

City of New Lisbon Comprehensive Plan



Riverside Park

**Adopted
December 2009**

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

CITY OF NEW LISBON

City Council

Lloyd Chase, Mayor
Karren Elsing
Donna Hinz
Greg Lowe
Roy Granger
Ed Kaelin, Clerk /Treasurer

Plan Commission

Lloyd Chase, Chair
Karren Elsing
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Gary Cowan
Tom Raabe
Betsy Deisinger
Ed Kaelin, Clerk

Photos
NCWRPC

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

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DEC 18 2009

NORTH CENTRAL WISCONSIN
REGIONAL PLANNING COMMISSION

Ordinance# 2008- 2

ORDINANCE ADOPTING THE CITY OF NEW LISBON'S
COMPREHENSIVE PLAN

STATE OF WISCONSIN
City of New Lisbon, Juneau County

SECTION I – TITLE/PURPOSE

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

SECTION II – AUTHORITY

The City Council of the City of New Lisbon has authority under s. 62.04, Wis. stats., its power to appoint a plan commission under ss. 62.23 (1), Wis. stats., and under s. 66.1001 (4), Wis. stats., to adopt this ordinance. The comprehensive plan of the City of New Lisbon must be in compliance with s. 66.1001 (4) (c), Wis. stats., in order for the City Council to adopt this ordinance.

SECTION III – ADOPTION OF ORDINANCE

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

SECTION IV – PUBLIC PARTICIPATION

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

SECTION V – CITY PLAN COMMISSION RECOMMENDATION

The Plan Commission of the City of New Lisbon, by a majority vote of the entire commission, recorded in its official minutes, has adopted a resolution

recommending to the City Council the adoption of the City of New Lisbon Comprehensive Plan, which contains all of the elements specified in s. 66.1001 (2), Wis. stats.

SECTION VI – PUBLIC HEARING

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

SECTION VII – ADOPTION OF CITY COMPREHENSIVE PLAN

The City Council of the City of New Lisbon, by the enactment of this ordinance, formally adopts the document entitled City of New Lisbon Comprehensive Plan Ordinance under pursuant to s. 66.1001 (4) (c), Wis. stats.

SECTION VIII – SEVERABILITY

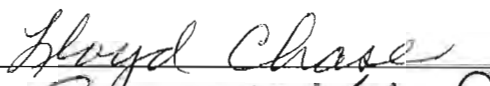
If any provision of this ordinance of its application to any person or circumstance is held invalid, the invalidity does not affect other provisions or applications of this ordinance that can be given effect without the invalid provision of application, and to this end, the provisions of this ordinance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

SECTION IX – EFFECTIVE DATE

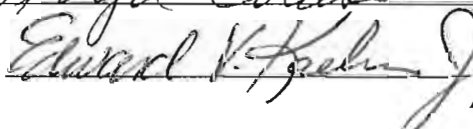
This ordinance is effective on publication or posting.

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

Adopted this 15th day of December , 2008.



Mayor Lloyd Chase

Attest: 

Edward V. Kaelin, Jr.
Administrator/Clerk/Treasurer

Introduction October 20, 2008

Publication November 13 & 20, 2008

Public Hearing December 15, 2008

Adoption December 15, 2008

CITY OF NEW LISBON

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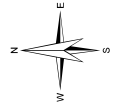
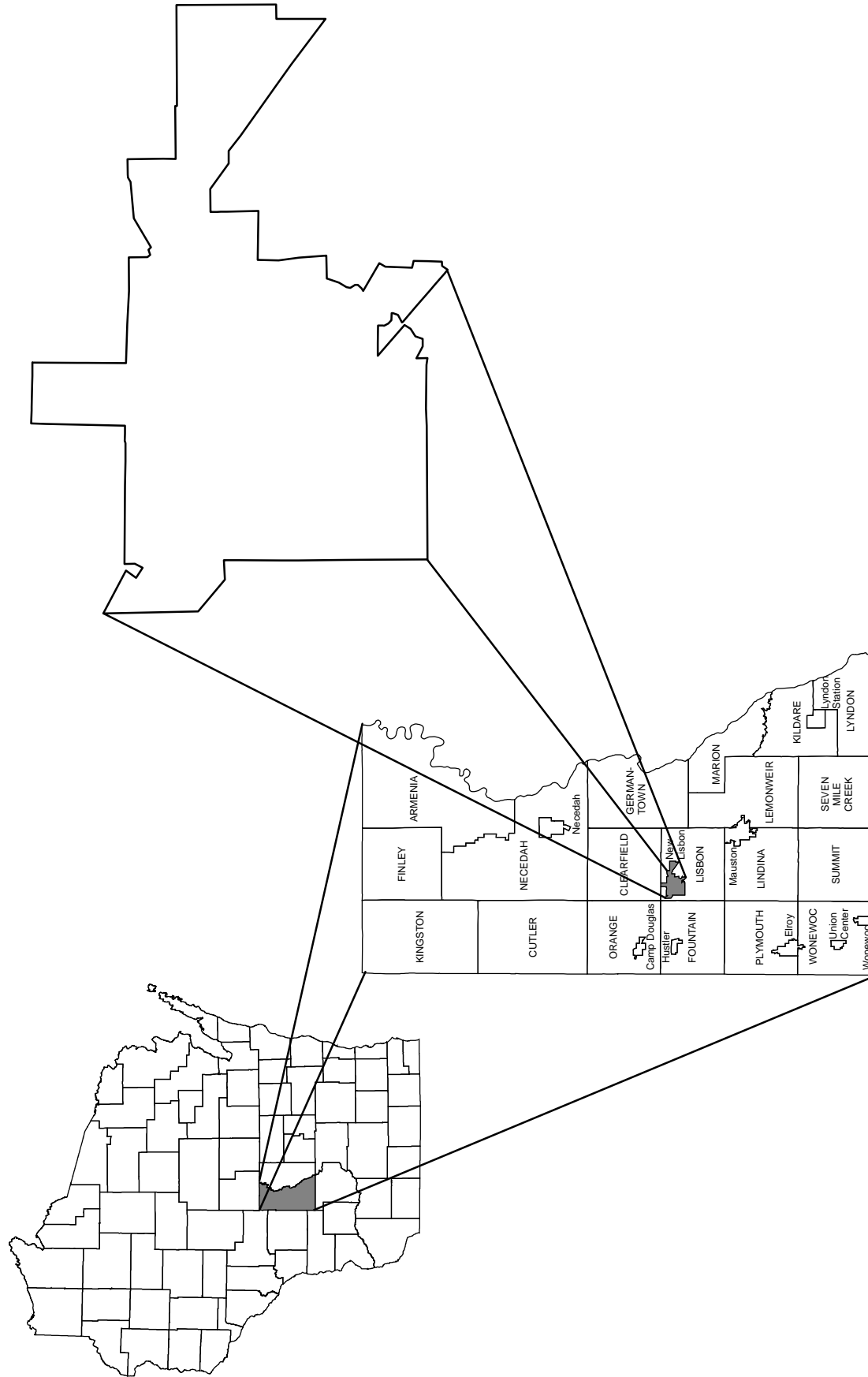
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ATTACHMENT:

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

City of New Lisbon - Juneau County, Wisconsin Locational

Map 1



Source: WI DNR, NOWRPC
 This map is neither a legally recorded map nor a survey
 and is not intended to be used as one. This drawing is
 a representation of the information and data used in
 the preparation of the map. NOWRPC is not responsible for
 any inaccuracies herein contained.

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I. ISSUES & OPPORTUNITIES ELEMENT

1. Overall Plan Process

A. Purpose of the Plan

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

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

This Comprehensive Plan was prepared under the authority granted to cities to prepare a Comprehensive Plan in State Statute 66.1001 for Wisconsin.

B. Public Participation & Survey

Wisconsin's State Statute 66.1001 requires municipalities to adopt written procedures that are designed to foster a wide range of public participation throughout the planning process. The main goal is to make all town residents aware of how and when this plan is being created, so residents can make suggestions during this process. The Town formally adopted a Public Participation Plan on January 9, 2007, which provides for several methods that will enlist public input into the planning process, including posting of all meetings, press releases, newsletter articles, and posting the plan on the NCWRPC website.

A community survey was distributed to all residents of New Lisbon in 2002. _____ surveys were returned for a return rate of _____ percent. The 39-question survey is divided into eight sections conforming to the provisions of the Comprehensive Planning statute.

Issues & Opportunities

Nearly two-thirds of respondents rated the quality of life in New Lisbon as good, and 57.6 percent expected it to improve in the next five years. Respondents were asked what aspects of life in the community needed improvement. Fire service fared best, with 71.7 percent saying no improvement was needed. A majority felt no improvement was necessary in parks and green space, police service and electric power. Over seventy percent of responses cited a need for a lot of improvement in shopping/business development and high paying jobs. Services where some level of improvement (a little plus a lot) was seen as necessary were:

affordable rental housing (74.1%), affordable homes to buy (73.8%), roads to support development (67.6%), quality health care facilities (66.2%), and quality drinking water (53.9%).

Planning for Growth

Asked what kind of growth they would support there was virtually unanimous support among respondents (98.6%) for encouraging new businesses to locate in New Lisbon, and for new retail shopping (93.9%). Housing for the elderly had high support (81.6%) and for the disabled (65.3%). Three-quarters of respondents support more housing options for low- and moderate-income families, while supporting residential developments that include apartments (76.6%). Interestingly, residential development without apartments had the highest level of opposition (37.4%) and the lowest level of support (38.8%). New roads (69.2%) and expanding existing roads (67.8%) had high support, but there was less support for public transportation (55.6%) and a quarter of respondents were opposed.

A substantial majority of respondents (86.2%) think that growth is necessary and current regulations are satisfactory. A bare majority (53.7%) think New Lisbon has experienced some growth but not a lot, while four in ten (40.8%) think it has experienced almost no growth. In terms of the effects of growth, a majority (51.4%) think New Lisbon has experienced more wear and tear on roads, and many (46.9%) see more competition for available jobs. Mostly respondent saw the effects the city has not experienced: new retail stores (89.6%), more jobs (72.7%), more green space (71%), traffic congestion (68.8%), overcrowded schools (65.7%), less open space (65.5%), neighborhood improvements (61.5%), new or improved roads (52.4%), or more housing options (51.4%). Some thought there were more housing options (28.9%) and neighborhood improvements (27.3%).

Housing

Asked to rate the supply of various housing types in New Lisbon moderately priced homes were seen as the greatest need (87.3%, a lot more by 42.6%), single family homes for first-time buyers and rental housing were seen as needed by eighty percent of respondent (a lot more 34.5% and 35.4%, respectively), and three quarters of respondents thought there is a need for more assisted living (about a fifth saw no need). No need was seen for more high priced homes (51.8%), condominiums (46.2%), or townhouses and duplexes (37.8%) although twenty-eight percent saw a need for some.

There was support for conservation subdivisions if not mandatory (59.2%), and considerable support for new neighborhoods with large lots (81.8%). Proximity to work and shopping, and a large lot were the most important considerations in choosing a home.

Transportation

Respondents were asked to rate the relative importance of various destinations in making their housing choices. Schools and health care were the services people were the most concerned with proximity to. For schools three quarter wanted to be within twenty minute (35% less that ten minutes), and two-third wanted to be less than twenty minutes from

health care. Most people were satisfied to be able to be within from ten to thirty minutes of a theater or restaurant (67.8%) their job (64.1%) or shopping (62.3%).

Improvement to streets and highways was seen as the most important transportation investment. Nearly half of respondents oppose investing tax money hike and bike trails, while 26.8 percent support such investment. A fifth of respondents see excessive speed on local roads as a serious problem, 41.6 percent as a moderate problem and 35.6 percent as not a problem. A majority support stricter enforcement as a solution.

Agriculture, Natural & Cultural Resources

Most respondents rated the quality of the environment in New Lisbon as good (61.7%) or Excellent (31.5%), and the quality of lakes and streams as good (41.9%) or fair (37.8%) and 12.8 percent considered it poor. On the question of preservation of farmland within the city 35.8 percent thought it should stay in agriculture while a majority (52.7%) favored some other use. Housing, commercial or industrial uses are seen as the best alternatives.

Asked to name initiatives to improve environmental quality neighborhood beautification was supported by the most respondents (44.5%), followed by preserving river corridors (35.4%), park and open space maintenance (31.3%), woodland preservation (28.5%), better enforcement (27.8%), wetland preservation (27.1%), and services such as trash collection (20.8%). When put in terms of paying for such initiatives with increased taxes support was highest for neighborhood beautification (48.1%), enforcement (46.9%), preserving river corridors (41.1%), woodland preservation (33.3%), park maintenance (31.8%), and wetland preservation (29.7%). Opposition was highest to new taxes for new park and open space (64.5%), farmland preservation (58.1%), services (48.5%), wetland preservation (42.2%), and woodland preservation (41.3%).

Economic Development

Over ninety percent of respondents feel that New Lisbon has a job shortage; most think it's serious (64.1%), some minor (29%). Asked to identify the assets that will attract employers, strength is seen in safe neighborhoods (78%), good schools (64%), enough workers to fill the jobs (53.2%, 31.7% see a need to improve), and a good transportation system (51.8%). Improvement is needed in job skills (53.3%, although over a quarter see this as a strength), and the supply of affordable housing (50.7%, 28.2% see this as a weakness). More than a third (36.8%) see a need for improvement in the tax incentives provided to employers, and 22 percent feel this is a weakness.

Utilities & Community Facilities

Respondents were asked to rate the quality of the public schools; a solid majority rated them good (34.2%) or excellent (26.7%), while over a quarter thought they are fair. Overcrowding was not seen as a problem by more than two-thirds (68.3%), and of those that thought it was 43.9 percent said the best solution is generating more tax revenue through growth. On what services need improvement a majority saw no need in library (54.5%) or ambulances services (50%), slightly less for hospitals (43.3%); a little need for improvement was seen for health care clinics (53.5%, 23.2% saw need for a great deal of improvement), and day-care (32.1%),

22.6% saw need for a great deal of improvement). Electric service was rate as good (43.5%) or excellent (32.7%) by three-quarters of respondents. Water and sewer service was good (39.7%) or excellent (20.5%) for a strong majority.

Land Use & Implementation

Respondents were asked their reaction to a series of statements (agree, disagree, somewhat or strongly). On whether it is very important to attract new jobs and businesses eighty percent agreed strongly. On including parks and green space to new housing development even if it increase the price a majority agreed (11.8% strongly, 47.9% somewhat), a quarter disagreed somewhat. On the need to widen streets a majority disagreed (19.4% strongly). On the need to limit development to preserve farmland two-thirds disagreed (31% strongly). Over three-quarters agreed (41.1% strongly) with offering tax incentives to encourage new business, and two-third agreed that roadways are the backbone of the economy. Asked whether new housing should be in the center of New Lisbon or on the outskirts, 77 percent favored the outskirts. Business development was favored in the center (59.7%) over the outskirts (39.6%).

C. Vision Statement

Vision Statement

The City of New Lisbon has many assets: exceptional transportation connections, including direct Interstate access, airport and two railroads; full municipal services, quality schools, churches, parks, open space and recreational facilities. New Lisbon offers safe, peaceful neighborhoods; a special place to raise a family. With a strong foundation in manufacturing, New Lisbon has a balanced economy, a strong school system and skilled workforce. The City looks toward a bright future of growth in local industry, maximizing the impact of its highway location and improving the quality of the housing stock. While looking toward the future, New Lisbon values our small-town tradition and our valuable resources of historic architecture and small business, and seeks to protect sensitive and unique areas within the city, such as the Lemonweir River and the Indian Effigy Mounds.

D. Meetings

Meeting 1 August 27, 2007

- Overview Planning Process
- Develop a Public Participation Plan (PPP)
- Present draft Issues & Opportunity Chapter
- Present draft Natural Resources Chapter

Meeting 2 September 24, 2007

- Follow up from last meeting
- Present draft Housing Chapter
- Present draft Utilities & Community Facilities Chapter
- Present draft Transportation Chapter

Meeting 3 October 29, 2007

- Follow up from last meeting
- Present draft Economic Development Chapter
- Present draft Utilities and Community Facilities Element
- Present Survey results

Meeting 4 February 25, 2008

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

Meeting 5 October 20, 2008

- Present draft Implementation recommendations
- Finalize Goals, Objectives & Policies
- Commission recommends approval by City Council

Meeting 6 PUBLIC HEARING & CITY COUNCIL APPROVAL

- Present Plan and take public comment
- City Council Approves plan.

2. Community Profile

A. Description

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

B. Demographics

1. Historical Population

The City of New Lisbon has experienced a 7.4 percent population increase since 1960. During this same period the population of the Town of Lisbon increased by 97.6 percent. After growing by 1.7 percent in the 1960s and 2.1 percent in the 1970s the population of the city grew by 7.2 percent during the 1980s, then declined by 3.7 percent in the 1990s.

	1960	1970	1980	1990	2000	1990-2000 % Change	1990-2000 Net Change
City of New Lisbon	1,337	1,361	1,390	1,491	1,436	-3.6%	-55
Town of Lisbon	516	661	903	862	1,020	18.3%	158
Juneau County	17,490	18,455	21,037	21,650	24,316	12%	2,666

Source: U.S. Census

2. Population Projections

According to population projections prepared by the Department of Administration (DOA), the decrease in population that occurred during the 1990s in the City of New Lisbon is expected to continue through 2020 after an increase in 2010¹. These

projections have been revised to reflect the recent population increase resulting from annexation activity (but perhaps not all), but the underlying trends that the projections express is likely to hold true to some degree.

