

# City and Township of Fennimore, Wisconsin Comprehensive Plan 2016



PLANNING ASSISTANCE PROVIDED BY



SOUTHWESTERN WISCONSIN  
**REGIONAL PLANNING**  
COMMISSION

# City and Township of Fennimore, Wisconsin Comprehensive Plan

Prepared for:

## **City of Fennimore Officers**

Ryan Boebel, Mayor  
Gerald D. Bollant, Alderperson  
Linda Stephenson, Alderperson  
Greg Ashmore, Alderperson  
Pete Adam, Alderperson  
Joe McBee, Alderperson  
David Streif, Alderperson  
Greg Ashmore, Alderperson  
Jessie Strack, Alderperson  
Sara Brodt, Alderperson  
Margaret Sprague, Clerk/Treasurer  
Donald J. McGuire, Assessor  
Chris French, Chief of Police  
Eileen Brownlee, Attorney  
Dennis Biddick, Director of Public Works

## **Township of Fennimore Officers**

Robert A. Reynolds, Chairman  
Stanley A. Novinski, Supervisor  
Tonya White, Supervisor  
Rhonda Hubbard, Clerk  
Leslie A. Wolf, Treasurer  
Donald J. McGuire, Assessor  
Chris Kreul, Patrolman

Prepared by:

## **Southwestern Wisconsin Regional Planning Commission Staff**

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Victor Teng, GIS Specialist  
Ed White, Economic Development Manager

December, 2016

ORDINANCE NO. 2017-2

ORDINANCE ADOPTING AN AMENDMENT TO THE  
COMPREHENSIVE PLAN FOR THE CITY OF FENNIMORE, GRANT COUNTY,  
WISCONSIN

THE COMMON COUNCIL OF THE CITY OF FENNIMORE, GRANT WISCONSIN, DO  
ORDAIN AS FOLLOWS:

**SECTION 1.** Pursuant to Wis. Stat. secs. 62.23, 66.1001(1)(a) and 66.1001(2), the City is authorized to prepare and adopt a comprehensive plan.

**SECTION 2.** The Common Council, by the enactment of an ordinance, formally adopted the document titled *City and Town of Fennimore Comprehensive Plan* as the City's comprehensive plan on October 13, 2003.

**SECTION 3.** The Plan Commission, by a majority vote of the entire Commission at a meeting held on January 17, 2017, recommended to the Common Council the adoption of an amendment to change the land use designation of parcels of land mapped on the attached Exhibit A from vacant/agricultural use to commercial on the future land use map adopted as part of the comprehensive plan.

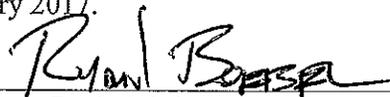
**SECTION 4.** The City published a Class 1 public notice and held a public hearing regarding the plan amendment.

**SECTION 5.** The Common Council hereby adopts the proposed plan amendment.

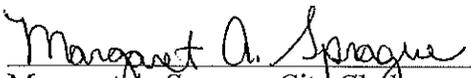
**SECTION 6.** The City Clerk is directed to send a copy of this ordinance and the plan amendment to the parties listed in Wis. Stat. sec. 66.1001(4)(b).

**SECTION 7.** This Ordinance shall take effect upon passage by a majority vote of the full membership of the Common Council and publication as required by law.

Adopted and approved this 23rd day of January 2017.

  
Ryan Boebel, Mayor

ATTEST:

  
Margaret A. Sprague, City Clerk

Dated Adopted:	<u>1-23-2017</u>
Date Recorded:	<u>1-24-2017</u>
Date Published:	<u>2-2-2017</u>
Effective Date:	<u>2-3-2017</u>

**RESOLUTION NO. 1-17-2017**

**RESOLUTION APPROVING AN AMENDMENT TO THE COMPREHENSIVE PLAN FOR THE CITY OF FENNIMORE, GRANT COUNTY, WISCONSIN**

**WHEREAS**, the City of Fennimore, pursuant to Wis. Stat. sec. 62.23, has established a Plan Commission; and

**WHEREAS**, the Common Council, together with the Town Board of the Town of Fennimore, adopted a Comprehensive Plan on October 13, 2003, known as the *City and Town of Fennimore Comprehensive Plan* following extensive public participation; and

**WHEREAS**, the City of Fennimore, and the Town of Fennimore, have reviewed the existing land use designations of certain parcels of land more specifically identified on the map attached hereto as Exhibit "A" and have further, with respect to such parcels, proposed changes from **vacant/agricultural** use to **commercial** use on the future land use map adopted as part of the comprehensive plan for the purpose of providing and enhancing opportunities for commercial development; and

**WHEREAS**, the Plan Commission finds that the comprehensive plan, with the proposed amendment, contains all of the required elements specified in Wis. Stat. sec. 66.1001(2) and that the comprehensive plan, with the proposed amendment, is internally consistent; and

**WHEREAS**, the City of Fennimore has duly noticed and held a public hearing on the proposed amendment on January 17, 2017, following the procedures in Wis. Stat. sec. 66.1001(4)(d) and the public participation procedures for comprehensive plan amendments adopted by the Common Council.

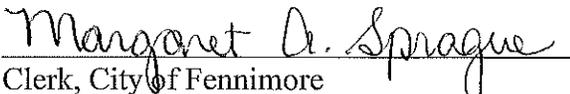
**NOW, THEREFORE, BE IT RESOLVED**, that pursuant to Wis. Stat. sec. 66.1001(4)(b), the Plan Commission of the City of Fennimore hereby approves the attached amendment No. 1 to the City of Fennimore Comprehensive Plan.

**BE IT FURTHER RESOLVED** that the Plan Commission does hereby recommend that the Common Council enact an Ordinance adopting the Comprehensive Plan amendment.

Adopted this 17th day of January, 2017.

  
\_\_\_\_\_  
Paul Berger  
Plan Commission Chair

ATTEST:

  
\_\_\_\_\_  
Margaret A. Sprague  
Clerk, City of Fennimore  
(or Secretary of the Plan Commission)

It was moved by Tom Newberry and seconded by Ron Mara  
that the foregoing resolution be adopted. The following voted

Aye: Ryan Boebel, Dennis Biddick, Ron Mara, Jeff Jackson  
Rob Rands, Tom Newberry

The following voted No: None

The Plan Commission Chair declared the resolution adopted.

ORDINANCE NO. 2017-01

ORDINANCE ADOPTING AN AMENDMENT TO THE  
COMPREHENSIVE PLAN FOR THE TOWN OF FENNIMORE, GRANT COUNTY,  
WISCONSIN

THE TOWN BOARD OF THE TOWN OF FENNIMORE, GRANT WISCONSIN, DO  
ORDAIN AS FOLLOWS:

**SECTION 1.** Pursuant to Wis. Stat. secs. 60.22(3), 66.1001(1)(a) and 66.1001(2), the Town is authorized to prepare and adopt a comprehensive plan.

**SECTION 2.** The Town Board, by the enactment of an ordinance, formally adopted the document titled *Town and Town of Fennimore Comprehensive Plan* as the Town's comprehensive plan on October 13, 2003.

**SECTION 3.** The Plan Commission, by a majority vote of the entire Commission at a meeting held on January 17, 2017, recommended to the Town Board the adoption of an amendment to change the land use designation of parcels of land mapped on the attached Exhibit A from vacant/agricultural use to commercial on the future land use map adopted as part of the comprehensive plan.

**SECTION 4.** The Town published a Class 1 public notice and held a public hearing regarding the plan amendment.

**SECTION 5.** The Town Board hereby adopts the proposed plan amendment.

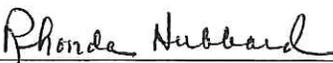
**SECTION 6.** The Town Clerk is directed to send a copy of this ordinance and the plan amendment to the parties listed in Wis. Stat. sec. 66.1001(4)(b).

**SECTION 7.** This Ordinance shall take effect upon passage by a majority vote of the full membership of the Town Board and publication as required by law.

Adopted and approved this 13 day of ~~January~~<sup>February</sup> 2017.

  
Robert Reynolds, Town Chairman

ATTEST:

  
Rhonda Hubbard, Town Clerk

Dated Adopted:  
Date Recorded:  
Date Posted or Published:  
Effective Date:

February 13, 2017  
February 14, 2017  
February 23, 2017  
February 24, 2017

RESOLUTION NO. 2017-01

RESOLUTION APPROVING AN AMENDMENT TO THE COMPREHENSIVE PLAN  
FOR THE TOWN OF FENNIMORE, GRANT COUNTY, WISCONSIN

WHEREAS, the Town of Fennimore, pursuant to Wis. Stat. sec. 60.22(3), has established a Plan Commission; and

WHEREAS, the Town Board, together with the Common Council of the City of Fennimore, adopted a Comprehensive Plan on October 13, 2003, known as the *City and Town of Fennimore Comprehensive Plan* following extensive public participation; and

WHEREAS, the Town of Fennimore, and the City of Fennimore, have reviewed the existing land use designations of certain parcels of land more specifically identified on the map attached hereto as Exhibit "A" and have further, with respect to such parcels, proposed changes from vacant/agricultural use to commercial use on the future land use map adopted as part of the comprehensive plan for the purpose of providing and enhancing opportunities for commercial development; and

WHEREAS, the Plan Commission finds that the comprehensive plan, with the proposed amendment, contains all of the required elements specified in Wis. Stat. sec. 66.1001(2) and that the comprehensive plan, with the proposed amendment, is internally consistent; and

WHEREAS, the Town of Fennimore has duly noticed and held a public hearing on the proposed amendment on January 17, 2017, following the procedures in Wis. Stat. sec. 66.1001(4)(d) and the public participation procedures for comprehensive plan amendments adopted by the Town Board.

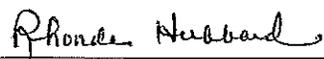
NOW, THEREFORE, BE IT RESOLVED, that pursuant to Wis. Stat. sec. 66.1001(4)(b), the Plan Commission of the Town of Fennimore hereby approves the attached Amendment No.1 to the City and Town of Fennimore Comprehensive Plan.

BE IT FURTHER RESOLVED that the Plan Commission does hereby recommend that the Town Board enact an Ordinance adopting the Comprehensive Plan amendment.

Adopted this 13 day of February, 2017.

  
\_\_\_\_\_  
Plan Commission Chair

ATTEST:

  
\_\_\_\_\_  
Clerk, Town of Fennimore  
(or Secretary of the Plan Commission)

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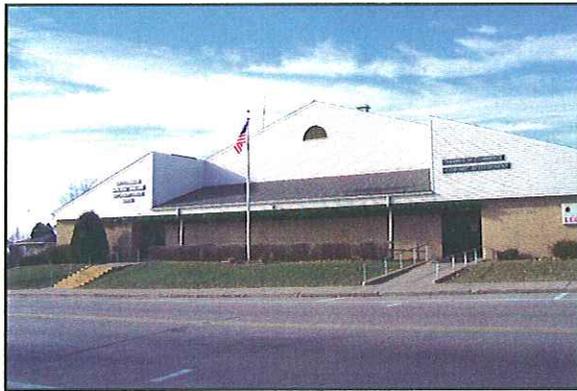
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**EXECUTIVE SUMMARY**

The purpose of this section is to provide basic background information for the comprehensive planning process and general population and demographic characteristics for the City and Town of Fennimore. More specifically this section includes background information; including population trends, age distribution, housing trends, education levels, income levels, employment characteristics, population projections, housing projections, and labor force projections. Also included in this section are public participation efforts including the City of Fennimore Survey and Visioning Session, as well as the Town Survey.

**Wisconsin State Statute 66.1001(2)(a)*****(a) Issues and opportunities element.***

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

**ISSUES AND OPPORTUNITIES POLICY RECOMMENDATIONS**

The following are the issues and opportunities policy recommendations for the City and Town of Fennimore. The essence of these recommendations is carried out throughout the entire document.

- **Protect and improve the health, safety, and welfare of residents in The City and Town of Fennimore\*.**
- **Preserve and enhance the quality of life for the residents of the City and Town of Fennimore\*.**
- **Protect and preserve the small community character of the City and Town of Fennimore\*.**
- **Pay attention to "Sense of Place" and "Quality of Life" issues within the community. They are important.**

*Work concertededly on maintaining and enhancing the visual aspects of the community, recognizing that an attractive, comfortable, and safe environment is essential for a person's, or a business's, sense of well being. Furthermore, today's workers are attracted to communities and places that can provide cultural amenities, natural environments for recreation, and opportunities for social interaction. It is important to pay attention to the "sense of place". Quality libraries, coffee shops, bookstores, jogging paths and other recreation and health facilities, and outdoor gathering places are just examples of desired facilities within the community.*

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



## **BACKGROUND**

The City and Town of Fennimore applied for a Comprehensive Planning Grant through the Wisconsin Department of Administration in the fall of 2000. In the spring of 2001, the Comprehensive Planning Grant was awarded and both the City and Town contracted with the Southwestern Wisconsin Regional Planning Commission (SWWRPC) to complete a comprehensive plan in accordance with Wisconsin Statute 66.1001.

The City and Town each appointed a group of citizens and officials, the Citizen Advisory Committee (CAC), to serve as the steering committee for the process. The group has worked diligently with staff from SWWRPC to complete the various elements of the plan. (Refer to Appendix A for additional public participation efforts.)

## **Community Vision Statement**

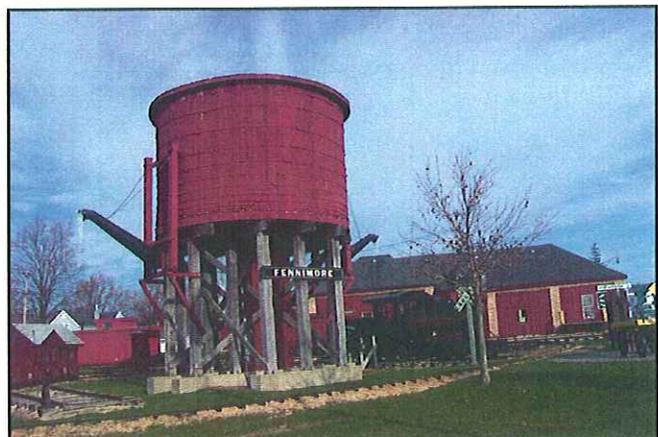
In November of 2001, the CAC in conjunction with staff from SWWRPC and UW-Extension held a community visioning session for the City of Fennimore. At the community visioning session groups of citizens were asked to come up with a community vision statement, as well as what they would like to see preserved, created, or changed in the Fennimore area. The CAC utilized information from the community meeting to derive the following vision statement.

***The City of Fennimore will continue to be a friendly rural community that provides an excellent quality of life through a sound balance of recreation, infrastructure, housing, economic development and educational opportunities for people of all ages.***

The other activity from the visioning session included what residents wanted to preserve, create, and change. The lists below represent what community members felt were important.

## **What would you like to see preserved?**

- Main Street – Old Town Theme
- Independent School District
- Businesses – Current, Large, and Southwest Tech
- Trees
- Marsden Park and other Park Facilities
- Restaurants
- Fast Food
- Oakwood Nature Park
- Library
- Safety
- Railway Theme
- Doll and Toy Museum
- Silent Woman
- IGOR the Mouse
- City Barn
- Recycling Program
- Museums
- Utility System



**What would you like to see created?**

- Community Recreation Center
- Antique Shops
- Specialty Shops
- Broader Volunteer Base
- Community Spirit
- Neighborly Feeling
- Recreation Programs
- Better Community/School Relationship
- More Attractive Store Fronts
- Main Street Program
- Adopt - A - Street
- Pharmacy
- Organized Recreation for Adults
- Main Street Theme
- Nature Park - Prairie
- Playground
- Additional Retail - Theme
- Opportunity for Talent to Be Involved
- Planters, Flowers, and Hanging Baskets
- Programs for New Business - Low Interest Loans
- More Residential Development

**What would you like to see changed?**

- Reroute Truck Traffic
- Uses of Parks
- Ordinances
- Reduce Litter
- Tree Program
- Combine Museums
- School/City Relationship
- Keeping Young People
- Entice New Businesses
- Maintain Flags
- Modify Appearance of Downtown
- Unattractive Housing on Main Street
- Enforce Rules for Property Maintenance
- Wildflowers - Edge of Town
- Main Street Plan - Facades, Greenery, Etc.
- More Business in the Industrial Park



**Community Survey**

The CAC developed two surveys, one that was mailed to City residents and one that was mailed to Town residents. The purpose of the survey was to seek input from residents that the CAC could utilize throughout the planning process.

The City of Fennimore survey was distributed in City utility bills with 242 surveys or 20.2 percent returned. Respondents agreed that the City of Fennimore has adequate to very good fire and police protection and emergency medical services. A high percentage of citizens either agreed or strongly agreed that housing in the City of Fennimore is of good quality and that the City should spend money to encourage both business and industrial development.

The Town of Fennimore survey was mailed to all residents to determine the strengths, weaknesses, opportunities and threats affecting the Town. Strengths were good roads, lower taxes and the environment. A loss of township control was sited as a weakness. There was no clear direction in the Opportunities section. The major Threats evolved around the growth of the City of Fennimore and the negative effects this could have on the Town.

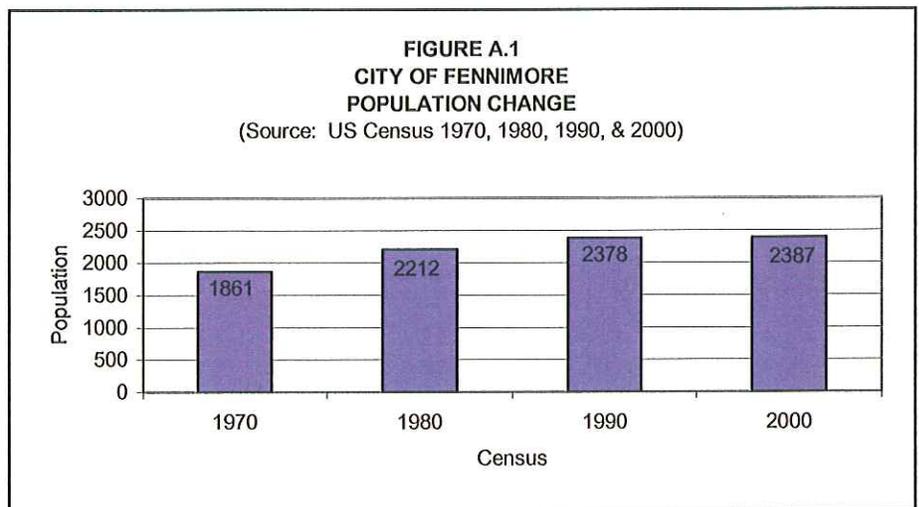


The complete results of these surveys can be found in Appendix B.

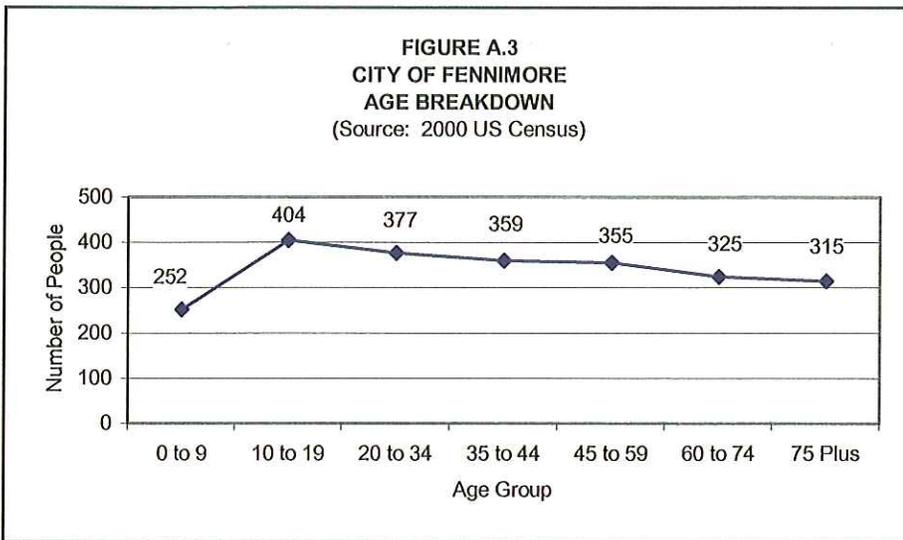
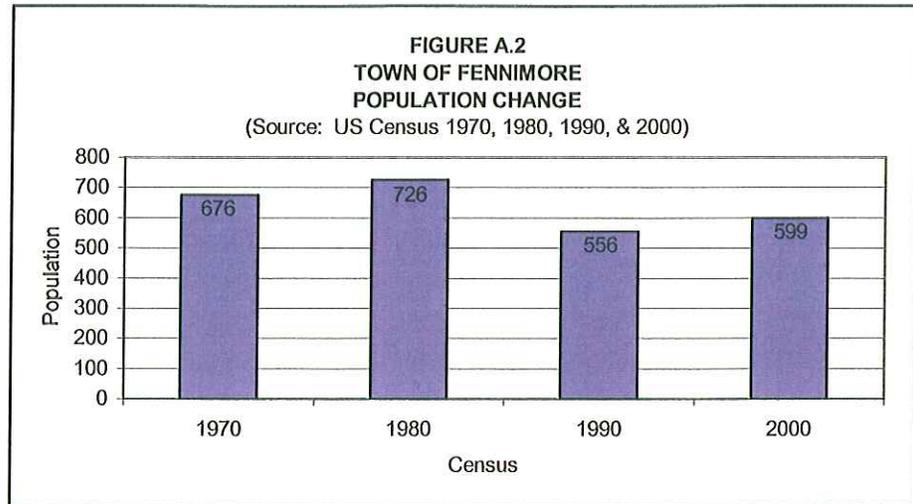
**DEMOGRAPHIC TRENDS**

**Population Change**

The City of Fennimore has seen an overall increase in population in the last thirty years. Between 1970 and 1980 there was a significant increase of 351 persons. Figure A.1 reflects of the population changes in the City of Fennimore over the past thirty years.



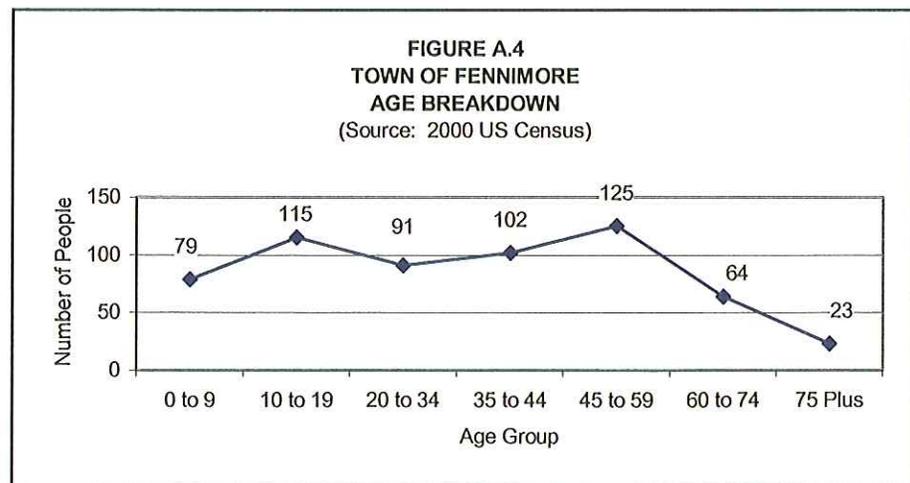
As indicated by Figure A.2, the population in the Town of Fennimore has fluctuated both up and down over the past thirty years. Between 1980 and 1990 there was a significant decrease in population, and then between 1990 and 2000 a slight rebound.



**Age Distribution**

As indicated by Figure A.3, the overall population in the City of Fennimore is well distributed amongst the various age groups. The smallest concentration is in the age group of children less than nine years of age.

The majority of the population in the Town of Fennimore is under the age of 60. According to the 2000 Census, the age groups of 60 and under represent 85.5 percent of the population.



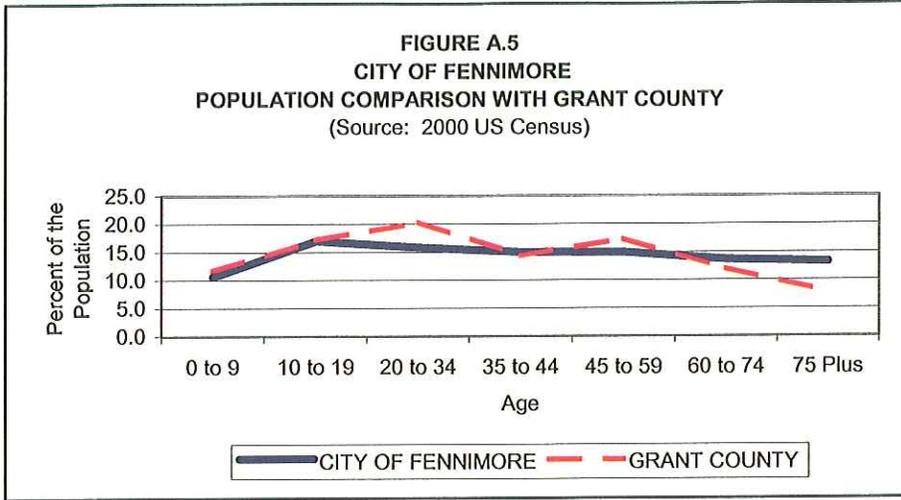
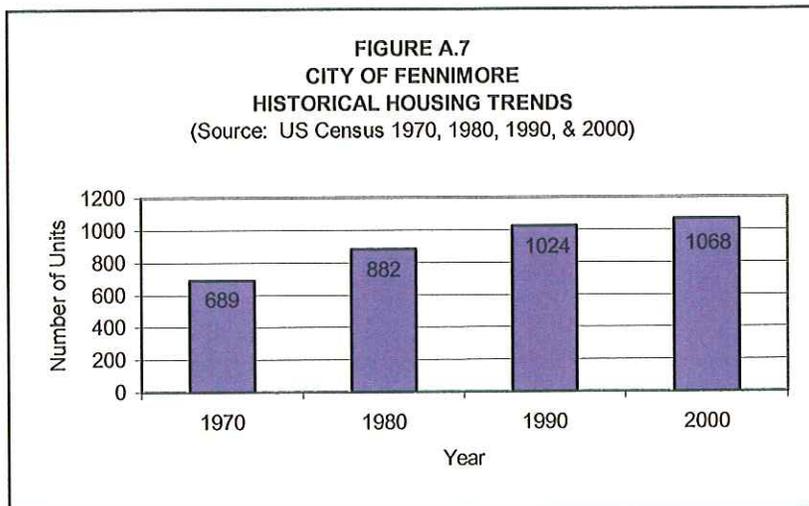
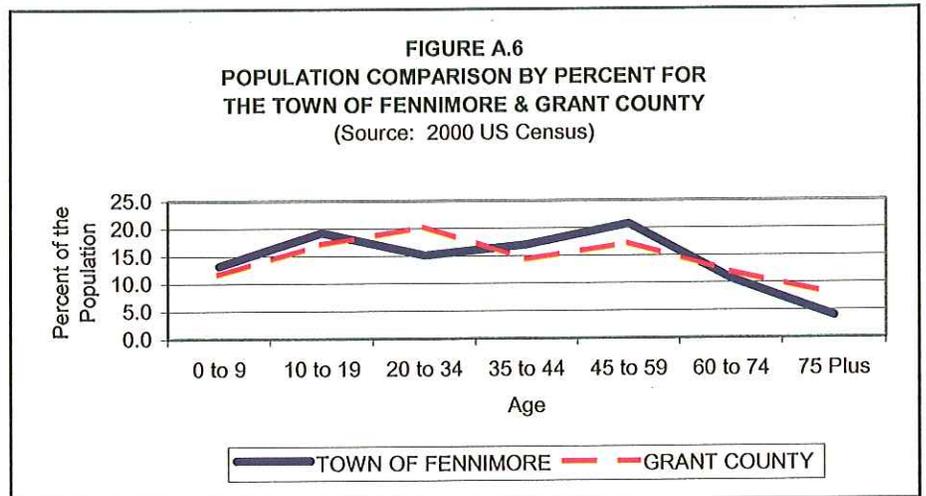


Figure A.5 compares the City of Fennimore population with Grant County. Note the similarity of the population in the City of Fennimore to that of Grant County.

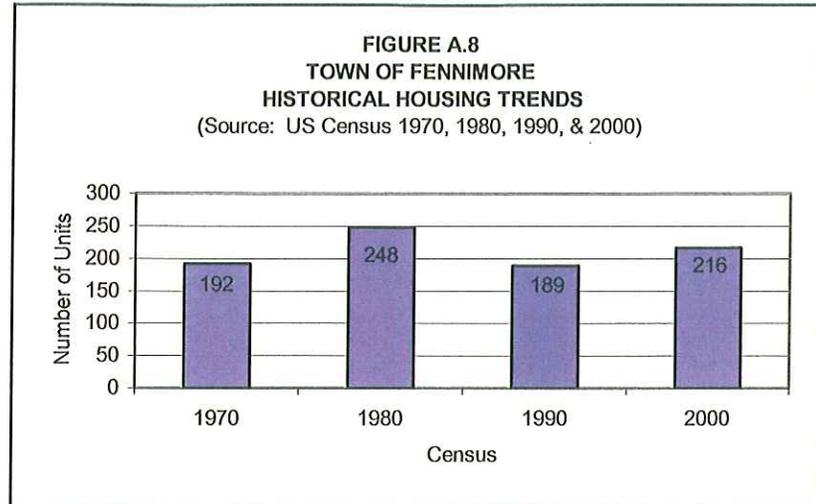
Figure A.6 compares the population in the Town of Fennimore with the population of Grant County. Again, note the similarity.



**Housing Trends**

Historically, the City of Fennimore has seen a steady increase in its housing supply. As indicated by Figure A.7, the most significant increase occurred between 1970 and 1990 with an addition of 335 homes. Between 1990 and 2000 there was only an increase of 44 homes.

Historically, the Town of Fennimore has seen fluctuations in the housing supply very similar to the changes in population over the past thirty years.



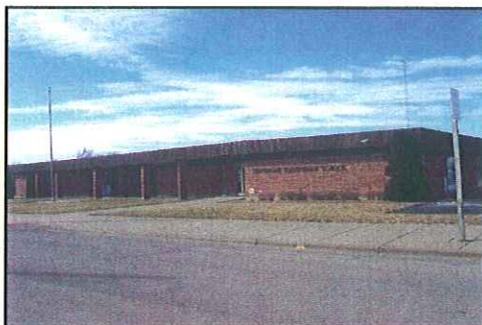
**EDUCATION LEVELS**

An important factor underlying a community's economic health, as well as its potential for economic growth is the link between education levels of residents and employment opportunities. Tables A.1 and A.2 below are reflective of the educational attainment of residents 25 years and over. The table compares the City of Fennimore, Town of Fennimore, Grant County, and the State of Wisconsin.

**TABLE A.1  
CITY OF FENNIMORE  
EDUCATIONAL ATTAINMENT COMPARISON FOR RESIDENTS 25 YEARS AND OLDER**

Education Attainment	City of Fennimore		Grant County	State of Wisconsin
	Number	Percent	Percent	Percent
Less than 9 <sup>th</sup> Grade	110	6.7	7.7	5.4
9 <sup>th</sup> to 12 <sup>th</sup> Grade, No Diploma	155	9.4	8.9	9.6
High School Graduate (Includes Equivalency)	611	37.2	40.0	34.6
Some College, No Degree	345	21.0	19.0	20.6
Associate Degree	135	8.2	7.3	7.5
Bachelor's Degree	190	11.6	10.9	15.3
Graduate or Professional Degree	96	5.8	6.3	7.2
<b>TOTAL</b>	<b>1,642</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

(Source: 2000 US Census)



**TABLE A.2  
TOWN OF FENNIMORE  
EDUCATIONAL ATTAINMENT COMPARISON FOR RESIDENTS 25 YEARS AND OLDER**

Education Attainment	Town of Fennimore		Grant County	State of Wisconsin
	Number	Percent	Percent	Percent
Less than 9 <sup>th</sup> Grade	14	3.8	7.7	5.4
9 <sup>th</sup> to 12 <sup>th</sup> Grade, No Diploma	56	15.2	8.9	9.6
High School Graduate (Includes Equivalency)	136	37.0	40.0	34.6
Some College, No Degree	89	24.2	19.0	20.6
Associate Degree	35	9.5	7.3	7.5
Bachelor's Degree	24	6.5	10.9	15.3
Graduate or Professional Degree	14	3.8	6.3	7.2
<b>TOTAL</b>	<b>368</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

(Source: 2000 US Census)

### INCOME COMPARISONS

Tables A.3 and A.4 compare the income levels of the City and Town of Fennimore with those of Grant County and the State of Wisconsin. Median household income is based on every unit of occupancy with one or more unrelated individuals. Median family income is based on units of occupancy with individuals related by blood or by law. Per capita income is based on each individual wage earner.

**TABLE A.3  
CITY OF FENNIMORE  
INCOME COMPARISONS**

Income Level	City of Fennimore	Grant County	State of Wisconsin
Median Household Income	\$34,453	\$36,268	\$43,791
Median Family Income	\$42,287	\$43,428	\$52,911
Per Capita Income	\$18,701	\$16,764	\$21,271

(Source: 2000 US Census)

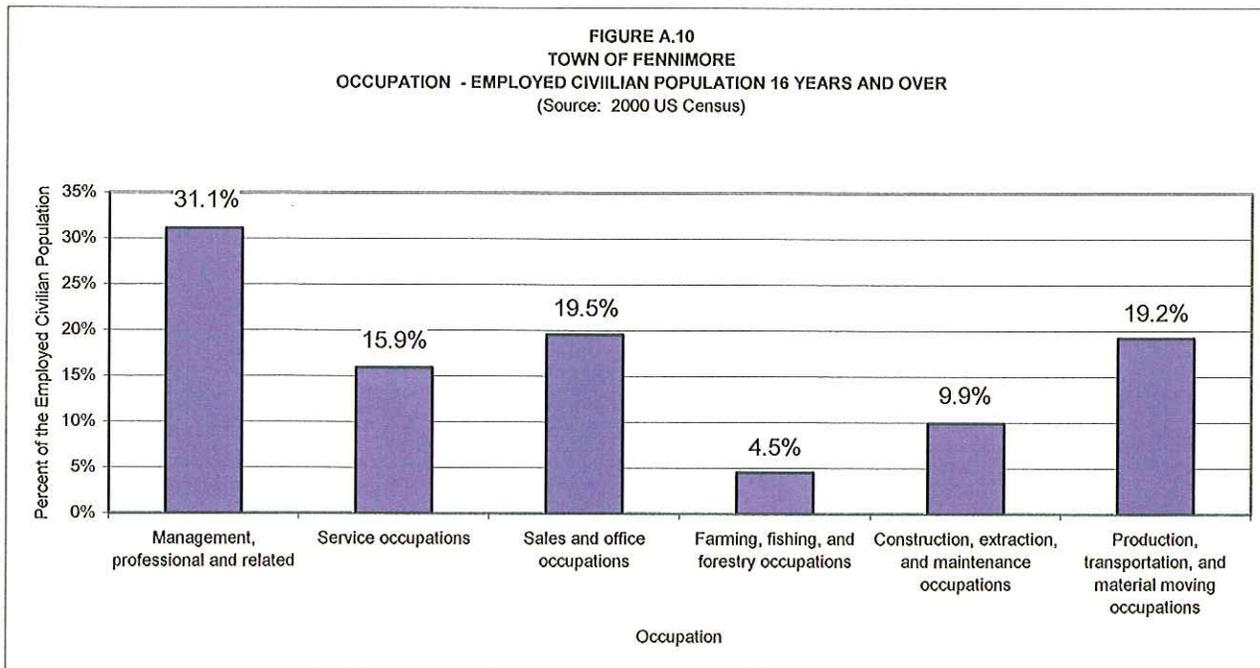
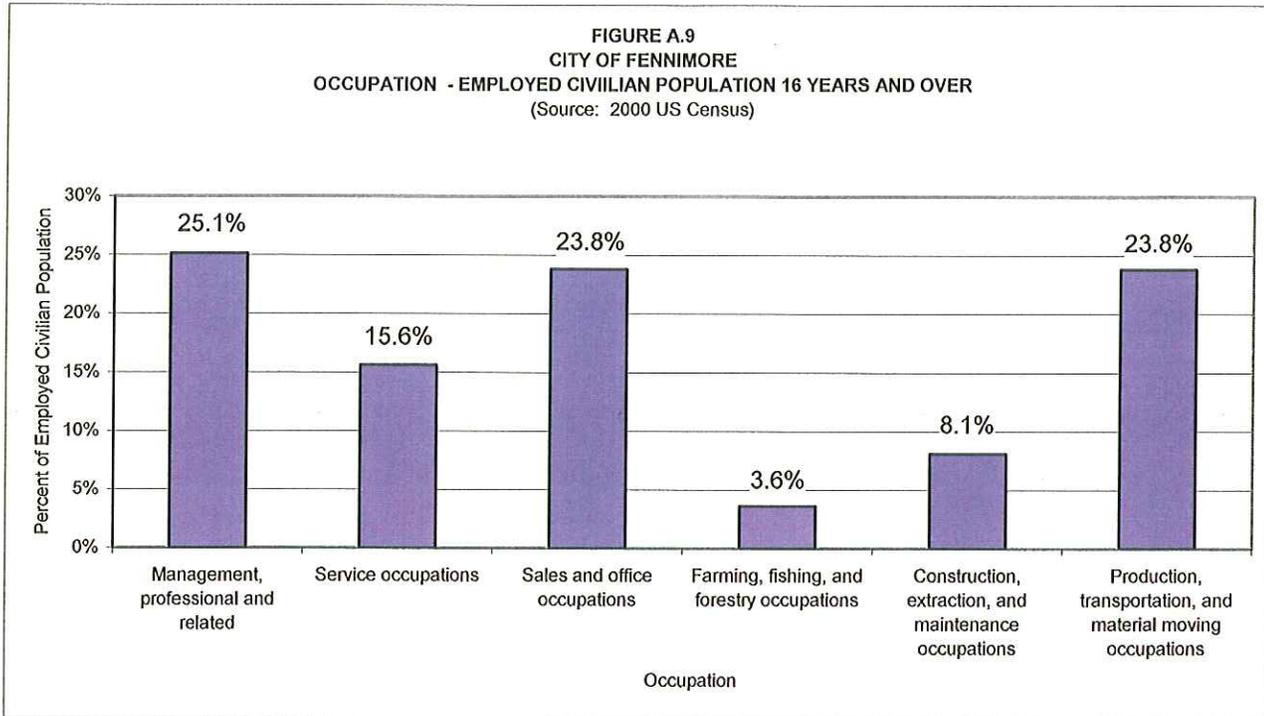
**TABLE A.4  
TOWN OF FENNIMORE  
INCOME COMPARISONS**

Income Level	Town of Fennimore	Grant County	State of Wisconsin
Median Household Income	\$36,400	\$36,268	\$43,791
Median Family Income	\$38,393	\$43,428	\$52,911
Per Capita Income	\$13,360	\$16,764	\$21,271

(Source: 2000 US Census)

**EMPLOYMENT CHARACTERISTICS**

The figures below are reflective of the 2000 US Census figures for employed persons 16 years and over, and their respective occupations. By definition of the US Census, occupation can be defined as the type of work a person does on the job. Figure A.9 is for the City of Fennimore and Figure A.10 is for the Town of Fennimore.



**DEMOGRAPHIC PROJECTIONS**  
**POPULATION PROJECTIONS**

The purpose of preparing projections of future population is to provide planners, developers, and others with expected increases or decreases in population in given base years. Reliable projections of population are needed for all kinds of planning or policy decisions whether involving the need for extending utilities, building a new highway, or starting a business. All of these require some notion of probable demand for such facilities. Figure A.11 below is indicative of the historical population trends with both a high and low projection for the City of Fennimore to the year 2030.

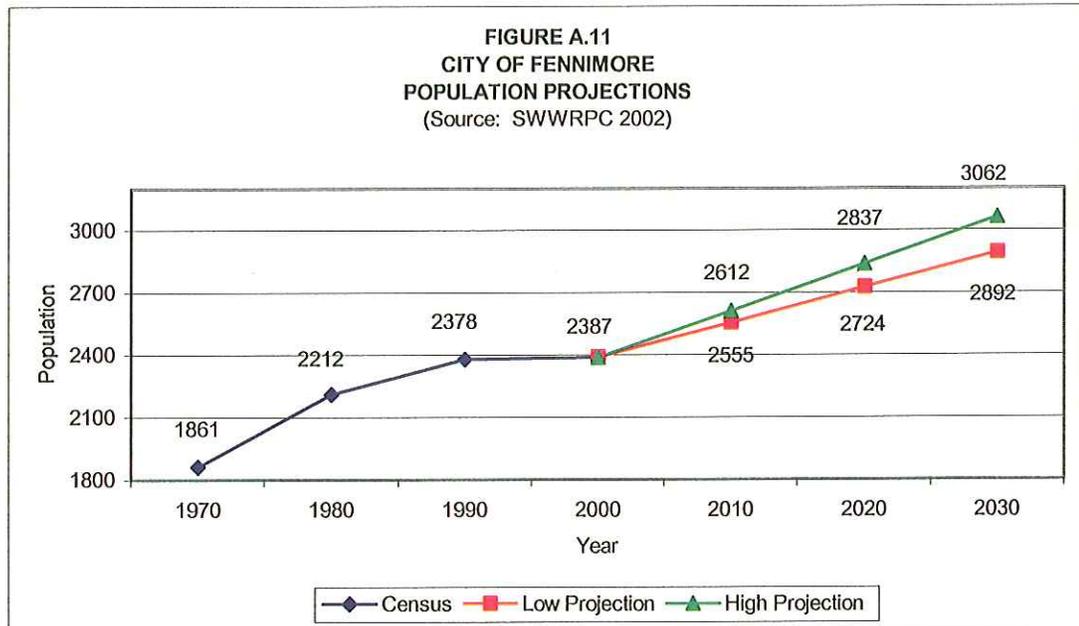
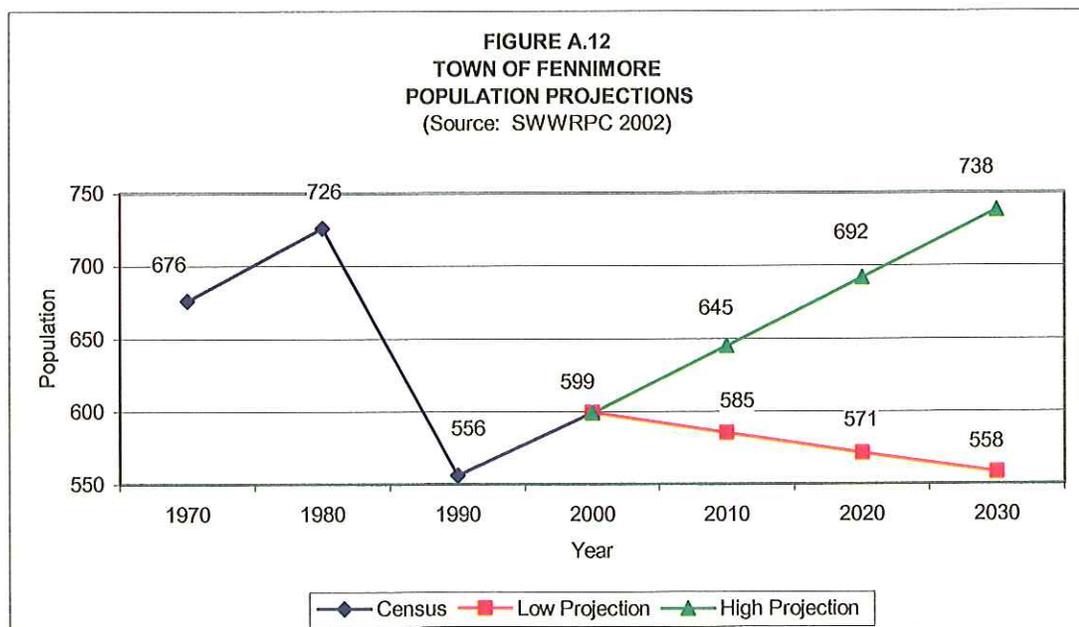


Figure A.12 is reflective of the population trends and projections for the Town of Fennimore for the years 1970 through 2030.



