Information compiled from publication ER-091.

Pallid Shiner
(Notropis amnis)

Status: State Endangered (1979).

Occurrence: Mississippi River and the lower portions of major tributaries. A map outlining Pre-1977 and 1997 to Present Distribution is available.

Aid to ID: Body slender and fragile. Back pale olive yellow, sides silvery, belly silvery white and fins unpigmented. Adult length: 2 inches (51 mm).



Habitat: Medium to large rivers and streams, often at the end of sand and gravel bars. Primarily found over sand and mud in shallow, slow-moving, moderately clear, warm and well-oxygenated waters in impoundments with little or no current.

Natural History: Virtually nothing is known except that they most likely spawn in March.

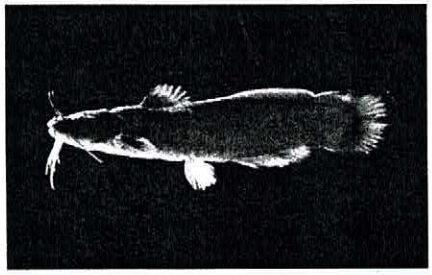
Management Considerations: Access to the floodplains for spawning may be essential for the reproduction and survival of the pallid shiner. See summary fish management section.
Information compiled from publication ER-091.

Slender Madtom
(Noturus exilis)

Status: State Endangered (1979).

Occurrence: The Rock and Pecatonica River systems, which is the northern limit of their range. A map outlining Pre-1977 and 1997 to Present Distribution is available.

Aid to ID: Distinguished from other catfish species by the combination of its slender body, subequal jaws and black margins on the fins. Blunt snout with two short, feeler-like barbels pointing upwards from nostrils. An additional four barbels protrude from the underside of chin. Dark gray or blackish with vague yellow blotches on the back. Adult size: 3-4 inches (76-102mm).



Habitat: Clear, moderately swift waters at depths of 4-12 inches (10-30cm) over gravel and boulder substrate interspersed with fine sand. Generally occurs in streams 29-36 feet (9-12m) wide, but may also be found in larger rivers with suitable current and substrate.

Food Habits: Eat caddisflies, midgeflies and other insects, and filamentous algae on the benthic (bottom) surface.

Natural History: Slender madtoms are mostly nocturnal. Spawning occurs in late May and June. From 150-200 eggs are laid in a large adherent mass under a flat rock where water can percolate between the developing eggs. Newly hatched young crowd together in a tight cluster.

Management Considerations: Slender madtom eludes most predatory fish and wading birds because of secretive daytime habits as well as maneuverability and quickness over short bursts. Populations have declined dramatically since the late 1970's. Reasons for declines appear related to siltation and turbidity in the farming areas over most of their

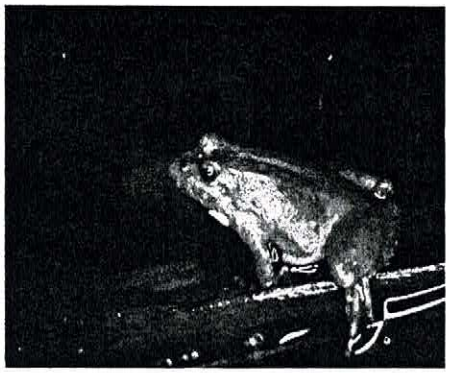
range. Some of the declines can also be attributed to the improper operation of hydroelectric facilities resulting in the dewatering of habitat.
Information compiled from publication ER-091.

Blanchard's Cricket Frog
(Acris crepitans blanchardi)

Legal status in U.S.: none
Legal status in WI: endangered

Description

The Blanchard's cricket frog is a tiny (7/8 to 1 1/4 inch long, snout to vent), nonclimbing member of the treefrog family which lives in ponds and streams of southwestern Wisconsin. The frog is named for the biologist who first described it, Frank Nelson Blanchard, and for its distinctive cricket-like call. Male and female Blanchard's cricket frogs look alike, but females are usually larger. Males have a dark vocal sac on their throats that they inflate to help make their mating call. Back color is variable, but is usually brown, gray, olive, or tan, sometimes with a green or reddish stripe running down the middle. Their moist skin has raised reddish spots, or warts. There is a dark triangle or V-shaped spot between their eyes, often rust or lime green in color. Bellies are white and each thigh has dark, ragged crossbars that create a somewhat netlike pattern.



Distribution

Historically, Blanchard's cricket frogs were found from Southwestern Ontario, Michigan, and Ohio west to Nebraska and south to include most of Texas. Small populations extend into eastern Colorado and New Mexico. Today, this species has almost disappeared from much of the Northern portion of its range, including Ontario, most of Michigan, Minnesota, Wisconsin, Illinois, and Iowa. In Wisconsin, the historical range of the Blanchard's cricket frog was limited to the southern half of the state. A map outlining Pre-1977 and 1997 to Present Distribution is available.

Habitat

Cricket frogs require reasonably permanent water in open country. Open mud flats and stream banks with abundant, low emergent vegetation are preferred. They inhabit marshes, fens, and wet prairies near permanent or flowing water. In lakes and ponds they prefer aquatic sites where submergent vegetation grows along the shorelines. They need soft muddy bottoms to hibernate in through the winter.

Habits

Cricket frogs live mostly on the edges of ponds and streams with submerged or emergent vegetation. Look for them sitting on aquatic plants or sitting at the water's edge.
Cricket frogs can leap great distances, despite their small size. With long legs that are over half of their extended body length, cricket frogs can jump more than three feet. That's like

a six foot tall person jumping 200 feet! Cricket frogs escape predators (e.g. fish, snakes, herons, mink) with a quick series of zig-zagging, erratic leaps. Cricket frogs are cold-blooded. This means that they cannot maintain a steady body temperature like birds and mammals. To survive Wisconsin's freezing winters, they hibernate from late November until late March.

Life History

Cricket frogs are mostly diurnal (active during the day) in spring and fall, but also nocturnal (active after dark) in May through July when males call night and day to attract mates. Their distinctive mating call sounds like steel marbles clicking together. It starts slowly, accelerates, then slows down quickly. Cricket frogs are sexually mature when one year old. They breed in late May to late July. A male will mate with any female that approaches him. He grasps her body, stimulating her to release eggs while he releases sperm. The eggs are attached to submergent vegetation in clumps of 10 - 15 and are fertilized outside the body. A single female may lay up to 300 eggs. Eggs hatch in a few days into tiny tadpoles (0.4 inches long) that have a black-tipped tail. No other tadpoles have this trait. Tadpoles metamorphose (change) between late July and late August. The average lifespan of an adult cricket frog is four months. This very short lifespan means that the entire population can turn over in only 16 months.

Frogs, along with toads and salamanders, are amphibians. "Amphibian" means "double life," a name given to these animals because, with few exceptions, they spend part of their life cycle in water and part on land. Frog eggs hatch into tadpoles which live in the water. Tadpoles metamorphose from gilled animals into air-breathing adults that are able to live on land.

Food Habits

Blanchard's cricket frogs mostly eat tiny insects including beetles, spiders, midge larvae, water boatmen, springtails, and small slugs and crickets. They feed both day and night and consume large numbers of prey. One study estimated that in Wisconsin, 100 cricket frogs living around a small pond would consume 480,000 insects and other small vertebrates in one season.

Status in Wisconsin

Prior to 1970, Blanchard's cricket frogs were quite common in southern Wisconsin. Then the population declined rapidly. During the 1980s, biologists and volunteers found no cricket frogs in many of the sites where they existed previously. A 1991 survey of 40 historic cricket frog sites found that only 19 of those sites were occupied by cricket frogs. In a 1994 follow-up study of 24 sites (including 12 sites active in 1991) only 5 were active. None of the sites had strong populations. However, two new sites, with fairly large cricket frog numbers, were discovered in 1994. In recent years this frog has been documented in three southwestern Wisconsin counties; Grant, Lafayette, and Iowa.

While the cause of this dramatic decline is not certain, it is known that cricket frogs can't survive in polluted water. Several factors are suspected to be involved, including drought (especially during winter), increased amounts of pesticides, fertilizers, highway salts, and other pollutants that degrade water quality and the loss or fragmentation of wetlands in

the southern part of the state. The tremendous flooding of 1993 which resulted in the flushing of several key rivers twice during cricket frog breeding is suspected to be the cause for the most recent declines. Low populations and a very limited life span will severely limit recovery. Because of the rapid decline in their numbers and their low population, Blanchard's cricket frogs were placed on the Wisconsin Endangered Species List in 1982. Only a few hundred cricket frogs are currently estimated to exist in the state.

Research and Management

Since frogs are sensitive to changes in water quality, they can serve as indicators of environmental problems. As the cricket frog populations decline, concerns about the deteriorating condition of their habitat increase. In 1981, the Wisconsin Frog and Toad Survey was initiated to determine the abundance and distribution of frogs and toads in the state, and to assess the quality of their wetland habitats. This study was expanded in 1984, becoming a statewide volunteer program designed to obtain long-term information about Wisconsin frog and toad population trends. While no cricket frog management plan has been developed, the DNR encourages citizens to reduce the use of environmental contaminants that get into the water supply, and discourages the destruction of the wetlands so critical to the survival of Blanchard's cricket frogs and other Wisconsin wildlife.

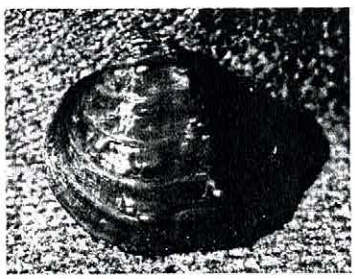
What You Can Do

The Wisconsin Frog and Toad Survey requires the assistance of many people. Volunteer observers survey select wetland sites three times during the frog and toad breeding season. Observers listen for the distinctive calls of Wisconsin's twelve species of frogs and toads, and record information about species presence and estimated abundance. If you are interested in becoming a long term volunteer observer, contact the BER at the address given below. Maintaining the existence and quality of Wisconsin's wetlands is essential to the survival of many wetland plants and animals. Wetlands also help humans by filtering and helping to purify our ground water. To find out more about the importance of wetlands and how to prevent and solve the problem of water pollution and wetland destruction, contact the DNR and your local government and environmental organizations.

Winged Mapleleaf
(*Quadrula fragosa*)

Legal Status in U.S.: Endangered
Legal Status in WI: Endangered
Range in US: Lower St. Croix River, Minnesota and Wisconsin
Size: About 3-4 inches long as adult

Mussels belong to the group of animals known as Mollusks. These soft-bodied animals include such familiar examples as slugs and snails, oysters and octopi. Within Mollusks, mussels and clams are part of a smaller group known as the bivalves, animals having two external shells. Freshwater mussels (unionids) are long-lived aquatic animals found in virtually all North American fresh-water environments.



They are most abundant and reach their greatest diversity in large riverine systems. The greatest global diversity occurs in eastern North America. Historically, the winged mapleleaf mussel was found in the Mississippi, Tennessee, Ohio, and Cumberland River drainages in at least eleven different states. However, this mussel has always been uncommon and was found sporadically within its range. Today, the winged mapleleaf is restricted to only one small area in the lower St. Croix River, a Minnesota and Wisconsin boundary water. Research indicates that the relatively pristine condition of this river is responsible for maintaining the winged mapleleaf along with an abundant mussel diversity.

Description

The winged mapleleaf mussel (*Quadrula fragosa*) grows from three to four inches in length. Its shell has two radial ridges, and its distinct rings are apparent. These growth rings or annuli, are dark narrow lines formed by slower fall, winter and spring growth. The annuli can indicate the approximate age of the mussel, similar to a tree. The shell is heavily textured, unlike a clam shell which is smooth. Juvenile shells are tan to greenish in hue, while adults vary from a dark yellowish to seal-brown. As in most populations of freshwater mussels, there is a high degree of variability in shell appearance.
The stone-axe shaped foot is well-developed, and serves as a burrowing, and as a creeping organ. In order to move, the foot is first extended in the direction in which the animal wishes to go. Fluid is then forced into it, so that it swells out serving as an anchor, when by contraction of the pedal muscle the shell is hauled toward it. Young mussels possess a gland toward the back of their foot for spinning horny threads by which they can anchor themselves to stones. These threads can save the mussel from being washed downstream during periods of high water velocity.

Internally, the cavity of the shell is moderately large, but the cavity within the beak is deep and compressed. The beak is the oldest part of the shell, the point at which growth began. It usually differs in shape and markings from the later growth. A series of projections, known as teeth are present on the inside of the interlocking valves. These "teeth" are large, erect and saw-toothed in the winged mapleleaf. They prevent the valves from shifting when closed.

Biology

Mussels produce huge numbers of eggs. The Swan Mussel, for example, lays from 14,000 to 2,000,000 eggs. The eggs are stored in a special brood-pouch, or marsupium, located in the gill folds of the female. The eggs hatch within the female and the young, known as glochidia, will exist within the marsupium, until a host fish is found for them to parasitize. The female expels her young near the host's mouth and the young attach to its gills or fins. They will remain there for a period of two to three weeks normally, but it can be up to three months. This parasitic relationship is critical to the mussels' survival. The internal organs of the young mussel will grow and develop at this time. Upon completion of this process, the young will drop off and land in the substrate, probably far from the place of their origin. If the substrate is unsuitable, the young will simply die. But if the substrate is suitable, the mussels will use their muscular foot to partially bury and anchor themselves. There they will spend the rest of their lives as free-living bottom-dwelling filter feeders.

Bivalves, being headless,usually have no eyes but it is believed that they do sense light and sound. Otocysts, small nerve-supplied cavities filled with fluid in which grains of shelly material float are believed to be the hearing organs.

Oxygen uptake is accomplished by a set of gills. Powerful cilia, hair-like projections, move back and forth keeping a constant current of water flowing over the gills. This supplies the animal with fresh oxygen and conveys the microorganisms on which it feeds into the digestive tract. The filtering process that mussels use to feed themselves is also responsible for cleaning the bodies of water in which they live. Two full grown mussels can clean a three gallon tank of dirty water in a matter of hours. Ecologically, the water-filtering of these organisms is very important in riverine systems.

Winged mapleleaf mussels are used as a food source by several predators. They are favored by muskrats, but other predators include mink, raccoons, fish, turtles, and waterbirds.

Habitat

Little is known about the specific habitat requirements of the winged mapleleaf mussel. The substrate in which the young land is a key element of a mussel's world. The only substrate the winged mapleleaf is found in is sand and gravel, while a closely related species, the mapleleaf (*Quadrula quadrula*), is found in a variety of substrates including silt. Water is the second key element in a mussel's world. Optimal water depth for the winged mapleleaf is not known, although presently they exist at water levels of about one meter. Water temperature affects the behavior and health of mussels. Waters that are too hot or too cold may be lethal. Mussels handle the extremes of Wisconsin winters by remaining in the substrate and passing the winter in an inactive state. Mussel existence is also determined in part by the pH level of the water. In waters that are neutral or alkaline, calcium is available for proper shell growth. Mussels are not able to exist in waters that are too acidic and where there is no calcium available. Contaminated water, with high levels of suspended solids and/or chemicals has resulted in the decline or extinction of many species of mussels throughout the world.

Use

Winged mapleleafs have been used in the past as food by Native Americans. They have also been utilized as fish bait. Winged mapleleafs were not collected extensively for the button or pearl industry due to their rarity, but they were used.

Current Status

About 99% of the winged mapleleaf's habitat has been lost due to human alterations including damming, dredging, and channelization of rivers; agricultural cultivation; and pollution. As a result of these human alterations, many gravel bottomed rivers have been transformed into silty beds. Most mussel species do not tolerate siltation and eventually suffocate as the silt buries these relatively immobile animals. This loss of habitat has severely impacted winged mapleleaf numbers.

The lack of knowledge concerning the biology of the winged mapleleaf has hindered conservation efforts. It is not known what the glochidia of winged mapleleafs look like. The fish host species for these glochidia is also unknown. Based on life history information of

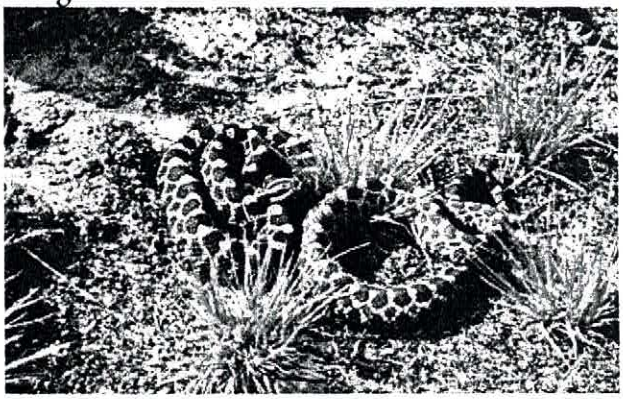
closely related species, it is presumed that the brooding season is in May and June but this has not been documented. Thus, many opportunities for mussel research exist today. In the United States alone, more than forty species of mussels are now listed as endangered or threatened, and more than sixty others are being considered. Of the 297 species and subspecies recognized, eighteen species are presumed to be extinct. Mussels are the most severely threatened group of animals. It is prohibited to "take" or possess winged mapleleaf mussels. However, some are still being harvested illegally for human consumption or to be used as fishing bait. It is also possible that recreational and commercial vessels are causing disturbance to the mussel beds by physically disturbing the substrate. In times of drought, mussels can be killed when they become stranded and exposed. This is a threat to winged mapleleafs due to hydroelectric peaking operations. These peaking operations hold back water to produce electricity more efficiently. The result is that downstream of the dam, the river becomes partially dewatered. Mussels can also be killed from stress due to freezing water.

Possibly the greatest recent threat to the winged mapleleaf is the accidental introduction of the zebra mussel (*Dressena polymorpha*). Zebra mussels were transported across the ocean from Europe in the ballasts of ships. When these ships dumped their ballast into the Great Lakes, they inadvertently also dumped their stowaways. Zebra mussels are fast invading inland waterways; they attach themselves to barges and recreational boats harbored in the Great Lakes. When these vessels move to other waterways, the zebra mussels are also transported there. A heavy infestation of zebra mussels could extirpate a sparse population of native mussels. In the case of the winged mapleleaf mussel, extinction is a real possibility.

You can help in the campaign to slow the spread of zebra mussels. Clean the hull of your boat each time you remove it from the water and clean your bait buckets and any other items left in the water for extended periods of time. Most importantly, drain your motor and clean the inside where there are likely to be juvenile mussels hiding. Your actions can make a difference.

Massasauga Rattlesnake, Eastern
(Sistrurus catenatus catenatus)

Legal status in WI: Endangered
Length: 2 to 3 feet



History

Even though you may have never seen the eastern massasauga, if it were called "swamp rattler" you would get a very vivid picture of this animal. You may imagine the massasauga to be a vicious serpent, poised and ready to strike. The term rattlesnake immediately strikes fear in the hearts of most people. This is the product of years of bad publicity for a species that is in reality very shy and secretive. The massasauga is one of the two poisonous snakes in Wisconsin, the timber rattlesnake being the other. Until 1975 there was a bounty(a fee paid to people who kill "pest" species) in Wisconsin on rattlesnakes, paying up to 5 dollars a tail. In 1975 the bounty was lifted and the massasauga was placed on the Wisconsin Endangered and Threatened Species List. Some people feared that as a result of this new protection, the massasauga would multiply out of control, but in fact their numbers appear to be steadily declining. While habitat loss continues to be a factor, the number of snakes harvested for bounty may have reduced the population to such low levels that recovery is not occurring in some areas of the state.

Description

The adult massasauga is usually two to three feet in length, while the adult timber rattler is usually longer than three feet. The massasauga has chocolate brown backsaddles and triple rows of brownish-black side patches which merge with a marbled dark gray or black belly. Body patches appear edged in black. The tail has five to seven dark cigarband rings and is tipped by a grayish-yellow rattle. The head is flattened and broad with one white and three dark stripes radiating from it's face. Nine enlarged plate scales helmet its head. The timber rattler lacks these large plates and has only small random shaped head scales. In addition, the tail of the timber rattlesnake is solid black just forward of its rattle.

Habitat

"Massasauga" means "great river mouth" in Chippewa, so named because it is usually found in river bottom forests and nearby fields. Massasaugas are characteristic of mesic prairies and lowland places, such as along rivers, lakes, and marshes.

Range

Wisconsin falls into the center of the massasauga's range which runs from central New York and southern Ontario to Iowa and Missouri. Historically, massasaugas were found across the southern half of Wisconsin. The draining and dredging of many wetland areas has resulted in much of their habitat being lost. Old records indicate that thousands of massasaugas were killed back in the late 1800's as the city of Milwaukee expanded. The bounty, which lasted until 1975, also played a role in the destruction of this species in Wisconsin.

Breeding Biology

Breeding takes place in the spring and the fall. Eight to 20 young are usually born in late August. Massasaugas are ovoviviparous, which means that the young are born live rather than from an external egg. They have a nonfunctional egg tooth which suggests that they may have evolved from egg layers. The newborn snakes are about the thickness of a lead pencil and could wrap around a silver dollar. They are typically born beneath a log, wood

pile, or in abandoned mammal burrows. They stay inside the "nest" for about 4 or 5 days while they shed their skin the first of many times. The purpose of the "molt" is to replace the skin they are born with; the old skin has been stretched and aged due to the rapid growth of the developing young. The new skin will allow protection and growth until it is again stretched and worn. Massasaugas mature in 2-3 years and can live up to 14 years.

Habits

Massasaugas do not hibernate communally as do many other snake species. Instead they individually seek out crayfish or mammal burrows, sawdust piles, or old root canals. Crayfish burrows, which are built in river bottom dugouts with above ground mud chimneys, are the favorite of most massasaugas. Massasaugas hibernate in these burrows at or near water level. Since the massasauga cannot make its own burrows, other animals such as crayfish must be included in management plans to insure their preservation. Massasaugas are active on warm, humid, overcast days and tend to sun themselves while coiled motionless in vegetation that conceals them. They are usually shy, secretive animals which rely on their coloration to avoid being detected. A common myth exists that all rattlesnakes will rattle before they strike. This is not always true, and the human tactic of listening for the rattle and killing the snake may be increasing the occurrence of rattlesnakes avoiding the use of the rattle.

The infamous rattles are actually modified epidermal scales with a bony core. Each time the snake sheds its skin a new "button" is added to the rattle, therefore these rattles are not an indication of age, but the amount of times the animal has shed its skin. Massasaugas can shed their skin between 3 and 5 times a year, depending on their health and growth rate. The rattles are believed to serve as warning communications to predators. The rattle produces a buzzing sound similar to that of a grasshopper or cricket.

Food Habits

The massasauga is a member of the "pit vipers" family. They were given this name because of the heat sensitive pits they have under each eye which alert the snake to prey or intruders. Massasaugas are preyed upon by raccoons, hogs, skunks, foxes, hawks, and eagles. They in turn will eat cold-blooded prey, such as frogs and other snakes, but they usually prefer warm-blooded prey like mice and voles.

Rattlesnakes attack their prey by striking. They must strike because their venom must be injected into the blood stream to be toxic. A three foot snake can strike about 12 inches or about one-third of its body size. The fangs of a massasauga are hollow and the venom is secreted into them by glands. When they are not in use, the fangs rotate and fold backward against the roof of its mouth. Massasaugas have the control to move each fang separately at will.

Rattlesnake Bites

Since 1900, no one in the state of Wisconsin has died from a massasauga rattlesnake bite. Drop for drop, the massasauga's venom is more toxic than the timber rattler, but because of the smaller volume of venom, a bite would probably not cause severe harm to an adult human. Very few large domestic animals have ever been killed by rattlesnake bites. If the venom won't kill a human it won't have much effect on a horse or cow. The hog is usually unaffected by a rattlesnake bite because the layer of fat contained on its body prevents the

fangs from injecting the venom into the blood stream. For this reason hogs are an efficient predator of rattlesnakes. Ever since the introduction of hogs to Wisconsin the numbers of rattlesnakes has decreased.

Many home remedies for rattlesnake bites have been used in the past, most of them based on folklore. Some of the external antidotes included: salt and onions; a mixture of gunpowder, salt and egg yolk; black mud and tobacco; ammonia; and many different concoctions including whiskey! It is interesting to note that rattlesnakes can control the injection of venom when biting. Medical experts familiar with snake bites indicate that up to 60% of all snake bites to humans by poisonous snakes are "dry" bites containing no venom. Experts feel that the snakes may be voluntarily withholding the venom for use on prey and conserving it in some defense situations. However, these animals should always be treated with cautious respect. The best thing to remember is that if you don't bother the massasauga it generally won't bother you. By wearing hiking boots and staying on the trail you can greatly reduce your chance of being bitten. If you are bitten, by knowing first aid and staying calm you can lessen the effects of the bite.

Status in Wisconsin

There is no solid evidence of the numbers of massasaugas actually left in Wisconsin. The bounty on the species and loss of habitat are probably the major reasons for the species' decline. The massasauga is also a favorite captive venomous species, so native populations have suffered from illegal capturing of these animals for the pet trade. Today the massasauga is found only in several isolated localities in southeastern, central, and westcentral Wisconsin. They are endangered, and without management and added protection this species could be lost in Wisconsin and throughout its range. Endangered or threatened throughout most of its range, the massasauga is being considered for federal listing by the U.S. Fish & Wildlife Service.

Management and Research

No recovery or management plan is in place for this species in Wisconsin due in large part to a lack of information about the species. Life history studies have been proposed, and hopefully with the information gathered from these studies a management plan can be created. Without the protection of its wetland habitats, the massasauga has no chance for survival.

What can you do

You can report any sightings of the massasauga or other endangered or threatened species to the Bureau of Endangered Resources. The Endangered and Threatened Species List is available from the Bureau if you want more information on what species are included. Unfortunately, as a species becomes more and more scarce, poaching and illegal capturing become more and more of a problem. Please report any violations of wildlife laws toll free to the Wisconsin Emergency Hotline at 1-800-847-9367.

Ornate Box Turtle

(Terrapene ornata)

Legal status in U.S.: none

Legal status in WI: endangered

Description

Although in the same family as the huge Galapagos tortoise, the ornate is only five inches long and has a hand painted look about it, thus the name. Conspicuous yellow dashes crest its dark brown or black carapace (upper shell) and radiate from the center of each shell segment down the sides like fine brush strokes. The ornate's plastron (lower shell) is brown with radiating yellow lines, a characteristic that distinguishes ornates from all other box turtles. Adult males typically have a more solid colored head that can vary from slate blue to dark green to gold and have bright red eyes. The foreleg scales are often colored bright red, yellow, or orange. The males are equipped with a sharply curved first claw on their hind feet - used to grasp female during breeding. Females have lighter tan or faded yellow spots on a light brown head, and brown eyes. Jaws are often lined with pale yellow, the upper jaw being slightly notched at the front edge.

Habitat

In Wisconsin, ornate box turtles are strictly associated with sandy soils, dry prairies and oak savannahs. They prefer southern and western exposures where temperatures are higher and soils are drier. This species requires deep sandy soil to burrow into for hibernation in the winter. Ornate box turtles will use oak savannahs and edges of oak woods in the summer, to avoid excessively warm temperatures.

Distribution

Ornate box turtles are found from Indiana west to southern South Dakota and southeast Wyoming, south through Texas and into the coastal prairies of Louisiana. In Wisconsin, this species is limited to the southwestern part of the state, primarily in areas where broad deep sand deposits have settled out within the original Wisconsin River floodplain.

Life History

Defense

The ornate box turtle is the only strictly terrestrial (land dwelling) turtle species in Wisconsin. The high-domed shell serves as a helmet to shield its fleshy body from predators such as skunks, raccoons, opossums, foxes, raptors, and snakes.

When threatened, box turtles literally box themselves in. Tucking head and limbs inside, special hinges draw the plastron up tightly against the carapace. But, unfortunately, turtle shells are no defense against the wheels of automobiles or plow disks and these have taken their toll on ornate box turtle populations.

Feeding

Box turtles eat a variety of foods found in their dry prairie habitat, including beetles, grasshoppers, caterpillars, carrion, berries, prickly pear cactus and other succulent vegetation. The ornate does not often drink water due to its efficient system for metabolizing liquid from the plant and animal material it eats.

General

Turtles are toothless but have sharp, horny jaws. The ornate may often hiss and bite if handled. Box turtles emerge from winter hibernation in early to late April. During hot weather they seek shade and are most active after rain. Ornate box turtles are slow to mature but may live 40 years or more. Males reach maturity at eight to nine years and females at ten to eleven. In the wild, mating can occur throughout the active season, but is generally most intense and successful in late summer. The male's plastron (lower shell) is slightly concave to rest on the female's domed shell. The male uses his recurved first claw on his hind feet to wedge between the female's shells so she can't shut him out during mating.

In June, female turtles dig nest holes in open sandy areas. They lay two to eight brittle, white eggs, then cover the nest, sweeping away any trace. Eggs incubate in the nest 59-70 days. Hatchlings are nickel sized and may overwinter before ever emerging, digging deeper below the nest chamber to avoid freezing.

Fall triggers hibernation, and ornates dig burrows with their front and hind feet, or occasionally use tunnels excavated by small mammals. Even during active months, box turtles take shelter in burrows on cool nights and hot days. In Wisconsin, ornates may burrow as much as 1.75 meters (5.5 ft) deep to avoid frost, although the average hibernation depth is about 1 meter (3.25 ft). For this reason, they are restricted to dry prairies or savannahs with loose sand that is easily burrowed into.

Current Status

Guarded only with its shell, the box turtle is an easy target for pet suppliers and casual collectors, both of which have taken their toll on population numbers. Humans are the most successful predator of adult ornate box turtles and are listed by several studies as the primary cause of decline in turtle populations. As the ornate's habitat has become more fragmented by roads and development, deaths due to automobiles and losses due to pet collection have increased. The development of irrigation systems over the past 30 years has allowed much of the previously unproductive sandy soil along the lower Wisconsin River floodplain to be converted from dry prairie to productive agricultural land for corn soybeans, and potatoes and, is another major factor in the ornate's endangered status. Since being added to the original Wisconsin Endangered and Threatened Species List in 1972, possession of ornate box turtles is by permit only for scientific research and educational purposes. Unfortunately, the laws protecting this species can be difficult to enforce, and pet collecting still drains the wild population. The ornate's slow maturity and high hatchling mortality make recovery of its population numbers nearly impossible without human intervention. Left in the wild, a box turtle may produce more than 200 eggs in its lifetime, but in captivity they are not given the chance to contribute their offspring.

Research and Management

A recovery outline was developed for the ornate in 1992 and has been in the

implementation phase. A landowner contact program established in 1992 revealed that ornates were once quite abundant as recently as the early 60's but have been steadily declining since. The Bureau of Endangered Resources, along with the UW Madison Department of Zoology and Wisconsin Power and Light, began several studies in late 1992 which continue today to look at recovery strategies for this species. The most promising prospect is translocation. This is where researchers gather turtles from very small remnant populations and then transport them to a common site in hopes of building a larger population which is capable of reproducing and growing, using Wisconsin turtles. This method first involves "imprinting" turtles to the site. Imprinting is a process of teaching the animal to identify with its surroundings and learn that its new surroundings are home. This involves maintaining the animals in a large enclosure for a period long enough for them to go through at least one cycle of breeding and hibernation. Imprinted animals are less likely to wander away from the site. The methods used for this are new, but experiments have proved to be highly successful thus far.

We are also working on a headstarting program which collects eggs from the wild ornate turtle burrows, incubates the eggs, and the young are raised in a controlled environment to an age where they are less vulnerable to predators. The "headstarted" young are then released into the wild and hopefully will have a greater chance of surviving to breeding age. This study will take years of experimenting before meaningful results will be available.

A third aspect of the recovery effort is looking at the potential of using northern Nebraska ornates to create new and viable populations in areas of Wisconsin where ornate populations have disappeared. To date, the Nebraska turtles show promise as they are surviving quite well in Wisconsin's climate. We have not yet determined, however, if they will be able to successfully breed in Wisconsin. This recovery option would only be considered as a last resort to help Wisconsin's ornates recover.

What You Can Do

Through public education, we can hopefully eliminate, or at least lessen, the demand in the marketplace for wild creatures that should be left in their native environments. Education about the prairie ecosystems of Wisconsin and their importance to many species will help the public to see these areas as more than just weeds and wastelands. This education, combined with community-based conservation programs, should help to provide extra protection for the ornate box turtle as the community becomes aware of their plight. Other programs, such as "turtle-crossing" areas and translocation of animals in high risk areas, may help to reduce mortality due to automobiles. You can help the box turtle most by leaving it in its natural habitat. The removal of even one individual of this endangered species can have a serious effect on the health of the entire remaining population.

Natural Communities Important examples of the following natural community types have been found in this county. Although communities are not legally protected, they are critical components of Wisconsin's biodiversity and may provide the habitat for rare, threatened and endangered species.		
Bird Rookery	Floodplain Forest	Southern Mesic Forest
Cedar Glade	Mesic Prairie	Southern Sedge Meadow
Dry Cliff	Moist Cliff	Wet Prairie
Dry Prairie	Southern Dry Forest	
Dry-Mesic Prairie	Southern Dry-Mesic Forest	

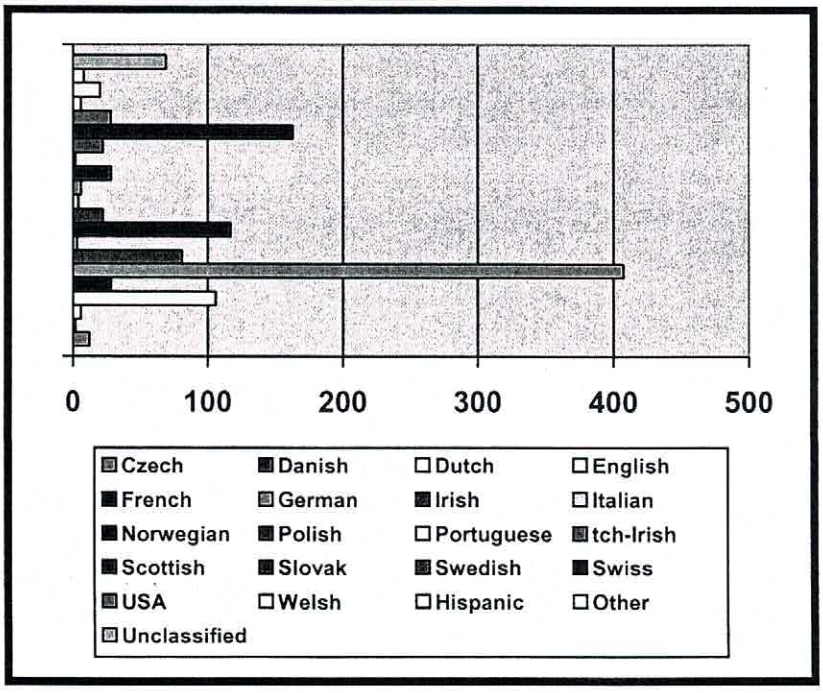
[1]Wisconsin Status:
Endangered: continued existence in Wisconsin is in jeopardy.
Threatened: appears likely, within the foreseeable future, to become endangered.
Special Concern: species for which some problem of abundance or distribution is suspected but not yet proven.
Rule: protected or regulated by state or federal legislation or policy; neither endangered nor threatened.
* indicates: A candidate for federal listing.
** indicates: Federally Endangered or Threatened.

Understanding the Town of Albany and Green County's abundant threatened and endangered species allows for proper examination of any potential negative impacts proposed developments may have. While not defined in this Comprehensive Plan Element to specific geographic locations, field investigations at proposed new development locations may be called for in the review and approval process. Collaborative relationships with County staff and State Agency representatives will serve as valuable networks to ensure that these resources are protected and preserved within the Town of Albany. By taking these actions the Town of Albany will be achiving S. 16.965(4), Wis. Stats.: Goal #3 - "Protection of natural areas, including wetlands, wildlife habitats, lakes, woodlands, open spaces and groundwater resources."

Albany's historic Settlement Church or Norwegian Evangelical Lutheran Church

C. CULTURAL RESOURCES

The Town of Albany is rich in its cultural heritage and current diversity. With founding ethnic origins of Welsh and English decent, current ethnic background is predominantly German and Swiss. Located in the Wisconsin county known as America's "Little Switzerland" the Town of Albany boosts many unique attractions from its heritage base. The historic Settlement Church or Norwegian Evangelical Lutheran Church stands in the countryside serving as an active reminder of generations past and present.



The Union Church Cemetery stands as a reminder of the church, which used to be located right next to it. Fire claimed this historic structure years ago. Currently there are 17 buildings throughout the township registered in the State Historical

Society of Wisconsin's "Wisconsin Architecture & History Inventory" of historic buildings.

Albany's Union Church Cemetery

The Architecture and History Inventory (AHI) is a collection of information on historic buildings, structures, sites, objects, and historic districts throughout the Wisconsin. This Inventory is housed at the State Historical Society of Wisconsin in Madison and is maintained by the Society's Division of Historic Preservation. The AHI is comprised of written text and photographs of each property, which document the property's architecture and history.

Most properties become part of the Inventory as a result of a systematic architectural and historical survey. From its beginning in the mid-1970s until 1980, reconnaissance surveys were conducted by summer students. Starting in 1980, intensive surveys were funded by subgrants and conducted by professional historic preservation consultants.

Old buildings have a special relevance to our lives today, bringing a "sense of place" to our lives and our communities.

They also tell the social, cultural, economic, and political history of people in a way that no printed word or photograph can. Thus, telling the story of Wisconsin's historic architecture is a way of documenting the diverse experiences of Wisconsin people and places.

Just as the preservation and protection of Historic sites and buildings is important to the Town of Albany so is the protection and preservation of archaeological sites.

Preservation of Wisconsin Archaeological Sites

Panther effigy mound surrounded by modern graves at Forest Hill cemetery in Madison, WI

It is estimated that nearly 80% of the archaeological sites that once existed in the state have been destroyed or severely damaged, primarily by modern land practices such as development and farming. Many sites have also been damaged by looting.

Laws and Statutes

Federal Projects

Section 106 of the National Historical Preservation Act of 1966, As Amended requires federal agencies to insure that their actions (grants, funding, permits, activities such as highway building, etc.) do not adversely affect archaeological sites on or eligible for the National Register of Historic Places.

State Projects

Archaeological sites can be protected during the course of state agency activities (grants, funding, permits, ground disturbing projects) if the sites have been recorded with the Office of the State Archaeologist. See Section 44.40 Wisconsin Statutes.

Political Subdivision Projects
Archaeological may be protected during the course of village, city, county and other political subdivision projects (e.g. building, road construction, etc.) but only if the site is listed on the National Register of Historic Places. See Section 44.43 Wisconsin Statutes

Burial Sites
All human burial sites, including cemeteries and Indian mounds, are protected under state law Section 157.70 Wisconsin Statutes. The laws applies to both public and private lands. Owners of burial sites may receive property tax exemptions. The law is administered by the SHSW Burial Sites Program.

Rock Art Sites
Destruction and vandalism of ancient rock art sites listed on the National Register of Historic Places without landowner permission is a felony under Section 943.01 Wisconsin Statutes.

Public Lands
Federal Lands: It is illegal to remove artifacts or otherwise disturbed archaeological sites on federal lands without a permit under the Archaeological Resource Protection Act of 1979. Federal lands in Wisconsin include National Forests, National Parks, and federal trust lands such as Indian Reservations.

State Lands: It is illegal to remove artifacts or otherwise disturb archaeological sites on state or or political subdivision (village, city, county) lands without a permit under The Field Archaeology Act Section 44.47 Wisconsin Statutes. The law applies to both archaeological sites on public lands and submerged sites such as Shipwrecks on publicly owned the bottomlands under lakes and rivers. Permits are administered by the Office of the State Archaeologist. Permits are normally only give to professional archaeologists.

Tax Incentives

Most types of archaeological sites are **NOT** protected from destruction by private landowner activity on privately owned lands. Exceptions are covered above. As an incentive for private landowners to protect archaeological sites on their lands, the state offers a property tax exemption if the landowner formally agrees to protect the site.

Local Preservation Efforts

Significant Archaeological sites in your community may be protected by special community landmarks ordinance. Contact your local landmarks commission. For more information on ways to preserve archaeological sites in your community, contact the SHSW Regional Archaeologist near you.

Native American Tribal Preservation Programs

The eleven Wisconsin Indian tribes are very active in the preservation of archaeological sites and sacred areas. Most have historic preservation programs or contacts.

Archaeological Consultants

The Office of the State Archaeologist maintains a list of archaeological consultants qualified to to conduct archaeological studies to identify and evaluate sites under various federal and state historic preservation laws and statutes.

The Town of Albany is also home to a unique and active Amish culture. To better understand this community and its

influence on the township an explanation of what the Amish culture is follows.

"Amish Origins
The Amish originated from the Anabaptist movement of the early 1500s in Switzerland. Jacob Amman, who believed in conserving traditions and separation from the world more than the other Anabaptist, led a split from the Swiss "Mennonite" Brethren in 1693.

There are approximately 150,000 Amish in North America. The largest group is in Holmes County, Ohio, with significant populations in Pennsylvania, northern Indiana and Iowa. Others are located in the eastern and mid-western states and Ontario, Canada.

Amish Agriculture
The Amish are primarily farmers. Some, however, are carpenters and cabinet makers, blacksmiths, buggy and

harness makers, all geared toward supporting the Amish lifestyle. Because farmland is expensive, and becoming increasingly scarce, some younger members have taken jobs in nearby factories and restaurants. Others work in general stores that provide the Amish community with goods necessary to their lifestyle that they cannot produce themselves.

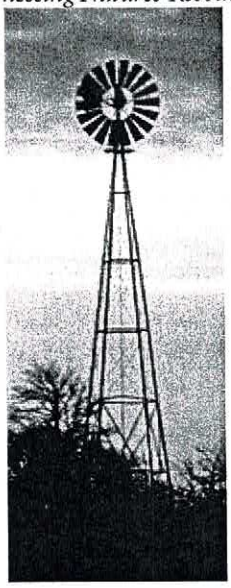
An Amish Horse & Buggy

In reality, the Amish lifestyle is very much like that of the *Englisher* ancestors of a century or so ago.

Their neat Amish farms, without electric and telephone lines, look very much like those of the *Englishers* around them. The houses are comfortable structures with numerous rooms to support typically large families.

Many of their conveniences were used in America's 19th Century or earlier houses. Wood or coal fueled stoves provide heat. Cooking stoves are powered by propane, kerosene or wood. Kerosene or clear gas lamps provide light.

Harnessing Natures Resources



A distinctive feature of America's Amish country is the windmill, used to pump water for house or farm use. While some also use gasoline engines to operate pumps with pressure tanks to provide running water for bathrooms and kitchen sinks, the old fashioned hand pump is still used in many houses.

Some use kerosene-fired water heaters. Others run a system of pipes through the kitchen stove (fired with wood, kerosene

or propane) to obtain hot water for kitchen or bathroom use.

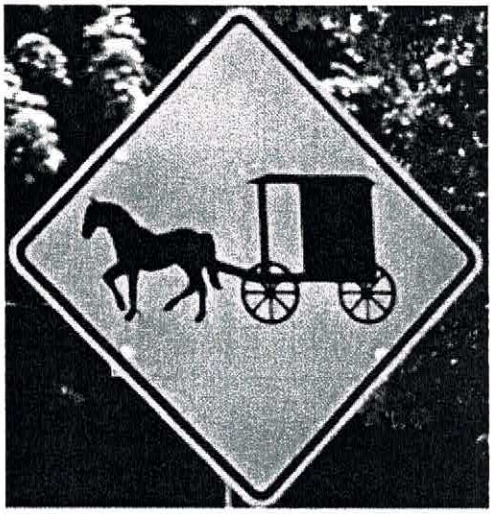
Those lucky enough to have natural gas on their property will use it to heat their house, provide hot water, fuel their refrigerator and provide light at night.

What is Amish?

Not every horse and buggy seen in America's Amish country may be driven by an Amish person. A number of groups share a common Anabaptist heritage with the Amish. Small, distinct sects of Brethren and Old Order Mennonites also use horse and buggies.

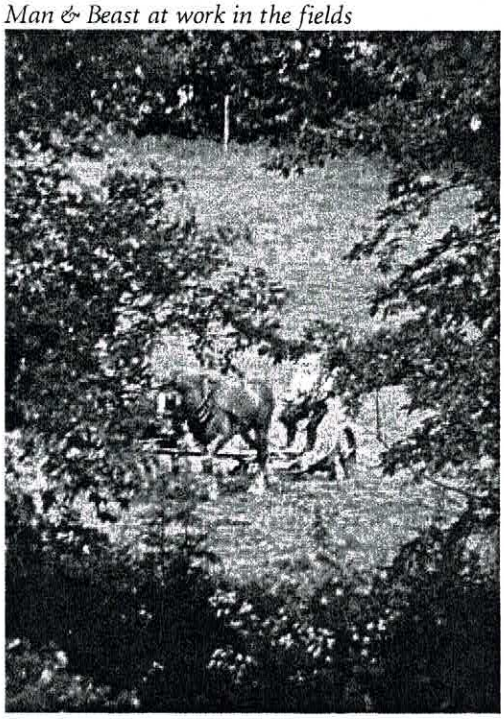
The Amish themselves can be generally categorized into several groups broadly defined as New Order, Old Order and a few groups more conservative than the Old Order.

Drive with caution



Within these groups, there are numerous differences. The Old Order has the most members and are probably the most familiar to *Englishers*. The Old Order use few modern conveniences, avoiding such things as motor driven equipment. They do use steel wheeled tractors for stationary power sources to power thrashing equipment or to pull equipment on the highway. They do not use tractors to work in the fields except in hot climates where horses cannot withstand the high heat.

Man & Beast at work in the fields



Some Old Order have indoor plumbing and running water. While the New Order retain many of the Old Order traditional practices, they can be considered the most progressive of the Amish groups. Some groups may allow telephones, use air-filled tires on tractors and even allow electricity in the house.

The more conservative groups, such as the Swartzentrubers and related groups, the Nebraska Amish of Central Pennsylvania, avoid indoor plumbing, do not use motorized equipment of any kind and wear conservative clothing.

The Nebraska Amish do not use suspenders or bonnets and are not permitted to have screens on their doors and windows.

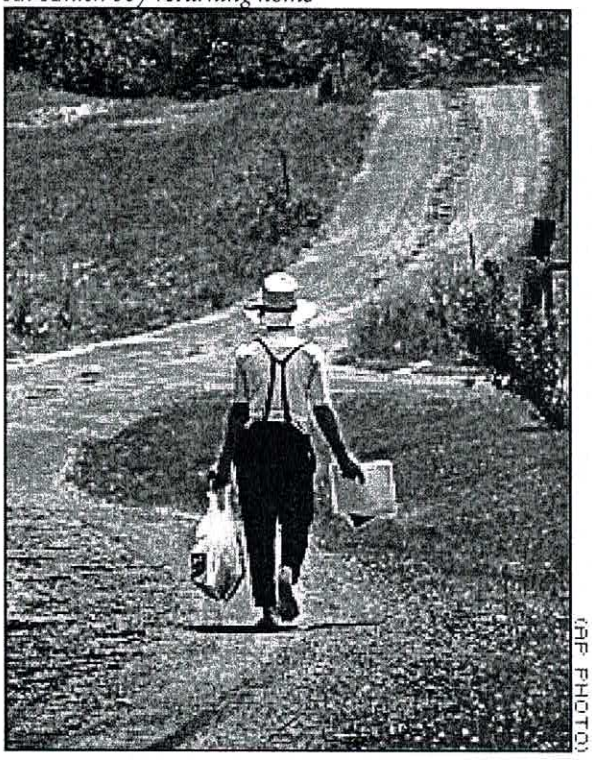
Amish people will not accept public welfare aid or retirement income. They do pay income and real estate taxes and

are exempt from social security taxes if they farm or are self-employed.

Group Lifestyles Vary

Deeply devoted to their religious beliefs, they hold church every other Sunday at a different house in their church district (usually consisting of 25-30 families). The approximately three hour services is followed by lunch and several hours of socializing.

An Amish boy returning home



(AP PHOTO)

In this way, too, they are able to monitor the lifestyle of each family to assure compliance with the rules of the church. Those who do not are confronted. If they refuse to comply, they are shunned until they either do so or are excommunicated from the church. Amish youth usually join the church in their early twenties. They can do so earlier but must do so before they marry. They are not forced to join; however most usually do because of their strong faith in the Amish lifestyle.

"Rules of order," or the Ordnung, are set by the local church district Bishop. The rules which govern the Amish community cover almost every aspect of their lives. They include types of buggy wheels, length of hair for men (the women do not cut their hair), width of hat brims, etc. This explains the variances found between Amish variances.

Amish Population Gaining in Numbers

What about the future of the Amish? It seems secure. Despite the few who leave the faith each year, their population has been gaining in total number. This is due chiefly to increased longevity common to the general American population and families that average seven children.

While most immigrants are assimilated into America's culture, the Amish remain a religious community forming a subculture almost three hundred years after their arrival.

Although the Amish are seemingly a paradox in 21st Century America, they live a lifestyle that allows them to comfortably and peacefully follow their religious beliefs".[8]

The Town of Albany recognizes and values this unique community cultural asset. Along with its desire to preserve its ethnic and cultural heritage, the Town is seeking to achieve S. 16.965(4), Wis. Stats.: Goal #6 - "Preservation of cultural, historic & archaeological sites" in managing its growth and development.