Year	City of New Lisbon	Juneau County
2010	2,166	27,677
2015	2,139	28,635
2020	2,107	29,449
2025	2,058	29,807

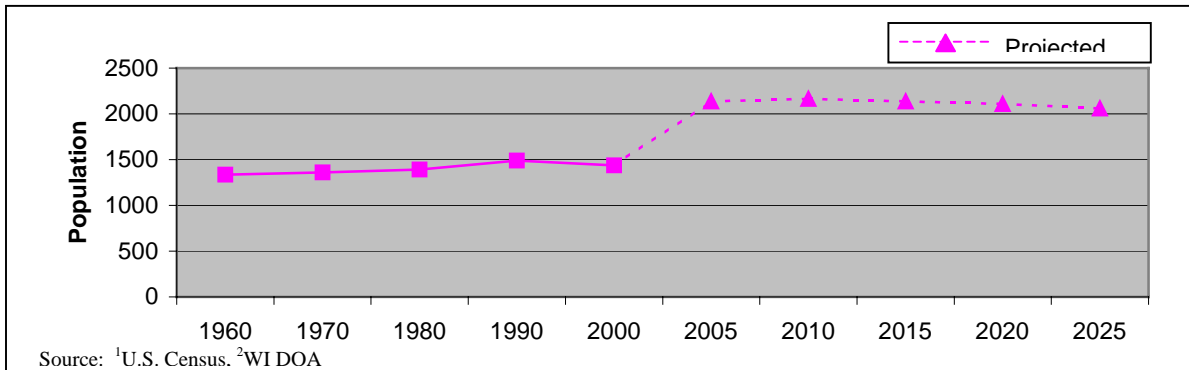
Source: Wisconsin Department of Administration

Figure 1 shows population trends in the City of New Lisbon over a 65-year period starting in 1960. Growth has been relatively flat in the city throughout the period, with the notable

¹ This population projection includes an adjustment of the 2000 Census to include the inmates of the New Lisbon Correctional Institution, which was not open during the Census. The estimate of the current population is 2,466 allowing for roughly 1,000 prisoners.

exception of a substantial jump in population resulting from annexation between 2000 and 2005. Projections call for a slow growth rate through 2010 followed by slow decline.

Figure 1
CITY OF NEW LISBON
 Historic Population¹: 1960-2000
 Projected Population²: 2005-2025

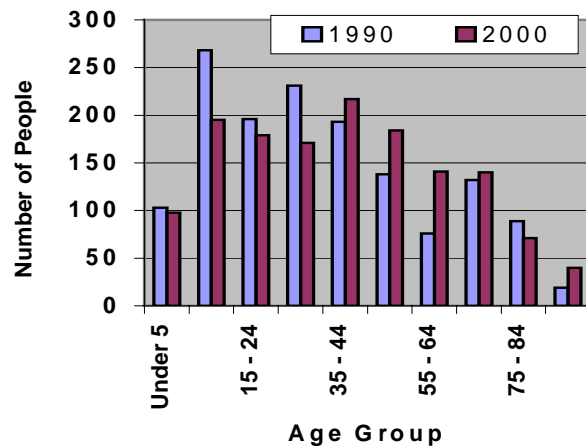


3. Population Characteristics

In 2000, the City of New Lisbon had 699 males and 737 females. City residents reported their race in the 2000 U.S. Census as the following: White 97.4%, African American 0.2%, Native American 0.6%, Asian 0.6%, two or more races 0.8%, or some other race 0.3%. The median age of City residents is 38.3 years old. In comparison, Juneau County’s median age is 39.4, while the State of Wisconsin’s median age is 36.

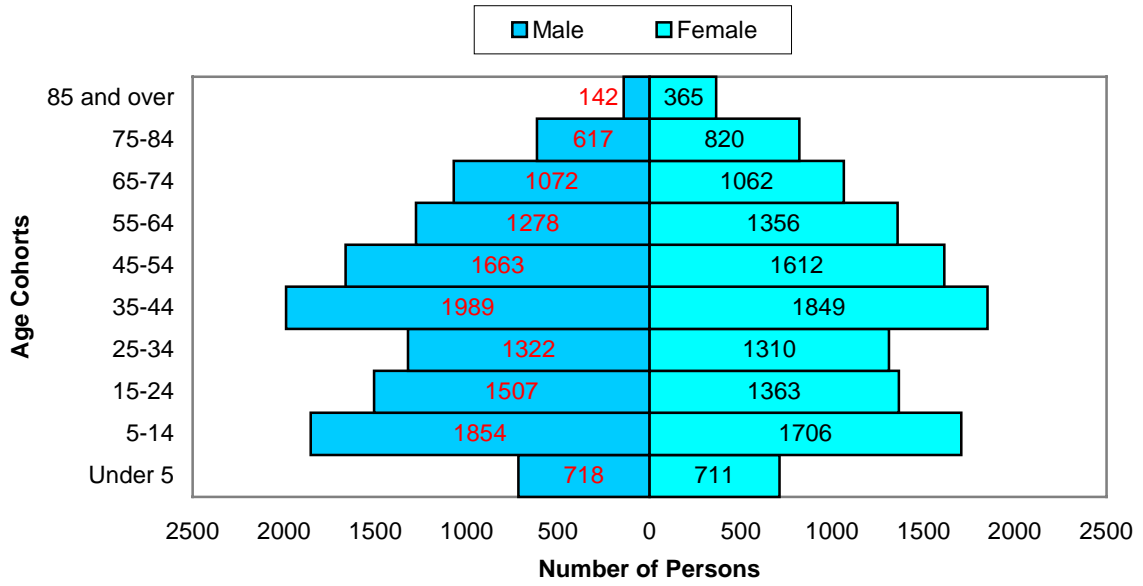
Two significant changes in the age structure in the City of New Lisbon are an 85.5 percent increase in the 55 to 64 age group, and a 33.3 percent increase in those 45 to 54 years of age between 1990 and 2000. Meanwhile those ages 65 to 74 dropped by over twenty percent. There was also an overall decrease in children 5 to 14 years old of 26.8 percent.

Figure 2
Age Distribution 1990-2000



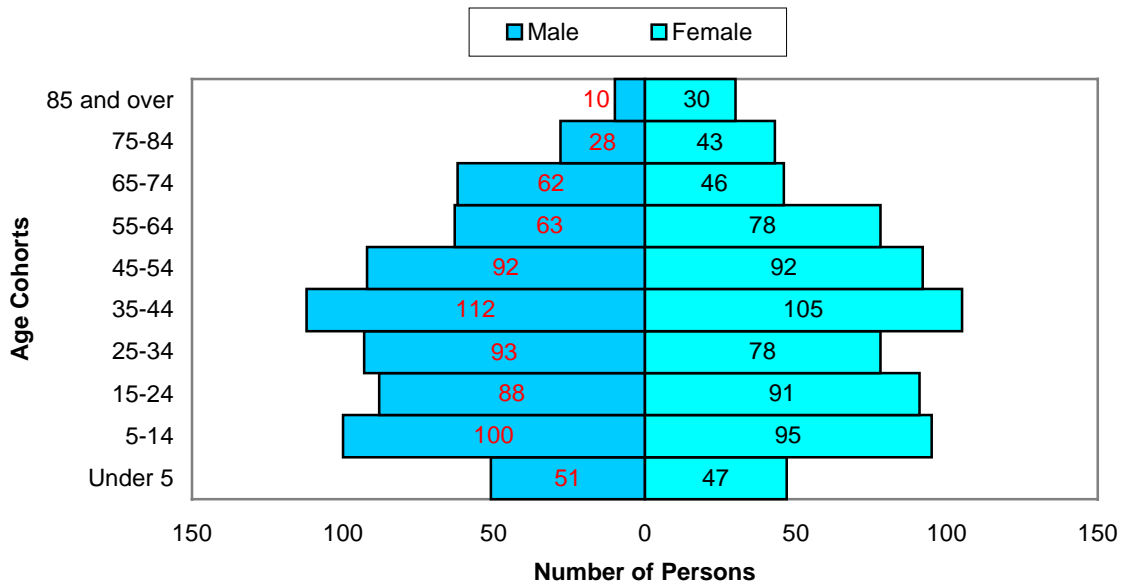
Source: U.S. Census

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



Source: U.S. Census

**Figure 4
City of New Lisbon
Male & Female Age Distribution
2000**



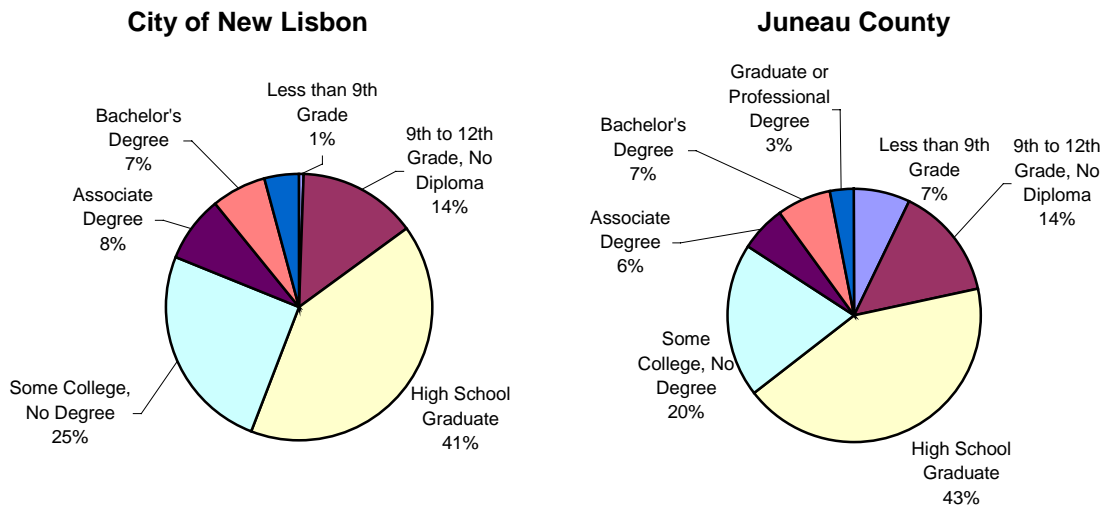
Source: U.S. Census

The population distribution of age and sex illustrated by Figure 3 shows that the population profile in the City of New Lisbon conforms fairly closely to Juneau County overall. There is a slightly higher percentage of residents in the 15 to 34 age group than in the county and a predominance of females in the 75-84 category. Although men outnumber women in the 65-74 group, overall there are 19 percent more women than men in the over 65 age group.

4. Educational Attainment

Education levels in the City of New Lisbon are generally similar to Juneau County. Over eighty-one percent of residents over 25 have completed high school, while 78.5 percent of county residents are high school graduates. Of those 25 or older who have four or more years of college, for the state 22.4 percent have a bachelor's degree or more, in Juneau County it's ten percent, and in the City of New Lisbon over ten percent of those over 25 have a bachelor's degree or more.

Figure 5
Educational Attainment, 2000
For Population Over 25 Years



Source: U.S. Census, SF-3

5. Household Characteristics

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

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

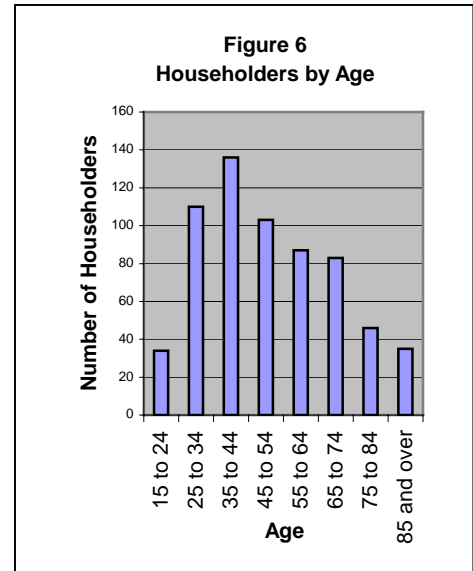
A **housing unit** is a house; apartment; mobile home; group of rooms; or single room occupied (or if vacant, intended for occupancy) as separate living quarters. ^{U.S. Census}

Married couples make up nearly 47.5 percent of all households; couples with children under 18 constitute 18 percent of households, while single parent households are ten percent. Single person households are nearly thirty percent of the total. The largest percentage of householders is between 35 and 44 (21.8%), with 26.5 percent being over 65.

The City of New Lisbon’s average household size in 1990 was 2.54 persons, while in 2000 it was 2.43 persons.

	City of New Lisbon
Total Households	617
1. Family households	384
a. Married-couple family	293
i. With own children under 18 years	111
ii. Without own children under 18 years	182
b. Householder without spouse present	62
i. With own children under 18 years	42
ii. Without own children under 18 years	20
2. Nonfamily household	233
a. Householder living alone	199
b. Householder not living alone	34

Source: U.S. Census



Source: U.S. Census

6. Household Projections

As the size of households decreases throughout the nation and in the City of New Lisbon it means that the number of households will increase at a higher rate than the population. It is expected that the number of households will decrease by 1.8 percent over the entire period, with growth of 2.4 percent through 2015 followed by a loss of 4.1 percent by 2025.

City of New Lisbon	1980	1990	2000	2005	2010	2015	2020	2025
Households	557	587	617	597	629	632	628	606

Source: ¹U.S. Census 1980-2000

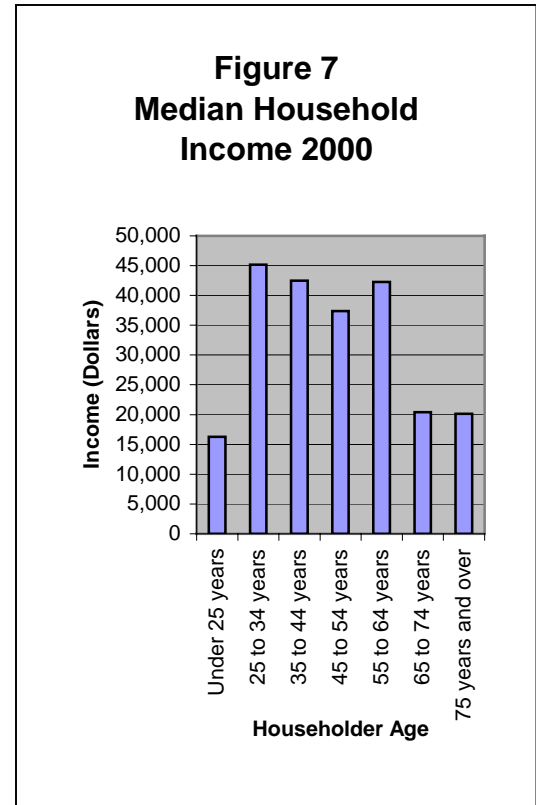
²WI Dept. of Administration Projections

7. Income Statistics

Over 45.6 percent of New Lisbon residents make over \$35,000 per year. The highest median income is in households headed by persons between 35 and 44. There is a gradual decline in the income of older households to the 55 to 64 age group. There is a steep drop-off in incomes of households over 65 years of age.

Annual Income	Number of Households	Percent of Households
Less than \$10,000	75	11.8%
\$10,000 - \$24,999	159	25%
\$25,000 - \$34,999	88	13.9%
\$35,000 - \$49,999	119	18.8%
\$50,000 - \$99,999	165	26.1%
\$100,000 and over	28	4.4%

Source: U.S. Census, SF-3



Source: U.S. Census, SF-3

Although median household income for the City of New Lisbon is 2.4 percent below the median for the county on a per capita basis it is seven percent above the county, indicating small family size. The City of New Lisbon is below the Town of Lisbon in median household income, but has higher per capita income, again indicating smaller households. Median income in the City of New Lisbon is 78.7 percent of the state median, while per capita income is ninety percent of the state level. Poverty is higher in the City of New Lisbon than in the town or state, but close to the county rate.

	Per Capita Income	Median Household Income	Percent of inhabitants below poverty level
City of New Lisbon	\$19,165	\$34,479	10.6%
Town of Lisbon	\$18,231	\$41,345	8.9%
Juneau County	\$17,892	\$35,335	10.1%
Wisconsin	\$21,271	\$43,791	8.7%

Source: U.S. Census, SF-3

8. Employment Statistics

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

Table 7 Top Employers in Juneau County, 2003

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

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

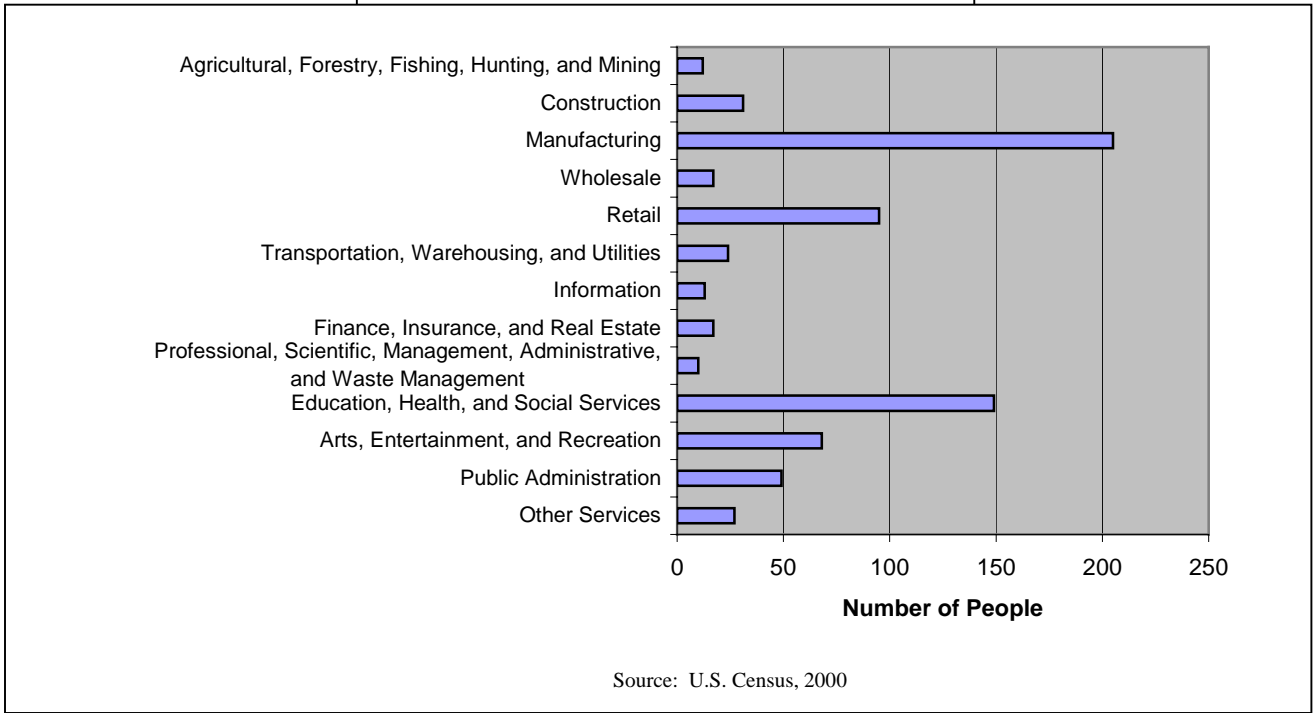
Juneau County wages are below state average in all sectors as shown in Table 8. The County comes the closest to average in agriculture and retail trade. It appears that agricultural wage averages have been declining rapidly in the past five years. Service and transportation / communications sectors wages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

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

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

Source: WI DWD 2002 and NCWRPC

**Figure 8
Employment by Industry
City of New Lisbon, 2000**



The largest single job classification in the City of New Lisbon is manufacturing, followed by education, health and social services, arts, and entertainment and recreation. Retail and construction also represent a significant part of the New Lisbon labor force. Professional & management, agriculture & forestry, public administration, finance, and other services are less important

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

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

Source: U.S. Census, and NCWRPC

II. NATURAL, AGRICULTURAL, & CULTURAL RESOURCES ELEMENT

1. Natural Resources

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

Physical Geography & Geology

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

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

Non-metallic mining

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

B. Climate

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

Growing Season Summary

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

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

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

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

Median growing season: 139 days. Growing Season ranges from 102 to 175 days.