**HOUSEHOLD PROJECTIONS**

The household projections are based on the population projections previously presented and the average household size from the 2000 US Census. The table below serves as the household projections for the City and Town of Fennimore.

**TABLE A.5  
CITY AND TOWN OF FENNIMORE  
HOUSEHOLD PROJECTIONS**

HOUSEHOLD PROJECTIONS	2000*	2010	2020	2030
City of Fennimore – Low Projection	1021*	1091	1164	1235
City of Fennimore – High Projection	1021*	1116	1212	1309
Town of Fennimore – Low Projection	199*	194	190	185
Town of Fennimore – High Projection	199*	214	229	245

\*(Source: 2000 US Census)

**LABOR FORCE PROJECTIONS**

The following figures are the labor force projections for the City and Town of Fennimore. The projected jobs are not necessarily to be created in these jurisdictions, but indicate the projected labor force residing in the City and Town of Fennimore. Figure A.13 indicates the City of Fennimore Labor Force Projections.

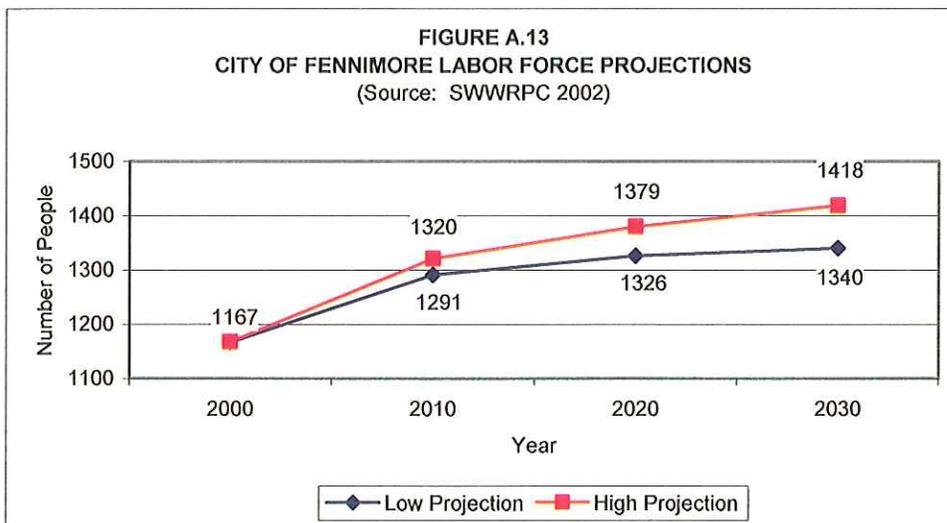
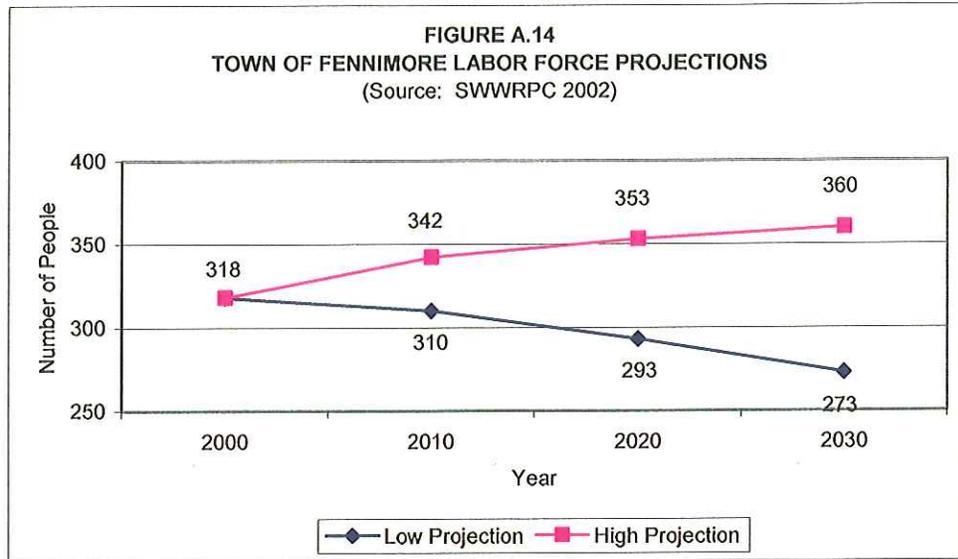


Figure A.14 below indicates the Labor Force Projections for the Town of Fennimore.



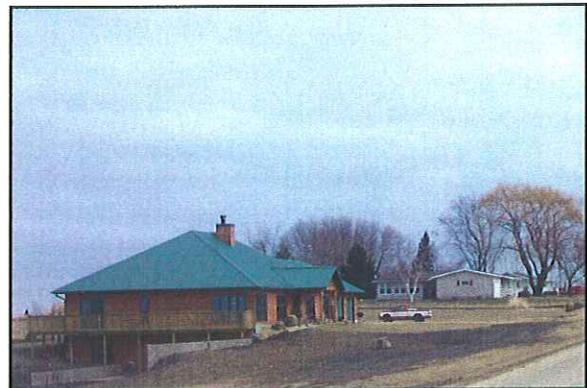
All of the projections presented in this section are based on past trends. These projections are to be used as a guide. A sudden change, such as the creation of a large industry in an outlying area may dramatically impact these projections.

58 percent of survey response agrees that the City of Fennimore should encourage growth.

*\*Fennimore Community Survey 2001*

### **EXECUTIVE SUMMARY**

Housing is a basic necessity of life and an important part of the comprehensive planning process. Obtaining suitable, spacious, and affordable housing is often difficult for many residents. Housing is generally considered affordable when housing costs do not exceed 30 percent of household income. Integrating single and multi-family housing units into new developments can support a more diverse population. The addition of units or conversion of larger homes to duplexes or apartments can be a way to increase the supply of multi-family housing without dramatically changing the landscape. This section examines the existing housing stock. Included in the housing stock is the total units, age characteristics of the existing housing supply, occupancy rates, structural characteristics, affordability of housing, as well as housing policies and programs.



#### **Wisconsin State Statute 66.1001(2)(b)**

*(b) Housing element.*

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

**HOUSING POLICY RECOMMENDATIONS:**

The following are the housing policy recommendations for the City and Town of Fennimore.

- **Encourage a variety of lot sizes and housing types for both rental and ownership units within the City and Town of Fennimore.**

*Promote a variety of both owner and renter-occupied housing units by working with developers on costs such as infrastructure. Varieties of homes may include single family, duplexes, apartments, condominiums, manufactured homes, etc.*

- **Promote the preservation and rehabilitation of the existing housing stock in the City and Town of Fennimore.**

*Promote the redevelopment and rehabilitation of existing properties within the city and township.*

- **Preserve and expand the supply of affordable rental and ownership housing for low and moderate-income individuals in the City of Fennimore.**

*As the City continues to expand, there may be an additional need for "affordable" rental and ownership units. This may also be appropriate for the township.*

- **Promote and utilize federal and state housing assistance programs.**

*There are a number of available programs for housing development and redevelopment. There are programs available for individuals, developers, and communities. Explore the programs to find one that best suits the needs of a particular situation.*

- **Encourage contiguous development patterns in the City and Town of Fennimore that preserve and expand upon existing neighborhoods and can be served by public utilities where possible.**

*Encouraging contiguous development patterns can cut down on infrastructure costs; including roads, water, and sanitary sewer service, by avoiding "leap frog" development. Being served by public utilities and community facilities can be important for long-term land use, as the amount of space needed to accommodate both current and future wells and septic systems can be problematic, especially on smaller parcels.*

- **Consider undertaking a housing needs assessment.**

*If it has not been done, the community may want to consider undertaking a housing needs assessment with the assistance of a qualified consultant in order to identify any unmet housing needs within the community. The development of housing is an important part of the overall economic development strategy of the community, as it can play a role in helping to meet the needs for available labor, change the age structure of the community, etc.*

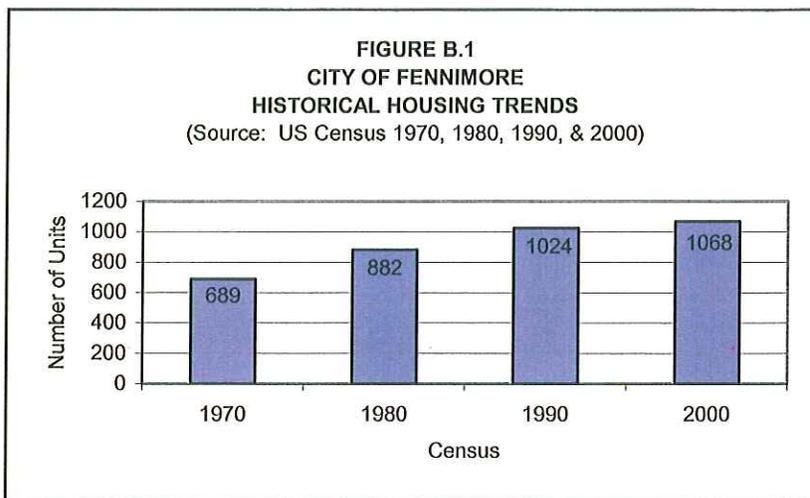
87 percent of survey respondents agree that most of the housing in the City of Fennimore is of good quality.

*\*Fennimore Community Survey 2001*

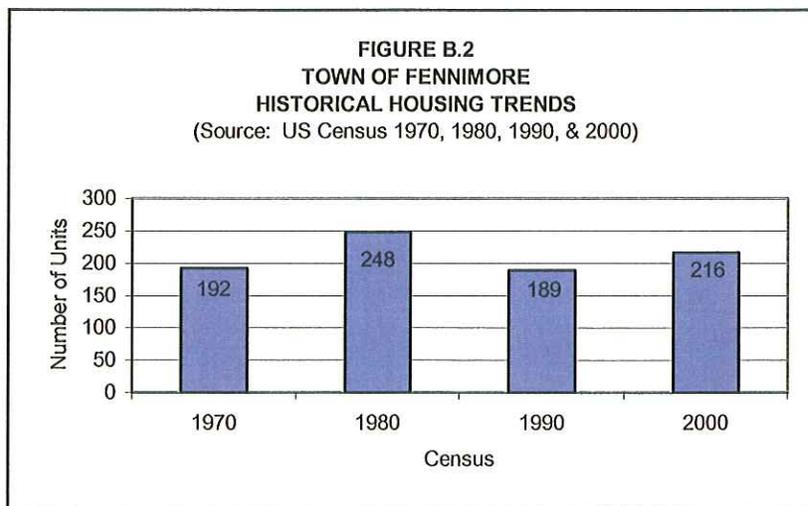
**HOUSING CHARACTERISTICS**

**HOUSING UNITS**

The City of Fennimore has seen an overall increase in the total number of housing units. As indicated by Figure B.1 there has been a steady increase in the housing supply with a significant increase of 335 housing units over the 20-year span 1970-1990.

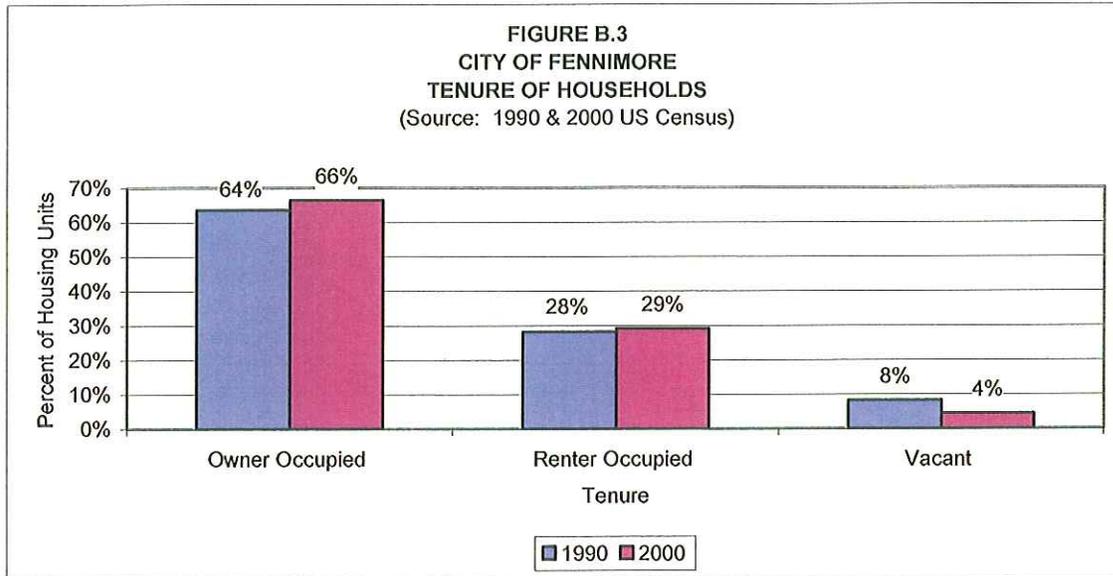


Over the past thirty years, as indicated by Figure B.2, the Town of Fennimore has seen fluctuations in the housing supply similar to the changes in population over the same period.

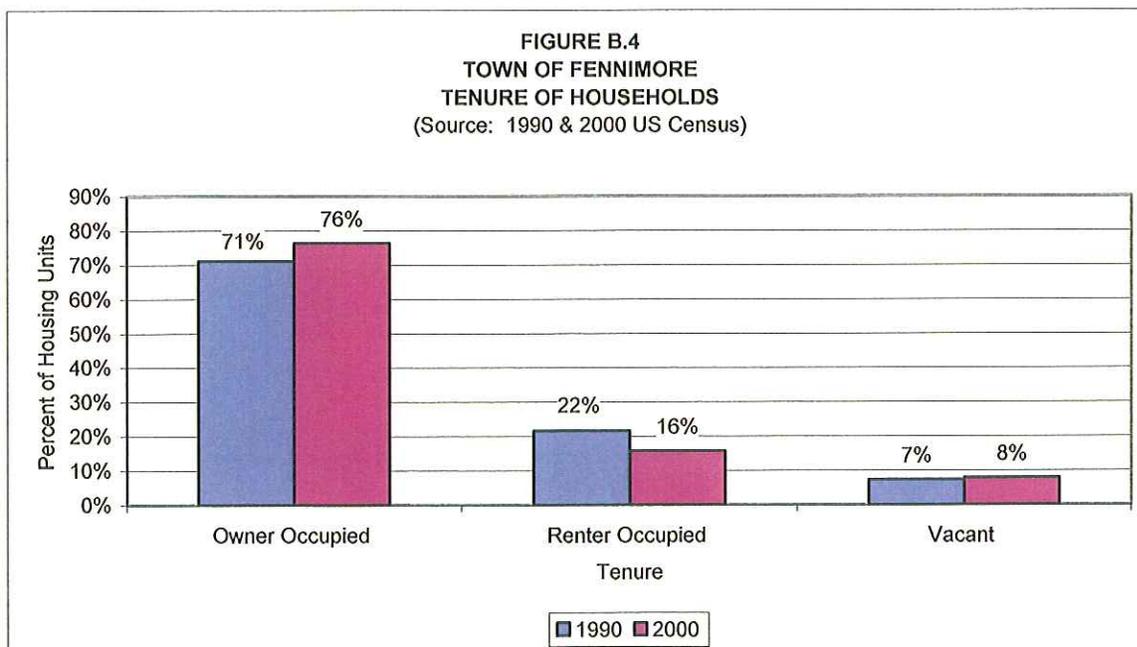


**OCCUPANCY CHARACTERISTICS**

The following figures reflect the ownership of households in the City and Town of Fennimore as recorded by the 1990 and 2000 US Census. As indicated by Figure B.3 below, owner and renter occupied housing has had little change while vacancy levels have decreased to four percent in 2000 from 8 percent in 1990.

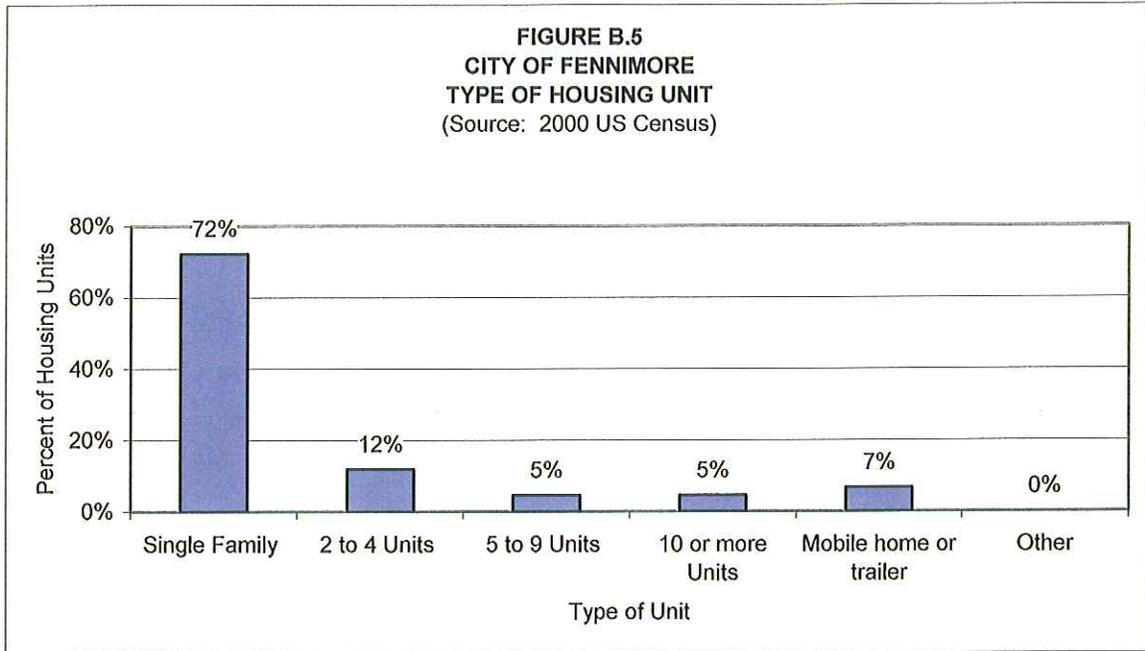


Over the same period, according to Figure B.4, the Town of Fennimore saw a significant change between owner-occupied and renter-occupied housing while the vacancy rate remained nearly unchanged.

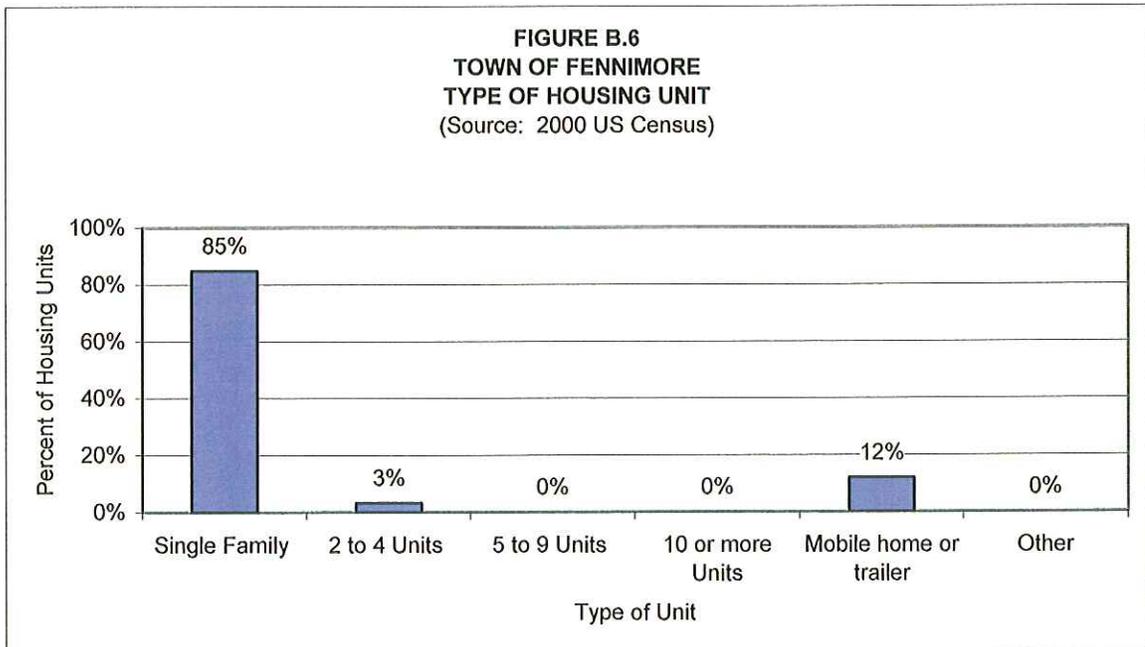


**STRUCTURAL CHARACTERISTICS**

The following figures represent the type of housing units in the City and Town of Fennimore as reported in the 2000 US Census. Figure B.5 indicates that 72 percent of the housing stock in the City of Fennimore is single-family homes, with the remaining 28 percent comprised of multiple-unit buildings along with mobile or trailer homes.

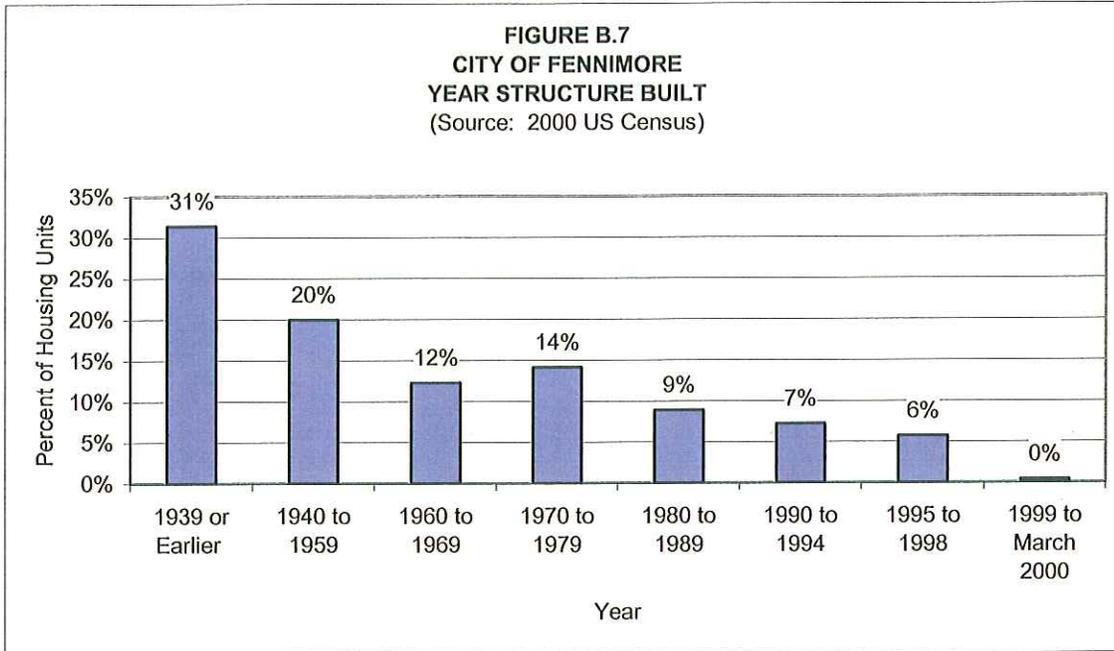


In the Town of Fennimore (Figure B.6) 85 percent of the total housing stock consists of single-family homes. Two to four-unit buildings represent 3 percent of the housing stock and the remaining 12 percent consists of mobile or trailer homes.

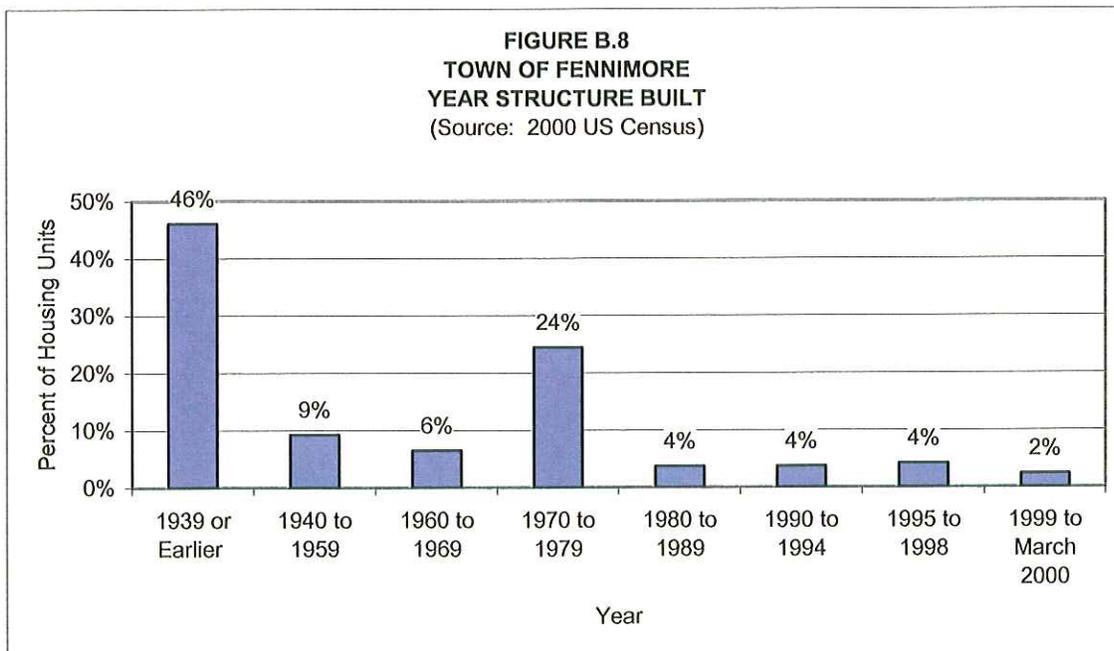


**AGE CHARACTERISTICS**

The figures below indicate the year housing units were built in the City and Town of Fennimore. As indicated by Figure B.7 below, 77 percent of the housing stock in the City was constructed prior to 1980. Approximately 13 percent of the housing units in the City of Fennimore were constructed in the past decade.



In the Town of Fennimore (Figure B.8), 85 percent of the housing stock was constructed prior to 1980. Since 1980 there has been a limited amount of new housing units built, with approximately 10 percent of the total housing stock built in the past decade.



### HOUSING AFFORDABILITY

As mentioned previously in this section, housing affordability is a major component of the comprehensive plan. No single type of housing can serve the varied needs of today's diverse households. This process is an opportunity for local communities to increase housing choices not only by modifying development patterns, but also by increasing the supply in existing neighborhoods that can be served by the current infrastructure. Refer to Table B.1 and B.2 for housing affordability information for the City and Town of Fennimore.

**TABLE B.1: COMPARISON OF OWNER OCCUPIED MEDIAN HOME VALUES - 1990 & 2000**

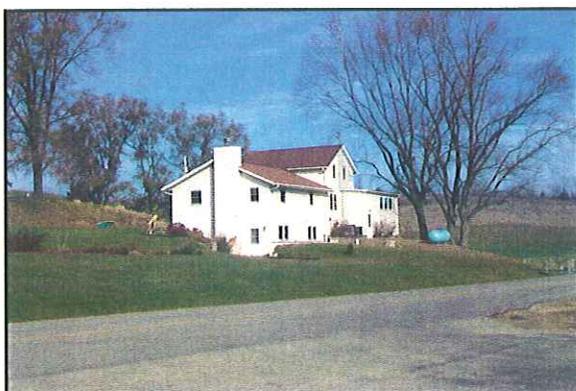
Jurisdiction	1990 Median Home Value - Owner Occupied	2000 Median Home Value - Owner Occupied	Change in Median Home Value 1990 to 2000
City of Boscobel	\$32,900	\$70,200	\$37,300
City of Dodgeville	\$51,700	\$88,200	\$36,500
<b>City of Fennimore</b>	<b>\$39,800</b>	<b>\$73,500</b>	<b>\$33,700</b>
City of Lancaster	\$45,100	\$78,900	\$33,800
City of Platteville	\$51,100	\$88,100	\$37,000
<b>Town of Fennimore</b>	<b>\$40,800</b>	<b>\$63,600</b>	<b>\$22,800</b>
Town of Mount Ida	\$42,000	\$87,100	\$45,100
Grant County	\$43,400	\$78,000	\$34,600

(Source: 1990 & 2000 US Census)

**TABLE B.2: COMPARISON OF RENTER OCCUPIED MEDIAN RENT PAID - 1990 & 2000**

Jurisdiction	1990 Median Rent - Renter Occupied	2000 Median Rent - Renter Occupied	Change in Median Rent 1990 to 2000
City of Boscobel	\$278	\$372	\$94
City of Dodgeville	\$355	\$569	\$214
<b>City of Fennimore</b>	<b>\$284</b>	<b>\$405</b>	<b>\$121</b>
City of Lancaster	\$287	\$350	\$63
City of Platteville	\$310	\$429	\$119
<b>Town of Fennimore</b>	<b>\$331</b>	<b>\$494</b>	<b>\$163</b>
Town of Mount Ida	\$325	\$525	\$200
Grant County	\$305	\$395	\$90

(Source: 1990 & 2000 US Census)



**OWNER-OCCUPIED CHARACTERISTICS**

The following figures represent owner-occupied housing units in the City of Fennimore. Figure B.9 indicates the value of owner-occupied units in the City. The majority of homes range in value from \$50,000 to \$99,999, with other units both above and below. The median value of an owner-occupied home in the City of Fennimore according to the 2000 census was \$73,500.

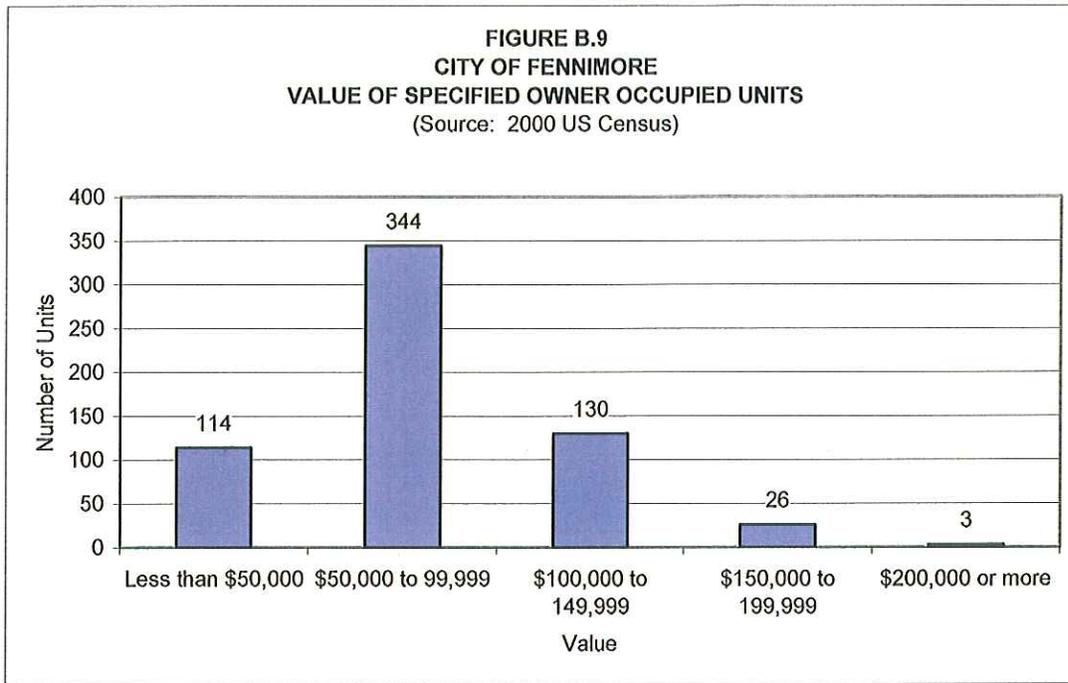
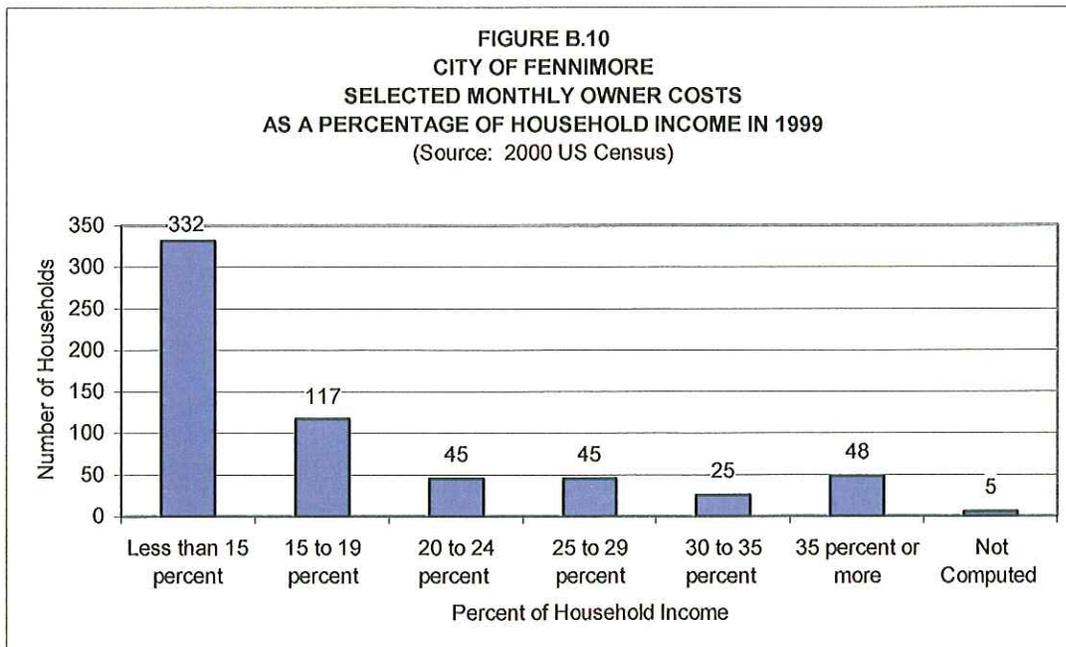


Figure B.10 indicates monthly owner costs as a percentage of 1999 household income. Seventy-three households are paying more than 30 percent of their income towards housing costs. A home is generally considered affordable when the total costs do not exceed 30 percent of total household income. However, residents may choose to pay more for a particular style or type of home.



The following figures represent owner-occupied housing units in the Town of Fennimore. Figure B.11 indicates the value of specified owner-occupied units in the Town. The majority of homes in the township are valued between \$50,000 and \$99,999. The median value of an owner-occupied home according to the 2000 Census was \$63,600.

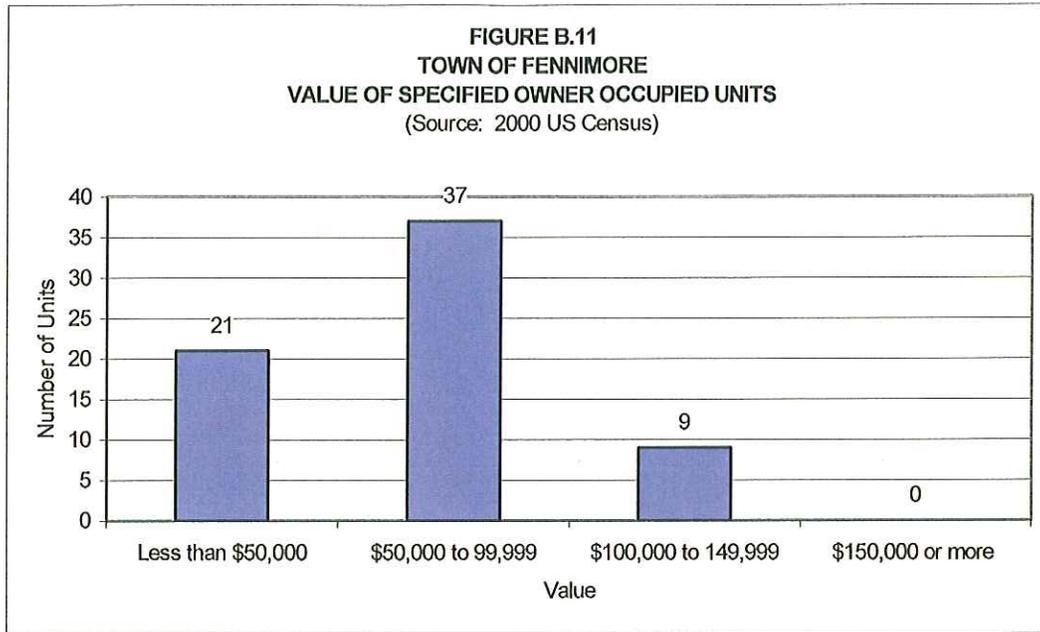
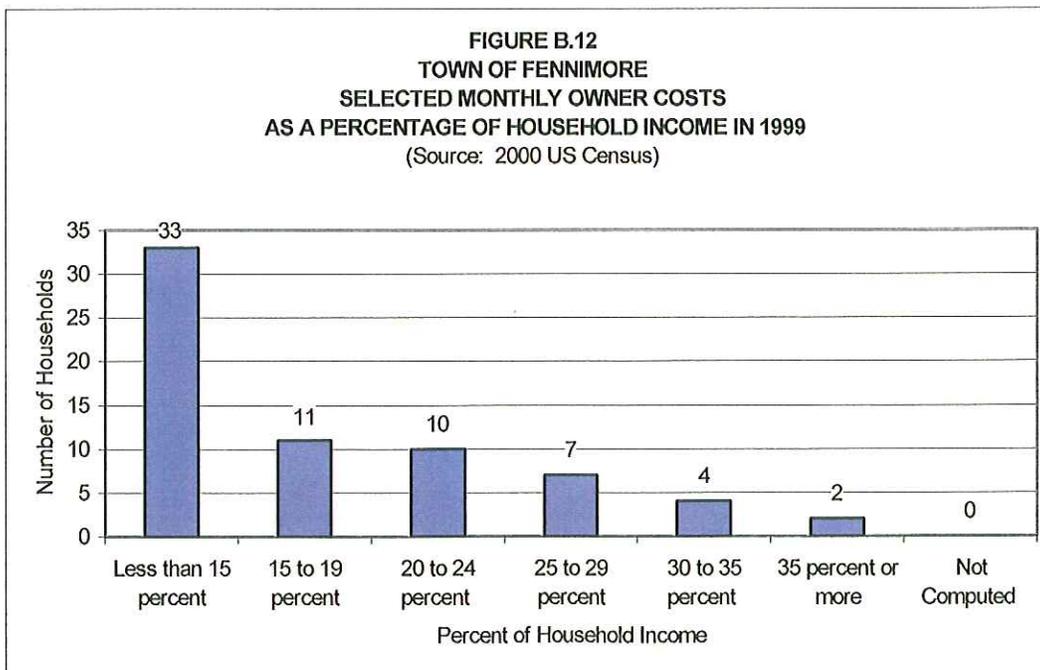
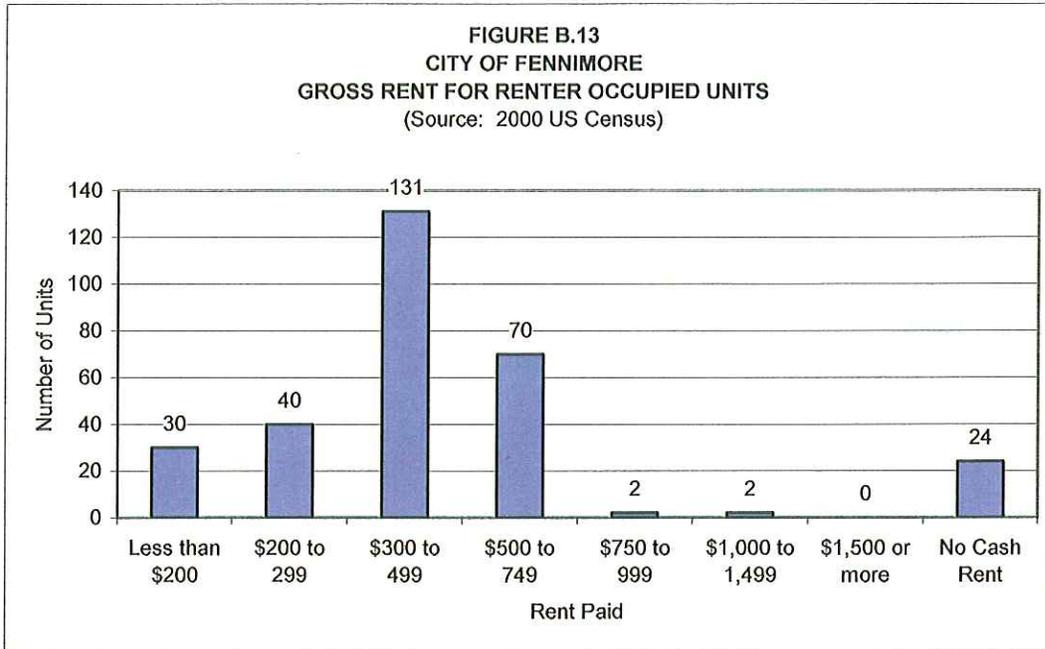


Figure B.12 indicates monthly owner costs as a percentage of 1999 household income. Six households are paying more than 30 percent of their income towards housing costs. A home is generally considered affordable when the total costs do not exceed 30 percent of total household income. However, residents may choose to pay more for a particular style or type of home.



**RENTER-OCCUPIED CHARACTERISTICS**

Figure B.13 indicates the gross rent for renter-occupied units in the City of Fennimore for the year 2000. A significant number of units are in the range of \$300 - \$499 per month. In the year 2000, the median rent in the City was \$405.



As indicated by Figure B.14, 86 renter-occupied units are paying in excess of 30 percent of their income towards housing costs. As mentioned previously, a person should have the opportunity to live somewhere and pay less than 30 percent of their income towards housing. This does not mean that people will not pay more, but that they should have the opportunity available for affordable housing.