GOALS, OBJECTIVES & POLICIES

▼ AGRICULTURE

The Town of Albany places a high value on its local agricultural base. Specifically farming and small business, a rural atmosphere and well-managed land use are all elements of the town's vision, which speak to this point. After consideration of existing plans and policies, local preferences and abundant public input the Town of Albany is committed to the following agricultural goals.

Goal #1
Provide continuing support to existing operations and agriculture activities throughout the township.

Objective: Continue to provide information and education on agricultural assistance and education provided through agency programs and services to the local agricultural community.

Objective: Draft and adopt a local right to farm ordinance confirming the towns commitment to agricultural activities.

Objective: Manage roadway speed limits and usage so as to minimize conflicts between farm machinery and vehicular uses.

Goal #2
Preserve the town's agricultural land base protecting its aesthetics, rural character and agricultural heritage for future generations.

Objective: Encourage the use of conservation easements and deed restrictions by private landowners to keep prime agricultural land from being developed.

Objective: Encourage Green County to create and budget for an active countywide conservation easement acquisition program.

Objective: Amend the local land division/subdivision ordinance to call for formal town review and approval of all new land divisions.

Objective: Establish a land division and development review process which incorporates consideration of the following components for granting approval:

- Existence of prime farmland
- Soil types and suitability
- Existence of wetlands and other hydrographic conditions
- Topography and slope
- Proximity to adjacent large tracts of agricultural lands
- Environmental conditions and resources

- Farmability of the parcel

Objective: Direct new development to the concentration areas of existing rural subdivisions and the extaratorial area surrounding the Village of Albany.

Goal #3
Preserve and protect agriculturally productive soils in the Town of Albany.

Objective: Encourage all farm operations in the Town of Albany to work with the Green County Land and Water Conservation Department to create, file and operate under farm management plans.

Objective: When considering new development proposals, full consideration of farmable land and prime farmland soils should be undertaken in the decision making process.

Goal #4
The Town of Albany advocates that state and federal agency policies should consider the town's preservation efforts when reviewed for interpretation and application within the township. Specifically, farmers should be allowed greater access to limited wetlands, once tiled and farmed, based on the town's efforts to direct growth away from these areas.

▼ NATURAL RESOURCES

The Town of Albany is home to a verity of highly valued natural resource amenities. These amenities play a vital role in the communities economy, its heritage, its sense of place and its environmental health. After consideration of existing plans and policies, local preferences and abundant public input the Town of Albany is committed to the following natural resource goals.

Goal #1
Preserve and protect environmental corridors for wildlife, water quality values, habitat protection, ecosystem and ecology purposes.

Objective: Work in cooperation with the Green County Land & Water Conservation department to implement its water quality and conservation programs locally, encouraging their use by local residents and property owners.

Objective: Meet with DNR land managers periodically to understand and assist with the management of the Albany Wildlife Area and the Liberty Creek Wildlife Area.

Objective: Create and adopt a no development buffer zone around the Albany Wildlife Area and the Liberty Creek Wildlife Area to protect these valuable resources.

Objective: Review the County shoreland and wetland zoning district ordinances and consider the need for greater restrictions and local adoption.

Objective: Review Green County General Agricultural zoning district standards and advocate to the county the need for creation of a rural residential zoning district which would incorporate animal density standards on a unit per acre under ownership basis. Such a standard could be the following:

Example Table
Number of Animal Types Equivalent to 1,000 Animal Units and Animal Equivalency Factors

Number Equivalent to 1,000 Animal Units	Subcategory of Animal Types	Animal Equivalency Factor
	DAIRY CATTLE:	
700	Milking and Dry Cows	1.4
910	Heifers (800 to 1,200 lbs)	1.1
1,670	Heifers (400 to 800 lbs)	0.6
5,000	Calves (under 400 lbs)	0.2
	BEEF CATTLE:	
1,000	Steers or Cows (1,000 lbs to Mkt)	1.0
1,250	Steers or Cows (600 to 1,000 lbs)	0.8
2,000	Calves (under 600 lbs)	0.5
700	Bulls	1.4
	SWINE:	
2,500	Pigs (55 lbs to Mkt)	0.4
10,000	Pigs (up to 55 lbs)	0.1
2,500	Sows	0.4
2,000	Boars	0.5
	SHEEP:	
10,000	Per Animal	0.1
	HORSES:	
500	Per Animal	2.0
	DUCKS:	
5,000	Per Bird (Wet Lot)	0.2
100,000	Per Bird (Dry Lot)	0.01
	CHICKENS:	
100,000	Layers	0.01
200,000	Broilers	0.005
	TURKEYS:	
55,000	Per Bird	0.018
	COMBONATION ANIMAL UNITS:	
1,000	Calculated Total	

Objective: Fully consider the impacts of new development on all natural resources the land division and development review process including the potential impacts to:

- Water quality
- Habitat and reproduction

- Ecosystems
- Movement corridors
- Endangered and threatened species
- Aesthetic values
- Etc.

Goal #2
Preserve and protect the Town of Albany's natural resource base from potential degradation and contamination.

Objective: Draft and adopt a storm water and erosion control ordinance to preserve and protect soils and water quality.

Objective: Assist in enforcing Green County's non-metallic mining ordinance to ensure the wise use of available resources incorporating reclamation procedures that will allow for a safe and reusable site.

Objective: Draft and adopt a local nuisance control ordinance. The ordinance should address issues of health safety and welfare with respect to noise, air pollution, soils contamination, ground and surface water protection, etc.

Goal #3
Actively seek to provide long term and permanent protection to the Town of Albany's natural resource base.

Objective: Encourage the use of conservation easements and deed restrictions by private landowners to keep natural resource areas from being developed.

Objective: Encourage Green County to create and budget for an active countywide conservation easement acquisition program.

Goal #4
Encourage and assist with the planning for and wise management of the town's natural resource base.

Objective: Advocate the need for the creation of a lake and river associations.

Objective: Support and assist when appropriate, existing natural resource preservation groups and associations.

Objective: Encourage the active involvement of the Green County Land and Water Conservation Department in the development review process at both the county and local level.

▼ CULTURAL RESOURCES

The Town of Albany is steep with a rich cultural heritage. From its historical Norwegian Evangelical Lutheran Church to its multiple listings in Wisconsin's architecture and history inventory, the town values its heritage and benefits economically from the tourism industry that it generates. After consideration of existing plans and policies, local preferences and abundant public input the Town of Albany is committed to the following cultural resource goals.

Goal #1
Promote and preserve the town's cultural resource base.

Objective: Fully inventory all cultural resources within the Town of Albany.

Objective: Contact and meet with the local and/or State Historical Society representatives to better understand programs and opportunities.

Objective: Work with local, regional and state tourism promotional groups such as the Green County Tourism Councile, The State Heritage Tourism Council and the Wisconsin Department of tourism to promote and protect local cultural resources.

Objective: Continue to value the town's ethnic diversity actively seeking to involve all groups in activities and governance.

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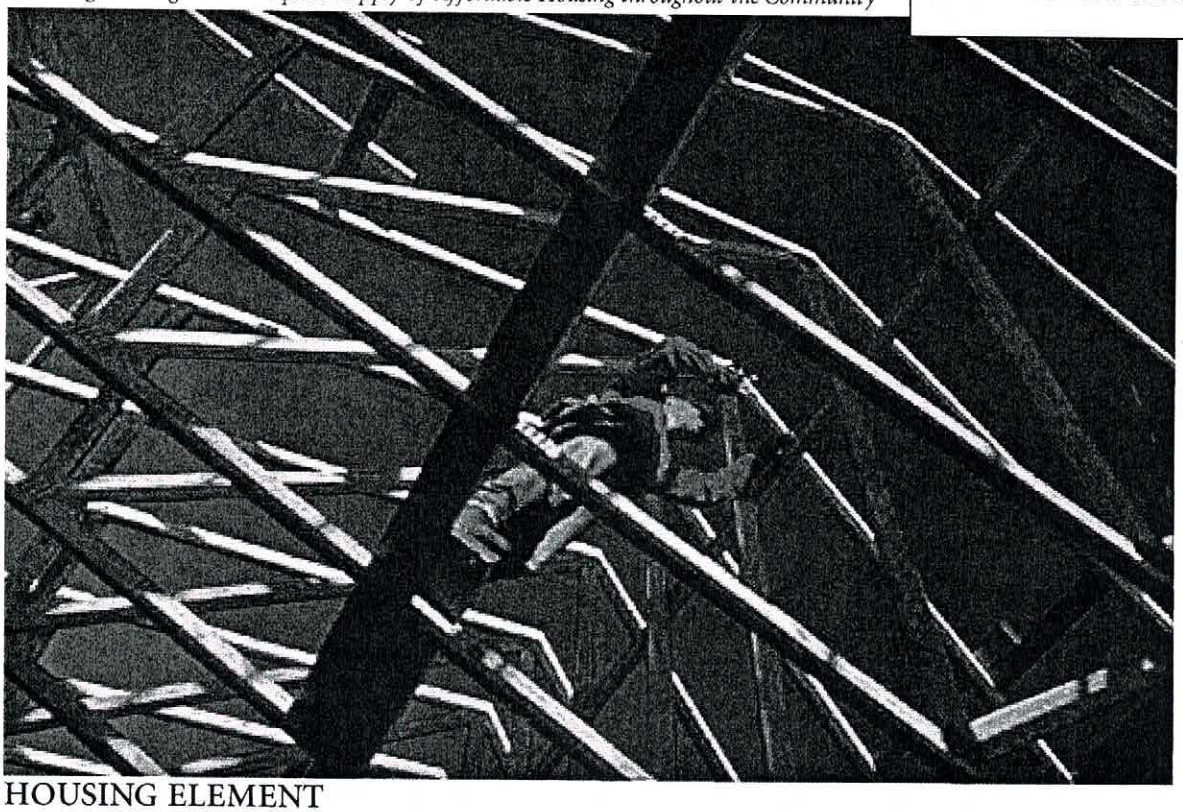
[1] USDA Office on Sustainable Development.
[2] Farming On The Edge, American Farmland Trust

[3] Data are from the National Resources Inventory of 1992 by the National Resources Conservation Service of the U.S. Department of Agriculture. The urban-built up areas are defined by the Bureau of Census, U.S. Department of Commerce (1991). © 1996 American Farmland Trust

[4] Green County Land & Water Resource Management Plan Summary, 1999.
[5] Soil definitions taken from: Green County Land and Water Conservation Plan, 1999.
[6] Definitions from Green County Land and Water Resource Management Plan, 1999.
[7] Taken from USGS Northern Prairie Wildlife Research Center report, Dr, Burton V. Barens primary author, fourth revision, July 1994.
[8] **Copyright Information:** All text and photography are Copyrighted by Leslie A. Kelly and/or Doyle Yoder. America's Amish Country was first published in 1993 by America's Amish Country Publications, Berlin, Ohio. Use herein by Amish.Net has been granted by Leslie A. Kelly and Doyle Yoder. Text and photography may not be copied or used in any website, book or magazine, with the exeption of brief quotations in critical articles or reviews.

DRAFT
TENATIVLY APPROVED

Providing Housing & An Adequate Supply of Affordable Housing throughout the Community



4. HOUSING ELEMENT

Wisconsin's new "Smart Growth" initiative calls for the creation of a housing element containing; S. 66.0295(b) Wis. Stats. 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. In addition, it is also a specific goal of the state for the element to address; S. 16.965(4), Wis. Stats.: Goal #9 - "Providing an adequate supply of affordable housing for individuals of all income levels throughout each community."

"Housing is very important for Wisconsin and the people who live here. Housing costs are the single largest expenditure for most Wisconsin residents. In fact, according to the *Consumer Expenditure Survey* prepared by the Bureau of Labor Statistics, U.S. Department of Labor (1997), Midwest households spend an average of 31% of their incomes on housing, compared with 19% for transportation and 14% for food.

Over two-thirds of Wisconsin households are homeowners and it is likely that their home is their most valuable asset and largest investment. Appreciation in home value continues to be a

major source of wealth in the United States, and nearly 60% of the net worth of the typical homeowner is equity in the home.

> The term *housing* refers not only to owner-occupied housing, but also rental, cooperative and condominium ownership arrangements. The term also refers not only to single family detached units, but also to multifamily units, duplexes, townhouses, manufactured homes, and accessory apartments.

While many Wisconsinites enjoy good housing situations, other Wisconsinites are struggling. According to the State of Wisconsin's 2000 *Consolidated Plan: For the State's Housing and Community Development Needs*, households in the low-income range have great difficulty finding adequate housing within their means and that can accommodate their needs, despite the State's stable economic health. Families that can not afford housing frequently become homeless and must face all the disruptions this can bring. The federal government has cut back drastically on housing assistance, leaving state and local communities to grapple with these problems.

The social benefits of housing are important but difficult to quantify. In addition to being a place to sleep, relax, raise a family, store possessions, receive mail and telephone calls, decent shelter is important for one's self-respect. Furthermore, as people develop responsibility and pride in their homes, it is likely that they will participate more frequently in community activities, attend church, and vote.

In addition to its importance for social reasons, housing plays a critical role in the state and local economies. It is likely that housing is the largest land use in the community and the community's largest capital asset. According to a study entitled *Housing's Contribution to Wisconsin's Economy*, prepared by the Wisconsin Realtors Foundation in 1992, The value of the state's housing stock was worth nearly $1 trillion dollars. In 1990, the construction industry employed 83,000 workers (not including lawyers, real estate, financial, and insurance workers), making it the state's second leading industry in employment. The study estimated that housing contributed about 12% to the state's gross product. Housing is also a major source of revenue for local communities in the form of property taxes"[i].

The Widening Gap: New Findings on Housing Affordability in America[ii]

The number of houses and apartments that families with low-wage incomes can afford to rent is shrinking, burdening more families with high housing costs and threatening many with homelessness, according to a Department of Housing and Urban Development report.
The new report - called *The Widening Gap: New Findings on Housing Affordability in America* - has four main findings, based primarily on new data from the U.S. Census Bureau's latest American Housing Survey:

- Despite a period of robust economic expansion, the housing stock affordable to struggling families continues to shrink. The number of such affordable rental units decreased by 372,000 units - a 5 percent drop - from 1991 to 1997. Struggling families are defined as those with incomes at or below 30 percent of the area median.
- Rents are rising at twice the rate of general inflation. According to U.S. Bureau of Labor Statistics data, in 1997 rents increased 3.1 percent while the overall Consumer Price Index (CPI) increased by only 1.6 percent. In 1998, rents increased 3.4 percent while the overall CPI increased 1.7 percent.

- As the affordable housing stock shrinks, the number of renters at or below 30 percent of median income continues to grow. Between 1995 and 1997, the number of struggling renter households increased by 3 percent, from 8.61 million to 8.87 million - one of every four renter households in America.
- The gap between the number of struggling Americans and the number of rental units affordable to them is large and growing. In 1997 for every 100 households at or below 30 percent of median income, there were only 36 units both affordable and available for rent.

"A Housing Element within a Comprehensive Plan should not be confused with the *Consolidated Housing Plan* required by the U.S. Department of Housing and Urban Development (HUD). The consolidated plan is designed to *consolidate* the application procedures for HUD's housing programs. Consolidated plans are required by HUD for the state, cities with populations over 50,000, as well as designated urban counties"[iii]. For the State of Wisconsin, HUD's strategic objectives include;

OVERVIEW OF HUD ACTIVITIES IN WISCONSIN

Strategic Objectives

"This Report of activities for Fiscal Year (FY) 1999 is organized to correspond with HUD's six Strategic Objectives set by Secretary Andrew Cuomo:

1. **Fighting for Fair Housing:** HUD's efforts to enforce fair housing rights and to promote equal housing opportunities emphasize partnering both within the Department and with HUD's program recipients and others who have a major stake in helping to create a nation of open communities. We are also focusing in a more coordinated manner to achieve greater housing mobility and choice for all, especially lower income, disabled and minority families.

2. **Increasing Affordable Housing and Homeownership:** A fundamental role of HUD is to ensure that Americans of all income levels have access to decent, quality housing at a cost that does not eliminate adequate resources for food, clothing, and other necessities. A sizable number of low and very low income renter households in Wisconsin pay a significant portion of their income for rent or live in substandard housing, while thousands of others in Wisconsin who also have lower incomes are dependent upon HUD to maintain the public and assisted housing programs. In addition, through increasing homeownership opportunities, more families can acquire a place to live and raise children, with an asset that can grow in value and finance future needs of the family.

3. **Reducing Homelessness:** HUD is committed to alleviating homelessness through a community-based process that responds comprehensively to the varying needs of homeless individuals and families and helps communities to build a coordinated housing and service delivery approach, the "Continuum of Care" concept. Utilizing this concept, the communities can design a strategy that ensures the creation of linkages and that works best

locally to assist homeless persons and families achieve permanent housing and self-sufficiency.

4. **Promoting Jobs and Economic Opportunity:** HUD has had notable success in developing programs and initiatives designed, in whole or in part, for creating new jobs and retaining existing jobs, principally for low and moderate income persons, through revitalizing physically and economically distressed areas. These activities can include financial assistance for business development or needed infrastructure, job training and education, environmental clean up, transportation, day care, and other services which prepare citizens, including youth, for economic opportunities.

5. **Empowering People and Communities:** HUD has committed to strengthen planning and development capacities of State and local governments to revitalize distressed communities, and by including citizen and community organization participation in the process, to share Best Practices, to increase Public Housing resident families moving toward self-sufficiency; and to increase community outreach efforts.

6. **Restoring Public Trust:** A primary challenge for restoring public trust is to demonstrate competency in the effective management of HUD's programs and services. This is accomplished by establishing a strong oversight system that identifies non-performers; strengthening technical oversight and support for troubled program operations; and establishing clear standards for effective management, utilizing data and assessment systems and internal and external consultations"[iv].

The HUD consolidated plan is a useful source document for addressing and discussing low income and special needs housing issues. Building on this important information, the Town of Albany seeks an understanding of all housing related issues within its jurisdiction. Beyond the strategic objectives of Wisconsin's consolidated housing and community development plan it should be noted that two specific state agencies implement HUD and other local housing related programs. The State of Wisconsin Department of Administration, Division of Housing and Intergovernmental Relations administers the majority of HUD programs within the State of Wisconsin. Also, the Wisconsin Housing and Economic Development Authority implements a number of housing and economic development related programs.

WIDOA Division of Housing & Intergovernmental Relations Program Summary

Community Development Block Grant-Small Cities Housing (CDBG)
CDBG funds may be used for various housing revitalization efforts. Any Wisconsin city, village or town with a population of less than 50,000 and not eligible for a direct federal CDBG grant, or any county not defined as "urban" by the U.S. Department of Housing and Urban Development (HUD), may apply. Approximately $9 million is awarded annually.

Home Investment Partnerships Program (HOME)
A variety of affordable housing activities may be supported by federal HOME awards including down payment assistance for home buyers, rental rehabilitation, weatherization related repairs, accessibility improvements and rental housing development. Approximately $13 million is awarded annually.

Homeless Programs

The Division administers three programs specifically designed to help homeless people:
HUD Emergency Shelter Grants -- funds may be used for homelessness prevention, essential services, rehabilitation of shelters and operating costs. Approximately $1.4 million is awarded each year. State Shelter Subsidy Grants -- provides up to one-half of an emergency homeless shelter's operating budget. Approximately $1.1 million is awarded each year.
Transitional Housing -- provides housing and counseling to formerly homeless households so that they may become self-sufficient. Biennial awards totaling $800,000 are made.

Housing Cost Reduction Initiative (HCRI)

Local sponsors compete for $2.6 million in state grants annually to reduce the housing costs of low-income renters or homebuyers. Eligible applicants include local units of government, American Indian tribes or bands in Wisconsin, housing authorities and nonprofit housing organizations. Eligible activities are emergency rental aid, home buying down payment assistance, homeless prevention efforts and related housing initiatives.

Housing Opportunities For Persons With AIDS (HOPWA)

Organizations assist persons who have AIDS or HIV diagnoses with housing counseling and financial assistance. HOPWA's goal is to prevent people with AIDS and HIV from becoming homeless. Approximately $700,000 is awarded annually.

Local Housing Organization Grant (LHOG)

State grants are available to enable community-based organizations, tribes and housing authorities to increase their capacity to provide affordable housing opportunities and services. Approximately $630,000 is awarded annually.

WHEDA's Mission & Vision

Mission

The Wisconsin Housing and Economic Development Authority serves Wisconsin residents and communities by working with others to provide creative financing resources and information to stimulate and preserve affordable housing, small business, and agribusiness.

Vision

Wisconsin citizens and businesses recognize and value the Wisconsin Housing and Economic Development Authority as a visionary leader in the financial industry. They are attracted to our services because we are:

Mission Driven - Firmly committed to mission.
Customer Focused - Consistently exceed customer expectations.
Financially Sound - Continually strengthen financial position.
Innovative - Continually adapt to capitalize on new opportunities.
Experienced - Willing to share knowledge.

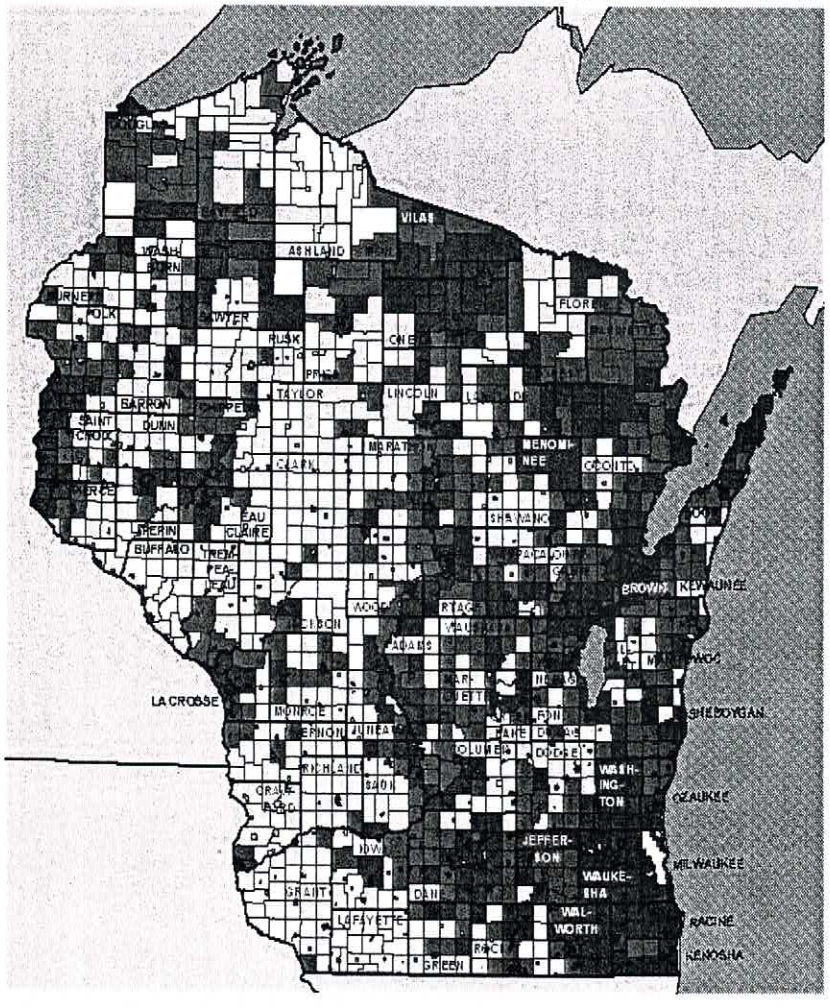
1999 and beyond
Fannie Mae Partnership. In 1999, Fannie Mae approved WHEDA to originate up to $100 million of its multifamily housing products. WHEDA is the first housing finance agency in the nation to be granted this special status. This financing will help WHEDA and Fannie Mae expand affordable rental housing for lower income families, seniors, and persons with disabilities.
Emergency Agriculture Program. Wisconsin pork producers began 1999 faced with the lowest commodity prices since Reconstruction. WHEDA was called upon by the Governor and Legislature to develop a financing program to help hog farmers through this period of economic crisis. CROP-HOG was created as an emergency loan guarantee program and has already leveraged more than $1 million for struggling producers.
Senior Housing. An echo of the baby boom will soon increase Wisconsin's senior population to historically high levels. WHEDA is developing financing models that will create special multifamily housing for this market. Low-cost mortgages, housing credits, subsidies and operational moneys will be packaged to finance assisted living housing as an alternative to nursing care.
Rural Development. WHEDA has made impressive progress in creating housing opportunities in central city neighborhoods. However, rural Wisconsin continues to have housing needs that are as acute as any found in urban areas. In 1999, WHEDA will examine and adapt its products to ensure they are well suited to rural areas. From Abbotsford to Yuba, and Elroy to Leland, all Wisconsin families deserve a safe, comfortable place to call

home.

Web Site Expansion. WHEDA's presence on the World Wide Web–wheda.com–will receive a major makeover in 1999. A growing library of information and interactive features help customers more easily access programs. In addition, an internal intranet links WHEDA's workforce with important news and resources.

Understanding these service providers and the programs they implement, the Town of Albany seeks to blend its local housing goals with appropriate service providers and programs. Prior to determining these specific local goals, further understanding of local housing conditions is needed. In the 1990's, Green County has seen a substantial change in the number of new housing units constructed, especially along the northern boundary of the county. The Town of Albany can be noted as being in the 3rd quartile of change, with between 54-132 new units having been created over the period.

HOUSING UNIT CHANGE IN THE 1990s, BY MUNICIPALITY



Housing Unit Change 1990-99

0 or less	
1 - 24	(1st quartile of positive values)
25 - 53	(2nd quartile)
54 - 132	(3rd quartile)
133 or more	(4th quartile)

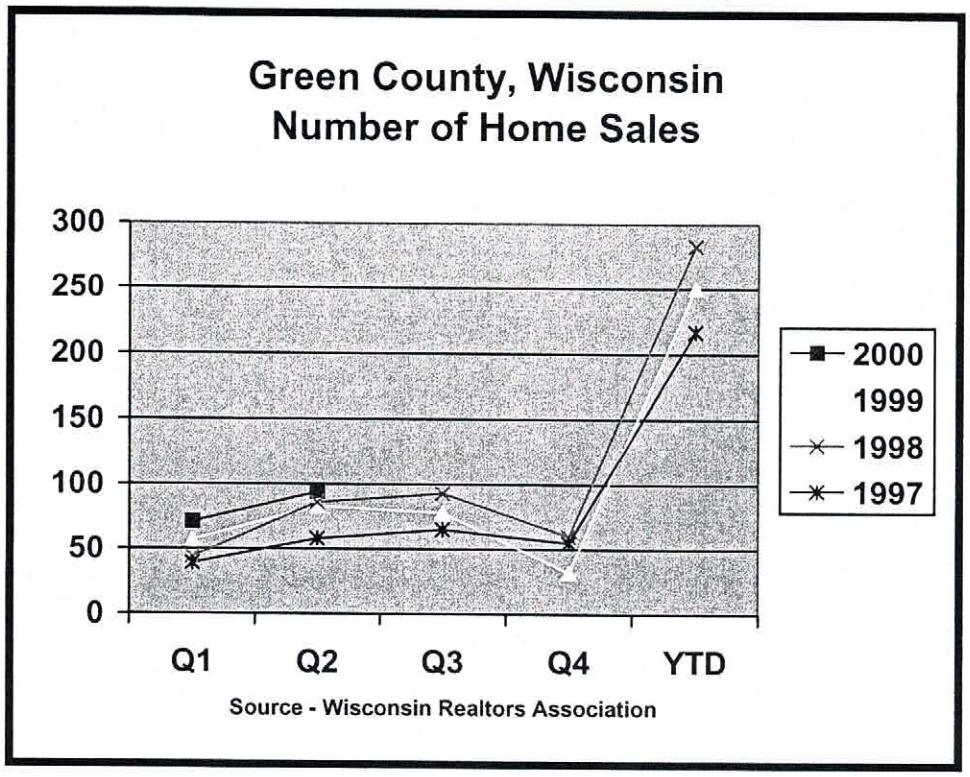
Top Ten Municipalities
Greatest Numerical Housing Unit Growth

MUNICIPALITY	CHANGE
Madison city	12,316
Waukesha city	4,612
Kenosha city	4,467
Oak Creek city	4,315
Janesville city	4,206
Green Bay city	4,137
Oshkosh city	3,835
Franklin city	3,447
Eau Claire city	3,134
New Berlin city	3,086

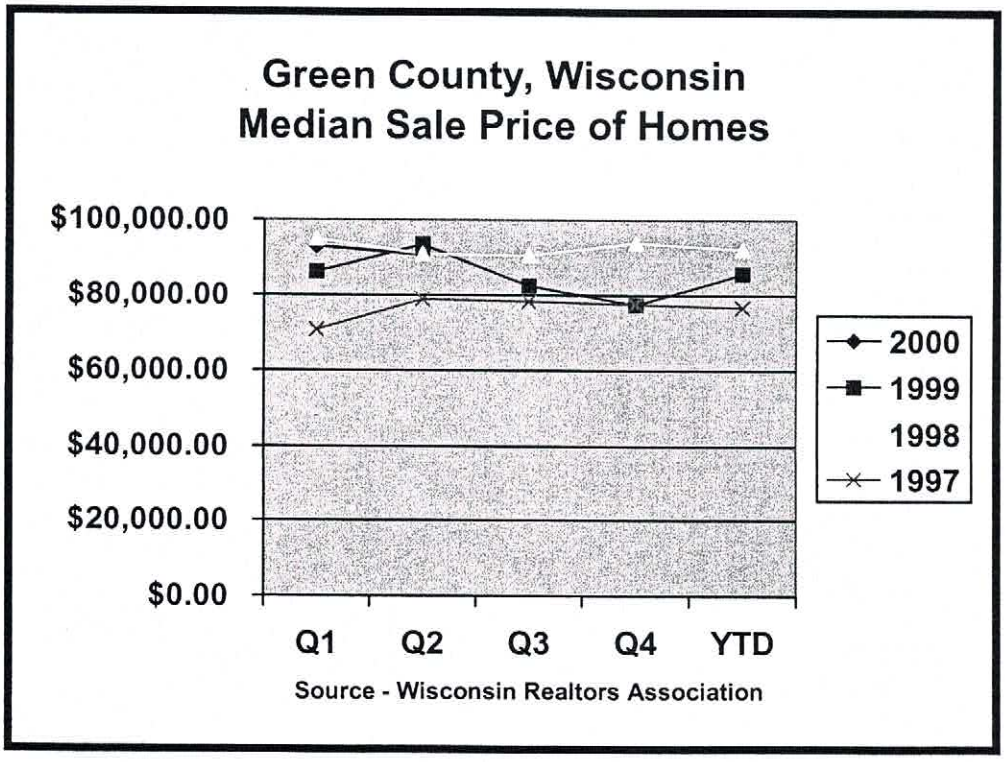
NOTE: Change in housing units does not include units gained or lost through annexations.

Source: WI Demographic Services Center Annual Housing Unit Surveys

In Green County, according to statistics provided by the Wisconsin Realtors Association, an average of 65.36 homes were sold, throughout the county between 1997, and the end of the second quarter of 2000. A closer look at the average annual home sales trend within Green County revels some fluctuation over the period. Average sales in 1997, totaled 54.25 homes, while in 1998 and 1999, respectively the averages were 70.75 and 62.50. While these figures do not represent actual demand they do illustrate the actual sales trend over the period.



Considering the issue of affordability over the last three years, the average home in Green County has sold for $85,664.29 over the period. A similar trend in fluctuation can be seen in the sale prices of these homes as compared to the number of homes sold. One conclusion might be that as demand increases so does the asking and ultimate sale value of the homes sold.



Over the past 20 years, the housing stock in the Town of Albany has included three basic types of units: Single-family homes, Duplex homes, and Mobile Home, Trailer, etc. Recognizing the different types of housing that exists within a community is important because it provides insight to present and future housing options for

prospective residents. This analysis also lends support to the demographic structure of a community.

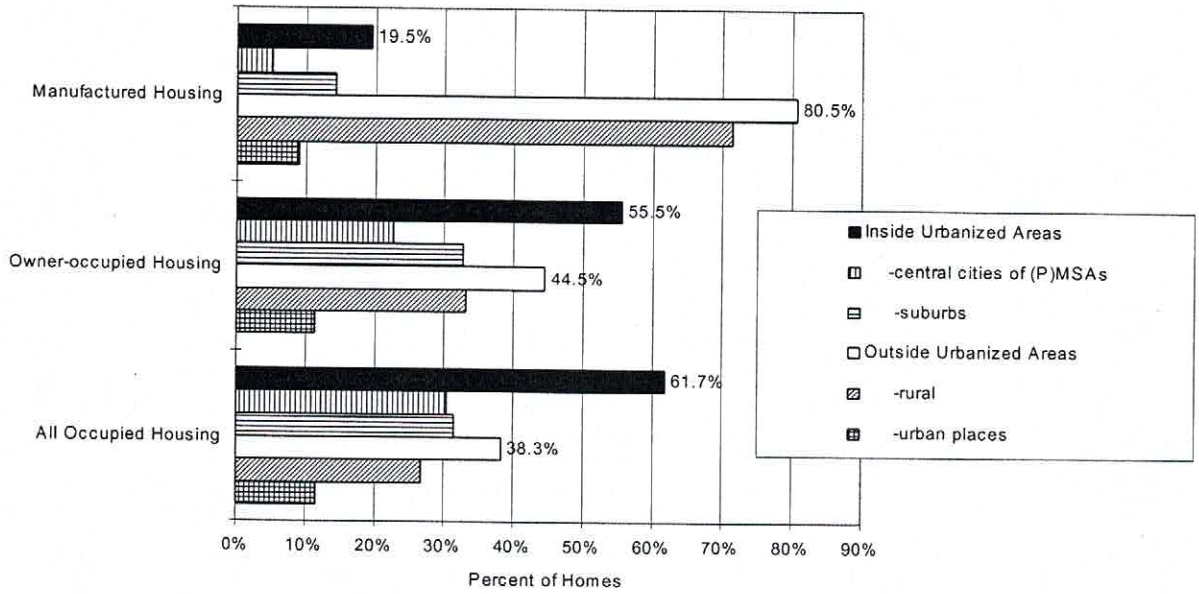
As a rural Wisconsin township, the Town of Albany can be considered a microcosm of the National trend in relation to the mix of new housing unit types being constructed within the community. A recent HUD study found that " During the decade of the 1990's, the United States has seen dramatic changes in the production of single family homes. The decade began with the housing industry approaching a cyclical trough that was reached in 1991 when single-family starts fell to a low of 840,000. As of 1996 starts had risen to 1,160,000 in a sustained period of recovery for the industry and strong growth throughout the economy.

But conventional site-built housing is only part of the story. An even more dramatic development over the same period of time has been the growing production of industrialized housing, most notably factory-built "manufactured homes" that are produced under a federal regulatory system and shipped throughout the U.S. Evolution in the manufactured housing or "HUD-Code" sector has been particularly rapid. There are many signs of this:

- Shipments of HUD-Code homes more than doubled from 171,000 units in 1991 to over 363,000 units in 1996. Output per firm and per plant are at historical highs.
- When HUD-Code and conventional homes are considered together, HUD-Code homes constituted over 24 percent of U.S. total housing starts and almost 32 percent of all new homes sold in the U.S. in 1996.
- Prices of HUD-Code homes have risen but remain well below prices of new site-built homes even after adjusting for house size, foundation and lot costs.
- HUD-Code homes are growing in floor area, double-section units are now more common than single-section units, and the share of new units placed in rental communities is declining.
- HUD-Code homes are increasingly being placed on permanent foundations and financed with 30-year mortgages rather than personal property loans.
- Technological innovations have made it possible to integrate the chassis with the floor system, and 2-story HUD-Code homes are now being built.
- Large conventional home building firms are becoming active in the HUD-Code sector through acquisitions or joint ventures[v]".

Serving as a microcosm to these trends, the Town of Albany wishes to continue to allow for great flexibility in the verity of construction types of new homes built throughout the community. It fully recognizes that manufactured housing in particular, has recently been a housing construction choice of predominance in the rural and un-urbanized areas of the country.

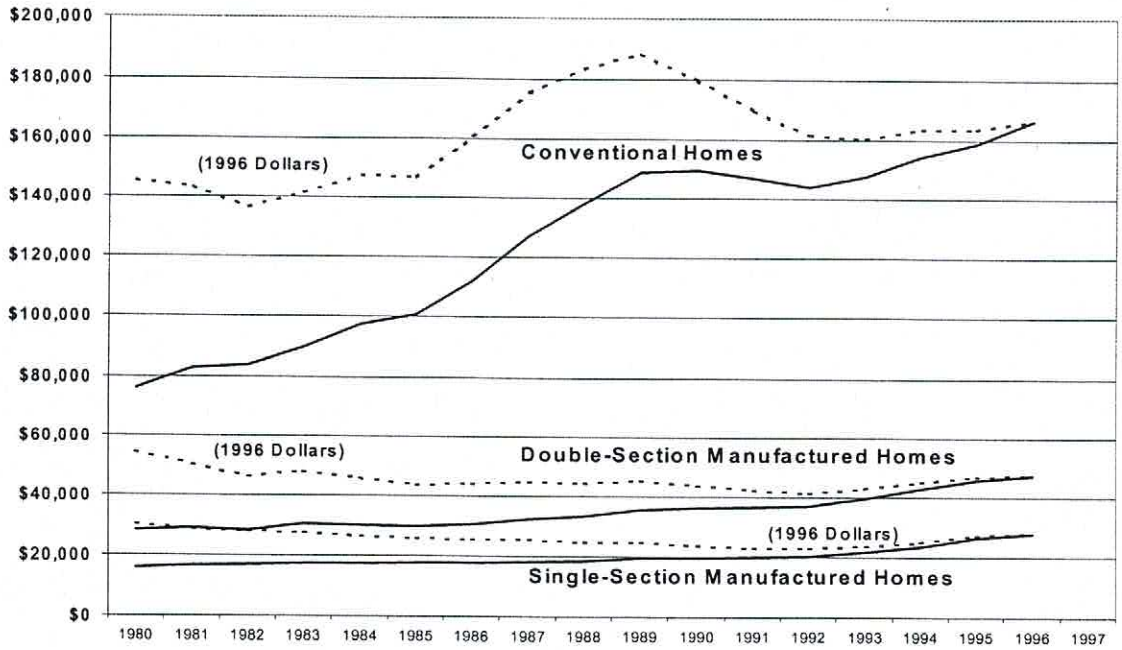
Location of Manufactured Housing, Owner-Occupied Housing and All Occupied Housing Inside and Outside Urbanized Areas, 1995



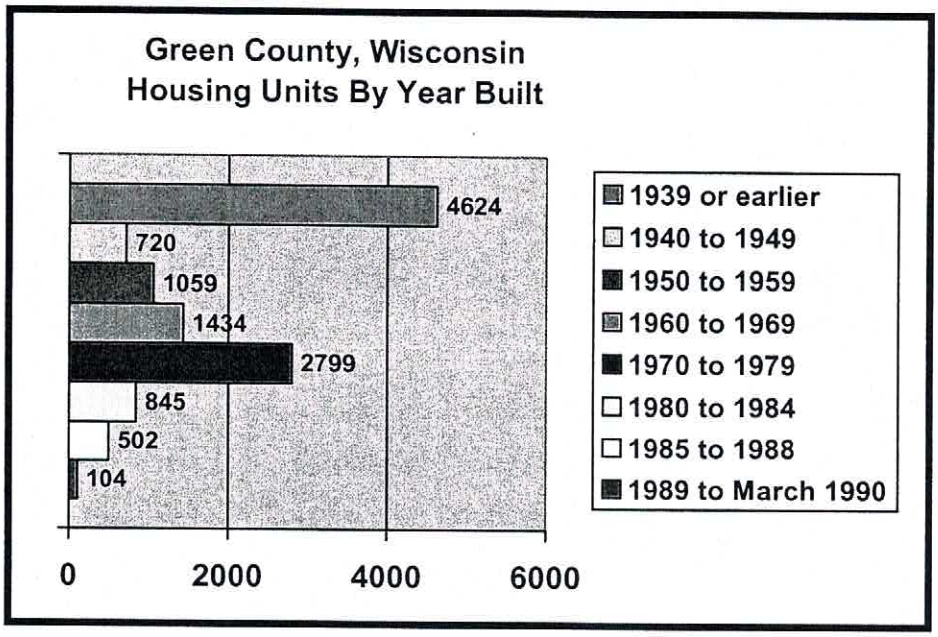
Source: *American Housing Survey*, 1995

Allowing all types of home construction, the town will partially be addressing and recognizing the need of housing affordability. Evidence of this can be found in looking at the average selling price of new homes by type. By encouraging the allowance of all types of new home construction, the Town of Albany will ensure that as broad a range of new construction affordability is maintained throughout the community.

Average Selling Prices of New Homes by Type of Home in Nominal Dollars and 1996 Constant Dollars, 1980-1996

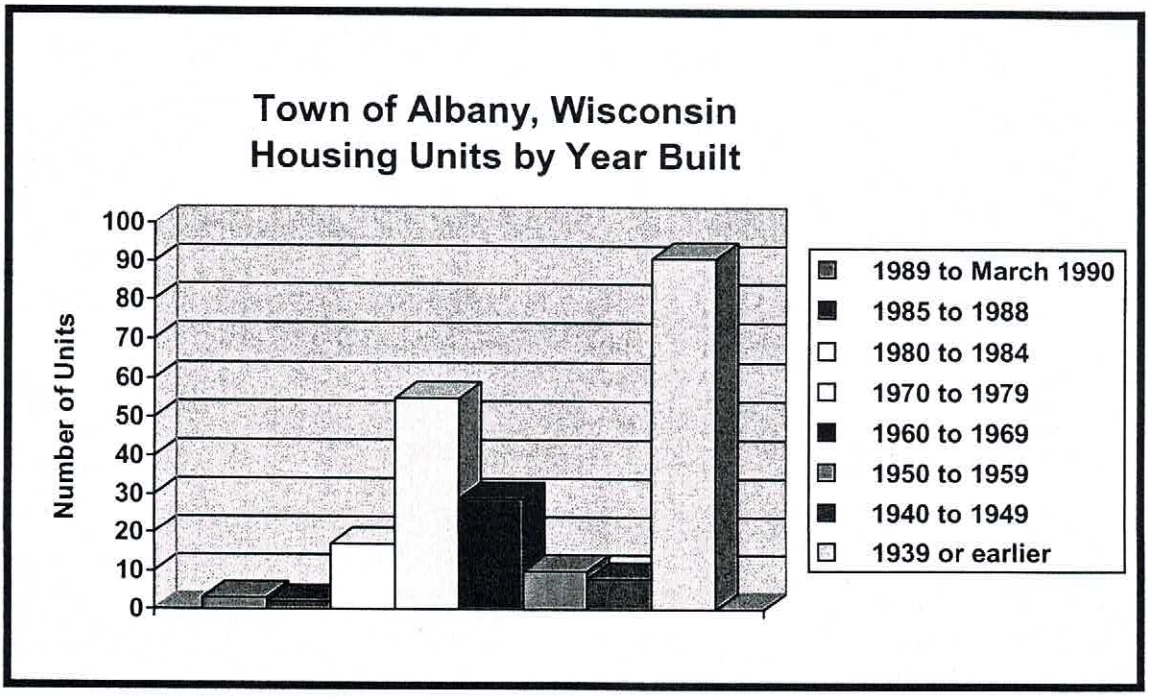


Source: Bureau of the Census, Current Construction Reports C25, *Characteristics of New Housing*, various years.



The 1990 Census reports that within Green County 4,624 housing units are in excess of 50 years of age - representing 38% of all housing units in the county. It can also be noted that another 35% of housing units where built in the county between 1960 and 1979. Between these two periods 73% of all housing units in the county where constructed.

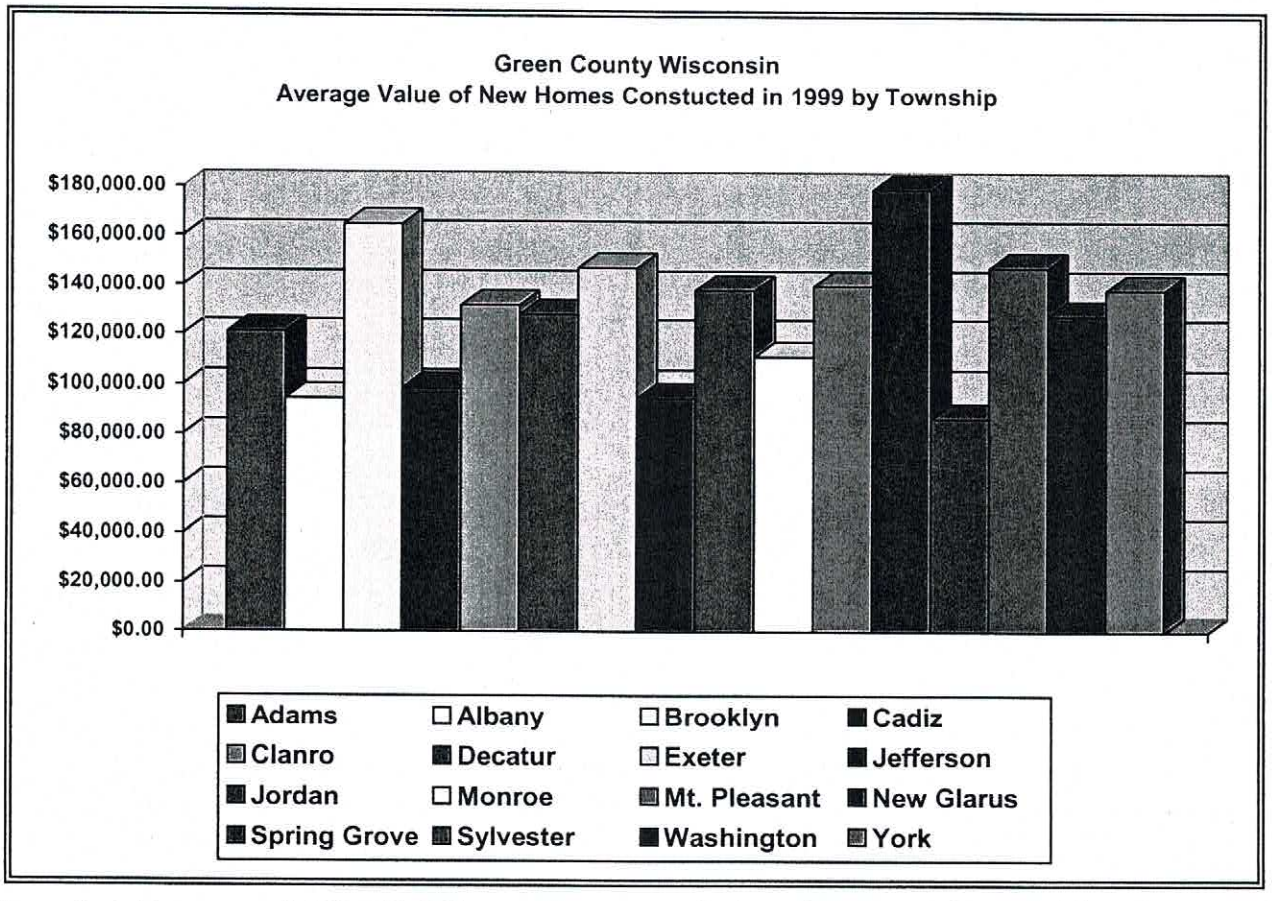
With a large percentage of aged units existing within the county, local Town of Albany residents recognize the need for the provision of assistance programs in the areas of home repair, up keep and weatherization. Recognizing these needs the Town of Albany currently sees an opportunity to participate in and foster the use of these types of programs locally. It is important to local residents that the towns character and appearance is maintained. By implementing programs of this type the objective can be achieved.



The distribution of home values in the Town of Albany also speaks towards the issue of housing affordability. Local housing construction cost data, provided by the Green County Zoning Department indicate that within Green County townships the average cost of a newly constructed home in 1999 was $128,117.00. The distribution range of average values started at a low of $86,611.00 in the Town of Spring Grove to a high of $179,101.00 in the Town of New Glarus. Within the Town of Albany the average cost of a newly constructed home in 1999 was $94,536.00. An initial determination of housing affordability based on the 1999 average value might assume the following:

Your Interest Rate:	8 %
Your Loan Duration:	30 Year(s)
Your Loan Amount:	$ 94,536.00
Your Monthly Payment (Principal/Interest):	$ 693.67
Your Total Payments:	$ 249,721.20
Total Interest Paid:	$ 155,185.20

With $ 693.67 a month in loan payments it should also be recognized that on average an additional $ 30.00 a month will be required for insurance payments and another $90.00 a month will be required for taxes, bringing the total to $ 813.67 a month. With a 1998 median



household income of $30,469 dollars a year a yearly housing expenditure of $9,764.04 would represent 32% of total median household income.

An additional consideration of the need of affordable housing within the Town of Albany looks at the ratio of income to the poverty level within the township. In 1989, according to the U.S. Census of Population & Housing, 25% of the town's population was at or below 200% of the level of poverty. With one quarter of the town's population needing affordable housing, it is clear that specific goals and programs must be set forth within the context of this Comprehensive Plan to meet these needs.