C. Soils

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

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

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

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

Soil Descriptions

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

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

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

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

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

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

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

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

D. Surface Water

Surface water covers about 178 acres, which is 9.3 percent of the land in city, floodlands cover about 585 acres, which is 30.5 percent of the land in city, and wetlands cover about 299 acres, which is 15.6 percent of the land in city.

The most prominent water features in New Lisbon are the Lemonweir River and Mill Pond. Concern has been expressed about the water quality in the Mill Pond and the prevalence of weeds in the water. A survey was recently completed for the DNR to inform them current conditions and public opinion on the matter. Creation of a Lake Improvement District is under consideration.

Surface waters provide for drainage after heavy rains, and habitat for plants, fish, and wildlife. Webster Creek upstream from the Canadian Pacific railroad tracks has been designated as a Class II trout stream.

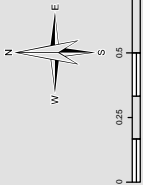
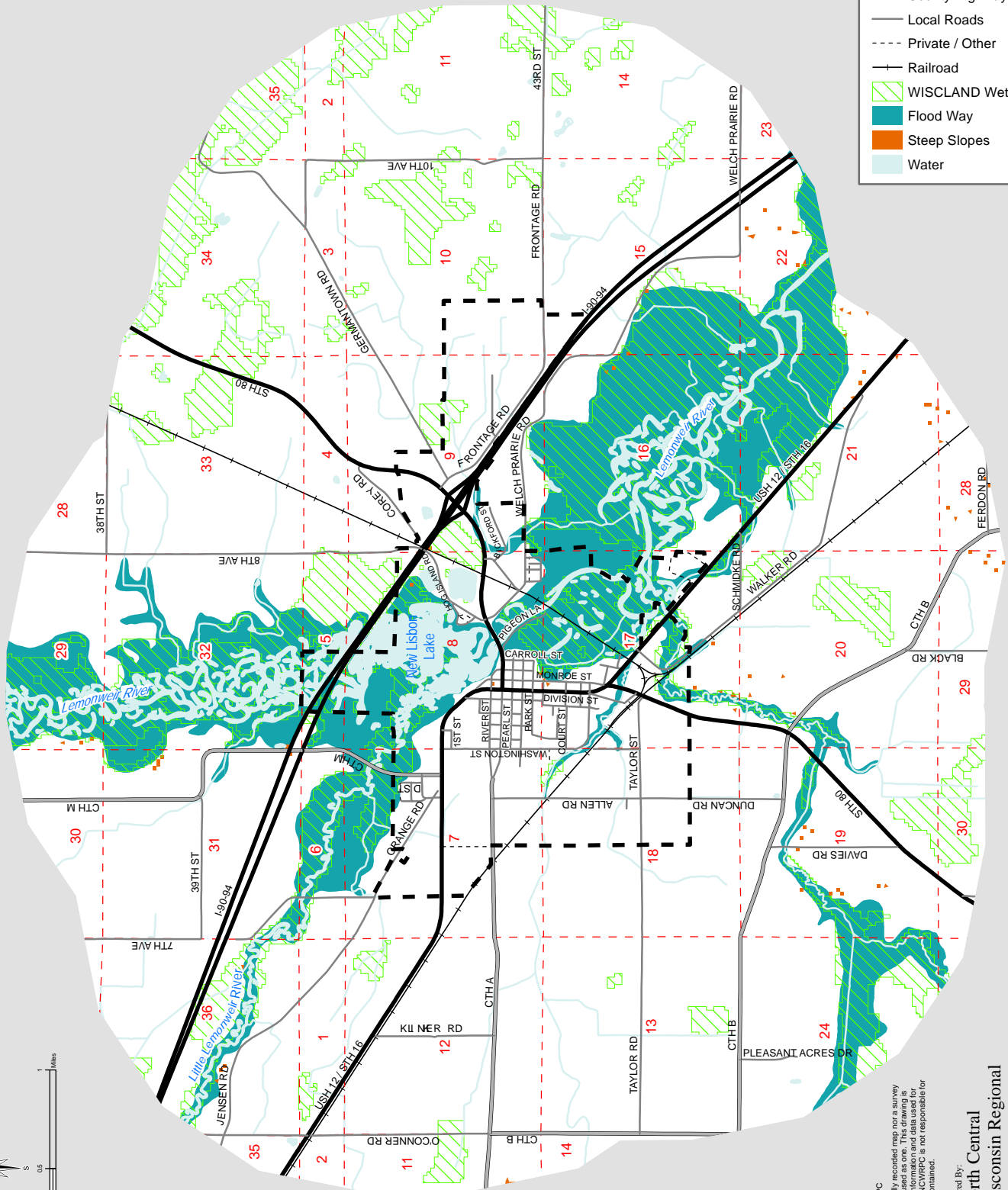


Riverside Park

City of New Lisbon - Juneau County, Wisconsin Natural Resources

Map 2

- City Limits
- Section Lines
- US & State Highways
- County Highways
- Local Roads
- Private / Other
- Railroad
- WISCLAND Wetlands
- Flood Way
- Steep Slopes
- Water



Source: WI DNR, NCWRPC
 This map is neither a legally recorded map nor a survey
 and should not be used for legal purposes. It is intended for
 a compilation of records, information and data used for
 reference purposes only. NCWRPC is not responsible for
 any inaccuracies herein contained.

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E. Groundwater

Because the City provides municipal water service few residents depend on individual wells for their drinking water, but groundwater is readily available in quantities adequate to meet domestic, agricultural, municipal, and industrial needs (Soil Survey).

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

Glacial lake and outwash deposits make up an aquifer that is the major source of ground water for private water supplies in the northern two-thirds of Juneau County. This aquifer is thickest (50-100 feet) along the Wisconsin River. In this area yields of about 500-1,000 gallons per minute can be expected. West of the Wisconsin River in a band several miles wide, yields of between 50-500 gallons per minute could be expected.

E. Wetlands

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

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

F. Floodlands

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

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

G. Forests

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

H. Rare Species & Natural Communities

The City of New Lisbon has occurrences of aquatic and terrestrial plants, animals, and natural communities from common to critically endangered:

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

2. Agricultural Resources

A. Prime Farmland, cropland, livestock

There is a modest amount of agricultural activity in the City of New Lisbon

3. Cultural Resources

A. Brief community history

New Lisbon was first platted by Amasa Wilson and Andrew Dunn. Dunn was a man of influence and a member of the state legislature, and he was able to have New Lisbon declared county seat of the newly created Juneau County. The railroad arrived in 1857 and New Lisbon became a stopping place for railroad workers. In the years before the Civil War there were four hundred residents and as many as eight hotels. The railroad and growth in lumber and grain milling along the Lemonweir River led to the New Lisbon area to a population of more than 2,500. A number of substantial businesses grew up along Bridge and Adams Streets.

When lumberman John Kingston wanted a rail connection to his mill in Necedah he fixed on New Lisbon as the site where the Wisconsin River Division of the Milwaukee Road broke off in 1878. New Lisbon became a city in 1889. A flood on the Lemonweir in 1899 threatened the dam and led to an outbreak of typhoid fever that killed three and sickened more than a hundred. A fire in 1903 destroyed much of the business district, and in 1910 the city's new school was destroyed by fire as well. During the early years of the century the city got its first telephone exchange, an electric generation plant was added to the dam, and the school was rebuilt to include a normal school. In 1910 farmers organized a co-operative creamery.

The Great Depression brought hard times and many changes to New Lisbon, but in 1938 the dam was expanded and the old mill pond was expanded to give the city a larger recreational lake. In 1943 Robert Walker founded Stainless Steel Equipment Company to make steel tanks for the dairy, chemical and paper industries. The company has gone on to become the county's largest private employer.

B. Historical buildings, archeological sites

There are no Buildings or sites on the National Register of Historic Places in the City of New Lisbon. There are twelve structures on the Architectural History Inventory (AHI), including five residential buildings, three commercial buildings, and the Civil War Memorial. Also included are a former brewery, teachers college and Opera House, and one of the residential structures that functioned as the County's first courthouse.

Lands in the city that are adjacent to surface waters may have an abundance of cultural and archeological significance because they were often the location of Native American and early European settlements. There are a number of Native mound structures in the New Lisbon area, including the Effigy Mound on the shores of Mill Pond.



*Indian Effigy
Mounds*

4. Goals, Objectives & Policies

Goals

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

Objectives

1. New development in the city should not have negative impact natural resources.
2. Encourage and support the preservation of natural open spaces that minimize flooding such as wetlands and floodplains, and minimize groundwater impacts from on-site septic systems and other sources.
3. Promote development that minimizes groundwater impacts from on-site septic systems and other sources.

Policies

1. New development should be discouraged from areas shown to be unsafe or unsuitable for development due to flood hazard, potential groundwater contamination, highway access problems, incompatibility with neighboring uses, etc.
2. Discourage the draining or filling of wetlands.
3. Implement a storm water management plan that will minimize the impact of runoff on the quality of surface and groundwater.
4. Development proposals should be reviewed relative to the potential impacts to the historical and cultural resources of the city.
5. Undertake efforts to improve water quality in the Mill Pond and to reduce the level of weed growth and invasive species infestation.
6. Protect the corridor along the Lemonweir River, including the area of the Indian (Gee's Slough) Effigy Mounds.

5. Bibliography

Juneau County Historical Society, Juneau County: The First 100 Years, 1988, New Past Press, Friendship, WI

Juneau County Land Conservation Department, Land & Water Resource Management Plan, 1999, Mauston

NCWRPC, Juneau County Outdoor Recreation Plan, 2007, Wausau

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III. HOUSING ELEMENT

A. Background

Previous Studies

“Wisconsin State Consolidated Housing Plan”

The Consolidated Housing Plan is required by the Department of Housing and Urban Development (HUD) in the application process required of the State in accessing formula program funds of Small Cities Community Development Block Grants (CDBG), HOME Investment Partnerships, Emergency Shelter Grants, and Housing Opportunities for Persons With AIDS. “The Consolidated Plan provides the framework for a planning process used by States and localities to identify housing, homeless, community and economic development needs and resources and to tailor a strategic plan for meeting those needs.” This is how the Department of Housing and Urban Development (HUD) website (www.HUD.gov) describes the Consolidated Plan, which consists of a 5-year strategic plan, annual action plans, and annual performance reports. The Plan must be updated annually.

The Consolidated Plan has five parts: (1) an overview of the process; (2) a description of public participation; (3) a housing, homeless, community and economic development needs assessment; (4) long-term strategies to meet priority needs; and (5) an action plan. The Division of Housing and Intergovernmental Relations (DHIR) prepares the Consolidated Housing Plan, and is focused on low-income and special needs populations.

The Consolidated Plan, in assessing housing needs, looks at a number of different factors that are significant components of the housing picture. Housing affordability is a primary consideration. According to federal guidelines a family should not have to spend more than thirty percent of its income on housing. Using this standard “an individual in Wisconsin would need to earn \$12.22 per hour to afford the fair market rent unit at 30% of income. Households in the low-income range have great difficulty finding adequate housing within their means and that accommodates their needs.” This presents a particular problem for the working poor, many of whom earn little more than the federal minimum wage of \$5.15 an hour.

Other factors than the construction of new housing units affect the quality and availability of housing as well. Just as the difficulty of providing affordable housing to low-income families can be stated in terms of an hourly wage, there is more involved in a well-housed community than the number of housing units.

“The connection between community housing, public facilities and economic development is important. Without adequate infrastructure, housing quantity and quality suffers. Without adequate infrastructure, economic development is limited. Without adequate housing, infrastructure and economic investment, a community’s downtown deteriorates and results in disinvestments, a dwindling labor force due to out migration, and declining tax base make it difficult for localities to thrive.”

The State Consolidated Housing Plan (CHP) is primarily focused on how government action can address special needs. “With limited staff and shrinking budgets, knowing how these numerous programs can work together more efficiently and effectively would greatly benefit local governments and organizations”

Issues

Lack of Housing Opportunities

There is a consensus within the community that there is a shortage of housing opportunities in New Lisbon. Little residential development has taken place in the city in the last fifty years (note that less than half of the city’s housing units were built since 1960 as against 64 percent for the county and over 71 percent in the Town of Lisbon: see Table 9). Meanwhile jobs within the city have continued to increase and the population has aged. These factors have combined to create a situation where many families are unable to find affordable housing within the city. Many older residents, who would like to move from larger family houses that they have owned for many years, are unable to do so because there are not a sufficient number of appropriate apartments available. If they were able to move this would open up homes for younger families.

There have been several proposals that have emerged recently to address this shortage. An eighty-unit apartment complex was recently approved for an area along Allen Road. It is hoped that this complex will offer some elderly residents a housing alternative, as well as young families and single people. Although there has been no formal approval at this time there are also proposals that have been circulated for large subdivisions in the same area. If these plans are realized it would go a long way toward relieving the housing shortage. As the developer of the apartment project put it, “There are about 1,800 jobs here (in New Lisbon) and a lot of those people aren’t living here...They need housing.” (Rothe)

The area in the southwest corner of the city, on the south side of the Canadian Pacific railroad tracks offers the best opportunity for residential development within the current city limits and easily accessible to utility extension. This area should be the focus of City efforts to increase the availability of housing.

Affordability

According to the 2000 Census 23.4 percent of Juneau County households reported incomes below \$25,000. In the city over 19.8 percent have incomes below \$15,000 and 36.8 percent of residents earn less than \$25,000 per year. For many of these people this poses a difficulty in paying for decent, safe and sanitary housing. For 31.1 percent of renters and 15.4 percent of homeowners in the city this means that they must spend more than thirty percent of their income on housing. This fits a pattern throughout rural America,

“...even though many low-income rural homeowners work full time, they may still spend a high percentage of their monthly income on housing and be unable to afford to bring their residences up to code...25 percent of all rural

households were ‘cost-burdened,’ meaning they spent more than 30 percent of their income on housing.” (Freidman, p.2)

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

What can be done to address this problem? A number of programs are available to local governments that offer funding to provide affordable housing units. These are listed below. But there is a need also to seek solutions that will yield an increase in affordable housing units through market-based mechanisms. Multi-family housing or accessory dwelling units can provide housing at a lower cost than single-family units. One of the more persistent objections to multi-family housing, and to accessory dwelling units, is that apartments compromise the property values of single-family dwellings. In recent years evidence has emerged that, rather than diminishing the value of single-family housing, well-designed and maintained multi-family housing can increase the value of nearby neighborhoods.

Local governments can take actions to foster affordable housing. An affordable Housing Trust Fund is one such alternative. Funding can come from special fees, often on real-estate transactions or late property tax payments. A Small Cities CDBG housing grant forms the basis for a revolving loan fund, where as loans to improve the quality of housing are paid back that money is lent out again to provide more and better quality housing for low- and moderate-income residents.



The Low Income Housing Tax Credit (LIHTC) may be the most prominent new source of funding for affordable housing over the last decade and a half. Investors who allocate a number of units as affordable to low-income families for a certain period (usually 15 years) are allowed to take a credit on their income tax. There are 106 housing units that utilize the LIHTC in the county none are located in the city.

Subsidized/Special-needs Housing

There are 488 subsidized housing units in Juneau County this is one unit for every fifty people. By contrast in Adams County there is one unit for every 114 people. Roughly half of these units are designated for the elderly. Slightly less than half are for families and thirteen are designed for the disabled. Whether this is sufficient is a matter of judgment.

What is not open to question is that disabled and low-income citizens often require special housing accommodations. How best to meet these needs should be a focus of any planning process that the City engages in.

Most project-based units in the county were funded under the U.S. Department of Agriculture – Rural Development (USDA-RD) Section 515 program that supports the construction of multi-family housing for low-income residents. Under the program, which has been in operation in Wisconsin since 1969, USDA underwrites fifty-year mortgages at a one percent interest rate in exchange for an agreement to provide housing for low and very low-income residents.

The other major housing subsidy program is the housing choice voucher program, commonly known as Section 8. Administered locally by the Mauston Housing Authority, eligible families are issued vouchers that they can use to secure housing in the private market. Having found a suitable housing unit, which meets minimum health and safety standards, where the owner has agreed to rent under the program, the eligible family uses its voucher to cover the part of the rent beyond the portion it pays, usually 30 percent of its income. The landlord receives a subsidy directly for the portion of the Fair Market Rent not paid by the tenant. The voucher-holder signs a lease for a term of, at least, one year and the landlord signs a contract with the Mauston Housing Authority, running concurrently with the lease. Eligibility for the program is generally limited to families with incomes below 50% of the median for the county in which they reside. The program is open to any housing unit where the owner agrees to participate and where the unit satisfies the standards.

Beyond the need for subsidized units a number of program alternatives are available to meet the needs of range of citizens. USDA-RD is focused on rural areas, and thus may be the most promising source of housing-related funding.

2. Housing Stock

A. Total Housing Units

The housing stock in the City of New Lisbon is generally adequate for the needs of the community, although there is some concern about the lack of available housing. The 1990 Census indicates that there were 643 housing units in the city. All of these units had complete plumbing facilities, four lack complete kitchen facilities. In 2000, there were 690 housing units in the town, an increase of 47 (7.3%) since 1990. This contrasts to a 3.6 percent decrease in population during the decade. The 7.3 percent increase in New Lisbon compares to an eight percent increase in housing units for the county during the decade. Since 1980 the total number of housing units increased by 15.2 percent.