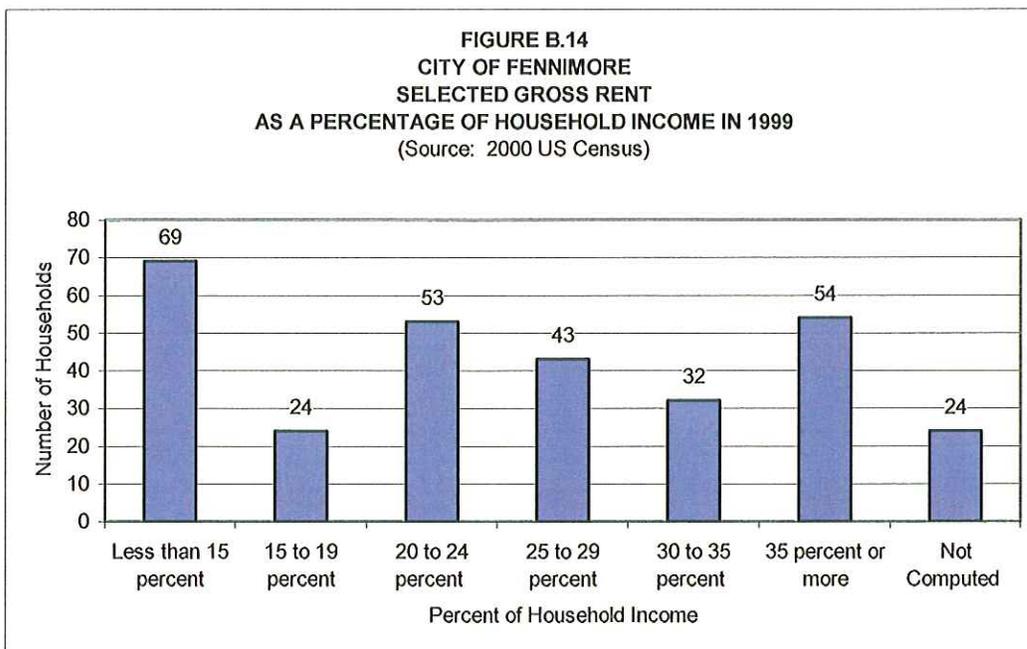
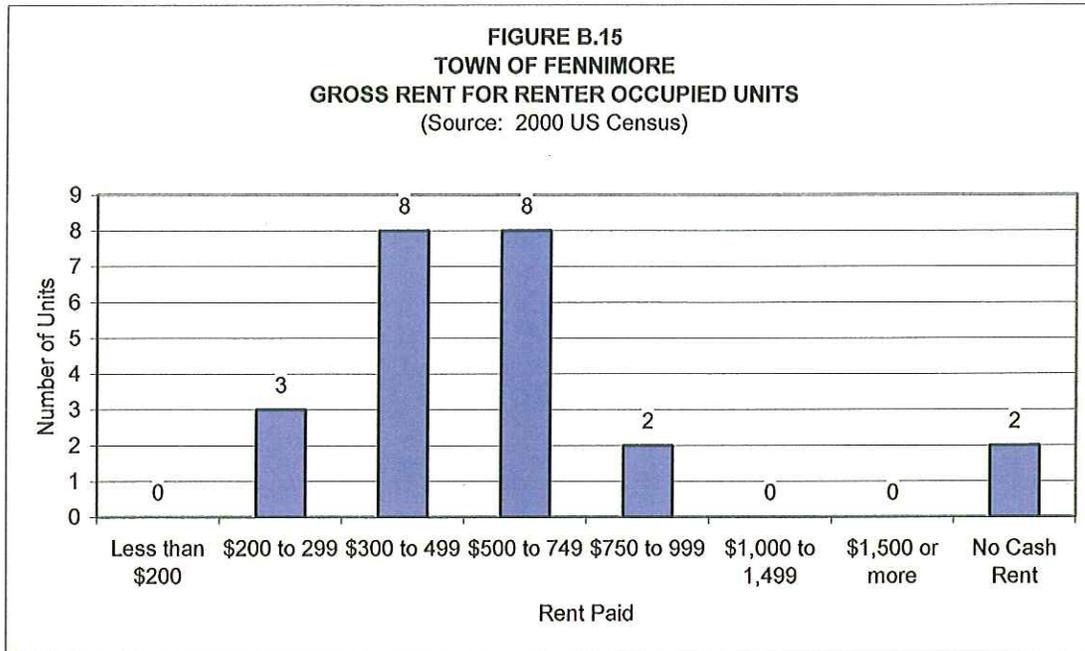
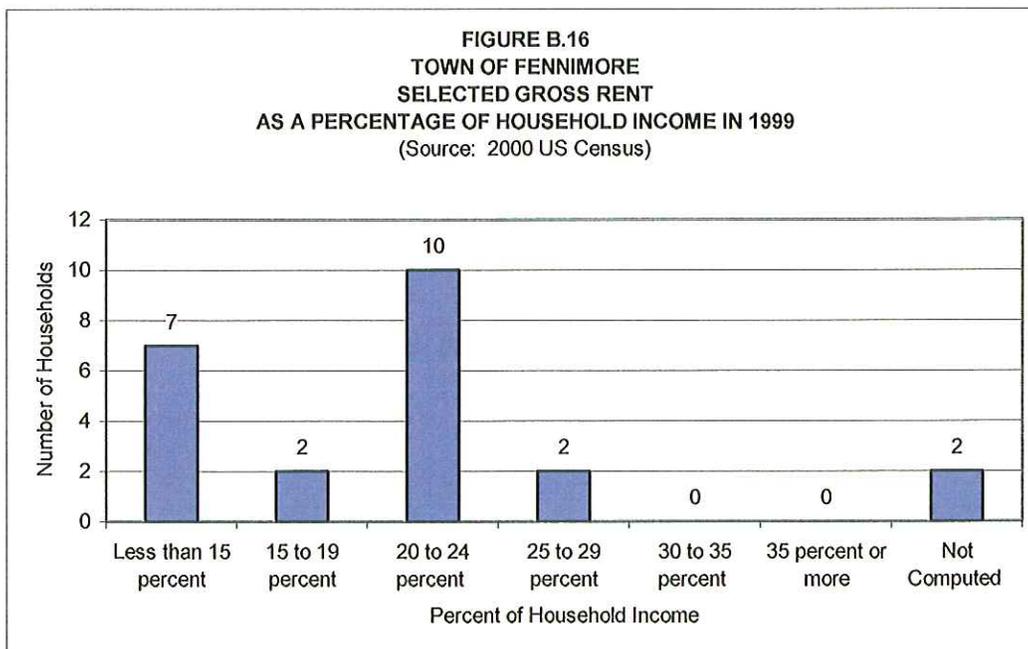


Figure B.15 indicates the gross rent for renter-occupied units in the Town of Fennimore for the year 2000. A significant number of units are in the range of \$300 - \$749 per month. According to the 2000 Census, the median rent in the Town of Fennimore was \$494.



As indicated by Figure B.16, there are no renter-occupied units paying in excess of 30 percent of their income towards housing costs. As mentioned previously, a person should have the opportunity to live somewhere and pay less than 30 percent of their income towards housing costs. This does not mean that people will not pay more, but that they should have the opportunity available for affordable housing.



## **HOUSING AGENCIES & PROGRAMS**

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

The agencies and programs listed below are potential funding sources for local projects in the City and Town of Fennimore. There are numerous programs available depending on a specific project.

### **WISCONSIN DEPARTMENT OF HOUSING AND INTERGOVERNMENTAL RELATIONS - BUREAU OF HOUSING (DHIR-BOH)**

#### **Background**

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

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

#### **Wisconsin Bureau of Housing**

Department of Administration  
101 East Wilson Street  
Madison, WI 53702

Phone: 608-266-0288

<http://www.doa.state.wi.us/dhir>

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

#### **Background**

The Wisconsin Housing and Economic Development Authority serves Wisconsin residents and communities by providing information and creative financing to stimulate and preserve affordable housing, small business, and agribusiness as a stimulus to the Wisconsin economy.

WHEDA offers programs for both single and multi-family units. Below are examples of projects that may qualify for WHEDA Multifamily Loans.

- New construction
- Acquisition and/or rehabilitation of existing properties
- Historic preservation
- Community-based residential facilities
- Assisted living facilities
- Section 8 properties (Impact 7)

#### **WHEDA**

##### **Madison Office:**

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

Phone: 1-800-362-2761

<http://www.wheda.com>

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

The Rural Housing Service helps rural communities and individuals by providing loans and grants for housing and community facilities. Funding is provided for single family homes, apartments for low-income persons or the elderly, housing for farm laborers, child care centers, fire and police stations, hospitals, libraries, nursing homes, schools, and much more.

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

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

**USDA Rural Development of WI**

4949 Kirschling Ct  
Stevens Point, WI 54481  
Phone: (715) 345-7615  
FAX: (715) 345-7669

<http://www.rurdev.usda.gov/wi/>  
<http://www.rurdev.usda.gov/rhs/>

**UNITED STATES HOUSING AND URBAN DEVELOPMENT DEPARTMENT (HUD)**Background

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

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

**U.S. Department of Housing and Urban Development (HUD)**

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

Phone: (202) 708-1112

<http://www.hud.gov>

65 percent of survey respondents agree that the City of Fennimore housing is reasonably priced.

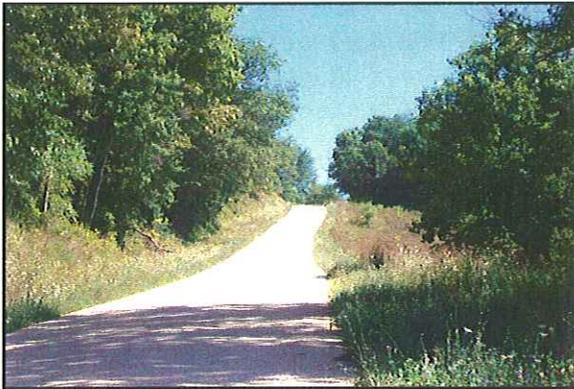
*\*Fennimore Community Survey 2001*

### **EXECUTIVE SUMMARY**

A healthy transportation system is fundamental to the physical and economic functioning of any community. Spatially, a transportation system is viewed in terms of its distribution of people and goods from one place to another. Economically, a transportation system is viewed as to how much traffic volume and access is available to support local and regional business activity. A healthy transportation system will not only be accessible to everyone in a community, but will also move people and goods in an efficient and cost-effective manner.

Over 75 percent of residents in both the City and Town of Fennimore commute outside the Fennimore area for employment opportunities. Preservation and enhancement of its current transportation network is especially important if current characteristics persist. Additionally, as access becomes a cause of concern, a healthy transportation system will present situations where safety for its residents, motorists, pedestrians, bicyclists, elderly, and disabled is maximized.

This section takes an in-depth look at the transportation system that serves the City and Town of Fennimore; including highway, transit, biking, walking, railroad, air, trucking, and water transportation. This section also takes an in-depth look at local, state, and regional transportation plans and how they affect the Fennimore area.



#### **Wisconsin State Statute 66.1001(2)(c)**

##### **(c) Transportation *element*.**

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

## **TRANSPORATION POLICY RECOMMENDATIONS**

Below are policy recommendations that will help the City and Town of Fennimore achieve a safe, accessible, multi-modal, and cost-effective transportation system that is responsive to all users.

- **(City) Continue to utilize a Capital Improvements Plan (CIP) so that future public improvements can be accommodated in a rational and sequential fashion.**

**(Town) Adopt a Capital Improvements Plan (CIP) so that future public improvements can be accommodated in a rational and sequential fashion.**

A CIP is a multi-year schedule of physical public improvements based on the examination of available fiscal resources, as well as the prioritization of specific public improvements to be constructed for a period of five to six years into the future. Capital improvements are those that include new or expanded physical facilities that are relatively large in size, expensive, and permanent. Street improvements, public libraries, water and sewer lines, and park and recreation facilities are common examples of capital improvements. (The City of Fennimore CIP Plan is available for review at the city office.)

- **Coordinate with WisDOT and the Grant County Highway Department for future improvements and access management to CTH F and Q and STH 18/61.**

At this time, no improvements are scheduled for CTH's F and Q, but at some point within the next 20-25 years, improvements will be needed. The Grant County Bicycle Improvement Plan recommends 4-foot paved shoulders to CTHs F and Q, as well as placement of cautionary signs. As future development occurs in the Town of Fennimore, a greater need to accommodate bicyclists and pedestrians along CTHs F and Q will present itself.

This includes monitoring WisDOT's District One 6-Year Highway Improvement Plan for proposed improvements to these roadways.

Design standards and location of driveways and utilities within the right-of-way of a county or state highway must be coordinated with Grant County and WisDOT. Permits for these types of improvements are required prior to construction.

- **Coordinate with the Grant County Center on Aging Commission, as well as the Grant County Department of Social Services in terms of transportation options for the elderly and disabled.**

*The Grant County Center on Aging offers specialized transportation assistance including rides to meal sites throughout the county, personal business, and medical appointments. (See page C-14 for further information)*

- **Continue to use the Pavement Surface Evaluation and Rating System (PASER) as the primary program for rating local roads within the city and town.**

Local road ratings should be conducted at least once per year with biannual reporting to WisDOT.

- **Encourage pedestrian, bicycle, and wheelchair travel by maintaining and enhancing the connectivity of related transportation facilities including sidewalks in the City of Fennimore.**

This includes access to parks, residential neighborhoods, civic places, commercial areas, as well as recreational areas.

- **Investigate opportunities for “park and ride” facilities in and around the City and Town of Fennimore.**

*Due to the number of residents that commute to employment outside the Fennimore area, it may be beneficial to explore options for a designated park and ride facility for these residents.*

#### **POLICY RECOMMENDATIONS: CITY OF FENNIMORE**

- **Improve Safety at Conflict Points: – Lincoln Avenue and 12<sup>th</sup> Street; USH 18 at Southwest Wisconsin Technical College; Lincoln Avenue and Downtown.**
  - ✓ Signage or visibility of signage at the Lincoln Avenue and 12<sup>th</sup> Street intersection must be improved. Existing signage does not accurately convey to travelers, especially those in trucks, where 12<sup>th</sup> Street or USH 18 runs east through the City of Fennimore. Confused truckers and other vehicles heading east on USH 18 often miss the turn onto 12<sup>th</sup> Street at Casey’s Convenience Store and have to turn around at a location south of the intersection.
  - ✓ Right and left turn movements off USH 18 into the parking lot entrance to Southwest Wisconsin Technical College must be improved. Currently, the lack of appropriate turning lanes causes continual back-ups and disturbances to traffic flow on USH 18. Peak time traffic volume on USH 18 near the Southwest Wisconsin Technical College causes for unsafe traveling conditions.
  - ✓ Traffic calming measures such as curbside planters, trees, signage, pavement markings, as well as alternative pavement types must be considered in order to improve safety and visibility in the downtown area. These measures should be considered in coordination with WisDOT officials.
  - ✓ Lower speed limits, additional turning lanes, appropriate signage, installation of crosswalks and/or pavement markings, and installation of alternative pavements have potential for improving safety at conflict points.

➤ **Investigate and identify locations for truck parking near local destination sites.**

The City of Fennimore must consider locations for truck parking other than along state highways and in particular the downtown area

➤ **Investigate alternative parking locations for vehicles in the downtown area.**

Currently the city allows for parking on both sides of Lincoln Avenue, thereby causing visibility, congestion, and safety problems for vehicles, truckers, pedestrians, bicyclists, and individuals in wheelchairs. Downtown parking should be directed to adjacent local streets where permissible.

➤ **Encourage new development to continue the expansion of the existing comprehensive grid system of streets.**

The City of Fennimore is fortunate to have a comprehensive grid of streets in the community. This enhances connectivity and support pedestrian and bicycle trips, as well as auto trips. Refer to Appendix C for additional street layouts/extensions.

### **POLICY RECOMMENDATIONS: TOWN OF FENNIMORE**

➤ **Consideration of adopting and enforcing a driveway ordinance so that all new driveways are built to proper and consistent specifications.**

The ordinance should address construction and location specifications of all future driveways, and proper procedures for driveway permitting and enforcement. A sample ordinance is located in the Transportation Inventory section of this report.

➤ **Consistently maintain all Town right-of-ways (ROW) so that growth of brush, grass, and weeds do not impair visibility and safety of motorists, pedestrians, and bicyclists.**

This is especially important for the intersections of Ideal Road and Switzer Road, as well as Wood Road and Switzer Road.



## TRANSPORTATION INVENTORY

### ANNUAL AVERAGE DAILY TRAFFIC (AADT)

The Wisconsin Department of Transportation (WisDOT) conducts traffic count inventories along various federal, state, county, and local roads throughout Wisconsin. The department collects these traffic counts every three years, the last being in the year 2000. Below are traffic counts taken at various locations within the City and Town of Fennimore during the period 1994 to 2000.

**TABLE C.1  
ANNUAL AVERAGE DAILY TRAFFIC COUNTS**

Annual Average Daily Traffic	Year				% Change 1991-2000
	1991	1994	1997	2000	
<b>City of Fennimore</b>					
USH 18, West Side of Fennimore	2970	3000	3900	3300	11.11%
USH 18, East Side of Fennimore	6310	7900	7100	6900	9.35%
USH 18/61, Fennimore	9690	13200	10400	11000	13.52%
USH 61, North Side of Fennimore	4830	5500	5100	4900	1.45%
USH 61, South Side of Fennimore	4030	5800	5100	5100	26.55%
<b>Town of Fennimore</b>					
USH 61 & Greenwood Road	3730	4100	4700	4900	31.37%
USH 18 & Brown School Road	3420	4600	4800	5200	52.05%
CHQ & Bronson Blvd.	390	520	580	620	58.97%

Source: Wisconsin Department of Transportation

### ACCIDENT DATA

WisDOT maintains an inventory of vehicle crashes occurring within the City and Town of Fennimore from the period 1994 to the present. An extensive amount of information such as cause of crash, roadway condition, time and date of occurrence, total vehicles involved, manner of collision, as well as type of crash (i.e.; property damage, injury, or fatality) associated with each crash is recorded. From the period 1994 to 2001, there were a total of 404 "reported" crashes in the City of Fennimore and a total of 342 "reported" crashes in the Town of Fennimore.

#### City of Fennimore

Of the 404 reported crashes in the City of Fennimore, almost 45 percent or 177 occurred on Lincoln Avenue. Of these crashes, 116 occurred on the USH 18 portion of Lincoln Avenue, while the remaining 61 occurred on the USH 61 portion of Lincoln Avenue. Approximately 90 percent or 157 of the crashes reported on Lincoln Avenue were related to incidences with moving vehicles such as head-on and rear-end collisions, as well as opposite direction and sideswipe collisions. The remaining 20 crashes on Lincoln Avenue were related to incidences with fixed objects such as parked vehicles, utility poles, traffic signals, embankments, and other fixed objects.



Other locations experiencing a significant amount of crashes within the City of Fennimore were 12<sup>th</sup> and 7<sup>th</sup> Streets. According to WisDOT records, approximately 13 percent of all crashes reported in the City of Fennimore were located on 12<sup>th</sup> Street. A vast majority of these crashes were located on the USH 18 portion of 12<sup>th</sup> Street, while a small amount of crashes occurred on 12<sup>th</sup> Street to the west of USH 18.



Likewise, approximately 12 percent of all crashes were located on 7<sup>th</sup> Street with a vast majority occurring at the intersection of 7<sup>th</sup> Street and Lincoln Avenue. Of the crashes which occurred on 12<sup>th</sup> and 7<sup>th</sup> Streets, over 55 percent of them were related to incidences with moving vehicles such as head-on and rear-end collisions, as well as opposite direction and sideswipe collisions. The remaining 45 percent were related to incidences with fixed objects such as parked vehicles, utility poles, traffic signals, embankments, and other fixed objects.

Exact crash locations were analyzed to identify major conflict areas. The intersections of Lincoln Avenue and 12<sup>th</sup> Street, and Lincoln Avenue and 7<sup>th</sup> Street experienced relatively high occurrences of crashes. These intersections accounted for nearly 20 percent of all crashes in the City of Fennimore.

As the above information demonstrates, over 70 percent of all crashes reported in the City of Fennimore occurred on Lincoln Avenue, 12<sup>th</sup> Street, and 7<sup>th</sup> Street. And, nearly 20 percent of all crashes occurred at the intersections of Lincoln Avenue and 12<sup>th</sup> Street, and Lincoln Avenue and 7<sup>th</sup> Street. Of all the crashes that occurred on these locations, nearly 80 percent were incidences involving property damage, while the remaining 20 percent involved personal injuries. No fatalities were reported at these locations. Among all incidences reported in the City of Fennimore, very few involved pedestrians.

### Town of Fennimore

Of the 342 reported crashes in the Town of Fennimore, over 75 percent occurred on state, federal, or county roadways: USH 61 (31 percent), USH 18 (23 percent), CTH Q (13 percent), CTH F (9 percent). The remaining 25 percent occurred on local roads.

Approximately 47 percent or 87 of the crashes that occurred on USHs 61 and 18 were related to incidences with other vehicles such as head-on and rear-end collisions, as well as opposite direction and sideswipe collisions. Forty-eight of the 185 crashes on USHs 61 and 18 resulted from incidences with fixed objects such as parked vehicles, utility poles, traffic signals, traffic signs, embankments, fences, and other fixed objects. The remaining 50 crashes involved the presence of deer or other animal(s).



Of the 185 total crashes on the state and federal highway system in the Town of Fennimore, approximately 76 percent involved property damage. The remaining 24 percent involved personal injury. There were two crashes during this time period, which included four fatalities (USH 18).

Also during this time period, there were a total of 74 reported crashes on CTHs Q and F, thus representing 22 percent of the total crashes in the Town of Fennimore. Of these, approximately 19 percent or 14 crashes were related to incidences with other vehicles such as head-on and rear-end collisions, as well as opposite direction and sideswipe collisions. Likewise, 14 crashes resulted from incidences with fixed objects such as parked vehicles, utility poles, traffic signals, traffic signs, embankments, fences, and other fixed objects. The remaining 46 crashes involved the presence of deer or other animal(s).

Exact crash locations were analyzed to identify major conflict areas. The intersections of USH 18 and Military Road accounted for a total of 12 crashes over the past 8 years, amounting to 1.5 crashes per year. The intersection of Ideal Road and Switzer Road experienced a total of 7 crashes over the past 8 years, which is almost 1 crash per year. The intersection of USH 61 and McGhan Road stands out in terms of conflict status with a total of 23 crashes averaging 3 crashes per year.



**MILEAGE & JURISDICTIONAL OWNERSHIP**

The transportation network within the City and Town of Fennimore consists of a combination of state, federal, county, and local roads containing approximately 80 miles of roadway (27 miles in the City of Fennimore and 53 miles in the Town of Fennimore). Realizing the amount of roadway mileage attributed to local roads is especially important as public services such as general road maintenance and snow removal can present fiscal concerns for the City and Town of Fennimore.

**TABLE C.2  
JURISDICTIONAL OWNERSHIP OF ROADWAYS**

	<i>State &amp; Federal Roads</i>	<i>County Roads</i>	<i>Local Roads</i>
City of Fennimore	18% (USHs 18 & 61)	2% (CTH Q)	80% (Local Roads)
Town of Fennimore	17% (USHs 18 & 61)	13% (CTH Q & F)	70% (Local Roads)

## FUNCTIONAL CLASSIFICATION

The Wisconsin Department of Transportation's Facilities Development Manual (FDM) outlines a classification system for both urban and rural roadways. A functional classification system is determined by consideration of a roadway's character of service (i.e.; travel mobility and land access). Functional classifications determine eligibility for federal and state road aids. Both, the City and Town of Fennimore are classified under the rural classification system.

- Principal Arterials, serve interstate and interregional trips, generally serving all urban areas with populations greater than 5,000.
- Minor Arterials, serve cities, large communities, as well as other major traffic generators thus providing for intra-regional traffic movements.
- Major Collectors, serve moderate-sized communities and other intra-area traffic generators thus linking those generators to nearby larger population centers or higher function routes.
- Minor Collectors, serve smaller communities, locally important traffic generators, and higher function roadways. These roadways collect traffic from local roadways and should be located a reasonable distance from current and future developed areas.
- Local Roads serve adjacent lands and provide for travel over relatively short distances. All roadways not classified as either arterials or collectors are local roads.

According to WisDOT's FDM, USHs 61 and 18 are classified as Principle Arterials providing transportation to the cities of Dubuque, Prairie du Chien, Boscobel, La Crosse, and other communities. County Highway F is classified as a Major Collector, while CTH Q is classified as a Minor Collector. All other existing roadways in the City and Town of Fennimore are classified as Local Roads. The Functional Highway System is shown in Map C.1

## ROADWAY CONDITION RATINGS

All municipal governments, including cities, villages, towns, and counties are to conduct roadway condition ratings and to have those ratings recorded and forwarded to the Wisconsin Department of Transportation for submission into the state's local roadway database. Municipal governments must rate the condition of roads only under their respective ownership and jurisdiction. For example, the City of Fennimore and Town of Fennimore do not have to rate the condition of CTH F. County Highway F comes under the jurisdiction of Grant County and must be rated by Grant County.

The road rating collection system most widely used in the State of Wisconsin is PASER – Pavement Surface Evaluation and Rating. This program is used by a majority of local units of government in Wisconsin, including the City of Fennimore,

**Paved Road** is any bituminous pavement with a surface thickness of 1 inch or more; any concrete pavement; or any brick or block pavement.

**Unpaved Road** is any road with a surface thickness less than 1 inch (including surface treatments/seal coats on base); any gravel roads and any unimproved roads.

and is approved and compatible with the Wisconsin Department of Transportation road database. The PASER consists of a visual inspection of the condition of all types of roads in a local municipality. There are 5 different types of roads under the PASER System; *Asphalt, Seal coat, Concrete, Gravel, and Unimproved Roads*. Each is rated by assessing its roadway condition, recommended improvements, drainage characteristics, and design specifications. PASER Manuals giving instructions on "how to rate your local roads" are available for each type of roadway.

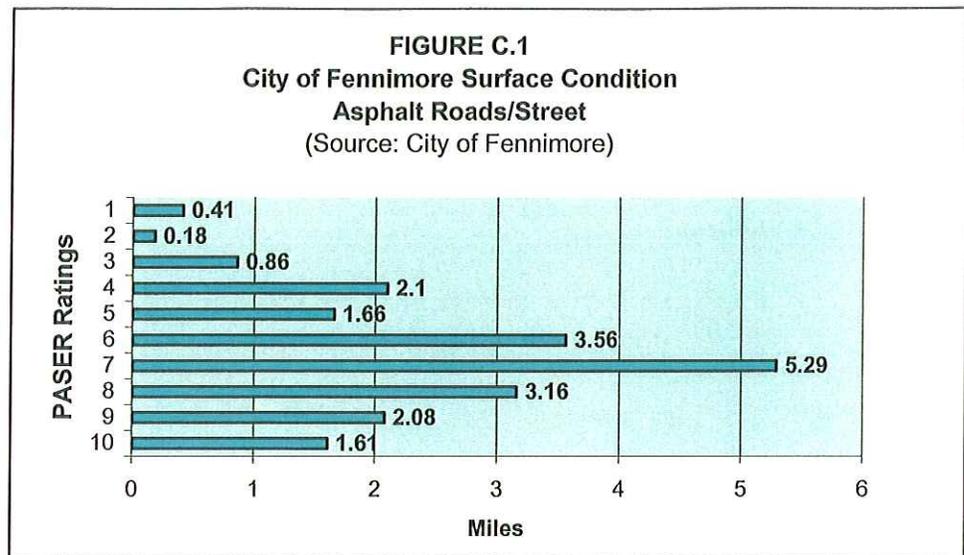
The Wisconsin Information System of Local Roads (WISLR), an agency within the Wisconsin Department of Transportation, requires all municipalities including the City and Town of Fennimore to submit local road ratings to its department by December 15 of every other year beginning in the year 2001. The next submission date is December 15, 2003.

**TABLE C.3  
PASER RATING SYSTEM  
ASPHALT, SEALCOAT, & GRAVEL ROADS**

<b>ASPHALT PASER</b>	
<u>RATING SCALE</u>	<u>CHARACTERISTICS &amp; RECOMMENDED</u>
<u>IMPROVEMENTS</u>	
Ratings 9 & 10	New Roadways requiring no maintenance
Ratings 7 & 8	Routine maintenance, patching & crack sealing
Ratings 5 & 6	Preventive treatments, sealcoat
Ratings 3 & 4	Structural improvements, leveling & overlays
Ratings 1 & 2	Badly deteriorated, reconstruction necessary
<b>SEALCOAT PASER</b>	
<u>RATING SCALE</u>	<u>CHARACTERISTICS &amp; RECOMMENDED</u>
<u>IMPROVEMENTS</u>	
Rating 5	New surface 1-2 years old, no maintenance required
Rating 4	Surface wear 3-4 years old, little or no maintenance required
Rating 3	Moderate surface wear 5 + years old, previous maintenance
Rating 2	Severe wear and cracking 5 + years old, new surface sealcoat
Rating 1	Extensive loss of surface 5 + years old, base improvement & new double seal coat needed
<b>GRAVEL PASER</b>	
<u>RATING SCALE</u>	<u>CHARACTERISTICS &amp; RECOMMENDED</u>
<u>IMPROVEMENTS</u>	
Rating 5	Newly constructed road requiring no maintenance
Rating 4	Recently re-graded, routine maintenance possible
Rating 3	Routine road and ditch maintenance, grading & culvert work
Rating 2	Additional aggregate needed, possible drainage repairs
Rating 1	Complete rebuilding required makes travel very difficult
Source: Transportation Information Center, UW-Madison, January 2002	

The City of Fennimore conducted roadway condition ratings for all local roads within the City limits for the year 2001. All local roadways were comprised of asphalt surface. Roadway condition ratings for the Town of Fennimore were not provided for purposes of this report. It is assumed that either the Town of Fennimore had not conducted roadway ratings or the information was simply not available at the time this comprehensive planning process was underway.

As reported from the 2001 road ratings PASER report, approximately 39 percent of asphalt roads in the City of Fennimore are rated a 5 or better, requiring routine maintenance. The remaining 61 percent of roads in the City of Fennimore are rated a 4 or less, which require structural reconstruction.

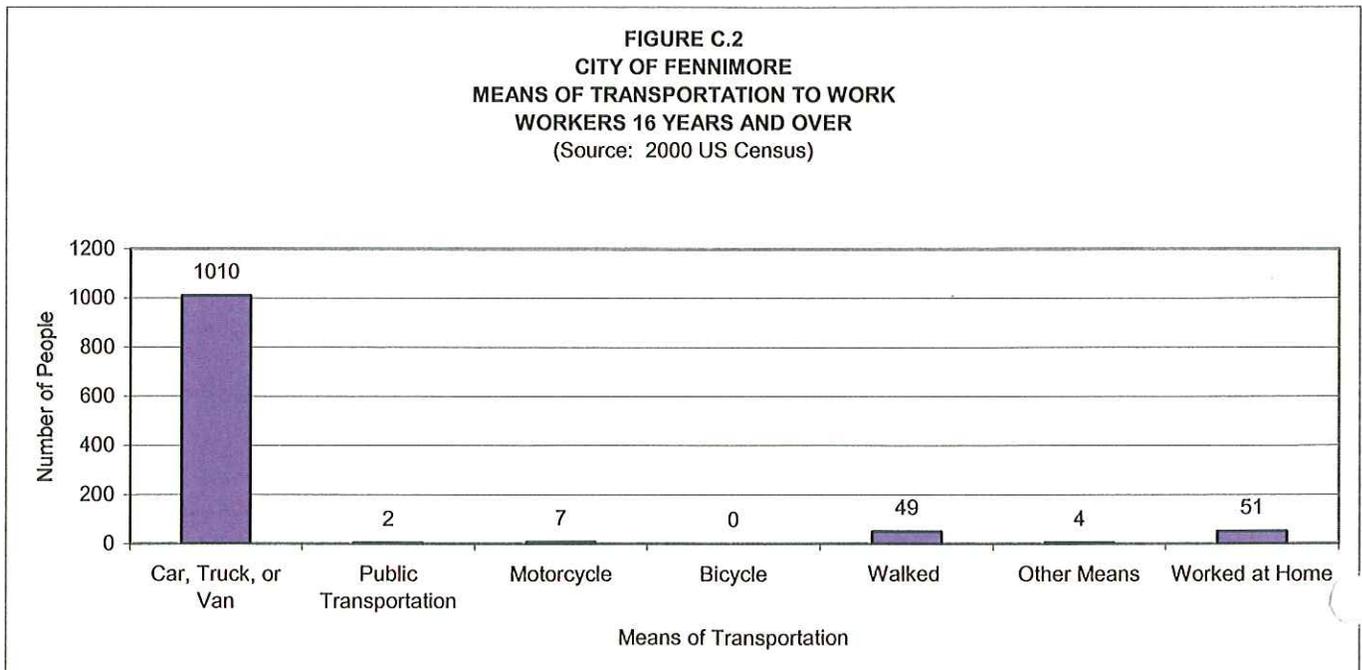


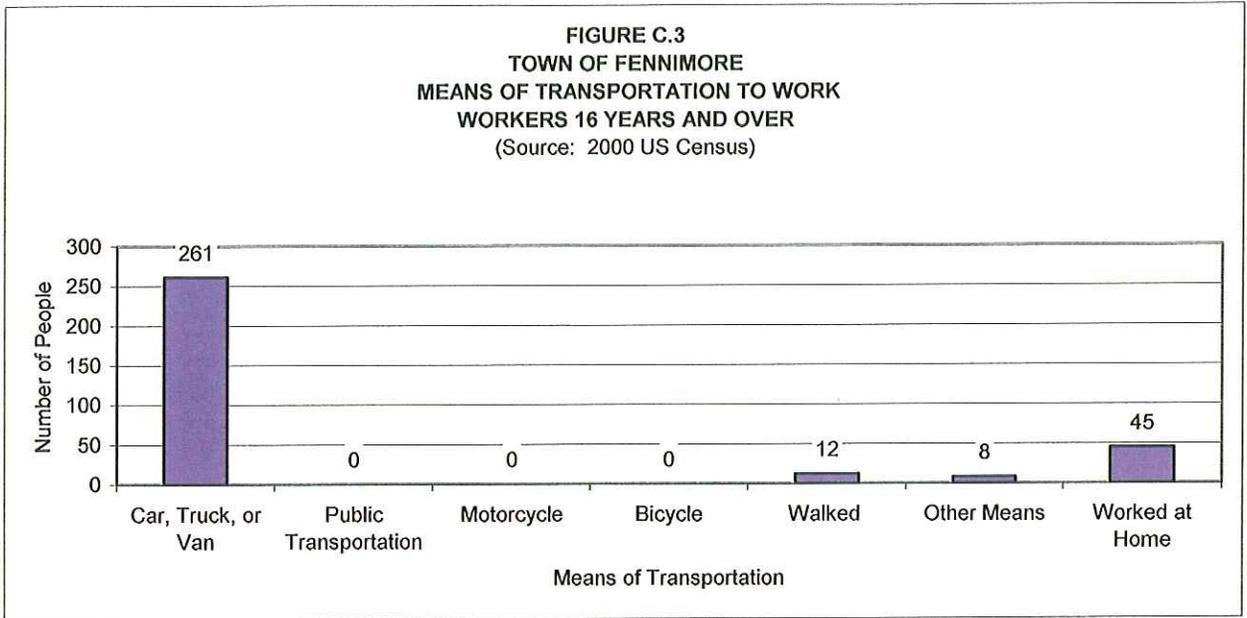
**CENSUS BUREAU STATISTICS**

**MEANS OF TRANSPORTATION TO WORK**

The 1990 US Census Bureau reports that approximately 90 percent of working residents in the City of Fennimore travel to work in a car, truck, or van as shown in Figure C.2. On the other hand, Figure C.3 shows that for the Town of Fennimore, approximately 80 percent of working residents travel to work in a car, truck, or van. The Town of Fennimore has a significant amount of persons working at home.

In terms of the commuting public traveling to work by car, truck, or van, Census Bureau information for the City of Fennimore cites that approximately 12 percent or 123 people had carpooled while 88 percent drove alone. Likewise, for the Town of Fennimore, of the people traveling to work by car, truck, or van, 12 percent or 31 people carpooled while the remaining 88 percent drove alone.

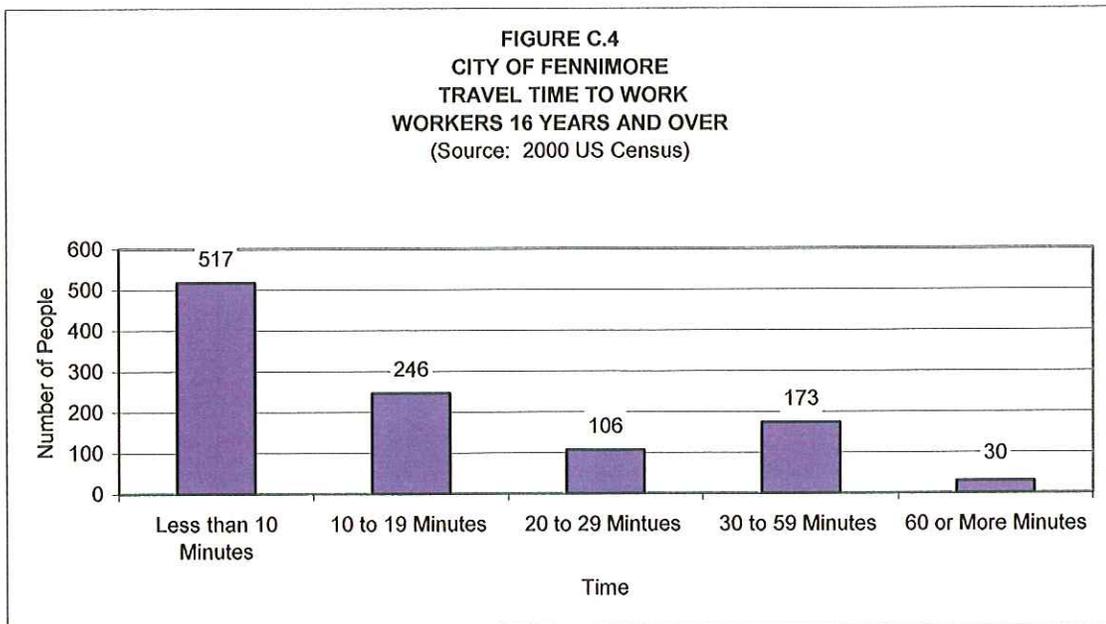


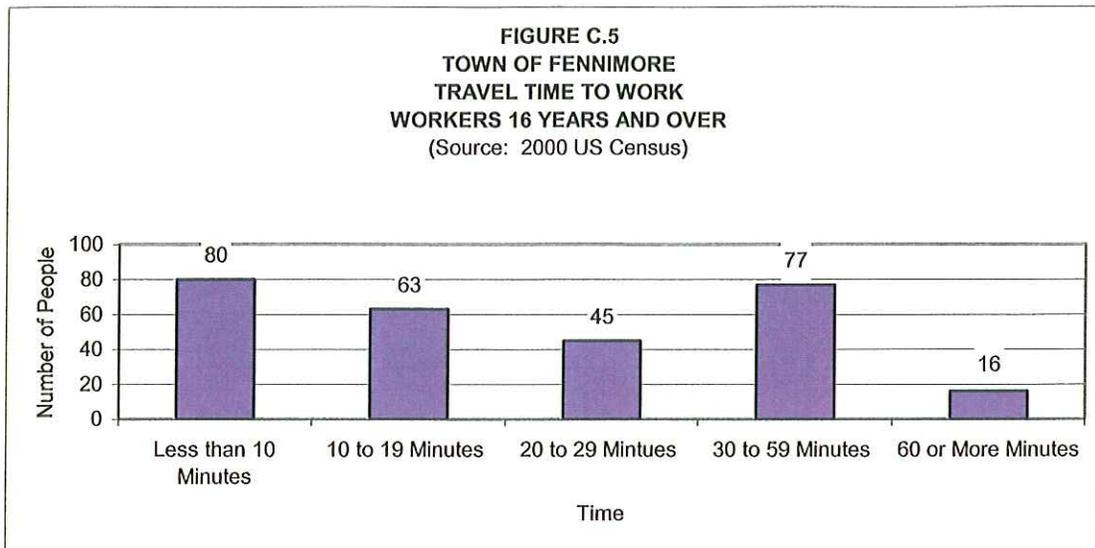


**COMMUTING PATTERNS**

Figures C.4 and C.5 show the travel times for residents traveling to work. A majority of residents in both the City and Town of Fennimore incur travel times of 10 minutes or less meaning these residents either work in the City or Town of Fennimore, or in the general area. A majority of working residents in the Town of Fennimore have a short commute because of the relatively high concentration of farmers and other related agricultural activities.

Likewise, a relatively large percentage of residents travel between 10 and 19 minutes to work meaning these residents are likely traveling to communities such as Lancaster, Livingston, Boscobel, or Montfort. Nearly a quarter of the residents in both the City and Town of Fennimore commute more than 20 minutes to work, most likely traveling to communities such as Platteville, Dodgeville, Dubuque, Madison, and Prairie du Chien.