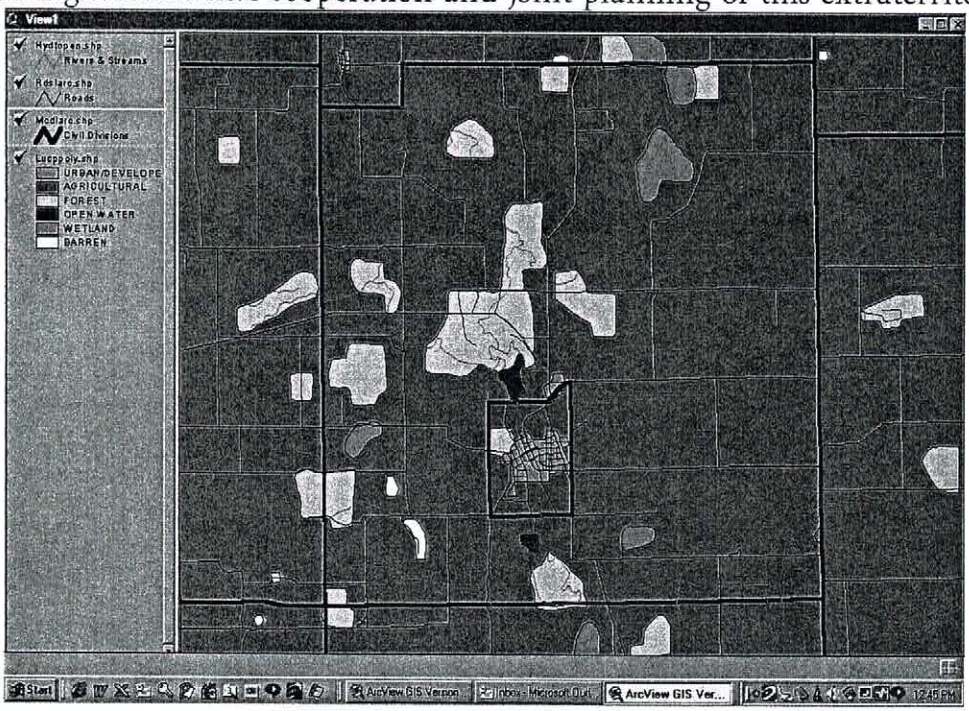
RATIO OF INCOME IN 1989 TO POVERTY LEVEL *Universe: Persons for whom poverty status is determined*	
Under .50	15
.50 to .74	6
.75 to .99	4
1.00 to 1.24	32
1.25 to 1.49	30
1.50 to 1.74	43
1.75 to 1.84	0
1.85 to 1.99	9
2.00 and over	429

1999/2000 fair market rent rates in Green County, as established by the WIDOA, Division of Housing and Intergovernmental Relations for Section 8 requirements indicate that a three-bedroom unit should rent for $552 a month. A closer look at the Economic Development element of this Comprehensive Plan speaks to the affordability of these rent ranges.

	Bedrooms per unit						
County	0	1	2	3	4	5	6
Green	$281	$322	$410	$552	$590	$679	$767
Rock	$353	$446	$552	$691	$775	$891	$1,008
Lafayette	$281	$322	$410	$523	$590	$679	$767
Iowa	$286	$322	$410	$539	$590	$679	$767
Dane	$439	$552	$667	$926	$1,092	$1,256	$1,420

Another core consideration of housing in the Town of Albany is the location and availability of existing infrastructure needed to provide services to new units. As a rural Wisconsin township, the Town of Albany currently provides no traditional municipal services to its residents beyond road maintenance, garbage collection, police and fire safety, etc. No sewer or water utilities or Districts currently exist within the Town. The only locations were these types of services might be provided to new construction within the township exists in the extraterritorial vicinity where the town surrounds the Village of Albany.

Intergovernmental cooperation and joint planning of this extraterritorial area are inclusive to this Comprehensive Plan. Appropriate, planned future housing locations for this location can be found within the Land Use element of this Comprehensive Plan and the Intergovernmental Cooperation needed for its implementation are spoken to in both the Intergovernmental Cooperation element and the Implementation element of this Comprehensive Plan.



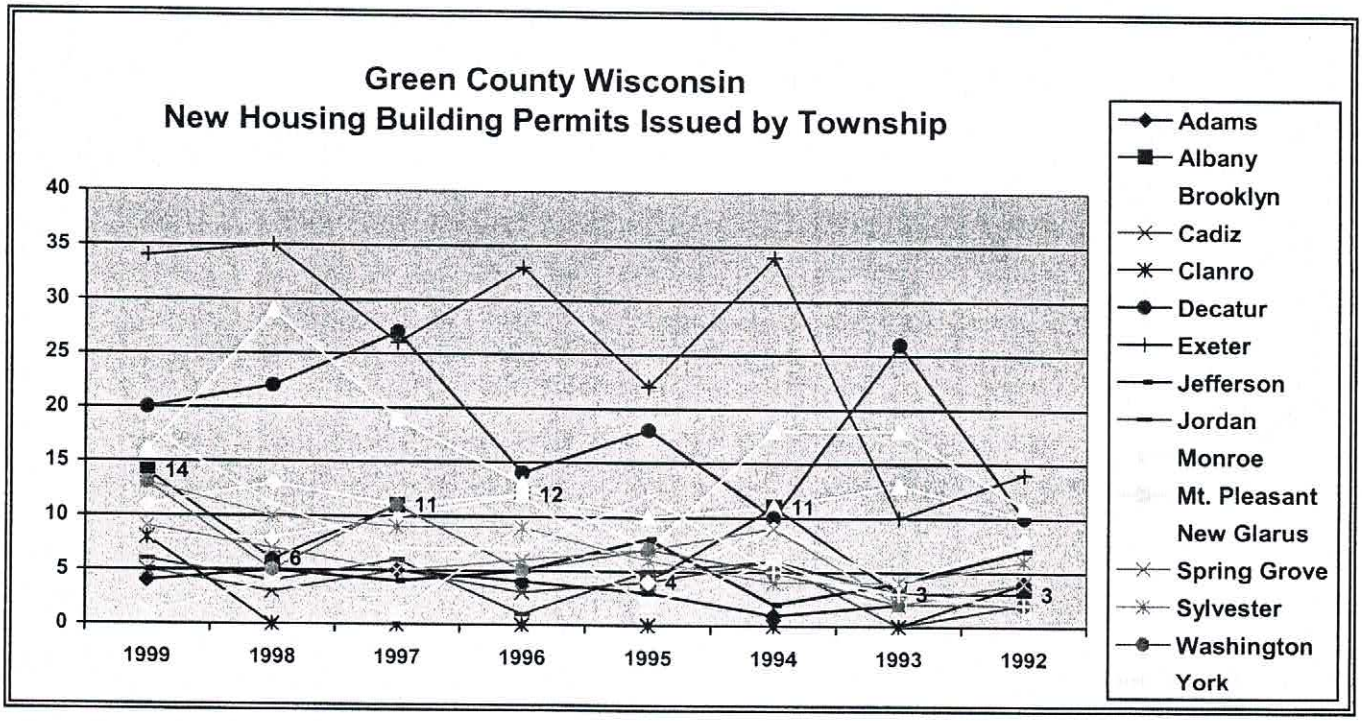
Along with infrastructure as one component of consideration, the Town of Albany set about a specific process of identifying and planning its "Smart Growth" areas. This process also took into account the existing physical conditions and limitations within the township. These considerations may be reviewed in the Agricultural, Cultural & Natural Resources element of this Comprehensive Plan. The resulting future land use map, identifying "Smart Growth" areas for all types of development throughout the town can be reviewed in the Land Use element of this Comprehensive Plan. By combining the analysis of were development is appropriate within the town with that of the projected housing needs for the town, the Town of Albany has designated appropriate and sufficient acreage for all types of new housing development throughout the town meeting the projected demand for the next twenty years.

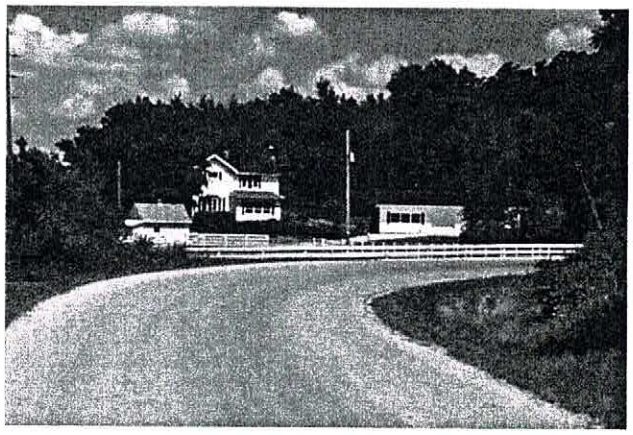
Currently, Green County administers existing regulations on the development of new housing in the Town of Albany. Subdivision regulations and zoning regulations both currently exist. Completely zoned in the Green County General Agricultural District, the Town of Albany allows for Housing, general farming, forestry, dams, telephone and power distribution lines, Sand & gravel extraction by municipalities, roadside stands, Mobile homes and trailers, signs and sawmills as conventional uses[vi]. Allowed non-conventional uses within the district, subject to review and approval by the Board of Adjustment, include aircraft landing fields, contractor's storage yards, drive in theaters, fur farms, kennels, medical and correctional facilities, mobile home parks, camp grounds, public dumping grounds, shooting ranges, slaughterhouses, automobile wrecking yards, sand and gravel extraction operations by other then a municipality, and large scale feed lots[vii].

Additional overlay zoning districts that apply within specific locations throughout the Town of Albany include the Shoreland Zoning and Floodplain Zoning Districts. These districts apply

additional and more restrictive requirements to new developments, which fall within their purview. In doing so, all base level district allowable uses still apply. While regulations and restrictions currently exist impacting housing development in the Town of Albany, questions exist with respect to their appropriateness in attaining the goals of this Comprehensive Plan. All of the perceived or real shortcomings are addressed in detail within the Land Use element, the Implementation element and the Intergovernmental Relations element of this Comprehensive Plan.

Some final initial considerations and observations of housing trends look at the issuance of new building permits within Green County Townships and the Town of Albany specifically. With data provided by the Green County Zoning Department it can be observed that the Town of Albany has been experiencing 8 new housing starts a year over the last 8 years. While some fluctuation exists over the period, it can generally be said that new housing starts have been on the rise. They have ranged from a low of 3 in 1992 to a high of 14 in 1999. This rate of growth has not held true for all townships within Green County. Considering location, proximity and aesthetic appeal it can be conservatively assumed, without full consideration of interest rates and the economy, that Albany's rate of growth will continue at a rate of 8-14 new units a year. This would mean that demand for new housing over the next twenty years will be between 160 & 280 new units.





In 1990, according to the U.S. Census of Population & Housing, there were 215 total housing units in the town of Albany. The rate of vacancy is an important measure of whether the housing supply is adequate to meet demand. Some amount of vacancies are necessary for a healthy housing market. "According to HUD, an overall vacancy rate of roughly 3% is considered best. This rate allows consumers adequate choice. For owner occupied housing, an acceptable rate is 1.5%, while for rental housing it is 5%[viii]". The 1990 vacancy rate in the Town of Albany was at approximately 10%, well above the recommended HUD standard. The census also indicates that the distribution of units was 29% being considered "farm" units and the remaining 71% being "nonfarm". Of the total approximately 75% of the units were owner occupied while the remaining units, were occupied by renters.

To adequately plan for future housing needs an understanding of population trends and household composition is needed. According to the U.S. Census population projections, also available for review in the Issues & Opportunities Element of this Comprehensive Plan, the Town of Albany was to experience a slow decline in population out to the year 2015.

U.S. Census	1990	1995	2000	2005	2010	2015
Population Projection	598	587	578	569	562	551

In contrast to these initial projections, local official estimates by the WiDOA indicate that the town's population is growing at a significant rate. In fact the Town of Albany has an official WiDOA population growth rate of 16.56% between 1990 and 2000. When compared to its neighbors, the Town of Albany can be seen as part of a significant growth trend, occurring along the northern tier of Green County. The county housing growth map reviewed earlier in this element further evidences this trend.

Demographic Services Center						
Wisconsin Official Population Estimates - 2000 Final						
*Indicates that the municipality crosses a county line						
County Code	County Name					
23	GREEN					
DOA Code	MCD Type	MCD Name	90 Census	2000 Estimate	Numeric Change	Percent Change
23002	T	ADAMS	452	441	-11	-2.43
23004	T	ALBANY	598	697	99	16.56
23006	T	BROOKLYN	764	897	133	17.41
23008	T	CADIZ	913	936	23	2.52

23010	T	CLARNO	1,011	1,063	52	5.14
23012	T	DECATUR	1,076	1,323	247	22.96
23014	T	EXETER	756	1,024	268	35.45
23016	T	JEFFERSON	1,130	1,181	51	4.51
23018	T	JORDAN	545	563	18	3.3
23020	T	MONROE	1,066	1,148	82	7.69
23022	T	MOUNT PLEASANT	539	577	38	7.05
23024	T	NEW GLARUS	571	758	187	32.75
23026	T	SPRING GROVE	745	782	37	4.97
23028	T	SYLVESTER	746	792	46	6.17
23030	T	WASHINGTON	587	617	30	5.11
23032	T	YORK	509	580	71	13.95
23101	V	ALBANY	1,140	1,200	60	5.26
23106	*V	BELLEVILLE	107	113	6	5.61
23109	*V	BROOKLYN	383	398	15	3.92
23110	V	BROWNTOWN	256	251	-5	-1.95
23151	V	MONTICELLO	1,140	1,224	84	7.37
23161	V	NEW GLARUS	1,899	2,038	139	7.32
23206	C	BRODHEAD	3,165	3,212	47	1.48
23251	C	MONROE	10,241	10,737	496	4.84
C=City T=Town V=Village						

Based on this housing analysis Town of Albany resident's face a number of key questions. Namely, is 8 to 14 new housing units a year an acceptable rate of housing growth in the township? Are their opportunities to plan the location of these units? Can input be given to the type and quality of these units? Additional questions include, is there a need to implement rehabilitation programs? Is there an adequate land supply, What should the mix of owner occupied to renter housing be? Is they're a demand for senior or special needs housing that is currently not being met?

Some of the answers to these questions in terms of local opinion can once more be found within the three individual vision statements that where created during the "Town Hall" meeting.

1. "Township should preserve rural character of agriculture land, limiting driveways and clustering development".
2. "We would like more business, yet reduce light pollution and keep out unattractive mobile home parks".
3. "There is controlled growth with a variety of housing (no trashy housing allowed) that has good subdivision and cluster housing plans limiting the number of driveways intersecting highways".

These statements of opinion clearly indicate local desire to work on a verity of housing issues. Affordability, quality, quantity, location, etc., want to all be addressed.

GOALS, OBJECTIVES & POLICIES

The Town of Albany

Goal #1
The Town of Albany will provide adequate lands to meet the needs of projected housing demands.

Objective: Visually represent the location of acceptable areas for new housing development within the town for the next twenty years in this plans future land use map.

Objective: Strengthen existing established neighborhoods by finding new uses for abandon or under used land.

Objective: Encourage the wise use of development lands by advocating the use of development concepts such as cluster development techniques and Conservation design.

Objective: Review and consider adoption of the state model ordinance for cluster design neighborhoods.

Objective: Work with the Village of Albany for the provision of senior housing within close proximity of goods and services.

Goal #2
The Town of Albany will provide for the allowance of safe and affordable housing in a variety of types and locations throughout its community.

Objective: Encourage the amendment of the county's Zoning ordinance to create minimum safety standards for all housing units such as a minimum width, appropriate lot size standards, etc. Use these standards in the development review process in the granting of approvals.

Objective: Continue the enforcement of the State Uniform Dwelling Code.

Objective: Aggressively pursue payment of delinquent property taxes to pressure owners of abandon or under used property to sell.

Objective: Encourage the development of housing for peoples of all ages and income levels in appropriate locations throughout the township.

Objective: Assure that the fair housing rights of all citizens are protected.

Objective: Advocate the use of existing state and federal housing programs throughout the community. Educate residents on their availability.

Goal #3

Ensure that housing developments occur in a fashion consistent with existing land uses and in a manner suitable with existing surroundings.

Objective: Building envelopes should be planned to minimize disruption of groves of existing mature vegetation, and environmentally sensitive areas such as steep slopes, wetlands and shorelines.

Objective: Developments should be designed to minimize the disruption of distant vistas.

Objective: New developments should be designed to accommodate or utilize park space, schools or other existing infrastructure.

Objective: New development shall be subject to a development and engineering review process.

Objective: Developer agreements shall be required of all new significant developments.

Objective: New development lot sizes and location shall be consistent with town development regulation policies and the town's future land use map.

[i] Housing Wisconsin: A Guide to Preparing the Housing Element of a Local Comprehensive Plan, March 2000, by UW Extension.

[ii] HUD No. 99-198

[iii] Housing Wisconsin: A Guide to Preparing the Housing Element of a Local Comprehensive Plan, March 2000, by UW Extension.

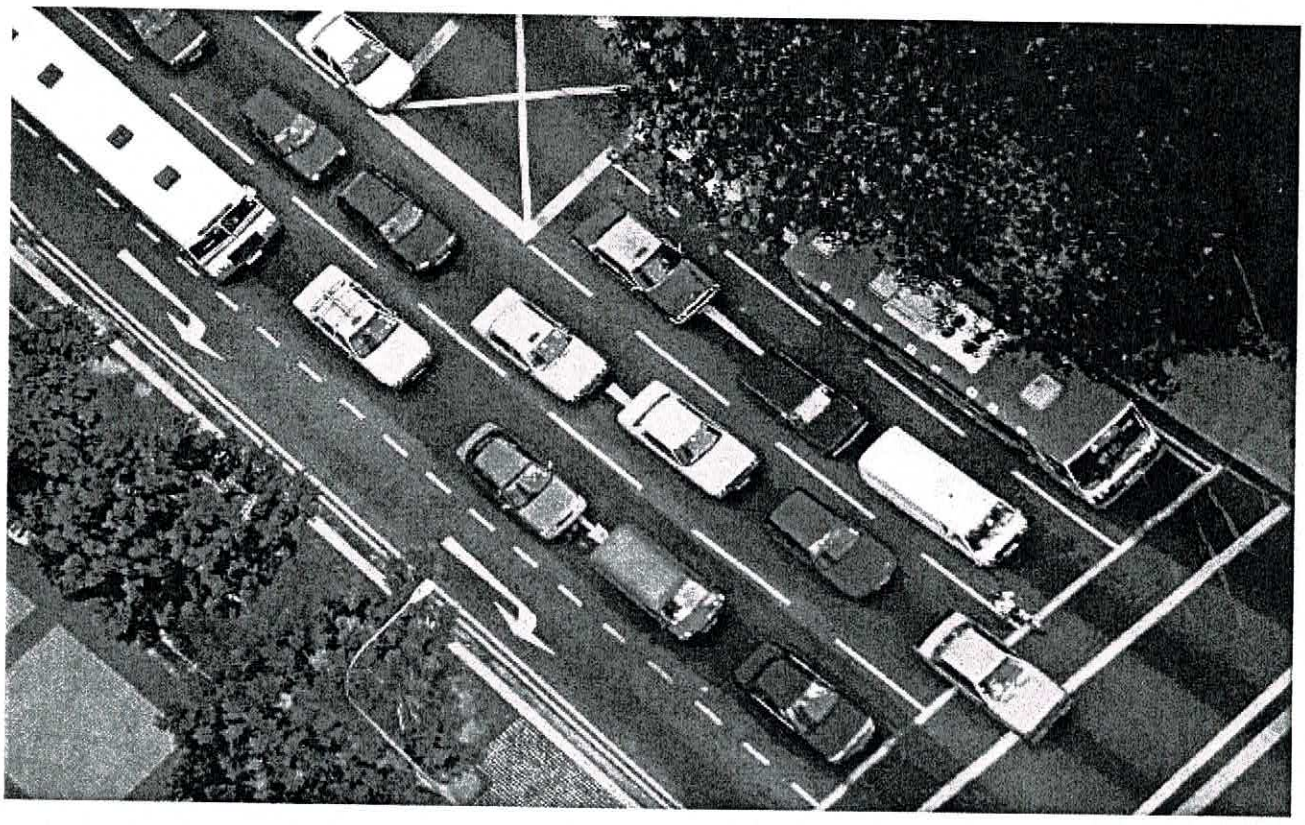
[iv] 2000 Consolidated Plan: For the State's Housing and Community Development Needs prepared by the Wisconsin Department of Administration, Division of Housing & Intergovernmental Relations, and the Wisconsin Department of Commerce.

[v] Factory and Site-Built Housing, A Comparison for the 21st Century; *Prepared for*: U.S. Department of Housing and Urban Development Office of Policy Development and Research, 451 Seventh Street, S.W. Washington, D.C. 20410; *by*: NAHB Research Center, Inc., 400 Prince George's Boulevard, Upper Marlboro, MD 20774-8731; October, 1998.

[vi] Zoning regulations, sanitary code and subdivision regulations, Greens County, Wisconsin, 1999.

[vii] Zoning regulations, sanitary code and subdivision regulations, Greens County, Wisconsin, 1999.

[viii] Housing Wisconsin: A Guide to Preparing the Housing Element of a Local Comprehensive Plan, March 2000, by UW Extension.



DRAFT
TENATIVLY APPROVED

5 TRANSPORTATION ELEMENT

The Transportation – Land Use Connection

The "Transportation – Land Use Connection" is an important concept in land use and transportation planning. On the one hand, land uses affect transportation by physically arranging the activities that people want to access. Changes in the location, type, and density of land use change people's travel choices, thereby changing transportation patterns. On the other hand, transportation affects land uses by providing a means of moving goods, people, and information from one place to another.

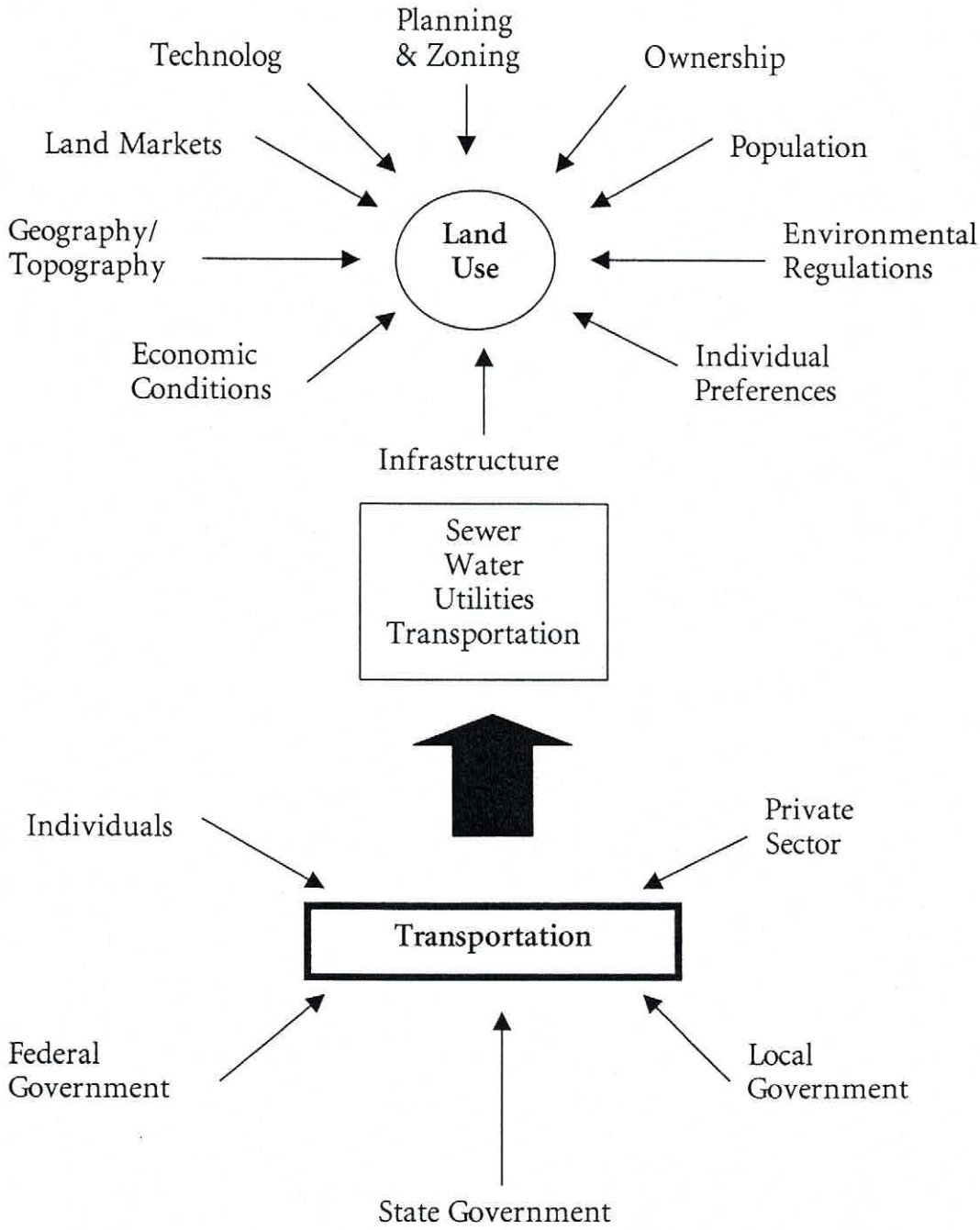
Transportation systems play a very important role in affecting urban structure. The debate over the "chicken and the egg" issue of whether transportation influences land use development or whether land use dictates transportation continues. The effect of past transportation decisions and investments are evident in today's development patterns with less than 10% of the total population working in the central business districts of traditional cities (Lowery, 1988). Thus, the transportation – land use connection is one that cannot be ignored.

There are two important concepts that are central to understanding the land use – transportation connection - accessibility and mobility. *Accessibility* refers to the number of opportunities, also called activity sites, available within a certain distance of travel time. Due to the low-density development patterns that we see today in most communities, the distances between activity sites such as home, school, grocery store, etc., is increasing. As a

result, accessibility has become increasingly dependent on mobility, particularly on privately owned vehicles. On the one hand, mobility can be seen as the consequence of spatial segregation of different types of land uses, while on the other hand, it can also be seen as contributing to increased separation of land uses. Improvements in the transportation field have enabled people to travel longer distances in the same amount of time, which has resulted in the growing segregation between activity sites, especially between home and work. In today's urban scenario, the value of land is heavily dependent on the transportation network providing access to it. Or in other words, the location of a place within the transportation network determines its value and use.

Land development is influenced by a large number of forces shown in the figure below. Infrastructure, which is comprised of sewer, water, utilities and transportation play an important role in influencing land use patterns. Transportation in turn is affected by individuals, private sector, federal government, state and local governments. As mentioned earlier, the most significant role that transportation plays in land development is affecting access to land. Transportation systems have the potential to indirectly affect land development by either inducing new development or altering the pattern of development. Even through a transportation improvement may not bring growth to a region in terms of number of households or square feet of developed area, it may affect the location pattern of land uses. However, due to the large number of factors affecting land use patterns, transportation may be considered just a part of a complicated process of land development.

Transportation's Role in Land Use



Should Urban Sprawl be a Concern?

Most metropolitan communities that have become the victims of urban sprawl are paying a heaving price through the increase in congestion, long commutes, loss of natural resource land, vanishing open spaces, air and water pollution, neighborhood and inner city deterioration, and the rising cost of public services. In 1950, 70% percent of the population in metropolitan areas lived in central cities. By 1990, that situation had reversed, with more than 60% percent living in suburbs (Rusk 1993). Over the past few decades, developed land area and vehicle use increased at a pace faster than population growth (Federal Highway Administration 1993).

The Transit Cooperative Research Program (TCRP) sponsored by the Federal Transit Administration published a report on the "Costs of Sprawl – Revisited" (report 39) in 1988. The following are a few key points from this report on the positive and negative impacts of sprawl:

Negative Impacts of Sprawl:

- Higher infrastructure and public operating costs: This includes the cost of local and regional roads, water, sewer, school systems, etc. and was found to be higher in low-density developments than in compact developments with centralized services.
- Higher aggregate land costs: The total land costs associated with sprawl driven development is higher as more land is consumed then under compact development patterns.
- Consumes prime agricultural land: Sprawl consumes prime agricultural land from farming use than more compact forms of development. This also lowers the productivity of the farmland near sprawl developments due to the difficulty of conducting efficient farming operations.
- Lack of community sense: Sprawl driven developments do not lend themselves easily to the formation of cohesive communities. The households lack a sense of belonging to the community in such environments.
- Worsens pollution: Sprawl worsens the overall air pollution in a metropolitan area due to the increased number of vehicle miles traveled. It also lowers water quality by increasing the amount of impervious surface, thereby increasing runoff and erosion.
- Encourages deterioration of the inner city: Sprawl encourages businesses and households to leave the inner city allowing them to move to the suburbs in search of cheaper land. As a result, the economic base of the inner city is weakened.

Positive Impacts of Sprawl:

- Lower housing costs: Sprawl has lower housing costs because it does not limit the amount of development and land is also cheaper in the suburban fringes than within the city limits.
- Supports the American dream of low-density living: Sprawl encourages the growth of low-density residential neighborhoods, which are preferred by a large percentage of the population.
- Enhances personal and public open space: Sprawl provides more open space directly accessible to the individual households in the form of larger private yards than may be possible in more compact forms of development. It promotes the American dream of a big yard and a house set back from the street.
- Lower crime rate: Low-density development patterns have lower crime rates.[i]

How Does Transportation Impact Us?

Transportation touches the lives of nearly everyone every day. Whether traveling to work, school, or to a favorite vacation spot, Wisconsin's transportation network will provide the means to get here. Working for Wisconsin's future Wisconsin's transportation infrastructure has come a long way in a single generation. It has developed from a system of two-lane roads and highways, grass landing strips, wooden piers, and locomotives, to a network of multi-lane divided highways, airports, modern water ports, efficient transit systems and rail lines linking the state with markets throughout the world.

For the traveling public, Wisconsin had ***3,733,077 licensed motorists*** at the end of 1999 and more than ***4.7 million registered vehicles*** can travel on over ***111,500 miles*** of highways, roads, and streets. This includes 12,000 miles of state and interstate highways, and 98,000 miles of locally-owned county, town and municipal routes with ***13,300 bridges*** spanning over these roadways.

Within the state's communities, ***68 public bus and shared-ride taxi systems*** connect people with economic opportunities while reducing traffic congestion. The State Airport System Plan includes ***131 public access airports***, 9 offering scheduled flights that carry over 4 million passengers annually. Amtrak transports more than 425,000 people to Chicago, Minneapolis and other points across the country every year.

For business and industry, Wisconsin provides efficient and cost-effective transportation alternatives to get products to market. In addition to its safe and efficient network of highways for trucks, Wisconsin has ***4,500 miles of track and 12 railroads*** handling 94 million tons of cargo along with ***15 major ports.*** And if it has to be there fast, Wisconsin's airports handle 120,000 tons of cargo annually.

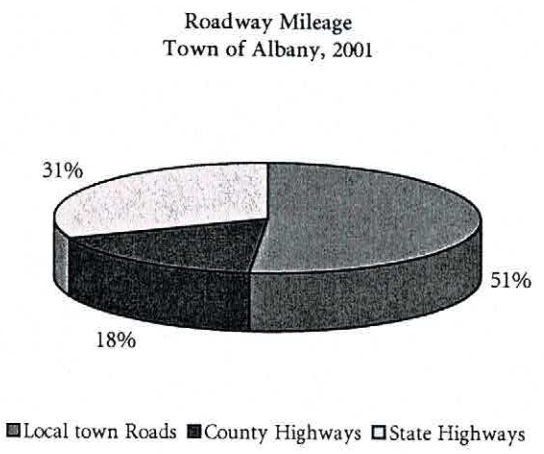
Currently, nearly ***12% of all Wisconsin work trips are made by walking and bicycling.*** In several cities, almost 20% of trips are made by these modes. WisDOT has recently partnered with the Bicycle Federation of Wisconsin to provide the state bicycle map. The Rustic Roads System, created in 1973, provides bikers, hikers, and motorists an opportunity for leisurely travel through some of Wisconsin's scenic countryside. To date, ***86 rustic roads*** have been preserved for purposes of recreational enjoyment covering 461 miles in 49 Wisconsin counties.

Wisconsin Traffic Crash Facts

1999 Facts and Figures

- 744 persons were killed in Wisconsin motor vehicle traffic crashes. (36% involved Alcohol, 27% involved Speed, and 14% involved both Speed and Alcohol).
- 61,577 persons were injured in 41,345 reported injury crashes and 674 fatal crashes.
- An average of 2.0 persons were killed every day on Wisconsin highways.
- The fatality rate per 100 million miles of travel was 1.31 in 1999, compared to 1.26 in 1998.
- Of the 439 drivers who were killed and tested for alcohol concentration, 159 drivers (36%) had an alcohol concentration of .10 or above and were legally intoxicated.
- 55 pedestrians were killed, compared to 64 in 1998.
- Of the 55 pedestrians killed, 9 (16%) had an alcohol concentration of .10 or above.
- 18 bicyclists were killed, compared to 11 in 1998.
- 65 motorcyclists were killed, the same number as in 1998.
- 39% of persons killed in passenger cars (for whom belt use was reported) were using safety restraints.
- 73% of all motorcyclists killed in crashes (for whom helmet use was reported) were not wearing helmets.
- 60% of all crashes occurred on county trunk highways and local roads.
- The total number of registered vehicles was 4,713,643 compared to 4,449,217 in 1998 (a 5.9% increase).
- The total number of licensed drivers was 3,733,077 compared to 3,709,957 in 1998 (a 0.6% increase).

A good transportation system is fundamental to the physical and economic functioning of any community. Spatially, a transportation system is evaluated on how well people, goods, and services are distributed from one place to another. In economic terms, a transportation system can be viewed as to how much traffic volume and access is available to support local business activity. Since a majority of residents in the Town of Albany commute outside the town for employment opportunities, the current transportation network is important to town officials and residents. On December 31 of 2000 the WIDOT reported a total 24,658 licensed drivers in Green County.



The transportation network in the Town of Albany consists of a combination of state, county, and town roads containing almost 71 miles of roadway. The distribution of state, county, and local road mileage in the Town of Albany can be seen in the accompanying graphic. Town roads dominate the amount of road miles in Albany by a significant margin. A total of 36.5 miles of town roads exist in the Town of Albany, while 12.5 miles are county highways, and 22 miles are state highways. Recognizing the amount of roadway miles attributed to local roads is especially important because public services such as general road maintenance and snow removal can present fiscal concerns for communities such as Albany.

STATE HIGHWAYS

The primary regional highway serving the greater Albany area is Highway 59, which passes through the south central portion of the town extending southwest to Monroe and east to Evansville. A secondary regional highway also serves the Town of Albany, which is Highway 104. Highway 104 passes through the eastern length of Albany extending north to Brooklyn, and south to Brodhead[1]. These two highways are the primary thoroughfares serving the Village of Albany from southwestern and south central Wisconsin. Neither of these highways are under construction within the Town of Albany, nor have they been recently worked on. The Wisconsin Department of Transportation (WISDOT) does not

[1] Exhibit 1 – WiDOT Green County Roadway Classification map, Corrected for January 2000.

have any proposals for future construction of Highways 59 or 104. A review of Wisconsin Department of Transportation 2000 Class II Roadway's determined that the Town of Albany currently contains none of these classified roadway's[2]. Proximity to urbanized areas such as Oshkosh, Appleton, Berlin, and Omro have been viewed as a strength of the current transportation network which includes state, county, and local roads.

COUNTY HIGHWAYS

The county highways serving the Town of Albany are Highways X, F, EE and E. Highway E begins at the intersection of E and Brooklyn-Albany Road at the north central part of Albany, passes south through the Village of Albany, and extends into the Town of Decatur. Highway EE, on the other hand, enters the Town of Albany from the west, passes through to the east until it connects with Highway E. Beginning in the northwest corner of the town, Highway X branches off of Highway EE and leads north into the Town of Brooklyn. In the south central portion of the town, Highway F leaves the Village of Albany extending south into the Town of Decatur. Currently, there is no construction occurring on any of these roads, nor are there any future proposals for construction.

LOCAL ROADS

Local roads in the Town of Albany consist of an interweaving grid pattern serving residences, town facilities, county parks, public landings, county highways, state highways, etc. Local roads primarily serve as "Collectors"[3] that connect residences, public facilities, parks, county or state highways, town centers, or major activity centers. As local roads make up a significant amount of the road mileage in Albany, it becomes very important to consider maintenance, capacity, volume, and access of these roads, as they pertain to costs and other fiscal capabilities of the Town of Albany.

A Master Thoroughfare Plan identifies the "Through" streets in a communities street network consisting of freeways, strategic regional arterials, major and minor arterials, and neighborhood connector streets.

The Master Thoroughfare Plan directly answers the question posed by residents of "why is traffic routed onto one street and not another". The plan clearly identifies the arterial and collector streets which by function will be wider, have more lanes, have higher speed limits, and be signed and marked to carry more traffic than the residential streets. The Master Thoroughfare Plan directly addresses the "Volume of Traffic" concern.

ROADWAY CLASSIFICATION

The Town of Albany enjoys a diverse base of roadway types with a verity of usage within its municipal boundaries.

[2] Exhibit 2 - State of Wisconsin Department of Transportation 2000 Official Designated Class II Roadway's Map.
[3] Collectors are streets with moderate traffic volumes that connect residential neighborhoods with other higher capacity highways or major activity centers.

A Classification of the roadway network for planning purposes generates four specific roadway types for use in "Master Thoroughfare" mapping of the roadway system. Roadway classification by type in the Town of Albany includes:

1. STATE HIGHWAYS - State Highways within the Town of Albany have limited access with a primary function of inter-town traffic movement and travel to out of town destinations. Direct access is restricted to periodic interchanges with ideally no direct access to fronting properties.
2. PRINCIPAL ARTERIALS - Principal arterial "primary" streets within the Town of Albany roadway network are for the provision of both inter-town and intra-town traffic movement within the region. The principal arterial provides for efficient traffic flow and a restricted level of access to fronting properties. Access is limited in order not to impede the movement of traffic - full access points are spaced no closer than 1/8 of a mile with full access points at the 1/4 of a mile spacing typically traffic signal controlled or traffic signed controlled.
3. MINOR ARTERIAL - Minor arterial "secondary" streets within the Town of Albany roadway network are for the purpose of traffic movement between the neighborhoods and other areas within the township. While a major function of this arterial is efficient traffic flow, access may be somewhat restricted to ensure functional purpose. These roadways are typically traffic signed controlled.
4. COLLECTOR STREETS - Collector streets within the Town of Albany roadway network are for the provision of connecting residential areas through to adjacent neighborhoods and have continuity between arterial streets. Collector streets convey traffic out of the neighborhoods to the arterial streets.

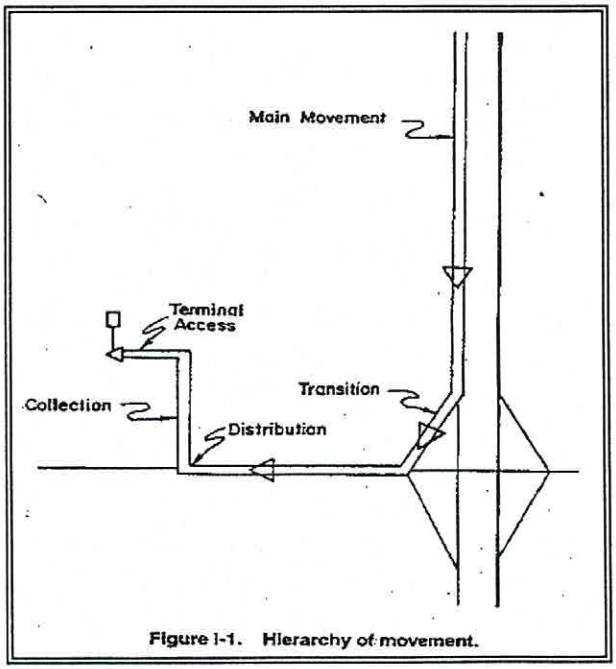
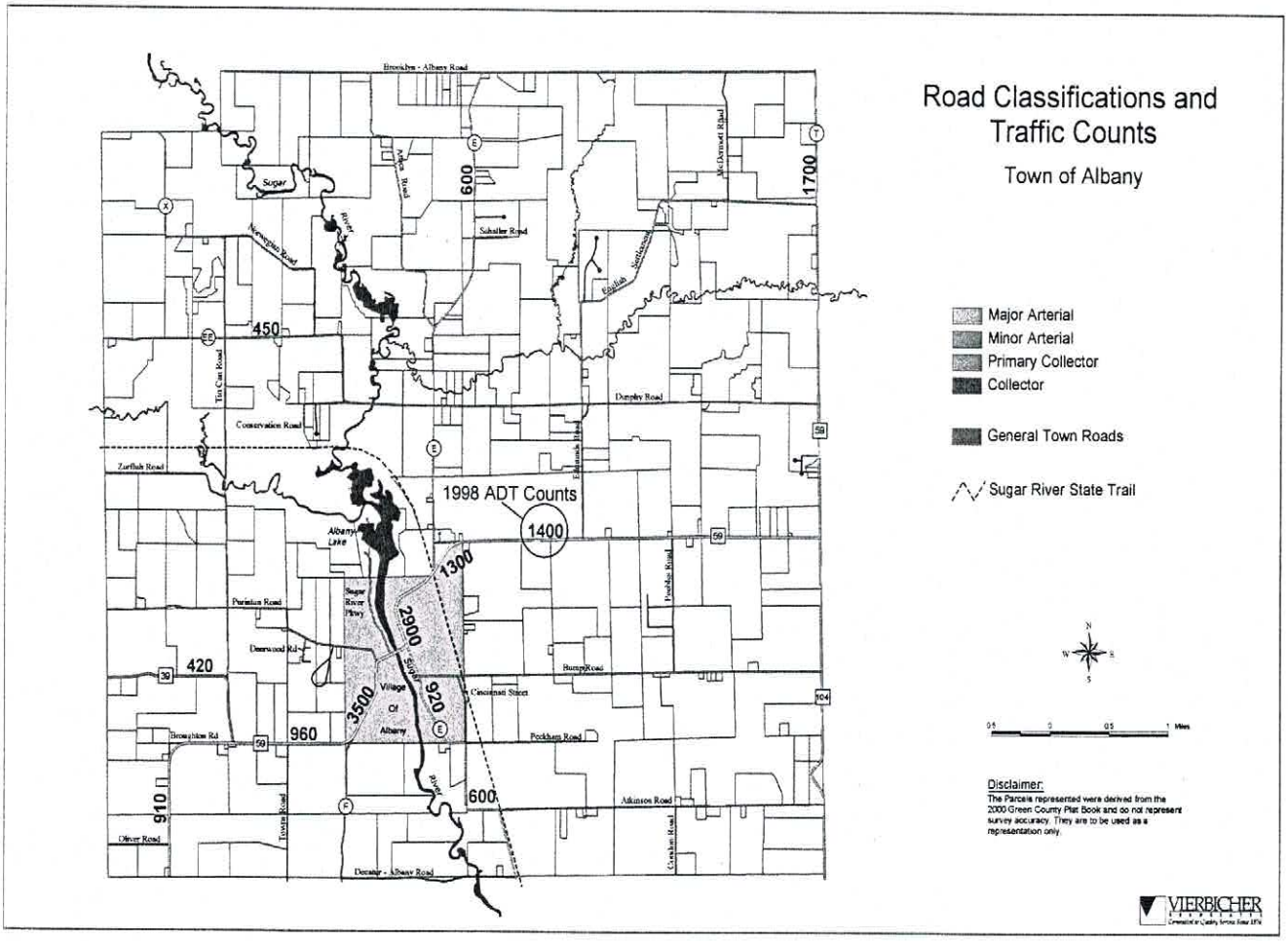


Figure I-1. Hierarchy of movement.

The "Thoroughfare System" provides the framework of streets and access upon which the Comprehensive Plan is based. There is a direct relationship between the

location of specific sites within this system and the intensity of land use, which is appropriate for that area. The Town of Albany's Master Thoroughfare Plan/Map provides for the safe and efficient movement of people and goods throughout the community and the region.



With respect to sound traffic planning, rule of thumb principals for traffic demand can be evaluated by considering the following capacity values for passenger cars on a given roadway:

Road Size	Average Daily Traffic Capacity
2 Lane	8,000 – 12,000 ADT
4 Lane	16,000 – 24,000 ADT
6 Lane	24,000 – 36,000 ADT

ROADWAY USAGE

The Wisconsin Department of Transportation has assumed the role of obtaining traffic counts along various federal, state, county, and local roads throughout Wisconsin. The department usually obtains these counts every three years, the last being in 1997. Recognizing the amount of traffic that nearby roads and highways endure on a daily basis is a good indicator regarding longevity and capacity. Also, traffic counts are a sign of how timely it is for residents commuting to nearby employment centers. An analysis of travel times from the U.S. Census, concluded that most residents travel between 20-29 minutes to their place of work. Being that Madison is the major employment center in the region, and is around 25 miles away from Albany, there is reason to believe that traffic volumes are a concern to Albany residents.

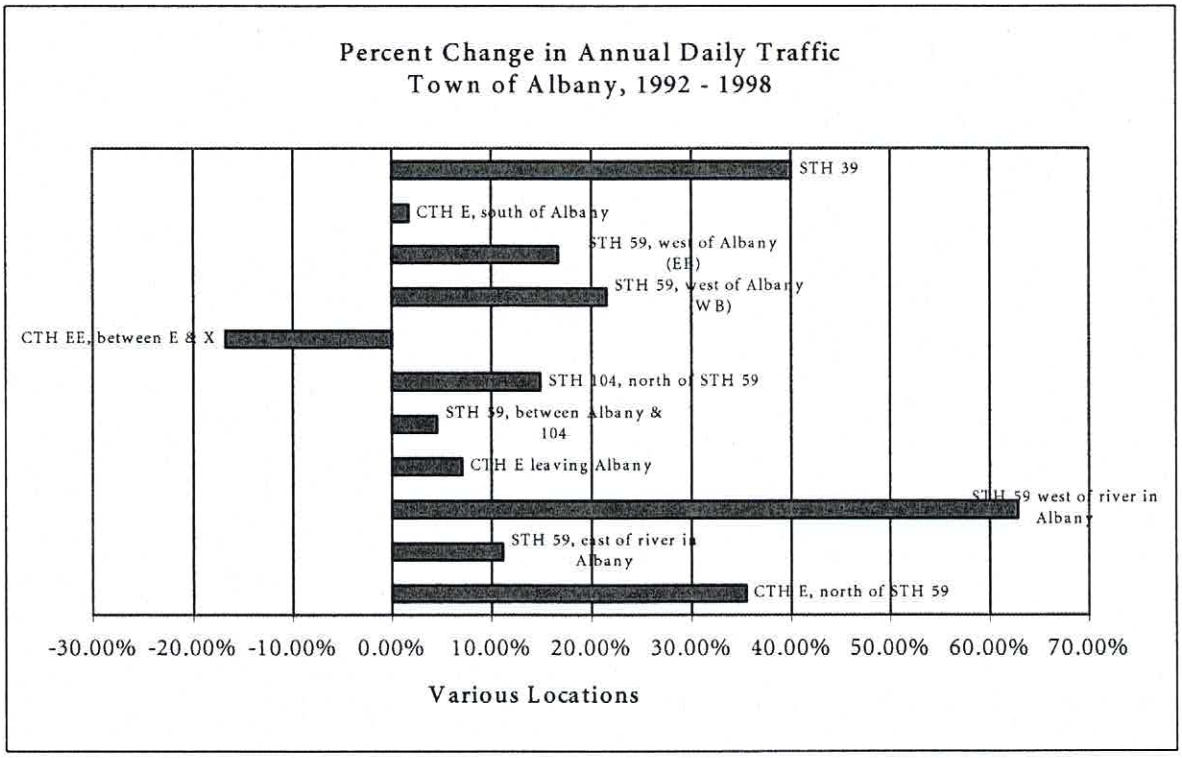
Annual Average Daily Traffic (ADT), 1992 to 1998

Annual Average Daily Traffic	Year			% Change
Location	1992	1995	1998	1992 – 1998
CTH E, north of STH 59	960	1500	1300	35.4.0%
STH 59, east of river in Albany	2610	3600	2900	11.1%
STH 59 west of river in Albany	2150	3300	3500	62.8%
CTH E leaving Albany	860	1000	920	7.0%
STH 59, between Albany & 104	1340	940	1400	4.5%
STH 104, north of STH 59	1480	1400	1700	14.9%
CTH EE, between E & X	540	740	450	-16.7%
STH 59, west of Albany (WB)	790	620	960	21.5%
STH 59, west of Albany (EB)	780	600	910	16.7%
CTH E, south of Albany	590	-	600	1.7%
STH 39	300	130	420	40.0%

At the County level significant increases in rural roadway usage have taken place between 1982 and 1998. There has clearly been a correlating impact to the usage of the roadway system with respect to the increase in rural residents in the outlying areas of Green County. These impacts include the need for additional attention by local units of government in the areas of safety, maintenance and upkeep costs related to their roadway networks.

Understanding that traffic volumes have increased significantly on Albany's major arterial and connector roads raises future concern with respect to the safety, capacity and longevity of the towns roadway system. It is clear from 1992 – 1998 average daily traffic counts that STH 59, CTH E, STH 104, and STH 39 are serving as commuter travel routs of choice. As development continues to occur the town should undertake measurers to limit new access onto these major travel corridors in order to ensure safety.

Table 2 shows various traffic counts taken at select places in the Town of Albany for the years 1992, 1995, and 1998. The largest increase observed was west of the river in Albany on Highway 59, which experienced a 62.8% increase in average number of vehicles per day.