B. Year Built

The housing stock in the city is generally older than the state or county and considerably older than the surrounding town. Nearly a third of buildings are more than 65 years old, significantly higher than for either the county or the state. Eighteen percent were built in the 1940s or 1950s. Structures built in the 1960s and 1970s are below the county and state percentages. Nearly seventy percent of houses in the Town of Lisbon were built since 1960, compared to just over half in the city. Over twenty-two percent of houses in the city have been built since 1980, less than for the state and considerably less than the county.

Table 10 Age of Structure by Jurisdiction, 2000

Year built	City of New Lisbon		Town of Lisbon		Juneau County		State of Wisconsin	
Before 1939	226	32.6%	95	21.9%	2,842	23.0%	543,164	23.4%
1940-1959	124	18%	28	6.5%	1,610	13.0%	470,862	20.3%
1960-1979	184	26.6%	148	34.2%	3,633	29.4%	667,537	28.8%
After 1980	156	22.7%	162	37.4%	4,285	34.6%	639,581	27.5%
Total	690	100%	433	100%	12,370	100%	2,321,144	100%

Source: US Census Bureau & NCWRPC

C. Building Type

Single-family dwellings are the most common type of housing units in the city. At 430, they constitute 62.3 percent of the housing stock. Multi-family units include 22 duplexes and 108 units in larger buildings for a total of 15.6 percent of all housing units. Manufactured and mobile homes account for 14.5 percent housing units. The Census lumps the two together under the definition of “a housing unit that was originally constructed to be towed on its own chassis.”

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

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

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

D. Tenure

Owner occupancy is the (69%) norm in the City of New Lisbon. This is below the rate for the county (78.9%) but slightly higher than the state (68.4%). Just under a third (31%) of city residents are renters. Nearly eleven percent of residents have lived in the same home for more than thirty years, generally tenure in the city mirrors the state and county fairly closely.

Table 11 Housing Tenure by Jurisdiction, 2000

Tenure	City of New Lisbon		Town of Lisbon		Juneau County		State of Wisconsin	
Over 30 years	69	10.9%	30	7.5%	1,053	10.9%	229,063	11.0%
21 to 30 years ago	82	13%	63	15.8%	1,189	12.3%	222,015	10.7%
11 to 20 years ago	103	16.3%	100	25.1%	1,701	17.5%	323,813	15.5%
10 years or less	377	59.7%	205	51.5%	5,753	59.3%	1,309,653	62.8%
Total	631	100%	398	100%	9,696	100%	2,084,544	100%

Source: US Census Bureau & NCWRPC

E. Value

Median home value in the City of New Lisbon is below the median value for the county, and well below the Town of Lisbon. The indication from the Census is that 15.4 percent of homeowners and more than a 31 percent of renters spend more than thirty percent of their income on housing. This is a relatively high percentage.

Table 12 Median Value of Structures by Jurisdiction, 2000

Municipality	Median home value	% of state Median value
City of New Lisbon	\$62,700	55.9%
Town of Lisbon	\$88,200	78.6%
Juneau County	\$71,200	63.5%
State of Wisconsin	\$112,200	100%

Source: US Census Bureau & NCWRPC

The National Low Income Housing Coalition assembles a yearly list of estimates of the income required to afford housing using this “cost-burden” standard for localities across the country. This report focuses on rental housing, but can be broadly applied to owner-occupied housing as well. The report calculates that for the state as a whole a full-time worker must earn \$11.63 an hour in order to be able to afford a two-bedroom apartment. For the non-metro areas of the state the comparable figure is \$8.93. In Juneau County a full time worker must earn \$10.66 per hour to afford the two-bedroom apartment. For a worker earning minimum wage this means working 79 hours every week to afford that apartment.

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

F. Vacant/Seasonal

Of 690 housing units in the city 617 were occupied, while seventy-three (10.6%) were vacant. Ten units, 1.4 percent, were identified as seasonal. This compares to 16.5 percent of housing units in the county being described as seasonal, and just over six percent for the state. The number of seasonal dwellings in the city has increased by five units since 1990. The number of vacancies is up from 56 units in 1990.

3. Housing Demand

A. Persons Per Household

Families are getting smaller and more people are living alone, so average household size has been going down for several decades. The most obvious effect of this trend is that demand for housing units is increasing faster than population. In the City of New Lisbon the average household size in 2000 was 2.42 persons per household. This compares to the average of 2.47 for Juneau County and the average of 2.5 for the state as a whole. In 1990 there were 2.54 persons per occupied housing unit, which indicates a general trend toward smaller households. So it is likely that demand for housing units will increase at a higher rate than population.

B. Projections

An important part of the planning process is the projection of growth trends. There are a number of different methodologies that can be used to determine possible future growth. Any projection is on some level an educated guess, but methods exist to ensure the accuracy of these estimates. The Department of Administration (DOA) of the State government prepares population estimates and projections that are based on birth, death, and age data, and other information available to the State. By aging the existing population and calculating normal life expectancy and birth rates it is possible to project the number of people who are likely to live in an area in the future. The movement of population into and out of an area

can be used in making projections but it is a more speculative form of calculation and DOA generally only adopts well-established immigration trends into their projections.

Where DOA deliberately adopts the most conservative approach to population projections, this method does not anticipate changing circumstances that can affect growth trends. The twenty-year growth trend (1980-2000) for the county has been approximately 15.6 percent. Population growth in the city during the same period was 3.3 percent.

Table 13: Population Projections

	2000	2005	2010	2015	2020	2025
Dept. of Administration	1,436	2,135	2,166	2,139	2,107	2,058
Twenty-year growth rate*	1,436	2,448	2,460	2,472	2,483	2,495

Source: U.S. Census, DOA, NCWRPC
 * includes 1,000 increase from prison

4. Housing Programs

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

- Section 502 Homeownership Direct Loan Program of the Rural Health Service (RHS) provides loans to help low-income households purchase and prepare sites or purchase, build, repair, renovate, or relocate homes.
- Section 502 Mutual Self-Help Housing Loans are designed to help very-low-income households construct their own homes. Targeted families include those who cannot buy affordable housing through conventional means. Participating families perform approximately 65 percent of the construction under qualified supervision.
- Section 504, the Very-Low-Income Housing Repair Program, provides loans and grants to low-income homeowners to repair, improve, or modernize their homes. Improvements must make the homes more safe and sanitary or remove health or safety hazards.
- Section 521 Rural Rental Assistance Program provides an additional subsidy for households with incomes too low to pay RHS-subsidized rents.
- Section 533 Rural Housing Preservation Grants are designed to assist sponsoring organizations in the repair or rehabilitation of low-income or very-low-income housing. Assistance is available for landlords or members of a cooperative.

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

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

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

5. Goals, Objectives & Policies

Goals

1. Encourage adequate, affordable housing for individuals consistent with the character of the community.
2. Discourage residential development in unsuitable areas.
3. Ensure that the quality of the housing stock in the city is improved and that it fully meets the needs of both families and the elderly.

Objectives

1. Ensure that local land use controls and permitting procedures do not discourage or prevent the provision of housing opportunities consistent with the character of the community.
2. Protect traditional design of neighborhoods with walkable character.
3. Increase the supply of owner-occupied and rental housing available in the city.

Policies

1. Restrict the location of new development in areas that are shown to be unsuitable for specific uses due to septic limitations, flood hazard, groundwater pollution, highway access problems, etc.
2. Explore options for expanding revolving loan fund to finance improvements to housing within the city, such as Small Cities CDBG grant.
3. Make use of manufactured housing as an affordable, and well regulated, source of housing.
4. Encourage residential development with full utility service on available land within the city.
5. Embark on a program of neighborhood beautification as a way of enhancing the quality and value of the city's residential districts.

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IV. TRANSPORTATION ELEMENT

1. Transportation Facilities

A. Background

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

B. Summary of Transportation Plans

1. Corridors 2020

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

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

2. TransLinks 21

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

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

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

3. Connections 2030

Connections 2030 will be a 25-year statewide multi-modal transportation plan that is policy-based. The policies will be tied to “tiers” of potential financing levels. One set of policy recommendations will focus on priorities that can be accomplished under current funding levels. Another will identify policy priorities that can be achieved if funding levels increase. Finally, WisDOT may also identify critical priorities that we must maintain if funding were to decrease over the planning horizon of the plan. This plan will not conflict with the City of New Lisbon Comprehensive Plan, because the policies are based upon the transportation needs outlined in TransLinks 21. There are no TransLinks 21 projects identified in New Lisbon.

4. State Trails Network Plan

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

C. Inventory of Transportation Facilities

1. Roads

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

The City of New Lisbon’s principal arterials are I-90/94, which is designated as part of the state’s backbone system State Highways 80 and 16, USH 12, and CTH A are major collectors, CTH M is a minor collector, and the remaining 15.35 miles of roads in the city are local.

The City of New Lisbon road network consists of roughly 12.6 miles of federal highways, 2.5 miles of state highways, .03 miles of county highways, and 15.35 miles of local roads. WisDOT requires all local units of government to submit road condition rating data every two years as part of the Wisconsin Information System for Local Roads (WISLR). The Pavement Surface Evaluation and Rating (PASER) program and WISLR are tools that local governments can use to manage pavements for improved decision making in budgeting and maintenance. Towns can use this information to develop better road budgets and keep track of roads that are in need of repair.

Road Classifications

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

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

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

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

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

Table 14 Annual Average Daily Traffic at Recorded Sites
City of New Lisbon 1980-2004

	1980	1983	1986	1995	1998	2004	% Change 1980-2004
Site 1	420	590	290	590	950	600	42.8%
Site 2	3,050	2,650	3,390	3,600	3,500	3,300	8.2%
Site 3	640	1,440	1,490	2,500	1,700	2,400	275%
Site 4	3,300	3,780	3,100	4,900	3,600	5,700	72.7%
Site 5	3,840	3,410	5,090	5,600	4,200	3,800	-.01%
Site 6	----	----	10,240	12,400	14,700	15,800	54.3%*
Site 7	----	----	10,350	11,800	14,400	15,800	52.6%*

Source: Wisconsin Highway Traffic Volume, Department of Transportation

Site 1: CTH M north of State St.

Site 2: US 12 north of intersection with W. River St.

Site 3: N. River St./W. Bridge St. (CTH A)

Site 4: E. Bridge St. (STH 80)

Site 5: US 12 south of intersection with Bridge St.

Site 6: I-90/94 westbound *1986 to 2004

Site 7: I-90/94 eastbound *1986 to 2004

Annual average daily traffic counts (AADT) are measured and calculated every three years by the Department of Transportation (DOT) for four areas of the city, and on I-90/94. Monitoring these counts provides a way to gauge how traffic volume is changing in New Lisbon. Traffic levels in New Lisbon are generally increasing, but don't follow a clear pattern. Traffic on CTH A has increased substantially, although some of the increase is due to the monitoring moving in 1983 from River Street near the edge of the city to Bridge Street near the intersection with Adams Street. Even at the Bridge Street location traffic has increased by 66 percent since 1983. The most stable traffic levels have been on USH 12/STH 16 north of downtown. Although USH 12/STH 16 shows a small net loss in traffic south of downtown for the entire period, between 1980 and 1995 traffic at this point increased by 45.8 percent.

Most significantly, traffic on I-90/94 has increased by more than half since 1986. This is in many ways the lifeblood of the city. Traffic was measured on the I-90/94 interchange in 2004. The AADT was as follows: exit ramp westbound, 1,400, entry ramp westbound, 1,300; exit ramp eastbound, 1,200, entry ramp eastbound, 1,400. In coming years the level of traffic on the Interstate and the amount of traffic that exits at New Lisbon will be crucial to the economic health of the city.

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

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

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

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

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

Juneau County Road Improvement Plan

Annual road improvement plans are created and submitted to the County Board for approval.

State of Wisconsin Six Year Highway Improvement Program

The state will coordinate roadway maintenance between 2007-2009 on I-90 between Camp Douglas and Wisconsin Dells.

2. Bicycling Opportunities

The Bicycle Federation of Wisconsin along with WisDOT has determined what the bicycling conditions are on all county and state highways. Roads currently suitable for bicycling and roads designated as bicycle routes in the Regional Bicycle Facilities Plan, including an off-road route from Mauston through New Lisbon to Camp Douglas. There is an extensive system of recreational trails in the county and there is interest in making a connection, especially to the Omaha Trail.

3. Airports

Air Carrier/Air Cargo airports closest to New Lisbon are the La Crosse Municipal Airport (LSE), the Central Wisconsin Airport (CWA) in Mosinee, and the Dane County Regional Airport (MSN) in Madison.

Transport/Corporate airports are intended to serve corporate jets, small passenger and cargo jet aircraft used in regional service and small airplanes (piston or turboprop) used in commuter air service. The only difference between a transport/corporate airport and a commercial airport is that the commercial airport has scheduled passenger service.

Utility airports are intended to serve virtually all small general aviation single and twin-engine aircraft, both piston and turboprop, with a maximum takeoff weight of 12,500

pounds or less. These aircraft typically seat from two to six people and are now commonly used for business and some charter flying as well as a wide variety of activities including recreational and sport flying, training, and crop dusting. The Mauston/New Lisbon Airport located in the Town of Lisbon, halfway between the two cities on US 12, is such an airport.

Mauston-New Lisbon Union Airport (82C) has two runways, and is located three miles south-east of the City of New Lisbon. Runway #14 is 3686 x 75 feet, and has an asphalt surface. Runway #32 is 3686 x 75 feet, and also has an asphalt surface. This Basic Utility-B (BU-B) airport is designed to accommodate aircraft of less than 12,500 pounds gross weight, with approach speeds below 121 knots and wingspans of less than 49 feet. Such aircraft are typically single-engine or twin-engine piston.

4. Rail

The City of New Lisbon is at the intersection of two rail lines: Canadian National owns the former Wisconsin Central that run north-south parallel to the Yellow River to Babcock and from there to Wisconsin Rapids; and the Canadian Pacific runs east-west, from Portage to Tomah, connecting Milwaukee and LaCrosse. There is regular freight service on both lines. Amtrak provides passenger rail service, which has stations in Tomah and Wisconsin Dells.

The Railroad Commissioner had proposed closing the rail crossing at Allen Road on the southwest side of the city. Concerns were expressed that closing this crossing will significantly affect the ability of the city to grow in this direction since a large part of the developable land within the city limits is in the southwest corner of the city. Closing of the Allen Road would limit access for the central part of the city to the single crossing at STH 80 and Taylor Street, which could significantly limit access by emergency vehicles. With the need for expanding housing options in the city restricting access to this area could create a significant obstacle to the needed development.

On February 13, 2008 the Railroad Commissioner issued an opinion stating that the Allen Road crossing should remain open. Noting that about 29 trains a day pass this crossing, most at speed over 60 mph, the Commissioner's findings detail the safety threats encompassed in the current configuration of the intersection. The findings acknowledge the recurrent blockage of other crossing by trains and the constraints this places on access to all parts of the city, especially for emergency vehicles. It also mentions how the Allen Road closing would impact future development.

As a condition of keeping the crossing open "the hearing examiner recommends that the City be required to realign and upgrade Allen Road to a roadway that meets certain minimum design standards." The report then lays out very specific actions to be taken by the City and the railroad in improving the crossing and specifies "That the City of New Lisbon shall bear the cost to realign and reconstruct Allen Road, including the crossing construction.

5. Bus/Transit

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

6. Transportation Facilities for Disabled

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

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

7. Pedestrian Facilities

All roads are available for pedestrian travel. Many streets in the city have sidewalks, and walking is generally a safe and reliable way to get around.

2. Goals, Objectives & Policies

Goals

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

Objectives

1. Improve and expand pedestrian walkways and non-motorized vehicle pathways linking parks, commercial, residential, natural areas within the city and also network with the non-motorized trail system of the county at large.
2. Improve existing roads before constructing new roads.
3. Maintain road access to all areas of the city.

Policies

1. Utilize WISLR software to inventory and rate the local roads.
2. Discourage land uses that generate heavy traffic volumes on local roads that have not been constructed or upgraded for such use.
3. Work with the County and WisDOT to coordinate transportation planning.

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



The interchange at I-90/94 is certainly New Lisbon's most significant transportation facility, as well as its most important economic development asset, and the likely site of considerable growth in the coming years.

V. UTILITIES & COMMUNITY FACILITIES ELEMENT

1. Background

There are sanitary sewer, storm water systems, water supply, wastewater facilities, and a library in the City of New Lisbon. There are no power plants, but there is a major transmission lines, and two health care facilities, a clinic and an assisted living. The City is the center the New Lisbon School District.

A. Trail System

The extensive system of “rails-to-trails” recreational trails in the area offers the potential for New Lisbon to increase its visitor profile and improve the quality of life for residents. The City has applied for a grant to begin planning for a trail system within New Lisbon. The first step has been development of a trail in Riverside Park. Eventually it is hoped that a trail can be extended along the shore of the Mill Pond and down the Lemonweir River.

A connection to the Omaha Trail in the Village of Hustler is seen as a long-term goal as a way of connecting New Lisbon to the system of trails in the southwest part of the county. There is also a proposal to complete a connection along the railroad right-of-way connecting Rocky Arbor State Park near the Wisconsin Dells and Mill Bluff State Park in Monroe County.

2. Inventory

A. Water-related Assets:

1. Drinking water

The City of New Lisbon maintains three high capacity wells that each are capable of producing 350 gallons per minute. The system also includes a 200,000-gallon water tower built in 1994 that turns over roughly 310,000 gallons per day and 250,000 per day in the winter. Water service is available in most parts of the city.

2. Waste-water

A municipal wastewater treatment facility that serves the City of New Lisbon is located on the southwest area of the city on Webster Street and discharges into the Lemonweir River. The current City of New Lisbon wastewater treatment plant was rebuilt in the 2000. A new plant replaced the original with a design capacity of 480,000 gallons per day. Currently the plant treats about 320,000 gallons per day, so there is unused capacity. Sanitary sewer service is available in most of the developed areas of the city.

3. Stormwater

The City of New Lisbon has a limited stormwater handling systems, which drain directly into the Mill Pond or the Lemonweir River. Overall only about a quarter of the city has stormwater controls.