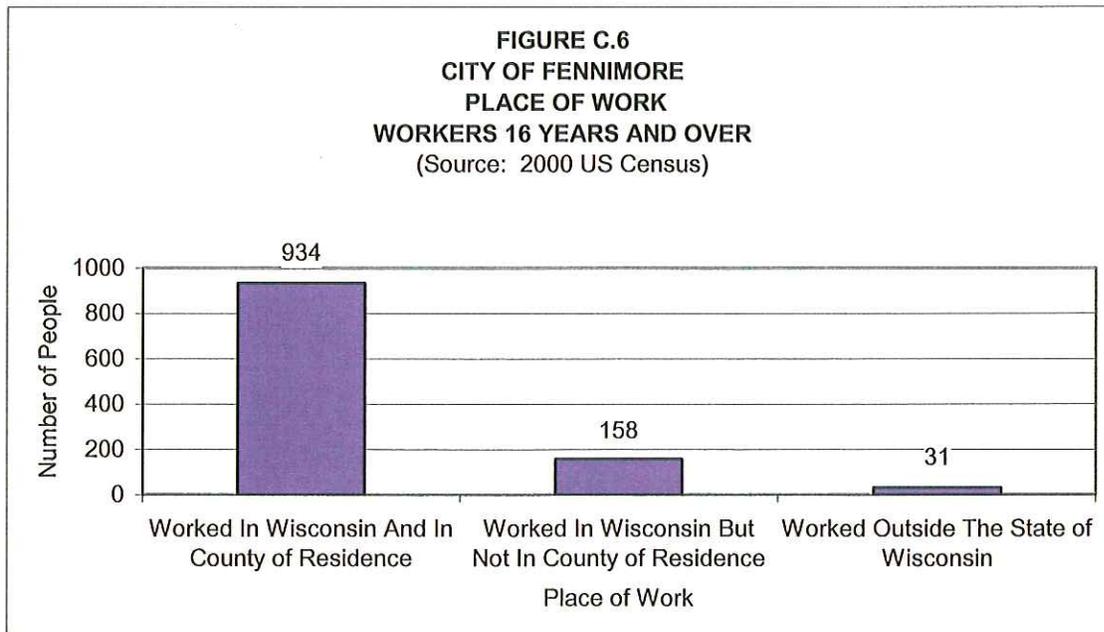


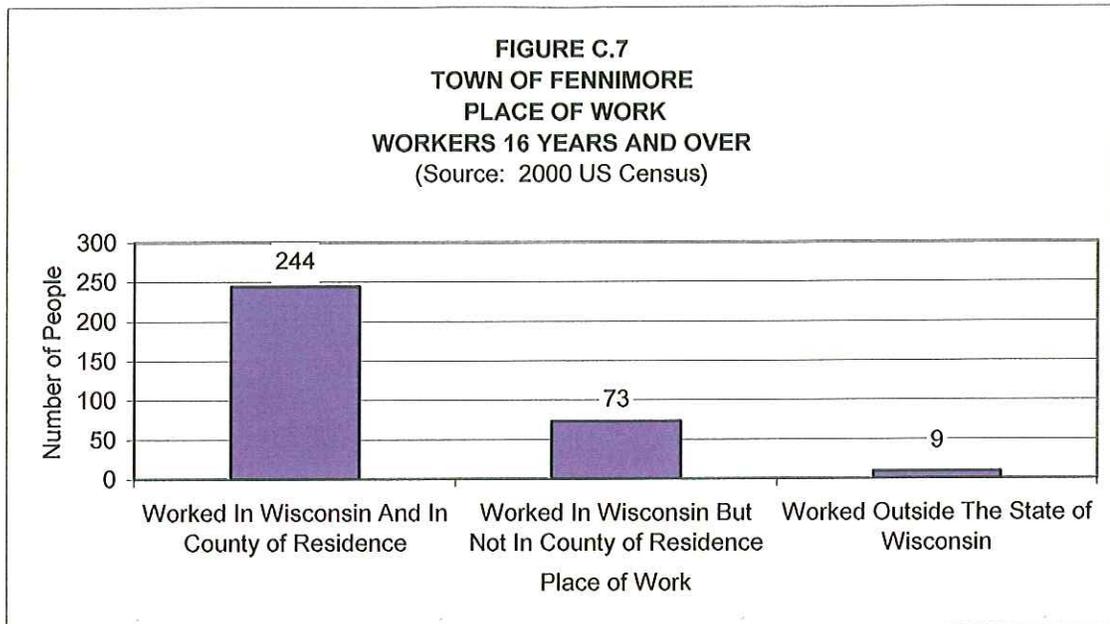


Correspondingly, Census Bureau statistics show that a majority of working residents in the City and Town of Fennimore leave between 5 a.m. and 8 a.m. (62 percent-City Fennimore; 53 percent-Town of Fennimore).

**PLACE OF WORK**

Over 80 percent of residents of both the City and Town of Fennimore worked in their county of residence, Grant County, as shown in Figures C.6 and C.7. Likely places of employment for these residents would be the City of Lancaster, City of Boscobel, City of Platteville, and City of Fennimore, as well as other communities in Grant County. A smaller percentage of residents were declared working in the State of Wisconsin, but not in their county of residence. An even smaller percentage of residents worked outside the State of Wisconsin, in such places as Galena, Illinois and Dubuque, Iowa.





### **BICYCLE/PEDESTRIAN FACILITIES**

The City and Town of Fennimore do not have any designated bicycle or pedestrian routes within their boundaries. Existing sidewalks and roadways are the primary source of transportation for bikers, walkers, and wheelchairs. There are no proposals for new construction of bicycle/pedestrian facilities within the City or Town of Fennimore.

Applicable to the city and town's existing bicycle/pedestrian transportation network are state and county plans addressing bicycling conditions and recommended strategies for improving bicycling in the area. These plans will be discussed under Other Local, Regional, and State Planning Initiatives later in this section.

### **LOCAL TRANSIT SERVICE**

The Grant County Center on Aging Commission offers specialized transportation assistance to elderly county residents meeting certain eligibility requirements. The Grant County Center on Aging buses provide service to eleven meal sites throughout the county plus service for personal business and medical appointments, and are wheelchair accessible. All communities in Grant County are eligible to receive bus service. A minimal fee is charged per rider.

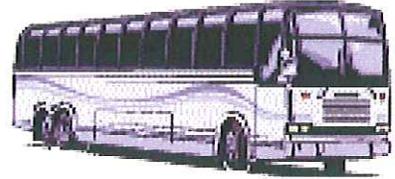
The Grant County Center on Aging also offers a demand response taxi service, as well as a Trips program. Currently, the taxi service provides service to the communities of Lancaster, Boscobel, and Fennimore. The Trips program provides service for medical and important business appointments for county residents age 60 and older and for disabled persons of any age. Volunteer drivers using personally owned vehicles are used for this service. All eligible persons in the county will be served at a minimal cost.

The Grant County Department of Social Services offers reimbursements for authorized transportation expenses for using privately owned vehicles or for transportation provided by family or friends. The department also offers a driver escort program for eligible residents.

### **REGIONAL TRANSIT SERVICE**

No regional transit or bus service currently serves the City or Town of Fennimore. The Badger Bus Company currently has motor coaches extending regularly scheduled service between Madison and Milwaukee, with two depots in the City of Madison. For more information on scheduled stops, the Badger Bus Company is located on the Internet at [www.badgerbus.com](http://www.badgerbus.com).

Other regional bus services include Greyhound and Van Galder Bus Lines. The Greyhound Bus provides service around the country and in the Midwest, with regularly scheduled service between Madison, Janesville, and Chicago. Nearby stops include Madison, Richland Center, Janesville, La Crosse, and Dubuque. For more information, Greyhound is located on the Internet at [www.greyhound.com](http://www.greyhound.com). Van Galder Bus Lines provides regularly scheduled service between Madison and Chicago with stops in Janesville, Beloit, Rockford, O'Hare, and downtown Chicago. Van Galder also specializes in customized tours to the Great Lakes Region, and is located on the Internet at [www.vangalderbus.com](http://www.vangalderbus.com).



### **PARK AND RIDE FACILITIES**

No designated park and ride facilities exist in the City or Town of Fennimore. Carpooling residents currently use parking lots of private businesses, street parking, or parking at personal residences for non-commuting vehicles. Park and Ride facilities located on privately owned land should be accompanied by an understanding between the private landowner and the commuter or the City or Town. Park and ride facilities can be located on public, as well as privately owned lands.

### **RAIL AND HARBOR SERVICE**

No rail or harbor service currently exists in the City or Town of Fennimore. The Burlington Northern & Santa Fe Railroad (BNSF) currently owns and operates a railroad track located in western Wisconsin along the Mississippi River. The BNSF is a Class I Railroad providing freight rail service to customers throughout the United States and Canada. The BNSF does not service any communities in Grant County; however, service is available in Dubuque, Iowa and Prairie du Chien.



The short-line operator Wisconsin & Southern Railroad (WSOR) provides freight rail service to Prairie du Chien in Crawford County and Arena in Iowa County. Amtrak provides passenger rail service to La Crosse and Columbus, Wisconsin. Nearest harbor service is located in Prairie du Chien, Wisconsin. Map C.2 shows the locations of nearest freight and passenger rail service.

No railroad or harbor master plans exist in and around the City and Town of Fennimore. The BNSF does have plans to build a new railroad bridge over the Wisconsin River near Bridgeport in Crawford County, Wisconsin, which will replace an existing single track bridge. Also, the WSOR is currently working on a proposed interchange improvement project near Prairie du Chien. The proposed interchange will allow WSOR access to trackage owned and operated by the BNSF in order to better serve current and future freight shippers.

**AIR SERVICE**

No air service is currently provided to the City and Town of Fennimore. Nearest regional airports providing regularly scheduled commercial and cargo flights are Dubuque Regional in Dubuque, Iowa; Dane County Regional in Madison, Wisconsin; and Midway Regional in Chicago, Illinois. The nearest international airports are Mitchell International in Milwaukee, Wisconsin, O'Hare International and Midway Regional in Chicago, Illinois. Please see Map C.3 for nearest airports with commercial and cargo service

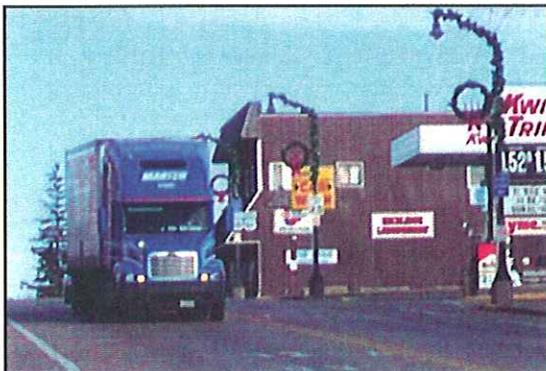
Nearest communities with municipal airports include Cassville, Lancaster, Mineral Point (Iowa County Airport), Boscobel, and Platteville. The Cassville and Lancaster Airports are classified as Basic Utility-A, accommodating aircraft of less than 6,000 pounds gross weight. The Iowa County Airport is classified as a Transport/Corporate Airport by the Wisconsin State Airport System Plan 2020. The Iowa County Airport is intended to serve corporate jets, small passenger and cargo jet aircraft and small commuter airplanes. The Boscobel and Platteville Airports are classified as General Utility, accommodating all small general aviation single twin-engine aircraft.

No master plans exist for the municipal airports listed above. Each municipal airport submits a Six-Year Airport Improvement Plan to the Wisconsin Department of Transportation, Bureau of Aeronautics, by July 1 of each year. State and federal funds are solicited for those projects listed in the airport improvement plans. Most projects approved for funding receive between 80 and 85 percent in state and federal grant dollars and are listed in the WisDOT's Five-Year Airport Improvement Program. The remaining shares come from local contributions.

Projects recently completed include lighting and the extension of a runway to 5,000 feet for the Iowa County Airport (Yr. 2001). The Boscobel Airport is in the midst of designing a runway extension to 5,000 feet, which will be funded by state and federal dollars (Yr. 2004). In 2004 the Iowa County Airport will be conducting expansion and resurfacing work to existing aprons, as well as relocating existing utilities. Both the Lancaster and Iowa County Airports plan to have Airport Master Plans in the future.

**TRUCK TRANSPORTATION**

A number of businesses located in the City and Town of Fennimore rely on trucking as their primary mode of transportation for their products. A number of retail businesses in downtown Fennimore rely on light, medium, and heavy-duty trucks making deliveries of retail products. Additionally, there are several businesses on the outskirts of the city and town that rely primarily on trucks for transportation of industrial-type products. Both USHs 61 and 18 are the preferred thoroughfares for serving local businesses throughout the City and Town of Fennimore.



In August of 1994, a "Truck Survey" was conducted at the intersection of USHs 61 and 18, and was sponsored by the Grant County Economic Development Corporation (GCEDC), the Fennimore Industrial and Economic Development Committee, and Grantland Telecom. The purpose of the survey was to convince companies that are expanding to consider a location in and around the City of Fennimore. The charge of these three organizations was to promote the Fennimore area as an area with access to good quality

transportation for goods and services, even though the area lacks a limited access four-lane highway. While the survey was targeted towards counting the number of semi tractor-trailers passing through the intersection of USH 61/18, trucks used for delivery purposes were also recorded.

Results of the survey show that in a five-day period (Monday to Friday), 4,888 trucks passed through the intersection of USH 61/18. Sixty-six percent of these trucks were semi tractor-trailers, while the remaining trucks were light, medium, and heavy-duty trucks making deliveries. By applying a weekend truck traffic factor of 1.2, it was estimated that approximately 201,427 semi tractor-trailers pass through the USH 61/18 intersection per year. In considering all types of trucks recorded, it was estimated that 305,011 trucks pass through that intersection every year. The results of the survey and the yearly estimates include local truck traffic as well as "passer-by" truck traffic.

### **RECREATION TRAILS**

At present, there are no designated recreation trails or multiple use routes within the City of Fennimore. Located within the Town of Fennimore is a snowmobile trail for seasonal use. As you can see from Map C.4, snowmobile trails #27a and #38 extend through the westerly and easterly boundaries of the Town of Fennimore, respectively. Trails #27a and #38 are designated as state trails on the Grant County Snowmobile Trails Map 2001-2002. The Grant County Snowmobile Association and its member snowmobile clubs retain management and maintenance authority of trails throughout the county.

Other state trails in the Southwestern Wisconsin Region include the Pecos State Park Trail and the Cheese Country Trail. The Pecos State Park Trail is a multi-use trail extending from Calamine to Belmont, Wisconsin. A proposed extension to the Pecos State Park Trail from Belmont to Platteville will be constructed as part of the USH 151 expansion project and is scheduled for completion in the year 2004. The proposed extension will be constructed out of an asphalt surface and will accommodate primarily bicyclists and pedestrians. The Pecos State Park Trail is owned and managed by the Wisconsin Department of Natural Resources.

The Cheese Country Trail is a multi-use trail extending along a preserved railroad corridor from Monroe to Mineral Point, Wisconsin. The Cheese Country Trail accommodates a number of forms of transportation including: bicycles, walkers, horses, ATVs, recreational motorcycles, snowmobiles, etc. The counties of Iowa, Lafayette, and Green (Tri-County Trail Commission), manage the Cheese Country Trail.

Map C.5 shows the locations of the Pecos State Park Trail, the Cheese Country Trail, as well as other trails such as the Military Ridge Trail in Iowa County, the Pine River Bike Trail in Richland County, and the Sugar River Trail in Green County. Also shown, are abandoned railroad beds that have since been reverted into private land ownership.

### **OTHER LOCAL, REGIONAL, AND STATE PLANNING INITIATIVES**

#### **LOCAL AREA PLANNING**

Adjacent to the City and Town of Fennimore are a number of towns, including the adjoining towns of Mount Ida and Liberty. At this time, neither the Town of Mount Ida nor the Town of Liberty has any transportation-related plans in place. This also holds true for other adjacent towns in the area.

The Town of Mount Ida and the Town of Liberty, as well as other adjacent towns in the area are currently reviewing their options regarding the initiation of Comprehensive Planning. Options under consideration include cooperation with Grant County as part of a countywide Comprehensive Planning Process. A number of towns are also evaluating whether or not the planning process can be done internally with local staff and town officials.

During our discussions with the Technical Advisory Committee, town representatives spoke of the need for regulating the size and location of driveways in the Town of Fennimore. It was noted that although very few driveways are constructed each year, there is a need to review location and type to allow for emergency vehicle access. Another concern is that existing driveways do not meet proper standards for preserving the public health, safety, and general welfare of town residents. For purposes of comprehensive planning, the Town requested that a sample driveway ordinance be available so that at some point in the future the Town Board can review the merits of such an ordinance and eventually move forward with adoption of their own driveway ordinance.

### **Why Adopt a Driveway Ordinance?**

The purpose of a driveway ordinance is to regulate the establishment, construction, improvement, modification, enlargement, and reconstruction of driveways in order to insure that the location and method of construction will not hinder the public health, safety, and general welfare of the community. A driveway ordinance will also help to preserve agricultural land and its productivity, as well as act as an implementation tool for local comprehensive plans.

For the safety of the general public, it is advantageous for entities such as the Town of Fennimore to regulate the location, size, use, construction, and number of access points to public highways within the Town by way of a driveway ordinance. Additionally, the Wisconsin Towns Association (WTA) can provide helpful information on what other towns similar in size and location are doing and how they are regulating driveways.



The WTA is located on the Internet at [www.wisctowns.com/index.html](http://www.wisctowns.com/index.html) where you will find information on the WTA as an organization and where you will also find links to community websites. Many communities will have available over the Internet their ordinances and/or community plans that could be referred to. The WTA can also be contacted by phone at their headquarters in Shawano, Wisconsin at (715) 526-3157.

### **COUNTYWIDE PLANNING**

The Grant County Highway Department institutes and administers a multi-year Transportation Improvement Program (TIP). The programs/projects in the TIP reflect current and proposed improvements to county trunk highways in Grant County.

The Grant County Highway Department does not have any proposed short-term improvements slated for CTHs Q or F. Typically, when local transportation projects are undertaken such as projects involving county highways, the county would cover the costs of roadway improvements such as replacement of surface and shoulders, and the local municipality would

be responsible for all other improvements such as curb and gutter, drainage, and sidewalks. All improvements warranted within the typical 22-foot roadway ROW the county would make, while those improvements outside that boundary would be the responsibility of the local community.

In February of 2001, Grant County adopted a Bicycle Improvement Plan. As you can see from Map C.6, the plan recommends 4-foot paved shoulders to CTHs Q and F in both the City and Town of Fennimore. This recommendation reflects the need for increased access and safety for bicyclists as well as pedestrians on CTHs Q and F. Furthermore, CTHs Q and F are designated as Desired Bike Route Corridors in the Grant County Bicycle Improvement Plan.

The Grant County Highway Department has the responsibility of conducting pavement condition ratings for all county roads. The most recent PASER ratings were performed in fall of 2001. All county roads were constructed out of either asphalt, or sealcoat on gravel. CTHs Q and F are rated as 4 under Asphalt PASER. No concrete or gravel roads exist under county jurisdiction.

Right-of-way restrictions, design standards, access management, and maintenance standards are enforced by the Grant County Highway Department for all county roadways, including CTHs Q and F. These standards apply to newly constructed utility facilities, driveways, turning lanes, local street access, field entrances, and drainage practices. Grant County follows a permitting process whereas proposed work along county roads requires county review and approval. Permits are required for future driveway entrances and utility facilities proposed within the ROW of a county road. No other transportation-related plans exist at the county level.

### **REGIONAL PLANNING INITIATIVES**

In February of 2001, the Southwest Wisconsin Workforce Development Board (SWWDB) initiated a multi-county approach to linking transportation needs to current or prospective job opportunities. The SWWDB applied for state grant money through the Wisconsin Employment Transportation Assistance Program (WETAP) and was awarded nearly \$150,000 for the development of a vehicle purchase program, as well as the hiring of a Mobility Manager to oversee program objectives.



The SWWDB loan program provides opportunities for individuals meeting specified income eligibility requirements to purchase vehicles at an affordable price in order to get to work.

The loan program not only provides eligible individuals with reliable and affordable transportation to work places, but it also helps these individuals build credit for themselves in order to become more attractive to future

lenders. This loan program is available to those eligible individuals residing in the southwest Wisconsin region including the counties of Grant, Green, Iowa, Lafayette, Richland, and Rock. The SWWDB has submitted a second application for the 2002-2003 funding cycle, which if successful will result in continued funding of this program.

**STATEWIDE SYSTEM PLANNING**

The Wisconsin Department of Transportation has statutory authority to implement certain tools that preserve and enhance the functionality of state highways. These tools include, *Access Control*, *Driveway Permits*, and *Trans 233*. Other important considerations must be given to WisDOT's 6-Year Highway Improvement Program and its inter-modal Comprehensive Plan 2020, or Translinks 21.

**ACCESS MANAGEMENT STRATEGIES**

*Access Control* involves the geographic designation of rural state highways by segment. Access control is primarily implemented in rural areas that are not located within incorporated limits of a municipality. This form of access management allows WisDOT to manage future public and private access along the designated segment area.

All private access to a state highway requires the granting of a *Driveway Permit*. Driveway permits allow the applicant to work within the state right-of-way, as well as grant the right to access the state highway under certain terms and restrictions. WisDOT reserves the right to revoke a driveway permit if certain terms and restrictions are violated.

Division of lands abutting state highways is subject to WisDOT review, under *Trans 233*. Such divisions include subdivision and county plats, condominium plats, certified survey maps (CSM's), and plats of survey. Review by WisDOT assures that any access serves the maximum amount of landowners, uses proper drainage techniques, and has appropriate setbacks from the state highway.

**SIX-YEAR HIGHWAY IMPROVEMENT PROGRAM**

The WisDOT District One Six-Year Highway Program, dated 2002 – 2007, identifies upcoming improvements to state highways. Resurfacing efforts on USH 61 from the City of Fennimore to Boscobel has recently been completed. USH 18 in the City and Town of Fennimore is slated for resurfacing in the year 2006. Lincoln Avenue/USH 18 in downtown City of Fennimore is slated for reconstruction in 2007-2009. USH 151 from Dodgeville to Dickeyville is currently being reconstructed to a four-lane divided highway with bypasses around Mineral Point, Belmont, Platteville, and Dickeyville. The USH 151 Project is scheduled for completion in 2005.

**PARK-AND-RIDE SYSTEM PLAN**

In December of 1999, WisDOT District One completed a Park-and-Ride Study, which provided information and guidance about desirable locations and designs for future park-and-ride facilities throughout the ten-county District One WisDOT area. The plan considered those facilities that would be incorporated into future highway projects at priority locations. It also considered "stand-alone" park-and-ride facilities, which would require leadership and participation of local units of government. A park-and-ride facility along the USH 151 corridor in the City of Platteville was identified as a suggested potential site in this study. Montfort and Cobb along Highway 18 were also identified as suggested potential sites.

The WisDOT encourages those communities interested in advancing specific park and ride locations in their area to contact District One at 2101 Wright Street, Madison, WI 53704, Phone (608) 246-3869.

## TRANSLINKS 21

In November of 1994, WisDOT adopted a comprehensive, long-range intermodal transportation plan called *Translinks 21*. Translinks 21 will guide multimodal transportation policies, programs, and investments through the year 2020, and will provide a broad planning framework from which individual modal plans will be shaped. Following is a list of modal plans that will be developed as part of the Translinks 21 Plan:

- State Highway Plan
- State Rail Plan
- State Pedestrian Policy Plan
- State Bicycle Plan
- State Airport System Plan
- State Transit Plan
- State Harbor Plan
- Statewide Intercity Bus Plan

### STATE HIGHWAY PLANNING

With the development of a State Highway Plan, the State of Wisconsin is hoping to develop a strategy providing for long-range investment in Wisconsin's State Trunk Highway network. The WisDOT addresses infrastructure preservation, traffic movement, safety, economic development and the environment as key areas in achieving its strategy towards state highway planning. The State Highway Plan 2020 is the culmination of several years of effort to address the aging and deteriorating condition of the state trunk highway system. With cooperation from its stakeholders, WisDOT has developed this 21-year strategic plan to address Wisconsin's changing preservation and traffic movement needs.

Corridors 2020 Network is a system of backbone and connector routes supporting statewide mobility and economic activity. Highway 151 from Madison to Dubuque is considered a backbone route in the State Highway Plan and Corridors 2020 Network. Backbone routes are multi-lane facilities that connect major population and economic centers, also providing links to national and international markets by way of the interstate system and priority state highways. The Highway 151 expansion project from Dodgeville to Dickeyville is in response to this oversight.

### STATE RAIL PLANNING

WisDOT is currently developing a State Rail Plan that will provide the policy framework for the preservation and enhancement of freight and passenger rail service in Wisconsin. The plan will outline the future role of the rail system in moving people and goods over the next 20 years and will also define the state's interest in the system. The plan will be completed in the fall of 2002.



### STATE PEDESTRIAN PLANNING

WisDOT recently completed a Statewide Pedestrian Policy Plan, which is a 20-year plan that will consider pedestrian needs and concerns and provide recommendations for addressing them. The plan further outlines statewide and local measures for increasing walking and promoting pedestrian safety. Actions and policies for better integrating pedestrian travel into the transportation system over the next 20 years are identified in the plan.

As was identified by City residents and officials, pedestrian safety and access is important to the transportation network in the City of Fennimore. The Pedestrian Policy Plan outlines several strategies for increasing safety and access for pedestrians. These strategies could prove extremely helpful.

### STATE BICYCLE PLANNING

In December of 1998, WisDOT completed the Wisconsin Bicycle Transportation Plan 2020. The role of the plan is to ensure connectivity within the bicycle transportation network across jurisdictional boundaries. The state bicycle plan has two primary goals:

- **Increase levels of bicycling throughout Wisconsin, doubling the number of trips made by bicyclists by the year 2010 (additional increases expected by 2020).**
- **Reduce crashes involving bicyclists and motor vehicles by at least 10 percent by the year 2010 (additional decreases expected by 2020).**

In order to achieve the above goals, the state bicycle plan has outlined a number of objectives and implementation strategies, which are centered around the 4-E's of transportation safety: *engineering, education, enforcement, and encouragement*. In the plan are specified implementation strategies for the development of bicycle facilities. An urban strategy focusing on encouraging the adoption of metropolitan and community bicycle plans, and an intercity strategy providing an analysis of bicycling conditions for each county are outlined in the plan. Communities and counties lacking an adopted bicycle plan are encouraged to develop them by using recommendations outlined in the state bicycle plan as guidance tools.

The state bicycle plan designates USHs 18 and 61 in the City and Town of Fennimore as undesirable for biking, based on high traffic volumes. This also holds true for CTH F in the Town of Fennimore. On the other hand, CTH Q in the Town of Fennimore is designated as having best conditions for bicycling based on low traffic volumes and roadway width. Map C.7 shows roadway bicycling conditions, as well as planned linkages and potential local route connections for Grant County.

Aside from the newly completed State Bicycle Plan, WisDOT also has available a Planning Guide titled; "*Guidelines for Metropolitan Planning Organizations and Communities in Planning and Developing Bicycle Facilities*". The 1993 document prepared by the WisDOT, is to provide assistance in the form of a general set of guidelines that can be used by communities and counties as they plan and develop bicycle facilities. Although the emphasis of the guidelines is on planning for bicycle transportation, general design information on the different types of bicycle facilities (bike lanes, wide curb lanes, bicycle paths, paved shoulders) is provided.

Several other bicycle-planning models are currently in use today in the United States, the most notable model was prepared by the American Association of State Highway and Transportation Officials (AASHTO). AASHTO's Guide for the Development of Bicycle Facilities is the basic reference for bicycle facility designers. It has been adopted, in part or in its entirety, by many state and local governments, including the WisDOT. In conjunction with the Manual on Uniform Traffic Control Devices (MUTCD), it is often the primary reference publication used to plan and design facilities. For more information on AASHTO's Guide for the Development of Bicycle Facilities or if you would like to receive a copy of the guide, you can contact AASHTO by mail at 444 North Capitol Street N.W., Suite 249, Washington, DC 20001 or by phone (202) 624-5800.

If at any point in the future the City and/or Town of Fennimore identify the need and desire to prepare a bicycle plan or design a bicycle facility, it is recommended that AASHTO's Guide for the Development of Bicycle Facilities as well as WisDOT's Planning Guide are referred to.

### **STATE AIRPORT SYSTEM PLANNING**

The Wisconsin State Airport System Plan 2020 provides a framework for the preservation and enhancement of a system of public-use airports adequate to meet current and future aviation needs of the State of Wisconsin. The State of Wisconsin recognizes the importance that airports, aviation and aviation-related industries bring to the economic success of Wisconsin communities.

The WisDOT's Five-Year Airport Improvement Program provides a snapshot of scheduled improvement projects to airports over the next five years. In this program are proposed improvements to the Boscobel and Mineral Point Airports.

During the years 2002-2003, proposed improvements to the Boscobel Airport include design and reconstruction of a crosswind runway. Proposed improvements to the Iowa County Airport included a runway extension and lighting in the year 2001-2002. In the year 2004, the Iowa County Airport plans to expand the upper apron, as well as resurface existing aprons. Relocating existing power lines and hangers for apron expansion will also take place.

### **STATUS OF OTHER WisDOT PLANS – TRANSIT, HARBOR, & INTERCITY BUS**

Development of the *State Transit Plan* is currently underway and is estimated for completion in July of 2003. WisDOT expects the *State Harbor* and *Intercity Bus Plans* to be underway soon, also with an expected completion date of July 2003. At this point, it is unclear how the State Transit and Harbor Plans will impact the City and Town of Fennimore. It is important, however, for the city and town to review and consider these plans once completed.

The City and Town of Fennimore should pay particular attention to the Intercity Bus Plan once completed. The plan will focus on providing an adequate level of bus service to all regions as well as increasing service to major population and economic centers in the state. Providing bus service to communities with a population of 5,000 or more will be a major aspect of the plan. This will potentially include a new bus route between Madison, Platteville, and Dubuque. This system could increase inter-regional and interstate mobility for city and town residents. Station locations, route scheduling, and other travel characteristics will be investigated in the plan.

### **TRANSPORTATION PROGRAMS**

Implementation of the Transportation Element can be accomplished by implementing the policy recommendations identified earlier in the Comprehensive Plan. Many of the policy recommendations include increased coordination with regional and state agencies, whereas financial assistance is not necessary. Those policy recommendations requiring on-going maintenance or capital improvements will involve the solicitation of financial assistance through various federal and state agencies, county government, as well as from the city and town.

The following is a compilation of potential funding sources the City and Town of Fennimore may wish to seek out in terms of realizing necessary improvements to the local transportation system. It is important to note that the following list is non-exclusive. The city and town are encouraged to seek out and solicit funds from other sources if certain projects are eligible.

**LOCAL TRANSPORTATION ENHANCEMENTS (TE)**

Transportation Enhancement provides funding assistance to communities for projects that enhance a transportation project such as the development of facilities for bicycling and walking, as well as education and safety for bicyclists and pedestrians. Other projects include preservation and acquisition of scenic easements, preservation of historic sites, rehabilitation of historic transportation buildings, controlling and removing outdoor advertising, landscaping and scenic beautification, and sponsoring scenic or historic highway programs including the construction of tourist centers.

TE is part of the Statewide Multi-Modal Improvement Program, which encourages enhancement of highways and roadways and their associated facilities, as well as promotion of multi-modal transportation. TE will provide federal funds for up to 80 percent of project costs, while the local sponsor must fund the remaining 20 percent. For more information, contact WisDOT – Bureau of Transit and Local Roads, (608) 264-8723.

**WISCONSIN EMPLOYMENT TRANSPORTATION ASSISTANCE (WETAP)**

WETAP provides federal and state funding assistance to projects that improve access for low-income individuals to their workplace. Retaining employment and advancement in employment of low-income individuals is the primary goal of this program. WETAP is a program managed jointly by the Wisconsin Department of Workforce Development (DWD) and WisDOT. For more information on this program, contact WisDOT – Bureau of Transit and Local Roads, (608) 266-1379.

**TRANSPORTATION ECONOMIC ASSISTANCE (TEA)**

TEA provides up to 50 percent funding assistance to projects helping to attract employers to the state, or to encourage retainment and expansion of business and industry. Improvements to roadways, rail lines, harbors, or airports providing a direct link to jobs created or retained is the primary goal of this program. For more information, contact WisDOT – Bureau of Planning, (608) 266-3488.

**FEDERAL DISCRETIONARY CAPITAL ASSISTANCE SECTION 5309**

Capital assistance is provided to eligible projects meeting requirements of the American with Disabilities Act (ADA). Funding assistance is provided up to 80 percent of the costs of project equipment or up to 90 percent of costs of equipment or modifications to equipment as required under ADA or the Clean Air Act. For more information, contact WisDOT – Bureau of Transit and Local Roads, (608) 266-6812.

**ELDERLY AND DISABLED TRANSPORTATION CAPITAL ASSISTANCE**

Assistance is provided for specialized transit vehicles used to serve elderly and disabled individuals. Federal and state funds are used to finance 80 percent of project costs. For more information, contact WisDOT – Bureau of Transit and Local Roads, (608) 266-1650.

**SURFACE TRANSPORTATION PROGRAM – RURAL (STP-R)**

Under this program, funding assistance is provided for projects designed to improve federal aid eligible highways located outside of urbanized areas. Those communities eligible for funding must be located on roads classified as rural minor collectors or higher. STP-R is a competitive program with projects funded based on a statewide formula. For more information, contact WisDOT – Bureau of Transit and Local Roads, (608) 266-1535.

### **GENERAL TRANSPORTATION AIDS (GTA)**

GTA provides assistance to communities for transportation-related expenditures. GTA provides a partial reimbursement of expenditures based on a percentage of eligible expenditures or on a per mile basis. Whichever formula produces the higher payment will be used. For more information, contact WisDOT – Bureau of Transit and Local Roads, (608) 267-7344.

### **CONNECTING HIGHWAY AIDS**

Funding assistance is provided to communities that maintain streets and highways within their communities that provide local connections to the State Trunk Highway System. Quarterly payments on a per mile basis are made to qualifying communities. For more information, contact WisDOT – Bureau of Transit and Local Roads, (608) 267-7344.

### **LOCAL ROADS IMPROVEMENT PROGRAM (LRIP)**

LRIP provides assistance to communities for costs associated with improvements to deteriorated municipal streets in cities and villages. Assistance is also available for improvements to county highways and town roads. Projects must be designed to have a minimal life of ten years. As part of LRIP, the Municipal Street Discretionary Improvement Program (MSIP-D), is available to cities and villages. Eligible projects include local road reconstruction and resurfacing, bridge replacement or rehabilitation, as well as design and feasibility studies. Construction of new road (including curb and gutter), seal coat applications, and ditch repair are not qualifying projects. For more information, contact WisDOT – Bureau of Transit and Local Roads, (608) 266-9497.

### **LOCAL BRIDGE IMPROVEMENT ASSISTANCE PROGRAM**

WisDOT has two local bridge programs: a statewide local bridge entitlement program and a high-cost (those costing more than \$5 million and exceeding 475 feet in length) local bridge program. The local bridge program allows the State of Wisconsin to reconstruct or rehabilitate the most seriously deficient local bridges, on a cost-shared basis with local units of government. Based on inspection information provided by local units of government, WisDOT identifies the most seriously deteriorated local bridges (those with a rating of less than 50) and places them on a list of bridges to be replaced.



Subsequently, bridges with a sufficiency rating of less than 80 are placed on a list for rehabilitation. Eligible projects must meet federal and state requirements. For more information, contact WisDOT – Bureau of Transit and Local Roads, (608) 266-1535.

### **RURAL AND SMALL URBAN AREA PUBLIC TRANSPORTATION ASSISTANCE PROGRAM: SECTION 5311**

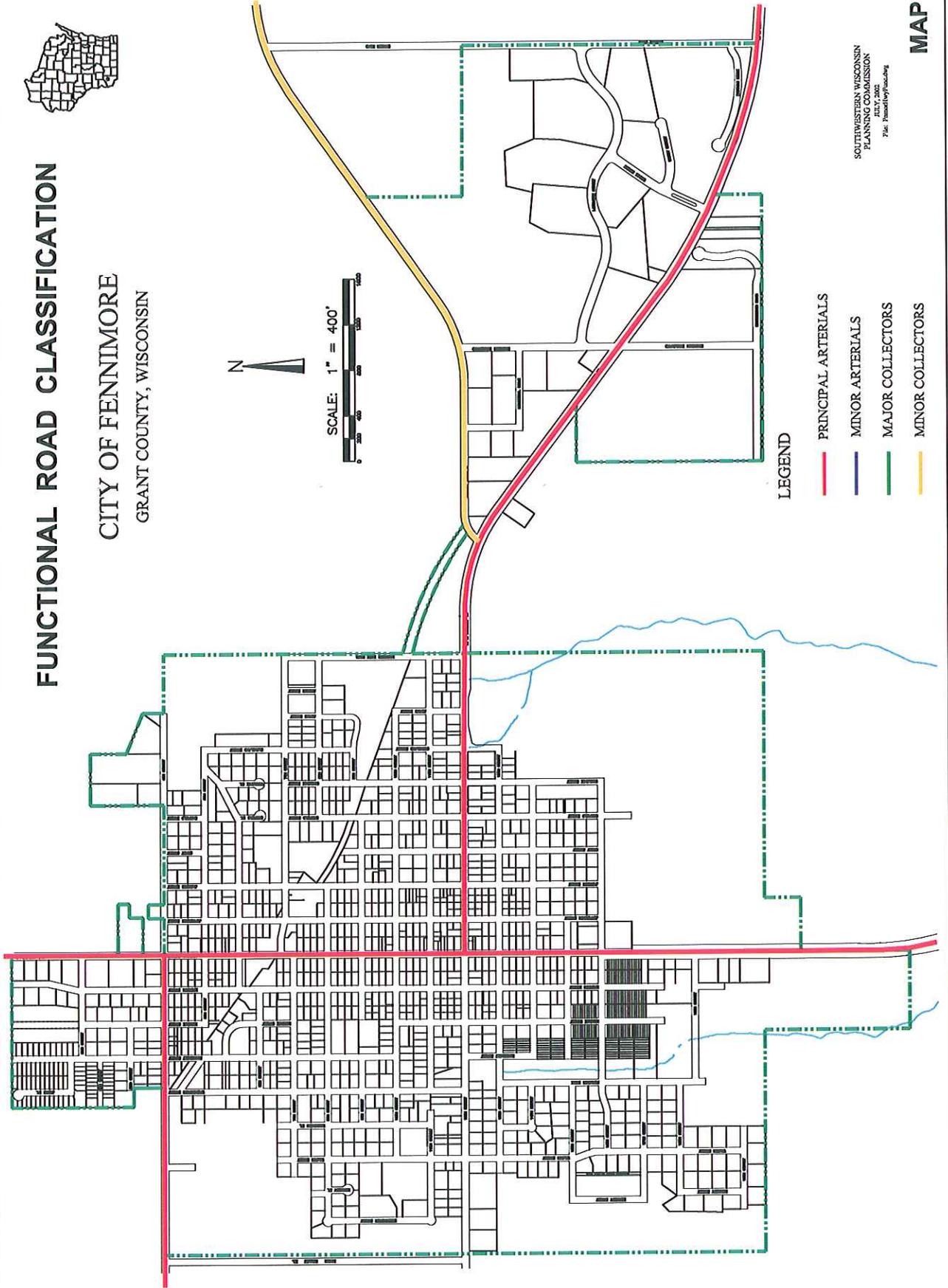
Section 5311 provides financial assistance for operating and capital costs associated with public transportation services in non-urbanized areas. For more information, contact WisDOT – Bureau of Transit and Local Roads, (608) 266-3973.