Given the moderate growth in the county over recent years, and the growth that Madison has experienced due to retail business and manufacturing employment opportunities, one can only assume that this trend will persist in future years. As a result, additional pressures on existing roads in the Town of Albany will likely occur in the future, presenting increased maintenance and construction costs.

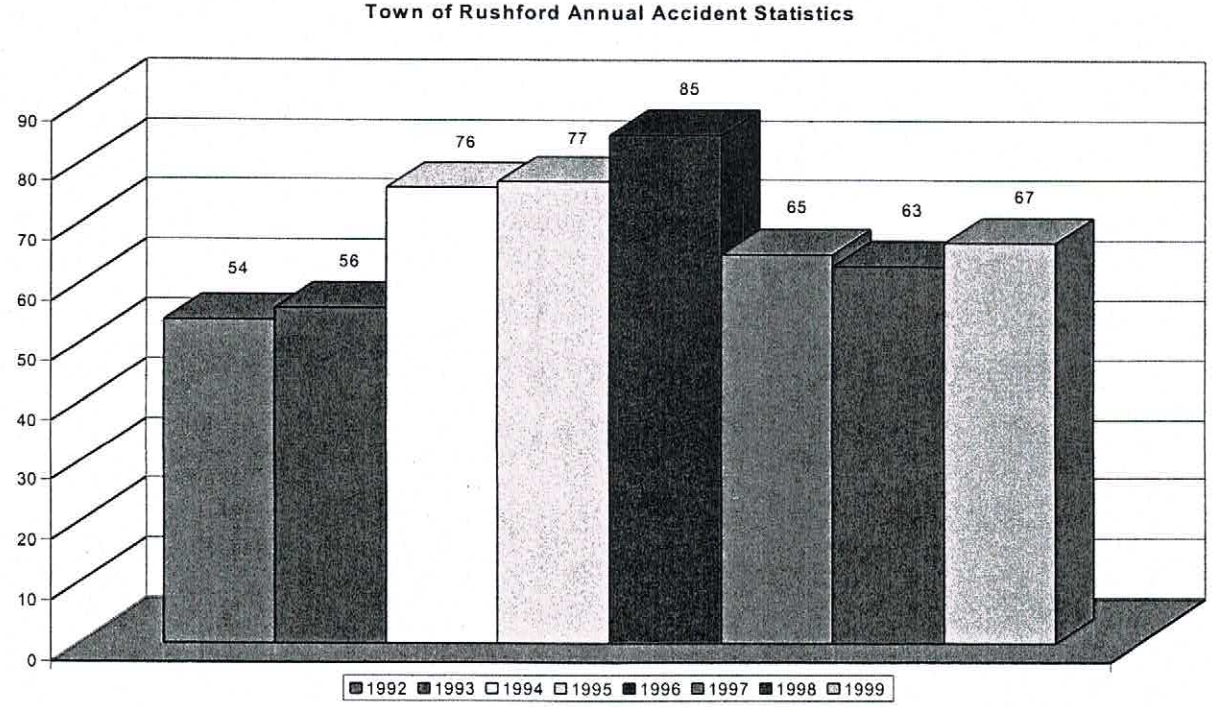
As this growth occurs town officials will want to be cognoscente of the creation and placement of new arterial roadways and collector roadways within the community. Maintaining fluid traffic movement through the community to avoid traffic problems such as congestion, safety, speed, noise and others is the objective of sound transportation policy. As a rule of thumb, arterial spacing should follow the following guidance:

Arterial Spacing Principals

Net Residential Units Per Acre Being Served	Location	Spacing Distance
	Downtowns	1/8 mile or less
6-10 units per acre	High Density	¼ to ½ mile
4-6 units per acre	Medium Density	½ to 1 mile
2-4 units per acre	Low Density	2 miles
	Semi - rural	3 miles

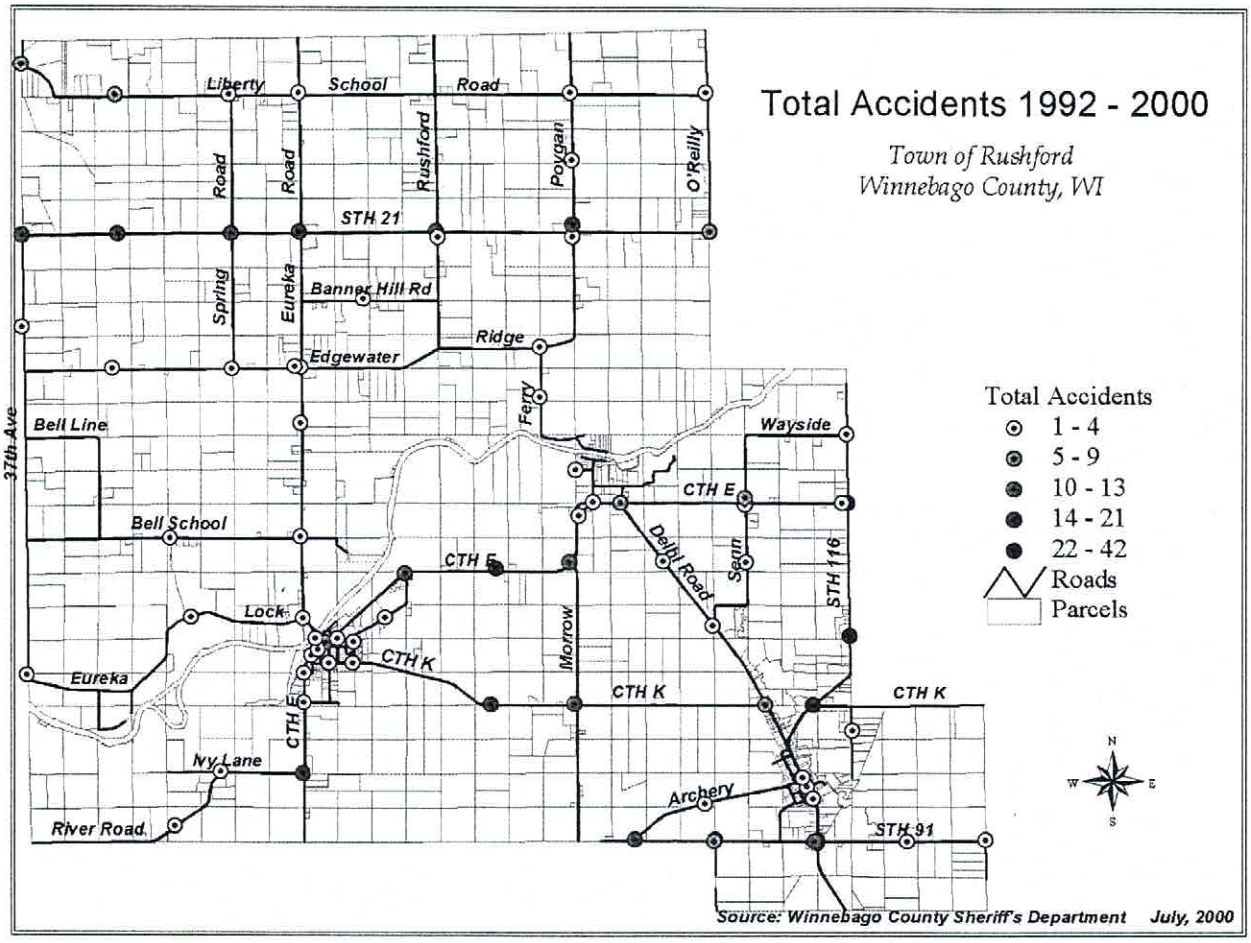
ROADWAY SAFETY

With mounting pressure on the existing roadway system due to growth and development the Town of Albany has experienced its share of safety issues.



Accidents at many Albany intersections have reached levels of concern that are cause for the careful planning of future loading that could occur through new developments. When intersectional accident statistics are overlaid on top of the roadway map it can be noted that a majority of recorded accidents since 1992 have occurred at intersections involving the State and County highway system within the township.

Accident Type	1992 Reports	1993 Reports	!994 Reports	1995 Reports	1996 Reports	1997 Reports	1998 Reports	1999 Reports	2000 Reports	Average Through 1999	Total Average
ACCIDENT FATAL	1	0	1	0	1	0	0	0	1	0.38	0.44
ACCIDENT HIT & RUN	0	2	2	2	0	3	0	2	0	1.38	1.22
ACCIDENT INFORMATION	0	2	0	0	0	0	0	0	0	0.25	0.22
ACCIDENT INJURY	17	6	13	12	14	12	14	12	3	12.50	11.44
ACCIDENT PROPERTY DAMAGE	34	44	59	61	70	49	47	53	23	52.13	48.89
ACCIDENT UNKNOWN	0	2	1	2	0	1	2	0	0	1.00	0.89



As safety issues grow as a concern within the township, consideration of speed control measurers and traffic controlling signage and lighting must also be undertaken. According to the Wisconsin Department of Workforce Development, December 2000, Winnebago County, "Workforce Profile"[ii]:

"Greater than 40% of the workers living in Green County work in the largest city of Monroe, located in the southern part of the county. Monroe is spatially linked to other towns in the county via State Route 69 running north-south and State Route 11/81, running east-west. Though there are no interstate highways that traverse the county, the expansion of State Route 11/81 in Monroe has facilitated the expansion of commuting into the city. Monroe is also connected with expanding areas of New Glarus to the North and Brodhead to the East.

WINNEBAGO COUNTY COMMUTING PATTERNS

	Commute Into	Commute From	Net Commute
Illinois	486	530	44
Dane County	1,690	465	-1,225
Lafayette County	299	773	474
Rock County	299	558	259
Elsewhere	672	574	-98
Total	3,446	2,900	-546
Work in Green County	12,340		

The number of workers commuting from Illinois generally come from Stephenson County directly into southern Green County. The fact that there is a positive in-migration from Illinois into the county is also remarkable considering relatively few workers from southern Illinois commute into southern Wisconsin. The situation has increased over the past few decades. On the other side of the commuting equation, there are a large number of workers who reside in Green County that commute everyday into Dane County. Approximately 11% of the workers in Green County travel to work in Dane County, the majority of whom work in Madison. It is estimated that the 2000 census will indicate increased commuting into Dane County, as numbers of smaller towns outside of Madison have experienced larger than normal growth.

The growth of these smaller towns highlights a phenomenon occurring not only in Dane County, but in many of the rural counties around southwestern Wisconsin. While the central cities (like Monroe and Madison) are experiencing population growth, smaller areas in the periphery have experienced abnormally high growth rates. Some observers see this trend as the next major demographic shift to smaller areas; most observers believe this shift is due to the desire to live in smaller, more serene areas without giving up access to metro areas.

As a working Philosophy the Town of Albany will seek "the least control that provides good operations and a satisfactory level of safety" when implementing traffic control policies and strategies.

Access management

The purpose of access management at the Wisconsin Department of Transportation is to maintain the operational efficiency and safety of state highways by controlling the type, number, and location of access points to the highway system.

Wisconsin's state highway system comprises 12,000 miles of state and Interstate highways.

- Access points to the state highway system automatically increase the potential for crashes by introducing cross traffic on a free-flowing highway.
- Access points create operational problems by slowing the overall traffic flow to allow for slower vehicles that are pulling off the highway or onto the highway. High volumes of vehicles such as large trucks or farm machinery can further add to these operational problems.
- Cost impacts of access are placed on the individual/organization requesting the access.

In the 2000 State Highway Plan, WisDOT concludes that current funding levels will not alleviate all the highway system's congestion problems. With higher capacities and increased congestion, one of the major tools that will allow our existing highway system to perform with acceptable efficiency and safety is access management.
WisDOT uses the following tools to manage the highway system:

- Driveway permits
- Trans 233
- Controlled access projects

Managing access is key to highway safety. More access points on a roadway means an increased number of crashes.

Access points per mile	Crash rate per million vehicle miles traveled
.2	1.3
2.0	2.7
20.0	17.2

Access management - driveway permits

Driveway permits:

- Any private access to the state highway system requires a permit.
- The permit grants the right to work on state highway right of way, and the right to access the highway under certain conditions or restrictions.

- Driveway permits are not permanent rights and may be revoked by WisDOT if misuse occurs. Permits may also be revoked if a highway improvement project requires the elimination of access points to maintain or increase the free flow of traffic for capacity and safety reasons.
- Issuing or denying a driveway permit is based on specific standards such as highway geometry, sight distance, and proximity to other access points.

The type and maximum size of access is determined by the intended use of the property. A single-family dwelling may only require a simple driveway while a commercial property may require more extensive access.
Costs of constructing and maintaining private access points are borne by the property owner and not by WisDOT.

Determining the type of access required is based on standard land-use trip generation guidelines.

Access management - Trans 233

Any division or assemblage of lands abutting existing state highways is subject to review by WisDOT. This includes subdivision plats, county plats, condominium plats, certified survey maps, plats of survey or a plain legal description with no survey.
The review ensures:

- Any access and internal-street system to the land division serves the maximum amount of landowners, which in turn will limit future access requests to the state highway.
- Drainage impacts to state highways are minimized or controlled.
- Proper setbacks are used to minimize future disruptions to the landowner or costs to the public if a highway expansion is needed.

For more information on Trans 233 visit
http://www.dot.state.wi.us/dtid/bhd/trans233.html.

Access management - Controlled access projects

Entire segments of highways can be access controlled through the completion of controlled access projects. These projects require a public hearing process to inform all impacted parties and to solicit their input. This type of project allows WisDOT to then readily manage public and private access in the future along those segments.

By applying uniform standards such as these, property owners can be ensured of a fair and equal review.

Effective access management makes our highways safer, reduces the need for major road expansion by extending the usefulness of existing highways, and produces a more consistent travel flow. This helps limit congestion, reduces fuel consumption and improves air quality.

Wisconsin's Rustic Roads

A Positive Step Backward

Creation

The Rustic Roads System in Wisconsin was created by the 1973 State Legislature in an effort to help citizens and local units of government preserve what remains of Wisconsin's scenic, lightly traveled country roads for the leisurely enjoyment of bikers, hikers and motorists.
Unique brown and yellow signs mark the routes of all officially-designated Rustic Roads. These routes provide bikers, hikers, and motorists with an opportunity to leisurely travel through some of Wisconsin's scenic countryside.

A small placard beneath the Rustic Roads sign identifies each Rustic Road by its numerical designation within the total statewide system. Each Rustic Road is identified by a 1- to 3-digit number assigned by the Rustic Roads Board. To avoid confusion with the State Trunk Highway numbering, a letter "R" prefix is used such as R50 or R120. The Department of Transportation pays the cost of furnishing and installing Rustic Roads marking signs.
An officially designated Rustic Road shall continue to be under local control. The county, city, village or town shall have the same authority over the Rustic Road as it possesses over other highways under its jurisdiction.
A Rustic Road is eligible for state aids just as any other public highway.

Program Goals

- To identify and preserve in a natural and essentially undisturbed condition certain designated roads having unusual or outstanding natural or cultural beauty, by virtue of native vegetation or other natural or man-made features associated with the road.
- To provide a linear park-like system for vehicular, bicycle and pedestrian travel for quiet and leisurely enjoyment by local residents and the general public alike.
- To maintain and administer these roads to provide safe public travel, yet preserve the rustic and scenic qualities through use of appropriate maintenance and design standards, and encouragement of zoning for land use compatibility, utility regulations and billboard control.

What is a Rustic Road?

To qualify for the Rustic Road program, a road:

- Should have outstanding natural features along its borders such as rugged terrain, native vegetation, native wildlife, or include open areas with agricultural vistas which singly or in combination uniquely set this road apart from other roads.
- Should be a lightly traveled local access road, one which serves the adjacent property owners and those wishing to travel by auto, bicycle, or hiking for purposes of recreational enjoyment of its rustic features.
- Should be one not scheduled nor anticipated for major improvements which would change its rustic characteristics.

- Should have, preferably, a minimum length of 2 miles and, where feasible, should provide a completed closure or loop, or connect to major highways at both ends of the route.
- A Rustic Road may be dirt, gravel or paved road. It may be one-way or two-way. It may also have bicycle or hiking paths adjacent to or incorporated in the roadway area.
- The maximum speed limit on a Rustic Road has been established by law at 45 mph. A speed limit as low as 25 mph may be established by the local governing authority.

The Town of Albany is currently home to no state designated rustic roads. By being designated by the rustic roads program, roads can serve the town by protecting rural character through the restrictions that are been placed on them. As the town continues to grow and develop, additional attention should be given to designating new roadways as rustic roads as a means to preserve rural character and to continue to provide a safe transportation system throughout the township.

One of the primary functions of Town Boards is to maintain the local roadway system. This includes construction, resurfacing and maintenance. As the number of rural non-farming residents continues to increase throughout Wisconsin, communities find themselves taking the opportunity to approach roadway management from a new perspective. With existing residents wanting to preserve and maintain rural character and new residents placing a greater emphasis on "scenic quality" the notion of establishing a scenic rural roads program is gaining favor.

Road management that takes into account the scenic/rural character of roads in a way that is much like how a tourist would view a roadway, placing emphasis on more than just road width, line-of-site, and pavement conditions. To this end it may be beneficial for local officials to identify "scenic rural roads" and develop "roadside construction/maintenance" policies to guide roadwork on these roads, as well as other local roads. One method to accomplish this and to consider which local roads might be appropriate for submission and designation as rustic roads would be to conduct the following exercise[iii]:

Spend some time reflecting on your travels throughout the country. As the images of those excursions run through your mind think about the roads that you were on and what you viewed as you where traveling them. Now think about the traits and characteristics that those roads, and segments or sections of roadways had and or shared. What made them special? What made them unique? What made them enjoyable enough to leave a lasting impression in your mind?

Next, with the aid of a county and or community map(s), highlight those segments of roads that you believe are capture a scenic rural character. Once identified, using the scorecard evaluations on the following page(s), take the time to go and re-travel each of the roads and road segments that you have identified. As you travel each road or road segment

fill out a score card for it. When you are done with all of your identified roads and road segments total your scores and compare them with others performing the exercise.

Scenic Rural Roadway Evaluation Scorecard

Name of road _____

Evaluating entire road Evaluating a segment of the road

Location of road segment if appropriate _____

Name of Evaluator _____

* Read the criteria statement in each of the following boxes. Record the appropriate points in the box provided for each of the criteria that apply to the road or road segment being evaluated. When done with both the positive and negative evaluation scoring, total the points given and write that figure in the total box provided. Half points may be applied to the below features that are not equal to the "norm" but deserve some recognition, as long as the total points possible per attribute is not exceeded.

Positive Attributes:

Attribute	Point Value	Points Given
Continuous or intermittent large trees on one side of the road for less than 100 yards	1	
Continuous or intermittent large trees on both sides of the road for less than 100 yards	2	
Continuous or intermittent large trees on both sides of the road with canopy over the road for less than 100 yards	3	
Continuous or intermittent large trees on one side of the road for more than 100 yards	2	
Continuous or intermittent large trees on both sides of the road for more than 100 yards	4	
Continuous or intermittent large trees on both sides of the road with canopy over the road for more than 100 yards	6	
Pond adjacent to the road	2	
Mass of wildflowers or ferns	1	
Bridge on the road	1	
Stone, covered or historic bridge on the road	3	
Stone wall or wooden fence	1	
Picturesque farmstead or unusual building	2	
Historic structure or archeological site	2	
Wildlife viewing are from road (domestic buffalo, elk, etc., or natural deer, turkeys, etc.)	2	
Agricultural pattern (orchard, contour plowing, etc.)	1	

Attribute	Point Value	Points Given
Curve on the road	1	
Vista of hill on the road	2	
Vista "variety" (trees, fields, wetlands, hills, water, etc.) from road	2	
Hill on road	1	
Vista variety (trees, fields, wetlands, hills, water, etc.) from top of hill on road	3	
Enframed, enclosed or valley view	2	
Panoramic or distant view	2	
Ephemeral effect (sunset, mist, reflection)	2	
Seasonal effect (ice formations, brilliant foliage)	2	
View of lake or river from road	2	
View of waterfall, cliff or rock outcrop	2	
View of wetland, bog, or remnant prairie from road	2	
Park like area (including cemeteries) adjacent to road	1	
Public park adjacent to road	2	
View of "specimen tree" from road	1	
Hill with limited roadway visibility (traffic hazard – slow down)	2	
Curve with limited visibility (traffic hazard – slow down)	2	
TOTAL POINTS AWARDED		

Negative attributes:

Attribute	Point Value	Points Given
Sever/significant erosion		
View of gravel pit or sand mining operation		
Utility line, corridor, or substation		
Strip development		
Incompatible building (style, material, lot size, non-farm, non-residential)		
View of junk yard or landfill		
Storage tanks		
Obtrusive signage (size, too many, flashing)		
View of unkept buildings		
Monotony – "same old same old" landscape		
TOTAL POINTS AWARDED		

RAIL SERVICE

Rail service is available in the City of Madison via Wisconsin & Southern Railroad Co., and Canadian Pacific (Soo Line). Both rail lines operate with multiple trains on a daily basis to move products throughout the United States and Canada. No commuter service is currently available.

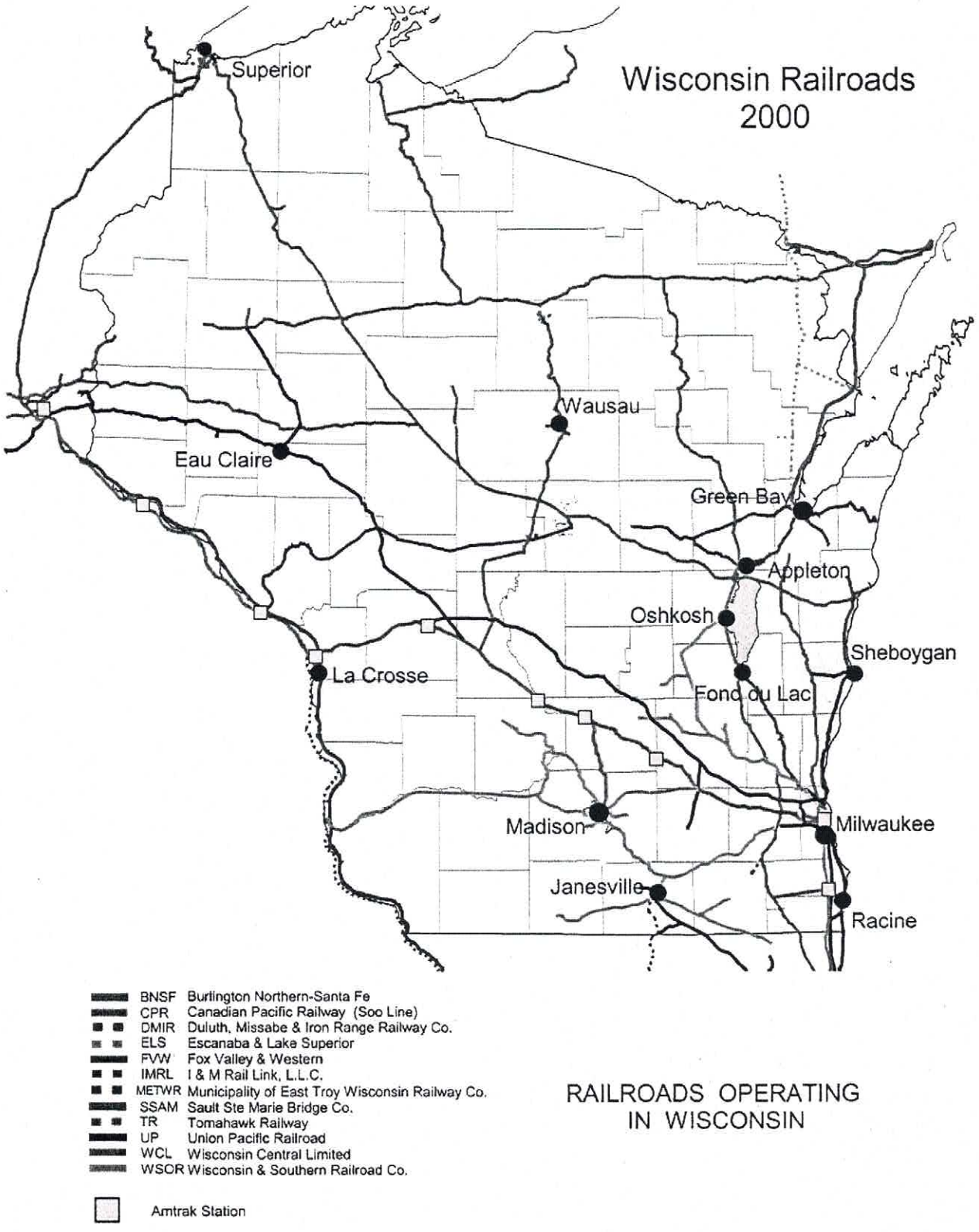
Significant changes are taking place with railroads in Wisconsin. Both freight and passenger rail are constantly evolving to meet changing needs. WisDOT needs to continue rail planning to enhance the *Wisconsin Rail System* and to meet the future transportation needs of the state. With an increasing population and a steady growth in highway traffic congestion, freight and passenger rail will become even more vital to the state's transportation system.

Freight Rail

Railroads have been part of Wisconsin since 1847, twenty years after the origin of rail in the United States. Two factors greatly influenced rail development in Wisconsin. The first factor is the state's geographical position between the Great Lakes and the Northwest. The second factor is the timber resources in the northern half of the state. The partial depletion of the forest lead to many miles of abandon railroad in the late 1800's and early 1900's. However, the substantial agricultural and industrial traffic, plus the link to the northwest, kept railroads an important form of freight transportation in the state.

Wisconsin railroad mileage peaked in 1920 at 7,327 miles. But from 1920 to 1929, abandonments exceeded new construction and this pattern continued, and accelerated, for many decades. The 1970's proved especially difficult for the freight rail industry. Intermodal competition, economic regulation, the energy crisis, and a recession all contributed to the distress of the railroad industry. In the early 1980s, deregulation of the rail industry improved rail's position to offer competitive rates for freight service. The number of abandon miles finally slowed reflecting a growing stability in freight rail. In Wisconsin, larger railroads abandon or sold large percentages of their lines to newly formed regional railroads. Also, the state acquired nearly 600 miles of abandon lines for operation by short line carriers.

Today Wisconsin has 12 railroads operating on nearly 4,500 miles of track. The state has three class I Railroads, five regional Railroads, two local Railroads, and two switching & terminal Railroads. These railroads combine to carry nearly 94,000,000 tons of freight in 1988, more than 1,046,000 carloads. The leading commodity originating within the state was nonmetallic minerals (over 3,833,000 tons). The leading commodity to terminate by rail in Wisconsin was coal (nearly 42,000,000 tons).



RAILROADS OPERATING IN WISCONSIN

Passenger Rail

The first rail passenger service in Wisconsin began in 1851, carrying passengers from Milwaukee to Waukesha. The wood burning locomotive of the Milwaukee & Mississippi Railroad Company traveled at speeds of up to thirty mile an hour during the short trek. By 1867, passenger rail connected Milwaukee with Chicago, as well as the Twin Cities. From this time until the end of World War I (1918), rail passenger service continued to prosper and became the predominant mode of travel.

Following World War I, the automobile became a major competitor of the train. Railroads continued improving the quality of passenger service into the 1940s, but the number of miles was declining. Beginning in the 1950s, railroads de-emphasized passenger trains and rapidly abandon services, to the point that in the late 1960s, people feared train service would be reduced to just a few routes in the Northeast.

In 1970, concern over the possible extinction of passenger trains in many areas of the country prompted Congress to create Amtrak to operate a national system. Since this time, Amtrak has experienced a number of staff reorganizations and route changes. Two Amtrak routes currently run in Wisconsin. The Hiawatha service runs between Milwaukee and Chicago six times daily. The Empire Builder runs once a day between Chicago and the Twin Cities, and out to the West Cost. Wisconsin Amtrak rail stations are found in Sturtevant, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah and La Crosse. Amtrak recently announced plans to extend passenger and express cargo rail service to Fond du Lac and Janesville as part of a comprehensive effort to preserve and expand existing rail networks.

Midwest Regional Rail System

The major plan elements of the Midwest Regional Rail System (MWRRS) include:

- Use of 3,000 miles of existing rail rights-of-way to connect rural, small urban, and major metropolitan areas.
- Operation of a "hub-and-spoke" passenger rail system providing through-service in Chicago to locations throughout the Midwest.
- Introduction of modern train equipment operating at speeds up to 110 mph.
- Provisions of multi-modal connections to improve system access.

- Improvement in reliability and on-time performance.

Within the context of the larger MWRRI, Wisconsin is involved with the Tri-State II High Speed Rail Study. This study is nearing completion and evaluates various high-speed options in the Chicago-Milwaukee-Twin Cities corridor. The analysis has built on the results of two previous corridor studies: the Tri-State High Speed Rail Study, and the Chicago-Milwaukee Rail Corridor Study. The Tri-State II Study has looked beyond the MWRRI and will provide policy makers with information needed to evaluate and choose among route and technology alternatives in the tri-state area.

As part of the MWRRI, WisDOT began analysis on the high-speed rail corridor between Milwaukee and Madison in November of 1999. This corridor is part of the first phase of the initiative and proposed train speeds are up to 110 mph. WisDOT is conducting planning, engineering and environmental studies along the existing 85 mile long rail corridor. Service could begin as early as 2003, with six trains daily in each direction (three of them are proposed to be express service with no stops). Service (110 mph) between Madison and the Twin Cities could begin in 2005, while service (79 mph) between Milwaukee and Green Bay is scheduled to begin in 2007. The Milwaukee-Chicago corridor is scheduled for upgrade to 110 mph in 2009, with 10 trains daily in each direction.

Midwest Regional Rail System

AIRPORT SERVICE

Dane County Regional Airport in Madison is the primary air service for the region. Dane County Regional offers daily commuter flights to Chicago's O'Hare International Airport, and Minneapolis Saint Paul's International Airport including charter and daily freight service.

Aviation activity in Wisconsin is measured through the use of information provided by the Federal Aviation Administration (FAA) and developed from the Wisconsin Department of Transportation (WisD0T) records and files. Reporting sources include Air Traffic Control Facilities, Flight Service Stations, Airport Managers and Scheduled Air Carriers.

This report concentrates on activity changes that took place during 2000 as compared to 1999. The yearly totals for aviation activity at airports with control towers were taken from the monthly data reports submitted by the FAA control towers.

The following summarized data is used in developing and measuring Wisconsin aviation trends.

LANDING FACILITIES

Currently, there are 720 aircraft landing areas known to exist in Wisconsin. Table 1 summarizes these landing areas.

TABLE 1
Landing Facilities on Record

	1996	1997	1998	1999	2000
Airports open to the public	133	133	132	131	136
Publicly owned	95	95	97	97	98
Privately owned	38	38	35	34	38
Private use airports	408	395	403	419	426
Heliport	108	111	115	120	131
Seaplane bases	28	26	26	27	27
Military/Police fields & helipads	7	7	7	7	7
Total	**684**	**673**	**683**	**704**	**727**
Location on the National Plan of Integrated Airport Systems (NPIAS)	88	88	88	88	83
Location on the State Airport System Plan	100	100	100	100	100
Airports with Instrument Approaches	75	81	81	83	80

TABLE 2
Tower Reported Operations by Airport

Location/Airport	Tower Hours	1996	1997	1998	1999	2000	% Change (99-00)
Milwaukee-Mitchell	24 hours	200,963	212,609	219,087	221,866	221,855	0
Madison-Dane County	6 a.-11 p.	154,860	145,504	144,712	153,200	134,692	-13.7
Oshkosh - Wittman	6 a.-10 p.	84,027	83,260	88,809	115,500	104,393	-10.6
Waukesha - Crites Field	6 a. - 9 p	68,464	87,090	89,662	96,160	90,472	-6.3

Kenosha - Kenosha Regional	7 a.-9 p.	67,088	85,667	78,826	87,545	89,221	1.9

Statewide total operations for 2000 decreased by 4.87% or 51,487 operations. Only three out of eleven tower airports reported increases in 2000. Kenosha Regional, Appleton-Outagamie, and Central Wisconsin are the only airports that reported increases Air carrier operations decreased by 7.93% and air taxi operations increased by 7.86% statewide. General aviation operations increased by 6.12% for itinerant traffic and decreased by 7.96% for local operations.

In all there are basically three types of airports. 1) Large Municipal/Private airports that are state and federally funded such as Mitchell County airport in Milwaukee. 2) Small private airports that are for the owner's use only, and 3) Small private airports that are used by the owner and only invited others. In the Town of Albany one such private airport exists, Albany Airstrip, located on the northeastern edge of the Village of Albany.

All airports must be state approved through the issuance of a certificate for site use in Wisconsin. This process involves the owner applying to the State DOT. Once an application is received the state notifies the county and community that an application has been received and requests comment on opinion and if there are any local regulations are at issue. It is important to note that the state certificate does not pre-empt local regulations. As airports are approved the state forwards information on their location to the Federal Aviation Administration where they are officially noted on aviation maps.

If a local unit of government wishes, they may regulate local private airports by ordinance. Typical regulations include:

1. Appropriate use within the zoning district.
2. Size, location and number of housing/storage facilities.
3. Hours of operation.
4. Noise and pollution.

It is typical of most airports that they start out small and in rural locations. As time passes and development occurs around these facilities, inevitably conflict arises. Local governments can act proactively to avoid these conflicts by planning for growth around existing facilities. In addition, a regulatory approach can be considered if there is appropriate need.

SNOWMOBILE TRAILS & OPERATIONS

1999 - 2000 Snowmobile Program Report Summary

Wisconsin Law requires that a conservation warden or law enforcement officer be notified of any snowmobile accident that results in an injury requiring medical treatment by a physician. In addition, the operator(s) involved in these "reportable accidents" must file a written report with the Department of Natural Resources within 10 days of the accident, insofar as they are capable of doing so.

All fatal snowmobile accidents are investigated by Conservation Wardens. The 1999-2000 Snowmobile Program Report summary is compiled from those investigations. There were 38 fatal accidents reported for the fiscal year 1999-2000 (fiscal year runs from July 1-June 30).

CAUSES OF THE FATAL ACCIDENTS

The leading cause of death was colliding with an object (tree, bank, car, etc). The leading contributing factors were, excessive speed and alcohol consumption. In several cases, speed estimations according to witnesses were reported to be as high as 100 mph. There were 13 fatal crashes that Conservation Wardens could directly identify excessive speed as a contributin factor to the death of the operator/passenger. Of those 13 fatals, 10 of those who died consumed alcohol. Alcohol was identified as another contributing factor. The law expressly states a person is under the influence of alcohol once their blood alcohol level reaches 0.10. Sixty-six percent or 25 of the victims who had known toxicology reports performed, showed they had consumed some alcohol. There were 8 victims that were not able to be determined and only 5 victims had no alcohol in their system at the time of death. Of the total number of victims who had consumed alcohol, 80% had a blood alcohol reading of 0.10 or higher. With the blood alcohol readings, 8 were determined to be 0.20 and above.

WHO WAS INVOLVED

All but 2 of the fatal accident victims were males. The ages of all fatalities ranged 17-68 years, with the average age 34. Of the 38 fatal accidents, 35 of the victims were Wisconsin residents while 3 were from surrounding states, Illinois and Minnesota. The largest percentage of those people killed were age 21-29 (39%). The second largest age group was 30-39 (27%). No one 16 years old or younger were killed this reporting period. The majority of the victims had not received formal Snowmobile Safety Training. Of the 38 victims, 30 were known to have been wearing a helmet, 4 were not and 4 were not known.

WHEN DO THESE ACCIDENTS OCCUR

A correlation was observed by reviewing fatality statistics for the past five years. Inferences can be drawn as to the time of day these accidents occur and day of the week. Not surprising, the majority of the people killed while snowmobiling, were fatally injured on Friday, Saturday or Sunday. The times that people were most likely to be involved in a deadly accident is between the hours of 8:00pm - 3:00am.

Sheriff Snowmobile Patrol Citations:

35/6 TOTAL CITATIONS

29 Operate Snowmobile w/o Valid Registration (S-1)

19 Failure or Improper Display of Registration Number or Decal (S-2)

24 Operate Snowmobile w/o Possession of Valid Certificate (S-3)

7 Failure to Transfer Registration of Snowmobile (S-4)

9 Give Permission to Operate a Snowmobile not Registered (S-5)

1 Transport Uncased Strung Bow on a Snowmobile

Conservation Warden Snowmobile Citations:

92/1 TOTAL CITATIONS

14/7 Operate Snowmobile w/o Valid Registration (S-1)

40 Failure or Improper Display of Registration Number or Decal (S-2)

62 Operate Snowmobile w/o Possession of Valid Certificate (S-3)

8 Failure to Transfer Registration of Snowmobile (S-4)

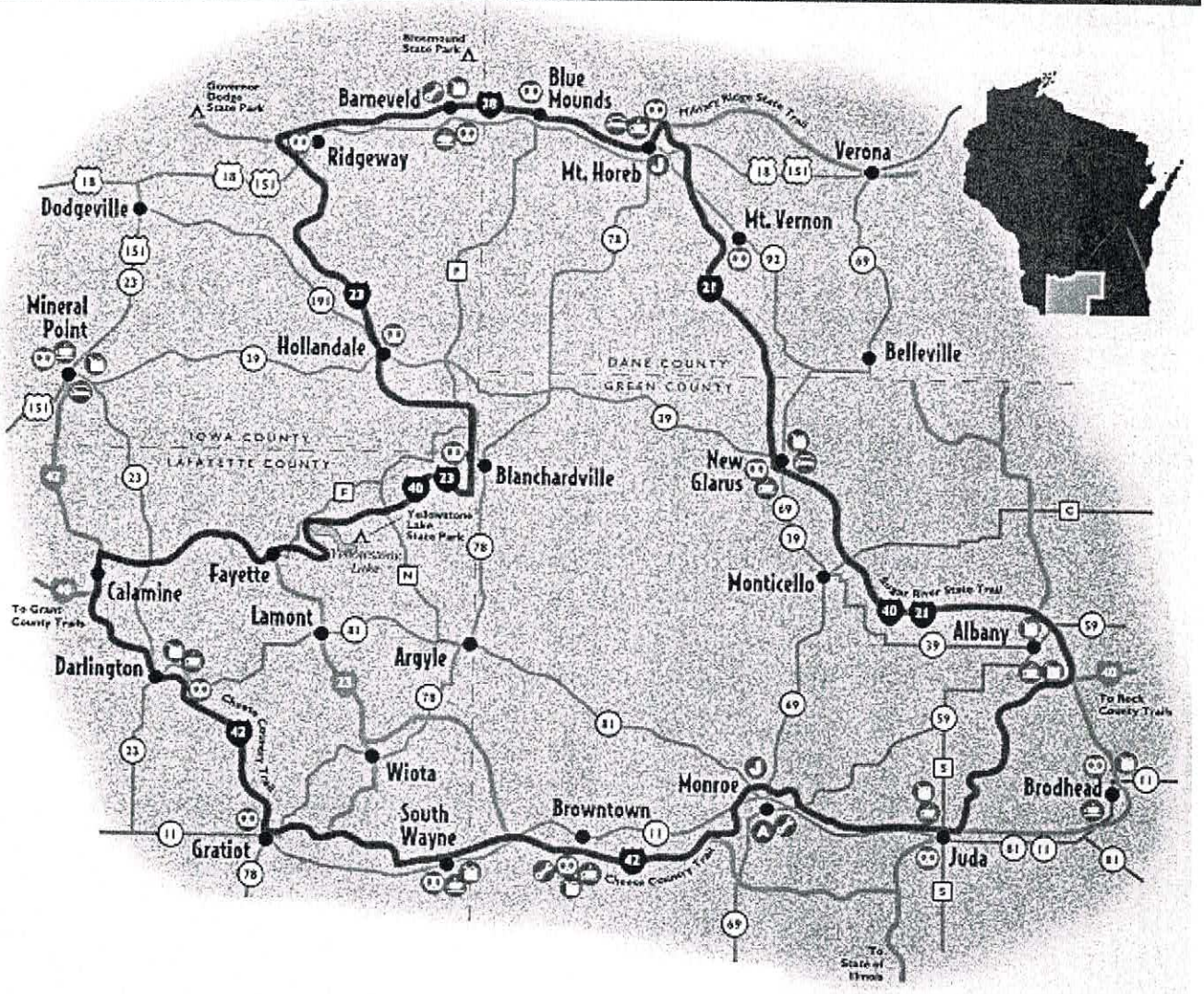
38 Give Permission to Operate a Snowmobile not Registered (S-5)

0 Transport Uncased Strung Bow on a Snowmobile

(S-09)	(S-09)
0 Shoot From a Snowmobile (S-10)	1 Shoot From a Snowmobile (S-10)
1 Operate in Prohibited Area on Lands Controlled By DNR (S-11)	19 Operate in Prohibited Area on Lands Controlled By DNR (S-11)
78 Highway and Roadway Violations (S-12)	11 2 Highway and Roadway Violations (S-12)
0 Equipment Violation (S-14)	6 Equipment Violation (S-14)
8 Permitting Operation by Person Incapable Because of Age, Physical or Mental Disability (S-15)	19 Permitting Operation by Person Incapable Because of Age, Physical or Mental Disability (S-15)
3 Failure to Report Snowmobile Accident (S-16)	2 Failure to Report Snowmobile Accident (S-16)
22 Unreasonable Improper or Careless Operation (S-17)	55 Unreasonable Improper or Careless Operation (S-17)
1 Fail to Display Lights when Required (S-18)	0 Fail to Display Lights when Required (S-18)
25 Trespass 'Sec. 350.10(6) through (13) Wis. Stats.' (S-19)	35 Trespass 'Sec. 350.10(6) through (13) Wis. Stats.' (S-19)
1 Miscellaneous (S-20)	2 Miscellaneous (S-20)
0 Dealers Failing to Collect Fee & Submit Registration Applications (S-12)	0 Dealers Failing to Collect Fee & Submit Registration Applications (S-12)
0 Failure to Stop for Law Enforcement Officer (S-22)	1 Failure to Stop for Law Enforcement Officer (S-22)
1 Failure to Render Aid (S-23)	1 Failure to Render Aid (S-23)
18 Operate Snowmobile while Intoxicated (S-24)	25 Operate Snowmobile while Intoxicated (S-24)
14 Operate Snowmobile with Alcohol Concentration Above .1% (S-25)	17 Operate Snowmobile with Alcohol Concentration Above .1% (S-25)
4 Refuse to Take Intoxicated Snowmobile Test (S-26)	3 Refuse to Take Intoxicated Snowmobile Test (S-26)
1 Absolute Sobriety for Persons Under 19 (S-27)	1 Absolute Sobriety for Persons Under 19 (S-27)
6 Operate Snowmobile that Makes Excessive or Unusual Noise (S-28)	15 Operate Snowmobile that Makes Excessive or 3 Unusual Noise (S-28)
1 Operate Snowmobile w/o Muffler on Engine (S-29)	2 Operate Snowmobile w/o Muffler on Engine (S-29)
1 Cause Injury By Intoxicated Operation of Snowmobile (S-30)	0 Cause Injury By Intoxicated Operation of Snowmobile (S-30)
13 Operate w/o Trail Use Sticker (S-33)	12 7 Operate w/o Trail Use Sticker (S-33)
0 Operate (Manufacture or Seller) Snowmobile w/o Functioning Muffler (S-34)	9 Operate (Manufacture or Seller) Snowmobile w/o Functioning Muffler (S-34)
69 Failure to Comply with Regulatory Signs (S-35)	36 Failure to Comply with Regulatory Signs (S-35)

TRAILS

Within the State of Wisconsin there are approximately 22,000 miles of trails. In Green County there are approximately 98 miles of trails. These trails are categorized as either state funded trails or club trails. In the Town of Albany the local clubs maintain two segments of trail, which pass through the township. While not typically thought of as part of the transportation system, snowmobile trails provide a seasonal transportation network that can greatly impact a community.



13

Wisconsin snowmobilers are proud of the statewide trail system that ranks among the best in the nation. This trail system would not be possible without the generosity of the thousands of land owners around the state as 70% of all trails are on private land. Trails are established through annual agreements and/or easements granted by these private property owners to the various snowmobile clubs and county alliances throughout the state.

Snowmobile club members work closely with landowners in the placement of the trails. They also assist by performing pre-season preparation, brushing, grading, singing the trails, trail grooming, safety inspections of the trails and fund raising to support the trail projects. This cooperation results in the promotion of safe, responsible snowmobiling, and that benefits everyone. Under Wisconsin State law, Sections

350.19 and 895.52, landowners are not liable for injury on their property when they have granted permission for snowmobiling.

Registration fees and the gas tax on 50 gallons per registered snowmobile help fund nearly 16,000 miles of snowmobile trails. Specifically, registration fees fund a combination of trail aids, law enforcement, safety education, registration systems and administration. Gas tax revenues are dedicated solely to the trails program.

MISCELLANEOUS PROVISIONS FOR SNOWMOBILE OPERATION

No person shall operate a snowmobile in the following manner:

- At a rate of speed that is unreasonable or improper under the circumstances.
- No snowmobile may be operated at a speed of greater than 50 miles per hour during the hours of darkness (1/2 hour after sunset to ½ hour before sunrise) This restriction applies to all lands. NOTE: there may be more restrictive speed limits posted by municipalities and within counties as needed to ensure the safety of riders.
- Snowmobiles not registered in the State of Wisconsin must display a Trail Pass to use Wisconsin trails.
- On the frozen surface of public waters within 100 feet of a person not in or upon a vehicle or within 100 feet of a fishing shanty unless operated at a speed of 10 miles per hour or less.
- Between the hours of 10:30 p.m. and 7:00 a.m. when within 150 feet of a dwelling at a rate of speed exceeding 10 miles per hour.
- In any careless way so as to endanger the person or property of another.
- On private property of another without the consent of the owner or lessee. Failure to post private property does not imply consent for snowmobile use.
- In any forest nursery, planting area or on public lands posted or reasonably identified as an area of forest or plant reproduction when growing stock may be damaged.
- On a slide, ski or skating area except for the purpose of serving the area, crossing at places where marked or after stopping and yielding the right-of-way.
- On or across a cemetery, burial ground, school or church property without consent of the owner.
- On the lands of an operating airport or landing facility except for personnel in performance of their duties or with consent.
- On Indian lands without the consent of the tribal governing body or Indian land owner.
- On lands owned or under the control of the DNR and on federal waterfowl production areas, except where their use is authorized by posted notice or permit.
- At a speed not to exceed 10 miles per hour and yield the right-of-way when traveling within 100 feet of a person who is not in or on a snowmobile.

UNIFORM TRAIL DESIGN STANDARDS

The Department of Natural Resources, in cooperation with the Department of Transportation, after public hearing, shall promulgate rules to establish uniform trail and route signs and standards relating to operation thereon as authorized by law. The authority in charge of the maintenance of the highway shall place signs of a type approved by the

Department of Natural Resources and the Department of Transportation on highways under its jurisdiction where authorized snowmobile trails cross.

LOCAL ORDINANCES

Counties, towns, cities and villages may regulate snowmobile operation on snowmobile trails maintained by or on snowmobile routes designated by the county, city, town or village.

LOCAL ORDINANCE TO BE FILED

Whenever a town, city or village adopts an ordinance designating a highway as a snowmobile route, and whenever a county, town, city or village adopts an ordinance regulating snowmobiles, its clerk shall immediately send a copy of the ordinance to the Department and to the office of law enforcement agency of the municipality and county having jurisdiction over such street or highway.

BOATING & SURFACE WATER TRANSPORTATION

The WiDNR boating program in the Bureau of Law Enforcement has a wide range of duties and responsibilities. The eight major areas of responsibilities are:

- Boating safety education
- Boating enforcement
- Boat lien/theft investigation
- Municipal ordinance review and administration
- Waterway marker permitting and administration
- Boat accident investigation, reporting and administration
- Designated mooring area review and approval
- Underwater archaeology protection

Boating Enforcement

State conservation wardens and municipal patrol officers provide on-the-water enforcement of boating laws. In recent years much emphasis has been placed on enforcement of boating while intoxicated laws and personal watercraft enforcement. The United States Coast Guard also provides enforcement in some areas of the state.

The boating program administers funding to municipal water safety patrols to reimburse them for up to 75% of their operating expenses. In 1999, municipal patrols received $1,100,00. In order to promote statewide uniformity and consistency among agencies conducting boating enforcement, the boating program also conducts yearly training sessions on new laws, policies and enforcement techniques for all municipal boat patrols.

Municipal Ordinance Review

This program, designed to address local boating concerns and conditions, assists local municipalities in drafting local boating regulations tailored to local conditions. Authority

for local municipalities to enact local regulations is found in s. 30.77(3), Wis. Stats. Ordinances are then required by statute to be submitted to the Department for review. Ordinances are reviewed for consistency with State and Federal law. Any suggested changes and comments with regard to the legality of the regulations are provided to the local municipality. If a municipality enacts an ordinance which the Department has found to be inconsistent with statutory requirements, the Department may challenge the ordinance in court.

Waterway Marker Permitting and Administration

This program provides a permitting process for uniform marking of waters of the state through the placement of aids to navigation. Conservation wardens inspect individual sites and recommend approval or disapproval of applications for placement of waterway markers. The boating program then reviews the application for compliance with state and federal requirements and either approves or denies the permit. The boating program also retains a permanent record of all approved buoy applications[iv].