4. Dams

The dam at the Mill Pond was built to run a sawmill and was the site of the county's first grain mill, built in 1858, was one of the original businesses in New Lisbon. Today the dam is owned and operated by the City, and is used only to control water flow.

B. Solid Waste-related Assets:

The City of New Lisbon contracts with a private hauler to provide curbside garbage pick-up, including recyclables. For a fee the City will dispose of large items. Juneau County operates its own sanitary landfill that serves the majority of the county.

C. Public Works

1. City Hall

The most prominent community facility is the City Hall. The building, constructed in 2002, is owned and maintained by the City. The City Hall functions as a multi-purpose building. It includes a garage that houses the equipment of the New Lisbon Volunteer Fire Department



City Hall

The City has a large detached garage near the treatment plant where heavy equipment is stored. The City owns a number of vehicles and heavy equipment: two dump trucks, six pick-up trucks, a jetter, a digger, and two buckets.

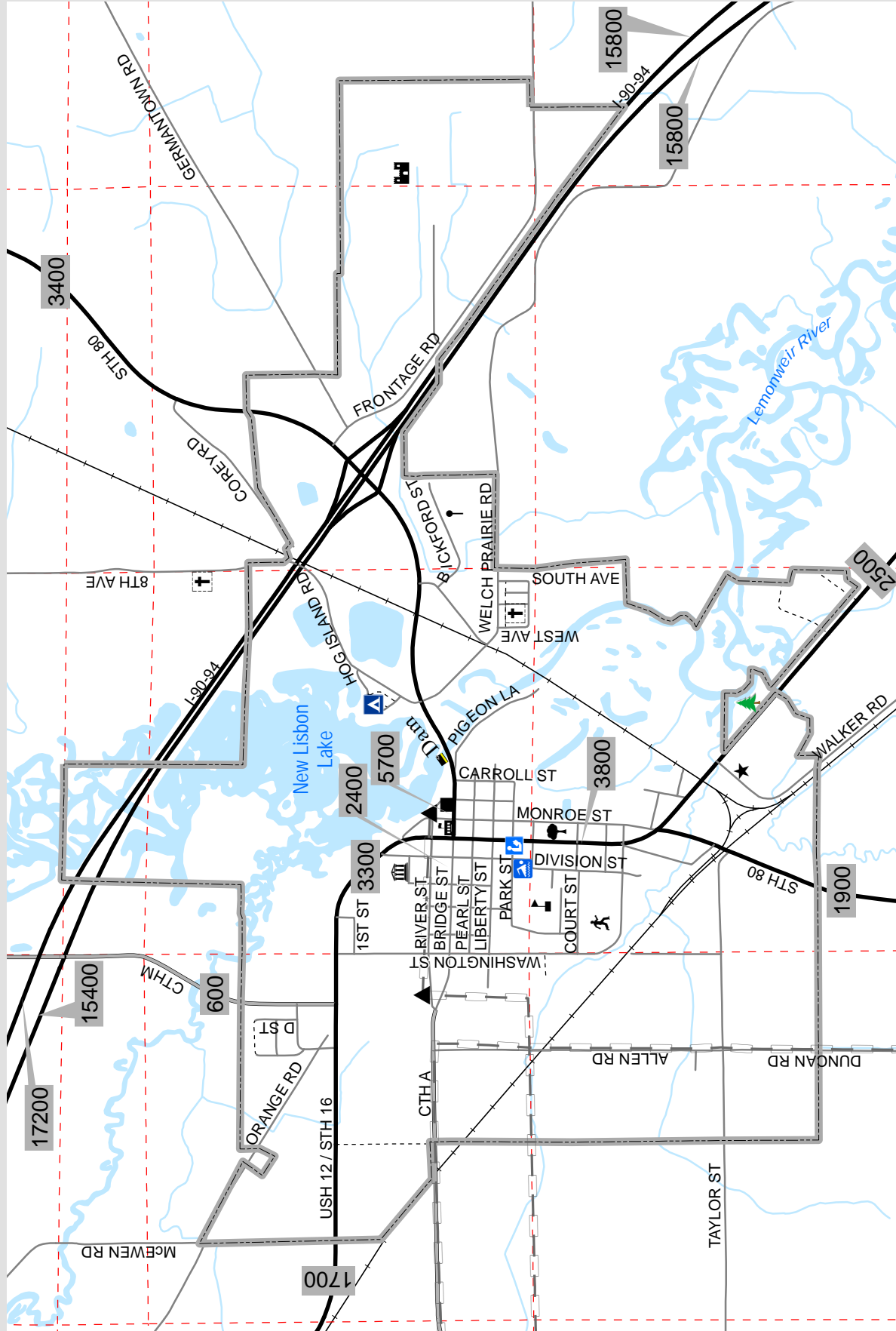
2. Mauston-New Lisbon Airport

The City of New Lisbon owns and operates with the City of Mauston an airport located in the along Highway 12/16 halfway between the cities in the Town of Lisbon. This is a utility airport designed to accommodate small, private planes. With a 3,700-foot runway it can handle most small planes. The Cities are currently involved in an expansion project, funded by a grant from the FAA, at the airport that will extend the runway to 5,000 feet. Land has been acquired to accommodate the expansion and it is anticipated that the runway extension will take place soon.

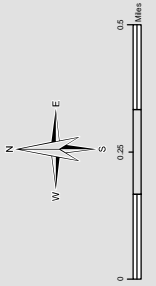
City of New Lisbon - Juneau County, Wisconsin

Base

Map 3



- City Limits
- Section Lines
- US & State Highways
- County Highways
- Local Roads
- Private / Other
- Railroad
- High Voltage Powerline
- Substation
- Cemeteries
- Library
- City Hall & Firestation
- Post Office
- School
- Athletic Fields
- Riverside Park
- Campground
- Heritage Park
- Effigy Mounds
- Power Plant & Police Station
- Waste Water Treatment Plant / City Garage
- Swimming Pool
- Water Tower
- Prison
- Water
- 500** Annual Average Daily Traffic Count, 2004



Sources: WI DNR, NCWRPC, WI DOT 2004
 This map is based on a highly recorded, topographic survey and is intended to be used as a reference only. NCWRPC is not responsible for any inaccuracies herein contained.

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3. Cemeteries

New Lisbon Cemetery is located on the Welsh Prairie Road. It is run by the City. The cemetery was established in the late 1800s. There is also a Catholic cemetery just outside the city limits on Hog Island Road.

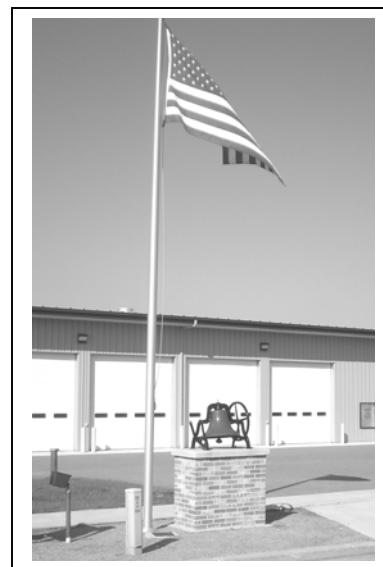
D. Public Safety

1. Police

The New Lisbon Police Department provides general law enforcement services to the City of New Lisbon. In addition to the Chief, the department has three full-time officers. The department has three cruisers.

2. Fire

The New Lisbon Volunteer Fire Department is a subsidiary unit of the City. It serves the City of New Lisbon plus the Town of Fountain, and parts of the Towns of Lisbon, Clearfield and Germantown. The Department consists of thirty members, including a chief, an assistant chief, four captains, and four lieutenants. There are six certified EMTs. The New Lisbon Volunteer Fire Department maintains a 61-foot aerial lift with a 1,250 gallon/minute pumper and another pumper, two tankers, and two brush unit truck, one with a CAF system at the Fire Hall.



Fire Hall

3. Emergency Medical Service

The ambulance service is provided by the Camp Douglas Rescue, which has three ambulances. There area also six first responders organized under an independent entity who provide EMS service to the City out of Camp Douglas.

E. Health-care

The City is served by the Hess Memorial Hospital in Mauston, although some residents choose to go to Tomah for medical care. Hess Memorial Hospital is a 40-bed acute care facility offering Urgent Care, Emergency Services, Surgery, In-patient Services, a Birthing Center, and Outpatient Services. Active physicians include 18 family practitioners, 3 gynecologists, 2 podiatrists, 2 surgeons, and a pathologist. Consulting physicians represent 23 fields. Other medical professionals include 2 nurse practitioners, and 13 physician assistants. The facility is equipped with cardiac and industrial rehabilitation centers,

audiology and speech pathology laboratory, a sports medicine department and an EEG department.

The New Lisbon Clinic is associated with the Hess Hospital through the Mile Bluff Medical Center. The clinic is staffed by a physician, two physician assistants, registered nurses, certified medical assistants, and a laboratory technician. A new facility at 901 Bridge Street contains sixteen examining rooms, a room for podiatry, two procedure rooms and updated x-ray facilities. A podiatrist visits the clinic every other week and audiology services are provided as needed.

F. Education, Recreation & Culture

1. Libraries



New Lisbon Public Library is part of a complex that includes the municipal swimming pool and the New Lisbon Public Schools

The New Lisbon Library is located at the corner of Park and Division in a City-owned building. The Library receives some funding through the County for borrowers who live outside the city. The Library contains 25,000 volumes, reference works, periodicals, CDs, videos, DVDs, and cassettes all available to the public. There are three computers with Internet connections available, and three with card-catalogue reference capabilities available for use by the public. There is also an extensive genealogy collection and the Harry A. Mortensen Indian Artifact Collection.

The library also participates in the Inter-Library Loan Program of the Winding River Regional Library System that can place virtually every library book in ten Wisconsin counties in patrons' hands.

2. Parks, Trails & Natural Areas

The City of New Lisbon and Juneau County provide a wide range of recreational activities on a year-round basis. The increase in tourism and the rapid expansion of seasonal and second homes underscore the importance of recreation. The City also provides neighborhood and community level recreational facilities for its residents. The primary recreational facility within the city is the Riverside Park. This eight-acre park is located in the between downtown and the Interstate on the shores of the Mill Pond, and contains playground equipment, a picnic shelter, restrooms, nature trails, and parking. Camping is also available in the park and has recently been expanded. The other City park is the two-acre Heritage Park on Adams Street, which has picnic shelters, playground equipment, restrooms and parking. Indian Effigy Mounds Park contains Native-American mounds on the city's southeast side, and is maintained by the Lions Club of New Lisbon.

The New Lisbon Community Pool is adjacent to the New Lisbon School, but is open to the public for a fee. Lifeguards are available and the pool is owned and operated by the City.

3. Schools

The City of New Lisbon is served by the New Lisbon School District. The district has a school, located on Park and 4th street.. The building combines a high school, and elementary school and has undergone a number of renovations over the years. The most extensive renovation occurred in 1971 when the two school buildings were tied together. An addition to the building was added in 2000. The District currently enrolls 670 students, 200 in the high school (grades 9-12) and 470 in the grades 1-8. The District also maintains the York Athletic Field located at Court and Division Streets. This six-acre facility includes a baseball diamond, track, and football field along with bleachers, concession/restroom building, press box and ticket booth.

The City of New Lisbon is within the Western Wisconsin Technical College district, and there is a branch of the College in Mauston.

4. Day Care

There are one group day-care center and one in-home day-care located in the City of New Lisbon.

G. Energy & Telecommunication

1. Electric

New Lisbon has its own municipal utility that provides electricity within the City. The City has four diesel generators, two newly installed in 2005, capable of producing 8.3 mega-watts of power. The City owns the distribution grid within the city. The utility purchases electricity for Dairyland Power, and can generate to meet community needs or feed into the system during peak demand periods.

2. Natural Gas

Alliant Energy provides natural gas service to most of the city.

3. Telecommunication

Lemonweir Telephone Company provides telephone service to the New Lisbon area including DSL Internet service. Cable TV service, including broadband Internet, is available from Lemonweir Telephone Company and MediaCom in the village. US Cellular and Altell provide wireless phone service.

3. Goals, Objectives & Policies

Goals

1. Provide adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial and industrial uses.
2. Continue to provide ambulance, (volunteer) fire and first responder services to residents.
3. Ensure that stormwater runoff is handled in a manner that protects surface and groundwater resources.

Objectives

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

Policies

1. Work with the Town of Lisbon and other surrounding Towns, the County, the State, and individual landowners to maintain current water quality standards.
2. Encourage recycling by residents.
3. Pursue methods of increasing broadband Internet access to residents.
4. Develop a system of non-motorized, recreational trails within the city.

VI. ECONOMIC DEVELOPMENT ELEMENT

1. Background

New Lisbon has a mixed economy based on manufacturing and services. Originally designated the seat of Juneau County, New Lisbon became a railroad center before the Civil War. Lumber and grain milling grew up around the Mill Pond. In 1878 the Wisconsin River Division of the Milwaukee Road was established making New Lisbon even more significant as a rail center. Although the county seat was moved to Mauston, New Lisbon continued to prosper. The most significant recent event for New Lisbon's economy was the founding in 1943 of Walker Stainless Equipment, which went on to be the county's largest employer.

A. Creating a Gateway

Over thirty thousand vehicles pass the New Lisbon exit on Interstate 90/94 every day. What motorists see from the freeway is literally the face that New Lisbon presents to the world. Direct access to a major highway and the high level of visibility are strong advantages for business locations. Because of the continuing importance of the interstate linking Chicago, Milwaukee, Madison and the Twin Cities it seems almost certain that some sort of development will take place near the exit. The form that development takes will determine the face that the city presents to the world over decades to come.

As part of the planning process it is incumbent on the City to consider the first impression that it wants to make and how to attain that goal. Such traditional economic development techniques as recruitment and incentives can help to bring the kinds of businesses to the area that are seen as most appropriate. Assuring that appearance of this important part of the city conforms to the vision expressed for a "Gateway that we can be proud of" will require some level of regulation on the types of use permitted there, and more importantly the quality of that development.

Such mechanisms as Tax Increment Financing (TIF, see below) or Business Improvement Districts can help provide the funding necessary to foster the kind of development that is desired in a particular location, but the access and visibility afforded by the interstate probably makes such efforts unnecessary. Site plan review or design standards may be a more realistic way to ensure that the development that takes place in this area is of a type that the City can be proud of; that will provide the kind of Gateway that will serve the interests of New Lisbon well into the future.

B. TIF Districts

The City of New Lisbon currently has three Tax Increment Financing (TIF) districts. The largest of these (#11) includes the site of the Walker Stainless Equipment and Leer Manufacturing plants on the city's northwest side. There are two smaller districts. One (#9) includes the entire block bounded by Adams, Bridge, Monroe, and River Streets in the downtown, and the other (#10) is off of Bickford Street. It has been the policy of the City to limit the extent of its TIF districts.

TIF #11 has recently been expanded to provide for more land available to manufacturers or other businesses. The district was expanded from thirty to sixty acres. Expansion of the district will allow for the extension of streets and utilities to the new area of the district, with the cost to the City to be recaptured by the increased tax revenues gained from the new development. As stated in a City document supporting the expansion,

(it will) “encourage, develop, and maintain a strong growth pattern in the City, taking advantage of major transportation routes through the City...make currently undeveloped areas of the City more attractive by providing necessary and desired public improvements...(that) would not take place in the absence of the improvements stated in the amended project plan.” (MSA)

C. SWOT

Strengths:

- Excellent freeway connection with nearby land for development available.
- Multiple transportation alternatives:
 - Two railroad lines,
 - Several highways in addition to the Interstate,
 - Nearby municipal airport.
- School District: modern building, quality instruction.
- Scenic beauty.
- Abundant recreational opportunities:
 - Hunting, fishing, hiking, snowmobiling, bow hunting.
 - Nearby two major lakes
 - Provides services to Lakes area.
- Good medical facilities.
- Quality workforce.
- Two international companies

Weaknesses:

- Lack of available housing
- Lack of retail
- Underdeveloped freeway exit
- Few white-collar jobs

2. Economic Base

A. Juneau County



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

in order to better position the county to compete in a changing marketplace. In order to more fully explore the options for restructuring the county's economy Juneau County engaged NCWRPC to prepare an Economic Diversification Study, which looks at the current employment base and examines ways that it can be made more competitive in the future.

Many of the communities in Juneau County are located along the Interstate 90/94 Corridor making them something of a "midpoint" between the larger cities of Madison, Eau Claire, & La Crosse. Perhaps even more important is Juneau County's position between Chicago and Minneapolis. Manufacturers seeking to serve markets in these communities have located in Juneau County. This transportation link works for both employers and employees who take advantage of the county's location to commute as well. Based on Census figures, 200 more workers leave Juneau County to work elsewhere than enter the county to work each day. Many people working in the areas of Tomah and Baraboo reside in Juneau County. Nearly 17 percent of Juneau County's resident labor force leaves the County each day to work. This is offset by the incoming labor force from surrounding counties each day, which amounts to approximately 15 percent of the county's total workforce.

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

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

Source: U.S. Census 1980 to 2000, and NCWRPC

The labor force and participation rates in Juneau County have grown faster than the state, but the number of those employed have increased even faster, leading to a decrease in the unemployment rate, albeit slower than the decrease in the state unemployment rate. Though total employment has increased over the last twenty years, employment has not increased in every industry sector of the economy. Table 14 provides an inventory of employees by industry in Juneau County.

Industry Name	1990	2000	% Change
Agriculture, Forestry, Fishing, and Hunting	45	106	135.6%
Construction	258	252	-2.3%
Manufacturing	2,809	3,011	7.2%
Transportation and Public Utilities	249	336	34.9%
Wholesale Trade	318	209	-34.3%
Retail Trade	1,254	1,466	16.9%
Finance, Insurance, and Real Estate	184	212	15.2%
Services	922	1,275	38.3%
Total	6,039	6,867	13.7%

Source: Wisconsin Department of Workforce Development

Juneau County’s largest source of employment is the manufacturing industry, followed by government, schools and public administration, then accommodation and food services, and retail trade. Industries showing a large number of firms indicates many small businesses or “one-person shops”. Farming is, of course, the greatest share of one-operator businesses; construction, retail, and services show large shares of total firms as well. Figure 8 summarizes the allocation of workers in Juneau County by industry.



Walker Stainless, one of New Lisbon’s major employers, illustrates the importance of manufacturing to the city’s economy, and the strength of the local job market.