# FUNCTIONAL ROAD CLASSIFICATION

CITY OF FENNIMORE  
GRANT COUNTY, WISCONSIN



SCALE: 1" = 400'

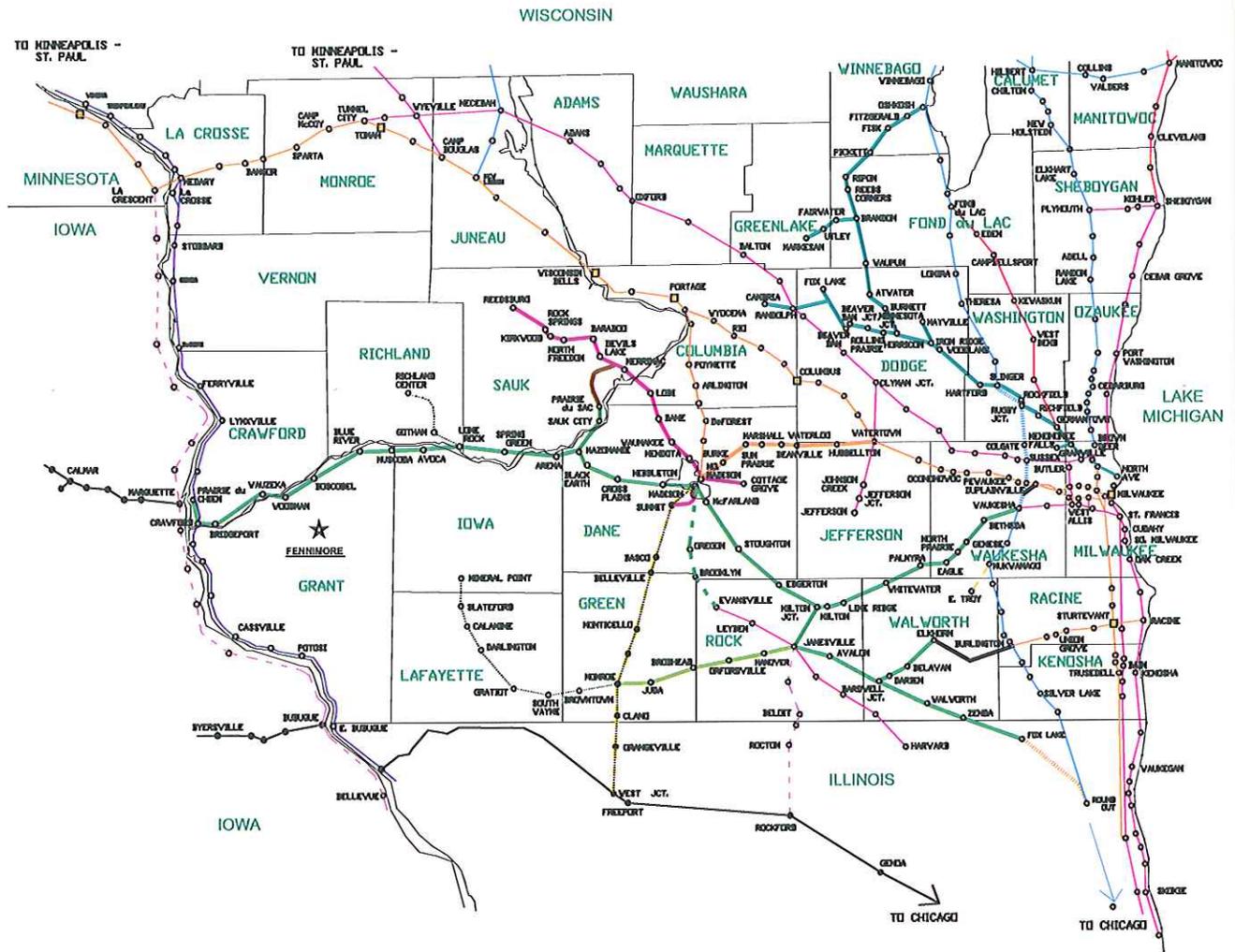


## LEGEND

- PRINCIPAL ARTERIALS
- MINOR ARTERIALS
- MAJOR COLLECTORS
- MINOR COLLECTORS

SOUTHWESTERN WISCONSIN  
PLANNING COMMISSION  
JULY, 2002  
File: FennimoreRoads.dwg

# SOUTHERN WISCONSIN RAILROAD SYSTEM



## LEGEND

- |  |  |  |   |
|--|--|--|---|
|  | OWNED BY EAST WISCONSIN COUNTIES RAILROAD CONSORTIUM & WDOT<br>OPERATED BY WISCONSIN & SOUTHERN RAILROAD CO. - WSOR      |  | BURLINGTON NORTHERN-SANTA FE - BNSF                       |
|  | OWNED BY PECATONICA RAIL TRANSIT COMMISSION & WDOT<br>OPERATED BY WISCONSIN & SOUTHERN RAILROAD CO. - WSOR               |  | FOX VALLEY & WESTERN - FWV                                |
|  | OWNED BY WISCONSIN RIVER RAIL TRANSIT COMMISSION & WDOT<br>OPERATED BY WISCONSIN & SOUTHERN RAILROAD CO. - WSOR          |  | I & M RAIL LINK, L.L.C. - IMRL                            |
|  | OWNED BY CANADIAN PACIFIC RAIL SYSTEM (SOO LINE RAILROAD) - CPRS<br>OPERATED BY WISCONSIN & SOUTHERN RAILROAD CO. - WSOR |  | MUNICIPALITY OF EAST TROY WISCONSIN RAILROAD CO. - METWR  |
|  | OWNED BY UNION PACIFIC RAILROAD - UP<br>OPERATED BY WISCONSIN & SOUTHERN RAILROAD CO. - WSOR                             |  | PUBLIC - UNITED STATES GOVERNMENT                         |
|  | OWNED BY SOUTH CENTRAL WISCONSIN RAIL TRANSIT COMMISSION - SCWRTC  |  | WISCONSIN CENTRAL LIMITED / CANADIAN NATIONAL RAILWAY CO. |
|  | OWNED BY OTHER PUBLIC / FUTURE WSOR OPERATIONS   |  | WSOR RIGHTS TO USE OTHER LINES                            |
|  |  |  | AMTRAK STATION  |
|  |  |  | RAIL LINES OUT OF SERVICE                                 |
|  |  |  | RAIL BANK   |
|  |  |  | RAILS-TO-TRAILS   |

SOUTHWESTERN WISCONSIN REGIONAL PLANNING COMMISSION

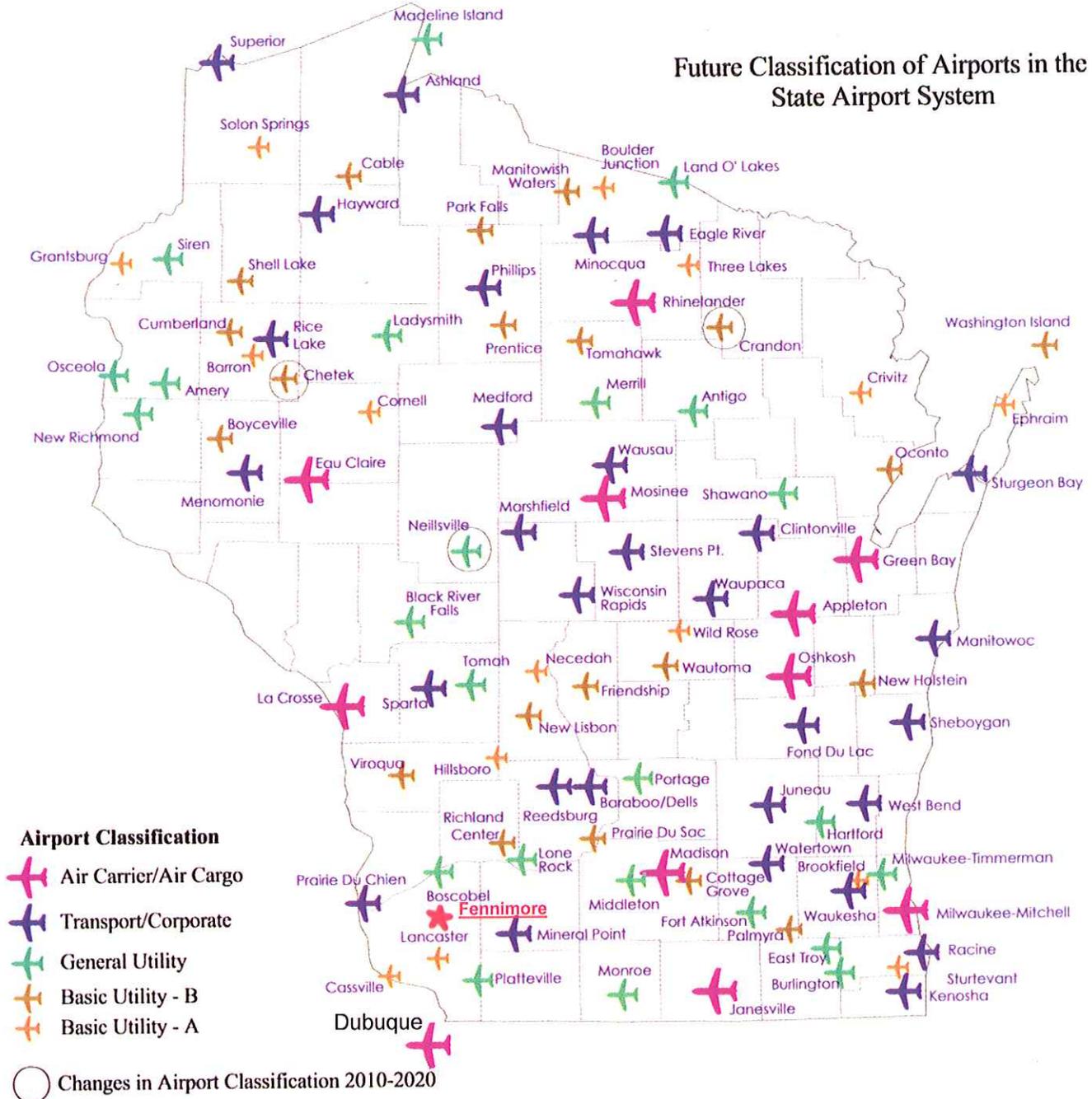
January 24, 2003

File: Ken-RR-Edog

MAP C.2

# Wisconsin State Airport System Plan 2020

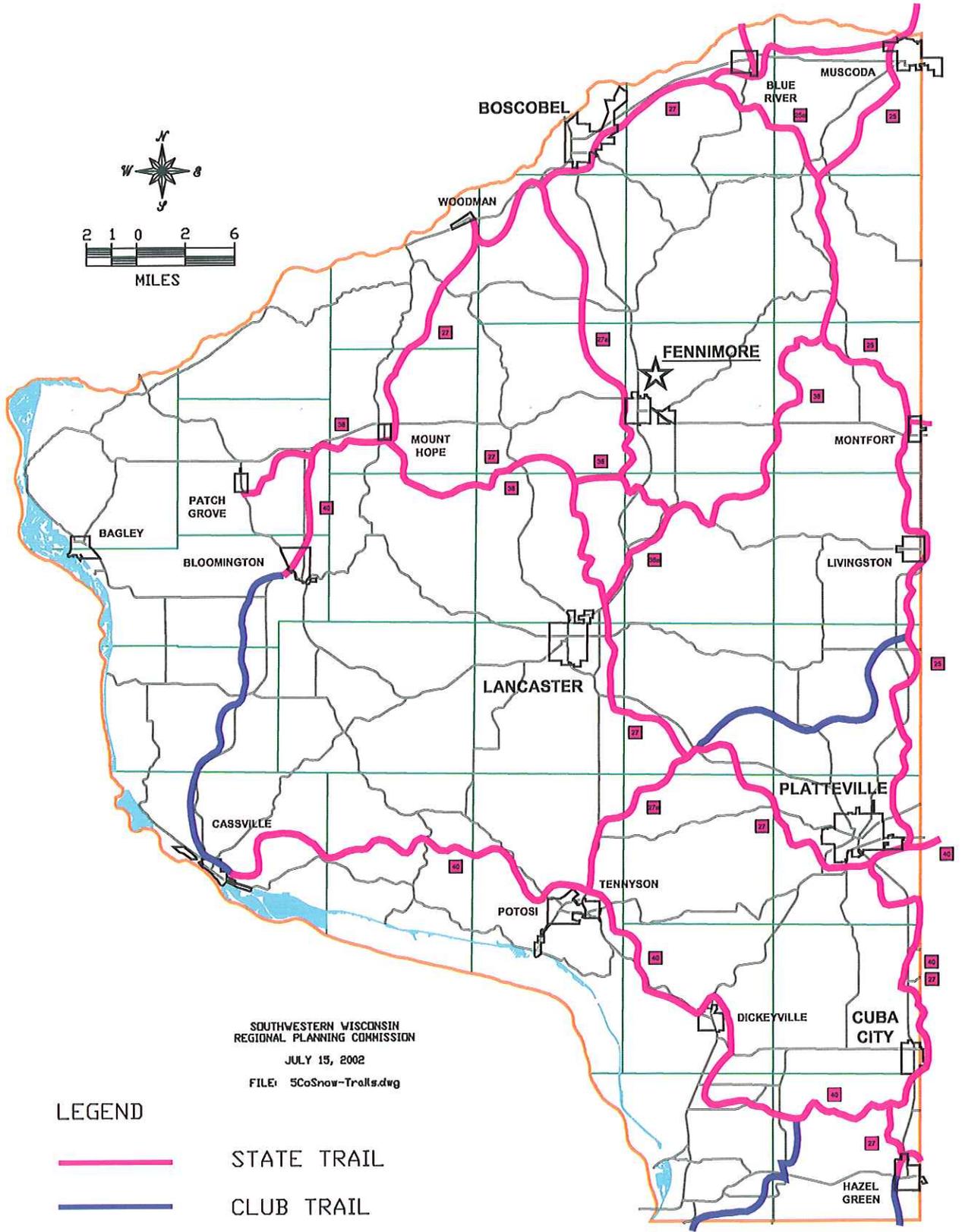
## Future Classification of Airports in the State Airport System



Source: Wisconsin State Airport System Plan 2020, Wisconsin State Department of Transportation.

MAP C.3

# GRANT COUNTY SNOWMOBILE TRAILS



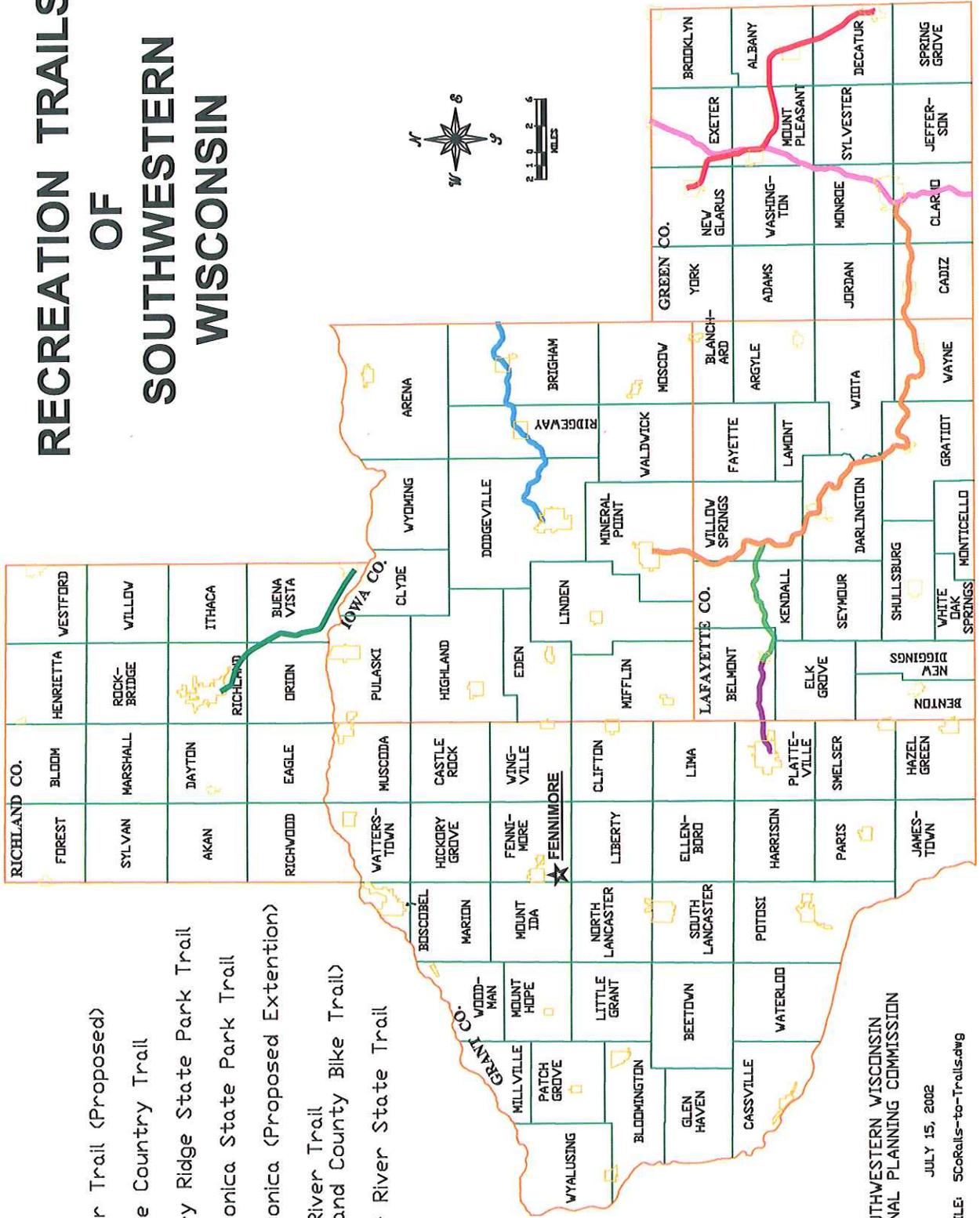
SOUTHWESTERN WISCONSIN  
REGIONAL PLANNING COMMISSION  
JULY 15, 2002  
FILE: 5CoSnow-Trails.dwg

**LEGEND**

- STATE TRAIL
- CLUB TRAIL
- HIGHWAYS

**MAP C.4**

# RECREATION TRAILS OF SOUTHWESTERN WISCONSIN



## LEGEND

- ▭ Badger Trail (Proposed)
- ▭ Cheese Country Trail
- ▭ Military Ridge State Park Trail
- ▭ Pecatonica State Park Trail
- ▭ Pecatonica (Proposed Extension)
- ▭ Pine River Trail (Richland County Bike Trail)
- ▭ Sugar River State Trail

SOUTHWESTERN WISCONSIN  
REGIONAL PLANNING COMMISSION

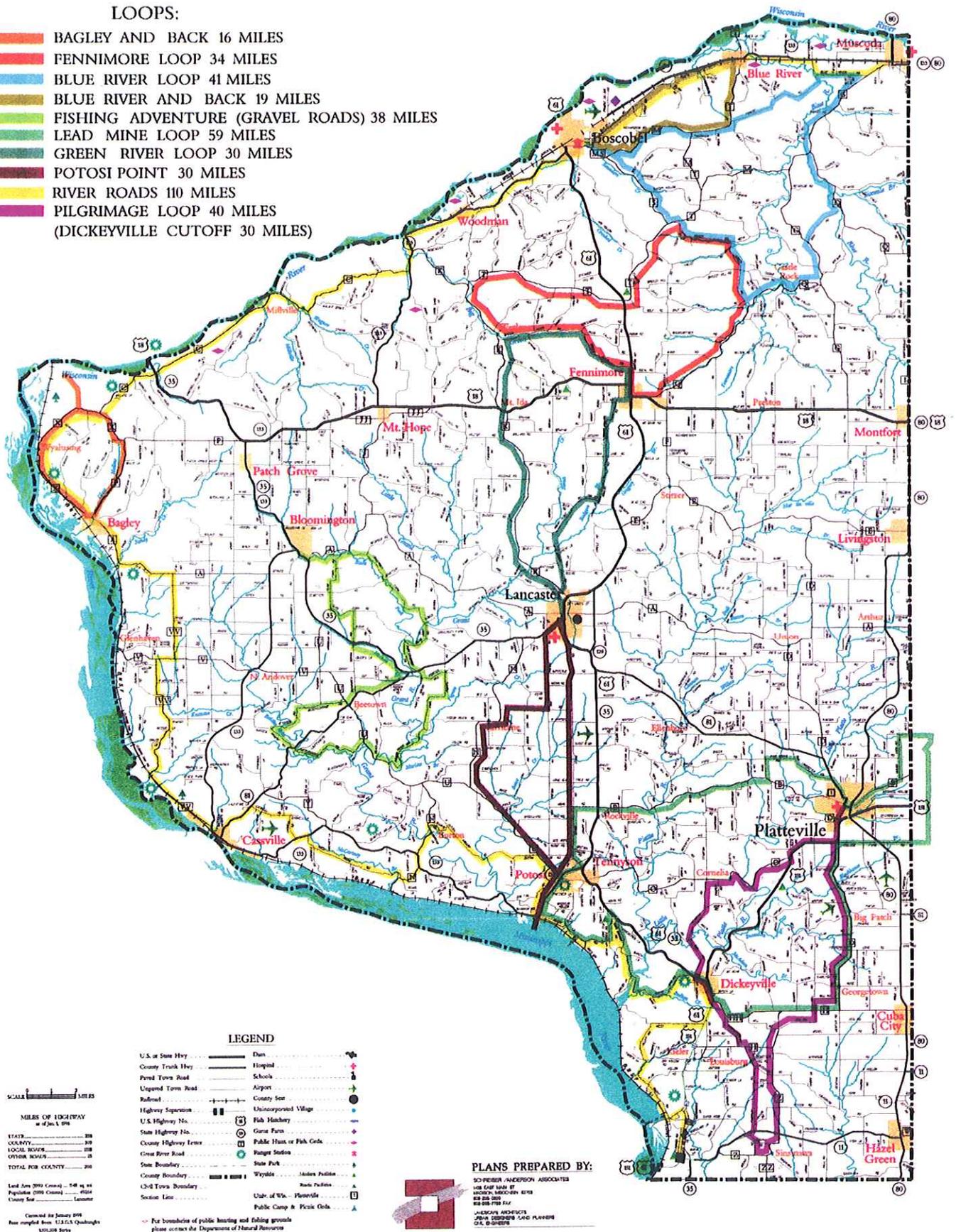
JULY 15, 2002

FILE: SCoRalls-to-Trails.dwg

# GRANT COUNTY, WISCONSIN PRELIMINARY LOOP RIDE MAP

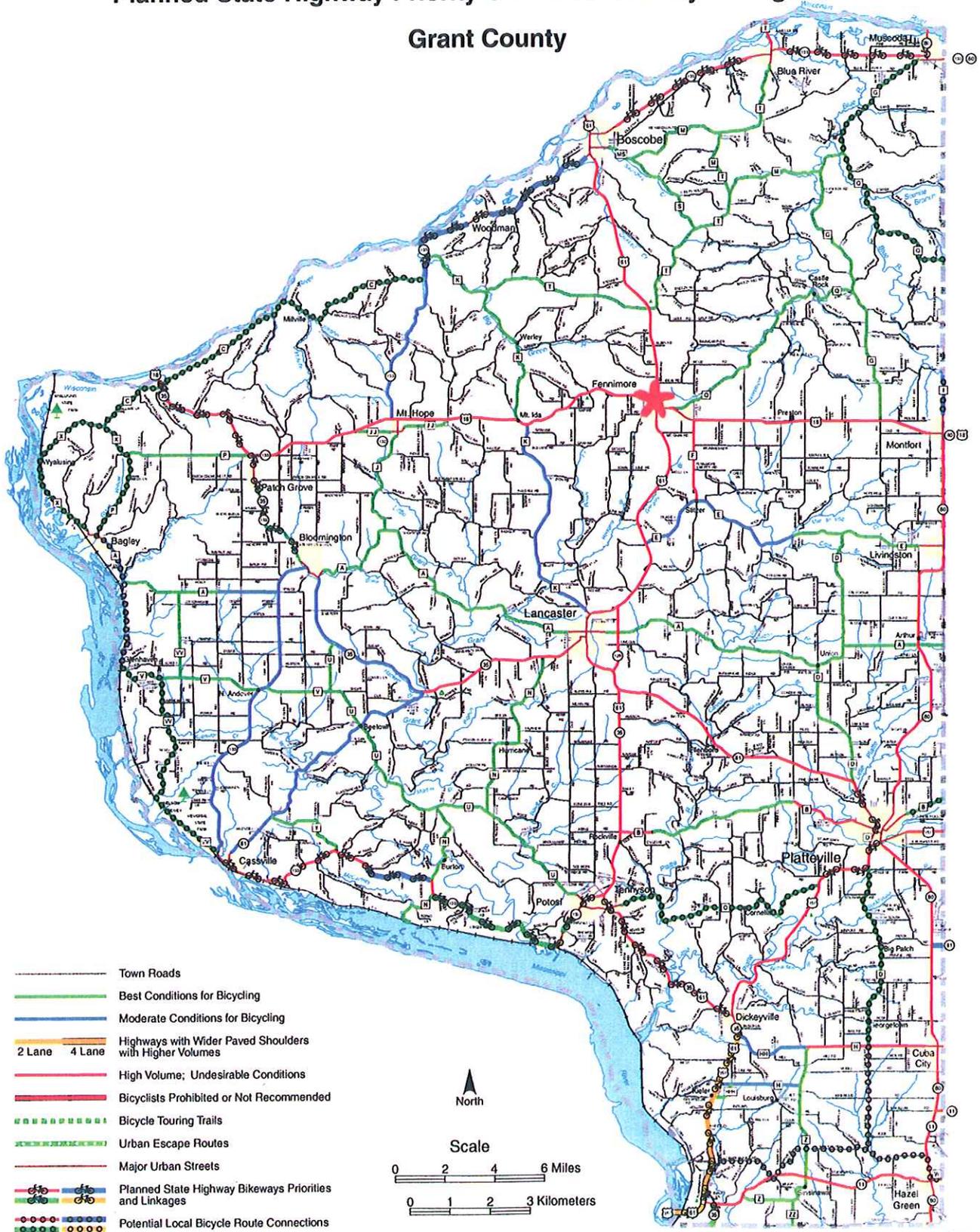
## LOOPS:

- BAGLEY AND BACK 16 MILES
- FENNIMORE LOOP 34 MILES
- BLUE RIVER LOOP 41 MILES
- BLUE RIVER AND BACK 19 MILES
- FISHING ADVENTURE (GRAVEL ROADS) 38 MILES
- LEAD MINE LOOP 59 MILES
- GREEN RIVER LOOP 30 MILES
- POTOSI POINT 30 MILES
- RIVER ROADS 110 MILES
- PILGRIMAGE LOOP 40 MILES  
(DICKEYVILLE CUTOFF 30 MILES)



# Bicycling Conditions Assessment with Planned State Highway Priority Corridors and Key Linkages

## Grant County



Source: Wisconsin Bicycle Transportation Plan 2020, Wisconsin State Department of Transportation, December 1998.

MAP C.7

**EXECUTIVE SUMMARY**

The purpose of this section is to inventory existing utilities and community facilities in the City and Town of Fennimore. Utilities and community facilities include the physical infrastructure that allows each community to function and grow. Community facilities may include libraries, municipal offices, schools, police stations, fire stations, parks, etc. Many of the community facilities are supported by utilities including water services, sewer system, storm water drainage, electricity, etc. This section also includes projections of when the City of Fennimore may need to upgrade utilities in order to efficiently and effectively support the population.



**Wisconsin State Statute 66.1001(2)(d)**

**(d) Utilities and Community Facilities**

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

**UTILITY AND COMMUNITY POLICY RECOMMENDATIONS**

The following are the utilities and community facilities policy recommendations for the City and Town of Fennimore.

- **Implement a capital improvements program and review it annually and make adjustments to meet the needs of the City and Town of Fennimore.**

A Capital Improvements Program (CIP) is a multi-year schedule of physical improvements. The CIP typically includes major projects such as constructing a new facility or repairing an existing facility. The CIP allows each municipality to prioritize their major projects and the funding for those projects. Projects identified in the CIP may be water system improvements, wastewater system improvements, road improvements, park improvements, building improvements, etc. If an emergency arises, a specific project with low priority should be moved back. The CIP not only identifies the needed public improvements, but it also estimates their costs, and identifies means of financing such projects.

- **Ensure the adequate public utilities including capacity of the system are available before issuance of new development permits.**

When a large new development is proposed, review to what extent the existing water and wastewater systems can support the development and if the development is adjacent to existing development or is there going to be significant cost to extend infrastructure. Be sure to have the public works personnel review the proposal and give technical advice to the local Planning Commission. In the Town of Fennimore, be aware of new development costs as well. Extension or improvements of town roads can become very costly. The revenue generated by new property doesn't always outweigh the costs.

- **Maintain, operate, and reconstruct the existing utility systems so that they can support existing development and redevelopment.**

Maintain the existing infrastructure so that it can support the existing development and also provide a means of transport for the utilities to new developments.

- **Locate new development that requires urban services within the City limits.**

If a new development requires urban services such as water and sanitary sewer, they should be located within the City limits. City services should not be extended beyond the established city boundaries.

- **Educate landowners in the Town of Fennimore of the importance of maintaining septic systems and protecting water supplies.**

The implications associated with failing septic systems can reach beyond the property owner themselves. It can extend to neighboring properties. Locations of wells and septic systems must be taken into consideration with new development.

**PUBLIC UTILITIES – City of Fennimore****CITY OF FENNIMORE WATER SYSTEM STATISTICS**

The following information for the City of Fennimore Water System was taken from the 2001 Annual Utility Report. Current rate information can be obtained by contacting the City of Fennimore directly.

**TABLE D.1: Sources of Water Supply**

Location	ID #	Depth in Feet	Well Diameter (Inches)	Yield Per Day in Gallons	Currently in Service
Hwy 18 Between Bronson Blvd and Dodge Street	#4 - 1983 Drilled Well	993	14	864,000	Yes
Just North of the Intersection of Eisenhower Street and 11 <sup>th</sup> Street	#5 - 1998 Drilled Well	1,000	18	1,440,000	Yes

**TABLE D.2: Water Supply – Pumping and Water Supply Equipment**

ID	Purpose	Destination	Year Installed	Type of Pump	Actual Capacity (gpm)
#4	Primary Pump	Distribution System	1983	Vertical Turbine Pump	600
#5	Primary Pump	Distribution System	1998	Vertical Turbine Pump	1,000

**TABLE D.3: Water Supply – Storage and Treatment**

ID	Type	Year Built	Primary Material	Total Capacity	Disinfection & Application	Corrosion Control Used	Fluoride Used
#1	Elevated Tank	1947	Steel	100,000	At Wellhouse	Yes	Yes
#2	Elevated Tank	1971	Steel	300,000	At Wellhouse	Yes	Yes

**TABLE D.4: Water Supply – Water Mains**

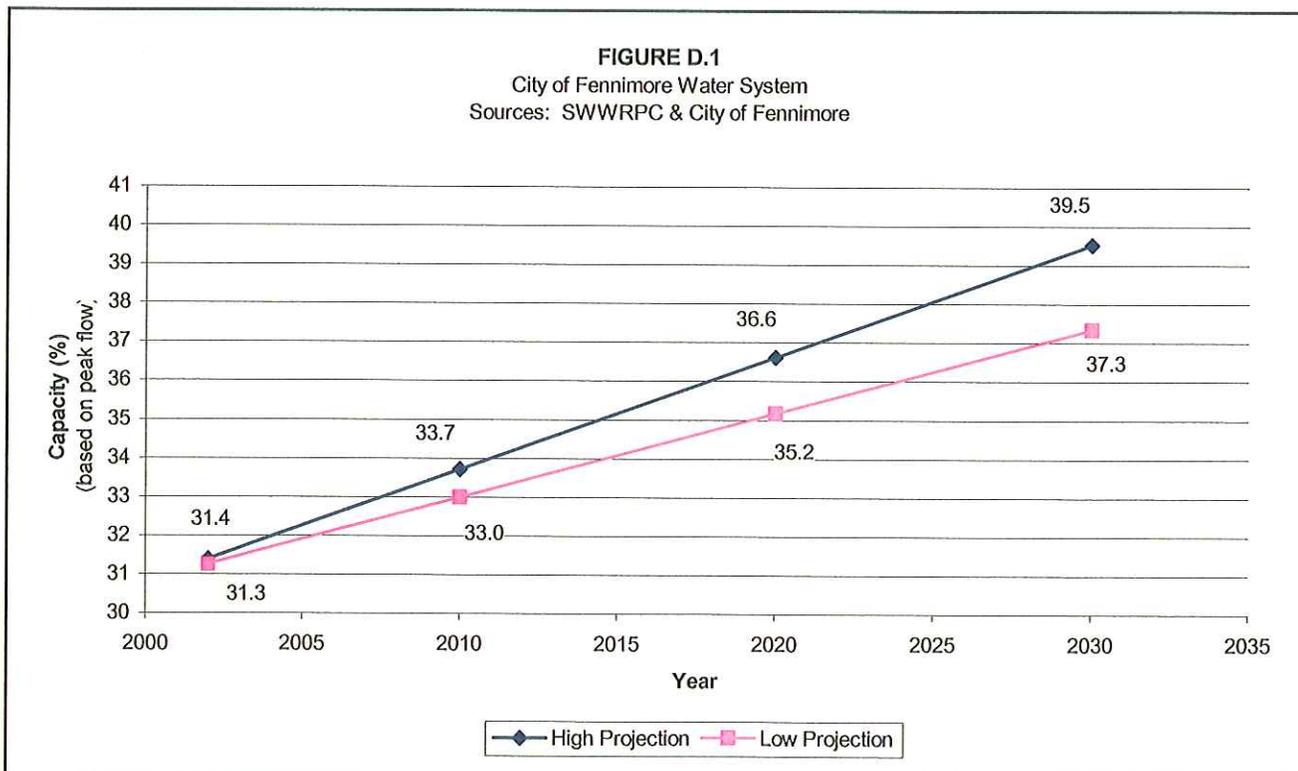
Pipe Material	Function	Diameter in Inches	Number of Feet (End of Year)
Metal	Distribution	2.000	286
Metal	Distribution	4.000	15,046
Metal	Distribution	6.000	36,289
Plastic	Distribution	6.000	8,190
Metal	Distribution	8.000	16,101
Plastic	Distribution	8.000	7,508
Metal	Distribution	12.000	8,614
<b>Total Feet</b>			<b>92,034</b>

**FIRE HYDRANTS**

The City of Fennimore has a total of 152 fire hydrants within the City Limits.

**WATER SYSTEM CAPACITY**

Figure D.1, below is reflective of the capacity of the City of Fennimore water system, based on peak flow. As indicated, the City of Fennimore water system should be able to support new development based on peak flows. The Figure below is reflective of the population projections in Section A. As indicated below, based on peak flows the City of Fennimore Water System is currently operating at approximately 31 percent capacity and is projected to be operating at 37 to 39 percent capacity in the year 2030.

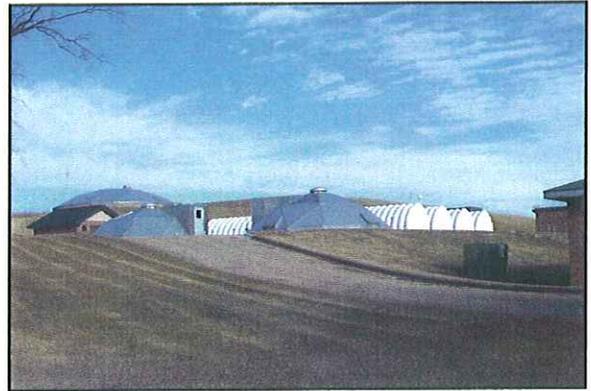


The only issue indicated with the existing water system is that 4-inch water mains or smaller need to be replaced for adequate fire protection.

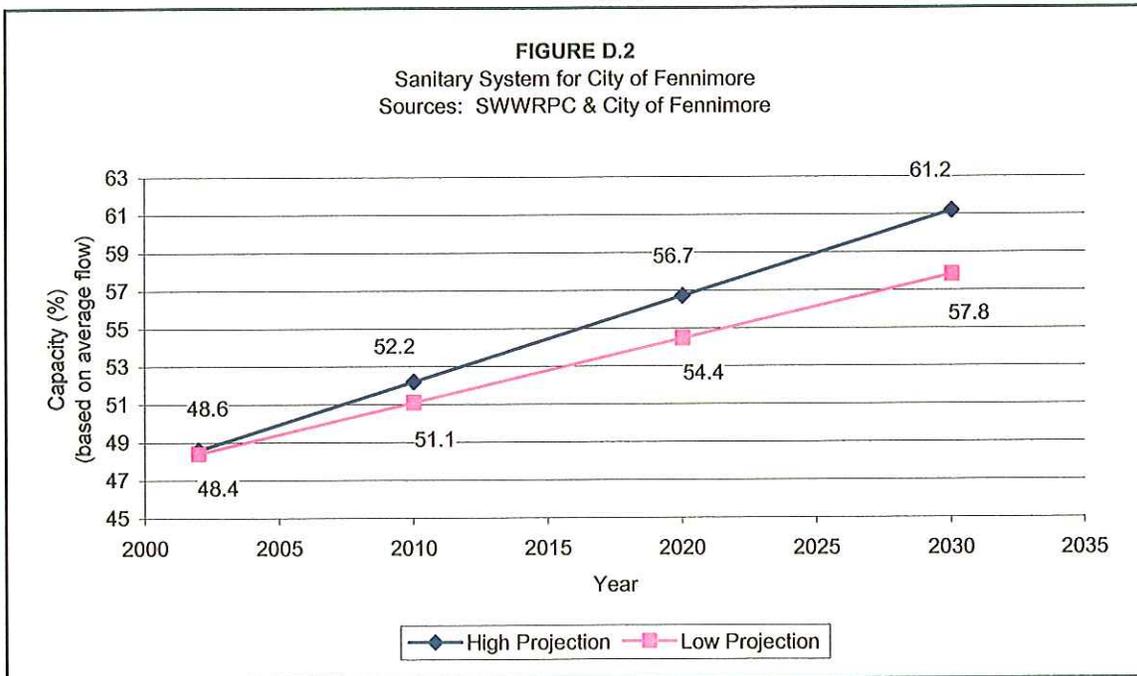
**CITY OF FENNIMORE WASTEWATER TREATMENT SYSTEM**

The City of Fennimore wastewater treatment plant is located at Hwy 61 and McGhan Rd. It was built in 1979 and upgraded for phosphorus removal and sludge storage in 1997. The City of Fennimore Sanitary Sewer System has a total of six lift stations; however, the industrial park lift station, built in 1990 is inactive at the present time. The five active lift stations include the following:

- Kaap built in 1966
- Ray-O-Vac built in 1969
- KMD Trailer Ct built in 1974
- Thoftne built in 1980
- Stastny built in 1983



The City of Fennimore has included in its annual capital improvements program, to replace existing sewer mains and manholes when streets are reconstructed. Figure D.2 below is representative of the capacity of the existing sanitary sewer system. As indicated by Figure D.2 below, the system is running at approximately 48 percent capacity based on average flows, and by the year 2030 the system is expected to be running between 57 and 61 percent capacity. These calculations are again based on the current demand on the system and the population projections presented in Section A.



Current rate information can be obtained by contacting Fennimore Municipal Utilities directly.

### **CITY OF FENNIMORE ELECTRIC UTILITY**

The City of Fennimore operates its own municipal electrical utility. The current electrical system supports residential, commercial, industrial, and public authority locations. In 2001, the Fennimore Electric Utility provided service to 1,110 customers. Approximately 80 percent of the meters supported by the Fennimore Electric Utility are residential customers. Commercial connections account for approximately 12 percent of the total connections or meters. In 2001, the Electric Utility had approximately 19.5 miles of pole lines to support the primary distribution system. The majority of the lines carry (15.46 miles) 2.4/4.16kV (4kV) and the remaining (4.04 miles) support 7.2/12.47 kV (12kV). The City of Fennimore Electric Utility purchases power from Dairyland Cooperative. For example, in 2001 36,074,000 kWh were purchased from Dairyland. More detailed information on the Electric Utility can be obtained in the yearly annual report to the Wisconsin Public Service Commission. Current rate information can be obtained by contacting Fennimore Municipal Utilities. There are five diesel generators that are used for backup and peak demand.

### **CITY OF FENNIMORE UTILITY EXPANSIONS**

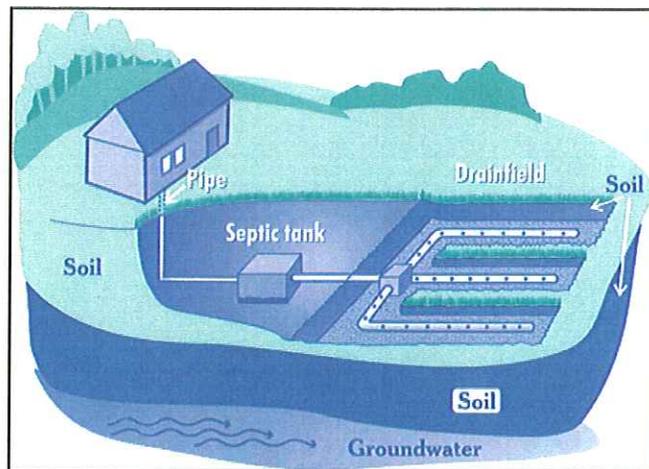
The City of Fennimore does not have an approximate timetable for utility expansion at the time this plan was written. Utility projects are identified in the City Capital Improvements Plan. However, because of the amount of limited growth occurring in and around Fennimore at this time specific timetables and forecasts for utility expansions have not been included.

### **TOWN OF FENNIMORE UTILITIES**

There are currently no sewer or water public utilities in the Town of Fennimore. Businesses and residences operate solely on private septic systems and wells; therefore, no timetables or forecasts have been identified for public facilities.

### **SEPTIC SYSTEMS**

In the Town of Fennimore the majority of the residences are served by septic systems. Septic systems are essentially wastewater treatment systems that use septic tanks and drain fields to dispose of sewage in the soil. Septic systems are most commonly used in rural or large lot areas where sanitary sewer is not available. A septic system that is properly located, adequately designed, carefully installed and managed, the system will be simple, economical, effective, safe, and environmentally sensitive. A typical septic system is similar to the diagram on the right.

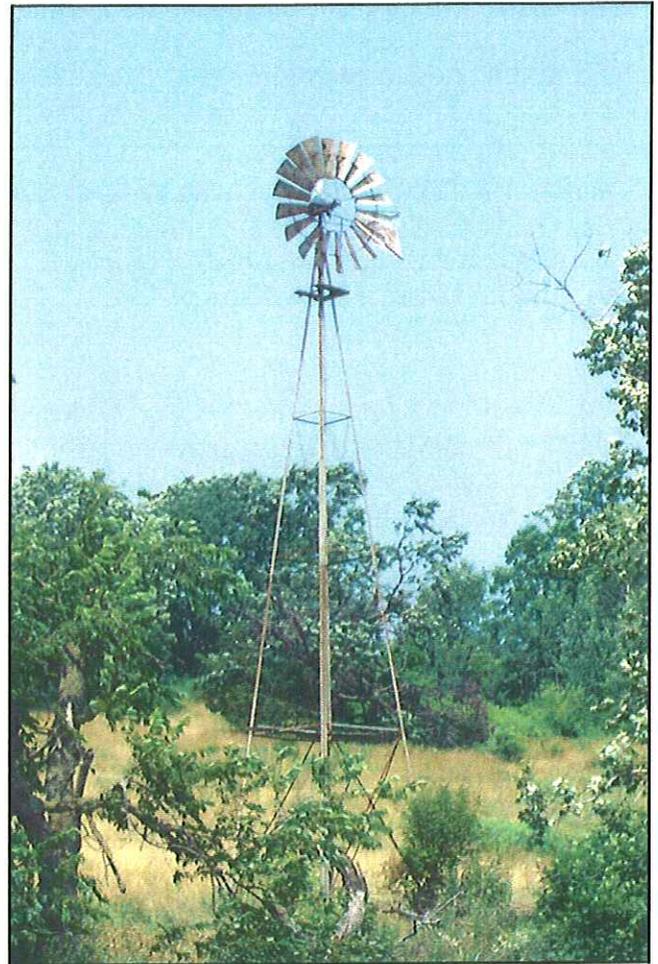


Always consider the location of a septic tank and its soil absorption field relative to your well. The septic tank should be located at least 100 feet downhill from the well. The absorption field should also be located downhill from the well but at a separation distance of at least 150 feet. The most important key to maintaining and extending the life of septic system is proper maintenance and pumping schedules.

**PRIVATE WELLS**

In rural areas, nearly everyone relies on a private well for drinking water. Wells are safe, dependable sources of water if sited wisely and built correctly. Most people take for granted that these wells will produce a dependable supply of safe drinking water. The quality of the water, however, is not guaranteed. No federal or state law ensures the quality of drinking water drawn from a private well. An individual well owner is responsible for the quality of water.

Good well construction and the proper location are critical in ensuring a safe drinking water supply. Prevent contaminated runoff water or other materials from entering a well by locating it on the highest suitable ground and far from potential pollution sources. Surface drainage should be directed away from the well site, and the well should not be located in an area subject to flooding. Pollutants may only travel a short distance in fine sand, silt, or clay, but may travel long distances in coarse gravel, fissured rock, dried cracked clay, or solution channels in limestone.



All water wells shall be located an adequate horizontal distance from known or potential sources of pollution and contamination. Such sources include, but are not limited to:

- Sanitary, industrial, and storm sewers
- Septic tanks and leach fields
- Sewage and industrial waste ponds
- Barnyard and stable areas
- Feedlots
- Solid waste disposal sites
- Above and below ground tanks and pipelines for storage and conveyance of petroleum products or other chemicals
- Storage and preparation areas for pesticides, fertilizers, and other chemicals

Rural residents can help ensure the safety of their drinking water--as well as that of their neighbors--by protecting the recharge areas of the aquifer. The recharge area is that ground area through which rain, snow and surface runoff seep into the soil and replenish the aquifer below.

Because the recharge area that serves a private well may be on the same property as the well or extend onto neighboring properties, the activities of both homeowners and their neighbors directly affect well water quality. In rural areas, drinking water can become contaminated by

many structures and activities, such as septic systems, leaking petroleum storage tanks, storage and handling of pesticides, and livestock wastes.

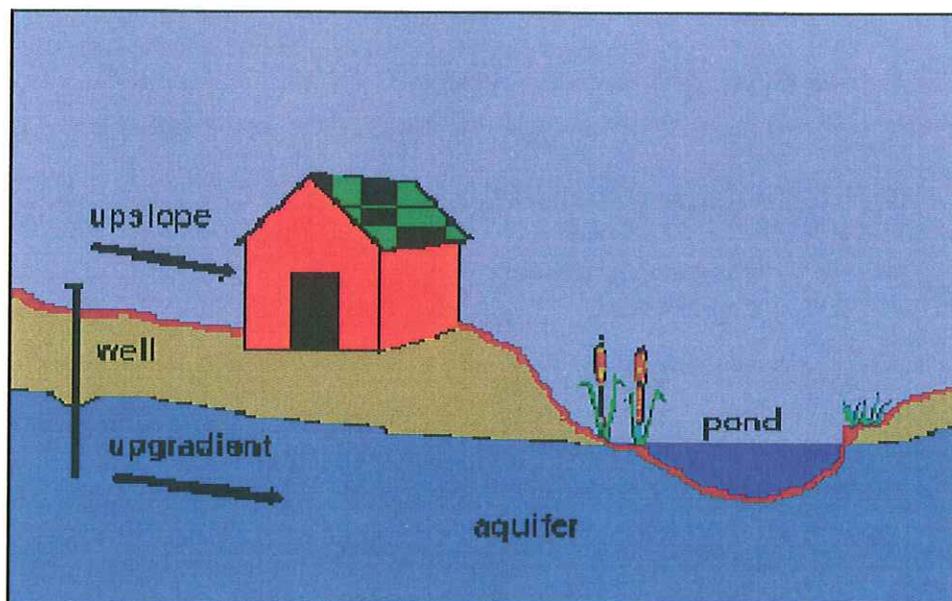
In Wisconsin, new wells must be:

- 25 feet from septic tanks
- 50 feet from livestock yards, silos and septic leach fields
- 100 feet from petroleum tanks, liquid-tight manure storage structures, and pesticide and fertilizer storage and handling areas
- 250 feet from manure stacks

In addition to meeting minimum setbacks for structures, well owners should eliminate any activities near wells that could increase pollution risks. For example, car or tractor oil should not be changed near a well, and agricultural or lawn chemicals should not be used in the immediate vicinity of a well.