BIKEWAY & PEDSTRIAN MOBILITY ACCOMODATIONS

According to the 1991 *"Guide for the Development of Bicycle Facilities"*, the national planning and design standards published by the American Association of State Highway and Transportation Officials (AASHTO), "Bicycle facility planning is commonly thought of as the effort undertaken to develop a separated bikeway system composed completely of bicycle paths and lanes all interconnected and spaced closely enough to satisfy all the travel needs of bicyclists. In fact, such systems can be unnecessarily expensive and do not provide for the vast majority of bicycle travel. Existing highways, often with relatively inexpensive improvements, must serve as the base system to provide for the travel needs of bicyclists. Bicycle paths and lanes can augment this existing system in scenic corridors or places where access is limited. Thus, bicycle transportation planning is more then planning for bikeways and is an effort that should consider many alternatives to provide for safe and efficient travel".

Not all cyclists are alike – the needs of the experienced adult rider differ greatly from less skilled, casual bicyclists and children. The purpose of this section within the Town of Albany's Comprehensive Plan is to identify desirable bicycle facility routes within the Town of Albany noting appropriate linkages between route and adjacent communities.

Streets and roads do not exist in isolation from their surroundings. They pass through a landscape full of people who are somewhere rather than going somewhere

Excerpt from "Take Back Your Streets"
Conservation Law Foundation, May 1995

Various environmental factors combine to determine the suitability of streets and roadways for bicycle travel. However, personal factors also strongly influence the decision to bike or not to bike on any given roadway. Cyclists of differing skills will rate the suitability of the same street differently, based on their perception of safety along the route and their desire to ride for recreation or transportation purposes. For this reason, any methodology to rate roadway suitability must begin with an understanding of the different types of bicyclists.

The concept of a "design cyclist" is used to define three basic types of bicycle riders who have differing facility preferences and safety needs.

- Group A, or advanced bicyclists, include expert adult riders who operate under most traffic conditions and typically ride on collector and arterial streets.
- Group B, or basic bicyclists, are casual or new adult and teenage riders who are less confident and capable of operating in traffic without special provisions for bicycles.
- Group C, or child bicyclists, typically refers to pre-teen riders who do not yet have a driver's license and whose roadway use is limited to residential streets with low motor vehicle speed limits and volumes.

Due to similarities in riding skills and facilities preferences, the design bicyclist concept supports combining types B and C so that there are two basic classes of bicyclists: Group A riders and Group B/C riders. It is estimated that nationally Group A cyclists represent fewer than 5% of the population, while Group B/C riders comprise the remaining 95%.

Many methodologies have been recently developed to assist in assessing the suitability of urban streets for bicycle use. The stress level concept originated in Geelong, Australia and has been further refined to reflect accepted U.S. roadway engineering practices. The concept builds upon the idea that bicyclists wish to minimize physical effort in route selection, as well as mental effort or "stress." It focuses on three primary factors that contribute to stressful riding conditions: the amount of traffic, speed at which the traffic is operating, and the amount of roadway space available for bicyclists to share with traffic. While other factors such as quality of pavement surface and aesthetics of adjacent land uses may contribute to the riding experience, these characteristics are not detrimental to route selection and are therefore not weighted as such in the stress level evaluation.

Reviewing roadway suitability for bicycle travel in the Town of Albany utilized a roadway analysis of the following:

Stress Level Rating	Volume Of cars using right lane per hour at peak travel time	Width Of right lane, including bike lane/shoulder	Speed At which motor vehicles are traveling	*Stress Level Interpretations* Based upon the combine volume, width and speed characteristics
1	≤50 vph	≥15 ft	≤25 mph	**Very low** – streets are reasonably safe for all types of bicyclists.
2	150 vph	14 ft	30 mph	**Low** – Streets can accommodate adult Group A and Group B bicyclists: may need to be altered or have compensating factors to accommodate younger Group C bicyclists.
3	250 vph	13 ft	35 mph	**Moderate** – Streets can accommodate experienced Group A bicyclists: may need to be altered or have compensating factors to accommodate Group B bicyclists: not recommended for children.
4	350 vph	12 ft	40 mph	**High** – Streets can accommodate the most experienced cyclists: may need to be altered or have compensating factors to accommodate other adult riders: not recommended for Group C child bicyclists.
5	450 vph	11 ft	45 mph	**Very High** – Streets may need compensating factors to accommodate even the most experienced bicyclists.

The map that follows depicts the stress level ratings for evaluated roadways within the Town of Albany. In addition, notation has been made of county and state plans and recommendations.

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3	250 vph	13 ft	35 mph	**Moderate** – Streets can accommodate experienced Group A bicyclists: may need to be altered or have compensating factors to accommodate Group B bicyclists: not recommended for children.
4	350 vph	12 ft	40 mph	**High** – Streets can accommodate the most experienced cyclists: may need to be altered or have compensating factors to accommodate other adult riders: not recommended for Group C child bicyclists.
5	450 vph	11 ft	45 mph	**Very High** – Streets may need compensating factors to accommodate even the most experienced bicyclists.

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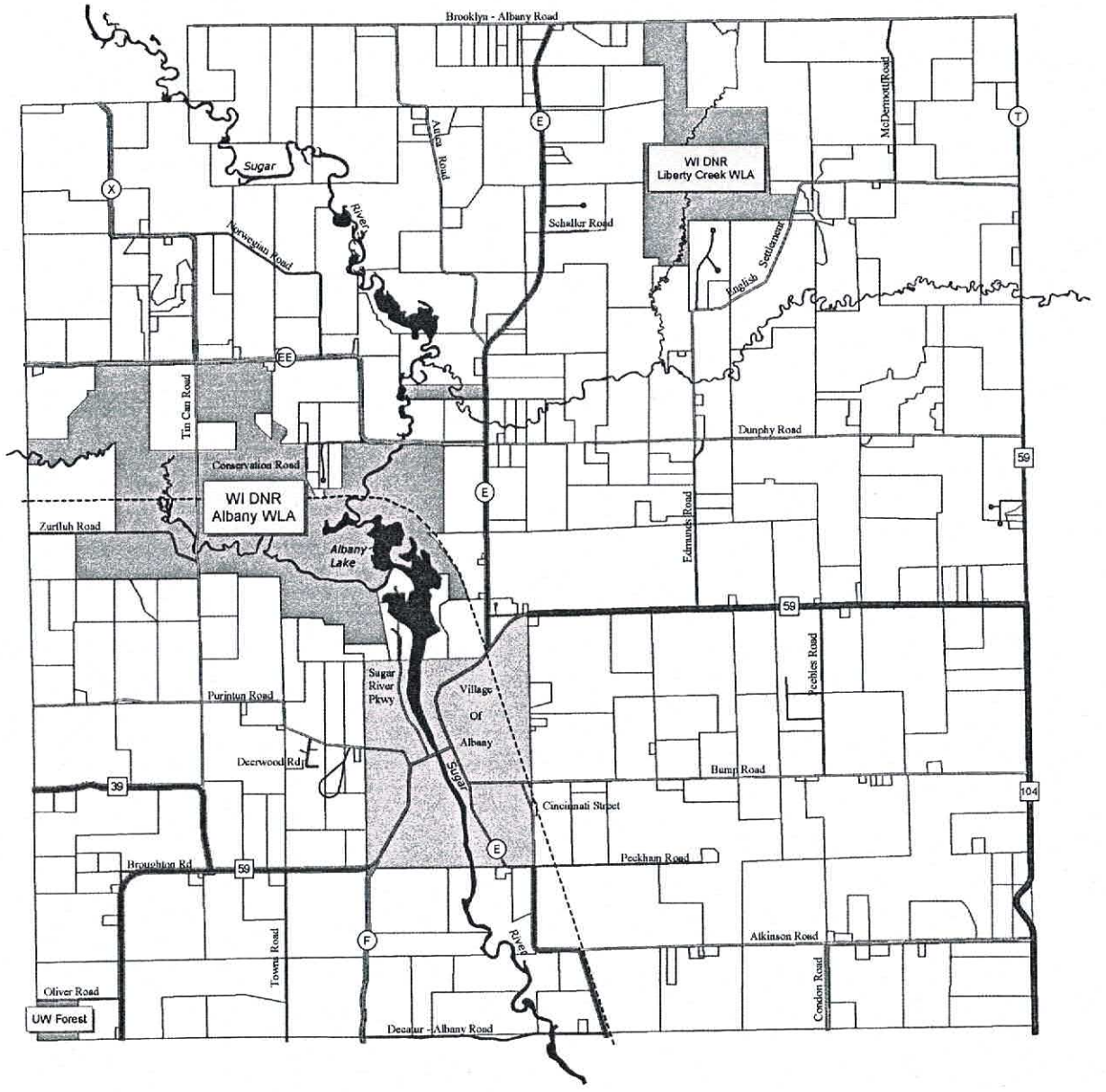

Biking And Pedestrian Recommendations

Town of Albany, WI

Ashto Classifications
- Is Suitable
- Not Suitable
- Suitable Depending

State Classifications
- Best Conditions
- High Volume; Undesirable Conditions
- Moderate Conditions
- Potential Local Route Connection

- State Highways
- County Highways
- Town Roads

Sugar River State Trail

N
W E
S

1 0 1 Miles

Disclaimer:
The Parcels represented were derived from the 2000 Green County Plat Book and do not represent survey accuracy. They are to be used as a representation only.

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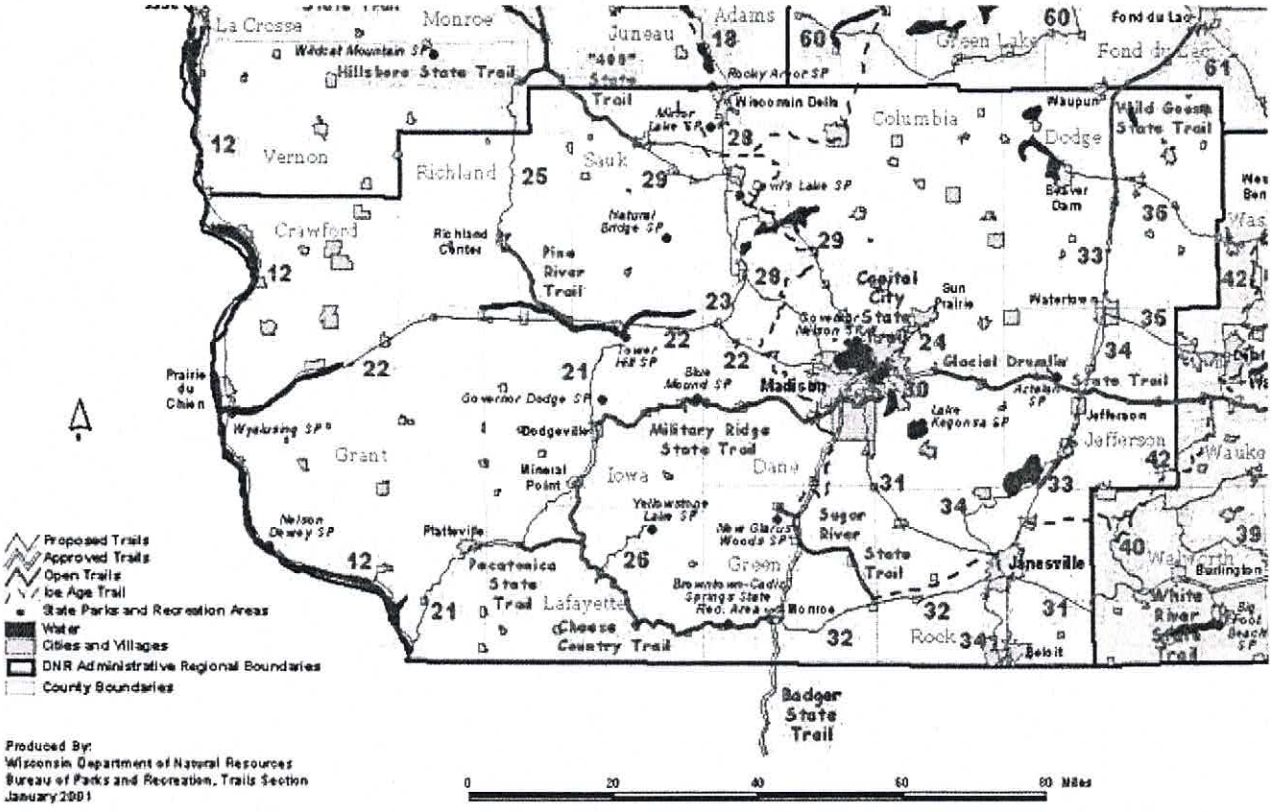
Trails Network for South Central Region

Numbers on this draft map refer to proposed trail segments described below it.



Existing & Approved Trail Network South Central Region

State Trail	Owned by	Operated by	Status
"400" State Trail	DNR	DNR	Open
Badger State Trail	DOT	DNR	Not open
Capital City State Trail	County/City	County/City/DNR	Open
Cheese Country Trail	County	County	Open
Glacial Drumlin State Trail	DNR	DNR	Not open from Cottage Grove to Madison
Glacial River Trail	County	County	Open from Fort Atkinson south to Rock County border
Ice Age National & State Scenic Trail	Private / public	IAPTF, NPS, DNR	525 miles of 1200 miles open statewide
Military Ridge State Trail	DNR	DNR	Not open from Dodgeville to Mineral Point
Pecatonica State Trail	DNR	County	Not open from Belmont to

			Platteville
Pine River Trail	County	County	Open
Sugar River State Trail	DNR	DNR	Open
Wild Goose State Trail	DNR	County	Open

Potential Network for South Central Region

Map Key (Click for details)	Segment	Miles in region	Type of Corridor
12	St. Croix - Mississippi River Corridor	84	Rail; Various Roadways
21	Spring Green to Wisconsin/Illinois/Iowa state line	62	Roadways
22	Prairie du Chien to Madison	97	Rail; Roadways.
23	Mazomanie to Devil's Lake	19	Rail
24	Madison to Sun Prairie	9	Rail
25	Lone Rock to Hillsboro	39	Rail; Roadways
26	Darlington to Yellowstone Lake State Park	10	Roadway
28	Madison to Lake Delton	50	Roadways
29	Madison to Reedsburg	53	Rail
30	Madison to Cottage Grove (Glacial Drumlin State Trail)	27	Existing Trail; Rail; Natural Resource Corridor
31	Madison to Racine	45	Rail; Roadway
32	Monroe to Janesville	34	Rail, Ice Age Trail
33	Janesville to Clyman Junction	48	Rail
34	Rock River, Watertown to Beloit	60	Rail; roadway; natural resource corridor
35	Watertown to Delafield	11	Utility corridor; Rail
36	Beaver Dam to Pike Lake	26	Rail

South Central Region

Among natural features in this region are the Mississippi, Wisconsin, and Rock rivers, and their respective watersheds, much of which are dominated by Driftless Area topography, a segment that escaped glaciation in the last glacial advance. Edward Daniel, the first state geologist, described the Driftless Area in the 1850s: "About one-third of the surface is prairie, dotted and belted with beautiful groves and oak-openings."

Other topographic features include a group of five mounds described as outliers of the Niagara escarpment. Blue Mound, the highest at 1,716 feet, is protected within Blue Mound State Park near the Village of Blue Mounds. The Baraboo Bluffs also carry significant geologic importance as the remnant of an ancient mountain range that is also home to Devils Lake State Park.

Recreational resources in the 12-county region consist of 238 miles of established rails-to-trails, 94 miles of Ice Age Trail corridor, 16 state parks and recreation areas, and the 90-mile

Lower Wisconsin State Riverway. Existing state trails are the Military Ridge, Pecatonica, Sugar River, and part of the Glacial Drumlin Trail.
The following describes 16 potential trail corridors.

Segment 12—St. Croix - Mississippi River corridor (South Central Region)

Following the Mississippi River in Grant and Crawford Counties, this potential trail route is part of a state-long Mississippi River corridor that extends southward into a similar trail system in Illinois, and could link up with a similar trail system in Iowa and Minnesota. 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
The Mississippi River provides a national natural resource corridor and this segment would serve up a high quality, river's edge experience through diverse uplands and lowlands from broad, spectacular panoramic views of the river valley to intimate views of less extensive landscape features. Users could visit the villages and towns and many other cultural features along the river and encounter the wide variety of ecosystems that characterize the river valley.
The eventual completed segment could be pieced together in a variety of ways, using primarily corridors incorporating state, county and town highway right-of-ways, parts of rail corridors, and public and private lands.
In the South Central Region, the corridor links a dozen communities, Nelson Dewey and Wyalusing state parks, Stonefield Village and Villa Louis historic sites and major portions of a large national wildlife management area.

Segment 21—Spring Green to Illinois

State Highway 23 is a potential north-south trail route that could connect Tower Hill and Governor Dodge State Parks, and link with the Military Ridge State Trail.
Road routes could link Mineral Point and the Military Ridge Trail with the Pecatonica and Cheese Country State Trails to create a 62-mile system that highlights highly scenic unglaciated landscape and culture of southwest Wisconsin. It also would link a number of interesting communities, state and local parks, and historical sites, including Pendarvis and First Capitol historical sites and Belmont Mound State Park. In addition, this segment would connect with the Mississippi River corridor and the states of Illinois and Iowa.

Segment 22—Prairie du Chien to Madison

A major east-west route along the historic and highly scenic Wisconsin River corridor would create a long-distance trail linking the Madison metropolitan area with the Mississippi River valley corridor and Wyalusing State Park near Prairie du Chien.
Much of the 97-miles-corridor is already recommended for a trail in the master plan of the Lower Wisconsin State Riverway and the *Wisconsin Bicycle Transportation Plan 2020,* where paved shoulders are suggested for State Highway 133. The trail would likely rely primarily upon a combination of publicly owned lands within the Lower Wisconsin State Riverway project boundary, as well as a variety of state and county highway right-of-ways and possible rail corridor.

Segment 23—Mazomanie to Devil's Lake

This roughly 19-mile-long corridor would link two major recreation areas, the Lower Wisconsin Riverway (LWSR) and Devil's Lake State Park. Together with Segments 28 and/or 29, discussed below, Segment 23 would provide a link from Madison and beyond to

the "400," Elroy-Sparta, Great River, and La Crosse River state trail corridors. The proposed corridor might use rail, road, and utility right-of-ways.
The area has abundant scenic resources as it passes from the LWSR into the Baraboo Hills. This proposed trail relates to several trail recommendations in the Devil's Lake master plan:

- Page 8 of the Devil's Lake master plan recommends creation of the Stage Coach Trail on a route that would roughly parallel an old stagecoach route between Baraboo and Sauk City. This route would follow a path now known as Burma Road and a snowmobile route that follows the perimeter of the Badger Ammunition Plant property.
- Also on page 8 the plan recommends development of a bicycle trail along South Shore Drive from the eastern park boundary to the South Shore use area by constructing a separate gravel path parallel to the road, similar to the one at Peninsula State Park.
- The master plan recommends that if the railroad grade is ever abandoned, it could be converted into a trail. The rail corridor could extend either to Sauk City through the Badger Ammunition Plant property or to Madison through Merrimac (see Segment 29).

Segment 24—Madison to Sun Prairie

This nine-mile corridor would serve Sun Prairie, a growing suburb of Madison. The trail would provide a significant link between the two communities for commuting and recreation. The proposed corridor might use rail, county or town roads.

Segment 25—Lone Rock to Hillsboro

The 19.5-mile section of this corridor from Lone Rock to Richland Center is an existing trail on an abandoned rail line owned and operated under a joint county/private partnership arrangement. The 20 miles from Richland Center to a linkage with the Hillsboro State Trail in Hillsboro would follow various roadways and the Pine River. This route would link with Segment 22 (Prairie du Chien to Madison).

Segment 26—Darlington to Yellowstone Lake State Park

County Trunk Highway F is a potential trail connector route from Darlington that would provide users of the Pecatonica and Cheese Country trails access to Yellowstone Lake State Park. This 10-mile-long connection will add to the recreational opportunities of Yellowstone Lake State Park.

Segment 28—Madison to Lake Delton

This corridor would provide an opportunity for both recreation and bicycle commuting. The 50-mile-long corridor, which follows the U.S. Highway 12 right-of-way to Prairie du Sac/Sauk City, is a major link from Madison to the recreation-rich areas of the Lower Wisconsin State Riverway. Various road routes would make the connection beyond this point. In Madison, there is the potential to connect with the Capital City State Trail. There are two crossings of the Ice Age State Scenic Trail corridor, one south of Wisconsin Dells and another between Madison and Sauk City.

Segment 29—Madison to Reedsburg

This 53-mile-long route would provide a unique opportunity to travel from the capital city of Madison, across Lake Wisconsin on the Merrimac ferry, and on to Devil's Lake, one of the state's most popular natural resources, linking to the "400," Elroy-Sparta, Great River,

and La Crosse River trail corridors. It could connect with the Ice Age State Scenic Trail at Lodi, Merrimac, and Devil's Lake. This route would follow rail and road routes.

Segment 30—Madison to Cottage Grove

For several years, the cities of Madison and Fitchburg, Dane County and the DNR have worked together on the 27-mile-long Capital City State Trail proposal. The trail will link the Military Ridge and Glacial Drumlin State Trails by using active and abandoned rail corridor, city streets, private lands, and segments of the Dane County E-Way. The only remaining section to complete is a seven-mile-long section of the Glacial Drumlin Trail between Madison and Cottage Grove.

Segment 31—Madison to Racine (South Central Region)

This 45-mile-long rail corridor provides a potential trail route between Madison and Janesville. It is one leg of a triangular trail system that includes the Badger State Trail and Segment 32. It would connect with, and potentially incorporate, a portion of the Ice Age State Scenic Trail near Janesville.
Rail corridor or roadway would create a potential trail connector from Janesville to the proposed backbone trail system in the DNR's Southeast Region. The Rock County Alliance of Snowmobile Trails is on record in favor of a trail on the rail line, recently proposed for abandonment. This proposed connection with the Turtle Creek corridor would take place northwest of Darien at the Rock/Walworth county line.

Segment 32—Monroe to Janesville

This potential 34-mile-long trail route in Green and Rock counties uses a railroad right-of-way that links with the Cheese Country Trail and Sugar River State Trail on one end and connects with the Rock County Trail system in Janesville. This corridor would connect with segment 31 and 33.

Segment 33—Janesville to Clyman Junction

This 48-mile-long trail would be made up of a variety of corridors. The Ice Age State Scenic Trail from Janesville north to Milton is recommended for completion, with rail corridor a second option. The section from Milton to Fort Atkinson, part of which has been developed as Jefferson County's Glacial River Trail, includes various highway and rail right-of-ways. From Fort Atkinson to the south end of the Wild Goose State Trail at Clyman Junction, the proposal includes the option of using rail corridor or highway right-of-way. It intersects the Glacial Drumlin State Trail north of Jefferson.

Segment 34—Rock River, Watertown to Beloit

With the support of Jefferson and Rock Counties, the Rock River is recognized as a major natural resource corridor having trail potential. The 60-mile corridor intersects the Glacial Drumlin trail east of Lake Mills. It could also be considered as having interstate trail potential with a connection at the state line in Beloit.

Segment 35—Watertown to Oconomowoc (South Central Region)

A 15-mile route on rail line from Watertown to Oconomowoc has the potential of providing a connection to an on-street/road trail proposed in the Southeastern Wisconsin Regional Planning Commission's Bicycle / Pedestrian Plan for Southeastern Wisconsin. This route would link with the Ice Age Bike Route proposed as one of the "backbone" trails in the Southeastern Region and with Segment 33, the proposed southerly extension of the Wild Goose State Trail.

Segment 36—Beaver Dam to Pike Lake (South Central Region)

This 26-mile segment has the potential of connecting with the Wild Goose State Trail and with the Southeast Region's proposed "backbone" trail system via rail corridor to the Dodge/Washington county line. Wisconsin and Southern Railroad Co. operate the rail line. At the county line there are two options for extending east to Hartford—rail line or the Rubicon River natural resource corridor. There is an off-road trail from Hartford to Pike Lake State Park and a trail in the park from Highway 60 to the beach, where it would connect with the Ice Age Scenic Trail.

GOALS OBJECTIVE & POLICIES

Goal #1 – To classify roads in the Town of Albany.

Objective - Maintain an accurate and up to date Master Thoroughfare Road Plan.

Goal #2 – To promote corridor planning and preservation.

Objective - Minimize development in areas which are likely to be required to meet transportation needs in the future.

Goal #3 – Work with neighboring communities to solve mutual problems.

Objective – Work with neighboring communities to solve problems along major arterials so that the entire corridor may be addressed, not just up to the border.

Goal #4 – Create setbacks for future road expansions on arterials.

Objective – Ask developers and individuals to dedicate a portion of their land for necessary transportation improvements.

Goal #5 – Map future roads and corridors.

Objective – Official mapping of future rights of way can be used to inform the public and prevent development in locations of future facilities.

Goal #6 – Preserve safety and mobility with access management tools.

Objective – The site design of new developments should be compatible with efficient movement of traffic, on to and off of public roadways and, at the same time are conducive to pedestrian movements, bicycle traffic and transit use. All new developments should be required to go through a site design/development review process.

Goal #7 – Regulate the location, spacing and design of driveways.

Objective – Wisconsin statutes give all levels of government the authority to require a permit for the construction of a private driveway onto a public road. The Town of Albany shall create an ordinance with appropriate standards to initiate this permitting process within the township.

Goal #8 – Increase minimum lot frontages along arterials and collectors.

Objective – Minimum lot frontages along arterials and collectors should be increased to allow for greater spacing between driveways.

Goal #9 – Create subdivision regulations and site plan review standards.

Objective – Create and implement these regulations so that proper street layout in relation to existing or planned roadways occurs; adequate space for emergency access and utilities is

provided; adequate water, drainage, and sanitary sewer facilities are provided; and appropriate site design is created. The administrative review and evaluation procedure for processing conceptual, perliminary and final plats shall include on the plat; design principals and standards for lots, blocks, streets, public places, pedestrian ways, and utilities; required improvements, including streets, sidewalks, water sewer and curbs and gutter; and financing and maintenance responsibilities. These regulations will help justify decisions made and help developers have a clear idea of what is expected in the community.

Goal #10 – Promote connected developments.

Objective – Require "stubs" in developments so that future developments may be connected to the roadway network.

Objective – Limit the use, length and number of lots for cul de sacs and dead ends.

Objective – Require pedestrian and bicycle paths at end of cul de sacs which connect to activity centers.

Goal #11 – Avoid flag lots on arterial streets and collectors to ensure appropriate spacing between driveways.

Goal #12 – Provide residential properties access within developments, not on arterials.

Goal #13 – Require review of all minor replats. Ensure that arterials and collectors are not lined with driveways from small lots by reviewing all minor splits.

Goal #14 – Monitor airstrip use within the township, taking action with appropriate regulation only if warranted.

Goal #15 – Consider the need to map official snowmobile routes within the township and work with local clubs to ensure safety.

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[i] Transportation And Land Use Primer. By Smitha Vijayan, UWM Center for Urban Transportation Studies.
[ii] Green County Workforce Profile, Wisconsin Department of Workforce Development, Division of Workforce Excellence, Bureau of Labor Market Information and Customer Services, December 2000, DWEI – 10663-P (R. 12/2000).
[iii] Developed by Brad Bauer, Vierbicher Associates, Inc. ©Vierbicher Associates, Inc., 2001.
[iv] WiDNR 1999 Boating Program Report, PUBL-LE-314 (06/00 REV).

DRAFT
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6 ECONOMIC DEVELOPMENT

Defining Economic Development

Economic development is fundamentally about enhancing the factors of productive capacity - land, labor, capital, and technology - of a national, state or local economy. By using its resources and powers to reduce the risks and costs which could prohibit investment, the public sector often has been responsible for setting the stage for employment-generating investment by the private sector. The public sector generally seeks to increase incomes, the number of jobs, and the productivity of resources in regions, states, counties, cities, towns, and neighborhoods. Its tools and strategies have often been effective in enhancing a community's:

- labor force (workforce preparation, accessibility, cost);
- infrastructure (accessibility, capacity, and service of basic utilities, as well as transportation and telecommunications);
- business and community facilities (access, capacity, and service to business incubators, industrial/technology/science parks, schools/community colleges/universities, sports/tourist facilities);
- environment (physical, psychological, cultural, and entrepreneurial);
- economic structure (composition); and

- institutional capacity (leadership, knowledge, skills) to support economic development and growth.

However, there can be trade-offs between economic development's goals of job creation and wealth generation. Increasing productivity, for instance, may eliminate some types of jobs in the short-run.
There is lively debate within the field about the differing goals for place-based development strategies and also about whether place-based or people-based is best. Value differences, contending ideological positions, and varied theories of how economic development occurs and how it should be practiced are presented in the following section.

Economic Development Theories
Economic development encompasses a wide range of concerns. To most economists, economic development is an issue of more economic growth. To many business leaders, economic development simply involves the wise application of public policy that will increase U.S. competitiveness. To those who think that government should more actively direct the economy, economic development is a code phrase for industrial policy. To environmentalists, economic development should be sustainable development that harmonizes natural and social systems. To labor leaders, it is a vehicle for increasing wages, benefits, basic education, and worker training. To community-based leaders and professionals, economic development is a way to strengthen inner city and rural economies in order to reduce poverty and inequality. To public officials at state and local levels, economic development embodies the range of job creation programs broadened since the 1980s in response to the decline of federal domestic assistance.

Theories of economic development abound. Varying in basic, fundamental ways, they make different behavioral assumptions, use different concepts and categories, explain the development process differently, and suggest different policies. The theories used by economic developers determine, either explicitly or implicitly, how these developers understand economic development, the questions they ask about the process, the information they collect to analyze development, and the development strategies they pursue. Ultimately, theoretical insights influence how successful economic developers are in promoting local competitiveness.

To apply a theory successfully, the economic developer must understand its language. The major theories of economic development are each summarized in terms of five fundamental elements.

- *Basic categories*--the fundamental classification or distinctions used to lay out the theory
- *Definition of development*--what economic development is or should be according to the theory

- *Essential dynamic*--the key variable or relationship that drives the logic of the theory
- *Strengths and weaknesses*--how well the theory enables one to understand economic development
- *Applications*--the ways in which the theory can be used in economic development practice

Economic Base Theory

The basic categories of *economic base theory* are the industrial sectors of the regional economy assigned to either the basic sector or the non-basic sector. The definition of local economic development is equivalent to the rate of local economic growth measured in terms of changes in the local levels of output, income, or employment. The essential dynamic of the theory is the response of the basic sector to external demand for local exports, which, in turn, stimulates local growth. The economic base multiplier transmits change in output, income, and employment from the basic sector to the entire regional economy. The theory's major strengths are: (1) its popularity as a basis for understanding economic development in North America; and (2) its simplicity as a theory or tool for prediction. Its major weakness is its in-adequacy as a theory for understanding economic development, especially in the long term. Economic base theory strongly supports attracting industry through recruitment and place marketing.

Staple Theory

Staple theory identifies industrial sectors as its basic categories. It defines economic development as sustained growth over the long term. The essential dynamic is the external investment in, and demand for, the export staple that leads to the successful production and marketing of the export staple in world markets. The theory's major strengths are its historical relevance to North American economic development and its emphasis on understanding the region's economic history. Its major weakness is that it describes, more than explains, the development process. Staple theory provides a general strategy of development by recognizing the connections of the economic base to the political superstructure. Economic developers should continue to build on and improve the export staple as long as it remains competitive in the larger economic system. The idea is to "stick to one's knitting," since strengthening the existing specialization may be more sensible than attempting to diversify the economic base. Eventually, footloose economic activities (that is, those not closely tied to *specific resources*, inputs, or markets) will be attracted to the area if its market achieves sufficient size or if it offers urbanization economies that can be exploited by other exporters.

Sector Theory

Sector theory uses three aggregate sectors as basic categories. The level of development depends on sectoral diversity, emphasizing a prominent tertiary

sector, and labor productivity. The essential dynamic involves the income elasticity of demand and labor productivity of primary and secondary sectors: as incomes rise, the demand for income-elastic products grows; output increases as labor released from primary and secondary sectors is employed in tertiary sectors. Although sector theory is attractive because it can be applied and tested empirically, the primary, secondary, and tertiary categories are too crude to be useful in practice. The overriding application is the need to attend to industries producing income-elastic commodities in order to achieve sustained growth.

Growth Pole Theory

Growth pole theory treats industries as the basic unit of analysis, one that exists in an abstract economic space. Economic development is the structural change caused by the growth of new propulsive industries. Propulsive industries are the poles of growth, which represent the essential dynamic of the theory. Growth poles first initiate, then diffuse, development. Growth pole theory attempts to be a general theory of the initiation and diffusion of development based on François Perroux's domination effect. Although insights drawn from the theory are useful, it has failed as a general theory of development. Growth center strategies are based on this theory. Also summarized in the table are the growth theories of Gunnar Myrdal and Albert Hirschman, which are consonant with Perroux's theory.

Neoclassical Growth Theory

The basic categories of neoclassical growth theory are sectors or regions that comprise the macro economy. Economic development is defined as an increase in the rate of economic growth, measured in terms of changes in output or income per capita. The theory has two essential dynamics. One, in aggregate models, the rate of saving that supports investment and capital formation drives the growth process. Two, in regional models, factor prices--specifically, the relative returns on investment and relative wage rates--stimulate factor flows that result in regional growth. Growth theory suggests that economic developers respect the free market and do what is necessary to support the efficient allocation of resources and the operation of the price mechanism. The simplest growth models imply that economic developers are unnecessary, but more complex formulations would support various economic development activities.

Interregional Trade Theory

The basic categories of interregional trade theory are prices and quantities of commodities and factors of production, just as in microeconomics. The implicit definition of development is economic growth that leads to greater consumer welfare. The essential dynamic is the price mechanism (price-quantity effects) operating to eliminate price differentials and establish equilibrium prices (the terms of trade). The theory has two unique strengths. First, consumer welfare (increases in aggregate consumption benefits), not job creation, is the goal of development. Second, the price/cost-based theory is extremely precise, yet its precision is achieved with numerous restrictive assumptions and largely by

ignoring the dynamics of development. Economists use growth theory and trade theory to advocate less government intervention and freer international trade, more open regions, and, in general, more competitive markets. The theories provide strong support for local infrastructure development, improvement in government efficiency, and other measures that could increase local productivity and lower input costs for all producers. Local developers, on the other hand, often ignore the implications of growth and trade theory and instead support protectionist measures and growth strategies that do not always improve the economic well-being of local consumers.

Product-Cycle Theory

Product-cycle theory treats the developmental age of the product as its basic category. Products are classified as new, mature, or standardized. At any point in time, the space economy can be divided into regions where new products tend to arise and regions devoted to the production of standardized commodities. The essential dynamic of product-cycle theory is new product development, which is one form of innovation. From locations where new product innovation takes place, the product is eventually standardized and diffused to other locations in the space economy. The process stimulates economic growth and development in both types of locations, but the character of development is different in each. These differences help explain why levels of development vary from place to place, and why differences can persist. The economic developer who wants to apply product-cycle theory in its most literal form must try to identify and work with manufacturing companies that can create new products. Alternatively, the developer may be able to mobilize the resources needed to improve the local business infrastructure in ways that would support new product development.

Entrepreneurship Theories

The basic category of economic development is the entrepreneurial function as embodied in the entrepreneur. Development proceeds as changes in firms and industries result in more resilient, diverse local economies. The essential dynamic driving the development process is innovation. Innovation is conceptualized variously in different theories as new combinations, improvisation, or creative risk taking. To its credit, entrepreneurship theory is mediated theory; people make development happen. This strength, however, leads to the weakness that entrepreneurship theory is not easy to apply consistently. The most general application is to support an industrial environment or ecology favorable to entrepreneurs.

Flexible Production Theories

Flexible production theories focus on production regimes and related methods of industrial organization as basic categories. The regional development implications of customized, batch, and long-run (or "Fordist") production regimes--as well as outsourcing practices, supplier relations, and processes of vertical integration and disintegration--are the principal concerns. Development is not just quantitative growth but also qualitative change in industrial mix, firm

structure, and sources of competitiveness (for example, from least-cost or price-focused competition to that based on innovation, product differentiation, and niche marketing). More recent research has focused on the impact of flexible production on labor practices, compensation, and power relations between large and small firms. The key variable or relationship (essential dynamic) that drives flexible production theories are changes in the nature of demand that require firms to become more agile; standardized, least-cost production is considered less and less viable as consumer tastes in industrialized countries become more sophisticated and global competition intensifies. Firms adapt to this new environment by adopting flexible production technologies, managing supplier relationships, and utilizing interfirm networks for information sharing and joint problem solving. Among the principal strengths of the theory are a focus on rich, complex production dynamics within firms, between firms, and between firms and labor. Weaknesses are related to the strengths in that the focus on specific micro relations means that implications for regional aggregates are often neglected. In terms of application, the theory informs industry cluster strategies, buyer-supplier networking initiatives, technology transfer programs, small-firm programs, and some types of worker ownership and labor management policies applied at the community level[i].

Economic Development vs. Economic Growth

Economists Peter Bearse and Roger Vaughan write that:

- Development is a *qualitative* change, which entails changes in the structure of the economy, including innovations in institutions, behavior, and technology.
- Growth is a *quantitative* change in the scale of the economy - in terms of investment, output, consumption, and income.

According to this view, economic development and economic growth are not necessarily the same thing. First, development is both a prerequisite to and a result of growth. Development, moreover, is prior to growth in the sense that growth cannot continue long without the sort of innovations and structural changes noted above. But growth, in turn, will drive new changes in the economy, causing new products and firms to be created as well as countless small incremental innovations. Together, these advances allow an economy to increase its productivity, thereby enabling the production of more outputs with fewer inputs over the long haul. Environmental critics and sustainable development advocates, furthermore, often point out that development does not have to imply some types of growth. An economy, for instance, can be *developing*, but not *growing* by certain indicators. Indeed, the measure of productivity should not be solely monetary; it should also represent and shed light on how effectively scarce natural resources are being used and how well pollution is being reduced or prevented.

Definitions That Address Equity and Sustainability

Economic development policymakers and practitioners who are concerned about economically disadvantaged and depressed communities highlight some different issues when they define economic development. Community economic development or CED typically has five goals:

- Stimulating a self-sustaining process of economic development (the dynamic and rate of development);
- Creating jobs at acceptable wages, with appropriate benefits and career ladders for area residents (the distribution of development);
- Producing goods and services that meet social needs, like affordable housing, lowered energy costs, better health care, and accessible day care (the composition of development);
- Establishing greater community control, accountability, and participation in basic economic decisions such as hiring, investment, and location (the control of development); and
- Broadening business and asset ownership within poor and ethnic minority communities.

The first objective is shared by other more conventional economic and business development strategies. But the last four distinguish community economic development from many traditional approaches and are especially important for both low-income and working class communities. The practice of CED also has a strong institution-building dimension, involving the creation and strengthening of economic organizations controlled or owned by residents of the area where these institutions are located. These might include business firms, industrial parks, banks, credit unions, cooperatives, community development corporations, and mutual housing associations. Lastly, there is an implicit anti-poverty mission implied in this definition, given the goal of creating more family-wage jobs.
The following economic development definition goes further on issues of fairness, environmental compatibility, and quality of life. The Corporation for Enterprise Development has argued that economic development should help to achieve a more widely shared and sustainable quality of life. This overall definition may be broken down into three elements:

- *Development* entails the enrichment of material, social well-being, which can be measured in the flow of money and goods over time; increases in a jurisdiction's quality and quantity of public goods (such as clean air and water, freedom from crime, better schools, etc.); and access to good jobs (e.g., with wages and benefits sufficient for supporting a family, and opportunities for advancement).
- *Shared growth means* there is broad distribution of opportunities for meaningful participation in the economy and enjoyment of the benefits of an increased standard of living.
- *Sustained growth* implies that the above goals are achieved in a manner that does not detract from - but rather enhances - the economy's ability to achieve the same goals in the future.

Obviously, this conception of economic development adds to the debate about the means and ends of development policy. Many economic developers see their job solely as one that concerns employment generation and income growth. They believe that they have little influence on other objectives and are not responsive to constituencies that are most concerned with issues of equity and environmental conservation.

But an increasing number of voices contends that economic development policies must pass the tests suggested by the last few definitions: Are the policies, programs, and practices generating a higher standard of living and more and better jobs? Are programs becoming more accountable, cost-effective, and user-friendly? Are they expanding opportunities for all Americans? And are they becoming more compatible with conserving our environmental assets and promoting a higher quality of life?

Why Is Economic Development Important

Economic development in the U.S. is a big deal. To start, many argue that economic development is necessary for sustaining the competitiveness of the United States economy and raising overall productivity and incomes. Second, additional development can help maintain a high level of employment and job quality for all Americans. Third, it can help to create the jobs necessary for providing middle-class opportunities for the jobless and working poor. Fourth, it can provide the earnings needed to make further investments in education, government services, amenities, infrastructure, and quality of life.

Moreover, economic development policy matters. Federal, state, and local governments spend billions of dollars in its name. So, development policy choices affect taxpayers' pocketbooks. What's more, evidence suggests that many development programs actually work and do achieve the goals listed above. Economic development issues have a way of dominating most policy debates in state legislatures and city councils. Its prominence is due in part to citizens' tendency to evaluate public officials' success by how well their state or local economy is faring. If jobs are being generated, incomes are growing, and high profile companies are being attracted or retained, then a politician's tenure is likely to be extended. If not, he or she may become history.

But there is another important twist on the significance of economic development. Almost every major state and local policy debate, whether it involves taxation, welfare, environmental regulations, or workforce healthy and safety, quickly becomes a debate over economic development. Indeed, most new social and regulatory policies are fought on the grounds that they will harm the area's business climate and cause private investment to dry up. Similarly, education reform and adult retraining are promoted for their potential impact on economic growth.

What Do Economic Developers Do?

During the last thirty-plus years, the field of economic development has changed significantly. Once an ad hoc art and practice, it is gradually becoming more of a science, an industry and a profession. Today, the field has its own journals and trade associations. It is taught in universities and colleges. Certificates are awarded to those who undergo appropriate training. Regional, national, and international conferences are held from Frankfurt, Germany, to Raleigh, North Carolina.

Many lay people mistakenly believe that economic development is simply a hands-on profession. The economic developer promotes sites, visits existing industries, runs a revolving loan fund, and so forth. But this is only the field's external face.

Economic development activities and outcomes are also shaped by public policies. Funding for infrastructure, tax and regulatory policies, new workforce training grants, and countless other examples influence the environment for investment and commerce. Called "business climate," this contested term refers to the extent to which the political and policy environments of a particular state or locality, compared with other jurisdictions, are seen to be supportive or burdensome to businesses. The implication is that any area whose business climate is not "competitive" will be shunned by the corporate sector and will find it difficult to attract or grow new firms and the jobs they provide.

The business climate is affected by both major cost factors (e.g., land, labor, taxes, regulations) and non-cost factors (e.g., quality of life, attitudes toward business). Government has a big impact on business climate (and hence, economic development practice), for it is that combination of services provided by the public sector, such as education, infrastructure, taxation, and regulation, which creates the context within which companies operate. Moreover, government delivers other direct programs to companies in the form of grants, low interest loans, debt insurance mechanisms, and business advisory services. There is no complete roster of all who are involved in this field, but here are some indicators of its size.

- There are more than 2,000 community development corporations (CDCs) operating in low-income areas throughout the U.S. These groups boast 17 statewide associations and a national organization -- the National Congress for Community Economic Development -- with over 800 members.
- The state of Minnesota has 200 revolving loan funds providing financing and management services to small businesses.
- The American Economic Development Council, a major national trade association, has nearly 3,000 members, as well as its own research foundation that is affiliated with a major university.
- The North Carolina Economic Development Association has close to 650 members, with 200 of these based in local and state organizations and agencies and another 400-plus engineers, attorneys, consultants,

businesspersons, bankers, and utility personnel. In fact, its director estimates that 85 of the state's 100 counties have at least one economic development staff person in place.

Once it was virtually synonymous with business recruitment efforts; now it has broadened its boundaries. Today's economic development involves initiatives ranging from improving local amenities (e.g., building a museum and aquarium) to reforming the K-12 educational system, from retaining existing businesses to fostering minority ownership of business enterprises.
Indeed, a recent trade association publication that surveyed economic developers found them in general agreement that:

- The issue of educational quality and workforce preparation will become increasingly critical.
- Changes in information technology, communications technology, and the growth of the Internet will have a major impact on the profession.
- Existing business development will be central to economic developers in the years ahead.
- Economic developers will have to know more about global markets.
- The ability to forge political consensus within a community will be critical to successful economic development efforts.
- Because of the scale of investments needed and the speed of economic change, the New Economy places a premium on collaboration. No one can afford to go it alone.

Yet, in many respects the challenge is the same. Economic developers invest to build up their location and promote their assets and opportunities to prospective investors, both inside and outside the community.

THE 2000 ECONOMIC IMPACT OF EXPENDITURES BY TRAVELERS ON WISCONSIN

INTRODUCTION

This is the twelfth annual report of the economic impact of traveler expenditures on Wisconsin prepared by *Davidson-Peterson Associates*. This report covers ***calendar year 2000.*** The purpose of this study is to measure the economic benefits derived by Wisconsin residents and governments from the dollars spent in the area by travelers.

These economic benefits include:

- **Total expenditures** made by visitors;
- Number of **full-time equivalent jobs** supported by these expenditures;
- **Wages, salaries and proprietary income** earned by area residents; and
- **State and local government revenues** generated.

The estimates of economic impact developed from these procedures and analyzed in this report may be used to document the importance of tourism as a key segment of Wisconsin's economy, to underscore the need to continue to support the expenditure of time, effort and dollars to promote tourism growth, and to track the results of Wisconsin's tourism marketing efforts.

2000 ESTIMATED TRAVELER EXPENDITURES: $9,971,705,647

- December - April $2,900,557,805
- May - August $4,793,915,638
- September - November $2,277,232,204

2000 ECONOMIC IMPACT (Annual)

- Total jobs created (full-time job equivalents): 282,960
- Total resident income (wages, salaries and proprietary income) generated: $5,565,720,000
- Total government revenues generated: State - $894,986,000 Local - $647,979,000

2000 HIGHLIGHTS

	Hotels/Motels/ Resorts	Cabins/ Cottages/ Condos	Campgrounds
Number of properties	1,945	1,116	733
Number of rooms/units/sites	76,492	9,282	58,380
Total available roomnights/ site-nights (millions)	25.61	2.14	8.21
Total occupied roomnights/ site-nights (millions)	15.66	1.21	3.56
Average occupancy rate	61%	56%	43%
Average double rate	$81.80		
Average unit rate		$99.07	
Average site rate			$17.79
Management's Estimate:			
Average party size	2.07	4.24	3.54
Average length of stay	2.15	4.80	2.47
Guest Origin			
Out of State	50%	53%	38%
U.S.	47%	53%	38%
Canada	2%	*	*
Other foreign	1%	*	*
Wisconsin	50%	47%	62%
Trip Purpose[1]			
Pleasure	48%	94%	N/A
Business	36%	5%	N/A
Meetings/conventions	16%	1%	N/A

*Note: Length of stay as noted throughout this document represents the average number of nights spent in a hotel/motel/resort. It does not necessarily reflect the total number of nights spent in Wisconsin. Columns of figures may not add to totals shown due to rounding. * Less than 0.5%*

WISCONSIN COMPARISON SUMMARY
1999 (Revised) vs. 2000

	1999 (Revised)	2000	Change
Estimated Traveler Expenditures (billions)	$9.081	$9.972	+9.8%
Estimated Economic Impact:			
Total full-time job equivalents supported	258,138	282,960	+9.6%
Total resident income (millions)	$5,026.14	$5,565.72	+10.7%
Total government revenues generated:			
State (millions)	$848.78	$894.99	+5.4%
Local (millions)	$583.30	$647.98	+11.1 %

WISCONSIN TOTAL ESTIMATED TRAVELER EXPENDITURES BY SEASON
1999 (Revised) vs. 2000

	1999 (Revised)	2000	% Change
December - April	$2,653,071,725	$2,900,557,805	+9.3%
May - August	$4,352,791,507	$4,793,915,638	+10.1%
September - November	$2,074,810,397	$2,277,232,204	+9.8%
Total	**$9,080,673,629**	**$9,971,705,647**	**+9.8%**

THE 2000 ESTIMATES OF TRAVELER EXPENDITURES

By Accommodation Type

More than half of the total estimated traveler expenditures, $5.66 billion (57%), were spent by travelers staying in Wisconsin overnight at hotels/motels/resorts. Those camping in Wisconsin spent $628 million (6%), and those staying in cabins/cottages/condominiums spent $513 million (5%) while traveling in Wisconsin.

Visitors with no lodging expenses spent 32% of Wisconsin's 2000 traveler expenditures ($3.18 billion). Travelers who stayed at the homes of family and/or friends spent $2.45 billion (25%) while visiting Wisconsin, and those visiting just for the day or passing through Wisconsin spent nearly $722 million (7%).

By Category of Expenditure

More than half of Wisconsin's total estimated travel expenditures came from shopping and food expenditures ($3.0 billion and $2.4 billion, respectively). Recreation expenditures represent 24% of traveler expenditures ($2.4 billion), and lodging expenses represent 15% of the total estimated traveler expenditures ($1.5 billion). Six percent of Wisconsin traveler expenditures ($583 million) were spent on transportation.

Seasonal Differences in Traveler Expenditures

Half of all traveler expenditures in Wisconsin ($4.8 billion or 48%) were spent in the summer season (May through August). The winter season (December through April) represents 29% of Wisconsin's total traveler expenditures ($2.9 billion), and the fall season (September through November) accounts for 23% of these expenditures ($2.3 billion).

Fall and summer traveler expenditures increased by 10%, compared to 1999 (revised) while the winter season saw a 9% increase.