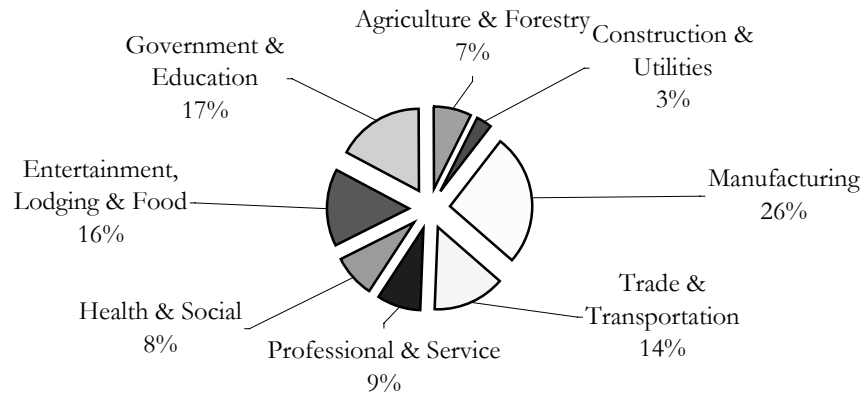
Table 17: Annual Average Wage by Industry, Juneau County, 2002

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

Source: WI DWD 2002 and NCWRPC

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

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



Source: County Business Patterns, U.S. Census; and NCWRPC

B. Major Employers

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

government, but that much of the private employment involves smaller enterprises. Most people are employed by small business. Much of the job growth in the future is likely to be in these industries and in these kinds of small enterprises.

Table 18: Top Employers in Juneau County, 2003

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

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

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

D. Employment

Table 19: Resident Occupation, 2000

Occupation	City of New Lisbon		City of Elroy		Juneau County		State of Wisconsin	
	Count	%	Count	%	Count	%	Count	%
Management/professional	151	21.1%	135	18.7%	2,515	22.2%	857,205	31.3%
Service	137	19.1%	125	17.3%	2,034	17.9%	383,619	14.0%
Farming/forestry	10	1.4%	3	0.4%	179	1.6%	25,365	0.9%
Sales/office	183	25.5%	146	20.3%	2,494	22%	690,360	25.2%
Construction	57	7.9%	68	9.4%	1,110	9.8%	237,086	8.7%
Production/transportation	179	25%	245	33.9%	3,001	26.5%	540,930	19.8%
Total	715	100%	722	100%	11,333	100%	2,734,925	100%

Source: US Census Bureau & NCWRPC

The particulars of the labor force within the City of New Lisbon can be gleaned from the Census. Two hundred seventy-eight (38.8%) residents work in the city, and 437 (61.1%) workers leave the city. Twenty-one percent leave the county for their work. This compares to Elroy, where 56.6 percent leave the city and a quarter of workers leave the county for

their jobs. Nearly forty-eight percent have a commute less than fifteen minutes to get to their jobs. Twenty-nine percent of workers commute between fifteen and thirty minutes and 16.9 percent travel between half an hour and an hour to get to work. Six percent of workers travel for more than an hour to reach their jobs. Ten people work at home.

Table 17, above, shows the occupation of workers in the City of New Lisbon and compares it with those in the City of Elroy, Juneau County, and the state as a whole. The percentage of those in management or the professions is significantly lower than the state, but similar to the county and higher than Elroy. A higher percentage of workers are in service jobs than in Elroy, the county or the state. The percentage of sales and office workers is higher than Elroy or the county, and comparable to the state. Construction workers are a lower percentage of the labor force than in Elroy, the state or county. Although the percentage of production and transport workers is quite a bit lower than Elroy and close to the level for the county it is significantly higher than the level for the state.

Table 20: Industry by Jurisdiction, 2000

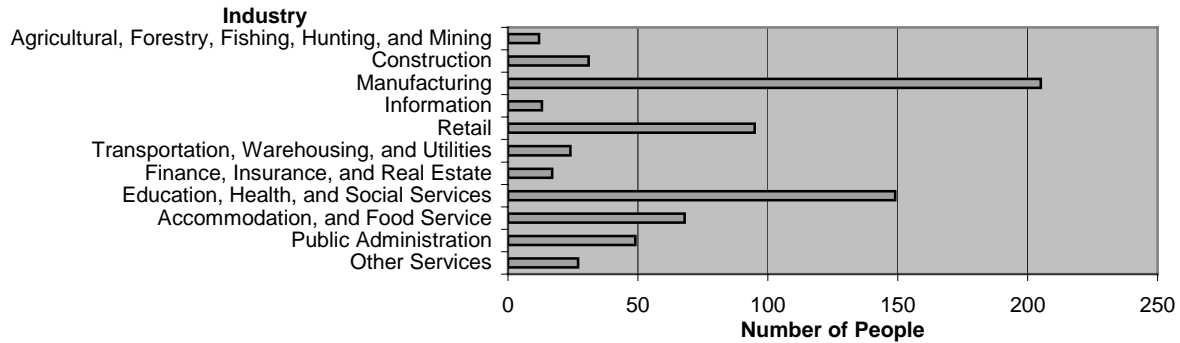
Industry	City of New Lisbon		City of Elroy		Juneau County		State of Wisconsin	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Agriculture/forestry/mining	12	1.7%	9	1.2%	602	5.3%	75,418	2.8%
Construction	31	4.3%	41	5.7%	757	6.7%	161,625	5.9%
Manufacturing	205	28.9%	238	33%	2,789	24.6%	606,845	22.2%
Wholesale trade	17	2.4%	21	2.9%	258	2.3%	87,979	3.2%
Retail trade	95	13.2%	84	11.6%	1,423	12.6%	317,881	11.6%
Transport/warehouse/util.	24	3.3%	35	4.8%	623	5.5%	123,657	4.5%
Information	13	1.8%	6	0.8%	90	0.8%	60,142	2.2%
Finance/insur./real estate	17	2.4%	24	3.3%	379	3.3%	168,060	6.1%
Professional/management	10	1.4%	21	2.9%	393	3.5%	179,503	6.6%
Education/health/soc.serv	149	20.8%	129	17.9%	1,702	15.0%	548,111	20.0%
Arts/enter./accom/food	68	9.5%	35	4.8%	1,369	12.1%	198,528	7.3%
Other service	27	3.8%	29	4%	390	3.4%	111,028	4.1%
Public administration	49	6.8%	50	6.9%	558	4.9%	96,148	3.5%
Total	717	100%	722	100%	11,333	100%	2,734,925	100%

Source: US Census Bureau & NCWRPC

Manufacturing is the most common industry² for workers to be involved in. The percentage of workers in manufacturing is above the county and state, but lower than Elroy. The next most common industry is education, health-care and social service. The 20.8 percent of workers in education, health-care and social service work is similar to the state, and higher than the county or Elroy. Retail trade is a higher percentage of the total than Elroy, the county or state level. Arts, entertainment, accommodation and food service workers is double the level in Elroy higher than the state, but below the level for the county. Public administration is at a similar level to Elroy, but higher than the county or state. Construction is lower than in Elroy, the county or state.

² The number of employees in this table varies from the county numbers in Tables 14 and 18. The figures in Table 14 come from the Census Business Profile, which is collected directly from businesses. The other numbers are the result of individuals reporting their own occupation and industry, and are thus different from what businesses report.

**Figure 10 Employment by Industry
City of New Lisbon, 2000**



E. Economic Development Programs

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

Local

The Juneau County Economic Development Corporation (JCEDC)

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

Juneau County Development Zone

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

Juneau County Revolving Loan Fund

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

Regional

North Central Wisconsin Development Corporation

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

Western Wisconsin Technology Zone Tax Credits

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

Northwest Wisconsin Manufacturing Outreach Center (NWMOC)

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

Alliant Energy

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

State

Rural Economic Development Program

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

Wisconsin Small Cities Program

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

University of Wisconsin Extension Office

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

The Wisconsin Innovation Service Center (WISC)

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

Wisconsin Small Business Development Center (SBDC)

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

Other State Programs

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

Transportation Economic Assistance (TEA)

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

Federal

Economic Development Administration (EDA)

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

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

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

Small Business Administration (SBA)

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

2. Goals, Objectives & Policies

Goals

1. Promote the expansion and stabilization of the current economic base and the creation of a range of employment opportunities at the state, regional and local levels.
2. Build community identity by revitalizing (Main Street) downtown and enforcing building standards.

Objectives

1. Plan for industrial space needs to encourage existing industries, such as Leers and Walker Stainless, to remain and expand in the city.
2. Seek to maximize the economic benefit from New Lisbon's location on I-90/94.

Policies

1. Accommodate home-based businesses that do not significantly increase noise, traffic, odors, lighting, or would otherwise negatively impact the surrounding areas.
2. Encourage job-training and economic development activities that will foster high-paying jobs for city residents and increase skill levels within the local workforce.
3. Use existing TIF districts to foster appropriate development within the city.
4. Cooperate in countywide economic development initiatives.
5. Implement policies and regulations that ensure the quality of development within the city's "Gateway" near the Highway 80 — I-90/94 interchange.

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VII. LAND USE ELEMENT

1. Land Use

A. Background

The City of New Lisbon covers about 1,970 acres in Juneau County, on the banks of the Lemonweir River. The land is generally flat, with scattered rocky outcroppings. This is the remnant of Glacial Lake Wisconsin, which occupied this area at the end of the last Ice Age, some 12,000 years ago. The Lemonweir River flows through the city from northwest to southeast. The river is extremely winding, has a broad floodplain. A dam creates an impoundment known locally as the Mill Pond.

New Lisbon is located along Interstate 90/94. State Highways 80 and 16 intersect in New Lisbon, along with US 12. The Canadian National (formerly Wisconsin Central) tracks branch off from the Canadian Pacific in New Lisbon.

B. Existing Land Use 2005

Knowing the existing land use patterns within a community is necessary to develop a desired future land use pattern. The Existing Land Use Map was developed using air photos from a countywide flight in 2003, with updates by local residents in 2007. Woodlands represent nearly a third of the area of the city, followed by Agriculture and Open Grassland with over seventeen percent each. Residential uses occupy ten percent of the city's area and Water is 9.1 percent. Commercial represents 4.6 percent, and Industrial 2.3 percent, but a larger area is set aside for industrial use. See the Existing Land Use Map.

C. Future Land Use 2005-2025

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

Table 21: Existing Land Use, 2006

Land Use Type	Acres	Percent
Agriculture	342.7	17.4%
Commercial	90.3	4.6%
Governmental	62.5	3.2%
Industrial	44.1	2.3%
Open Grassland	353.4	17.9%
Outdoor Recreation	22.1	1.1%
Residential	195.1	9.9%
Transportation	75.9	3.8%
Water	177.8	9.1%
Woodlands	606.8	30.7%
Total Acres	1,970.3	100%

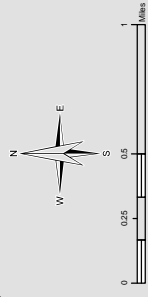
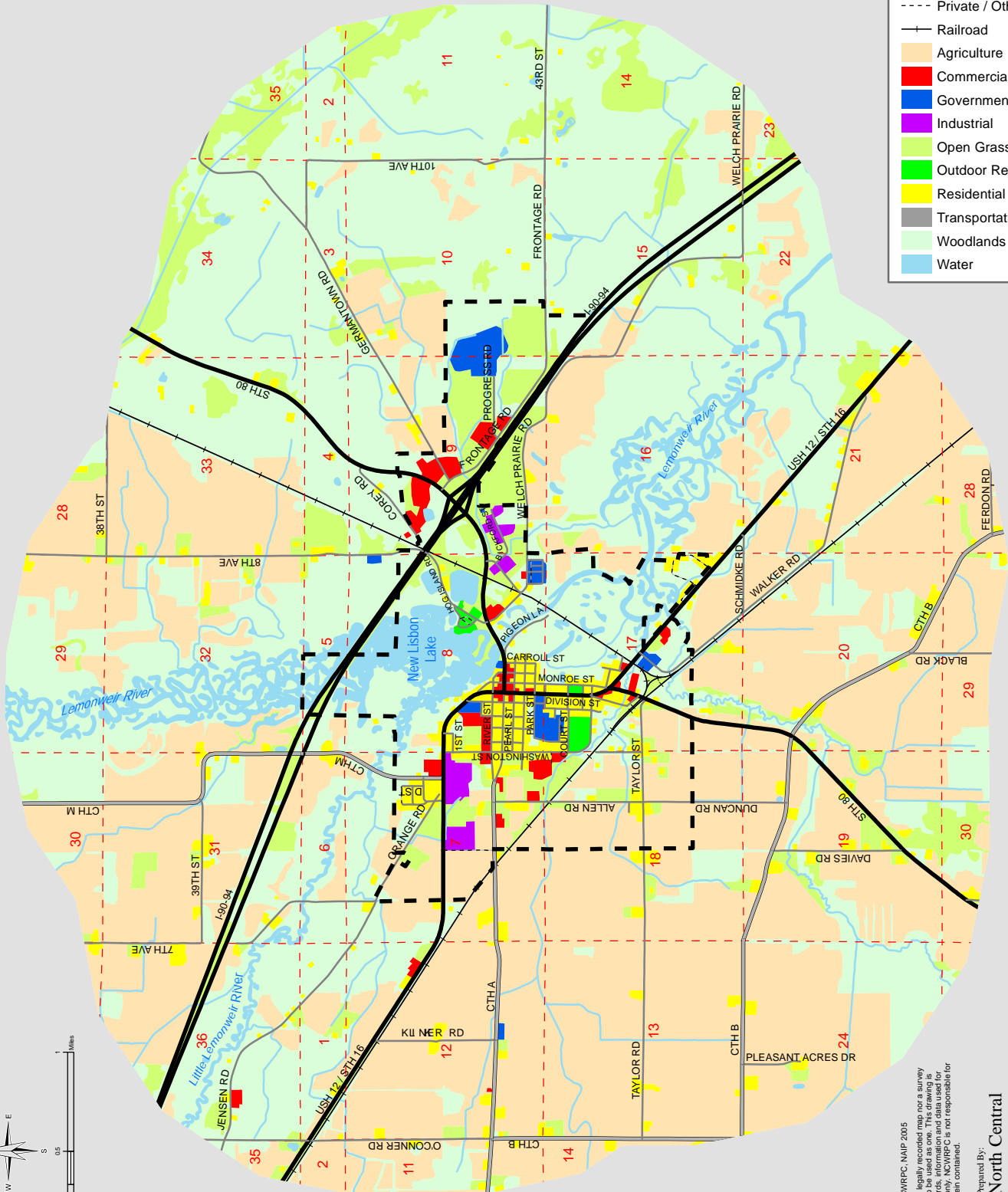
Source: NCWRPC GIS

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

City of New Lisbon - Juneau County, Wisconsin Landuse

Map 4

- City Limits
- - - Section Lines
- == US & State Highways
- == County Highways
- Local Roads
- - - Private / Other
- + Railroad
- Agriculture
- Commercial
- Governmental
- Industrial
- Open Grassland
- Outdoor Recreation
- Residential
- Transportation
- Woodlands
- Water



Source: WI DNR, NWRPC, NMAP 2005
 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a representation of record only. NWRPC and data users are responsible for any inaccuracies herein contained.

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

D. Land Use Classifications

A general description of each land use classification follows:

1. Residential

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

2. Rural Residential

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

3. Highway Commercial

Identifies areas that are recommended for commercial development oriented particularly toward businesses that are dependent on traffic off of the Interstate or access to the highway.

4. Commercial

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

5. Industrial

Identifies areas recommended for industrial development, as well as existing industrial areas located throughout the city.

6. Governmental/Public/Institutional

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

7. Agricultural

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

8. Forestry Areas

Identifies areas of large woodlands.

9. Transportation Corridors

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

10. Preservation & Open Space

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

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

E. Future Intended Land Use Plan Map Overview

The future land use plan map has identified approximately 694 acres in residential, 33 acres in commercial use and 279 acres for Highway Commercial, and 141 acres in industrial use. There are 325 acres of land for preservation & open space, 206 acres of land for government/public/institutional development,

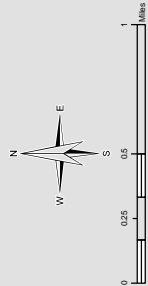
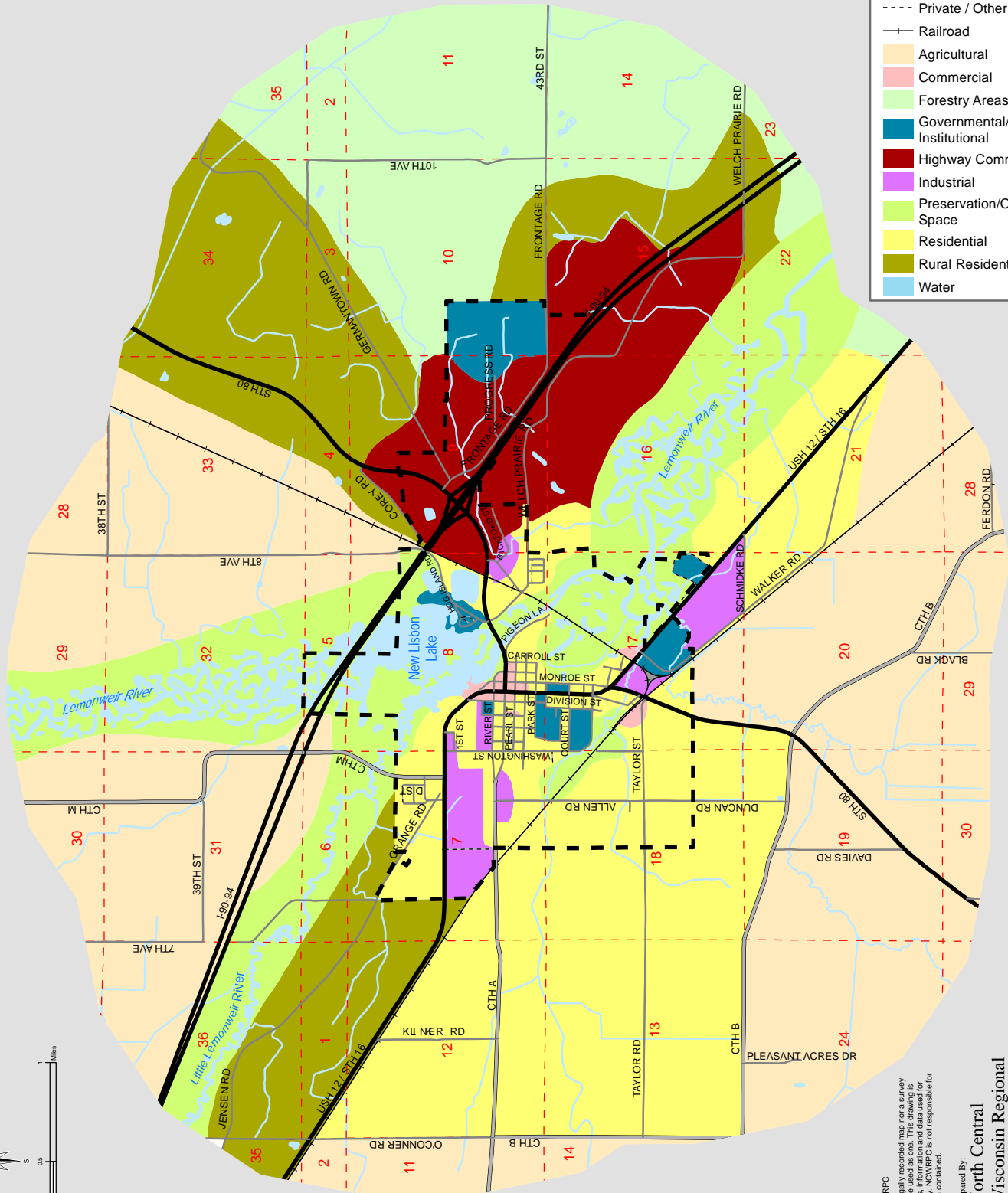
The City's Future Intended Land Use Plan (FILUP) envisions a land use pattern within the city limits similar to what currently exists. The most notable changes are the expansion of Highway Commercial development in the area around the I-90/94 interchange and the prison. The FILUP also envisions a fairly substantial increase in the amount of amount of land devoted to residential use, especially in the area south of the Canadian Pacific tracks. Industrial uses in the area adjacent to the Leer's plant, near the junction of the Canadian Pacific and Canadian National railroad tracks, and near the Highway Commercial area at the I-90/94 interchange.