Wells should also be located "upslope" from potential pollution sources and "up gradient" in the groundwater flow system. In general, groundwater flows to the nearest stream, so a well located between a source of pollution and a stream may have a greater chance of becoming contaminated.

Another reason to locate wells upslope and up gradient is to avoid areas of flooding. This will help prevent contaminated runoff or materials from entering the well



**COMMUNITY FACILITIES**

See Map D.1 at the end of this section for locations of various community facilities and utilities.

**MUNICIPAL BUILDINGS**

The City and Town of Fennimore each have their own municipal buildings. The City of Fennimore Main Office is located at 860 Lincoln Avenue in downtown Fennimore. The City of Fennimore Offices are open regular business hours. The Town of Fennimore Office is located at the corner of Eighth and Jackson Streets in the City of Fennimore. The Town of Fennimore does not have regular office hours. Contact the Town Chairman or Town Clerk for more information.

**POLICE, FIRE AND EMERGENCY SERVICES**

The City and Town of Fennimore are served by the City of Fennimore Police Department and the Grant County Sheriff's Department.

Fire protection is provided by the Fennimore Volunteer Fire Department. The department serves the City and the surrounding area.

The Fennimore Fire Department has agreements with surrounding departments in case if emergency or back-up assistance is needed. The Fennimore Fire Department will be relocating to reduce safety concerns with its close proximity to the elementary school. Rescue or emergency services are provided by the Fennimore Volunteer Rescue Squad. Both the City and Town of Fennimore are part of the Grant County 911 telephone system.

**RECYCLING AND GARBAGE**

Recycling and garbage services are available within the City and Town of Fennimore. Current rate information for both recycling and garbage can be obtained by contacting the City or Town directly.

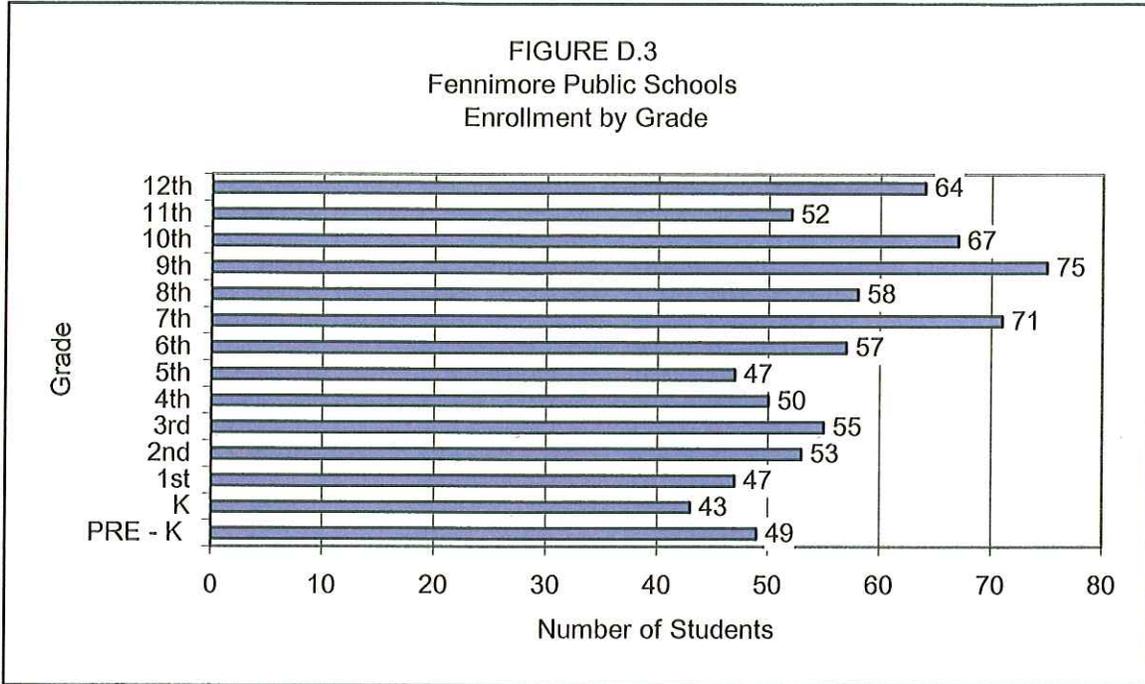
**HEALTH CARE FACILITIES**

The City and Town of Fennimore have a number of health care facilities available in the immediate area. There are general practice, chiropractic, optometry, dental, and psychological clinics located within the City of Fennimore. Also available in the City of Fennimore is the Good Samaritan Nursing Home. Although there is no hospital located in Fennimore, there are both the Grant Regional Health Center in Lancaster and the Boscobel Area Health Care Center in Boscobel. See Map D.2 for hospitals and clinics that serve Southwest Wisconsin. A complete list of businesses is included in Section F.



**PRIMARY AND SECONDARY EDUCATION**

Pre-K – 12 education is provided by the Fennimore Community School District. Enrollment in the school district for the 2002-2003 school year is 788. Figure D.3 below is reflective of the enrollment in the Fennimore Community School District by grade level.



**HIGHER EDUCATION**

The City and Town of Fennimore are fortunate to have the Southwest Wisconsin Technical College (SWTC) located in the City of Fennimore. SWTC provides a strong resource for training for local business and industry. Other colleges and universities in the surrounding area are located in the following communities: Platteville (University of Wisconsin Platteville), and Dubuque (Clarke College, Loras College, and the University of Dubuque.) These institutions offer educational opportunities including certificates, technical diplomas, associate, bachelor, and master's degrees.



**LIBRARY SYSTEM**

The City and Town of Fennimore are fortunate to have the Dwight T. Parker Public Library located in downtown Fennimore. The library serves the City and surrounding area. The library does have a special section on Fennimore History, including local cemetery information.

**CEMETERIES**

Please refer to Section E for information on local cemeteries.

**CHILD CARE**

The Fennimore Area has a wealth of child care resources available in the immediate area. There are a number of day care facilities and providers within the City of Fennimore. A complete list of businesses is included in Section F.

**PARKS AND RECREATION**

Please refer to Section E for information on local park and recreation facilities.

**TELECOMMUNICATIONS AND OTHER UTILITIES**

The City and Town of Fennimore have several other utilities available. Available services are dependent upon location. Some of the other available utilities and services include cable television, electric, Internet services, telephone and cellular services. Independent providers, such as Scenic Rivers, Media Com, and TDS Telecom, provide these services. Current rate information and specific services can be obtained by contacting the independent carriers.



**UTILITY AND COMMUNITY FACILITIES AGENCIES AND PROGRAMS**

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

**UNITED STATES DEPARTMENT OF AGRICULTURE – RURAL DEVELOPMENT (USDA-RD)****COMMUNITY FACILITIES DIRECT GRANT AND LOAN PROGRAM**

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

**USDA Rural Development of WI**  
4949 Kirschling Ct  
Stevens Point, WI 54481  
Phone: (715) 345-7615  
FAX: (715) 345-7669

<http://www.rurdev.usda.gov/wi/>  
<http://www.rurdev.usda.gov/rhs/>

**COMMUNITY FACILITIES GUARANTEED LOAN PROGRAM**

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

**UNITED STATES DEPARTMENT OF AGRICULTURE – RURAL UTILITIES SERVICE (RUS)**

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

Some of the available programs include:

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

More detailed information can be obtained on any of the above programs by contacting USDA Rural Development Office. The contact information is listed above.

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

**FARM\*A\*SYST**

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

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

**FARM\*A\*SYST & HOME\*A\*SYST**

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

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

Farm\*A\*Syst is a voluntary program, so you decide whether or not to assess your property. This program has been recognized nationally and internationally for its common-sense approach to managing environmental risks. Contact the Farm\*A\*Syst office for more information on available programs.

**HOME\*A\*SYST**

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



**Farm\*A\*Syst Home\*A\*Syst**

**WISCONSIN DEPARTMENT OF NATURAL RESOURCES****BUREAU OF COMMUNITY FINANCIAL ASSISTANCE (DNR-CFA)**

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

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

**WISCONSIN DEPARTMENT OF NATURAL RESOURCES (WI-DNR)**

101 S Webster St  
Madison WI 53703

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

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

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

**WISCONSIN WELL COMPENSATION GRANT PROGRAM**

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

The Well compensation grant program provides partial cost sharing for the following:

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

DNR staff is available to help explain the requirements of any of the above programs. Contact your local DNR office for more information.

### **WISCONSIN DEPARTMENT OF COMMERCE**

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

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

**WI Department of Commerce**  
Division of Community Development  
PO Box 7970  
Madison, WI 53707  
Phone: 608-266-8934  
Fax: 608-266-8969  
<http://www.commerce.state.wi.us>

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

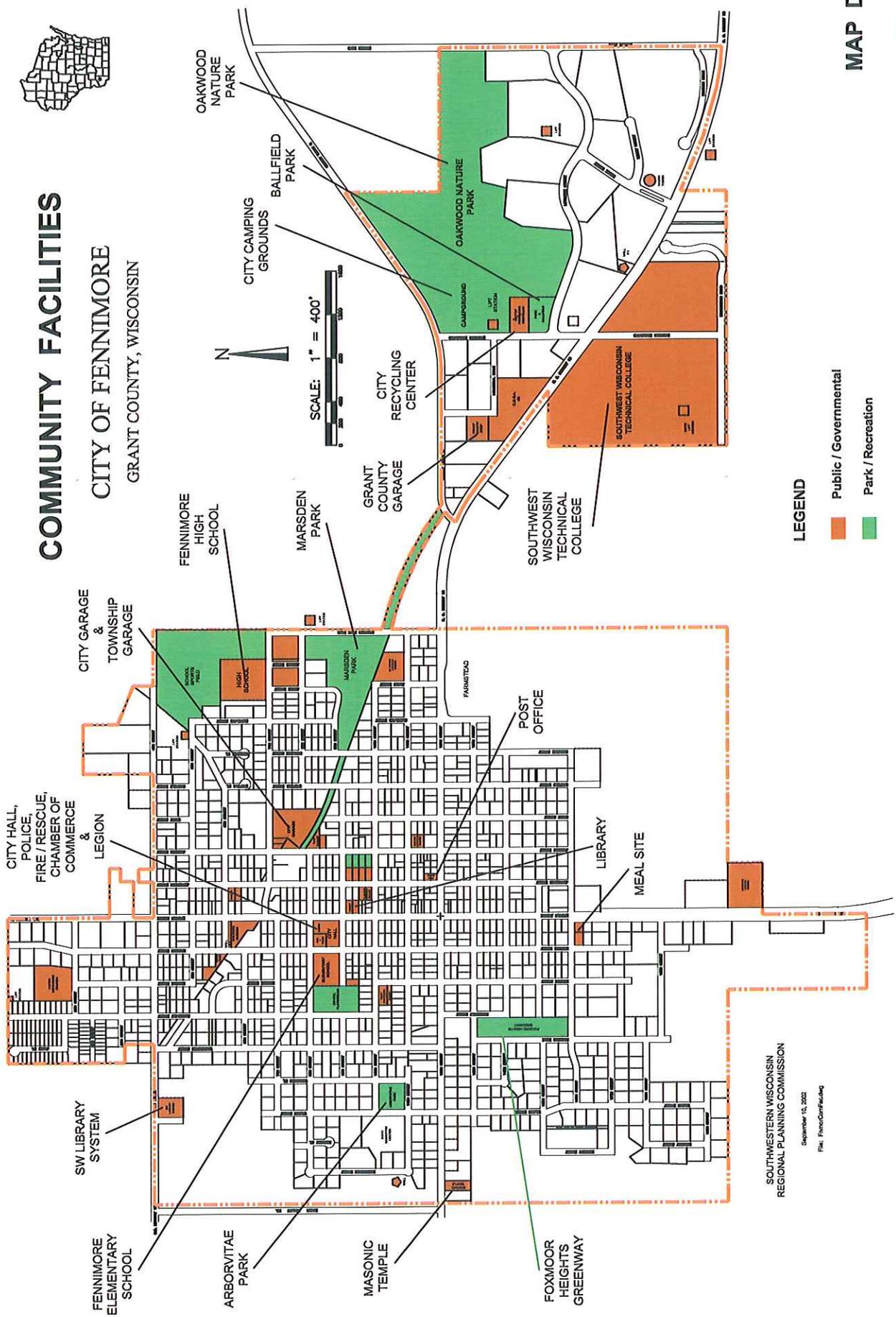
This program helps underwrite the cost of municipal infrastructure necessary for business development. This program requires that the result of the project will ultimately induce businesses, create jobs, and invest in the community. More information is available from the Wisconsin Department of Commerce.



# COMMUNITY FACILITIES

## CITY OF FENNIMORE

### GRANT COUNTY, WISCONSIN



#### LEGEND

- Public / Governmental
- Park / Recreation

SOUTHWESTERN WISCONSIN  
REGIONAL PLANNING COMMISSION

September 10, 2002  
File: FennComFacMap



**EXECUTIVE SUMMARY**

It is vital that the City and Town of Fennimore keep in mind the agricultural, natural, and cultural resources of the area, when planning for the future. It can be very challenging for rural constituencies to allow new low-density development and at the same time protect the natural environment and preserve the character of the area, including cultural and historic resources. At first, development may have only a limited impact on the natural landscape, but as development continues, the visual and environmental impacts become more and more apparent. For these reasons, it is crucial to be aware of the existing agricultural, natural, and cultural resources.

There are a number of agricultural, natural, and cultural resources to be aware of as we plan for the future, including the following:

**Agricultural Resources**

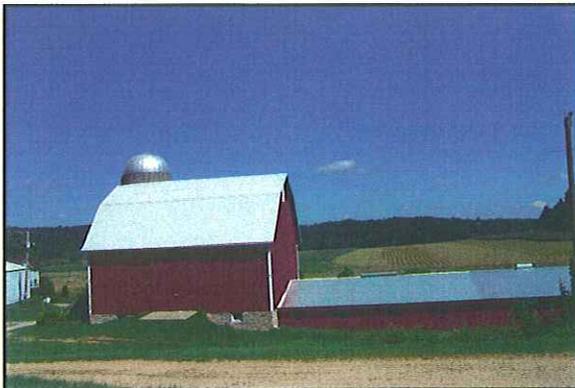
- Number of Farms
- Acreage of Farmland
- Livestock
- Crop Production
- Soil Capabilities
- Farmland Potential

**Natural Resources**

- Water Resources
- Topography
- Geologic Resources
- Forest / Woodlands
- Wildlife Habitat
- Parks and Open Space
- Soils

**Cultural Resources**

- Historic Buildings
- Museums
- Landmarks
- Churches
- Rural Schools



**Wisconsin State Statute 66.1001(2)(e)**

(e) Agricultural, natural and cultural resources element.

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

## **AGRICULTURAL, NATURAL, AND CULTURAL RESOURCE POLICY RECOMMENDATIONS**

The following are the agricultural, natural, and cultural resource policy recommendations for the City and Town of Fennimore.

- **Educate local residents about the importance of the agricultural, natural, and cultural resources.**

Inform local residents about agricultural, cultural, and natural resources in the area. This may be done through a flyer distributed with a normal mailing, an article in the local newspaper, etc.

- **Direct non-farm development to areas where it will cause minimum disruption of established farm operations or damage environmentally sensitive areas.**

Review maps in this comprehensive plan such as farmland potential, slope limitations, septic limitations, environmental corridors, etc when siting areas for new development.

- **Maintain proper separation distances between urban and rural land uses to avoid conflicts.**

It is important to maintain separation distances between urban and rural land uses, as issues often arise including neighbors complaining about noises, smells, chemical sprays, and farm machinery on the roadways.

- **Identify recharge areas for local wells and inventory potential contaminant sources.**

Contamination of local water resources can be devastating and very costly to reverse. Beware of the recharge areas for wells and also potential contamination sources. Again education of local residents may be beneficial from the contamination standpoint.

- **Protect major drainage corridors from development in order to aid in storm water runoff.**

Refrain from filling in drainage ways that serve as a storm water runoff system. The drainage ways were established naturally for a reason and should be maintained.

- **Work with the school district in order to maximize recreational resource potential and minimize duplication.**

By working closely with the school district on areas for recreational development, duplication may be minimized.

- **Explore opportunities to capitalize on local resources in conjunction with tourism.**

Every jurisdiction is unique and should capitalize on their historic or cultural significance.

- **Investigate opportunities to promote local resources such as walking tours, the Wisconsin Historical Markers Program, etc.**

Local self-guided tours can bring a number of visitors into an area. Tours can be walking or driving with certain areas of significance identified along with an explanation of their importance or significance.

- **Utilize state and federal programs to conserve, maintain, and protect agricultural, natural and cultural resources.**

There are numerous state and federal programs that are aimed specifically at protecting farmland, wetlands, forests, historic buildings, etc. There is a list of programs and contacts at the end of this section.



### **AGRICULTURAL RESOURCES**

Agricultural resources play an important role in the past and future of Southwestern Wisconsin. Even though the Town of Fennimore is considered more agricultural than the City, it is still important that both the Town and City understand the role agriculture plays in the surrounding area. Farming is very important to the Fennimore area both economically and culturally.



The following two figures depict county level data for Grant County. As indicated by Figure E.1, between 1987 and 1997 there has been a decrease of 232 farms in Grant County. By definition the census defines a farm as any place from which \$1,000 or more of agricultural products were produced and sold, or normally would have produced and sold during the census year. A number of factors are contributing to the decline in farm numbers and may include; farmland no longer being used as farmland, but converted to recreational land; farms being sold to adjacent property owners - combining two farms into one etc.

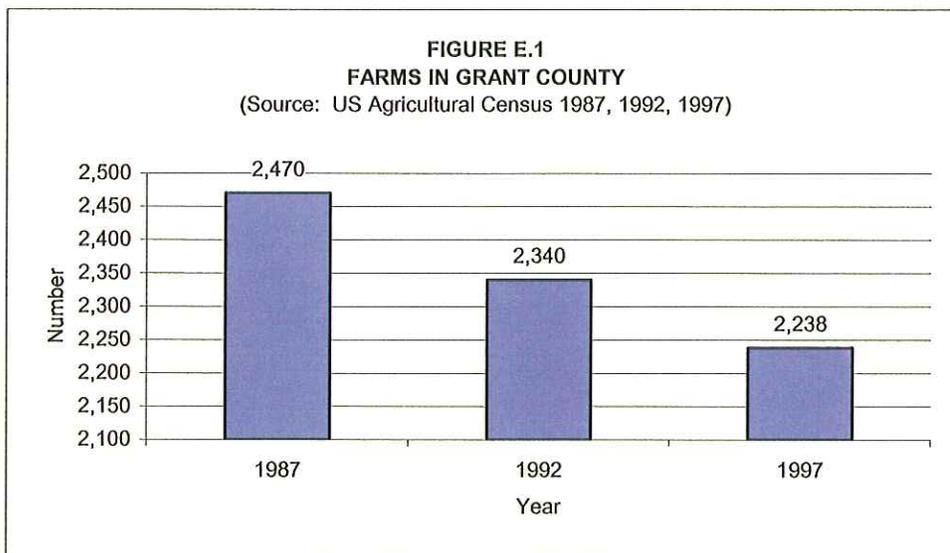
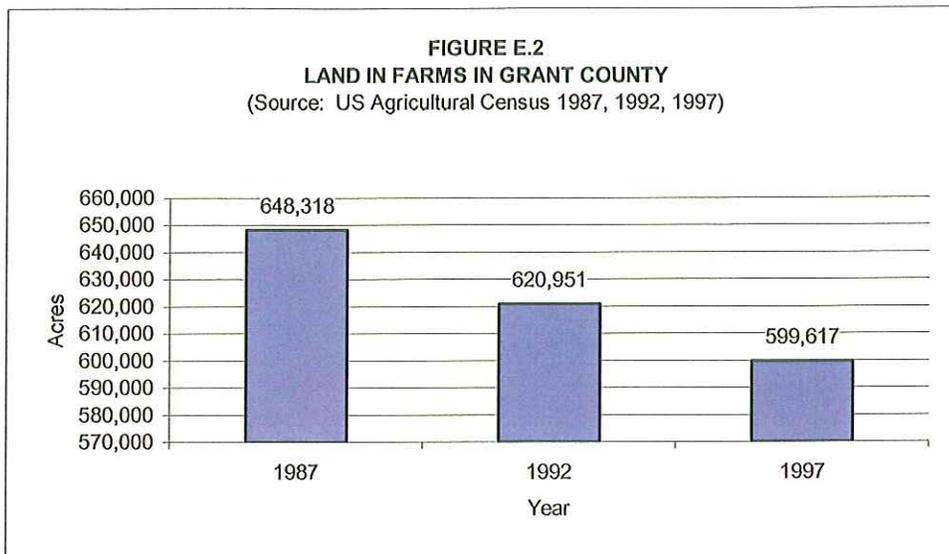


Figure E.2 is directly related to the number of farms in Grant County, as it depicts the total number of acres of land in farms. There has been a decline in the total number of acres farmed, similar to the decrease in the total number of farms.



**FARMLAND POTENTIAL**

In Grant County, 67 percent of the total land area or 503,000 acres are of prime, state, and local importance. Map E.1 indicates areas of farmland potential. The map includes four classifications:

Prime Farmland

Most Capability Group I and II Soils  
20 percent of total land area in Grant County

State Importance

Most Capability Group III Soils  
16 percent of total land in Grant County

Local Importance

Varies but in southwestern Wisconsin some Capability Group IV and VI Soils (In Grant County these include land with better moisture holding capacity – valuable locally for pasture and hay production.) 31 percent of total land in Grant County.

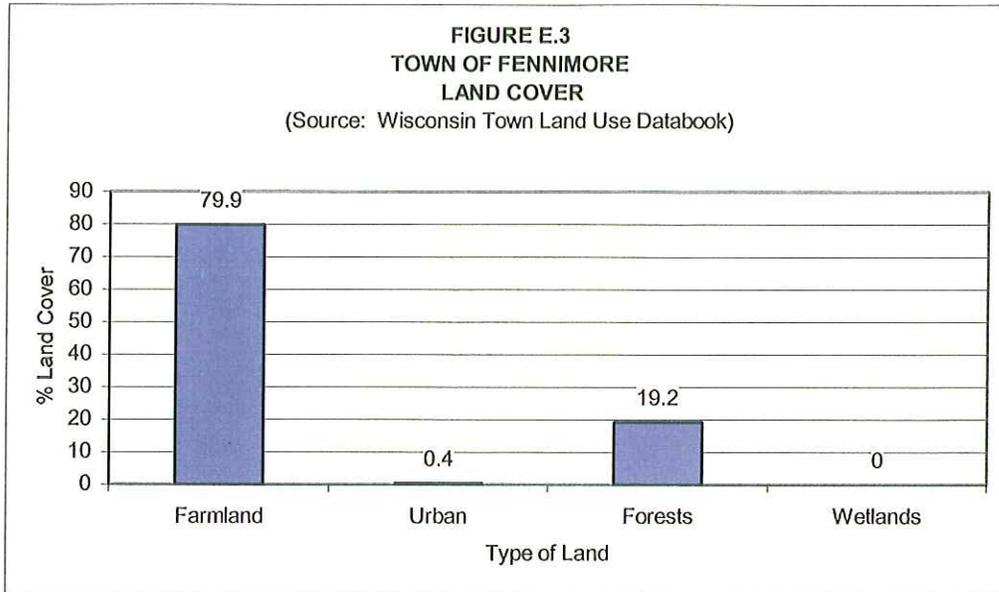
Other

Other soil groups of importance not noted in one of the three categories above.



**AGRICULTURE IN THE TOWN OF FENNIMORE**

Figure E.3 indicates that over three-fourths of the land in the Town of Fennimore is farmland, while the second highest land use is forestry, at 19.2 percent. Farmland is all agricultural communities as well as grasslands. Forest is considered an upland area of wood perennial plants in which the trees reach a height of at least six-feet with a definite crown. Urban is defined as an area associated with intensive human activity and land use. Wetlands are areas with water at, near, or above the land surface long enough to be capable of supporting aquatic vegetation and have soils indicative of wet conditions.



Between the years of 1990 and 1997, the Town of Fennimore experienced an increase in the overall number of farms, opposite of what happened in the County (Figure E.1). Fennimore town had a 3.1 percent increase in the number of farms, going from 98 farms in 1990 to 101 farms in 1997. Dairy farms on the other hand decreased significantly during that same period. In 1990 there were 53 dairy farms in the Town of Fennimore, with only 31 dairy farms in 1997. Similarly, Grant County had a significant decrease in dairy farm numbers during the same period. In 1990 there were 1,158 dairy farms in Grant County, and only 861 in 1997.



Between 1990 and 1997 there were a total of 51 parcels sold (5,655 acres) in the Town of Fennimore. A total of 906 acres were sold and converted out of agriculture, while the remaining 4,749 acres from the 51 parcels remained in agriculture. The Town has adopted Grant County's Exclusive Agricultural Zoning (EAZ) Ordinance. Between 1990 and 1997, 21 acres were rezoned out of EAZ in the Town of Fennimore.

**LAND COVER**

Map E.2 shows the land cover in Grant County. This map again shows the importance of agricultural resources in Grant County, and the Town of Fennimore. It also shows the importance of natural resources, including forested lands, open water, and wetlands.



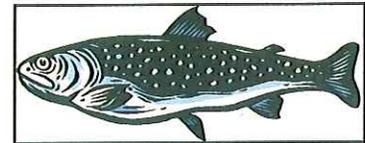
**NATURAL RESOURCES**

Natural resources are a vital and defining part of the environment. Natural resources and environmentally sensitive areas include wetlands, floodplains, water features, forests, unique vegetation, wildlife habitat, etc.

Whether obvious or not, impacts to sensitive environmental resources often have significant adverse impacts on a community. For example, it may seem that building on a steep slope is only the problem of the property owner; however, disturbing steep slopes can have far reaching impacts on water resources. If proper erosion control measures are not implemented, sedimentation, which increases when soils on steep slopes are disturbed, can adversely impact water resources in the vicinity of the site. Excessive sedimentation of water resources not only causes problems for aquatic life, but also impacts human use of the resources.

## **WATER RESOURCES**

Water resources are one of the most commonly used natural resources. On a daily basis people are utilizing groundwater for drinking water, showers, recreational purposes, etc. Plants and animals also rely heavily on water resources to survive. Water resources serve a variety of important functions for a community. They serve as drinking water sources, and provide water for business and industry.



### **SURFACE WATER**

Watercourses and water bodies also provide various recreational opportunities, including fishing, swimming, boating, and passive recreational opportunities such as bird watching. Streams provide habitats for aquatic species, but also many other forms of wildlife. The Fennimore area is known for the number of trout fishing streams. See Map E.3 for surface water resources in Grant County.

All lands and waterways can be found within one watershed or another. A watershed is an interconnected area of land draining from surrounding ridge tops to a common point such as a lake or stream confluence with a neighboring watershed. The City of Fennimore is within the Upper Grant River Watershed as well as the Blue River Watershed. The Town of Fennimore is also within the Upper Grant River Watershed, Blue River Watershed, Platte River Watershed, and the Green River Crooked Creek Watershed. See Map E.4 for all Grant County Watersheds.

### **FLOODPLAINS**

The Federal Emergency Management Agency (FEMA) has designated flood hazard areas along many surface water resources. The importance of respecting floodways and floodplains is very important in terms of planning and development. Ignoring these constraints can cause serious problems relating to property damage and the overall safety of residents.

### **WETLANDS**

Wetlands serve a variety of functions, including providing a habitat for many wildlife species and plants, playing an important role in storm water management and flood control, filtering pollutants, recharging groundwater, and offering open space and passive recreational opportunities. Many of the nation's wetlands have already been destroyed and this makes preservation of existing wetlands even more important. In Grant County, wetlands are mostly concentrated along the Mississippi and Wisconsin Rivers. There are no wetlands in the City or Town of Fennimore.

**GROUNDWATER**

Groundwater is the one water resource that we are most dependent on, as we use this resource on a daily basis and other water resources depend on recharge from the groundwater. Simply stated, groundwater is water beneath the earth's surface, often between saturated soil and rock, that supplies wells and springs. Groundwater supplies approximately 75 percent of Wisconsin residents with the water they use on a daily basis, whether it is from a municipal well or a private well. It is important to keep the groundwater resource in mind for many areas of comprehensive planning. Ultimately what takes place above ground directly impacts this resource below the surface. There are a number of activities that directly impact the quality of water resources. Map E.5 indicates the depth to the water table in the planning area.

Potential pollution sources that can affect the groundwater supply include but are not limited to:

- On-site Septic Systems
- Sewage Treatment Plants
- Sanitary Landfills
- Underground Storage Tanks
- Feedlots
- Junkyards
- Abandoned Wells
- Pesticide and Fertilizer Applications
- Road Salt
- Unsewered Subdivisions
- Gas Stations
- Chemical Spills
- Leaking Sewer Lines
- Household Cleaners & Detergents

**WILDLIFE RESOURCES & HABITAT****WILDLIFE HABITAT**

Increased development is one of the most serious threats to animals and plants in the United States. Low density, automobile-dependent development beyond the edges of existing cities and villages destroys and degrades the habitat on which these species rely for their survival. Many wildlife species require large undisturbed habitat areas in order to survive. When development takes place on undisturbed habitat, it not only disrupts the wildlife living in the area, but also disrupts wildlife in surrounding areas. For example, bald eagles typically will not nest within a mile of a road or settlement. Unless the buffered area becomes dedicated open space, it will most likely be developed, and the habitat will be lost forever. New subdivisions make land more accessible as roads and infrastructure service them.

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

The Town of Fennimore should keep this in mind as they plan future areas of development.

Some species, such as crows and raccoons, thrive off of the human environments that development brings into an area. Sensitive native species that depend on fragile local habitats are pushed out of the generalized habitat and often disappear. The increase of roads, driveways and parking lots also increase the amount of road salt and other sediments in the runoff. When this runoff flows into streams and wetlands, it changes the salinity and quality of the habitat.

The City of Fennimore also needs to be aware of wildlife and wildlife habitat and the community's impact on both. Urban wildlife can add to the enjoyment of everyday life. Wildlife provides opportunities for observing and photographing animals that live near and in urban areas.



Wildlife in the urban environment can also cause problems by destroying property, carrying disease, producing unsanitary waste, and conflicting with human activities. Wildlife that is forced to live in urban areas may displace other species of animals that are already living there. In an urban environment, even a small yard can be landscaped to attract birds, butterflies, beneficial insects, and small animals. Trees, shrubs, and other plants provide shelter and food for wildlife.

### **DNR RECREATIONAL LANDS**

There are a number of DNR Recreational Lands located in Grant County. These areas provide recreation opportunities such as hunting, hiking, fishing, and bird watching. These areas also provide extensive habitat for local plants and animals. Even though these areas may not be directly in the City or Town of Fennimore, the Fennimore area may provide a link to some of these extensive corridors.

### **THREATENED AND ENDANGERED SPECIES**

The Federal Endangered Species Act of 1973 was enacted to conserve threatened and endangered species of wildlife and plants. The Wisconsin Department of Natural Resources (DNR) has used the Natural Heritage Inventory (NHI) to develop maps for all counties in the state providing generalized information about rare, threatened and endangered species. The DNR-NHI map (Map E.6) has been included at the end of this section for a reference.

### **FOREST RESOURCES**

Since nearly 70 percent of the forestland in Wisconsin is in private ownership, the DNR forestry program encourages sustainable, forest ecosystem development through a variety of partnership programs with other forest landowners. In the Town of Fennimore, approximately 19 percent of the land is considered forest. (See Figure E.3 and Map E.2). Again most of the forest resources in Grant County exist on the northern and western portions of the County along the Mississippi and Wisconsin Rivers. Forests are important for a number of reasons including - beauty, recreational opportunities, wildlife habitat, water protection, biodiversity, products and a variety of other values.

#### Forest Benefits

- Increased Property Values
- Decreased Energy Costs
- Improved Air Quality
- Reduced Storm Water Runoff
- Decreased Soil Erosion
- Improved Water Quality
- Increased Recreational Opportunities
- Reduced Noise Levels
- Wildlife Habitat and Buffer Zones

#### Forest Costs

- Planting of Trees
- Maintenance and Removal of Trees
- Infrastructure Repairs
- Litigation and Liability
- Storm Damage

### **THE URBAN FOREST - CITY OF FENNIMORE**

One of the forest resources that are often forgotten in urbanized areas is the urban forest. An urban forest is simply all the trees and vegetation in and around a city or a village, and can include tree lined streets, home landscapes, school yards, parks, riverbanks, cemeteries, vacant lots, right of ways, adjacent woodlands, and any other place that vegetation can grow. The urban forest doesn't necessarily only relate to trees, but also includes shrubs, flowers, vines, ground cover, grass, and other plants.

One of the more effective tools used by communities to conserve and improve their urban forests is a tree ordinance. Often they are enacted in response to changes from rapid land development. Tree ordinances range in complexity from simple tree replacement standards to more comprehensive ordinances addressing natural resource issues. When developing an ordinance, it is very important that the tree ordinance meet the needs of the community. Beware of copying any ordinance that was successful in another community because different communities have different needs and therefore require a different type of ordinance.

### **ENVIRONMENTAL CORRIDORS**

Environmental corridors refer to an area that contains a grouping of natural resource features, such as woodlands, wetlands, surface water, scenic views, geologic formations, and even historical sites. If these and other natural resource features are placed on a map, they most often form a linear corridor, hence an environmental corridor. Because these resources occur naturally in the same areas, preserving one element also tends to preserve other elements. Preserving the environmental corridors can be a highly effective way to protect the natural and cultural resources in the area. Environmental corridors are usually winding or curvilinear with varying widths. Map E.7 depicts several natural resource areas in Grant County, that when combined together create an environmental corridor.

#### **Environmental Benefits:**

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

#### **Social Benefits:**

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

### **GEOLOGIC AND SOIL RESOURCES**

Soils and geology are also important planning considerations. When thinking about new development, it is very important to take soils and geology into consideration. Today technology advances can overcome many development challenges relating to soil and geology; however, it is very important that these resources are not abused, overused, or contaminated. Particular attention must be paid to soils when development is occurring on steeper slopes and for septic systems, to be sure adequate infiltration and treatment can be provided by the soils. A series of maps including slope limitations (Map E.8), septic limitations (Map E.9), and depth to bedrock (Map E.10) have been included.



Southwestern Wisconsin is located in the unglaciated region otherwise known as the driftless area. Most of southwest Wisconsin's bedrock is sedimentary rock, consisting of sandstone and shale or limestone. Non-metallic mineral resources such as limestone for road building are one of the most significant geologic resources in the area. Mineral resources are divided into two categories, metallic and non-metallic resources. Metallic resources include resources such as copper, zinc, and gold. The non-metallic resources include sand, gravel, and limestone.

## **PARKS AND OPEN SPACE**

Open space serves many important functions in a community. Open space protects ecologically sensitive areas including wetlands and water resources, important habitats and sensitive soils. The preservation of open space areas not only directly protects these



resources, but can also serve as an important buffer zone. Potentially metallic mineral resources could be discovered in this area. Open space plays an important role in shaping the character of the community, as nothing can replace the visual impact of vast open space, whether it is agricultural land or woodlands. Preservation of these areas is important for the overall aesthetic value of the community. Open space can take the form of parks, greenbelt, wetlands and floodplain.

Open space can also serve many functions for a community other than recreation, such as the following:

- Preservation of scenic and natural resources
- Flood management
- Protecting the area's water resources
- Preserving prime agricultural land
- Limiting development that may occur
- Buffering incompatible land uses
- Structuring the community environment

Parks serve a limited neighborhood area, a portion of the community, or the entire community or region and provide area and facilities for outdoor recreation for residents and visitors. There are a number of parks and recreation areas in the City and Town of Fennimore.

### **LOCAL PARK RESOURCES**

The following local park resources were taken directly from the City of Fennimore Outdoor Recreation Plan. Residents in the Town of Fennimore utilize many of the same areas listed here as well.

- Fennimore Elementary School
- Municipal Park
- Fennimore High School
- Hickory Grove County Club and Public House
- Swimming Pool
- Marsden Park
- Oakwood Nature Park
- Arbor Vitae Park
- VFW Play lot
- Good Samaritan Center
- Foxmoor Heights Greenway
- Library Park
- Southwest Wisconsin Technical College



### **CULTURAL AND HISTORIC RESOURCES**

Cultural and historic resources are often given little emphasis by governmental units in order to deal with other issues facing them. However, the proper appreciation of these assets is vital to the long-term success of an area. Respecting and utilizing these available resources increases the overall quality of life and provide opportunities for tourism.

Determining what are cultural and historic resources has been left open to some interpretation. For the purpose of this report historic resources includes historic buildings and sites as identified by the national register of historic places, museums, churches, cemeteries, old country schools, etc. The information presented here is to serve as a guide to cultural and historic resources but is not inclusive.

### **NATIONAL REGISTER OF HISTORIC PLACES**

The Fennimore area has one site listed on the National Register of Historic Places, the Dwight T. Parker Public Library.

#### **Dwight T. Parker Public Library**

- ♣ Owned by the City of Fennimore
- ♣ Site added to the Register in 1983
- ♣ Current Function - Education/Library

Background: The Dwight T. Parker Public Library was constructed in 1924. The new library building was made possible by a donation from Dwight T. Parker. Upon Parkers death in 1934 and the depletion of his trust funds, the library operation was assumed by the City of Fennimore. The library is open Monday through Saturday.



## FENNIMORE AREA MUSEUMS

### Fennimore Doll and Toy Museum



The Fennimore Doll and Toy Museum & Gift Shoppe are located in the heart of downtown Fennimore. Inside the museum are more than 80 cases displaying dolls and toys dating from 1810 to the present. Featuring Shirley Temple, Betty Boop, the Dione Quints, Barbie, and Fisher-Price toys from the 1930's, television and movie collectibles, Stars Wars, plus the Victorian House - a must see case. The museum also exhibits visiting collections that change on a regular basis.

### Fennimore Railroad Museum

"Dinky", the narrow gauge train that carried goods and passengers between Fennimore and Woodman from 1878 to 1926, is preserved here along with other memorabilia of Fennimore's railroading past. The Fennimore Railroad Historical Society Museum is located in the former city powerhouse and utility building. The building has been remodeled inside and out to resemble a turn-of-the-century depot. The replica-loading



platform is laid with brick from the original depot using just sand and brick --- the way it was originally built. A 1907 Davenport 2-6-0 locomotive was obtained through the efforts of the members of the Fennimore Railroad Historical Society. In addition, the museum offers rides on an operational 15" gauge railroad complete with scale model buildings and equipment that complete the miniature layout.

## PLACES OF WORSHIP

Places of worship have had a significant impact on the culture of the Fennimore area. Places of worship in the Fennimore area include:

- Castle Rock Lutheran Church
- Trinity Evangelical Free Church
- St. Peter Lutheran Church
- Fennimore United Methodist Church
- Bethany Alliance Church
- St. Mary's Catholic Church
- Hickory Grove Lutheran Church
- Stitzer United Methodist Church
- St. Paul's United Church of Christ
- The Marion United Church of Christ
- Grant County Christian Center
- St. Lawrence O'Toole Church
- Mt. Ida Baptist Church
- Kingdom Hall of Jehovah's Witness

## CEMETERIES

Also identified as a prominent historic and cultural resource are the area cemeteries. Cemeteries can provide a historic perspective of the area. Fennimore area cemeteries include:



- Castle Rock Lutheran Cemetery
- Dempsey Cemetery
- Ebenezer Methodist Cemetery
- Fennimore Prairie Cemetery
- Fennimore St. Mary's Catholic Cemetery
- Gap Cemetery
- Ideal-German Cemetery
- McGhan-Prairie Cemetery
- Switzer Cemetery

## AGRICULTURAL, NATURAL, AND CULTURAL RESOURCE AGENCIES AND PROGRAMS

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

### **WISCONSIN DEPARTMENT OF NATURAL RESOURCES (WI-DNR)**

#### Background

The Department of Natural Resources is dedicated to the preservation, protection, effective management, and maintenance of Wisconsin's natural resources. It is responsible for implementing the laws of the state and, where applicable, the laws of the federal government that protect and enhance the natural resources of our state. It is the one agency charged with full responsibility for coordinating the many disciplines and programs necessary to provide a clean environment and a full range of outdoor recreational opportunities for Wisconsin citizens and visitors. The Wisconsin DNR has a number of programs available ranging from threatened and endangered species to water quality to parks and open space to wetlands.

#### **WISCONSIN DEPARTMENT OF NATURAL RESOURCES (WI-DNR)**

101 S Webster St  
Madison WI 53703

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

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

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

**WISCONSIN DEPARTMENT OF TRADE AND CONSUMER PROTECTION (DATCP)**Background

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

Specifically DATCP has two divisions that relate directly to the agriculture and natural resource section of the comprehensive plan. The Environmental Division of DATCP focuses on insects, land and water, as well as plants and animals. The Agricultural Division of DATCP focuses on animals, crops, agricultural resources, and land and water resources.

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

2811 Agriculture Drive  
PO Box 8911  
Madison WI 53708

Phone: 608-224-4960

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

**WISCONSIN NATURAL RESOURCE CONSERVATION SERVICE (NRCS)**Background

The Natural Resources Conservation Service is the federal agency that works with landowners on private lands to conserve natural resources. NRCS is part of the U.S. Department of Agriculture and was formerly called the Soil Conservation Service or "SCS".

Nearly three-fourths of the technical assistance provided by the agency goes to helping farmers and ranchers develop conservation systems uniquely suited to their land and individual ways of doing business. The agency also provides assistance to other private landowners and rural and urban communities to reduce erosion, conserve and protect water, and solve other resource problems.