2000 County by County Traveler Expenditures and Economic Impact

COUNTY	EXPENDITURES $			JOBS*	RESIDENT INCOME $	STATE REVENUE $	LOCAL REVENUE $
	2000	1999 REV.	%CHG	2000	2000	2000	2000
DANE	882,760,398	795,185,467	11.01%	29,720	484,587,000	91,504,000	49,853,000
GREEN	38,870,681	36,394,691	6.80%	1,157	16,114,000	3,472,000	1,892,000
IOWA	45,488,780	42,896,948	6.04%	1,263	26,448,633	3,548,083	3,248,135
LAFAYETTE	14,662,061	14,258,736	2.83%	415	8,708,697	1,168,272	1,069,507
ROCK	215,723,144	197,350,784	9.31%	5,989	125,469,733	16,831,758	15,408,835

Tourism Trends and Analysis: The Wisconsin Visitor

The majority of visitors to Wisconsin come from the major markets of Chicago and Northern Illinois, Minnesota, predominately from the Twin Cities, Iowa and a significant number from within Wisconsin. Because of the state's abundant variety of recreational opportunities, accommodations, attractions and outstanding dining facilities, the tourism industry caters to a broad spectrum of all travelers. Some 1996 visitor characteristics that are worth noting include:

- *A majority of visitors travel by auto.*
- *There is a somewhat increasing frequency of slightly younger travelers using motorcoach, and an increase in males.*
- *36% visit friends and family.*
- *About 93% of leisure travelers are strictly leisure and an additional 7% are on a combination of business and leisure - a trend worth enhancing through business/leisure promotion.*
- *The single largest category of recreational spending is food, followed closely by shopping.*
- *Satisfaction rates among leisure travelers is high with over 90% stating they would recommend a Wisconsin vacation to a friend or family member.*
- *Aspects most enjoyed were scenery and relaxation/getaway - Brand Image.*

- *Over 90% of visitors indicate that they will return to Wisconsin for another vacation in the next several years.*
- *The majority of the summer and fall vacationers are most likely to return in the months of July through October - Cross-promote fall in summer and summer during fall vacations.*
- *About ½ of vacationers plan about 1 month prior to travel - the other 50% plan within 2-9 months.*
- *Planning is driven by availability of good weather and scheduling around travel groups work and domestic schedules.*
- *With the aging of the Baby Boom generation, slightly more than 1/2 of our visitors do not have children under 18 living in their homes. This trend is projected to continue until 2010.*
- *Summer and fall vacation group make-up is about 35% families, 35% couples and 15% friends.*
- *Vacations typically last from 2 - 4 days with the majority of that time spent in the same area.*
- *Most important informational materials for "Planning" a trip are AAA Trip-Tics, state maps and atlases and state and local publications and Internet sites.*
- ***Areas for Improvement: Better variety of food choices, availability of Indoor activities to compensate for weather and better roads where needed.***

Wisconsin Tourism Consumer Research

1994/95 Regionalizing Vals Research
1994 telephone survey of 5000 randomly selected consumers (in-state and out-state) who inquired about ten different areas of the state.

1. 69 percent of inquirers actually had vacationed in Wisconsin.
2. Top ten destinations:

1. Door County	6. Eau Claire
2. WI Dells	7. Madison
3. Milwaukee	8. Minocqua
4. Green Bay	9. La Crosse
5. Bayfield	10. Lake Geneva

3. Length of stay:
3-4 days
4. Amount Spent:
$325 average (per group - 3-4 people)
5. Top Accommodations:

Hotel/motel	51%
Campground	13%
Family & Friends	9%
Resort	8%

6. Top 10 activities:

Dining	92%
Shopping/antiquing	82%
Visiting state/county park	51%

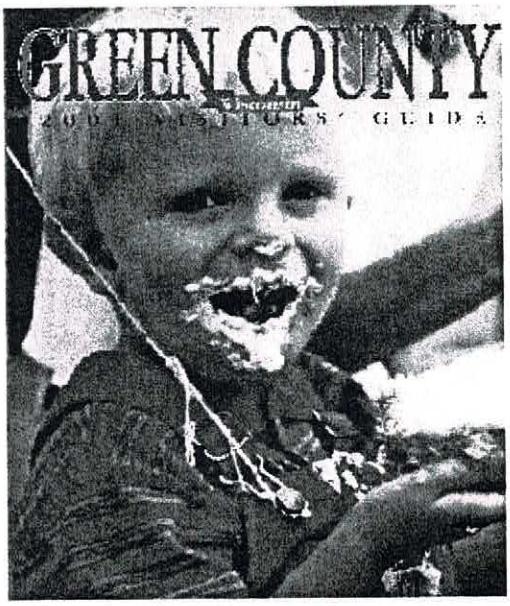
Going to historical sites	46%
Wildlife watching	45%
Bicycling/Hiking	41%
Visiting museum	38%
Visiting friends/relatives	34%
Visiting attractions	33%
Water sports	28%

7. Where they come from:

In-state	42.1%
Chicago area	13.6%
Mpls/St. Paul	8.6%
Other	35.7%

GREEN COUNTY

Come be our guest in America's Little Switzerland, steeped in heritage and brimming with Gemütlichkeit (hospitality, kindness, good fellowship). Green County is renowned for its colorful ethnic festivals, delicious cheeses, Swiss heritage, and friendly, small-town folks. Our rolling hills are dotted with cozy bed and breakfast inns, crisscrossed by three recreational trails, and punctuated with parks and recreation areas. Green County's attractions and amenities are really something to yodel about and our recreational shopping, dining, and lodging are special delights.



We invite you to join us in America's Little Switzerland. Wilkommen to the hearths and hillsides of Green County, Wisconsin.

Before any discussion of local economic development approaches and strategies can occur, an understanding of regional workforce and economic conditions must first be established.

The Wisconsin Department of Commerce County Economic Profile, and the Wisconsin Department of Workforce Development, Division of Workforce Excellence, Bureau of Labor Market Information and Customer Services in its December 2000, Green County Workforce Profile note:

- Green County experienced a 2.39% increase in population between 1990 and 1995, resulting in a 1995 total population of 31,064. The county has 53.2 persons per square mile, a density lower than the state as a whole. The median age in Green County is 34.4, indicating an older population than the State of Wisconsin, which has a median age of 32.9 years.

  The median value of owner-occupied housing in Green County is $53,600. 1.3% of the housing units are seasonal, a value much below the state's average of 7.2%. Farmland covers 78.0% of the county, while 44.4% of Wisconsin's land is used for farming. The county is 8% forested and has 5 of the state's 14,927 lakes.

  In Green County, North American Philips Corporation employs more workers than any other manufacturing firm, and Swiss Colony Inc. is the largest non-manufacturing employer. The trade industry generates most of the county's personal income. Green County's 1989 median household income was $28,435 and increased by $4,556 to reach $32,991 in 1993.

Quality of Life		
	Wisconsin	Green County
Persons per square mile, 1995	94	53.2
Number of staffed hospital beds, 1989	18,469	173
Average birth rate per 1,000 population, 1990-1994	14.4	13.2
Public school enrollment, 1995-1996	870,175	5,797
Number of public high school graduates	48,371	349
1994-1995 Public High School Drop Out Rate	2.63%	1.68%

Housing	
1990	
Total number of housing units	12,087
Number of single-unit structures	9,141
Number of multiple-unit structures	2,124
Number of single units permitted	76
Number of multiple-units permitted	6
Percent seasonal housing	1.3%
Median value, owner-occupied	$53,600
Median rent	$273

Recreation		
1995 Number of:	Wisconsin	Green County
Campgrounds	1,106	7
Campsites	75,367	464
Hiking trails (In miles)	5,617	51
Mountain biking trails (In miles)	3,155	26
Cross country skiing trails (In miles)	4,154	20
Snowmobile trails (In miles)	14,896	80
Visitor expenditures	$6,134,645,284	$27,661,196

Income				
	1983	1985	1989	1992
Total personal income	$364,324	$419,137	$520,560	$586,754
Non-farm personal income (in thousands)	$351,640	$396,406	$466,865	$557,267
Farm income (in thousands)	$12,684	$22,730	$53,695	$29,487
Per capita income	$12,134	$13,998	$17,256	$18,816
Transfer payments	$48,346	$54,118	$64,498	$83,047
Proprietor income	$44,561	$62,859	$96,358	$75,199

Government Finance - 1996		
1992	Wisconsin	Green County
Total property taxes levied (in 1,000's)	$2,872,811	$17,981
Effective per capita property tax	$601	$597
Total expenditures (in 1,000's)	$8,425,897	$49,677
In dollars per capita	$1,763	$1,650
As percent of total		
Education	44.0%	45.1%
Health & Hospital	6.3%	3.6%
Police	9.3%	14.2%
Fire	5.5%	5.0%
Public welfare	2.7%	1.4%
Highways	6.4%	10.7%

Retail, Service, Wholesale - 1992		
1992	Wisconsin	Green County
Number of retail sales establishments	31,955	241
Sales (in 1,000's)	$38,350,527	$394,742
Annual payroll (in 1,000's)	$4,349,836	$46,759
Number of service establishments	31,965	170
Receipts (in 1,000's)	$15,576,691	$62,941
Annual payroll (in 1,000's)	$6,259,117	$27,501
Number of wholesale establishments	9,383	85
Sales (in 1,000's)	$47,597,932	$335,806
Annual payroll (in 1,000's)	$3,222,625	$16,027

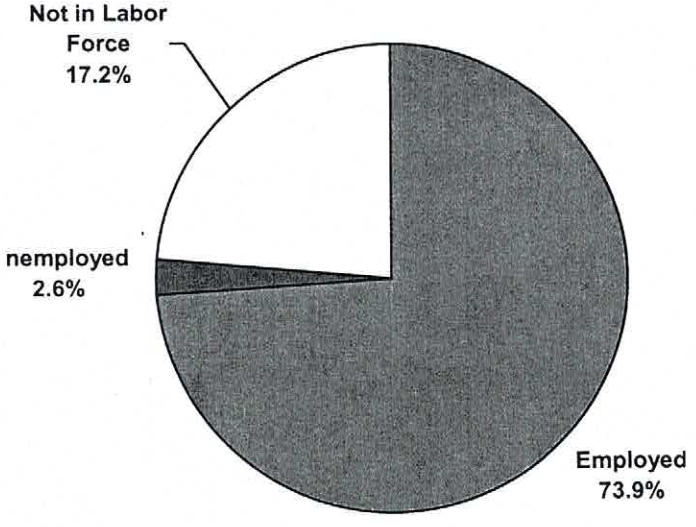
Manufacturing - 1992		
1992	Wisconsin	Green County
Number of establishments	10,087	73
Number of employees	546,000	3,200
Total payroll (in 1,000's)	$16,087,300	$72,800
Production workers, average number	369,400	2,500
Production worker hours (in 1,000's)	744,800	4,500
Production worker wages (in 1,000's)	$9,178,400	$48,500
Value added (in 1,000's)	$41,705,900	$305,300
Value of shipments (in 1,000's)	$88,561,200	$765,000

Top Employers - 1994		
Top 5 Manufacturing Firms	Number Employed	Product/Type of Business
North American Phillips Corporation	500-999	Transformers
Woodbridge Corporation	250-499	Plastic Foam Products
Monroe Truck Equipment Inc.	250-499	Truck & Bus Bodies
Knight Manufacturing Corporation	100-249	Farm Machinery & Equipment
Mid-American Dairymen, Inc.	100-249	Cheese
Top 5 Non-Manufacturing Firms	Number Employed	Product/Type of Business
Swiss Colony, Inc.	500-999	Catalog & Mail Order Houses
Saint Clare Hospital	250-499	General Hospital
County of Green	250-499	Public Administration
SC Data Center, Inc.	100-249	Data Processing & Preparation
Wal Mart Stores, Inc.	100-249	Department Stores

Employment by Industry - 1992				
	1983	1985	1989	1992
Mining	35	35	28	18
Construction	580	528	586	750
Manufacturing	2,431	2,708	3,219	2,804
Trans. & Public Utilities	498	558	507	535
Trade	4,815	5,244	5,804	5,741
Services	4,181	3,961	4,136	4,525
Government	1,647	1,707	1,780	1,892

Natural Resources - 1990		
	Wisconsin	Green County
Land Area (square miles)	54,314	584
Total Forest Land (in thousands of acres)	15,351.3	30.9
Commercial	14,759.4	30.9
Non-Commercial	591.9	0
Percent in Forests	44%	8%
Number of Lakes	14,927	5
Lakes Acreage	970,869	353

The labor force is the sum of employed and unemployed persons who are 16 years old and older. Readers should keep in mind that people who are "not working" includes people who are "unemployed" and people who are "not in the labor force". "Unemployed" does not include all people who are "not working", some unemployed are retirees and others are people who choose not to work. The pie chart displayed below provides estimates of employed, unemployed and "those not in the labor force" as a percentage of the civilian non-institutional population. The sum of the employed and unemployed percentages provides us with the "labor force participation rate", used to measure the population's attachment to the labor market.



Source: *Estimated from WI Dept of Admin., Demographics Services Center. Official Population Projections: 1990 - 2020 and WI DWD, BLMICS. Local Area Unemployment Statistics program.*

The participation rate in Green County, 76.5% in 1998, is higher than the state (74.4%) or the

national level (67.1%). That represents an increase from 70.6% in 1990, generally due to employment growing faster than the labor force. The number employed as a percentage of the civilian non-institutional population aged 16 and older, expressed in the chart as "employed" is also higher in Green County than the state average. This is also referred to as the employment/population ratio, which measurers the elasticity of the labor market; high percentages can lead to labor shortages and may restrict future economic growth. This situation is further exacerbated by the decline in age cohorts in which labor force participation is high. The table below displays estimates of population by age; while the age group 25-39 is among the largest, it is also declining, although the 16-24 age group is increasing. The largest increase is in the group of individuals aged 40-54, or the "baby boom" cohort, further highlighted by the increase in the median age from 31 in 1980 to 34 in 1990. This demographic shift will have a large impact on future economic trends.

Age Group	1990 Census	1998 Estimate	Percent Change
16-24	3,274	3,838	17.2%
25-39	7,326	6,394	-12.7%
40-54	5,093	7,020	37.9%
55-64	2,593	2,873	10.8%
65+	4,636	4,908	5.9%
TOTAL	22,921	25,034	9.2%

Source: *Estimated from WI Dept. of Admin., Demographic Services Center. Official Population Projections 1990 – 2020.*

Nonfarm wage and salary employment measurers the number of jobs within the county excluding agriculture, military, and self-employed workers. This data measurers the number of jobs within the county without consideration of where the job-holder lives. Thus, this information is often referred to as "place of work" data, as opposed to the civilian labor force data, which is based on residence. Employment growth over the past half-decade in Green County has been centered in the manufacturing and service industries. The largest declines in employment have come in wholesale trade. Manufacturing employment in Green County increased by about 900 during the five year time period detailed below.

							Percent Change	
	1993	1994	1995	1996	1997	1998	1 - Year	5 - Year
Total	13,500	13,900	14,400	14,100	14,400	15,000	3.7%	11.1%
Goods Producing	3,300	3,400	4,100	4,300	4,200	4,200	0.2%	27.5%
Construction & Mining	450	440	470	440	440	460	4.2%	0.9%
Manufacturing	2,900	3,000	3,600	3,800	3,800	3,800	-0.2%	31.6%
Service Producing	10,200	10,500	10,300	9,800	10,200	10,800	5.1%	5.7%
Trans., Comm. & Utilities	460	450	460	480	490	440	-9.3%	-2.7%
Total Trade	4,800	5,100	4,700	4,000	4,100	4,300	4.4%	-10.6%

Wholesale	1,150	1,220	700	680	640	620	-3.4%	-46.5%
Retail	3,700	3,900	4,000	3,400	3,500	3,700	5.8%	0.6%
Finance, Insurance & Real Estate	490	470	430	400	400	410	1.9%	-17.6%
Service	2,700	2,700	2,900	3,100	3,300	3,700	10.5%	38.4%
Government	1,700	1,800	1,800	1,800	1,900	1,900	1.6%	10.1%

Source: *WI DWD, BLMICS. Current Employment Statistics program.*

In Green County, as is the case in much of Wisconsin and the nation, service sector employment has been growing rapidly over the last five years. Service sector employment has added roughly 1,000 jobs in the last five years, almost 40% growth in service sector employment in Green County. In most locations business services and health services are receiving the lion's share of that growth in the service sector employment. In the first quarter of 1999, the largest employer in Green County was a provider of health care services, and the fifth largest was a provider of business services.

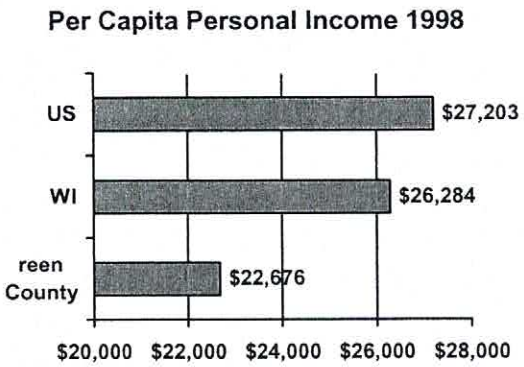
GREEN COUNTY EMPLOYMENT & WAGES 1998

	Annual	Percent of	Percent Change		Number of
	Average Wage	State Average	1 year	5 year	Workers
All Industries	$22,141	81.0%	3.0%	15.4%	14,035
Ag. Forestry & Fishing	$17,216	87.8%	4.7%	-0.2%	150
Construction	$26,580	79.2%	5.4%	20.3%	450
Manufacturing	$25,309	71.3%	-1.1%	23.2%	3,484
Trans. Comm & Utilities	$21,588	69.0%	2.7%	3.6%	431
Wholesale Trade	$27,055	78.2%	3.9%	14.8%	626
Retail Trade	$16,735	124.0%	8.1%	20.1%	3,538
Finance, Insurance & Real Estate	$22,234	64.9%	0.1%	16.8%	397
Services	$21,642	93.6%	4.0%	4.8%	3,089
Government	$25,020	82.4%	3.5%	13.4%	1,851

Source: *WI DWD, BLMICS. Employment, Wages & Taxes Due Covered by Wisconsin's U.C. Law, 1993 & 1998 Tables 209 -211*

Compared to the rest of Wisconsin, wages paid to workers in Green County are 81% of the statewide average. Green County gained on the statewide average in 1998, in 1997 wages paid in Green County were 78.6% of the statewide average. Green County's reasons for being below the state average include the higher than average percent of workers in the county who work in retail trade, where pay is consistently lower wage than other industries. This sector is also more likely to employ part-time workers. Retail trade workers in Green County, on average, earn higher than retail trade workers statewide. However, retail trade wages in Green County are substantially lower than the statewide average for all industries.

Despite a slight decline in 1998, the largest percentage increase in annual average wage during the five year time span 1993-1998 was found in manufacturing. The expansion of manufacturing coupled with the increasing demand for workers has led to increases in wage rates for that industry especially for higher-skilled occupations. Nevertheless, these wages are still lower than those paid throughout the state on average. For larger industries, growth in annual average wages in manufacturing has been strong in the past few years, influenced by wage inflation and labor shortages.



Per Capita income is total income divided by the total number of residents. Income includes wages earned, dividends from investments, and transfer payments from the government. Per capita income can be influenced by the number of wage earners, average family size, and the median age of residents. It can also affect housing patterns.

Green County's 1998 per capita personal income (PCIP) of $22,676 ranked 30th of Wisconsin's 72 counties. Over the past five years, Green County per capita income has increased by 16.8%. Both measurers of county income out gained inflation as measured by the Consumer Price Index, which rose only 12.8% during the five year period.

The PCIP in Green County, with its increase of just 16.8% in the last five years, lagged both national and state growth rates by more than 10 percent. The national and state growth rates were 28.2 and 27.4 percent, respectively.

Selected Occupational Wage Data

	Mean	Median
Bartender	$6.52	$6.30
Bookkeeper	$9.96	$9.79
Cashier	$7.19	$6.74
Food Preparation Worker	$7.67	$7.34
Hand Packager	$8.98	$8.60
Janitor/Cleaner	$8.36	$8.03
Laborers, Landscaping/Grounds	$8.82	$8.15
Licensed Practical Nurse	$12.37	$12.30
Nurse Aid/Orderly	$8.78	$8.79
Registered Nurse	$16.82	$16.92
Salesperson, Retail	$8.69	$7.55
Stock Clerk Sales Floor	$7.59	$7.29
Teacher Aid	$8.21	$8.46
Tool and Die Maker	$22.39	$20.18
Welder	$12.73	$12.83

Source: *DWD, 1998 OES Wage Survey Appleton/Oshkosh/Neenah MSA.*

The wages for the selected occupations in the above table are wages reported in the Occupational Employment Statistics (OES) survey for the six county Southwest Wisconsin Workforce Development Area. They do not represent responses taken only from Green County employers; Green is one of the six counties in the Southwest survey.

The mean wage is the sum of all wages divided by the number of wage earners, while the median wage is the midpoint of all reported wages. As the mean and median wages merge, pressure is placed on the employer to offer better than average wages. This often indicates a tight labor supply in an area.

Within the State of Wisconsin and Green County, many economic development programs and professionals are already at work. At the state level Forward Wisconsin, WiDOC, WHEDA, the SBA and WI Tourism work to implement many of their programs by assisting local economic development professionals, existing businesses and entrepreneurs.

Forward Wisconsin

Overview

Forward Wisconsin, Inc., (forwardWI.com) is a unique public-private state marketing and business recruitment organization. Its job is marketing outside Wisconsin to attract new businesses, jobs and increased economic activity to the state. In July 2000, Forward Wisconsin created a new division - Great Jobs Wisconsin - to recruit workers to Wisconsin from outside the state. The Great Jobs Wisconsin program can be accessed at GreatJobsWI.com

Board of Directors

Forward Wisconsin's Board of Directors reflects that public-private partnership. Governor Scott McCallum is chairman of the board. Private sector representation includes Wisconsin's utilities, banks, educational institutions, investment firms, law firms, and manufacturers. Public sector representation includes four state legislators and the Secretary of the Department of Commerce.

History

Forward Wisconsin was created in 1984 on the recommendation of a 1983 Marketing Task Force Report. It is a 501(c)(3) not-for-profit corporation.

Funding

Forward Wisconsin has an annual budget of approximately $1 million. More than half of that funding is provided by private sector contributors, with the balance coming from the state through a contract with the Department of Commerce.

Marketing Strategy

Forward Wisconsin works to boost the state's image, to project the state's positive business climate and to attract industry and workers to Wisconsin. The group's marketing plan focuses its resources on six target industries and one primary back-up target. These industries currently thrive in the state, are compatible with the state's strengths and are projected to have strong growth potential:

- Computer & Data Processing Services
- Plastics
- Business Services
- Forest Products (Hardwood Plywood)
- Biotechnology
- Production Machinery & Equipment

Primary Back-up Target:

- Customer Service Centers

Marketing Activities

Forward Wisconsin uses a wide range of economic development marketing tools. These include:

- Direct mail campaigns and follow-up telemarketing to targeted industries and geographic areas.
- Out-of-state prospecting trips
- Trade show booth appearances at targeted industry expositions
- Print advertising campaigns directed toward geographically targeted publications and target industry journals
- Image-building campaigns
- Special event promotion
- Site selection and consultant education

Working with Companies

Forward Wisconsin provides business cost comparisons, financial information and a variety of other business consulting services to prospective expanding businesses. Forward Wisconsin services are provided on a confidential, no-cost basis.

Relationship with the Department of Commerce

Forward Wisconsin gains its primary strength from its unique status as a public-private partnership, its ability to draw upon the resources of both the public and private sectors and its capacity to coordinate these efforts. The corporation's success in implementing its mission statement depends in large part upon its close working relationship with the Wisconsin Department of Commerce. Forward Wisconsin is responsible for out-of-state marketing and business attraction, while the Department of Commerce is responsible for existing

business retention, expansion, financial programs and international development.

Financial Resources for Businesses

The Wisconsin economic development team includes many partners -- Forward Wisconsin, the Wisconsin Department of Commerce, other state agencies, local economic development officials, the state's utilities, the Wisconsin Technical College and University Systems, and other groups. Each partner brings valuable resources to helping you with your expansion project.

Listed below are selected financial programs available through the Wisconsin Department of Commerce and the Department of Transportation that are most commonly utilized by out-of-state businesses expanding to Wisconsin. This is not an all-inclusive list of the financial programs available at the state level-- many local economic development groups and utility companies also have their own programs to assist your business expansion. Please contact Forward Wisconsin if you would like more information on financial assistance and incentives. We can put you in contact with the appropriate partner to get you the specific details you require.

The Customized Labor Training Fund provides training grants to businesses that are implementing new technology or production processes. The program can provide up to 50 percent of the cost of customized training that is not available from the Wisconsin Technical College System.

The Community Development Block Grant (CDBG)-Economic Development Program, funded through the federal Small Cities CDBG Program, provides grants to communities to promote local job creation and retention. Local governments then lend the funds to businesses for start-up, retention, and expansion projects through grant funding. Funding levels depend on the number of jobs to be created or retained.

The Dairy 2020 Initiative awards grants and loans for business and feasibility planning to dairy producers and processors considering a modernization or expansion project.

The Employee Ownership Assistance Loan Program can help a group of employees purchase a business by providing individual awards up to $25,000 for feasibility studies or professional assistance. The business under consideration must have expressed its intent to downsize or close.

The COMMERCE/DVR Job Creation Program is designed to increase employment opportunities for DVR clients by providing equipment grants, technical assistance grants, and customized assistance to companies that will hire persons with disabilities as part of a business expansion.

The Rural Economic Development Program makes individual awards up to $30,000 for feasibility studies and other professional assistance to rural businesses with fewer than 25 employees. Businesses that have completed their feasibility evaluations are eligible for individual micro loans up to $25,000 for working capital and the purchase of equipment.

The Major Economic Development Program offers low-interest loans for business development projects that create a significant economic impact. **The Technology Development Fund** helps businesses finance Phase I product development research. Firms completing Phase I projects can receive Phase II product- commercialization funding.

Tax Incremental Financing (TIF) helps cities in Wisconsin attract industrial and commercial growth in underdeveloped and blighted areas. A city or village can designate a specific area within its boundaries as a TIF district and develop a plan to improve its property values. Taxes generated by the increased property values pay for land acquisition or needed public works.

The Enterprise Development Zone Program promotes a business start-up or expansion on a particular site in any area of the state that suffers from high unemployment, declining income and property values, and other indicators of economic distress. The program offers tax credits for such activities as hiring disadvantaged workers and undertaking environmental remediation. Tax credits can be taken only on income generated by business activity in the zone. The maximum amount of tax credits per zone is $3 million.

Industrial Revenue Bonds (IRBs) are a means of financing the constructing and equipping of manufacturing plants and a limited number of non-manufacturing facilities. The municipality is not responsible for debt service on IRBs, nor is it liable in the case of default. IRBs are also exempt from federal income tax.

The Wisconsin Transportation Facilities Economic Assistance and Development Program funds transportation facilities improvements (road, rail, harbor, airport) that are part of an economic development project.

The Wisconsin Housing & Economic Development Authority (WHEDA) currently operates under the following mission:

Mission

The Wisconsin Housing and Economic Development Authority serves Wisconsin residents and communities by working with others to provide creative financing resources and information to stimulate and preserve affordable housing, small business, and agribusiness.

It administers this mission through the following programs:

Agricultural Products

Giving Farm Families Credit
Preserving a Proud Tradition

CROP
Your production financing resource. CROP provides guarantees for agricultural production loans. Visit our site for Farmers and Lenders.

FARM
Is your operation ready for the 21st Century? FARM provides guarantees for agricultural expansion and modernization loans. Visit our site for Farmers and Lenders.

Beginning Farmer Bond
Isn't it time for your own operation? Beginning Farmer Bonds offer low interest rates to beginning farmers.

Agribusiness Guarantee
The Agribusiness Guarantee helps small businesses develop new products using Wisconsin's raw commodities.

Small Business Products

You want your small business to grow...
But do you have financing?

WHEDA Small Business Guarantee
The new way to grow your business. The WHEDA Small Business Guarantee helps you acquire or expand your small business.
Visit our WHEDA Small Business Guarantee (WSBG) sites for Small Business Owners or WHEDA Small Business Guarantee Lenders.

Linked Deposit Loan (LiDL) Subsidy
The LiDL Subsidy helps women- and minority-owned businesses by reducing the interest rate on loans made by local lenders.
Visit our Linked Deposit Loan (LiDL) Subsidy sites for Small Business Owners or Linked Deposit Loan (LiDL) Subsidy Lenders.

Agribusiness Guarantee
The Agribusiness Guarantee helps small businesses develop or expand production of products using Wisconsin's raw commodities.

Homeownership Products

Homeownership Made Affordable,
and Easy, too.

HOME Loans
Offer a mortgage loan with a low, fixed interest rate to help low- and moderate-income individuals and families buy a home.
Visit our sites designed just for:

- Homebuyers
- Lenders and Real Estate Professionals
- Servicing Lenders

- **Home Improvement Loan Program (HILP)**
  Affordable home improvement loans of up to $15,000 are available to low-and moderate-income Wisconsin homeowners.

The Wisconsin Small Business Development Center assists Wisconsin businesses by:

About Us

- The Wisconsin Small Business Development Center (WSBDC) exists to serve the people of the State of Wisconsin. We do this by helping to ensure the state's economic health and stability through formative business education by counseling, technology and information transfer, and instruction. We have served the people of the state primarily by developing and conveying knowledge of small business activities. The Wisconsin SBDC has become well known for its national leadership in this area. Today, our organization is transforming itself to become a stronger force in the state's economic development environment. We recognize the dramatic economic, social, and technological changes that have unfolded globally and their impact on our state and our small business community. The SBDC consists of the Lead Center or State Office, which is administered by the unit of Business and Manufacturing Extension at UW-Extension, and a network of service centers located at 12 of the four-year UW institutions. We are a unique partnership between the University of Wisconsin-Extension and the business schools and departments of the UW System. Working together, we provide an array of programs, counseling, special initiatives, research and publications. Business management education programs are offered at an affordable fee. Counseling, to address individual business needs, is available without cost to the small business client. The SBDC program is funded by the U.S. Small Business Administration, the State of Wisconsin, the University of Wisconsin-Extension, economic development partners and user fees.

The Wisconsin Department of Tourism seeks to assist Wisconsin communities through the execution of its mission and strategies.

Mission

Provide leadership and guidance to Wisconsin's tourism industry to ensure that tourism is a top contributor to the state's economy and quality of life.

Vision

Make Wisconsin the top travel destination in the Midwest.

Goals

1.) Deliver creative marketing strategies that stimulate travel to and within Wisconsin.

Strategies:

A. Market Wisconsin as a premiere destination by developing a consistent brand image for the state that focuses on the state's four distinct seasons and diverse product.

B. Help maintain loyal customers, turn infrequent visitors into more frequent visitors, and lure new visitors to the state through enhanced targeted marketing efforts.

C. Expand niche marketing efforts to reach the meetings and conventions, motorcoach, internationaland multi-cultural audiences as well as the motion picture industry.

D. Continue researching our traveling customers to take advantage of new trends and opportunities.

2.) Utilize the latest technology to provide quality information and exceptional service to our traveling customers and industry partners.

Strategies:

A. Strengthen information technology-based partnerships and solutions with the Wisconsin tourism industry through such tools as integrated customer and product databases and the Internet.

B. Proactively recruit and maintain a talented, customer-friendly staff who possesses the knowledge and skills to plan, deliver, and evaluate services to our customers in the tourism industry.

C. Maintain an organizational structure focused on diversity, integrated teamwork, cooperation and communication.

3.) Encourage the development and growth of Wisconsin's tourism economy.

Strategies:

A. Provide technical assistance to tourism businesses and organizations related to marketing, customer service, research and product development.

B. Identify and promote additional offerings to enhance Wisconsin's tourism product.

C. Continue to provide and identify financing options designed to expand and/or enhance tourism in Wisconsin.

D. Deliver educational tools, research and training - including the Governor's Conference on Tourism - to industry partners for enhancing their competitive edge. Also, promote industry- sponsored educational conferences and opportunities.

4.) Facilitate committed partnerships with stakeholders to develop and grow Wisconsin tourism.

Strategies:

A. Strengthen existing and create new partnerships within Wisconsin's tourism industry by continuing to conduct staff familiarization tours, listening sessions and other approaches to actively seek industry input.

B. Improve and develop partnerships with other state agencies that share the same customers.

C. Create innovative methods to continuously communicate with the tourism industry and other stakeholders about existing and new programs.

D. Continue to seek the input and involvement of the Governor's Council on Tourism and its subcommittees.

E. Expand joint effort marketing programs.

5.) Represent and advocate the value of a vibrant tourism economy.
Strategies:

A. Facilitate dialog and information sharing between the tourism industry and local, state and federal government representatives.

B. Identify and communicate tourism industry interests to government decision-makers at all levels.

C. Identify and communicate pertinent legislative issues to the tourism industry.

D. Maintain a positive image of Wisconsin tourism to the general public.

E. Advocate for a stable and effective funding mechanism for the Department's promotional budget.

Specific Tourism program include:

- Heritage Tourism
- Joint effort marketing grant program
- Consultant services
- Marketing services
- Wisconsin Travel information centers
- Research

Locally, within Green County, economic development efforts have been undertaken by the Green County Development Corporation and the Green County Tourism Committee. The County Development Corporation seeks to assist newly locating and expanding businesses with a verity services and network connections. Its aim is to recruit and retain Green County businesses and industry. The County Tourism Committee seeks to market area attractions and to create "name brand" recognition. A prime example of this is the counties slogan of being "Americas Little Switzerland".

Within the Town of Albany, economic development wants to focus around three specific sub-sectors of the economy. These sub-sectors are the agricultural economy, the tourist economy and the commercial/retail economy. A local and regional framework must be applied by the town if it is to reach its desired economic development goals.

Agricultural Economy

As outlined in the Agricultural, Cultural & Natural Resource Element of this Comprehensive Plan, agriculture plays a major role in the Town of Albany. Current economic conditions within agriculture illustrate that the family farm is occupying less of the market place while larger, cooperate type, farms and smaller hobby and niche farms are gaining. With a stated goal of protecting agriculture within its community the Town of Albany desires to assist the local farm economy by recruiting and supporting agriculture and agricultural related businesses to its community. In addition efforts to support the creation of new and local farm markets will be fully endorsed by the town.

Commercial Business Economy

The Town of Albany is speckled with numerous independent "garage" type businesses. From farm equipment repair to sheet metal working these local entrepreneurs represent Americas backbone of business growth and development. While the town would like to encourage the start up and operation of new and continuing "at home" businesses, it will need to carefully monitor these operations as they develop and grow. Monitoring will be undertaken to ensure that minimal land use and other potential conflicts do not occur. In addition, monitoring will afford the town an opportunity to request that businesses re-locate to appropriate use areas when they achieve sufficient size to warrant.

In addition to home based businesses the town is also blessed with a number of onsite full-scale commercial operations. While currently somewhat scattered in their distribution the town is not at this time interested in the development of a business park. Using this approach, commercial business will be encouraged to be advised to locate in the existing business park in a neighboring community.

Tourism Business economy

With a large natural resource base in public ownership and amenities such as the Sugar River Trail and the Liberty Creek Wildlife Area, the Town of Albany is poised to capitalize on the tourists which come to utilize these facilities. Several businesses scattered throughout the community take advantage of both local expenditures and tourist expenditures. Maintaining and enhancing these

commercial retail niche operations will greatly assist the town with capitalizing on its tourism trade capture potential.

While strategies to allow for the construction and operation of retail business establishments in the town are key to the capture of tourism, tourism promotion is key to making the public aware of the amenities and facilities that the town has to offer. Local efforts to work with the Green County Tourism Committee for tourism promotion and other groups such as the Friends of the Sugar River, Trout unlimited, and the area hotel/motel industry are critical to the town's ability to recruit tourists.

Goals, Objectives & Policies

Goal #1
To provide adequate land area for commercial developments needs within the town.

Objective: Work with the Green County Zoning Department to designate commercial uses within the town and to have them re-zoned into their appropriate use district.

Goal #2
Insure that commercial businesses are located properly for their operations within the township.

Objective: Monitor at home business operations to minimize land use conflicts and to ensure relocation if warranted.

Objective: Refer larger potential commercial or industrial businesses to adjoining community business parks.

Objective: Ensure that operations are sited properly through the land divisions review process and the driveway permitting process.

Goal #3
Encourage and participate in economic development efforts.

Objective: Inventory all tourism assets within the town.

Objective: Create a tourism marketing plan and develop and distribute promotional materials.

Objective: Utilize state grant programs and resources to assist with tourism efforts.

Objective: Participate with local and regional groups and organizations in the promotion of tourism based amenities.

Objective: Work with county, state and federal agencies on property and facilities management issues.

[i] .*Malizia, Emil E. and Edward J. Feser. 1999. *Understanding Local Economic Development*. New Brunswick, NJ: Center for Urban Policy Research, Rutgers University.

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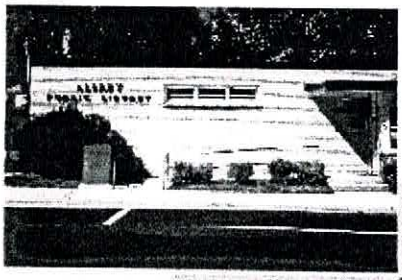
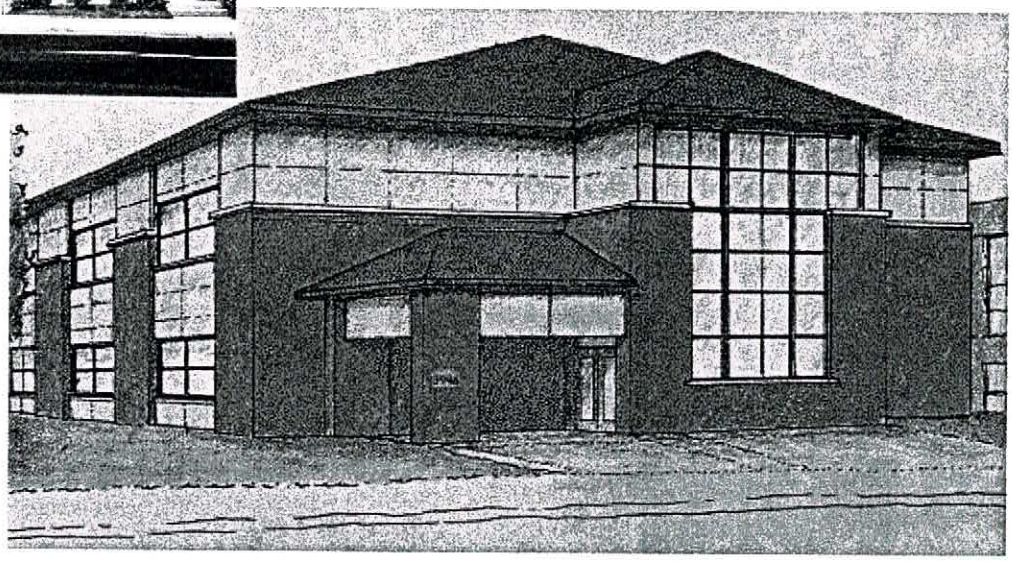




7 UTILITIES & COMMUNITY FACILITIES ELEMENT

Statutory definition:

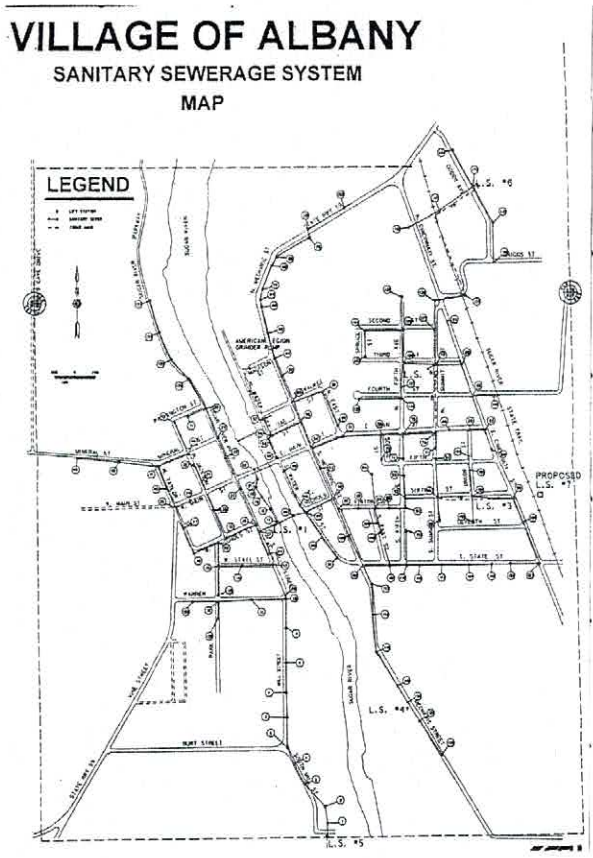
Utilities and community facilities element. A compilation of objectives, policies, goals, maps and programs to guide the future development of utilities and community facilities in the local governmental unit such as sanitary sewer service, storm water management, water supply, solid waste disposal, on–site wastewater treatment technologies, recycling facilities, parks, telecommunications facilities, power–generating plants and transmission lines, cemeteries, health care facilities, child care 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.

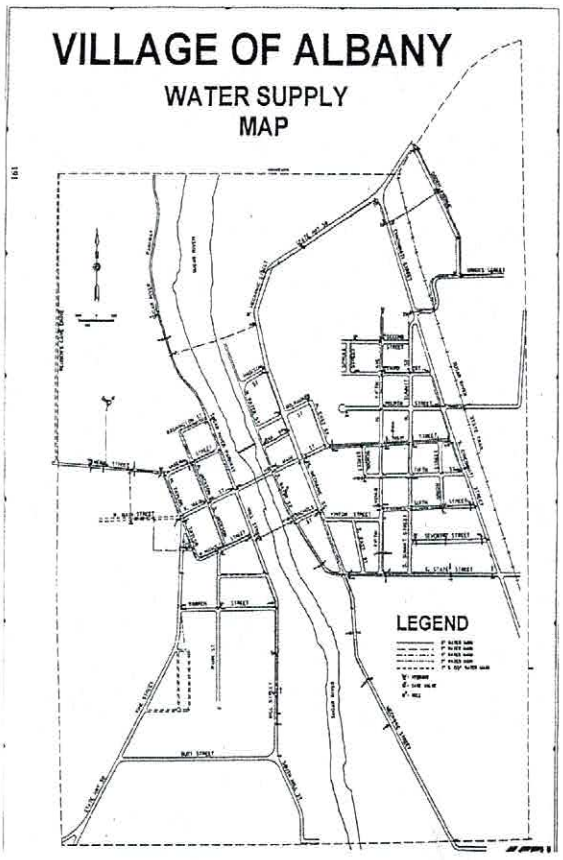
Inventory & Status:

The Town of Albany is a typical rural Wisconsin township operating minimal public utilities and community facilities at this time.

Sewer & Water;

Currently no sewer or water public utility systems are under town or utility district operation within the township. Businesses and residences operate solely on private onsite systems at this time. Unique to the Town of Albany is that the township surrounds the incorporated Village of Albany. The village operates a sewer and water system as part of their municipal function.





While the maintenance, operation and potential for expansion of these systems are village decisions, the town recognizes that how it plans for potential growth within the fringe areas of these service areas can and will have an impact on potential demand. The town is further sensitive to the expressed issue of some current limited capacity in the village's wastewater treatment facility to accommodate additional growth and development if not taken on in a planed fashion.

From the town's perspective, an opportunity to protect its natural resource base and its rural character exists by focusing new development in and around areas with existing municipal services. By doing so, scattered individual developments throughout the township might be minimized limiting the visual impacts of sprawl and hence protecting the visual aesthetics that constitute town residents sense of place. By affording new development the opportunity to be connected to municipal services the town protects its resource base by minimizing new demand on groundwater resources, avoids any potential for contamination by onsite septic systems and protects its productive soil resources for potential agricultural purposes.

In recognition of the need for sensitivity, and the opportunity to grow and strengthen intergovernmental relations, the town has entered into an active dialog with the village to jointly plan for development within a one-mile distance

of the villages incorporated boundaries. This process is anticipated to result in an agreement between the Town and Village as to how development will occur within this boundary over the next ten to twenty years. Once this agreement has been reached it shall be deferred to as the guiding language for any decisions on new land use or development within the boundary by the town and village.

Schools;

The Albany School District is part of the Six Rivers Conference. Unique to Albany's school is that it is a PK-12 district, which is housed in one building. PK-12 enrollment is approximately 450. The district encompasses all of the Village of Albany and all of the Town of Albany.

Many of Albany's students participate in sports and other activities. Sports include: cross country, volleyball, basketball, wrestling, softball, baseball, and track. Football and wrestling are shared with the nearby towns of Belleville and Juda. Other popular activities are pep band, FFA, forensics, and student council.

The Albany School District has been educating students for over a century and is changing to better suit the needs of today's students. This is shown by the recent renovation and addition of the school. Updates in technology and curriculum continue to be implemented within the district.

Discussions with Albany's School Superintendent during this planning process have revealed that the school district currently has about the same level of enrollment that it had about ten years ago. Issues with the state budgeting formula project that state aids will continue to go down. Because of this the district is anticipating the potential need to go to referendum in about three years in order to raise the needed financial support to maintain operations at the same level as they are today. It is important to note that the districts level of services are currently at and above those of districts of similar size.

Currently the districts facilities can accommodate between 450 to 875 students which would average 25 to 35 students per class room as the facility has 25 classrooms. Existing staffing for the district includes 44 staff or FTE's. Annual expenses are rising at a rate of about $100,000 - $150,000 per year.

In order to maintain the current level of enrollment the district anticipates a need for approximately ten new homes a year to be constructed within the district. Between these new homes and the turnover of existing homes, students and families, the district feels that it can accommodate 10 to 20 new students per year to maintain and stay within its current staffing and operational levels.

Library Services

Albany Public Library

203 Oak Street
Albany, Wisconsin 53502
(608) 862-3491
E-Mail: albpl@tds.net
A member of the South Central Library System

The Town of Albany and the Village of Albany share in the operation of the independent Albany Public Library. This intergovernmental operational arrangement is unique within the State of Wisconsin. Offering a full compliment of services and programs, the Albany Public Library is a wonderful asset to both communities. Full support of the continued operation of this facility by the Town of Albany is a stated goal of this Comprehensive Plan. A sample of the Libraries offerings can be noted below.

BOOK SALE SEPTEMBER 1-15

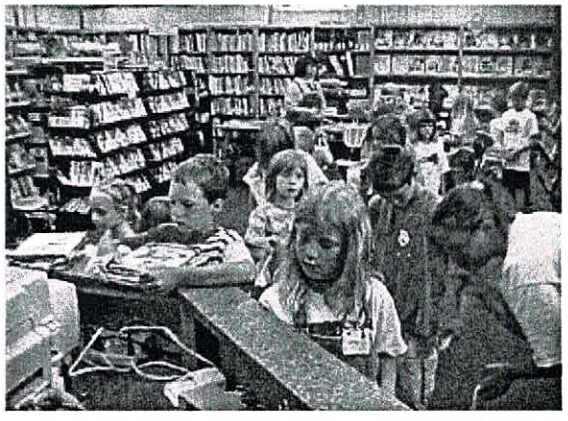
The library will hold its semi-annual book sale in the lobby from September 1-15. In addition to books, the library will sell videos and CDs. Prices range from 25 cents to $1, so don't miss the deals!

SLIMY FUN AT THE LIBRARY

The After School Book Club is back, and the Club's first book is Thomas Rockwell's "How to Eat Fried Worms." Kids in grades 4-8, join us for some fun and wormy discussion, activities and snacks on Thursday, September 20, from 3:30 to 5:00 p.m. Copies of the book are available at the library. Space is limited, so call now to reserve your hole in the dirt -- oops, I mean spot.

HOME FROM THE ROAD

Well, the kids are tired from their days on the road, but they sure read a lot while they were gone! For details and photos of this year's Reading Road Trip summer program, click here.



SNOW...ALREADY?

Of course not! *Snow Falling On Cedars* is the next title we'll be reading in our book discussion groups. Groups will meet on Tuesday, September 11 at 7:15 p.m., and Wednesday, September 12 at 1:30 p.m. Both groups will meet at the library. New members are always welcome, and copies of the book (regular type and large print) and the book on cassette are available at the library.

HEARD OF A BOOK, VIDEO OR CD, BUT OUR LIBRARY DOESN'T HAVE IT?

Not a problem. We can get it for you. Simply access the LINKCAT catalog at LINKCAT, find the material you're looking for, and have us order it for you. You can pick it up right at our convenient library, usually within a few days to a week. Don't waste gas and time travelling from library to bookstore when you have access to thousands of materials right here in Albany. ***Videos, CDs and books on cassette are also available through inter-library loan.***

DID YOU KNOW...

That the library has over 60 magazine titles to choose from? And magazines may be checked out for two weeks, just like a book. Grab *Parenting* for some back to school tips, or perhaps *Quick Cooking* for some cool and easy late summer recipes.