The Future Intended Land Use Plan also considered the area in the City's extraterritorial area (1.5 miles outside the city limits.) Existing agricultural areas north of I-90/94 and west of the Lemonweir River and between the river and STH 80 north of New Lisbon, and south of the city between 80 and Walker Road all remain in agriculture. The area of Highway Commercial surrounding the interchange at I-90/94 is significantly expanded stretching

City of New Lisbon - Juneau County, Wisconsin Future Land Use Plan

Map ?

- City Limits
- Section Lines
- US & State Highways
- County Highways
- Local Roads
- Private / Other
- Railroad
- Agricultural
- Commercial
- Forestry Areas
- Governmental/Public/Institutional
- Highway Commercial
- Industrial
- Preservation/Open Space
- Residential
- Rural Residential
- Water



Source: WI DNR, NOWRPC
 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a representation of record. NOWRPC and data users are responsible for their own interpretations and data use for any inaccuracies herein contained.

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along both side of the highway from Corey Road on the north side to Welsh Prairie Road on the south side. There is an area of Rural Residential development along STH 80 north of the city. The area to the north and east is shown as forest. The floodplain of the Lemenweir River above and below New Lisbon is in Preservation & Open Space.

The most notable change is the increase of the areas shown in Residential use. Southeast of the city along USH 12 from the river to Walker Road is shown as Residential. Expressing an optimistic long-term vision for the city the FILUP shows the entire area north and west of CTH B running all the way to the current city limits as Residential. If this area were entirely developed as high-density Residential (with municipal services) it would represent major growth for the City of New Lisbon. The area north and west of the city between USH 12 and the Little Lemonweir River is seen in Rural Residential.

Table 22: Land Use Projections

	2000	2005	2010	2015	2020	2025
Residential	195.1	198.7	202	210.5	217.8	221.6
Commercial	90.3	99.8	114.4	125.5	138.5	153.1
Industrial	44.1	50	55.9	61.8	67.7	73.6

Source: U.S. Census, DOA, NCWRPC

The 694 acres set aside for residential use within the city in the Future Intended Land Use Plan will be more than triple the projected demand by 2020. This is a way of compensating for what is perceived as a shortage of available land for residential development currently. If the expansion of available land with full utility service for residential use responds to a pent-up demand the development of this area could have a significant effect on population growth in New Lisbon. The 141 acres set aside for industrial use is nearly double the projected need. The thirty-three acres of Commercial land within the city in the FILUP is significantly below the projected demand for Commercial land, but if the Highway Commercial land is included it amounts to a total of 312 acres of land designated for business, more than twice the projected demand.



Lemonweir River

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

2. Land Use Controls

A. Zoning

1. City Zoning

The City has general zoning authority. The current Zoning Ordinance was adopted in 2001 and the City administers the ordinance. The ordinance provides for a total of eleven districts, all of these are in use. The Ordinance has three Residential districts, three Business districts, two Industrial districts, as well as Conservancy, Agricultural and a General Parks district.

The City engaged a consultant (General Code of Rochester, New York) to perform an Editorial Analysis of the entire body of the City's ordinances, including its zoning and subdivision rules. The Analysis looks at all City codes and is focused primarily on inconsistency in code language and the ways in which the code is not in conformance to state law. There were a number of instances dealing with definitions, rebuilding of nonconforming structures, and the setting of fees are dealt with. The recommendations are largely non-substantive, and on the occasions where they are not the recommendation is to bring City ordinances into conformance with state laws changed since the ordinance was originally enacted.

Recently the Highway Business (HB-1) and Downtown Business (DB-1) Districts were revised to make all uses conditional. By removing all "by right" uses the City will exercise greater control over the kind of businesses that are allowed in the downtown and in the area adjacent to I-90/94. These two areas are particularly high profile, and as such, represent the public face of the city. This higher level of control over land use in these important parts of the city can be used as part of a comprehensive strategy to improve the image of these two important areas. Consideration should be given to implementing some form of design review within these two districts to reinforce the importance of these areas to the city.

2. Extraterritorial Zoning

The City of New Lisbon is surrounded by the Town of Lisbon, which has zoning and land division regulations. Wisconsin statutes grant incorporated municipalities authority to review subdivisions within a one and a half mile extraterritorial area. Potential exists for the Town and City to enter into an extraterritorial zoning arrangement in all or part of the one and a half mile area surrounding the city.

The statutes lay out a process by which zoning can be implemented within the extraterritorial area [ss62.23(7a)] that involves the appointment of a joint committee with three representatives from each jurisdiction. Any action by this committee requires a majority vote. Once an agreement is reached, an ordinance covering zoning for the area is adopted. These regulations would be enforced by the City.

B. Annexation

Because the City of New Lisbon is surrounded by the Town of Lisbon, any land annexed by the City will come from the Town. In recent years New Lisbon has completed several annexations, mostly in the area around the I-90/94 exit. This includes the site of the New Lisbon State Correctional Institution. There is the possibility of more annexations occur in the future. A boundary agreement between the Town and the City could potentially deal with any issues that arise as part of such an annexation.

Wisconsin's annexation laws generally favors the property owner. Under current law what is called direct annexation [ss60.021(2)(a)] must be initiated by the property owner. From the Town's point of view annexation usually represents a loss of tax-base with no redeeming benefit. Ensuring that the Town's interests are protected in any annexation process is an argument in favor of such an agreement. For the City a boundary agreement can provide for an orderly process.

C. Subdivision Ordinance

The City of New Lisbon has a Land Divisions Ordinance that was adopted in 2001. The ordinance calls for City approval of all land division. The ordinance also provides for approval procedures, design standards, road dedication, inspections, sureties, and penalties.

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

3. Goals, Objectives & Policies

Goals

1. Balance individual property rights with community interests and goals.
2. Plan and develop land uses that create or preserve the community.
3. Encourage land uses, densities and regulations that promote efficient development patterns and relatively low municipal, state governmental and utility costs.
4. Promote the redevelopment of land with existing infrastructure and public services and maintain and rehabilitate existing residential, commercial and industrial structures.
5. Promote a quiet and peaceful community with open spaces and scenic landscape.

Objectives

1. Maintain orderly, planned growth which promotes the health, safety and general welfare of residents, and makes efficient use of land and of public services, facilities and tax dollars.
2. New development should not have negative impact the natural environment or existing properties.
3. Provide for a mix of land uses within the city.
4. Promote new development that is consistent with this plan.

Policies

1. Encourage land uses and building locations that minimize the potential for conflicts between existing and proposed land uses.
2. Consider policies incorporating areas of growth or likely annexation into the city.
3. Update existing land use regulations to be consistent with this plan.

VIII. INTERGOVERNMENTAL COOPERATION ELEMENT

1. Background

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

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

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

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

Adjoining Units of Government

The City of New Lisbon is surrounded by the Town of Lisbon. In recent years the City has done a number of annexations, primarily in the area of the I-90/94 exit, all of which have taken land from the Town of Lisbon. The Town is currently in the process of preparing a Comprehensive Plan. Every effort should be made to coordinate with the Town of Lisbon to ensure that any future annexations take place in an orderly manner.

New Lisbon is a partner with Mauston in the Mauston-New Lisbon Airport located in the Town of Lisbon and administered by an independent board. Mauston and New Lisbon each appoint two members to the board, and alternate each year appointing a third member.

The New Lisbon Volunteer Fire Department is unit of the City, but it contracts with several surrounding Towns to provide fire service. The City contracts with the Camp Douglas

Rescue for ambulance service. The City has a service agreement with the State to provide sewer and water, police and fire service to the New Lisbon Correctional Institution, which is located within the city limits.

2. Goals, Objectives & Policies

Goals

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

Objectives

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

Policies

1. Periodically review existing shared service agreements, and explore additional agreements.
2. Explore the possibility of extraterritorial zoning and consider entering into a boundary agreement with the Town of Lisbon.

IX. IMPLEMENTATION

Background

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

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

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

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

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

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

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

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

ATTACHMENT A
2000 CENSUS PROFILE

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

Geographic area: New Lisbon city, Wisconsin

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

Subject	Number	Percent	Subject	Number	Percent
Total population	1,436	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	1,436	100.0
Male.....	699	48.7	Hispanic or Latino (of any race).....	20	1.4
Female.....	737	51.3	Mexican.....	10	0.7
Under 5 years.....	98	6.8	Puerto Rican.....	6	0.4
5 to 9 years.....	84	5.8	Cuban.....	3	0.2
10 to 14 years.....	111	7.7	Other Hispanic or Latino.....	1	0.1
15 to 19 years.....	96	6.7	Not Hispanic or Latino.....	1,416	98.6
20 to 24 years.....	83	5.8	White alone.....	1,388	96.7
25 to 34 years.....	171	11.9	RELATIONSHIP		
35 to 44 years.....	217	15.1	Total population	1,436	100.0
45 to 54 years.....	184	12.8	In households.....	1,436	100.0
55 to 59 years.....	75	5.2	Householder.....	617	43.0
60 to 64 years.....	66	4.6	Spouse.....	293	20.4
65 to 74 years.....	140	9.7	Child.....	393	27.4
75 to 84 years.....	71	4.9	Own child under 18 years.....	315	21.9
85 years and over.....	40	2.8	Other relatives.....	54	3.8
Median age (years).....	38.3	(X)	Under 18 years.....	27	1.9
18 years and over.....	1,087	75.7	Nonrelatives.....	79	5.5
Male.....	518	36.1	Unmarried partner.....	46	3.2
Female.....	569	39.6	In group quarters.....	-	-
21 years and over.....	1,025	71.4	Institutionalized population.....	-	-
62 years and over.....	282	19.6	Noninstitutionalized population.....	-	-
65 years and over.....	251	17.5	HOUSEHOLD BY TYPE		
Male.....	100	7.0	Total households	617	100.0
Female.....	151	10.5	Family households (families).....	384	62.2
RACE			With own children under 18 years.....	172	27.9
One race.....	1,424	99.2	Married-couple family.....	293	47.5
White.....	1,399	97.4	With own children under 18 years.....	111	18.0
Black or African American.....	3	0.2	Female householder, no husband present.....	62	10.0
American Indian and Alaska Native.....	9	0.6	With own children under 18 years.....	42	6.8
Asian.....	8	0.6	Nonfamily households.....	233	37.8
Asian Indian.....	-	-	Householder living alone.....	199	32.3
Chinese.....	5	0.3	Householder 65 years and over.....	90	14.6
Filipino.....	3	0.2	Households with individuals under 18 years.....	191	31.0
Japanese.....	-	-	Households with individuals 65 years and over.....	185	30.0
Korean.....	-	-	Average household size.....	2.33	(X)
Vietnamese.....	-	-	Average family size.....	2.93	(X)
Other Asian ¹	-	-	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	1	0.1	Total housing units	690	100.0
Native Hawaiian.....	-	-	Occupied housing units.....	617	89.4
Guamanian or Chamorro.....	1	0.1	Vacant housing units.....	73	10.6
Samoan.....	-	-	For seasonal, recreational, or		
Other Pacific Islander ²	-	-	occasional use.....	10	1.4
Some other race.....	4	0.3	Homeowner vacancy rate (percent).....	2.7	(X)
Two or more races.....	12	0.8	Rental vacancy rate (percent).....	17.0	(X)
Race alone or in combination with one or more other races: ³			HOUSING TENURE		
White.....	1,411	98.3	Occupied housing units	617	100.0
Black or African American.....	5	0.3	Owner-occupied housing units.....	426	69.0
American Indian and Alaska Native.....	11	0.8	Renter-occupied housing units.....	191	31.0
Asian.....	8	0.6	Average household size of owner-occupied units.....	2.42	(X)
Native Hawaiian and Other Pacific Islander.....	1	0.1	Average household size of renter-occupied units.....	2.12	(X)
Some other race.....	12	0.8			

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

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

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

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

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

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

Geographic area: New Lisbon city, Wisconsin

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

Subject	Number	Percent	Subject	Number	Percent
SCHOOL ENROLLMENT			NATIVITY AND PLACE OF BIRTH		
Population 3 years and over enrolled in school			Total population	1,493	100.0
Nursery school, preschool	18	5.8	Native	1,484	99.4
Kindergarten	20	6.4	Born in United States	1,482	99.3
Elementary school (grades 1-8)	144	46.3	State of residence	1,101	73.7
High school (grades 9-12)	96	30.9	Different state	381	25.5
College or graduate school	33	10.6	Born outside United States	2	0.1
EDUCATIONAL ATTAINMENT			Foreign born	9	0.6
Population 25 years and over			Entered 1990 to March 2000	2	0.1
Less than 9th grade	55	5.4	Naturalized citizen	4	0.3
9th to 12th grade, no diploma	140	13.7	Not a citizen	5	0.3
High school graduate (includes equivalency)	400	39.1	REGION OF BIRTH OF FOREIGN BORN		
Some college, no degree	245	23.9	Total (excluding born at sea)	9	100.0
Associate degree	78	7.6	Europe	7	77.8
Bachelor's degree	66	6.4	Asia	2	22.2
Graduate or professional degree	40	3.9	Africa	-	-
Percent high school graduate or higher	81.0	(X)	Oceania	-	-
Percent bachelor's degree or higher	10.4	(X)	Latin America	-	-
MARITAL STATUS			Northern America	-	-
Population 15 years and over			LANGUAGE SPOKEN AT HOME		
Never married	262	21.6	Population 5 years and over	1,394	100.0
Now married, except separated	678	55.9	English only	1,352	97.0
Separated	5	0.4	Language other than English	42	3.0
Widowed	121	10.0	Speak English less than "very well"	9	0.6
Female	111	9.2	Spanish	18	1.3
Divorced	146	12.0	Speak English less than "very well"	2	0.1
Female	86	7.1	Other Indo-European languages	20	1.4
GRANDPARENTS AS CAREGIVERS			Speak English less than "very well"	7	0.5
Grandparent living in household with one or more own grandchildren under 18 years			Asian and Pacific Island languages	4	0.3
Grandparent responsible for grandchildren	16	53.3	Speak English less than "very well"	-	-
VETERAN STATUS			ANCESTRY (single or multiple)		
Civilian population 18 years and over			Total population	1,493	100.0
Civilian veterans	170	14.9	<i>Total ancestries reported</i>	<i>1,764</i>	<i>118.2</i>
DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION			Arab	11	0.7
Population 5 to 20 years			Czech ¹	42	2.8
With a disability	35	11.6	Danish	43	2.9
Population 21 to 64 years			Dutch	39	2.6
With a disability	193	23.1	English	182	12.2
Percent employed	55.4	(X)	French (except Basque) ¹	57	3.8
No disability	641	76.9	French Canadian ¹	9	0.6
Percent employed	83.6	(X)	German	668	44.7
Population 65 years and over			Greek	3	0.2
With a disability	113	45.9	Hungarian	3	0.2
RESIDENCE IN 1995			Irish ¹	182	12.2
Population 5 years and over			Italian	35	2.3
Same house in 1995	718	51.5	Lithuanian	-	-
Different house in the U.S. in 1995	671	48.1	Norwegian	197	13.2
Same county	425	30.5	Polish	93	6.2
Different county	246	17.6	Portuguese	-	-
Same state	150	10.8	Russian	-	-
Different state	96	6.9	Scotch-Irish	7	0.5
Elsewhere in 1995	5	0.4	Scottish	10	0.7
			Slovak	-	-
			Subsaharan African	-	-
			Swedish	57	3.8
			Swiss	2	0.1
			Ukrainian	-	-
			United States or American	18	1.2
			Welsh	13	0.9
			West Indian (excluding Hispanic groups)	-	-
			Other ancestries	93	6.2