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

6515 Watts Road,  
Suite 200  
Madison, WI 53719

Phone (608) 276-USDA

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

**WISCONSIN STATE HISTORICAL SOCIETY**Background

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

**WISCONSIN STATE  
HISTORICAL SOCIETY**

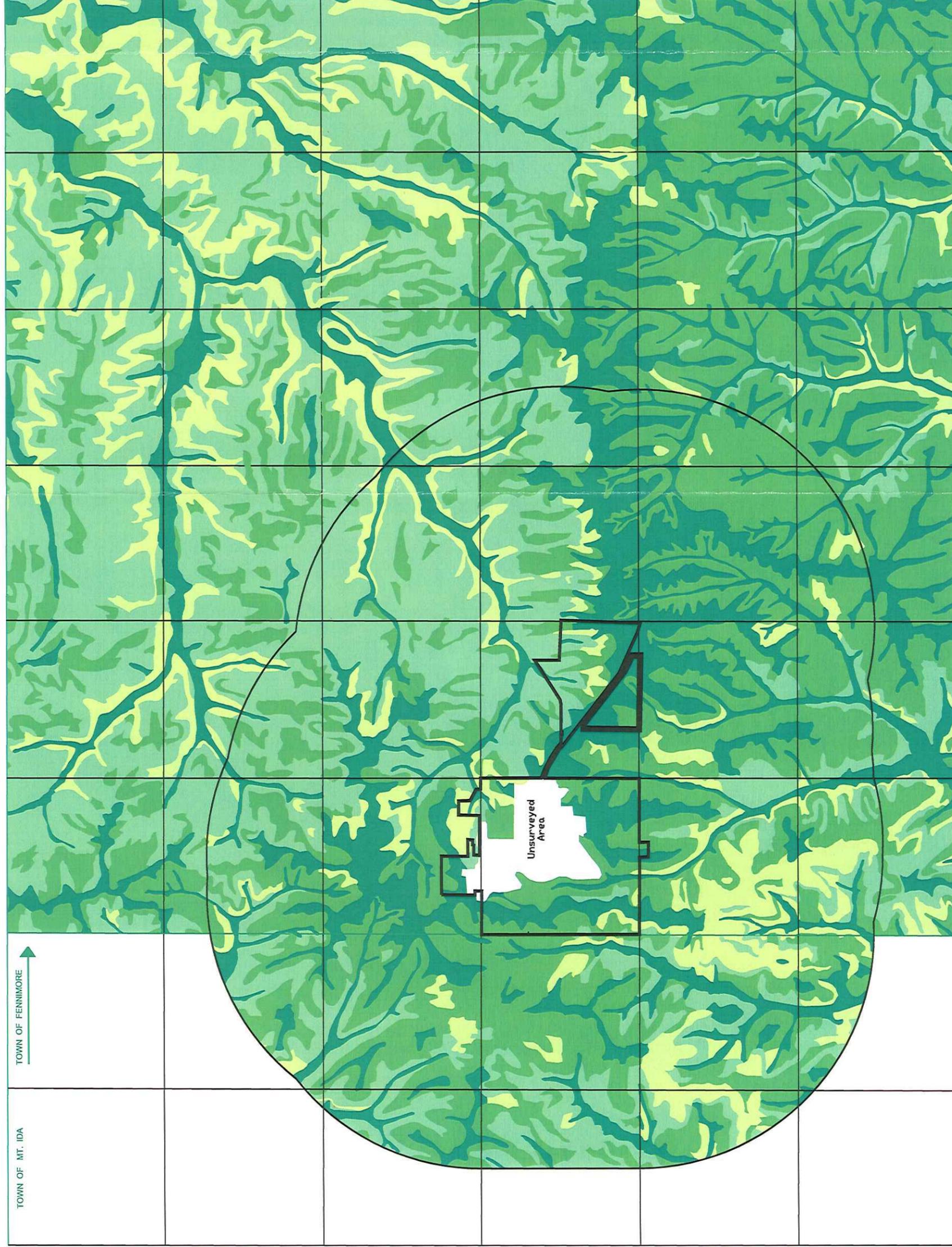
Office of Preservation Planning  
Division of Historic Preservation  
Wisconsin Historical Society  
816 State Street  
Madison, WI 53706

Phone: 608-264-6500

<http://www.wisconsinhistory.org>

TOWN OF MT. IDA

TOWN OF FENNIMORE



# FARMLAND POTENTIAL

TOWN OF FENNIMORE  
&  
CITY OF FENNIMORE  
-GRANT COUNTY-  
WISCONSIN

## LEGEND

- PRIME
- STATE IMPORTANCE
- LOCAL IMPORTANCE
- OTHER

SOUTHWESTERN WISCONSIN  
REGIONAL PLANNING COMMISSION

MAY 12, 2002

FILE: FennPfmFm.dwg

MAP E.1

# SEPTIC LIMITATIONS

TOWN OF FENNIMORE  
&  
CITY OF FENNIMORE  
-GRANT COUNTY-  
WISCONSIN

## LEGEND

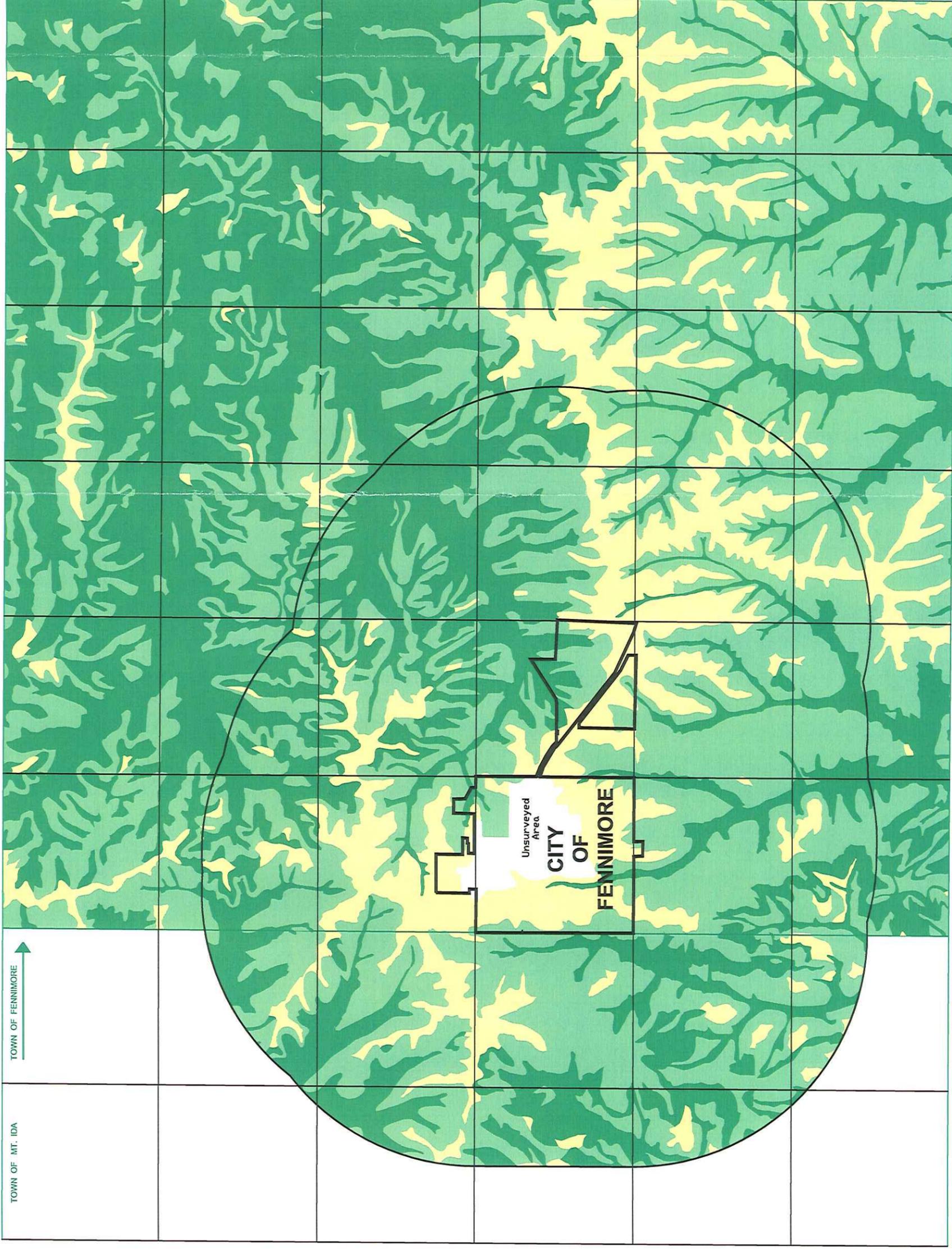
-  NEAR NONE
-  SLIGHT
-  MODERATE - SEVERE

SOUTHWESTERN WISCONSIN  
REGIONAL PLANNING COMMISSION

JULY 15, 2002

FILE: Fenn-Septic.dwg

MAP E.9



TOWN OF MT. IDA

TOWN OF FENNIMORE

# DEPTH TO BEDROCK

TOWN OF FENNIMORE  
&  
CITY OF FENNIMORE  
-GRANT COUNTY-  
WISCONSIN

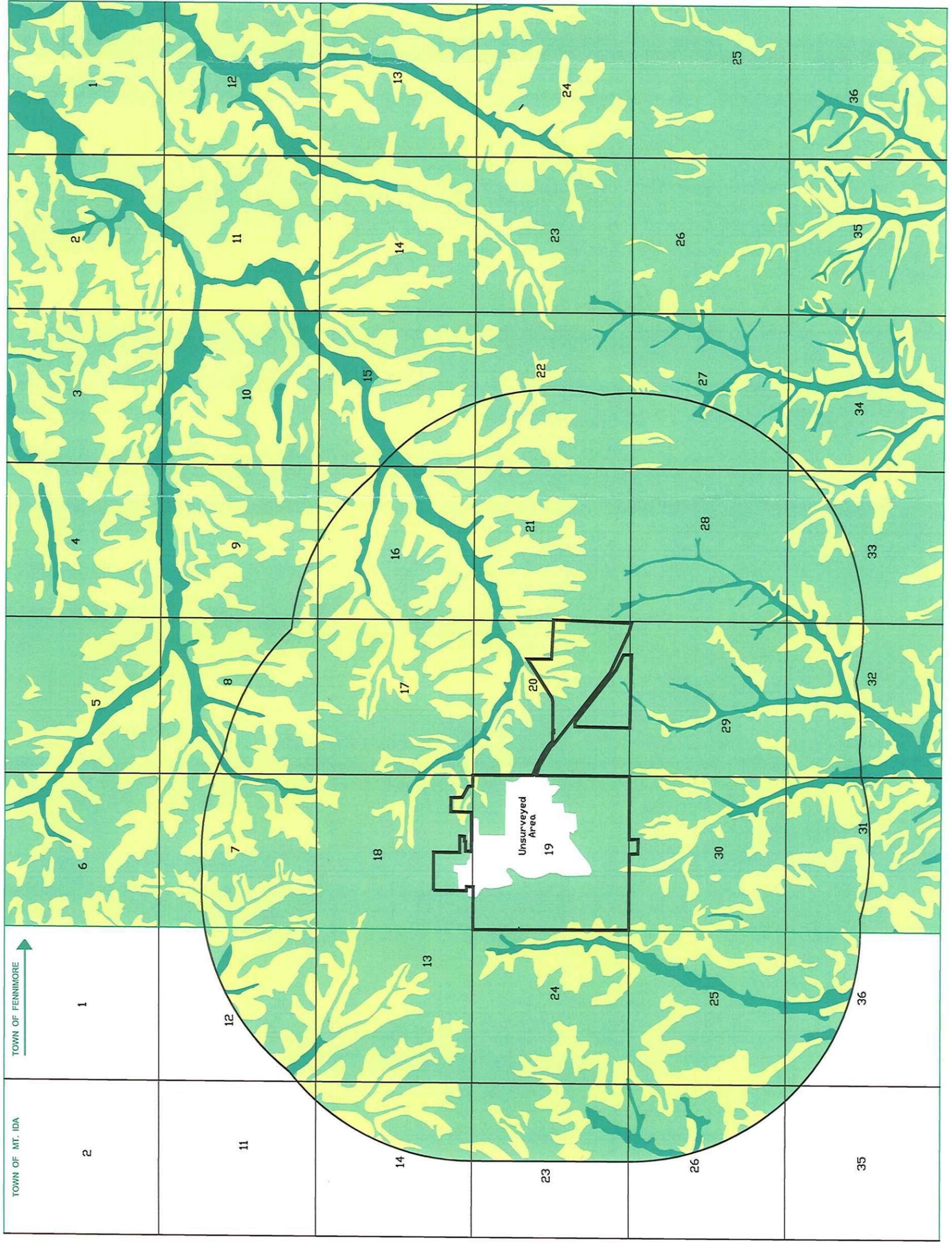
## LEGEND

- < 3 FEET
- > 3 FEET
- > 20 FEET

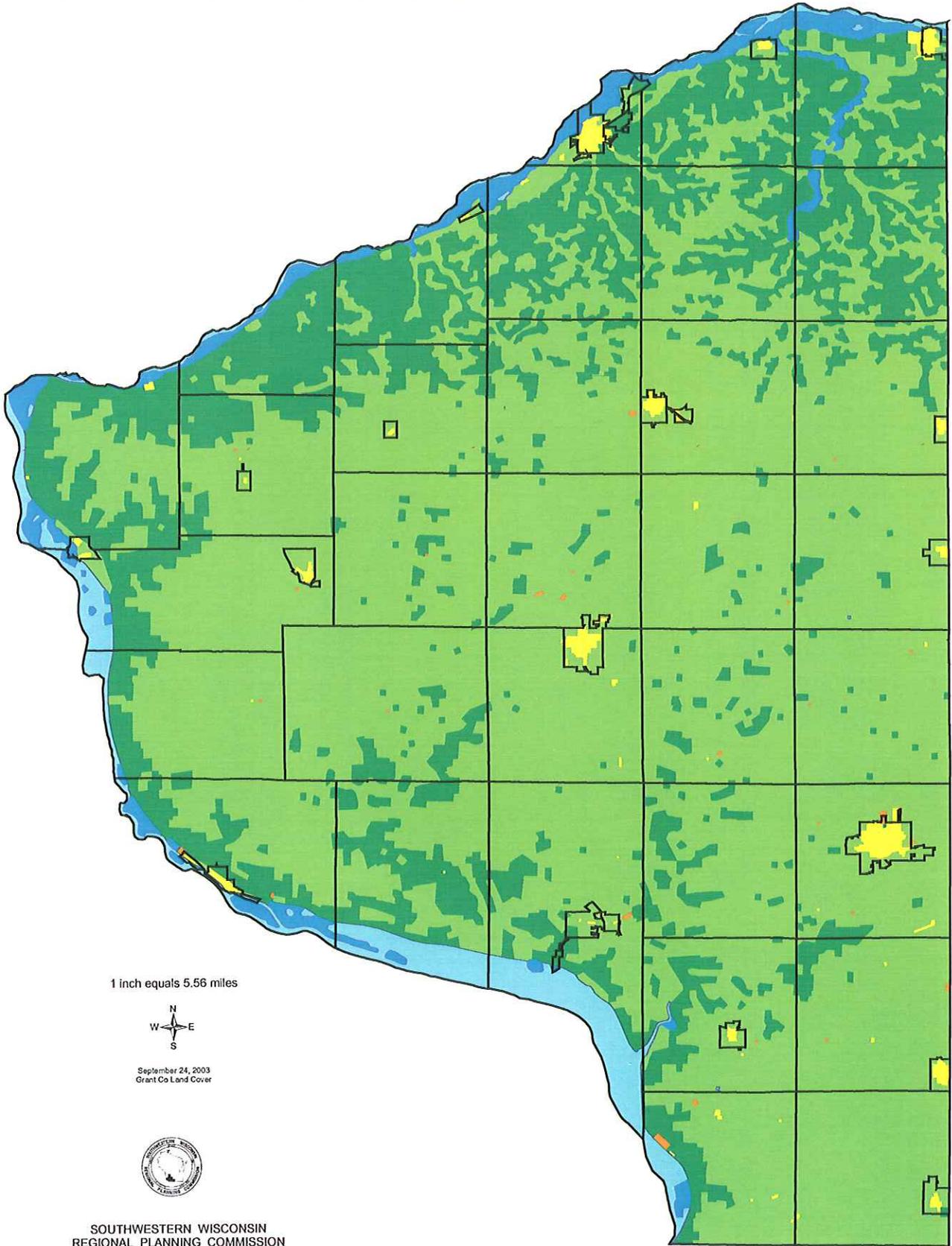
SOUTHWESTERN WISCONSIN  
REGIONAL PLANNING COMMISSION

MARCH 27, 2002  
FILE: Fenn-Drawing

MAP E.10



# GRANT COUNTY LAND COVER



1 inch equals 5.56 miles



September 24, 2003  
Grant Co Land Cover



SOUTHWESTERN WISCONSIN  
REGIONAL PLANNING COMMISSION  
719 Pioneer Tower  
1 University Plaza  
Platteville, WI 53818

# SURFACE WATER RESOURCES



SOUTHWESTERN WISCONSIN  
REGIONAL PLANNING COMMISSION

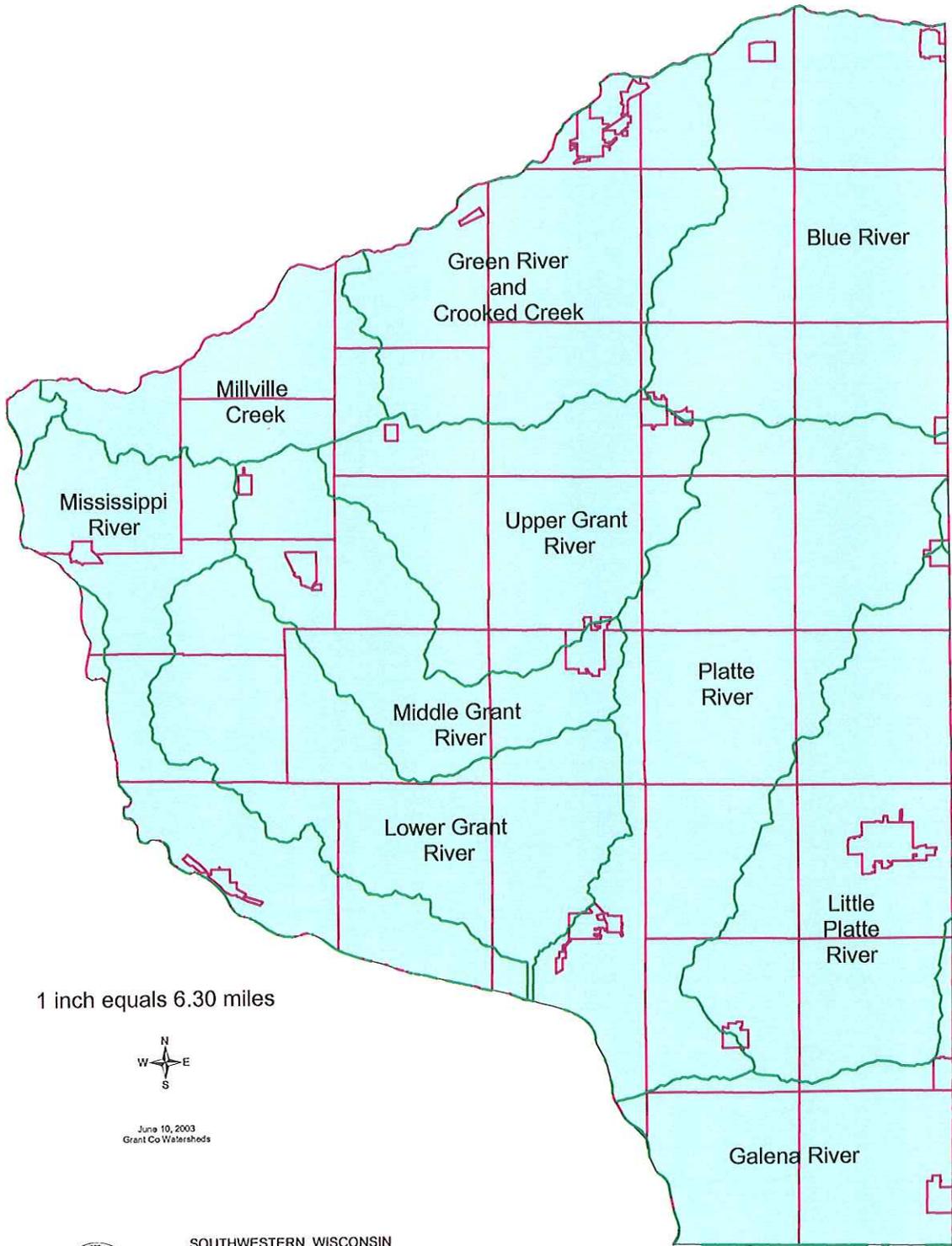
JANUARY 27, 2003

FILE: GrantSurfWatResc.dwg

MAP E.3

STATE OF ILLINOIS

# GRANT COUNTY WATERSHEDS



1 inch equals 6.30 miles



June 10, 2003  
Grant Co Watersheds



SOUTHWESTERN WISCONSIN  
REGIONAL PLANNING COMMISSION  
719 Pioneer Tower  
1 University Plaza  
Platteville, WI 53818

MAP E.4

# DEPTH TO WATER TABLE

TOWN OF FENNIMORE  
&  
CITY OF FENNIMORE  
-GRANT COUNTY-  
WISCONSIN

## LEGEND

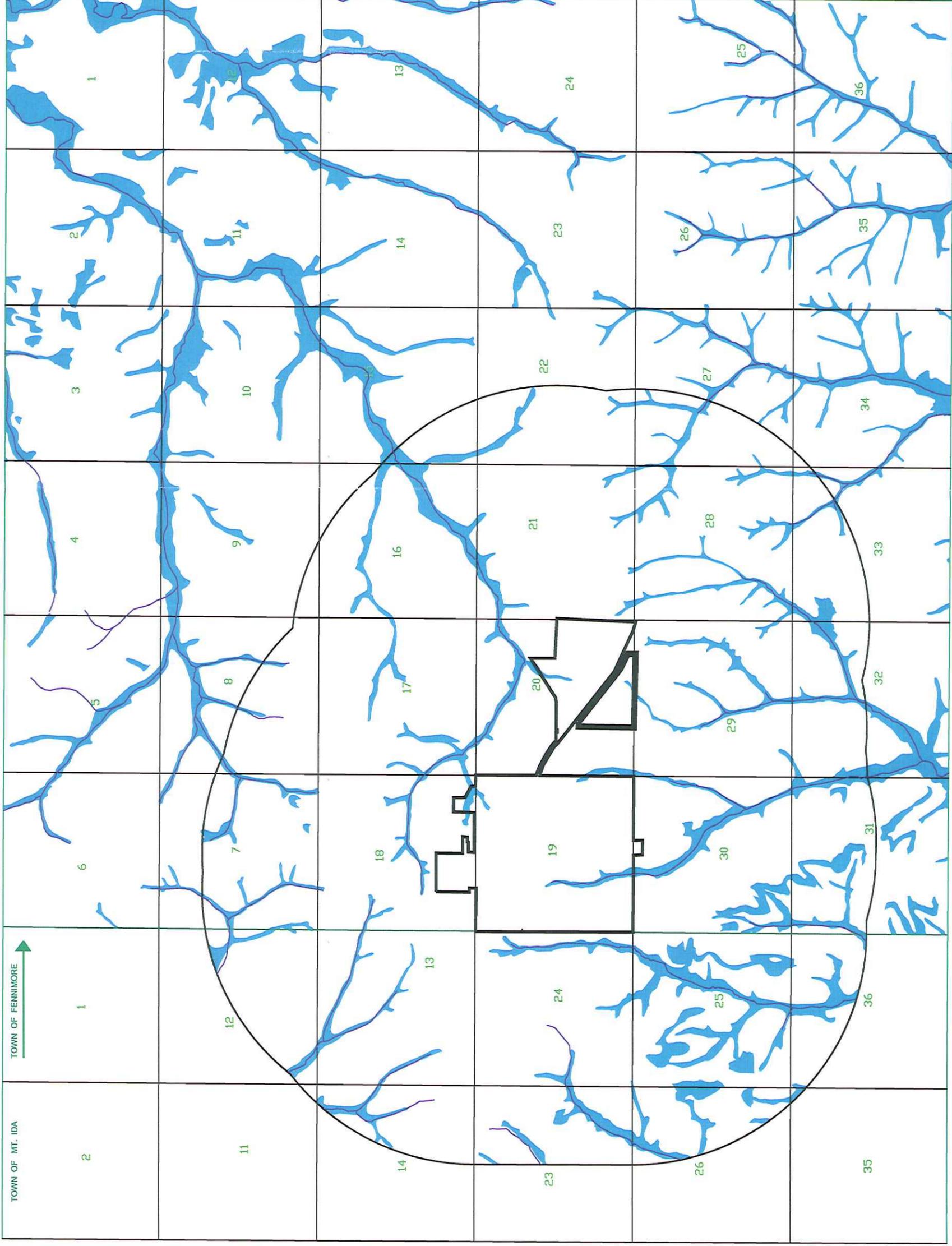
-  < 5 FEET  
(none except streams)
-  > 5 FEET
-  > 20 FEET

SOUTHWESTERN WISCONSIN  
REGIONAL PLANNING COMMISSION

MARCH 27, 2002

FILE: FennD-Br.dwg

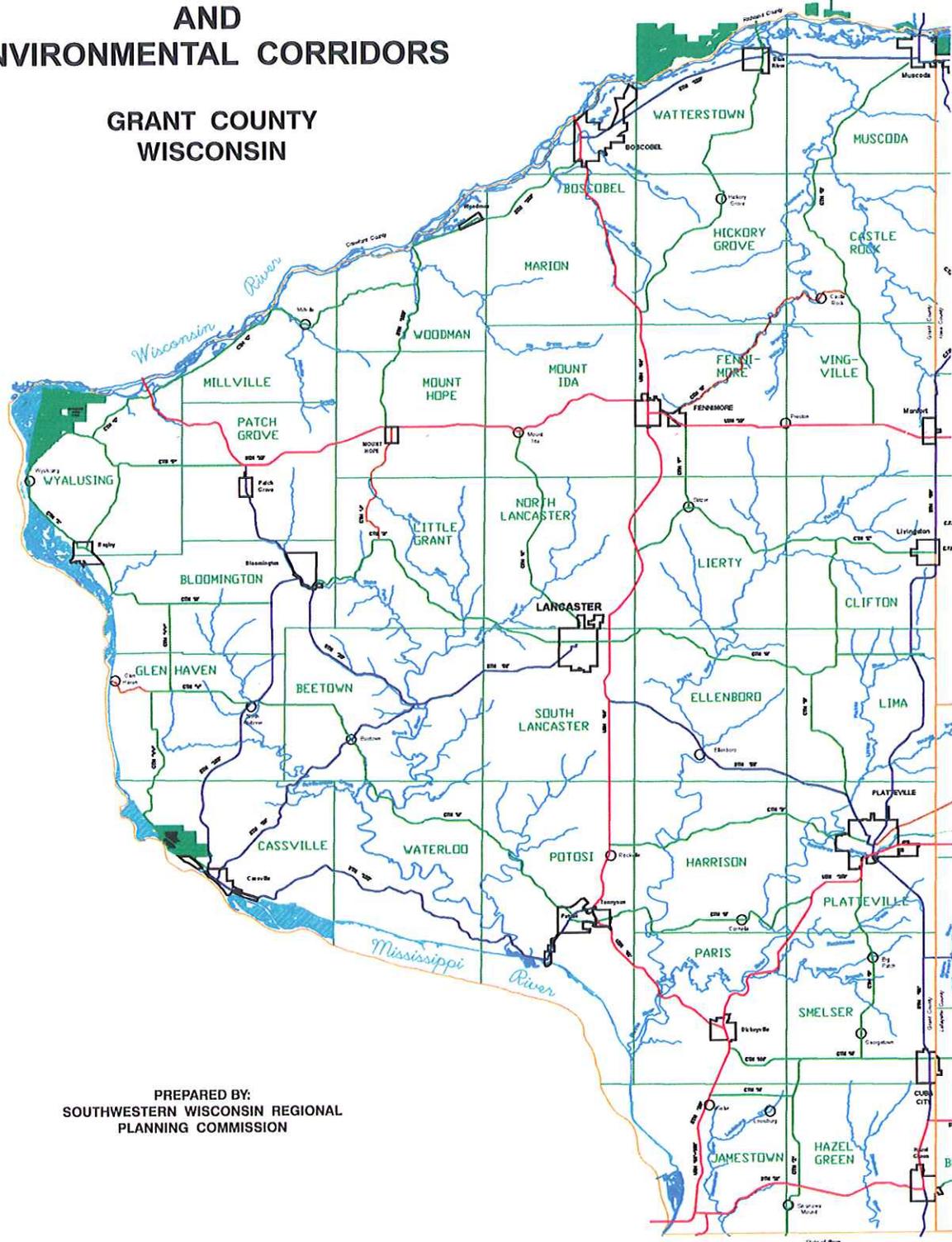
MAP E.5





# NATURAL RESOURCES AND ENVIRONMENTAL CORRIDORS

## GRANT COUNTY WISCONSIN



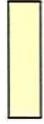
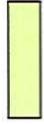
PREPARED BY:  
SOUTHWESTERN WISCONSIN REGIONAL  
PLANNING COMMISSION

MAP E.7

# SLOPE LIMITATIONS

TOWN OF FENNIMORE  
&  
CITY OF FENNIMORE  
-GRANT COUNTY-  
WISCONSIN

## LEGEND

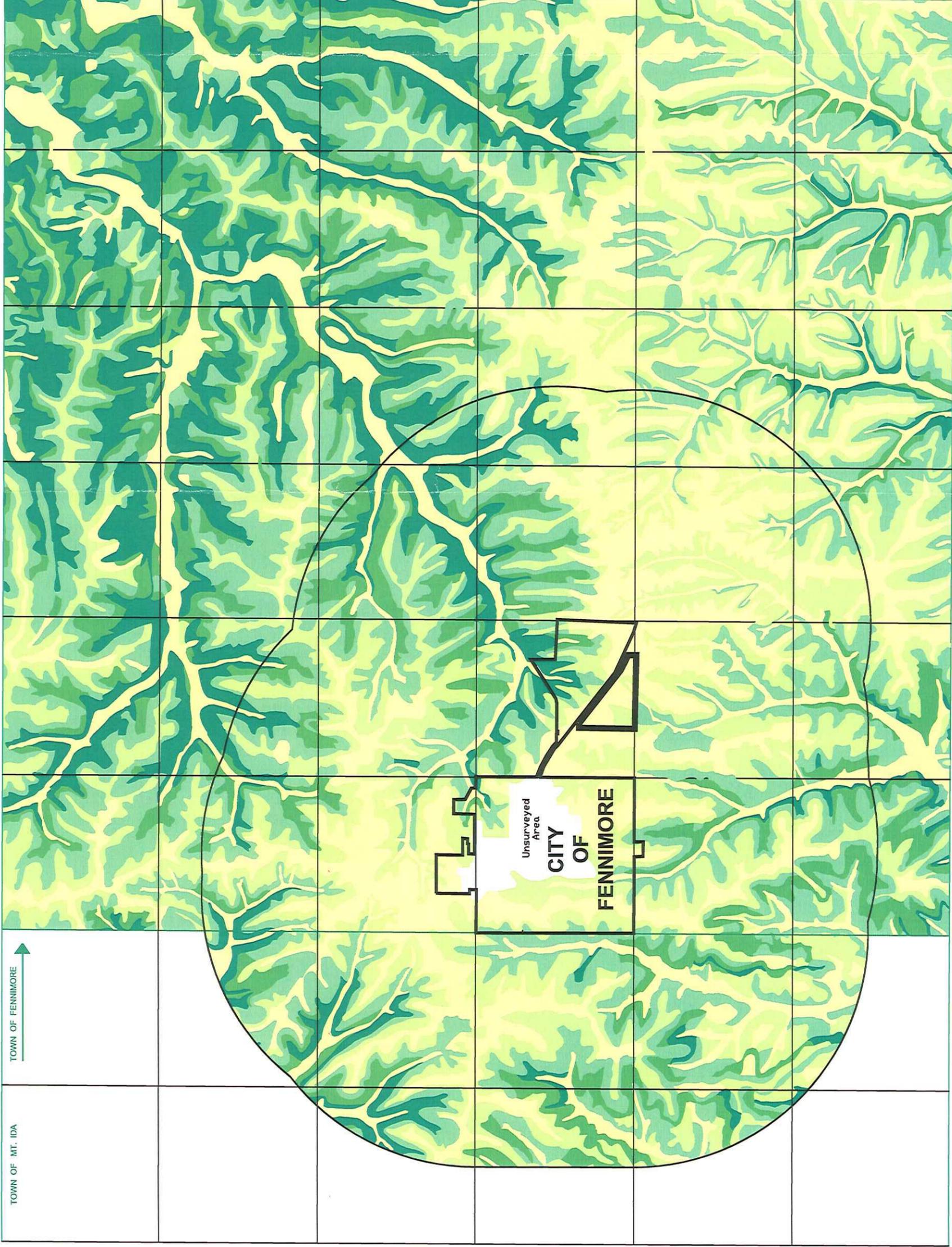
-  0 To 6% Slope
-  6 To 10% Slope
-  10 To 15% Slope
-  15 To 20% Slope
-  Greater Than 20%

SOUTHWESTERN WISCONSIN  
REGIONAL PLANNING COMMISSION

MAY 30, 2002

FILE: Fenn-Slope.dwg

MAP E.8



**EXECUTIVE SUMMARY**

This purpose of this section is to analyze business, industry, and employment trends and characteristics in the City of Fennimore and the Town of Fennimore. Specifically this section provides an overview of the economy, sets policy direction for economic growth, and identifies strategies, programs, and projects to improve the economy. Specific information included in this section includes employment status of the population, labor force participation rates, work status and income levels, employment industries and occupations, along with other relevant information. This section ultimately serves as a guide the future of economic growth in the Fennimore community.

**Wisconsin State Statute 66.1001(2)(f)****(f) Economic Development**

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

**ECONOMIC DEVELOPMENT POLICY RECOMMENDATIONS**

Below are the policy recommendations that will help both the City of Fennimore and the Town of Fennimore achieve a self-sustaining economic development initiative in both the short and long-term.

- **Continue to utilize Southwest Wisconsin Technical College for business and industry training, as well as other economic development ventures.**

Because Southwest Wisconsin Technical College is such a significant community asset, and an asset to the entire region, the Fennimore community should strive to be creative with respect to how the two can work more closely together on all aspects of economic development. Examples follow:

Carefully selected literature from the college should be used to customize all responses to requests for information about training needs or requests for proposals from business and industry that may locate or expand to Fennimore. This should be done in addition to a general promotional piece provided by the college. A special message from the college leadership may be helpful. While the college serves a roughly five county area, the location within the community and its proximity to the industrial park should not be underestimated as to its potential importance.

The community and college should seriously discuss the potential mutual benefits of pursuing and establishing an entrepreneurial program that is based on incubating new businesses within the community, and preferably, within the industrial park. There are programs available within the state, which can assist in studying business incubation strategies, and in turn, help implement those strategies. Federal funding may also be available for the purpose and used in conjunction with the state funding.

The community should explore the establishment of a small business incubator within the industrial park. As noted in the bullet above, certain funding sources are good avenues to pursue this activity, although the identification of some local funding through contributions or debt financing will be needed. Establish a not-for-profit organization that meets Section 501 c (3) of the Internal Revenue Code, which has strong linkages between Southwest Tech faculty and students and the facility. It has been suggested that an agribusiness incubator or resource-based business incubator may be excellent strategies.

- **Establish an economic development revolving loan fund.**

The community should work to establish an economic development revolving loan fund. The most likely sources for such a fund are the Community Based Economic Development Grant Program and the Small Cities Community Development Block Grant program administered by the Wisconsin Department of Commerce. Other potential sources include the US Department of Agriculture Rural Business Enterprise Grants and the city's home rule authority, which could enable the creation of an economic development fund by ordinance. All of these avenues, not just one of them, should be explored.

➤ **Utilize State and Federal funding programs to pursue additional economic development activities.**

The community should actively utilize all of the state and federal programs that may be available to it to provide assistance to business and industry with employee training, low interest loans, tax credits, small business counseling, business planning, etc., when one or more of these programs may be of help to a prospective business.

➤ **Undertake strategic planning for economic development including working on developing homegrown businesses and increasing the capability to respond to building needs and to review land pricing and incentive policies.**

The community should seek cost-sharing grants through the Community Based Economic Development Program administered by the Wisconsin Department of Commerce to develop or refine economic development strategies. The field of economic development is ever changing and becoming more sophisticated all of the time. This may help to keep pace with trends in the field, giving the community the edge it needs to succeed. The community should also continue to actively participate in statewide and regional economic development organizations and forums, which provide additional networking opportunities.

Balance economic development efforts between recruitment of outside investments into the community and the development of homegrown businesses. A high degree of emphasis should be placed on entrepreneurship and lifting barriers to business entry.

Although it has taken significant time to market and sell the community's first shell building, such experience is not unusual for small communities. It must be recognized that most economic development inquiries include the seeking of an existing building, and that the availability of the shell building is what draws many inquiries. Since the community is reluctant to construct a second building based on the experience of trying to market the first one, the community could undertake two lower cost alternatives. The community should at a minimum have some drawings rendered to reflect what the industrial area could look like with buildings on particular sites. This should be done in at a low cost to the community, and be used with all marketing materials. Secondly, the community should be prepared to construct a building to suit a prospective business by making arrangements with an architect and builder to construct one of several pre-engineered buildings on a shortened time frame. Ideas should be generated for enhancing the looks of the typical steel building, which might be constructed, that will meet any covenant requirements within the industrial park.

The community should evaluate the industrial park covenants and land pricing policies in light of past experience and make any necessary adjustments. The Fennimore Economic Development Corporation, under written guidance from the City Council, should be authorized to act on behalf of the City to the extent possible to negotiate with business and industry with respect to industrial park lots, business loans, etc., with the council providing final approval of terms and agreements. In this way, public debate, which is almost never conducive to negotiating with the business community, is limited and usually less time consuming. Negotiating with business and industry on such matters should never be conducted in the press.

➤ **Maintain staffing capabilities within the economic development organizations, for optimal institutional capacity and establish appropriate training programs.**

It is important that the community retain, at a minimum, the staffing structure (near full-time) that it currently has, as this places the community at considerable advantage over its neighbors, and begins to put it more on a par with the real competition (small metropolitan areas). The community may wish to consider making this position a full-time economic development position, with other part time staffing for the Chamber of Commerce duties. This would be a truly aggressive approach. Because staff responsibilities are currently to multiple organizations with differing goals, the staff is pulled in many directions.

Although the community has had little success with working with one private consultant to try to attract industrial leads, the community should have a committee which has members who are knowledgeable of critical information about the community, and who can answer questions regarding a wide variety of community assets and liabilities. This committee should be well trained in the art of working with prospective businesses and knowledgeable of business needs in today's world. The community should still find ways of generating new leads, other than from sources, which also share their information with dozens of other communities. The use of a qualified site selection consultant whose business is working with businesses on expansion plans, as opposed to using a planning, architectural, and engineering firm. Such firms have as their primary mission, activities that are other than working with business on expansions and relocations. Qualified site selection firms, which vary greatly in their approaches, are still a viable option for generating one's own leads, or in getting help in determining potential strategies that might be followed.

➤ **City and Town should look for ways to work together on issues of common interest, including economic development and business/farm growth.**

The City of Fennimore and the Town of Fennimore should strive for ways of working together on issues of common interest beyond the development of a comprehensive plan. Such cooperation must extend to the fulfillment of implementation procedures that are recommended in the plan and adopted by the two bodies. An example of an area of mutual interest is in the establishment and implementation of housing policies that can benefit both jurisdictions by increasing the tax base of each. Also, value added agricultural products from farm activities, or resource utilization, such as timber products, may be worth exploring jointly.

➤ **Follow time proven strategies for downtown development: paying attention to organization, design, promotion, and economic restructuring.**

Although it may not be feasible for Fennimore to participate in the State of Wisconsin Main Street Program, the community should be familiar with the "Four Point Approach" to downtown development (organization, design, promotion, and economic restructuring) and incorporate these principals into its downtown economic development efforts, which it has already done to some degree. Economic restructuring includes the notion that the community can influence the mix, location, etc. of businesses within the community. Note: Due to the community's adoption of an artificial railroad theme rather than historic preservation as the principal

economic development driver, a Main Street application may lack the competitiveness required to be successful. The railroad theme is not a poor approach, just an alternative one. Insofar

as the Main Street Program is not a grant award, but provides technical assistance, the community should still seek out any technical assistance that may be available through the Wisconsin Department of Commerce and University of Wisconsin Cooperative Extension that may be able to help with downtown issues.

➤ **Make corporate and individual giving a key part of economic development in the Fennimore community.**

Make full and effective use of corporate and individual giving to the Fennimore Community Fund, which is an avenue for raising funds needed to pursue important community goals such as attracting health care providers. Such giving provides potentially valuable tax advantages for persons with higher net worth, and for businesses.



## **BACKGROUND**

The economic development strategy for a community is a compilation of the objectives, policies, or goals, along with requisite maps, and the identification of programs and projects that promote the stabilization, retention, or expansion, of the economic base and quality employment opportunities in the local governmental unit. It normally incorporates an analysis of the labor force and the economic base of the community. It tries to assess the categories or types of new businesses and industries that are desired by the local governmental unit, and identifies the unit's strengths and weaknesses for attracting or retaining these businesses and industries.

The requisite number of industrial or business sites needed to accommodate the community's stated goals and objectives, including the evaluation of any known environmentally contaminated sites that could be used for commercial or industrial purposes. The strategy also identifies any applicable county, regional, state, or national economic development programs that may apply to the economic development goals of the community.

High profile projects for the Fennimore community includes the need to maintain or enhance the visibility of the Fennimore Industrial Park as a good location to build a new building by manufacturing or other firms compatible with light or heavy industrial zoning.

There is concern about the need to enhance construction of new housing so that the community can continue to grow at a modest pace and meet the needs of its current citizens of all ages, and prospective new residents of the City or township. Other concerns relating to economic development that have been identified are the rural setting / location of the City and Town of Fennimore, the limited staff resources to actively market available properties, as well as the lack of a multi-lane highway.



**LABOR FORCE CHARACTERISTICS**

Below is Tables F.1 through F. 9 providing a variety of data, which includes data by sex for both the City of Fennimore and the Town of Fennimore, and in some cases, the combined area. Included is a listing of the types of businesses within the 53809 zip code.