LIBRARY HOURS

Day	*Monday*	*Tuesday*	*Wednesday*	*Thursday*	*Friday*	*Saturday*
Hours	3-7	3-7	3-7	3-7	1-7	9-12

Parks, Recreation & Open Space

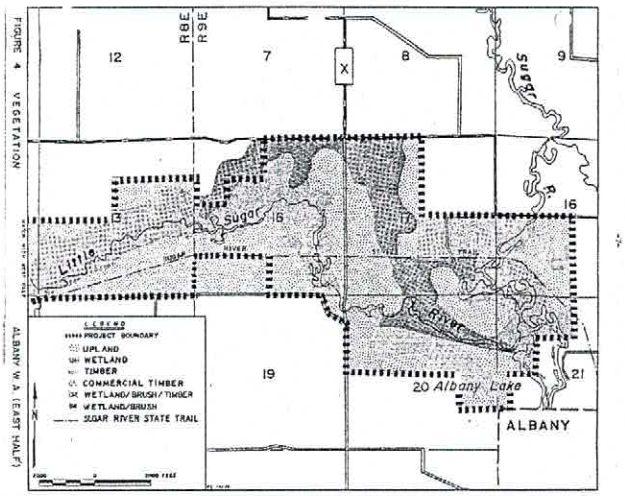
In the Town of Albany a significant amount of acreage is in public ownership.

UW Regents	39.17
WIDNR	1,086.07
Total	1,900.24

Spread amongst two principal owners, this land base consumes 1,900.24 acres within the town or 8.5% of the Towns total acreage. While this acreage benefits local residents in what it provides, it also limits the ability of new growth to occur. There are three specific properties which comprise this acreage. They are the WIDNR Albany Wildlife Area with 1,428.11 acres, the WIDNR Liberty Creek Wildlife Area with 433.77 acres, and the UW Regents Forrest Station with 39.17 acres. In addition to these properties the Town of Albany is also home to a 4.95-mile segment of the State owned Sugar River Trail. 3.35-miles of this trail run from the west-central western edge of the township southeast to the Village and 1.6-miles of the segment runs from south of the village to the south-central southern boundary of the township.

The Albany Wildlife Area is located in northeastern Green County. In general, the wildlife area runs parallel with the Little Sugar River between the villages of Albany and Monticello. The property also runs parallel with and adjacent to parts of the central portion of the Sugar River State Trail. The trail itself runs from the Villages of Brodhead to New Glarus and is 23 miles long. The region is rural in nature with small to moderately sized dairy farms being the dominant social and economic unit.

History of Property & Creation – The Wildlife Area was activated in September of 1956 as a Federal Aid Fish and Wildlife Restoration Project. At that time, the area delineated for future acquisition encompassed 840 acres. This acreage was adjacent to the leased public hunting grounds containing approximately 2,000 acres. Since that time, the property has been enlarged by expansion and consolidation with other wildlife acquisition projects to its present size and location.



The establishment of the wildlife area was originally intended to curtail and prevent the drainage and other alteration of important wetland types as well as to provide public hunting opportunity. The prevention of drainage and habitat development and restoration were aimed at primarily upland game, water fowl and fur-bearing species. In the 20+ years that have elapsed since the establishment of the property, this same need and justification is still valid.

Current management activities are aimed primarily at pheasants and ducks. These include the establishment of dense nesting cover (switch grass) and corn food patches planted by sharecroppers and Department personnel. Controlled burns are used to a limited degree to control woody vegetation. In the past, trees and shrubs were planted to provide cover for pheasants, rabbits and bobwhite quail. Approximately 650 rooster pheasants are released annually to supplement the natural population.

The primary uses of the wildlife area are hunting and trapping although some fishing occurs. Six parking areas (160 car capacity) and one developed boat launch provide access to the property.

A reasonable best estimate of hunter use is 1,775 participant days annually. This includes 900 participant days by pheasant hunters, 250 by duck hunters and 125 by small game hunters. Use of the wildlife area by deer hunters, both gun and bow and arrow is substantial. While no accurate figures on deer hunter use are available, a reasonable estimate is about 500 hunter days per year.

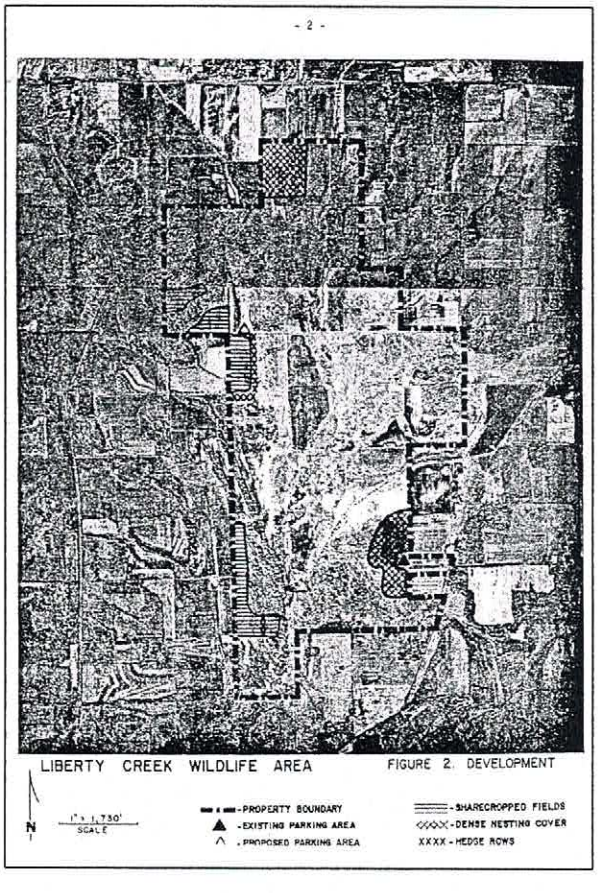
It is estimated that there are 100 trapper participant days occurring annually. These estimates include all Department owned land. Estimates of use on the adjacent public hunting ground acreage (847 acres) is about 25% of that taking place on state owned property.

An estimated 2,000 participant days of other recreation activity occurs annually. This includes bikers from the Sugar River Trail and other entering the wildlife area to observe wildlife, for fishing, hiking and related activities. This figure is undoubtedly conservative in light of the 35,000 to 40,000 annual visitors to the Sugar River Trail.[i]

Liberty Creek Wildlife Area

Liberty Creek Wildlife Area was established in 1959. The property is located in Brooklyn and Albany townships, Green County, Wisconsin. Madison lies 20 miles north of the wildlife area and Evansville and Albany are within 10 miles of the property. Janesville and Beloit are within one hour drive and Milwaukee is within a two hour drive.

The property was originally intended to provide public hunting and compatible recreational activities. Since the property was established, development has focused on pheasant habitat, especially hedgerows, and dense nesting cover. There is a ten car parking lot on the east edge of the property. The property provides trout fishermen with 4.5 miles of frontage access on Liberty Creek.



Current management is aimed at providing greater public hunting opportunity through enhanced pheasant production. Activities include prescribed burning, mowing and spraying brush, posting, fencing and litter pickup.

Liberty Creek Wildlife Area has an approved acquisition goal of 1,031 acres. To date, 505 acres have been purchased at a cost of $48,168.[ii]

SUGAR RIVER BIKE TRAIL

From the trail head at the old railroad depot in picturesque New Glarus to Brodhead in southern Wisconsin, the Sugar River Bike Trail traverses gentle rolling country with almost no grade to challenge the casual rider. This, plus its proximity to Madison, make it a perfect trail for families and newcomers to the sport of bike riding.

From New Glarus, the trail follows the Little Sugar River to Albany. The first part of the trail goes straight through farm land and a golf course (watch out for golf carts crossing the path near the 14th hole). Nearer to Monticello you will enter some woods with occassional rocky bluffs to explore.

My wife and I recently peddled this stretch in mid May. This is a great time of year to observe flora and fauna. This part of trail was a Packer fan's dream – yellow and green being the predominant colors. The newly leafed-out trees and forbs contrasted with the golden marsh marigolds and dandelions found along the path. Goldfinches flicked overhead and we saw several pair of brightly colored orioles. Spring is the best time of year to see spring warblers, and the male redwing blackbirds wing patches are at their brightest.

On this ride we even had a special treat. The shrill cries of two redtail hawk fledglings helped us locate their nest not far off the trail. A mile later we saw one of their parents hunting a ridge in the late afternoon sun.

Spring is also a great time to observe wildflowers, and bike trails usually abound with them. The Sugar river trail is no exception. We found garlic mustard, Jacobs ladder, rue anemone, and wild strawberries in bloom. Every few weeks a new set of wildflowers will bloom, so keep a sharp eye out for these delicate beauties.

As you ride along this trail, be sure to allocate some time to make a trip into the small towns that the trail skirts. We enjoy the architecture of small town Wisconsin as much as anything else. You will always find a at least one home or building of interest, and this area, with its Swiss influence, has more than its share.

At New Glarus, you can take a side path up to New Glarus Woods State Park. Here you will find campsites, some of which are primitive biking campsites.

From Monticello to Albany you will ride throught the Albany Wildlife area--keep a sharp eye out for critters. If you ride east out of Monticello on County "C" a few miles and take a left on "CC", you will find stone outcroppings along the road that are rich in fossils.

The Sugar River Trail is a scenic ride in a very pretty part of Wisconsin. The towns along the way offer the saddle-sore rider all sorts of amenities, and the residents of this area have gone to great lengths to make your visit interesting, but not too "touristy". New Glarus in particular is heavy on charm, but Brodhead, Allbany, and Monticello all have something to offer.

This trail's easy grade of only 75 feet or so along its 23 mile length make it suitable for just about anyone, and for those wishing for a climb there's the spur going up to the New Glarus Woods. A pleasant combination of fields, river bottom, and woods lends variety and interest to the floral and fauna along the way.

Parks & Recreation Analysis and Guidelines

National Recreation and Park Association (NRPA) guideline classifications for local parks and recreation planning[iii] classify Albany's park and open space amenities in the following fashion.

NRPA - Parks, Open Space, and Pathways Classification			
Classifications	*General Description*	*Location Criteria*	*Site Criteria*
Natural Resource Areas	Lands set aside for preservation of significant natural resources, remnant landscapes, open space, and visual aesthetics/buffering.	Resource availability and opportunity	Variable
Special Use	Covers a broad range of parks and recreation facilities oriented towards single purpose use.	Variable – dependent on specific use	Variable
Classifications	*General Description*	*Description of Type*	*Site Criteria*
All-Terrain Bike Trail	Off road trail for all-terrain (mountain) bikes.	Single-purpose loop trails usually located in larger parks & natural resource areas	NA
Cross-Country Ski Trail	Trails developed for traditional & skate-style cross-country skiing	Loop trails usually located in larger parks & natural resource areas	NA
Equestrian Trail	Trails developed for horseback riding	Loop trails usually located in larger parks & natural resource areas. Sometimes developed as multipurpose with hiking and all-terrain biking where conflicts can be controlled	NA

NATURAL RESOURCE AREAS/PRESERVE/OPEN LANDS - SPECIAL USE

General Description: Natural resource areas are lands set aside for preservation of significant natural resources, remnant landscapes, open space, and visual aesthetics/buffering. These lands consist of;

- Individual sites exhibiting natural resources.
- Lands that are unsuitable for development but offer natural resource potential.

Examples include parcels with steep slopes and natural vegetation, drainageways and ravines, surface water management areas (man-made ponding areas), and utility easements.

- Protected lands, such as wetlands/lowlands and shorelines along waterways, lakes, and ponds.

The objective with all these lands is to enhance the livability and character of a community by preserving as many of its natural amenities as possible. This can be accomplished in a number of ways:

- Setting aside specific natural resource areas for preservation purposes through the natural resource/preserve classification.
- Carefully and insightfully regulating development to preserve natural resources and open space.
- Working with other natural resource agencies, such as the Corps of Engineers, local watershed districts, forest preserve districts, floodplain and wetland districts, etc. to protect natural resources and the ecosystem.

Examples of resources include:

- Geologic features
- Functioning ecosystems
- Maintain biodiversity
- Aquifer recharge
- Watershed
- Protection of rare, threatened or endangered species
- Wildlife habitat

The intertwining of parks, greenways, trails, and natural resource areas is what legitimizes the concept of the city-park, the integration of the human element with that of the natural environment that surrounds them.

Location Criteria: Resource availability and opportunity are the primary factors determining location.

Size Criteria: As with location, resource availability and opportunity are the primary factors determining location. The practical limit of acreage set aside under this classification lies in resource quality, availability, community development considerations, and acquisition costs. Through an array of creative real estate strategies, many acres can be preserved as community open lands. Often blighted lands such as abandoned waterfront sites, industrial sites, quarries, and abandoned landfills, have potential to be converted from community liabilities to community open land resources. Reclaimed wetlands and wetland banks fall into this category.

Site Selection: Resource quality is the primary determinant when it comes to selecting a site for preservation. Sites that exhibit unique natural resources or remnant landscapes of the region should be of the highest priority. How they can be integrated into the park system is an important challenge and requires creative policy and design. Many of these areas serve as recreation connectors and habitat corridors.

Outlots and undeveloped/protected lands should be selected on a basis of enhancing the character of the community, buffering, and providing linkages with other park components protecting natural systems in the process.

ALL-TERRAIN BIKE, CROSS-COUNTRY SKI, AND EQUESTRIAN TRAILS

General Description: All-terrain bike, cross-country ski, and equestrian trails are similar to park trails in that they emphasize a strong relationship with the natural environment, although for somewhat different reasons. They are most often located in natural resource areas, greenways, community parks and special use facilities such as golf courses. Since regional and state parks often develop and maintain these types of trails, the need for them at the local level is often limited. The following defines some of the considerations with respect to each trail type.

All-Terrain (Mountain) Bike Trails: Although relatively new on the recreation scene, off-road mountain biking has become a very popular activity that appeals to a wide range of age groups with varying levels of skill. Given its relative infancy, trail standards to meet these needs continue to evolve. This evolution, unfortunately, has not been without conflict – most of which centers around the potentially negative impacts of mountain biking on the environment.

Uncontrolled and undisciplined use of established trails poses the biggest impediment to mountain biking's acceptance. There can be serious conflicts and safety problems if equestrian riders, hikers, and bicyclists use these trails. It is through trial and error and sharing of information between agencies that standards will emerge. In the interim, trail design should coincide with the standards being developed by regional park agencies, which seem to be leading the way in addressing this issue.

Cross-Country Skiing Trails: These types of trails come in a variety of types and widths to accommodate two different styles; diagonal or traditional and skate-ski. Diagonal style requires a set track, while skate-ski style requires a wider packed and groomed surface. Trail lengths vary considerably, with loops ranging from a few to 10 or more kilometers. Since quality and safety are important to all skiers, a few well groomed trails are preferable to extensive but poorly maintained ones. Trail design should coincide with the standards developed by regional park agencies and state resource agencies.

Equestrian Trails: Equestrian trails are usually grass or woodchip surfaced. Trail length varies considerably, with loops extending 10 miles or more. In some instances, cross-country ski trails are used for horseback riding during the summer. There is no specific standard for how many miles of trail should be developed within a given community. Trail design should coincide with standards adopted by the regional park agencies and state resource agencies.

Future Parks, Recreation & Trails Facilities

The Town of Albany through its planning process has expressed an interest and desire to insightfully manage development so as to preserve open space and to call for the creation of trails under certain conditions. Through the town's land division/subdivision ordinance these desires will come to be reality. In implementing these desires the town shall defer to NRPA guidelines to assist with setting the needed standards for location, design and construction. In addition to dedicated parklands, the town values the wealth of open space that agricultural land uses afford. By maintaining large tracts of agricultural lands within designated natural resource corridors the Town of Albany will maintain its sense of place and rural character.

Town Government Facilities

The Town of Albany Town Hall resides just north of the Village of Albany. The building accommodates a meeting area, a clerk's office, restroom facilities and garage space for the town's trucks and plow equipment. The facility is somewhat dated but is still more then sufficient for the conducting of town business and affairs. No major future improvements are planned at this time.

GOALS, OBJECTIVES & POLICIES

Goal #1
The Town of Albany will jointly plan with the village for the development of the village fringe area surrounding the village to within one-mile.

Objective: Participate in a joint planning committee to plan for the village fringe development over the next twenty years.

Objective: Balance town goals for future land use and development in a cooperative effort with the village when planning for the development of the village fringe area.

Objective: Legally commit to the village fringe development plan by signing a 66.30 or similar agreement with the village.

Goal #2
The Town of Albany will ensure adequate parks, recreation and open spaces for its residents.

Objective: The town will work cooperatively with WiDNR in the management of their properties within the township.

Objective: The Town will seek input as appropriate from WiDNR on new proposed developments which abut WiDNR land Holdings within the township.

Objective: The town will protect and ensure additional future open space by adopting a land division/subdivision ordinance, implementing a site plan review program as part of its land division/subdivision ordinance and requiring mandatory open space dedication of 50% within all new subdivision developments.

Objective: The town will supplement its open space by preserving large tracts of agricultural lands when possible.

Objective: The town will preserve and supplement its natural resource lands/preserve/open lands – special use by steering development away from these designated areas as defined on the town's future land use map.

Goal #3
The town of Albany will continue to provide adequate facilities for the purpose of gathering to conduct public business. The town will also ensure that adequate facilities for police and fire protection exist.

Objective: The town will continue to manage its Town Hall facility to ensure that it meets the needs of local residents.

Objective: The town will work cooperatively with its fire district partners to ensure adequate fire protection, equipment and facilities exist.

Objective: The town will continue to work cooperatively with the Green County Sheriffs Department to ensure the safety and protection of its citizens.

Goal #4
The Town of Albany will continue to support the Albany Public Library.

Objective: Continue to jointly sponsor and assist in the functioning of the Albany Public Library with the Village of Albany.

Objective: When appropriate, assist in the promotion of library programs and services by communicating them to the residents of the Town of Albany.

Goal #5
Continue to support the Albany Public School System.

Objective: Take into consideration the budgetary and operational issues and capacities of the public school system when considering the allowance of new development within the town.

Objective: Bring school District issues to the attention of town residents. Assist in educating residents about these issues by sponsoring local public forums when appropriate.

Objective: Communicate and work cooperatively with the Albany Public School District on issues concerning facility needs and expansion planning.

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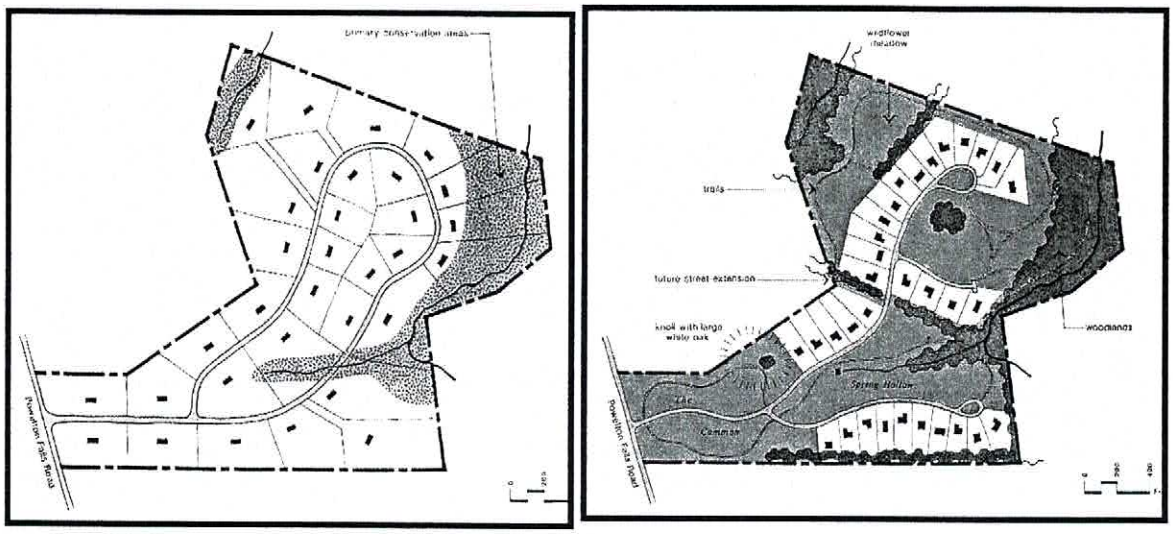
[i] Albany Wildlife Area Master Plan. Wisconsin Department of Natural Resources. Adopted by the Natural Resources Board, June 24, 1982.
[ii] Liberty Creek Wildlife Area Management Plan. Wisconsin Department of Natural Resources.
[iii] © 1996, National Recreation and Park Association.

CREATING A BUILT ENVIRONMENT THAT MEETS WITH LOCAL SOCIAL VALUES.



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TENATIVLY APPROVED

8 LAND USE

Among the most effective tools a community possesses to influence its future environment and quality of life is the ability to control and direct future growth patterns through its zoning and development ordinances, and its provision of infrastructure to serve newly developing areas. To date, Green County, through its zoning powers, plating, and subdivision ordinances has acted as the town's delegate in allocating land use distribution and development in the Town. Misguided use of these tools, however, can lead to undesired results in terms of land use conflicts, inefficient service delivery, and a decreased quality of life, among other potential problems. The foundation for sound decision making and implementation of these tools is a clear land use plan based upon sound planning principles and the community's vision for its future.

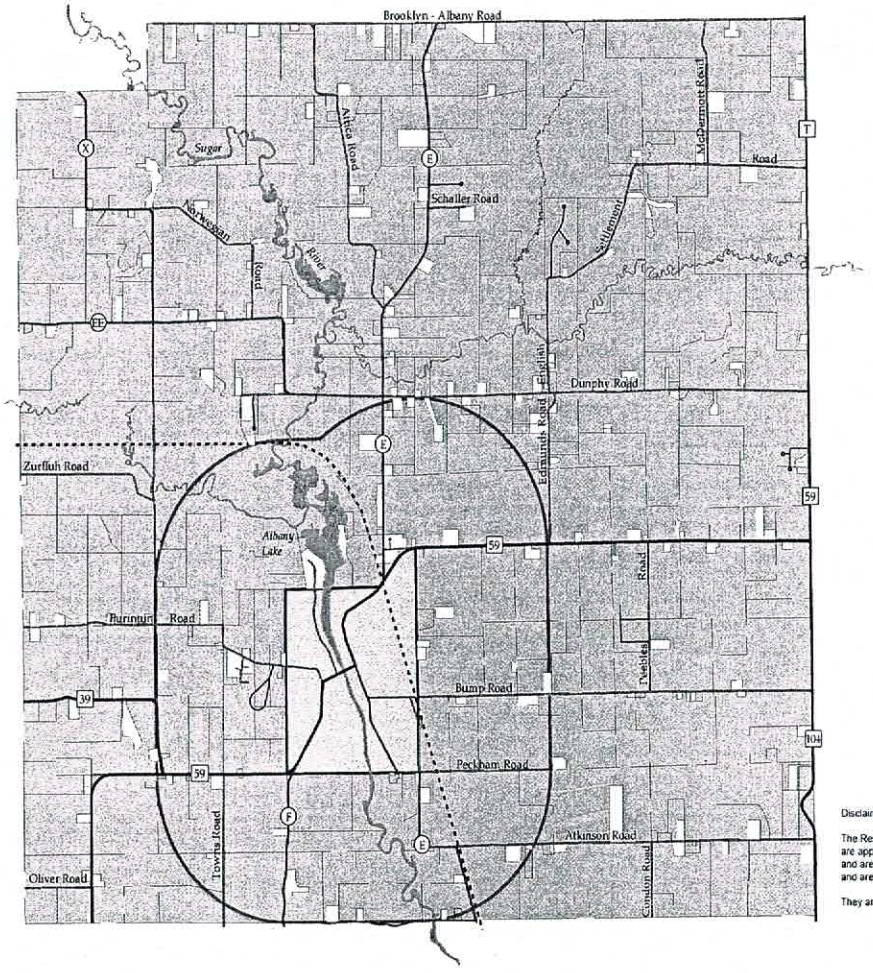
This land use plan is intended to illustrate the Town of Albany's vision for its future and to act as a guide for future growth and development of the Town over the next 20 years and beyond. It will serve as a guide for the Town Plan Commission, the County Plan Commission, and Town Board when making land use, zoning, and infrastructure related decisions. It will serve as a foundation for the development of land use and growth related ordinances. It will also provide direction for private sector property owners and potential developers when making decisions about the future of their properties within the Town of Albany.

The Town must study the suitability of land in order to effectively plan for efficient and environmentally sound growth. Therefore, the land use analysis and future land use plan is not limited to properties within the Town's existing developed areas, but looks beyond to consider areas that might be appropriate for growth over the next 20 years and beyond. In order to ensure that sufficient growth areas are maintained to accommodate a reasonable level of development expansion, strategies must also be implemented to control the development of residential and commercial growth immediately surrounding key transportation corridors and environmentally sensitive areas. At the same time, the Town of Albany has expressed concerns about the impacts of urban development on rural properties, primarily having to do with storm water run off onto all properties.

The relationship between the Land Use Element and other plan elements is extremely important, and coordinating this information is essential in developing an effective Comprehensive Plan that is useful to the Town and its constituents. All of the eight other elements of this plan should influence the decision making process in the approval considerations of new development proposals. As time progresses this plan must be updated and coordinated with its balance in order to ensure that local development preferences are maintained. By statutory law this Comprehensive Plan must be updated at least once every ten years.

EXISTING LAND USE

Existing development within the Town appears to have occurred in a fairly traditional fashion to this point. With the exception of a few rural residential subdivisions, new residential development has generally occurred on roadside parcels that have been split off of longtime farming operations. While relatively little "leap frog" development has occurred some concerns exist. As growth and economic changes in the "Madison region" have occurred, traditional agricultural lands are slowly being divided into rural residential and "hobby farm" uses. A map illustrating the existing land use pattern within the Town illustrates how this pattern of development has contributed to slowly lining its roadways with residential uses. As these uses have become more common the local sense of place and rural character have suffered significant impact via visual aesthetics.



Existing Land Use

Town of Albany
Green County, Wisconsin

Legend

- Sugar River Trail
- Subdivisions
- 1 Mile Buffer
- Residences
- Open Space / Agriculture
- Village of Albany

Disclaimer:

The Residential areas represented on this map are approximations derived from aerial photography, and are not accurate reflections of deeded acreage, and are not intended to be such.

They are for representation and display purposes only.

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1" = 2000'
August, 2001

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PHYSICAL ANALYSIS

In addition to the potential impacts of demographic and socio-economic projection's the Town of Albany is seeking to preserve a verity of natural and

Number of Acres in Town =	22,990.00
Number of "Undevelopable" Acres in the Town =	10,738.66

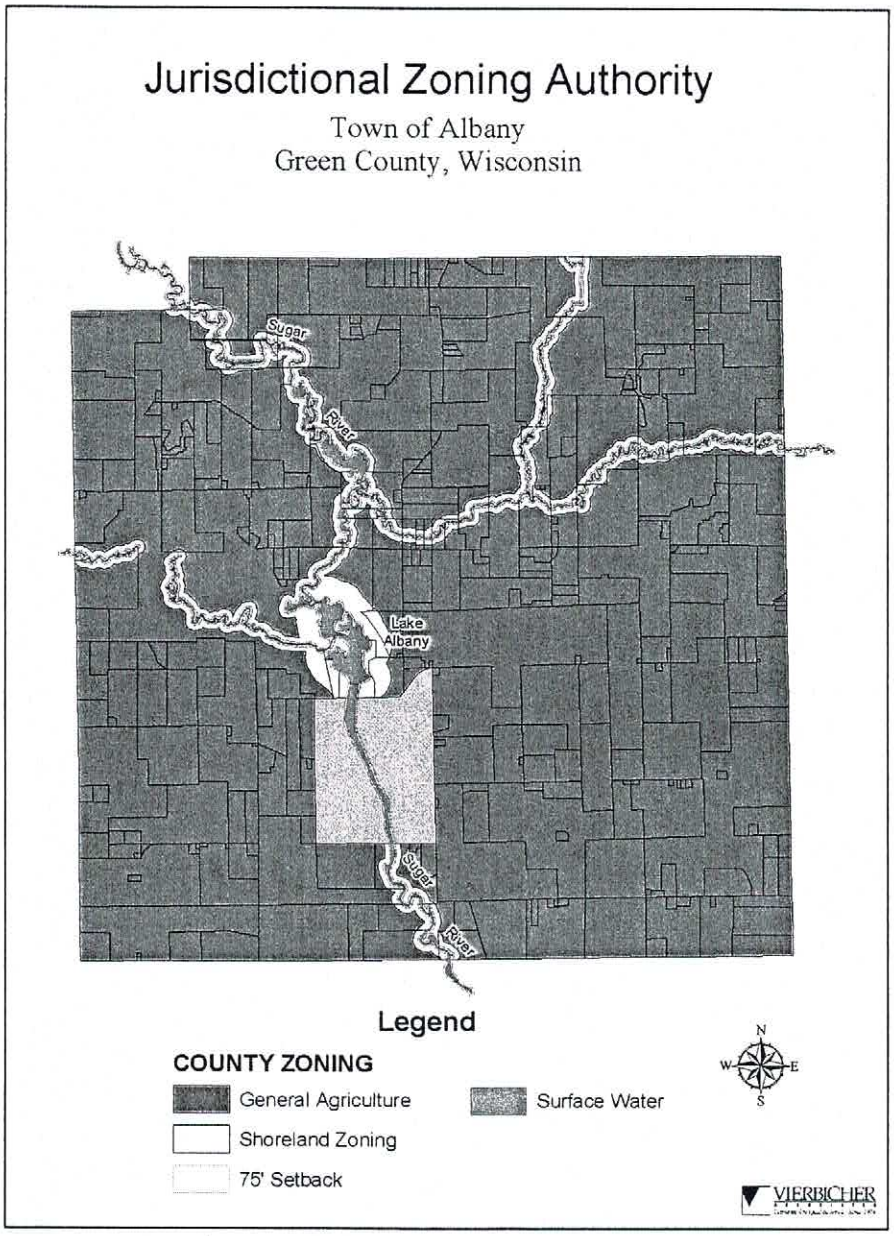
Development Limitation	Number of Acres
Slopes greater than 12%	71.74
Prime Farmlands	8,766.72
Government Lands	1,900.20
Total "Undevelopable"	10,738.66

TOTAL DEVELOPABLE LANDS = **12,251.34**

physical features which it values and/or recognizes places limitations on the potential for development. An analysis of these features, which include 1. prime farmland 2. Slopes in excess of 12 & ½%, 3. wetlands & flood plain 4. Governmental lands, found that 12,251.34 acres remain for potential development under the town's zoning jurisdiction.

The rational of this analysis is to gain understanding of physical limitations that exist within the town's land and in so doing understand its natural carrying capacity. In addition to these base criteria, the town has expressed in its vision and planning process, a desire to protect and preserve productive agricultural resources. These resources have been mapped and added to this analysis to delineate lands that remain and are hence viable for potential development. A final mapping exercise notes parcels in the township that are greater then 35 acres in size. These parcels signify larger tracts of land that by their size alone make them potentially viable for agricultural use.

The analysis provided within these mapping exercises are intended to serve as input components into the decision making process regarding new growth and development proposals. They should act as a reference in determining the appropriateness of a proposed development site, and within the negotiation process of site review for the establishment of new building envelopes and their locations. The guiding results of the mapping analysis are a direct reflection of the town's vision for its future.


Jurisdictional Zoning Authority
Town of Albany
Green County, Wisconsin
Sugar
River
Lake
Albany
Sugar
River
Legend
COUNTY ZONING
General Agriculture
Surface Water
Shoreland Zoning
75' Setback
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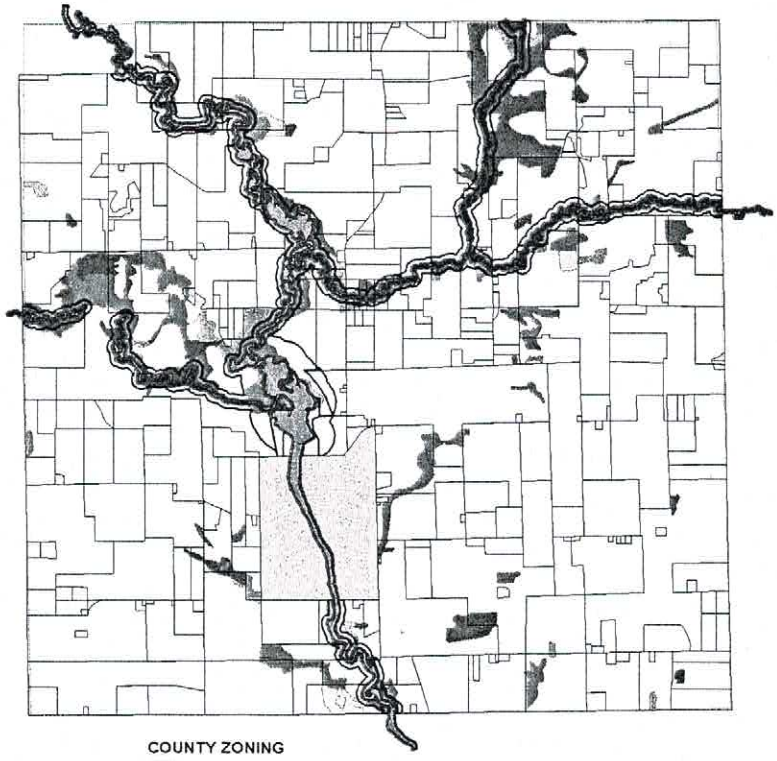
County Zoning & Wetlands

Town of Albany
Green County, Wisconsin



COUNTY ZONING

- General Agriculture
- Shoreland Zoning
- 75' Setback
- Village of Albany
- Surface Water

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WETLAND CODE

$E1Ka	E1Ka	E2K	S3/E2H	T3/E1Hw	T3/S3Kw
E1H	E1Kf	E2Ka	S3/F2H	T3/E1K	T3K
E1Hg	E1Kg	E2Kw	S3K	T3/E1Kg	T3Kw
E1Hwg	E1Kw	S3/E1K	S3Ka	T3/E2Kw	U
E1K	E2H	S3/E1Kw	S3Kg	T3/S3K	W0Hx

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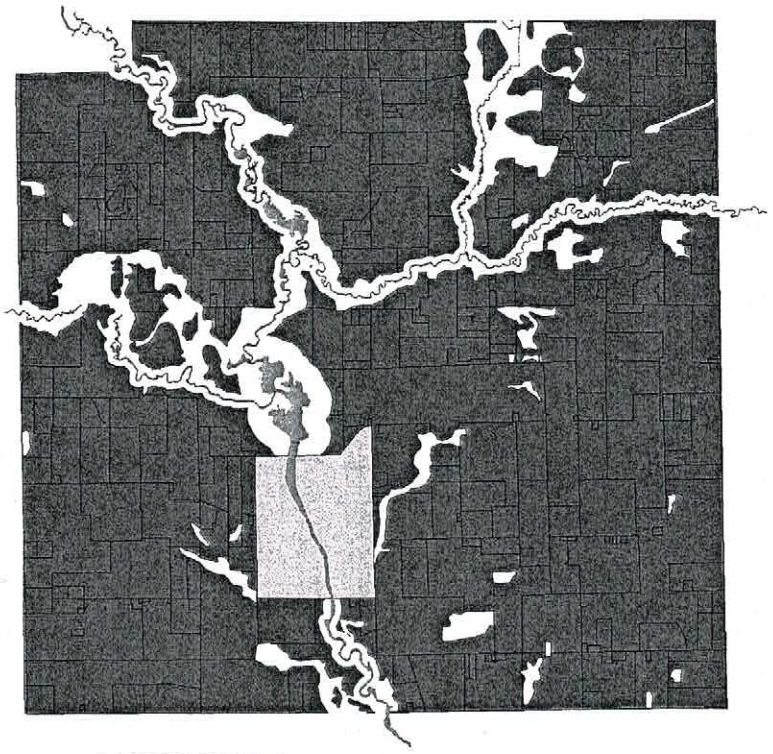
County Zoning
SUBTRACT
Wetlands And Shoreland Zoning

Town of Albany
Green County, Wisconsin



COUNTY ZONING

- General Agriculture
- Village of Albany
- Surface Water

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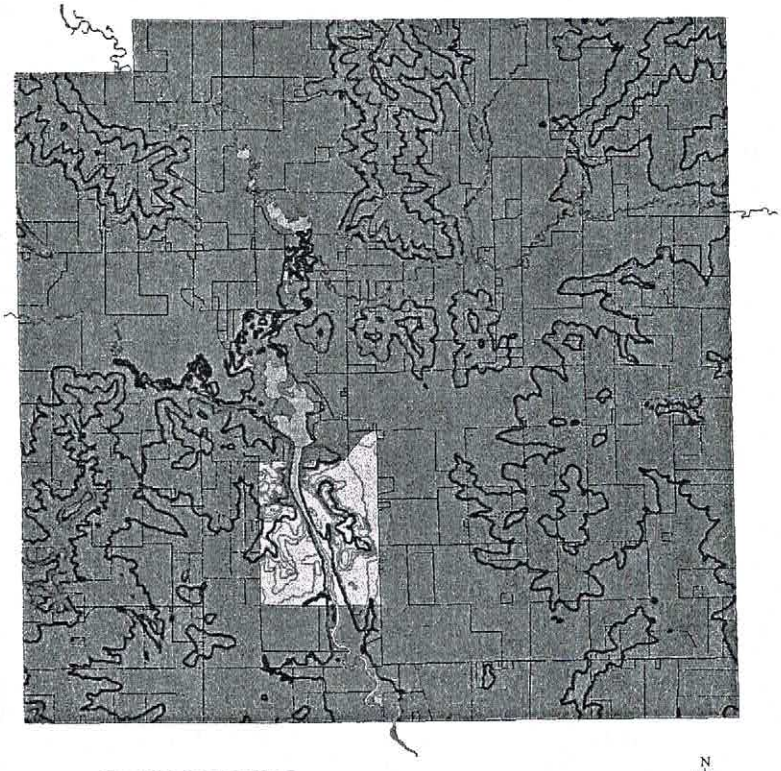
County Zoning And Contours

Town of Albany
Green County, Wisconsin



COUNTY ZONING

- General Agriculture
- Village of Albany
- Surface Water

- Index Contours
- Intermediate Contours

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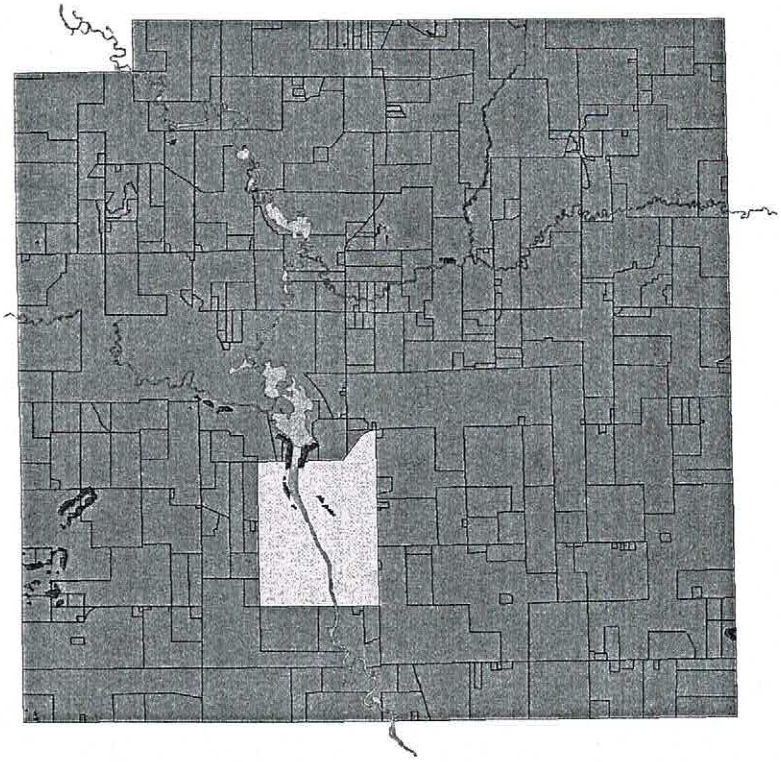
County Zoning And Slopes > 12%

Town of Albany
Green County, Wisconsin



COUNTY ZONING

- General Agriculture
- Slope > 12%
- Village of Albany
- Surface Water

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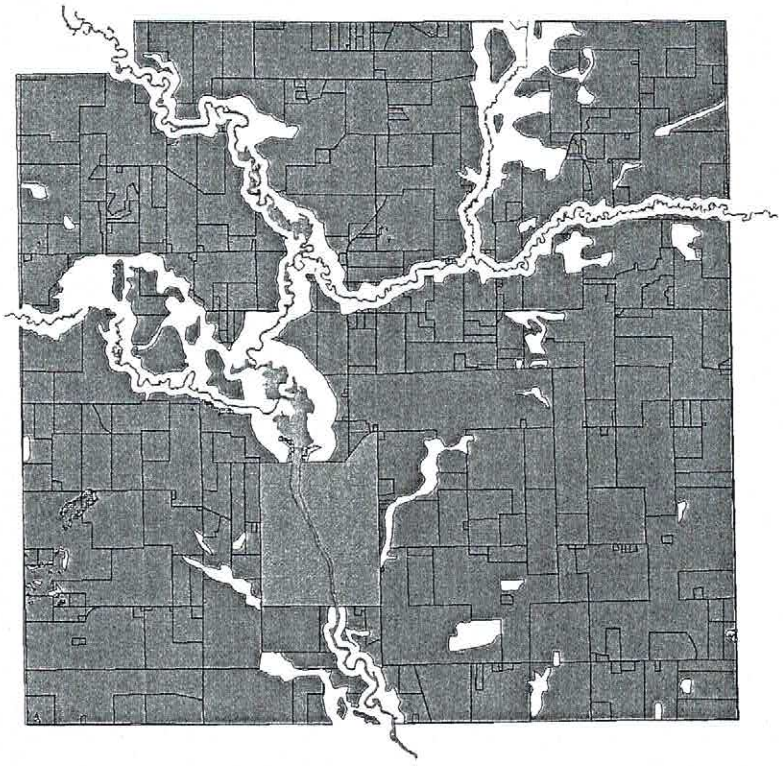
County Zoning SUBTRACT Slopes > 12%

Town of Albany
Green County, Wisconsin

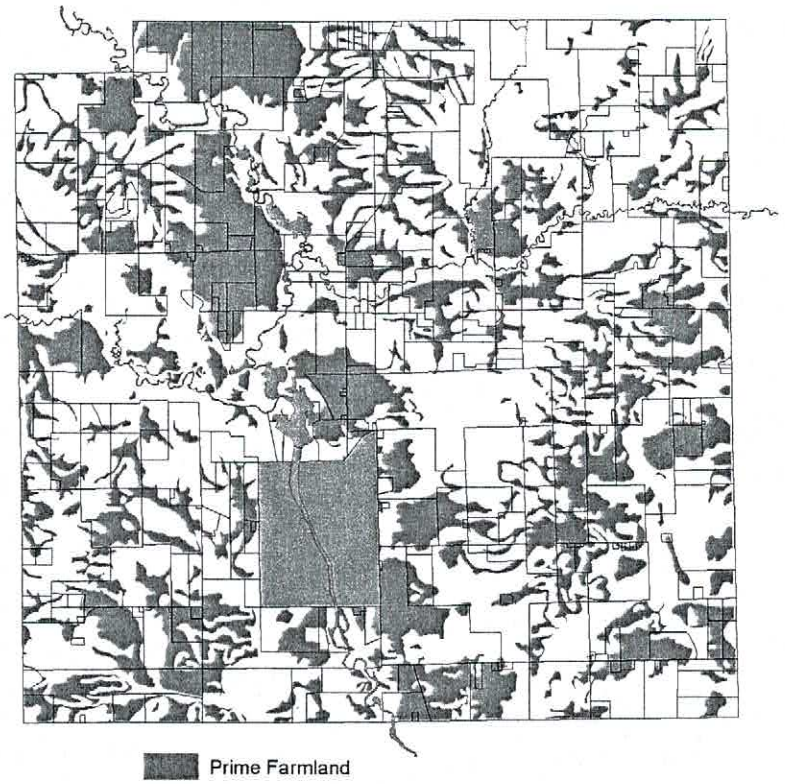


COUNTY ZONING

- General Agriculture
- Village of Albany
- Surface Water

County Zoning And Prime Farmland

Town of Albany
Green County, Wisconsin



Prime Farmland

COUNTY ZONING

General Agriculture

Village of Albany

Surface Water

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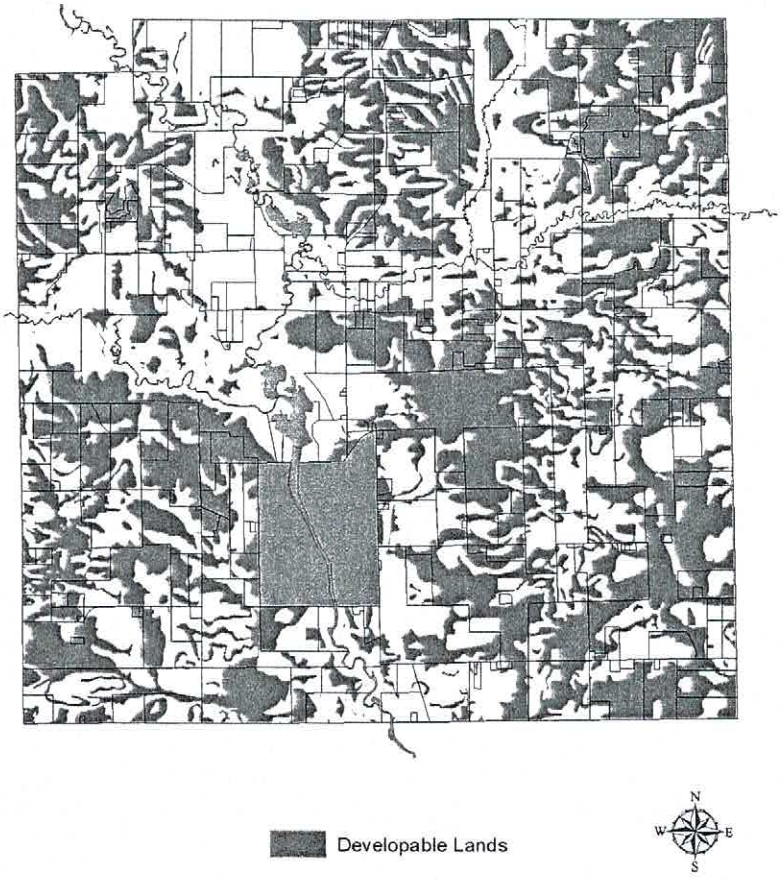
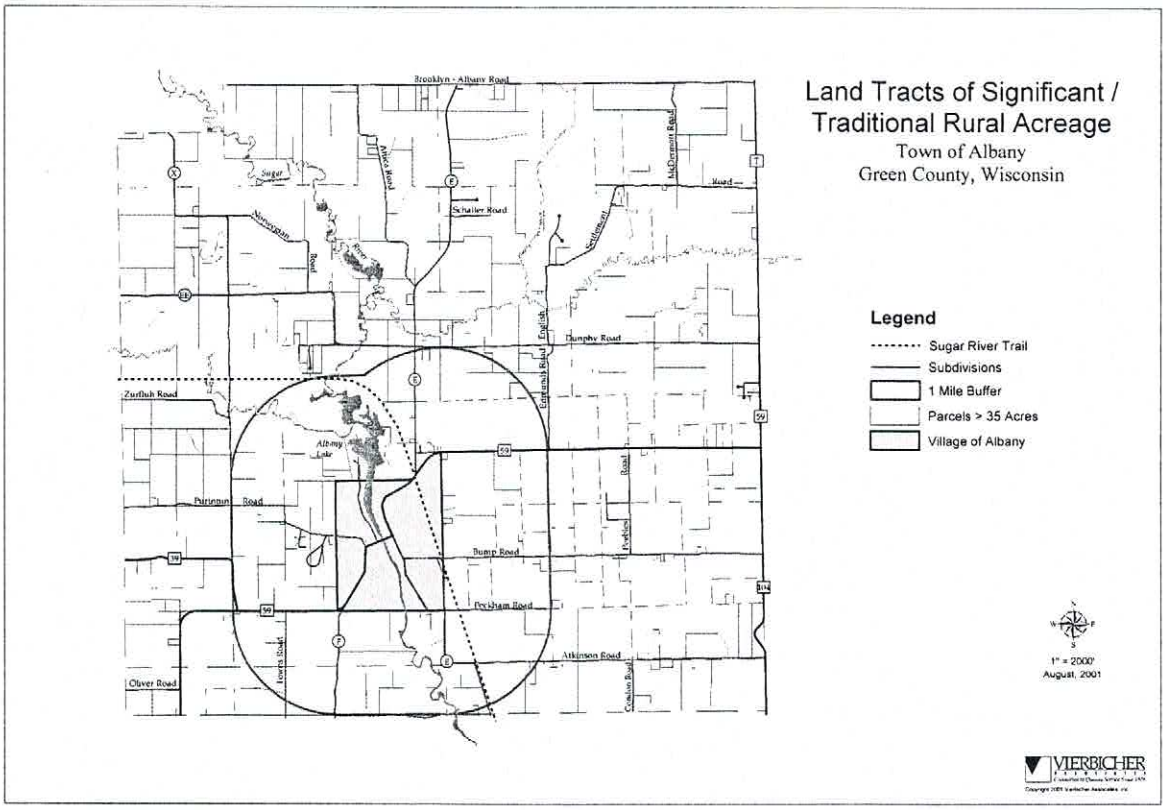
Developable Lands

Town of Albany
Green County, Wisconsin




Land Tracts of Significant / Traditional Rural Acreage
Town of Albany
Green County, Wisconsin
Legend
Sugar River Trail
Subdivisions
1 Mile Buffer
Parcels > 35 Acres
Village of Albany
Brooklyn - Albany Road
Schaller Road
Dunphy Road
Zurfluh Road
Albany Lake
Patterson Road
Bump Road
Peckham Road
Atkinson Road
Oliver Road
1" = 2000'
August, 2001
VIERBICHER

LAND USE PLAN

The future land use map illustrates potential town growth over the next 20 years based upon existing conditions, discussions at public meetings and direction from the Planning Committee. At current and projected rates of development, the plan likely illustrates much more growth than the Town is likely to experience within the 20-year planning horizon under consideration. The Plan illustrates potential areas for new development as growth occurs in any one direction, but does not necessarily advocate or assume full build out of this area within this 20-year window. Other than a general recommendations that document the desired character of growth to occur within each development zone, the Plan makes no recommendations as to which areas should develop sooner than others.