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

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

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

Table DP-3. Profile of Selected Economic Characteristics: 2000

Geographic area: New Lisbon city, Wisconsin

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

Subject	Number	Percent	Subject	Number	Percent
EMPLOYMENT STATUS			INCOME IN 1999		
Population 16 years and over			Households		
In labor force	1,193	100.0	Less than \$10,000	634	100.0
Civilian labor force	791	66.3	\$10,000 to \$14,999	75	11.8
Employed	780	65.4	\$15,000 to \$24,999	51	8.0
Unemployed	63	5.3	\$25,000 to \$34,999	108	17.0
Percent of civilian labor force	8.1	(X)	\$35,000 to \$49,999	88	13.9
Armed Forces	11	0.9	\$50,000 to \$74,999	119	18.8
Not in labor force	402	33.7	\$75,000 to \$99,999	131	20.7
Females 16 years and over			\$100,000 to \$149,999	34	5.4
In labor force	643	100.0	\$150,000 to \$199,999	19	3.0
Civilian labor force	391	60.8	\$200,000 or more	4	0.6
Employed	385	59.9	Median household income (dollars)	5	0.8
Own children under 6 years	346	53.8	With earnings	34,479	(X)
All parents in family in labor force	89	76.1	Mean earnings (dollars) ¹	470	74.1
COMMUTING TO WORK			With Social Security income	46,960	(X)
Workers 16 years and over			Mean Social Security income (dollars) ¹	204	32.2
Car, truck, or van - - drove alone	715	100.0	With Supplemental Security Income	11,114	(X)
Car, truck, or van - - carpooled	568	79.4	Mean Supplemental Security Income (dollars) ¹	31	4.9
Public transportation (including taxicab)	72	10.1	With public assistance income	5,389	(X)
Walked	2	0.3	Mean public assistance income (dollars) ¹	13	2.1
Other means	56	7.8	With retirement income	700	(X)
Worked at home	7	1.0	Mean retirement income (dollars) ¹	114	18.0
Mean travel time to work (minutes) ¹	10	1.4	Families	16,239	(X)
Employed civilian population 16 years and over	18.4	(X)	Less than \$10,000	415	100.0
OCCUPATION			\$10,000 to \$14,999	20	4.8
Management, professional, and related occupations	717	100.0	\$15,000 to \$24,999	17	4.1
Service occupations	151	21.1	\$25,000 to \$34,999	54	13.0
Sales and office occupations	137	19.1	\$35,000 to \$49,999	57	13.7
Farming, fishing, and forestry occupations	183	25.5	\$50,000 to \$74,999	94	22.7
Construction, extraction, and maintenance occupations	10	1.4	\$75,000 to \$99,999	111	26.7
Production, transportation, and material moving occupations	57	7.9	\$100,000 to \$149,999	34	8.2
INDUSTRY			\$150,000 to \$199,999	19	4.6
Agriculture, forestry, fishing and hunting, and mining	179	25.0	\$200,000 or more	4	1.0
Construction	12	1.7	Median family income (dollars)	5	1.2
Manufacturing	31	4.3	Per capita income (dollars) ¹	44,464	(X)
Wholesale trade	205	28.6	Median earnings (dollars):	19,165	(X)
Retail trade	17	2.4	Male full-time, year-round workers	33,214	(X)
Transportation and warehousing, and utilities	95	13.2	Female full-time, year-round workers	20,625	(X)
Information	24	3.3	Subject		
Finance, insurance, real estate, and rental and leasing	13	1.8	POVERTY STATUS IN 1999		
Professional, scientific, management, administrative, and waste management services	17	2.4	Families		
Educational, health and social services	10	1.4	With related children under 18 years		
Arts, entertainment, recreation, accommodation and food services	149	20.8	With related children under 5 years		
Other services (except public administration)	68	9.5	Families with female householder, no husband present		
Public administration	27	3.8	With related children under 18 years		
CLASS OF WORKER			With related children under 5 years		
Private wage and salary workers	49	6.8	Individuals		
Government workers	560	78.1	18 years and over		
Self-employed workers in own not incorporated business	106	14.8	65 years and over		
Unpaid family workers	51	7.1	Related children under 18 years		
	-	-	Related children 5 to 17 years		
			Unrelated individuals 15 years and over		

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

¹If the denominator of a mean value or per capita value is less than 30, then that value is calculated using a rounded aggregate in the numerator.

See text.

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

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

Geographic area: New Lisbon city, Wisconsin

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

Subject	Number	Percent	Subject	Number	Percent
Total housing units	690	100.0	OCCUPANTS PER ROOM		
UNITS IN STRUCTURE			Occupied housing units	631	100.0
1-unit, detached	430	62.3	1.00 or less	619	98.1
1-unit, attached	8	1.2	1.01 to 1.50	10	1.6
2 units	44	6.4	1.51 or more	2	0.3
3 or 4 units	33	4.8			
5 to 9 units	20	2.9	Specified owner-occupied units	323	100.0
10 to 19 units	30	4.3	VALUE		
20 or more units	25	3.6	Less than \$50,000	88	27.2
Mobile home	100	14.5	\$50,000 to \$99,999	199	61.6
Boat, RV, van, etc	-	-	\$100,000 to \$149,999	31	9.6
			\$150,000 to \$199,999	2	0.6
YEAR STRUCTURE BUILT			\$200,000 to \$299,999	3	0.9
1999 to March 2000	19	2.8	\$300,000 to \$499,999	-	-
1995 to 1998	16	2.3	\$500,000 to \$999,999	-	-
1990 to 1994	39	5.7	\$1,000,000 or more	-	-
1980 to 1989	82	11.9	Median (dollars)	62,700	(X)
1970 to 1979	130	18.8			
1960 to 1969	54	7.8	MORTGAGE STATUS AND SELECTED		
1940 to 1959	124	18.0	MONTHLY OWNER COSTS		
1939 or earlier	226	32.8	With a mortgage	196	60.7
ROOMS			Less than \$300	7	2.2
1 room	7	1.0	\$300 to \$499	34	10.5
2 rooms	20	2.9	\$500 to \$699	63	19.5
3 rooms	68	9.9	\$700 to \$999	61	18.9
4 rooms	119	17.2	\$1,000 to \$1,499	25	7.7
5 rooms	147	21.3	\$1,500 to \$1,999	-	-
6 rooms	117	17.0	\$2,000 or more	6	1.9
7 rooms	84	12.2	Median (dollars)	686	(X)
8 rooms	78	11.3	Not mortgaged	127	39.3
9 or more rooms	50	7.2	Median (dollars)	258	(X)
Median (rooms)	5.4	(X)	SELECTED MONTHLY OWNER COSTS		
Occupied housing units	631	100.0	AS A PERCENTAGE OF HOUSEHOLD		
YEAR HOUSEHOLDER MOVED INTO UNIT			INCOME IN 1999		
1999 to March 2000	112	17.7	Less than 15.0 percent	161	49.8
1995 to 1998	185	29.3	15.0 to 19.9 percent	65	20.1
1990 to 1994	80	12.7	20.0 to 24.9 percent	31	9.6
1980 to 1989	103	16.3	25.0 to 29.9 percent	16	5.0
1970 to 1979	82	13.0	30.0 to 34.9 percent	14	4.3
1969 or earlier	69	10.9	35.0 percent or more	36	11.1
			Not computed	-	-
VEHICLES AVAILABLE			Specified renter-occupied units	177	100.0
None	44	7.0	GROSS RENT		
1	241	38.2	Less than \$200	17	9.6
2	253	40.1	\$200 to \$299	33	18.6
3 or more	93	14.7	\$300 to \$499	67	37.9
HOUSE HEATING FUEL			\$500 to \$749	48	27.1
Utility gas	434	68.8	\$750 to \$999	5	2.8
Bottled, tank, or LP gas	51	8.1	\$1,000 to \$1,499	-	-
Electricity	81	12.8	\$1,500 or more	-	-
Fuel oil, kerosene, etc	41	6.5	No cash rent	7	4.0
Coal or coke	-	-	Median (dollars)	360	(X)
Wood	17	2.7	GROSS RENT AS A PERCENTAGE OF		
Solar energy	-	-	HOUSEHOLD INCOME IN 1999		
Other fuel	7	1.1	Less than 15.0 percent	31	17.5
No fuel used	-	-	15.0 to 19.9 percent	35	19.8
SELECTED CHARACTERISTICS			20.0 to 24.9 percent	23	13.0
Lacking complete plumbing facilities	-	-	25.0 to 29.9 percent	21	11.9
Lacking complete kitchen facilities	2	0.3	30.0 to 34.9 percent	4	2.3
No telephone service	10	1.6	35.0 percent or more	51	28.8
			Not computed	12	6.8

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

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

ATTACHMENT B
PUBLIC PARTICIPATION PLAN

Public Participation Plan

I. Background

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

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

II. Objectives

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

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

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

III. Techniques

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

1. All meetings for the planning process will be open to the public and posted. A large open house will be held near the end of the process.
2. Periodic press releases to the media and local counties will occur to promote the open house meetings.
3. Periodic updates of the planning process will be included in the City of New Lisbon Newsletter, along with notices of any meetings or opportunities for public participation.
4. Via the NCWRPC NEWS newsletter all interested parties and adjoining governments will be informed of the planning process.
5. Planning meeting summaries and handouts will be maintained in the office and on the website www.ncwrpc.org.
6. All planning meetings will have comment sheets available. All website comments will be included in the record as well.

Throughout the plan process, the City of New Lisbon Planning Commission will meet to monitor the development of the plan.

City of New Lisbon

RESOLUTION #2007-12

For Adoption of a Public Participation Plan

WHEREAS, the City of New Lisbon is required to prepare and adopt a Comprehensive Plan as outlined in Wisconsin Statutes; and

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

WHEREAS, it is necessary for the City of New Lisbon to approve a process to involve the public in the planning process; and

NOW, THEREFORE, BE IT RESOLVED, that the City of New Lisbon does approve and authorize the Public Participation Plan as presented.

ADOPTED on the 17th day of September 2007.

ATTEST: Edward V. Kaelin J
Ed Kaelin, Clerk

The governing body of the City of New Lisbon has authorized this Resolution, dated today.

ATTEST: Lloyd Chase
Lloyd Chase, Mayor

ATTACHMENT C

NATURAL HERITAGE INVENTORY MAP

Juneau County

AQUATIC OCCURRENCES

Animal

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

Plants

Bog Fern, Thelypteris simulata, 1998
 Long Sedge, Carex falliculata, 1988
 Vasey Rush, Carex vaseyi, 1964
 Straw Sedge, Carex straminea, 1999
 Whip Nutsedge, Scirpus triglomerata, 1936
 Drooping Sedge, Carex prasina, 1993
 Grassleaf Rush, Juncus marginatus, 1969
 Water-purslane, Didiplis diandra, 1973
 Wolf Spikerush, Eleocharis wolffii, 1995
 Clustered Sedge, Carex cumulata, 1997
 Prickly Hornwort, Ceratophyllum echinatum, 1988
 Spotted Pondweed, Potamogeton pulcher, 1938
 Torrey's Bulrush, Scirpus torreyi, 1988
 Vasey's Pondweed, Potamogeton vaseyi, 1969
 Yellow Screwstem, Bartonina virginica, 1988
 Crossleaf Milkwort, Polygala cruciata, 1988
 Algae-like Pondweed, Potamogeton contervoides, 1975
 Engelmann's Spike-rush, Eleocharis engelmannii, 1967
 Water-thread Pondweed, Potamogeton diversifolius, 1997
 Virginia Water-milfoil, Myriophyllum farwellii, 1997
 Fatwill's Water-milfoil, Myriophyllum farwellii, 1997
 Slim-stem Sharp-reedgrass, Calamagrostis stricta, 1964
 Silt-stemmed Bladderwort, Utricularia geminiscapa, 1988
 Sweetscented Indian-palmleaf, Scaevola suarvedensis, 1981
 Northern Yellow Lady's-slipper, Cypripedium parviflorum var. makasin, 1959

Natural Communities

Shrub-carr, Shrub-carr, 1982
 Alder Thicket, Alder thicket, 1981
 Emergent Marsh, Emergent marsh, 1979
 Central Poor Fen, Central poor fen, 1988
 Floodplain Forest, Floodplain forest, 2000
 Northern Wet Forest, Northern wet forest, 1982
 Northern Sedge Meadow, Northern sedge meadow, 1982
 Southern Sedge Meadow, Southern sedge meadow, 1981
 Tamarack (Poor) Swamp, Tamarack (poor) swamp, 1997
 Stream-Fast, Hard, Cold, Stream-fast, hard, cold, 1981
 Stream-Slow, Hard, Cold, Stream-slow, hard, cold, 1977
 Stream-Slow, Hard, Warm, Stream-slow, hard, warm, 1981
 White Pine-Red-Maple Swamp, White pine-red maple swamp, 1988
 Springs and Spring Runs, Hard, Springs and spring runs, hard, 1986
 Springs and Spring Runs, Soft, Springs and spring runs, soft, 1981

TERRESTRIAL OCCURRENCES

Animal

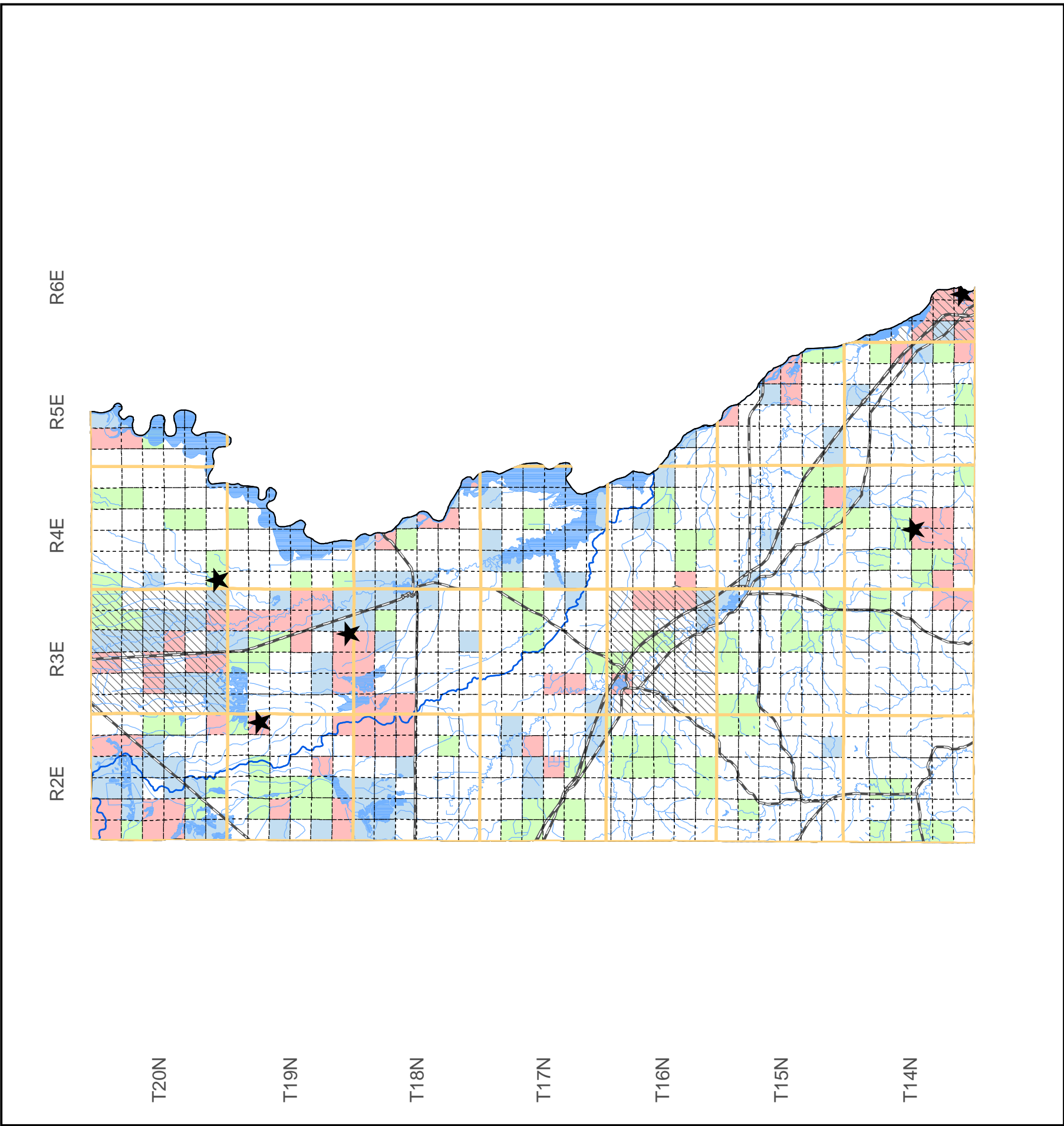
Kärner Blue, Lycaeides melissa samuelis, 2004
 Pigmy Shrew, Sorex hoyi, 1975
 Bird Roostery, Bird Roostery, 1986
 Prairie Vole, Microtus ochrogaster, 1974
 A Field Beetle, Calignipys rufus, 1988
 A Tiger Beetle, Cicindela parvula tuberi, 1989
 Rock Cuckoo, Baeolophus inornatus, 2000
 Cerulean Warbler,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

Plants

Musk-root, Adoxa moschatellina, 1980
 Mareleseed, Onosmodium molle, 1959
 Bushy Aster, Aster dumosus var. strictor, 1987
 Cliff Cudweed, Graphalium obtusilobum var. saxicola, 1989
 Fragrant Fern, Dryopteris fragrans var. remoulscuia, 1985
 Rock Cuckoo, Baeolophus inornatus, 1989
 Nodding Plover, Tropicurus nudus, 1981
 Prairie Parsnip, Polytaenia nuttallii, 1990
 Woolly Milkweed, Asclepias lanuginosa, 1940
 Autumn Corel-root, Corallorrhiza odoratiza, 1991
 Pale Green Orchid, Platanthera flava var. herbicola, 1987
 Shadow Goldenrod, Solidago sciophila, 1985
 Roundstem Foxglove, Agalinis gairdneri, 1997
 Bird's-eye Primrose, Primula mistassinica, 1995
 Rocky Mountain Sedge, Carex backii, 1981
 Maidenhair Spleenwort, Asplenium trichomanes, 2000
 One-flowered Brodiaea, Orobanche uniflora, 1994
 Arrow-headed Rattle-box, Crotalaria sagittalis, 1973
 Yellow Evening Primrose, Calyophytum serrulatum, 1948
 Small-flowered Woody Bean, Strophostyles leiosperma, 1987

Natural Communities

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



SPECIES and/or NATURAL COMMUNITY
 Aquatic
 Terrestrial
 Both
 Watershed Boundaries
 Township Occurrences
 State Natural Area



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

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