Consideration should be given as to whether or not the Town is interested in providing guidance and recommendations regarding the character of future residential development. If efforts are made to develop properties at higher densities to achieve more efficient development patterns and in response to the Dividend Aid Program parameters, design issues within these neighborhoods may become more important. The State's Smart Growth statutes require that larger municipalities of over 12,500 population adopt Traditional Neighborhood Development and Conservation Subdivision Design provisions into their ordinance. Although these provisions would not be required for the Town of Albany, they are certainly options that could be considered and encouraged. Based upon existing conditions, discussions at public meetings and direction from the Planning Committee, these types of residential development standards are in deed desired and appropriate within the Town of Albany. In recognition of these considerations, the town has recently completed and adopted a land division/ subdivision ordinance and is currently developing a storm water ordinance.

Future Land Use Zones

The Town of Albany has undertaken a Comprehensive Planning effort responsive to state statutes, local issues, scio and demographic projections, analytical mapping and expressed resident desires. This planning process has resulted in the designation of seven (7) zones for development character within the community.

Zone #1 – **Bluff Side**

Located in the northwest corner of the township, "Bluff Side" seeks to take advantage of its natural physical features, catering to typically commuting and or retired individuals wanting scenic views and rural living. This area of the township lends its self to higher end types of residential development, which can be mixed with specialty types of agricultural practices. Examples of specialty agriculture, which would be compatible in the zone include but are not limited to, grape growing, orchards, horse raising, forestry, bee keeping, specialty animals

and the like. Developments in this zone can be characterized as wanting to be hillside, single family unit, developments, which are nestled into hill sides and tops leaving valley floor's and ravines as open space and for specialty agricultural use.

Zone #2 – Ridge Views
Located in the north center of the township, "Ridge Views" seeks to take advantage of its natural physical features, which include rolling hills and rock outcroppings. This area also caters to typically commuting and or retired individuals wanting scenic views and rural living. This area of the township lends its self to higher end types of residential development, which can be mixed with specialty types of agricultural practices. Examples of specialty agriculture, which would be compatible in the zone include but are not limited to, grape growing, orchards, horse raising, forestry, bee keeping, specialty animals and the like. Developments in this zone can be characterized as wanting to be hillside, single family unit, developments, which are nestled into hill sides and tops leaving valley floor's and ravines as open space and for specialty agricultural use.

Zone #3 – Rolling Hills
Located in the northeastern corner of Albany township "Rolling Hills" provides ready access to a primary arterial transportation corridor, STH 104. With undulating topography and lowland valley areas, this geographic location lends itself to a variety of more traditional rural development types. Examples of the character that the area wants to personify include cluster and conservation subdivisions, hobby farms, and general rural residential developments. Limited general agricultural use is also appropriate as long it is not "production" or "corporate" in nature.

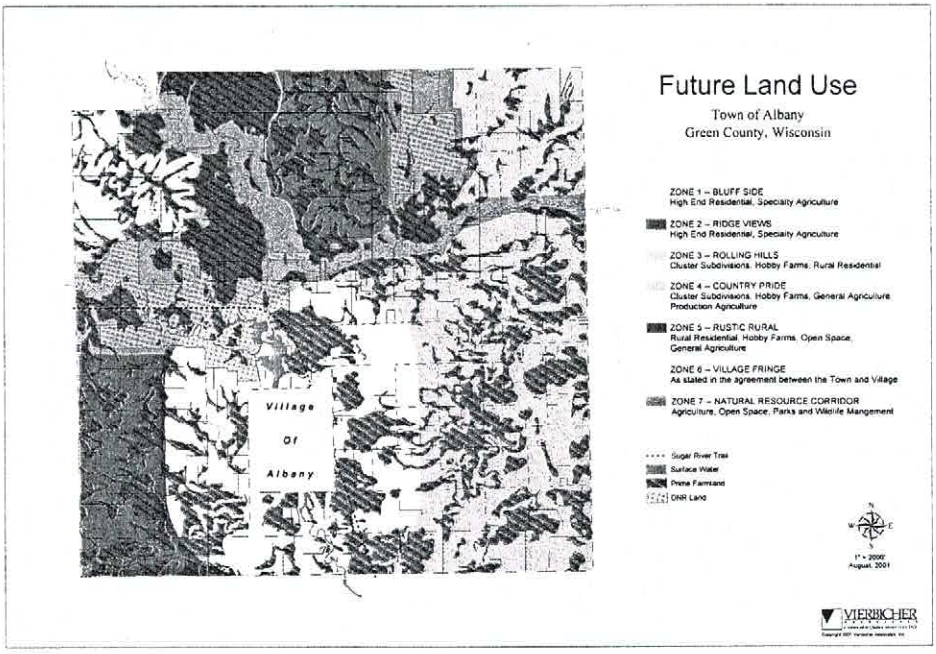
Zone #4 – Country Pride
Occupying approximately one third of the township's lands, the "Country Pride" zone reaches from the center of the township east to its boarder and southward running from the South central region to the South Eastern boarder of the town. Wanting to exemplify traditional agricultural living, this development zone area is appropriate for some cluster and conservation subdivision types of uses. Its focus, however, wants to be on corporate farming and general farming uses including some hobby farm operations. Because this area can be said to be a "working" area in terms of the nature of its uses, some limited commercial and industrial types of uses may also be appropriate here. Gently sloping topography and extensive flatter lands lend this general location to the above uses to create a sense of country and pride for the township.

Zone #5 – Rustic Rural
Located in the southwestern corner of the township the "Rustic Rural" zone seeks to personify a less dense general agricultural character. With generally flatter terrain, mixed with some wet areas and rolling hills, this portion of the township lends itself to rural residential, hobby farms, open space and general agricultural

uses. Some limited specialty agriculture uses may also be appropriate. As compared to the other zones within the township, the rustic rural zone more than any other can be characterized as being developed with more traditional family farm types of uses.

Zone #6 – Village Fringe
The "Village Fringe" is comprised of a one-mile ring that surrounds the incorporated boundary of the Village of Albany into the Town of Albany. This one-mile ring carry's significance in that it represents extraterritorial area surrounding the village and potential municipal service extension area. All development within the Village Fringe is subject to the agreement between the Village of Albany and the Town of Albany. Said agreement has been completed outside of this Comprehensive Plan and should be deferred to when considering any proposal for this geographic location.

Zone #7 – Natural Resource Corridor
The Town of Albany is blessed with rich natural resource base. These resources include rivers, streams, productive wildlife habitat areas, productive agricultural lands, wetlands and the like. The "Natural Resource Corridor" zone establishes boundaries around these valuable natural resource amenities calling for their appropriate use to be limited to only preservation, wildlife management, open space and general agriculture. By preserving this zone more than any other in this fashion, the Town of Albany is calling for the protection of its sense of place, its character, its resource amenities and its tourism draw for economic development.


Future Land Use
Town of Albany
Green County, Wisconsin
ZONE 1 – BLUFF SIDE
High End Residential, Specialty Agriculture
ZONE 2 – RIDGE VIEWS
High End Residential, Specialty Agriculture
ZONE 3 – ROLLING HILLS
Cluster Subdivisions, Hobby Farms, Rural Residential
ZONE 4 – COUNTRY PRIDE
Cluster Subdivisions, Hobby Farms, General Agriculture, Production Agriculture
ZONE 5 – RUSTIC RURAL
Rural Residential, Hobby Farms, Open Space, General Agriculture
ZONE 6 – VILLAGE FRINGE
As stated in the agreement between the Town and Village
ZONE 7 – NATURAL RESOURCE CORRIDOR
Agriculture, Open Space, Parks and Wildlife Mangement
Sugar River Trail
Surface Water
Prime Farmland
DNR Land
Village
Of
Albany
1" = 2000'
August, 2001
VIERBICHER

LAND USE GOALS:

Goal: Ensure that development standards and ordinances are consistent with land use policies contained within the Comprehensive Plan.

Objective:

Study current county zoning and land division/subdivision policies and regulations and update or encourage updating as needed to ensure consistency with the policies of the Smart Growth plan.

Consult the policies contained within the Comprehensive Plan prior to making decisions regarding capital improvements

Encourage the county to update its zoning map so that appropriate uses are placed in the corresponding appropriate zoning districts.

Goal: Promote land uses, densities and regulations that result in efficient development patterns (traffic, public services, sewer, water, other).

Objective:

Develop and implement design standards to encourage efficient development patterns incorporating interconnected street patterns and limited use of cul-de-sac streets.

Work with Green County to ensure that street transitions from the Town to the Town are compatible.

Allow new development types to occur only within the character descriptions as described within the seven zones and as illustrated in the future land use map.

Consider the adoption of a Cluster Development ordinance.

Consider encouraging the county to amend the current residential zoning district regulations to permit smaller lots.

Adopt policies to ensure the development of a good network of pedestrian routes between new neighborhoods and the existing Town corridors, particularly next to existing parks and future recreational areas.

Establish maximum driveway length limitations to limit the creation of flag lots.

Consider engineering review of new CSM's and Subdivisions in order to maintain development standards and functional storm water drainage systems.

Goal: Promote land uses, densities and regulations that result in the protection of valued resources and recognize existing physical limitations (prime farmland, slope, woodlands, water, other).

Objectives:

Review and incorporate the findings of the "developable land" analysis when making decisions on new development proposals.

Review and incorporate the findings of the "traditional rural acreage" mapping analysis when making decisions on new development proposals.

Conduct site reviews on proposed developments and/or ask for sufficient documentation so as to ascertain potential impacts to the physical environment. Negotiate their protection.

Goal: Foster commercial growth in the "Village Fringe" as negotiated and within remaining zones as appropriate.

9 Intergovernmental Cooperation Element

Intent:

The *Intergovernmental Cooperation Element* is to provide 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 also analyzes the relationship of the local governmental unit to school districts and adjacent local units of government, 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, 66.037 or 66.0309. The element shall identify existing or potential conflicts between the local governmental unit and other governmental units specified and describe processes to resolve such conflicts.

Cooperation between local governments can take many forms. Relationships may be informal, based on verbal agreements or other informal arrangements. Or, cooperation may be formal, based on the Wisconsin Statutes. Most intergovernmental cooperation is done for the purpose of delivering services or exercising joint powers. Some cooperation is undertaken to receive services or make cooperative purchases.[1]

[1] Alternatives for the Delivery of Government Services Including Intergovernmental Cooperation and Privatization. Local Government Center, University of Wisconsin Extension, Program Notes.

While recognizing the agreements already in place, entering into other agreements with surrounding and overlapping units of government has the potential to contribute to a more coordinated approach with respect to economic development and land-use. The Town should examine both positive and negative impacts when considering agreements and evaluate impacts once agreements are executed. Spillover effects from one municipality to another are not uncommon. For this reason, cooperation is strongly encouraged in the course of making land use-related decisions.

The following three intergovernmental arrangements are typically practiced or executed by local units of government.

EXTRATERRITORIAL JURISDICTIONAL AUTHORITY

Through its extraterritorial jurisdictional powers, city's and village's have statutory authority to develop plans and official maps, approve land divisions and adopt extraterritorial zoning for unincorporated lands within the extraterritorial area of their corporate boundaries.

To adopt extraterritorial zoning, a city or village is required to create a joint extraterritorial zoning committee consisting of three city or village Plan Commission members and three members from each affected town. This joint committee must approve the plan and regulations before the governing body (city or village) can approve the proposal and implement.[2] Extraterritorial zoning can be used in conjunction with a cooperative boundary agreement (see below). The Town should thoroughly review the process requirements before entering into this process if it is ever undertaken.

Historically, development beyond municipal borders has presented contentious regulatory and political issues. However, continuing to work with neighboring jurisdictions on land use issues of mutual concern can minimize conflict and result in better use of limited resources and service delivery.

JOINT PLANNING AND VOLUNTARY AGREEMENTS

Intergovernmental agreements for the joint planning and administration of services and facilities are effective alternatives to other types of binding agreements. More informal arrangements based on shared interests can help accomplish tasks while respecting local identities and achieve greater economy and efficiency. The Albany Public Library serving both the Town of Albany and the Village of Albany is an example of service provision occurring through voluntary mutual agreements.

[2] County & Local Government Land Use Planning & Regulation, University of Wisconsin-Extension, Local Government Center.

COOPERATIVE BOUNDARY PLANS

Wisconsin statutes also allow municipalities to prepare cooperative boundary plans or agreements. In order to do so, each municipality participating in the plan must adopt a resolution authorizing plan preparation. In addition to addressing physical development, environmental and housing issues, and planning and zoning, these agreements may specify changes to boundaries of participating municipalities. The cooperative agreement must identify the boundaries that will be altered, under what conditions they will be altered and the schedule of boundary changes. Municipalities are required to approve the boundary agreement by resolution, conduct public hearings and provide an opportunity for the public to present written comment. An existing cooperative agreement may be amended by agreement of all affected municipalities.[3] The Town should review the statutory requirements related to cooperative boundary plans in detail to thoroughly understand its legal authority and the process requirements if ever undertaken.

THE INTERGOVERNMENTAL CONTEXT

In its recently released report, the Commission on State-Local Partnerships (Kettl Commission) calls for the creation of "growth-sharing areas: within which local units of government would collaborate to serve the needs of their citizens. The report recommends that local governments adopt "Area Cooperation Compacts" with at least two other governments in at least two functional areas including: law enforcement, housing, emergency services, fire, solid waste, recycling, public health, animal control, transportation, mass transit, land-use planning, boundary agreements, libraries, parks, recreation, culture, purchasing or e-government. The Commission also advocates for the reform of state aids to municipalities.[4]

The content below further outlines the intergovernmental context of local planning. Relationships can be described as vertical or horizontal. Vertical relationships are those linking a municipality to governments of broader jurisdiction. Horizontal relationships describe the Town's connection to adjacent communities. Together, these relationships cut across each of the nine functional elements of this Smart Growth comprehensive plan.

Town of Albany

The Town of Albany operates through a Chairman-Board of Trustees form of government. The board of trustees is elected at-large and responsible for setting

[3] 1999-2000 WI Statutes and Annotations

[4] Governor's Blue-Ribbon Commission on State-Local Partnerships for the 21st Century, January 2001.

policies. The Town Chairman is also elected at-large, presides at town board meetings and votes on all matters before the board. In general, town chairman are assigned certain administrative responsibilities and do not carry veto power.

The Town also has and participates on several boards, commissions and committees that recommend policies and actions to the Town Board. These bodies are typically comprised of interested citizen volunteers and local government representatives. Some of the Town boards, commissions and committees include:

- Planning
- Library Board
- Recycling Committee

In terms of infrastructure and services, the Town provides snow removal, street maintenance and lighting. The Town also works with the Green County Sheriffs Department for police services and works cooperatively with the Village of Albany for recycling services.

Surrounding Cities, Villages and Towns

Between 1990 and 1999, Green County saw a growth in the development pressure that its northern towns experienced. Many of the municipalities experiencing rapid growth lie close to the Dane County border. It is projected at this time that these pressures for additional development will continue to grow as time passes. It is imperative that the Town remains aware of the impacts of development not only on its self but also its neighbors. Only with a regional lens can the Town best plan for its future. Efforts made today to promote planned growth, compact development and cooperation across local governments should serve the Town well in protecting the quality of life for current residents and future generations.

To this end the Town of Albany recognizes the importance of its neighboring villages to serve as urban centers for its residents. By cooperating on focusing new industrial and commercial growth within village boundaries, the town is assisting in revitalizing downtown's, and protecting economically productive areas, including farmland and forests. Further evidence of the town's commitment to intergovernmental cooperation and planning can be found in the planned growth agreement that it has worked with the Village of Albany to create. This agreement again accomplishes many of the states fourteen planning goals, including maximizing the ability for new development to occur in areas with existing municipal services.

Town's of Brooklyn, Exeter, Mount Pleasant, Sylvester, Decatur, Union and Magnolia

The Town's of Brooklyn, Exeter, Mount Pleasant, Sylvester, Decatur, Union and Magnola adjoin the Town of Albany. Joint meetings of Town Boards have taken place from time to time.

The Town should consider the possibility of conducting joint planning in an effort to reduce duplication, address common issues and provide for residents and businesses in the most efficient and cost-effective manner. In any case, the Town should work with its neighbors to ensure consistency in plans to minimize future conflicts and avoid the need for boundary agreements.

Green County

The Town of Albany is responsible to enact policies and programs and adopt plans that are consistent with County level plans. In turn, the County has a responsibility to contribute to maintaining a high quality of life across local units of government. Through its various plans, the County has expressed a long-term interest in preserving farmland. It has also expressed similar interest through the adoption of its Land & Water Resource Management Plan. For these reasons it is vitally important to coordinate proposals and action with Green County and all adjacent area municipalities.

Drainage Districts

These districts are organized to drain land for agricultural and other purposes. Land is drained by ditches that cross individual properties. Landowners in a district who benefit from drainage conveyance must pay assessments to cover the cost of constructing, maintaining and repairing the system. 1 district exists in Green County at this time. While still officially in existence, the district has been inactive for some period.

What is the Southwestern Wisconsin Regional Planning Commission?

The Southwestern Wisconsin Regional Planning Commission (SWRPC) 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.

Over the years, the demands of the regions have changed. These changes, however have not altered the basic advisory role of the commissions. The original and traditional role of the commissions was to work on planning issues such as land use, transportation,

natural resources, and water and sewer services. While these functions remain important, additional responsibilities have often developed, including technical assistance in economic development, grant and loan management, and local government services.

- The Commission is a State Data Center affiliate and provides census and other data to businesses, individuals, governing bodies and non-profit organizations. Click here for a link to EconData.Net
  the best site for federal statistics. Click here for links to the Wisconsin State Data Center and Wisc. Dept. of Workforce Development. Give us a call at (608) 342-1214 or e-mail us if we can assist you.
- The SWWRPC represents an Economic Development District designated in August 1986 by the U.S. Department of Commerce, Economic Development Administration (EDA). Click here for a listing of EDA grants to southwestern Wisconsin recipients.
- The Commission also administers a regional revolving loan fund under the auspices of the Southwestern Wisconsin Business Development Fund, Inc., composed of a seven-member loan administration board. For information on the Regional RLF, click here.
- The Commission provides staff services to the Wisconsin River Rail Transit Commission and the Pecatonica Rail Transit Commission. Click here for a map of rail lines operated by the Wisconsin Southern Railroad and rail corridors converted to recreational trails under the "Rails to Trails" program.
- The organization also serves as the areawide clearinghouse under the Federal Project Notification & Review System (Executive Order #12372). Under this system, local comments are requested from interested parties concerning certain federally funded projects prior to federal approval. The purpose is to identify potential conflict with local and regional plans and policies, or to avoid duplication of effort.

Assistance to Communities, Counties, Businesses and Individuals:

ASSISTANCE TO PUBLIC BODIES	ASSISTANCE TO BUSINESSES AND OTHERS
Grant Writing and Administration	Sources of Financing and T/A
Technical Assistance (T/A) (Planning & Zoning, Economic Development, and Transportation Issues)	Local Business Loan Programs (Regional RLF & County RLF's)
Planning and Advisory Services New "Smart Growth" Law	Business Income Tax Credits (Grant-Lafayette & Richland Development Zones)
Mapping Services	Access to Business Counseling (Small Business Develo pment Center, UW - Platteville)
Data and Other Information Sources	County Workforce Profiles or Employment Surveys
Funding Sources for Public Improvements	Zip Code Business Patterns

STATE AGENCY JURISDICTIONS

By virtue of their roles in monitoring and enforcing statutory regulations, the Wisconsin Departments of Natural Resources (DNR) and Transportation (DOT) are integral partners in Town policies, programs and projects. For example, the DNR regulates the distances between roads crossing state trails. As stated above, the DNR also approves sewer extensions and sewage treatment facilities. The DOT has jurisdiction over access issues related to STH 104 & 59. Another state agency with regulatory responsibility is the Department of Commerce. The Safety and Buildings Division administers and enforces state laws and rules relating to building construction and safety and health. Plan review and site inspection is part of the division's role in protecting the health and welfare of people in constructed environments. In addition, the Department of Agriculture, Trade and Consumer Protection (DATCP) carries regulatory duties concerning the Farmland Preservation Program and agricultural practices. The Department of Revenue (DOR) has assessment responsibilities.

Along with regulating local activities, all of these agencies provide information, education and training and maintain funding programs to assist local governments in development efforts and maintaining a basic level of health and safety.

Additionally, the Department of Administration's Land Information Office (LIO) is charged with identifying ways to enhance and facilitate planning of local governments and improve coordination and cooperation of state agencies in their land use activities. LIO also provides technical assistance and advice to state agencies and local governments with land information responsibilities, among other things. LIO will review this comprehensive plan to ensure consistency with the State's 'Smart Growth' legislation. The Department of Administration also reviews annexation requests, incorporations and cooperative boundary plans.

Goals, Objectives & Policies

The following goals and objectives were prepared based upon discussions at public meetings and review of existing plan documents.

Goal:

Continue lines of communication across municipalities to discuss common issues.

Objectives:

- Continue to invite adjoining Town's, school district's, and other stakeholders to participate in facility planning meetings and encourage these entities to inform the Town of their plans.

- Participate in joint planning efforts with Green County in an effort to reduce duplication, address common issues and provide for residents and businesses in the most efficient and cost-effective manner.

- Continue to work with adjoining Town's to ensure consistency in plans to minimize future conflicts and to avoid the need for boundary agreements.

Goal:

To coordinate the siting, building, and redevelopment of public facilities and the sharing of public services when possible.

- Fire
- EMS
- Community Center
- School(s)
- Library
- Parks & Recreation
- Open Space

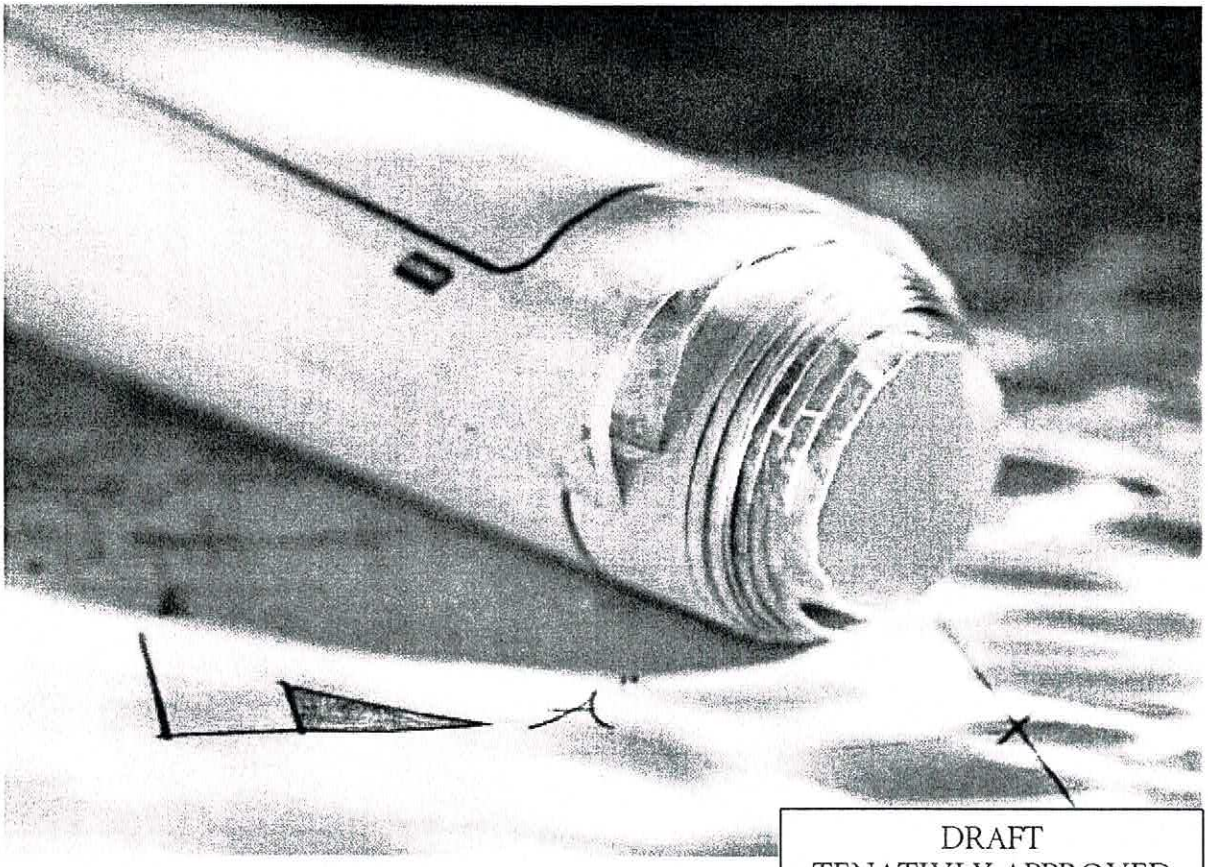
Objectives:

- Explore the potential of jointly developing and managing parks and recreational facilities with Green County, the Village of Albany, school district's, and community-at-large.

CONCLUSION

The Town of Albany has routinely engaged citizens, stakeholders and other units of government, where appropriate, in the current Comprehensive Planning process. The Town also has made draft plan materials available to the public through the Public Library and Town Hall. Two newsletters were published over the course of plan development and three Town Hall public meeting sessions were conducted.

As a result of the Town's commitment to planning, it has a strong base from which to implement strategies that come out of the planning process. The Town is encouraged to build on the foundations in place and elevate its leadership role in collaborative efforts to increase the supply of housing options, provide for transportation enhancements and address storm water and other environmental issues related to service provision.



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TENATIVLY APPROVED

10 IMPLEMENTATION ELEMENT

Intent:

Implementation element. 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.

To best serve as a guiding reference for the implementation of this Comprehensive Plan, this implementation element has been organized into four section headings. These headings, in order, are policies, proposed regulation & regulation amendments, tasks, and open space. It is the intent of policies to act as guiding statements for how decisions should be made. It is the intent of proposed regulations and regulation amendments to serve as the guiding principals for

and should be used as an action plan. Last, open space is an expression of the value that the Town of Albany places on this valuable resource. Open space recommendations should be consulted and applied in all development project proposals as appropriate. In addition to these reasons, the implementation element has been organized in this fashion to pull together all of the elements of this Comprehensive Plan. By doing so the internal consistency of this Comprehensive Plan has been ensured.

POLICIES

Policy:
1. Prudence or wisdom in the management of affairs.
2. A definite course or method of action selected from among alternatives and in light of given conditions to guide and determine present and future decisions.

Agricultural Policies

- Provide continuing support to existing operations and agriculture activities throughout the township.

- Preserve and protect agriculturally productive soils in the Town of Albany.

- Encourage all farm operations in the Town of Albany to work with the Green County Land and Water Conservation Department to create, file and operate under farm management plans.

The Town of Albany places a high value on its local agricultural base. Specifically farming and small business, a rural atmosphere and well-managed land use are all elements of the town's vision, which speak to this point.

- The Town of Albany advocates that state and federal agency policies should consider the town's preservation efforts when reviewed for interpretation and application within the township. Specifically, farmers should be allowed greater access to limited wetlands, once tiled and farmed, based on the town's efforts to direct growth away from these areas.

- Encourage the use of conservation easements and deed restrictions by private landowners to keep prime agricultural land from being developed.

Natural Resource Management Policies

- Actively seek to provide long term and permanent protection to the Town of Albany's natural resource base.

- Preserve and protect environmental corridors for wildlife, water quality values, habitat protection, ecosystem and ecology purposes.

- Work in cooperation with the Green County Land & Water Conservation department to implement its water quality and conservation programs locally, encouraging their use by local residents and property owners.

- Preserve and protect the Town of Albany's natural resource base from potential degradation and contamination.

- Support the enforcement of Green County's non-metallic mining ordinance to ensure the wise use of available resources incorporating reclamation procedures that will allow for a safe and reusable site.

- Promote and preserve the town's cultural resource base.

Housing Policies

- Preserve the town's agricultural land base protecting its aesthetics, rural character and agricultural heritage for future generations.

- The Town of Albany will provide adequate lands to meet the needs of projected housing demands.

- Strengthen existing established neighborhoods by finding new uses for abandon or under used land.

- The Town of Albany will provide for the allowance of safe and affordable housing in a variety of types and locations throughout its community.

The term *housing* refers not only to owner-occupied housing, but also rental, cooperative and condominium ownership arrangements. The term also refers not only to single family detached units, but also to multifamily units, duplexes, townhouses, manufactured homes, and accessory apartments.

- Encourage the development of housing for peoples of all ages and income levels in appropriate locations throughout the township.

- Assure that the fair housing rights of all citizens are protected.

- Advocate the use of existing state and federal housing programs throughout the community. Educate residents on their availability.

Transportation Policies

- Manage roadway speed limits and usage so as to minimize conflicts between farm machinery and vehicular uses.

- To classify roads in the Town of Albany.
- Maintain an accurate and up to date Master Thoroughfare Road Plan.
- Official mapping of future rights of way can be used to inform the public and prevent development in locations of future facilities.

Economic Development Policies

- Support and assist when appropriate, existing natural resource preservation groups and associations.
- **To provide adequate land area for commercial developments needs within the town.**
- Insure that commercial businesses are located properly for their operations within the township.
- Refer larger potential commercial or industrial businesses to adjoining community business parks.

Within the Town of Albany, economic development wants to focus around three specific sub-sectors. These sub-sectors are the agricultural economy, the tourist economy and the commercial/retail economy. A local and regional framework must be applied by the town if it is to reach its desired economic development goals.

- Encourage and participate in economic development efforts.
- Foster commercial growth in the "Village Fringe" as negotiated and within remaining zones as appropriate

Utilities & Community Facilities Policies

- The Town of Albany will ensure adequate parks, recreation and open spaces for its residents.
- The town of Albany will continue to provide adequate facilities for the purpose of gathering to conduct public business. The town will also ensure that adequate facilities for police and fire protection exist.
- The town will continue to manage its Town Hall facility to ensure that it meets the needs of local residents.
- The Town of Albany will continue to support the Albany Public Library.
- Continue to support the Albany Public School System.
- Continue to support the Albany Public Library Syatem.

Land Use Policies

- Ensure that housing developments occur in a fashion consistent with existing land uses and in a manner suitable with existing surroundings.

- Balance town goals for future land use and development in a cooperative effort with the village when planning for the development of the village fringe area.

- The town will supplement its open space by preserving large tracts of agricultural lands when possible.

- Promote land uses, densities and regulations that result in efficient development patterns (traffic, public services, sewer, water, other).

TOWN OF ALBANY VISION STATEMENT

The Town of Albany consists of a culturally and economically diverse population. Without violating any individual's rights, the town will preserve and protect its rural character, agricultural lands, scenic views, and wildlife areas. It will manage growth and development ensuring that proper placement, quality and safety are maintained while building on the town's economic opportunities and its quality of life.

- Promote land uses, densities and regulations that result in the protection of valued resources and recognize existing physical limitations (prime farmland, slope, woodlands, water, other).

- Minimize development in areas which are likely to be required to meet transportation needs in the future.

- Promote connected developments.

Intergovernmental Cooperation Policies

- Encourage and assist with the planning for and wise management of the town's natural resource base.

- Advocate the need for the creation of a lake and river associations.

- Continue to value the town's ethnic diversity actively seeking to involve all groups in activities and governance.

- The Town of Albany will jointly plan with the village for the development of the village fringe area surrounding the village to within one-mile.

- The town will work cooperatively with its fire district partners to ensure adequate fire protection, equipment and facilities exist.

- The town will continue to work cooperatively with the Green County Sheriffs Department to ensure the safety and protection of its citizens.

- The town will work cooperatively with WiDNR in the management of their properties within the township.

- To promote corridor planning and preservation.

- Work with neighboring communities to solve mutual problems.

- Work with the Village of Albany for the provision of senior housing within close proximity of goods and services.

Implementation Policies

- The Town of Albany's Comprehensive Plan will be a living/working document. As new issues arise methods for incorporating them into the plan will be followed so that the plan remains current with changing community needs. At a minimum the Comprehensive Plan shall be up dated once every ten (10) years as required by law.

- When considering new development proposals, full consideration of farmable land and prime farmland soils should be undertaken in the decision making process.

- Fully consider the impacts of new development on all natural resources the land division and development review process including the potential impacts to:
- Water quality
- Habitat and reproduction
- Ecosystems
- Movement corridors
- Endangered and threatened species
- Aesthetic values
- Etc.

- Encourage Green County to create and budget for an active countywide conservation easement acquisition program.

- Ensure that operations are sited properly through the land divisions review process and the driveway permitting process.

- Encourage the wise use of development lands by advocating the use of development concepts such as cluster development techniques and Conservation design.

- Aggressively pursue payment of delinquent property taxes to pressure owners of abandon or under used property to sell.

- New development lot sizes and location shall be consistent with town development regulation policies and the town's future land use map.

- The town will preserve and supplement its natural resource lands/preserve/open lands – special use by steering development away from these designated areas as defined on the town's future land use map.

- Ensure that development standards and ordinances are consistent with land use policies contained within the Comprehensive Plan.

- Allow new development types to occur only within the character descriptions as described within the seven zones and as illustrated in the future land use map.

- Review and incorporate the findings of the "developable land" analysis when making decisions on new development proposals.

- **Review and incorporate the findings of the "traditional rural acreage" mapping analysis when making decisions on new development proposals.**

- Avoid flag lots on arterial streets and collectors to ensure appropriate spacing between driveways.

- Provide residential properties access within developments, not on arterials.

- Take into consideration the budgetary and operational issues and capacities of the public school system when considering the allowance of new development within the town.

PORPOSED REGULATION & REGULATION AMENDMENTS

Local Town Ordinance Recommendations

Land division/subdivision: Create a local land division/subdivision ordinance to call for formal town review and approval of all new land divisions.

Land division/subdivision: Create subdivision regulations and site plan review standards.

Land division/subdivision: Create and implement these regulations so that proper street layout in relation to existing or planned roadways occurs; adequate space for emergency access and utilities is provided; adequate water, drainage, and sanitary sewer facilities are provided; and appropriate site design is created. The administrative review and evaluation procedure for processing conceptual, perliminary and final plats shall include on the plat; design principals and standards for lots, blocks, streets, public places, pedestrian ways, and utilities; required improvements, including streets, sidewalks, water sewer and curbs and gutter; and financing and maintenance responsibilities. These regulations will help justify decisions made and help developers have a clear idea of what is expected in the community.

Land division/subdivision: Establish a land division and development review process which incorporates consideration of the following components for granting approval:

- Existence of prime farmland
- Soil types and suitability
- Existence of wetlands and other hydrographic conditions
- Topography and slope
- Proximity to adjacent large tracts of agricultural lands
- Environmental conditions and resources
- Farmability of the parcel

Land division/subdivision: Fully consider the impacts of new development on all natural resources the land division and development review process including the potential impacts to:

- Water quality
- Habitat and reproduction
- Ecosystems
- Movement corridors
- Endangered and threatened species
- Aesthetic values
- Etc.

Land division/subdivision: When considering new development proposals, full consideration of farmable land and prime farmland soils should be undertaken in the decision making process.

Land division/subdivision: Create and adopt a no development buffer zone around the Albany Wildlife Area and the Liberty Creek Wildlife Area to protect these valuable resources.

Land division/subdivision: Building envelopes should be planned to minimize disruption of groves of existing mature vegetation, and environmentally sensitive areas such as steep slopes, wetlands and shorelines.

Land division/subdivision: Developments should be designed to minimize the disruption of distant vistas.

Land division/subdivision: New developments should be designed to accommodate or utilize park space, schools or other existing infrastructure.

Land division/subdivision: New development shall be subject to a development and engineering review process.

Land division/subdivision: Developer agreements shall be required of all new significant developments.

Land division/subdivision: The town will protect and ensure additional future open space by adopting a land division/subdivision ordinance, implementing a site plan review program as part of its land division/subdivision ordinance and requiring mandatory open space dedication of 50% within all new lots and subdivision developments.

Land division/subdivision: Adopt policies to ensure the development of a good network of pedestrian routes between new neighborhoods and the existing Town corridors, particularly next to existing parks and future recreational areas.

Land division/subdivision: Consider engineering review of new CSM's and Subdivisions in order to maintain development standards and functional storm water drainage systems.

Land division/subdivision: Develop and implement design standards to encourage efficient development patterns incorporating interconnected street patterns and limited use of cul-de-sac streets.

Land division/subdivision: The site design of new developments should be compatible with efficient movement of traffic, on to and off of public roadways

and, at the same time are conducive to pedestrian movements, bicycle traffic and transit use. All new developments should be required to go through a site design/development review process.

Land division/subdivision: Minimum lot frontages along arterials and collectors should be increased to allow for greater spacing between driveways.

Land division/subdivision: Ask developers and individuals to dedicate a portion of their land for necessary transportation improvements.

Land division/subdivision: Require pedestrian and bicycle paths at end of cul de sacs which connect to activity centers.

Land division/subdivision: Ask developers and individuals to dedicate a portion of their land for necessary transportation improvements.

Land division/subdivision: Developers shall bare the cost of infrastructure within their developments.

Land division/subdivision: **Require developers to comply with erosion control ordinance and return lands to a near normal setting after completion of construction.**

Land division/subdivision: The developer shall be required to fund any public services or infrastructure required by the proposed development

Land division/subdivision: All new commercial development shall be subject to a site plan review process. This "process" is intended to be a pre-construction review and negotiation between the Town of Albany and the developer. Because this is an up front process, hand drawn documents of the proposed development will be all that is required from the developer in order for this process to occur. The site review process will incorporate the following criteria for consideration in order to determine proposal feasibility:

- Road Access – Determination of a new commercial developments need for road or state highway access shall be made. Those businesses that will serve primarily local residents and will not be using large trucks for delivery or shipping purposes will not need direct access to the state highway network. However, other types of businesses may need to be located in close proximity to the state highway system.

- An evaluation of safety concerns at the proposed site of ingress and egress shall be conducted. Specifically, field of vision, view corridor and view obstruction shall be considered. Slope of access point and existence of pedestrian crossings shall also be considered.

Driveway: Continue to regulate the location, spacing and design of driveways.

Driveway: Establish maximum driveway length limitations to limit the creation of flag lots.

Roadway: Preserve safety and mobility with access management tools.

Roadway: Require "stubs" in developments so that future developments may be connected to the roadway network.

Roadway: Limit the use, length and number of lots for cul de sacs and dead ends.

Roadway: The cost of all new Town roads proposed as part of development shall be borne by the developer.

Roadway: All public roads are required to meet Town, County and State Standards.

Shoreland & wetland zoning: Review the County shoreland and wetland zoning district ordinances and consider the need for greater restrictions and local adoption.

Recommended Green County Ordinance Considerations
Review Green County General Agricultural zoning district standards and advocate to the county the need for creation of an rural residential zoning district which would incorporate animal density standards on a unit per acre under ownership basis. Such a standard could be the following:

Example Table
Number of Animal Types Equivalent to 1,000 Animal Units and Animal Equivalency Factors

Number Equivalent to 1,000 Animal Units	Subcategory of Animal Types	Animal Equivalency Factor
	DAIRY CATTLE:	
700	Milking and Dry Cows	1.4
910	Heifers (800 to 1,200 lbs)	1.1
1,670	Heifers (400 to 800 lbs)	0.6
5,000	Calves (under 400 lbs)	0.2
	BEEF CATTLE:	
1,000	Steers or Cows (1,000 lbs to Mkt)	1.0
1,250	Steers or Cows (600 to 1,000 lbs)	0.8
2,000	Calves (under 600 lbs)	0.5
700	Bulls	1.4

- Conflict with existing adjacent land use shall be considered in this process.

- Hours of operation and the potential for disturbance (noise) to adjacent property's shall be considered.

- A minimum of 20% of the developed site shall be put into landscaping (grass, shrubs, trees or other suitable materials). The area shall be kept free of refuse and debris.

- Building appearance, size and architectural integrity shall be considered in accordance to the proposed developments ability to mix aesthetically with surrounding existing development, proposed square footage of the development in relation to the buildable envelope of the property, and the soundness of building materials being proposed to be used.

- Refuse and other outdoor storage must be planned for in advance of construction. These areas shall be within side yard and set back requirements of the property and shall be screened from view by either fencing or vegetative means.

Land division: Require review of all minor replats. Ensure that arterials and collectors are not lined with driveways from small lots by reviewing all minor splits.

Right to farm: Draft and adopt a local right to farm ordinance confirming the towns commitment to agricultural activities.

Storm Water & Erosion: Draft and adopt a storm water and erosion control ordinance to preserve and protect soils and water quality.

Nuisance: Draft and adopt a local nuisance control ordinance. The ordinance should address issues of health safety and welfare with respect to noise, air pollution, soils contamination, ground and surface water protection, etc.

Cluster & Conservation Development: Review and consider the adoption of the state model ordinance for cluster design neighborhoods.

UDC: Continue the enforcement of the State Uniform Dwelling Code.

Driveway: Wisconsin statutes give all levels of government the authority to require a permit for the construction of a private driveway onto a public road. The Town of Albany shall update its ordinance with appropriate standards to initiate this permitting process within the township in line with the goals objectives and policies of this Comprehensive Plan.

	SWINE:	
2,500	Pigs (55 lbs to Mkt)	0.4
10,000	Pigs (up to 55 lbs)	0.1
2,500	Sows	0.4
2,000	Boars	0.5
	SHEEP:	
10,000	Per Animal	0.1
	HORSES:	
500	Per Animal	2.0
	DUCKS:	
5,000	Per Bird (Wet Lot)	0.2
100,000	Per Bird (Dry Lot)	0.01
	CHICKENS:	
100,000	Layers	0.01
200,000	Broilers	0.005
	TURKEYS:	
55,000	Per Bird	0.018
	COMBINATION ANIMAL UNITS:	
1,000	Calculated Total	

Encourage the amendment of the county's Zoning ordinance to create minimum safety standards for all housing units such as a minimum width, appropriate lot size standards, etc. Use these standards in the development review process in the granting of approvals.

Consider encouraging the county to amend the current residential zoning district regulations to permit smaller lots.

ADDITIONAL TASKS & PRIORITIES

Tasks	Priority Ranking
Continue to provide information and education on agricultural assistance and education provided through agency programs and services to the local agricultural community.	
Work in cooperation with the Green County Land & Water Conservation department to implement its water quality and conservation programs locally, encouraging their use by local residents and property owners.	
Meet with DNR land managers periodically to understand and assist with the management of the Albany Wildlife Area and the Liberty Creek Wildlife Area..	
Advocate the need for the creation of a Sugar River, river association.	
Fully inventory all cultural resources within the Town of Albany.	
Contact and meet with the local and/or State Historical Society representatives to better understand programs and opportunities.	
Work with local, regional and state tourism promotional groups such as the Green County Tourism Committee, The State Heritage Tourism Council and the Wisconsin Department of Tourism to promote and protect local cultural resources.	
Visually represent the location of acceptable areas for new housing development within the town for the next twenty years in this plans future land use map.	
Create a tourism marketing plan and develop and distribute promotional materials.	
Strengthen existing established neighborhoods by finding new uses for abandon or under used land.	
Aggressively pursue payment of delinquent property taxes to pressure owners of abandon or under used property to sell.	
Encourage Green County to create and budget for an active countywide conservation easement acquisition program.	
Encourage the active involvement of the Green County Land and Water Conservation Department in the development review process at both the county and local level.	
Work with the Green County Zoning Department to designate commercial uses within the town and to have them re-zoned into their appropriate use district.	
Inventory all tourism assets within the town.	
Monitor at home business operations to minimize land use conflicts and to ensure relocation if warranted.	
Utilize state grant programs and resources to assist with tourism efforts.	
Participate with local and regional groups and organizations in the promotion of tourism based amenities.	
Maintain an accurate and up to date Master Thoroughfare Road Plan.	
Official mapping of future rights of way can be used to inform the public and prevent development in locations of future facilities.	
Participate in a joint planning committee to plan for the village fringe development over the next twenty years.	
Legally commit to the village fringe development plan by signing a 66.30 or similar agreement with the village.	
The town will protect and ensure additional future open space by considering the adoption of a conservation subdivision ordinance, implementing a site plan review program as part of its land division ordinance and considering mandatory open space percentages for all new subdivision developments.	
Study existing ordinance regulations and update as needed to ensure consistency with the policies of this Smart Growth Comprehensive Plan.	

Tasks	Priority Ranking
Consult the policies contained within the Comprehensive Plan prior to making decisions regarding capital improvements	
Encourage Green County to update its zoning ordinance to incorporate implementation tools identified within the Comprehensive Plan, as appropriate.	
Develop and implement design standards to encourage efficient development patterns incorporating interconnected street patterns and limited use of cul-de-sac streets.	
The Town will seek input as appropriate from WiDNR on new proposed developments which abut WiDNR land Holdings within the township.	
When appropriate, assist in the promotion of library programs and services by communicating them to the residents of the Town of Albany.	
Bring school District issues to the attention of town residents. Assist in educating residents about these issues by sponsoring local public forums when appropriate.	
Communicate and work cooperatively with the Albany Public School District on issues concerning facility needs and expansion planning.	
Study current county zoning and land division/subdivision policies and regulations and update or encourage updating as needed to ensure consistency with the policies of the Smart Growth plan.	
Encourage the county to update its zoning map so that appropriate uses are placed in the corresponding appropriate zoning districts.	
Work with Green County to ensure that street transitions from the Town to the Town are compatible.	
Conduct site reviews on proposed developments and/or ask for sufficient documentation so as to ascertain potential impacts to the physical environment. Negotiate their protection.	
Work with neighboring communities to solve problems along major arterials so that the entire corridor may be addressed, not just up to the border.	
Monitor airstrip use within the township, taking action with appropriate regulation only if warranted.	
Consider the need to map official snowmobile routes within the township and work with local clubs to ensure safety.	
Explore the potential for public/private investment in the development of homes for first-time buyers.	

OPEN SPACE

Open space is not the same as vacant or agricultural land. Open space is open area that, because it has value to the Town and its residents, is preserved and managed. In most cases, open spaces can offer multiple benefits, including; outdoor recreation, preservation animal and plant habitat, air and water quality improvement, flood and storm water management, visual and other sensory relief from the built and developed environment, nature education, physical definition of land areas, and economic well-being of the town.

Such resources such as the extensive network of wetlands in the township, should be viewed as infrastructure, just like roads and schools. There is an economy to provide open space in that it improves the attractiveness of the town for investment and a place to live and work. In short it adds to the perception of ones quality of life. It helps to avoid the hazards and costs that can occur when floodplains and wetlands are allowed to develop and when expensive structural measures are required in order to solve flood and storm water problems.

In some instances, private land functions as open space by providing open space benefits and by being protected and managed as open space. It becomes part of the "land use" balance of the town. As the demand for outdoor recreation increases, Town officials must find the most effective way of providing open space and using open space to its greatest benefit. The wetland network of the township, like undeveloped vacant and agricultural lands, is under constant pressure and need to be protected. Natural areas are often easily altered to accommodate development. As a result, many open space and agricultural resources are converted to urbanized landscapes. The preservation of open lands is often a major tool for defining the character and quality of the town.

Goal

- To recognize and respect the natural environment as an irreplaceable resource; and to preserve, protect, and enhance the natural resources of the town for the enjoyment of both present residents and future generations.

Objectives

- Preserve the natural landscape features such as woodlands, wetlands, flood plains, streams, steep slopes and prairies.

- Ensure an appropriate amount and distribution of land for open space throughout the town, placing special emphasis on preserving and enhancing the natural and scenic environment.

- Protect shorelines and wetlands, and upgrade the quality of the surface and groundwater in the town.

- Ensure that future development does not disrupt natural drainage ways.

Policies & Recommendations

- Require dedication of adequate open space by land developers to meet the demands of new residents of the development.

- Identify disturbed or degraded stream bank, slopes and wetland areas that are important to water quality and to support all level of government in efforts to restore such areas.

- Protect natural drainage areas, flood plains and wetlands to avoid costly man-made storm water correction projects (BMP's).

- Encourage the permanent protection of private land holdings through conservation easements, deed restrictions and other methods.

The Comprehensive Plan recognizes that open space in the Town of Albany is a valuable natural resource with significant practical value. It can be utilized for a variety of purposes such as conservation of fragile lands, active and passive recreation uses, multi-use or limited use trail systems, and protection of plant and wildlife habitat. It protects both the rural character of the town, and sensitive lands such as groundwater recharge areas and flood plains.

Private citizens can play an important role in the preservation of open spaces and scenic vistas through careful stewardship of their lands. The plan supports this process by encouraging the permanent protection of private land holdings through conservation easements or deed restrictions.