**TABLE F.1: SEX BY EMPLOYMENT STATUS FOR THE POPULATION 16 YEARS & OVER, APRIL 1, 2000**

	Fennimore City		Fennimore Town		Combined Area	
	Number	Percent	Number	Percent	Number	Percent
<b>Population 16 years and over</b>						
<b>Both Sexes</b>	1,940	100	473	100	2,413	100
In labor force	1,184	61.0	354	74.8	1,538	63.7
Armed forces	0	0.0	0	0	0	0.0
Civilian labor force	1,184	61.0	354	74.8	1,538	63.7
Employed	1,141	58.8	334	70.6	1,475	61.1
Unemployed	43	2.2	20	4.2	63	2.6
<b>Unemployment Rate</b>	3.6	(X)	5.6	(X)	4.1	(X)
Not in labor force	756	39.0	119	25.2	875	36.3
<b>Labor Force Participation Rate</b>	61.0	(X)	74.8	(X)	63.7	(X)

	Fennimore City		Fennimore Town		Combined Area	
	Number	Percent	Number	Percent	Number	Percent
<b>Population 16 years and over</b>						
<b>Male</b>	890	100	256	100	1,146	100
In labor force	580	65.2	202	78.9	782	68.2
Armed forces	0	0.0	0	0.0	0	0.0
Civilian labor force	580	65.2	202	78.9	782	68.2
Employed	556	62.5	194	75.8	750	65.4
Unemployed	24	2.7	8	3.1	32	2.8
<b>Unemployment Rate</b>	4.1	(X)	4.0	(X)	4.1	(X)
Not in labor force	310	34.8	54	21.1	364	31.8
<b>Labor Force Participation Rate</b>	65.2	(X)	78.9	(X)	68.2	(X)

	Fennimore City		Fennimore Town		Combined Area	
	Number	Percent	Number	Percent	Number	Percent
<b>Population 16 years and over</b>						
<b>Female</b>	1,050	100	217	100	1,267	100
In labor force	604	57.5	152	70.0	756	59.7
Armed forces	0	0.0	0	0.0	0	0.0
Civilian labor force	604	57.5	152	70.0	756	59.7
Employed	585	55.7	140	64.5	725	57.2
Unemployed	19	1.8	12	5.5	31	2.4
<b>Unemployment Rate</b>	3.1	(X)	7.9	(X)	4.1	(X)
Not in labor force	446	42.5	65	30.0	511	40.3
<b>Labor Force Participation Rate</b>	57.5	(X)	70.0	(X)	59.7	(X)

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

= not applicable

The above Table F.1 provides a snapshot of the employment characteristics of the labor force in Fennimore and Fennimore town of April 1, 2000. This is the only data source providing such statistics as the labor force participation rate and the unemployment rate for small communities. Although it is approximately three years old, it is worth looking at in comparison to similar statistics at the county, state or national level.

The unemployment rate at the time of the census was 4.1 percent overall, compared to 3.7 percent for the United States and 3.2 percent for Wisconsin. The rate was higher among men than women. In Grant County, the unemployment rate for comparison purposes was nearly the same as the State of Wisconsin, at 3.1 percent. There were a higher number of persons who were unemployed in Fennimore, as a percent of the civilian labor force, that at the higher levels of geography. This may be something that is typical of the local economy, and can be expected to be present at other times as well. The unemployment rate among women in Fennimore Town was relatively high at nearly double the overall rate for the combined communities. Overall, however, the rates for males and females were identical.

The labor force participation rate, defined as the percent of persons that are either employed or actively looking for employment as a percent of all person age 16 years and older. Overall, the rate for the Fennimore City/Town area was 63.7 percent in 2000. This was in comparison to 66.8 percent for Grant County and 69.1 percent for Wisconsin. The rate locally, therefore is significantly less than the larger geographic areas. Nationally, it was 63.9, almost exactly the same as that of Fennimore. In general, Wisconsin has a relatively high labor force participation rate compared to other states, and it appears that Fennimore is more typical of the nation as a whole.

Fennimore Town has a significantly higher LFPR than does the incorporated area. This is true among both males and females. It is noted that the percent of population of retirement age or above influences these rates. A lower rate can be expected among women because there is a higher population of women in these years. As can be seen from the age-specific labor force rates shown below in Table F.2, the rates are not dissimilar between the two geographic areas, or between men and women among the working age population. Men have a significantly higher participation in the labor force among persons of retirement age than do women. This is especially true of Fennimore Town, which had a male LFPR of 27.6 percent vs. a LFPR among females of 9.4 percent.

**TABLE F.2: AGE-SPECIFIC LABOR FORCE PARTICIPATION RATE**

Age-specific Labor Force Participation Rate	Population 16-64 years			Population 65 years and over		
	Both sexes	Male	Female	Both sexes	Male	Female
Fennimore City LFPR	81.1	80.9	81.3	7.4	10.6	5.5
Fennimore Town LFPR	83.3	85.5	80.5	18.0	27.6	9.4
Combined Area LFPR	81.6	82.0	81.1	8.5	12.7	5.8

**TABLE F.3: WORK STATUS IN 1999 & EARNINGS OF FULL-TIME, YEAR-ROUND WORKERS, BY SEX:**

Subject	Fennimore City			Fennimore Town			Combined Area		
	Both sexes	Male	Female	Both sexes	Male	Female	Both sexes	Male	Female
<b>WORK STATUS IN 1999</b>									
16 yrs.+, worked in 1999	1,313	634	679	370	204	166	1,683	838	845
50 to 52 weeks	864	421	443	269	150	119	1,133	571	562
Less than 50 weeks	449	213	236	101	54	47	550	267	283
Usually worked:									
35 + hrs./wk.	982	544	438	268	161	107	1,250	705	545
15 to 34 hrs./wk.	264	73	191	80	28	52	344	101	243
1 to 14 hrs./wk.	67	17	50	22	15	7	89	32	57
<b>EARNINGS IN 1999 OF FULL-TIME, YEAR-ROUND WORKERS</b>									
Workers with earnings	701	390	311	226	136	90	927	526	401
\$1 to \$9,999 or less	55	19	36	33	15	18	88	34	54
\$10,000 to \$14,999	78	15	63	20	12	8	98	27	71
\$15,000 to \$24,999	207	84	123	77	38	39	284	122	152
\$25,000 to \$34,999	141	93	48	41	24	17	182	117	65
\$35,000 to \$49,999	176	144	32	31	26	5	207	170	37
\$50,000 to \$74,999	25	16	9	22	19	3	47	35	12
\$75,000 to \$99,999	14	14	0	2	2	0	16	16	0
\$100,000 or more	5	5	0	0	0	0	5	5	0
Median earnings (dollars)	25,465	33,095	20,274	22,763	25,536	20,833	(X)	(X)	(X)
Mean earnings (dollars)	28,949	35,388	20,875	25,203	28,490	20,236	28,063	33,604	20,732

(X) Not applicable.

The above table shows the degree of full-time work status and part-time work status for both the city and township areas, as well as the combined area, by sex. It also shows the earnings of workers that worked full-time and year round by sex. Percentages are not shown in the above table due to space, but will be discussed here.

More than two-thirds of all persons age 16 or more that worked in 1999 worked year-round. This excludes persons who may normally work year-round, but did not due to job changes, etc. This was only slightly higher among men than women, and overall, the two figures are very close. Between the city and the township, the higher percentage of year-round workers occurred in Fennimore Town. Nearly three-quarters of all workers worked full-time overall. The difference between the city and town among the sexes was very similar, ranging from 72 percent for the town to 75 percent for the city. For males, 84 percent worked full-time, while only 64 percent of females worked full-time, defined as working 35 or more hours per week.

Overall, the mean earnings were \$28,063, with higher average earnings in the city than in the town. Among male workers, this difference was rather dramatic, while female workers' average earnings were about the same. Women, overall, earned about 62 percent of that of their male counterparts, with a more dramatic difference in the city than in the town.

TABLE F.4: INDUSTRY BY SEX, 2000

Industry	Fennimore City			Fennimore Town		
	Both sexes	Male	Female	Both sexes	Male	Female
Employed civilian population 16 years and over	1,141	556	585	334	194	140
Agriculture, forestry, fishing, hunting, mining	79	62	17	48	46	2
Agriculture, forestry, fishing, hunting	72	55	17	48	46	2
Mining	7	7	0	0	0	0
Construction	69	59	10	15	15	0
Manufacturing	213	136	77	51	33	18
Wholesale trade	37	33	4	19	19	0
Retail trade	177	63	114	64	32	32
Transportation and warehousing, and utilities	55	50	5	15	13	2
Transportation and warehousing	46	44	2	8	6	2
Utilities	9	6	3	7	7	0
Information	13	8	5	6	0	6
Finance, insurance, real estate, and rental and leasing	41	11	30	11	3	8
Finance and insurance	31	5	26	4	0	4
Real estate and rental and leasing	10	6	4	7	3	4
Professional, scientific, management, admin., & waste management services	53	25	28	15	9	6
Professional, scientific, and technical services	39	11	28	12	7	5
Management of companies and enterprises	0	0	0	0	0	0
Administrative and support and waste management services	14	14	0	3	2	1
Educational, health, and social services	247	58	189	51	2	49
Educational services	149	56	93	15	2	13
Health care and social assistance	98	2	96	36	0	36
Arts, entertainment, recreation, accommodation, and food services	68	15	53	20	7	13
Arts, entertainment, and recreation	6	2	4	2	0	2
Accommodation and food services	62	13	49	18	7	11
Other services (except public administration)	56	27	29	16	12	4
Public administration	33	9	24	3	3	0

(X) Not applicable.

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

Above, data is provided for Fennimore City and Fennimore Town, but not the combined area due to space. The data shows detailed employment by industry by sex. The largest major category was educational, health, and social services, employing nearly 300 people, mostly educators. Women held nearly eighty percent of these jobs. One job out of every five held by residents was in this major category. Manufacturing was also a major industry sector, with 264 jobs held by residents. Men held 64 percent of these jobs. Retail trade provided as significant number of jobs, with slightly more than 60 percent of these jobs held by women.

TABLE F.5: OCCUPATION BY SEX

Occupation	Fennimore City			Fennimore Town		
	Both sexes	Male	Female	Both sexes	Male	Female
<b>Employed civilian population 16 years and over</b>	<b>1,141</b>	<b>556</b>	<b>585</b>	<b>334</b>	<b>194</b>	<b>140</b>
Management, professional, and related occupations	286	123	163	104	52	52
Management, business, and financial operations occupations	122	68	54	59	40	19
Management occupations, except farmers and farm managers	79	51	28	22	11	11
Farmers and farm managers	19	13	6	31	29	2
Business and financial operations occupations	24	4	20	6	0	6
Professional and related occupations	164	55	109	45	12	33
Computer and mathematical occupations	12	9	3	9	4	5
Architecture and engineering occupations	0	0	0	8	5	3
Life, physical, and social science occupations	3	0	3	0	0	0
Community and social services occupations	13	7	6	8	3	5
Legal occupations	2	0	2	0	0	0
Education, training, and library occupations	82	39	43	15	0	15
Arts, design, entertainment, sports, and media occupations	12	0	12	0	0	0
Healthcare practitioners & technical occup.	40	0	40	5	0	5
Service occupations	178	30	148	53	18	35
Healthcare support occupations	23	0	23	10	0	10
Protective service occupations	13	9	4	4	4	0
Fire fighting, prevention, and law enforcement workers, including supervisors	9	9	0	3	3	0
Other protective service occupations, including supervisors	4	0	4	1	1	0
Food preparation and serving related occupations	68	5	63	18	7	11
Building and grounds cleaning/maintenance occup.	24	11	13	9	7	2
Personal care and service occupations	50	5	45	12	0	12
Sales and office occupations	272	92	180	65	33	32
Sales and related occupations	114	61	53	30	21	9
Office and administrative support occupations	158	31	127	35	12	23
Farming, fishing, and forestry occupations	41	39	2	15	15	0
Construction, extraction, and maintenance occupations	92	85	7	33	33	0
Construction and extraction occupations	54	47	7	13	13	0
Supervisors, construction/extraction workers	2	2	0	5	5	0
Construction trades workers	52	45	7	8	8	0
Extraction workers	0	0	0	0	0	0
Installation, maintenance, and repair occupations	38	38	0	20	20	0
Production, transportation, & material moving occup.	272	187	85	64	43	21
Production occupations	157	91	66	45	27	18
Transportation and material moving occupations	115	96	19	19	16	3
Supervisors, transportation and material moving workers	0	0	0	0	0	0
Aircraft and traffic control occupations	0	0	0	0	0	0
Motor vehicle operators	55	46	9	6	4	2
Rail, water and other transportation occupations	0	0	0	0	0	0
Material moving workers	60	50	10	13	12	1

(X) Not applicable.

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

Of the six major occupational categories from the above table, the following were primarily held by women: management, professional, and related occupations, service occupations, and sales and office occupations. This is typical of other communities in Southwest Wisconsin. The remaining three, Production, transportation, and material moving occupations, Construction, extraction, and maintenance occupations, and farming, fishing and forestry occupations (a relatively minor category), were primarily held by men. There were more women employed than men in the City of Fennimore, but it was just the opposite in the Town of Fennimore.

**TABLE F.6: PLACE OF WORK FOR WORKERS 16 YEARS AND OVER**

	Fennimore city, Grant County, Wisconsin		Fennimore town, Grant County, Wisconsin		Combined Area	
	Number	Percent	Number	Percent	Number	Percent
<b>Workers 16 years and over</b>	<b>1,123</b>	<b>100</b>	<b>326</b>	<b>100</b>	<b>1,449</b>	<b>100</b>
<b>State Level</b>						
Worked in state of residence	1,092	97.2	317	97.2	1,409	97.2
Worked outside state of residence	31	2.8	9	2.8	40	2.8
<b>County Level</b>						
Worked in county of residence	934	83.2	244	74.8	1,178	81.3
Worked outside county of residence	189	16.8	82	25.2	271	18.7
<b>Place Level</b>						
Worked in place of residence	564	50.2	0	0.0	564	38.9
Worked outside place of residence	559	49.8	0	0.0	(x)	(x)

Data Set: Census 2000 Summary File 3 (SF3) – Sample Data

Place of work data has been prepared for the City, Town and the combined area. Of the 1,149 workers in the combined area, only 2.8 percent worked outside the State of Wisconsin. An additional 18.7 percent worked outside of Grant County within the state. Workers that were employed within Fennimore amounted to one-half of all workers, with the remaining half working outside of the community. In this particular data set, Fennimore Town is not considered a "place", which is an incorporated area, so it is not reported how many persons worked within the town or outside of it. It is presumed, however, that the large majority of town residents will be employed outside of the township.

**TABLE F.7: JOURNEY TO WORK: 2000**

Subject	Fennimore City		Fennimore Town		Combined Area	
	Number	Percent	Number	Percent	Number	Percent
<b>MEANS OF TRANSPORTATION AND CARPOOLING</b>						
<b>Workers 16 and over</b>	<b>1,123</b>	<b>100</b>	<b>326</b>	<b>100</b>	<b>1,449</b>	<b>100</b>
Car, truck, or van	1,010	89.9	261	80.1	1,271	87.7
Drove alone	887	79.0	230	70.6	1,117	77.1
Carpooled	123	11.0	31	9.5	154	10.6
In 2-person carpool	100	8.9	22	6.7	122	8.4
In 3-person carpool	5	0.4	5	1.5	10	0.7
In 4-person carpool	3	0.3	0	0.0	3	0.2
In 5- or 6-person carpool	13	1.2	4	1.2	17	1.2
In 7-or-more-person carpool	2	0.2	0	0.0	2	0.1

(Table F.7 Continued)	Fennimore City		Fennimore Town		Combined Area	
	Number	Percent	Number	Percent	Number	Percent
Public transportation	2	0.2	0	0.0	2	0.1
Bus or trolley bus	2	0.2	0	0.0	2	0.1
Ferryboat	0	0.0	0	0.0	0	0.0
Taxicab	0	0.0	0	0.0	0	0.0
Motorcycle	7	0.6	0	0.0	7	0.5
Bicycle	0	0.0	0	0.0	0	0.0
Walked	49	4.4	12	3.7	61	4.2
Other means	4	0.4	8	2.5	12	0.8
Worked at home	51	4.5	45	13.8	96	6.6

(X) Not applicable.

Source: U.S. Census Bureau, Census 2000 Summary File 3.

As shown in the previous table, nearly all workers, 87.7 percent, traveled to work by car, truck or van. There was little public transportation used to go to work, however, some organizations providing specific services to certain populations, such as the elderly or developmentally disabled, do use their own buses to transport people to jobs. More than ten percent of all persons carpooled, with most of those traveling in a 2-person carpool. Only about thirty people traveled to work in a carpool with three or more persons. Only 4.2 percent of all persons are estimated to have walked to work, while none rode a bicycle, according to the data, based on a sample survey. Nearly 100 people worked at home.

**TABLE F.8: TRAVEL TIME TO WORK**

Subject	Fennimore City		Fennimore Town		Combined Area	
	Number	Percent	Number	Percent	Number	Percent
Workers who did not work at home	1,072	100	281	100	1,353	100
Less than 10 minutes	517	48.2	80	28.5	597	44.1
10 to 14 minutes	114	10.6	41	14.6	155	11.5
15 to 19 minutes	132	12.3	22	7.8	154	11.4
20 to 24 minutes	82	7.6	28	10.0	110	8.1
25 to 29 minutes	24	2.2	17	6.0	41	3.0
30 to 34 minutes	81	7.6	31	11.0	112	8.3
35 to 44 minutes	69	6.4	24	8.5	93	6.9
45 to 59 minutes	23	2.1	22	7.8	45	3.3
60 to 89 minutes	19	1.8	14	5.0	33	2.4
90 or more minutes	11	1.0	2	0.7	13	1.0
<i>Mean travel time to work (minutes)</i>	<i>15.1</i>	<i>(X)</i>	<i>21.9</i>	<i>(X)</i>	<i>16.5</i>	<i>(X)</i>

(X) Not applicable.

Source: U.S. Census Bureau, Census 2000 Summary File 3.

Travel time to work averaged 16.5 minutes for all workers not working at home. Travel time was slightly longer for those living in the township than those living in the City of Fennimore. Nearly one-half of all persons in the city took ten minutes or less to get to work. In the rural area, this applied to fewer than thirty percent.

Twenty-two percent of all workers took at least thirty minutes to reach their places of employment. Forty-five percent left for work by 7:30 a.m., and nearly one-third left by 7:00 a.m. Sixty percent typically left for work by 8:00 a.m., as shown in the table below.

**TABLE F.9: TIME LEAVING HOME TO GO TO WORK**

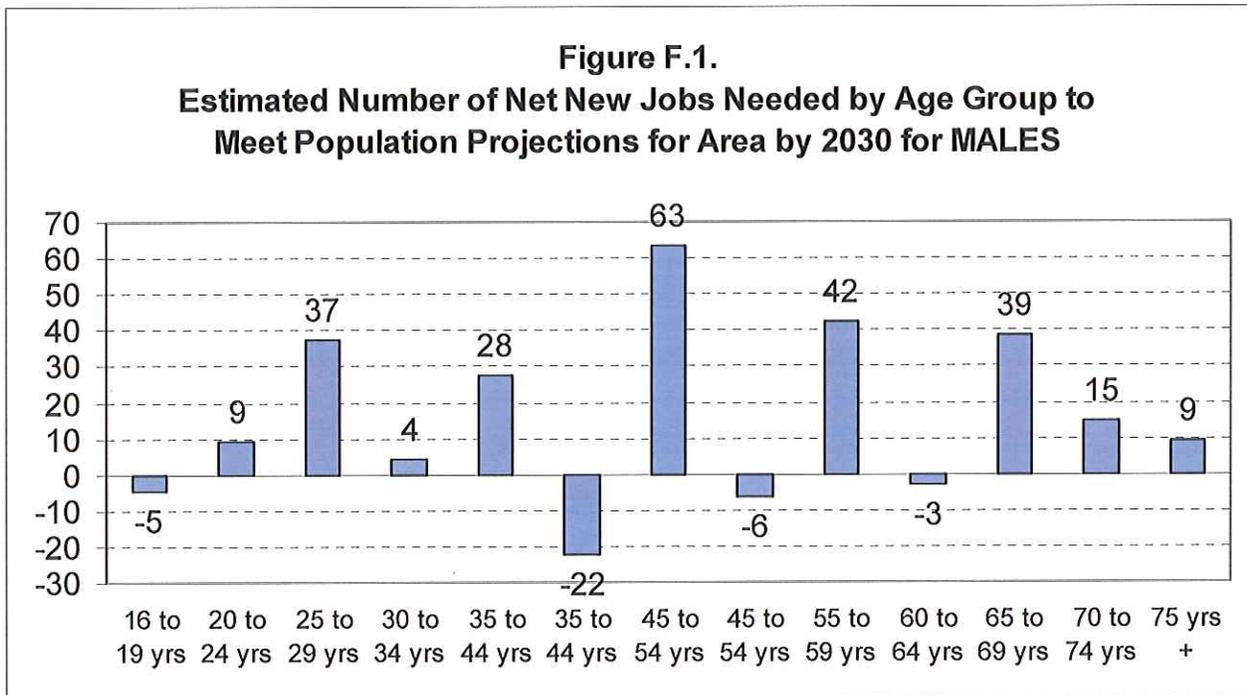
Subject	Fennimore City		Fennimore Town		Combined Area	
	Number	Percent	Number	Percent	Number	Percent
Workers who did not work at home	1,072	100	281	100	1,353	100
5:00 to 5:59 a.m.	115	10.7	22	7.8	137	10.1
6:00 to 6:29 a.m.	87	8.1	22	7.8	109	8.1
6:30 to 6:59 a.m.	168	15.7	25	8.9	193	14.3
7:00 to 7:29 a.m.	131	12.2	42	14.9	173	12.8
7:30 to 7:59 a.m.	166	15.5	38	13.5	204	15.1
8:00 to 8:29 a.m.	73	6.8	15	5.3	88	6.5
8:30 to 8:59 a.m.	17	1.6	12	4.3	29	2.1
9:00 to 11:59 a.m.	50	4.7	17	6.0	67	5.0
12:00 to 3:59 p.m.	102	9.5	28	10.0	130	9.6
All other times	163	15.2	60	21.4	223	16.5

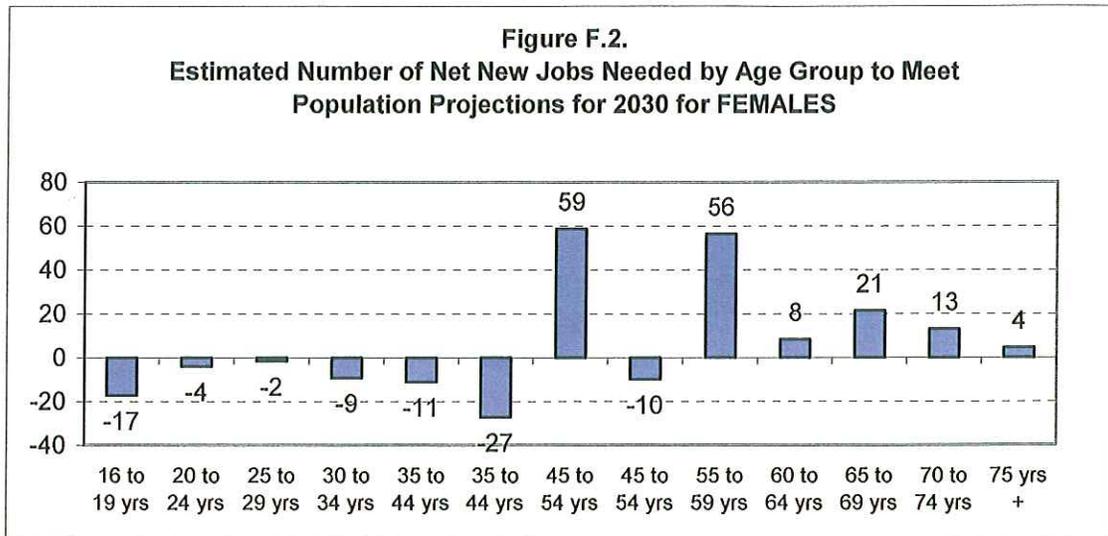
(X) Not applicable.

Source: U.S. Census Bureau, Census 2000 Summary File 3.

**BUSINESS MIX**

There are a wide variety of businesses located in the City and Town of Fennimore. These businesses range from eating and drinking establishments, to retail stores, to service businesses, to educational facilities, to agriculturally related businesses.





Figures F.1 and F.2 demonstrate the results of applying a given labor force participation rate for each age group by sex to the population projections for the year 2030 by age cohort. The charts show the net number of new jobs that might be needed if the "high" population projections, shown in Section A, were to be reached. The charts do not indicate that a given number of new jobs need to be created for the specific population, but rather that there is expected to be the given number of jobs held by those future populations.

The population projections, it should be said are fairly modest, and may be relatively easy to attain. While labor force projections are provided in Section A by year for 2000, 2010, 2020, and 2030, the data in this section shows labor force needs by both age group and by sex. As indicated by the population projections, the employment needs are expected to primarily be mostly for men in nearly all ages, but a significant number of new jobs are expected to be held by women in ages 45 and up. This is a result of the overall aging of the population. Because the average age is increasing, more jobs will be held by older persons thirty years from now than today.

The projections show that a significant number of new jobs are likely to be held in the future by persons of normal retirement age. Looking at labor force participation rates of the older age groups, and comparing that with the number of people that are expected to reside in and near Fennimore, we conclude that approximately 100 more jobs will be filled by persons over age 65 in the future than are held now. The fastest growing age cohort is, of course, the 45 to 65 age group, meaning that many jobs will be held by persons with considerable work experience. This may have repercussions for income levels within the community, as experienced persons normally demand greater wages than inexperienced persons. The charts show, especially among women, that there will be fewer jobs held by younger people thirty years from now, primarily because there will be fewer younger people in the population then.

**MAJOR DEVELOPMENT PROJECTS**

It has been expressed that the community struggles with attracting new business to industrial facilities that the community has to offer. There is a need, identified by community leaders that the industrial park visibility needs to be enhanced. The experience with marketing an approximate 20,000 square foot shell building has been difficult and time consuming, yet the shell building possibly represents one of the major assets that the community has to offer. The presence of a shell building, or any viable building at all, is a major plus in getting new businesses to look at the area when expanding or otherwise locating a new facility.



On the next page is a map of the Fennimore Industrial Park, showing all employers and acreages available in vacant lots. The park has more than a dozen employers located there, primarily on smaller lots, which are zoned light industrial. Only two employers are located on land developed in the early 1990's that could accommodate heavy industrial plants, such as Rayovac, which expanded at the time or a grant award of about \$337,000



(matched by the City dollar for dollar) by the Economic Development Administration. The City has an obligation to aggressively market the industrial park as a result of the grant award, and by all indications has done so. Still, it is a challenge to find creative ways of marketing this property. Currently there are 34.5 acres available, which should serve the needs of the community for several years to come. The communities to evaluate land pricing policies, its package of incentives that has been developed or can be offered from outside financing sources. Furthermore, the City should strive to establish an economic development revolving loan fund, and

continue to sponsor or otherwise support and participate in activities that are designed to enhance entrepreneurship within the region. It is well known that most new jobs come from existing employers, and this may be the case with Fennimore as well. Another area of opportunity is the Nature Park and what it does, and can in the future; have to offer persons that work at the industrial park. The community should place some priority on making this facility a quality experience and encourage people to use it.



effort might include the possibility of a small business incubator, perhaps located on the Southwest Wisconsin Technical College grounds, with management coming from jointly working together.

The Town of Fennimore may wish to focus on value added agriculture, making use of products of the farm for new markets, additional but related products, or the development of new products of the farm. Tax benefits are available for any farm or other business, which is part of the agricultural and food products cluster and makes investments in new machinery and equipment, does environmental remediation, or creates new full time jobs. This is a result of the designation, effective January 1, 2003, of the Agricultural Development Zone in Grant, Green, Iowa, Lafayette, and Richland Counties. Other tax credits are available for new full-time job creation by any business in Grant County.



An area of potential benefit is to work on providing housing for the population, now and in the future. The availability of housing in a community is a key ingredient in attracting new residents, which is a goal of the community. Policies in terms of working with developers to provide new housing, of all types (based on a thorough understanding of the market needs) should be evaluated. The community, both the city and the town, should be open minded about new ways of doing things, and be proactive, taking the lead in initiating development ideas, rather than waiting on some other party to take the first step.

The Fennimore Community Assessment report, issued October 5, 2001, contains a wealth of information about assets and liabilities of the community. This information should be taken to heart, and incorporated in any future activity, which the community wishes to plan. Additional information relating to economic development and redevelopment is contained in the City of Fennimore Action Plan for Downtown Revitalization. A copy of this publication is available at the city offices.

### **ECONOMIC DEVELOPMENT AGENCIES AND PROGRAMS**

There is a wide range of potential sources of assistance in financing a business locating or expanding in the Fennimore area. Listed below are some key potential opportunities for increasing the capacity of public entities to more fully participate in business expansions, and to affect business location decisions through use of new loan and technical assistance programs.

**Local level:** At the local level, in addition to conventional sources through banks and credit unions, there is a need to have a community revolving loan fund so that there is the opportunity for direct participation in development projects, including start-ups that are evaluated as to economic soundness. The Grant County Board of Supervisors offers a low interest revolving loan fund loan, which can be accessed by contacting the Grant County Economic Development Corporation at 608-822-3501. These two loan funds are capitalized through the Small Cities Community Development Block Grant (CDBG) program administered by the Wisconsin Department of Commerce. An initial project creating a significant number of good paying jobs in the manufacturing sector is typically required in order to obtain a commitment from the Wisconsin Department of Commerce to entertain a funding request by a local unit of government. A fund of several hundred thousand dollars may be able to be capitalized through the CDBG-Economic Development program briefly described below under State level programs.

**Regional level:** At the regional level, the Southwestern Wisconsin Regional Planning Commission operates the five-county Southwestern Wisconsin Business Development Fund, a regional revolving loan fund funded initially by the U.S. Department of Commerce, Economic Development Administration. Total capitalization of this fund is more than \$350,000 and there is monthly cash flow. The fund targets projects providing significant economic benefits to the area, or where there is a specific need identified in the community. Also targeted are start-up companies that have business plans and have, if needed, sought business support services through the Small Business Development Center, or the owners have taken part in an entrepreneurial training program, or the business has become a tenant of a small business incubator, such as the one at Platteville. The fund is prohibited from assisting in projects where there is access to conventional loans that have terms and conditions that allow the project to proceed. Contact: Southwestern Wisconsin Regional Planning Commission, 608-342-1214.

The Platteville Business Incubator, Inc. can provide, in addition to below-market rate lease rates, it can provide direct assistance to tenants in the form of small loans for a variety of purposes, and can also provide technical assistance grants to procure needed services for the business. The facility has \$75,000 available for these purposes. Currently, \$40,000 is available for loans and \$35,000 for T/A, but there is some flexibility. Contact Platteville Business Incubator, Inc., at 608-348-3050

The Small Business Development Center (SBDC), can provide business counseling free of charge to prospective businesses. Office hours are held throughout the region on certain days. This assistance can be provided by contacting in Grant County, community resource development educator, at the Grant County Univ. of Wisc. Extension (UWEX) offices at 608-723-2125, or small business counselor, at the SBDC offices at 608-342-1038. The Area business education agent, is available to provide technical assistance to certain types of businesses through a contractual basis. Person can be contacted at 608-342-1090.

The Workforce Development Board of Southwest Wisconsin and Rock County can potentially assist with employment training through the Workforce Investment Act with on-the-job Training (OJT), which can pay for up to 50 percent of training costs for six to eight weeks. Alternatively, an Incumbent Worker Training Grant may be able to assist with the cost of upgrading employee skills. The eligibility criteria for these two programs differ. Many potential workers may be dislocated from recent lay-offs and special emphasis is placed on helping these individuals, as well as others who qualify. Contact the Job Center office at Dodgeville at 608-935-3116, or the Lancaster Job Center office at 608-723-2153.

Wisconsin's Technical College system is one of the best in the nation and available to assist with customized labor training needs. In southwest Wisconsin, the Southwest Wisconsin Technical College at Fennimore can help with training in a wide variety of disciplines upon request. Contact Business and Industry Training Services at 1-800-362-3322.

**State level:** At the state level, the Wisconsin Department of Commerce has a broad range of financial assistance programs to help businesses undertake economic development. It should be noted that due to a new administration in Wisconsin, and the fact that the State needs to deal with a serious budget deficit, major changes can occur in the future with respect to the programs listed below. Commerce maintains a network of Area Development Managers (ADM) to offer customized services to each region of Wisconsin. Below are selected programs that may be applied to assisting incubator tenants and other businesses. Call 608-647-4613 in Richland Center.

- The Community-Based Economic Development (CBED) Program offers a variety of ways in which communities can undertake planning or provide assistance to businesses. Assistance can include planning funds to undertake an economic development strategy, plan for a business incubator, or provide partial funding to improve or construct an incubator facility.
- The Early Planning Grant (EPG) helps individual entrepreneurs and small businesses throughout Wisconsin obtain the professional services necessary to evaluate the feasibility of a proposed start up or expansion.
- The Community Development Block Grant (CDBG)-Economic Development Program provides grants to communities to loan to businesses for start-up, retention, and expansion projects based on the number of jobs created or retained. This was referred to above under "local level", and is a federal pass-through program.
- The Community Development Zone program provides jobs tax credits for creating new full time jobs for Wisconsin residents and environmental remediation credits for undertaking certain activities, which benefits the environment.
- The Agricultural Development zone program provides tax benefits for persons within the agricultural and food processing cluster, which is broadly defined. Jobs credits, an investment credit for the purchase of depreciable, tangible, personal property such as building improvements and new machinery and equipment, as well as environmental remediation credits.
- The Economic Impact Early Planning Grant (EI-EPG) Program offers matching grants that can cover up to 75 percent of project costs--up to \$3,000--to help entrepreneurs and small businesses obtain professional services to develop a comprehensive business plan. A business plan is necessary to receive funding for the other gaming programs, as well as to attract private financing. A Special Opportunity Grant provides up to \$15,000 for projects that will have a statewide impact.
- The Economic Diversification Loan (EDL) program provides low interest loans to existing businesses interested in establishing or expanding operations in Wisconsin. Applicants must provide a comprehensive business plan that describes the proposed project. Applicant can receive up to 75 percent of eligible costs. The actual award is based upon the project's viability, the number of jobs created or retained, and the extents to which the project will help diversify the local economy.
- The Rural Economic Development (RML) Micro-loan program is designed to provide working capital or fixed asset financing for businesses located in rural communities.
- The Technology Development Fund (TDF) program helps Wisconsin businesses research and develop technological innovations that have the potential to provide significant economic benefit to the state.
- The Technology Development Loan (TDL) program helps Wisconsin businesses develop technological innovations that have the potential to provide significant economic benefit to the state. This program is designed to help businesses commercialize new technology.
- The Business Development Initiative (BDI) Micro Loan program is designed to provide financial assistance for the start-up or expansion of businesses involving persons with disabilities.
- The Business Employees' Skills Training (BEST) Program was established by the Wisconsin Legislature to help small businesses in industries that are facing severe labor shortages upgrade the skills of their workforce. Under the BEST program, Commerce can provide applicants with a tuition reimbursement grant to help cover a portion of the costs associated with training employees.

- Under the Entrepreneurial Training Grant (ETG) program, Commerce can provide applicants with a grant to help cover a portion of the cost of attending Small Business Development Center's (SBDC) new Entrepreneurial Training Course.
- The Customized Labor Training Fund provides training grants to businesses that are implementing new technology or production processes. The program can provide up to 50 percent of the cost of customized training.
- Industrial Revenue Bonds (IRB's), or IRB's, can be issued in the name of the municipality for up to the full cost of a proposed project (\$10 million maximum). Bonds are not a general obligation of the village. Interest earned is exempt from Federal income tax. Recent issues carried variable interest rates of 1.3 to 1.4 percent, with an approximate 1.2 percent letter of credit fee. Fixed rates are estimated at 4.0 to 5.0 percent. Terms are negotiable and can be structured to meet the needs of the business. Requirements for rehabilitation (15 percent of acquisition costs financed with proceeds) apply if bond proceeds are used for acquisition of real estate. Process can take from two to six months, depending on the nature of project, ease of finding a purchaser of the bonds, etc.

The Wisconsin Housing and Economic Development Authority have programs that can assist in financing new and expanding businesses. Contact number 608-266-7884.

- The Linked Deposit Loan (LiDL) is an offers woman and minority owned and operated businesses a two-year interest rate subsidy on the portion of a new bank loan of \$10,000 to \$99,000 that covers land, building and equipment.
- The Small Business Guarantee can be used for expenses of land, buildings, equipment and inventory associated with the expansion or acquisition of a small business (50 or less full-time employees). The guarantee is limited to 80 percent or \$200,000. This program can finance a mixed-use project if the business occupies at least half of the building. This program can also be used to start a day care business including cooperative ownership or nonprofit status.

**Federal level:** At the federal level, the U.S. Small Business Administration (SBA) provides loan guarantees that are used in conjunction with bank financing to improve loan terms. Contact your local banker for details, or access the SBA web site by doing a search.

- The SBA can provide information on authorized micro-lenders that make loans of \$25,000 or less, small business investment companies and certified development corporations that make fixed-rate, long-term loans for the acquisition of business assets.
- The SBA offers simplified application loan guarantee programs called SBA Low Doc and SBA Express to small businesses. Loans under these programs must be \$150,000 or less. Working through their local banks, borrowers also can obtain SBA guarantees on their larger loans. The maximum loan guarantee for one business or individual is \$750,000. Proceeds can be used to purchase machinery and equipment, real property, inventory, and to purchase an existing business.
- The Wisconsin Business Development Finance Corporation operates a SBA Certified Development Company 504 Loan Program. The SBA 504 Loan Program is a way to match long-term, fixed rate financing for long term assets. Through the 504 loan program they can help fund the purchase of land, buildings, machinery, equipment, building construction and all associated soft costs, i.e. interim interest during construction, attorney, accountant, architect, and appraisal fees, title insurance, etc. They can also help minimize the down payment, allowing you or your customer to conserve vital working capital to support future sales growth. For an existing business as little as 10 percent down may be sufficient. Equity in existing land and buildings may also be sufficient to qualify. Construction financing is provided through your

bank, with the WBDFC providing long term financing beginning with the completion of the project for a pre-approved portion of the project up to \$1,000,000 or 40 percent.

Additional capital may be able to be accessed through programs of the U.S. Department of Agriculture, Rural Business-Cooperative Service, one of the agencies under "Rural Development", the administrative arm for various programs. Contact number 715-345-7615 at the Wisconsin Field office in Stevens Point. Again, a web browser search will provide you with links to these programs on the Internet. The programs include:

- The Business and Industry (B&I) Guaranteed Loan Program helps create jobs and stimulates rural economies by providing financial backing for rural businesses. This program provides guarantees up to 90 percent of a loan made by a commercial lender. Loan proceeds may be used for working capital, machinery and equipment, buildings and real estate, and certain types of debt refinancing. B&I loan guarantees can be extended to loans made by recognized commercial lenders or other authorized lenders in rural areas. Assistance under the B&I Guaranteed Loan Program is available to virtually any legally organized entity, including a cooperative, corporation, partnership, trust or other profit or nonprofit entity, Indian tribe or Federally recognized tribal group, municipality, county, or other political subdivision of a State. The maximum aggregate B&I Guaranteed Loan(s) amount that can be offered to any one borrower under this program is \$25 million.
- Rural Economic Development Loans provides zero-interest loans to electric and telephone utilities financed by the Rural Utilities Service (RUS), an agency of the U.S. Department of Agriculture, to promote sustainable rural economic development and job creation projects. The RUS utility is required to re-lend, at zero-percent interest, the loan proceeds to an eligible "third-party recipient" for the purpose of financing job creation projects and sustainable economic development within rural areas. Priority is given to financing third-party recipient projects that are physically located in rural areas having a population of less than 2,500 people. The RUS utility receiving the zero-interest loan is responsible for repaying the loan to RUS in the event of delinquency or default by the third-party recipient. Third-party recipients may be private or public organizations having corporate and legal authority to incur debt.
- The Rural Business Enterprise Grants (RBEG) Program provides assistance to public bodies, private nonprofit corporations, and Federally-recognized Indian Tribal groups to finance and facilitate development of small and emerging private business enterprises located in areas outside the boundary of a city or unincorporated areas of 50,000 or more and its immediately adjacent urbanized or urbanizing area. The public bodies, private nonprofit corporations and federally recognized Indian tribes receive the grant to assist a business. Grant funds do not go directly to the business. Eligibility is limited to public bodies, private nonprofit corporations, and Federally-recognized Indian Tribal groups. Public bodies include incorporated cities and villages, towns, counties, States, authorities, districts, Indian Tribes on Federal and State reservations, and other Federally-recognized Indian Tribal groups in rural areas. Funds are used for the financing or development of small and emerging business. Eligible uses are: Technical Assistance (providing assistance for marketing studies, feasibility studies, business plans, training etc.) to small and emerging businesses; purchasing machinery and equipment to lease to a small and emerging business; creating a revolving loan fund (providing partial funding as a loan to a small and emerging business for the purchase of equipment, working capital, or real estate); or construct a building for a business incubator for small and emerging businesses.

**EXECUTIVE SUMMARY**

This section takes a closer look at intergovernmental cooperation including advantages and disadvantages, examines what the City and Town are doing today and what they may consider in the future. Intergovernmental cooperation is an effective way for local governments to respond to ever changing diverse needs by working together with their neighbors, while maintaining their own identity. Cooperation among local jurisdictions can lead to cost benefits, while providing more efficient services. If an agreement can be reached among two or more units of government, services can often be provided with substantial cost savings. Cooperation can also eliminate unnecessary duplication of services or purchasing of equipment.

Many cities, townships, and counties begin cooperative arrangements to lower costs and promote efficiency. Most arrangements involve only two governmental units, but there are also agreements among multiple units. Intergovernmental cooperation may range from formal joint power agreements to unwritten understandings. Two cities may have an unwritten agreement about sharing road repair equipment, or a cluster of cities and townships may have a written agreement concerning snow removal or economic development. The opportunities for intergovernmental cooperation are endless.



**Wisconsin State Statute 66.1001(2)(g)**

*(g) Intergovernmental cooperation element.*

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

**INTERGOVERNMENTAL COOPERATION POLICY RECOMMENDATIONS**

The following are the intergovernmental cooperation policy recommendations for the City and Town of Fennimore.

- **Communicate and work closely with the Fennimore Community School District regarding recreational resources and community facilities.**

*By working closely with the school district with regards to recreational development and community facilities duplication of efforts may be minimized.*

- **Continue existing intergovernmental relationships that have been established.**

*The City and Town of Fennimore have a history of cooperation with each other, as well as other local units of government. These relationships should continue as long as they are beneficial.*

- **Explore new opportunities to cooperate with other local units of government, as well as local clubs and organizations.**

*As costs continue to rise for providing many facilities and services, the exploration of additional ways to cooperate may prove to be beneficial in order to contain costs. Joint cooperation can reduce duplication of efforts and in turn cut costs.*

- **Consider establishing written agreements for intergovernmental cooperation.**

*Often times intergovernmental cooperation agreements are established based on verbal agreements. It may prove to be beneficial to have these agreements in writing to avoid disputes and misunderstandings. Change over in leadership can cause problems with agreements if the specifics have not been identified in writing.*

- **The City and Town of Fennimore should jointly explore the need for a cooperative boundary agreement.**

*A cooperative boundary agreement is a formal contract between municipalities and/or towns to set ultimate boundaries and other provisions related to shared municipal services. It is different from traditional intergovernmental cooperation agreements using s. 66.0301, Stats., and municipal boundaries fixed by judgment - stipulations and orders, s.66.0225, Stats. This relatively new tool (1992) is a legal, binding plan and agreement for maintaining or changing the natural and developed uses of a combination of town, village and city territory for a period of 10 or more years.*

### ADVANTAGES OF LOCAL INTERGOVERNMENTAL COOPERATION

Intergovernmental cooperation has many advantages associated with it including the following:

**Efficiency and reduction of costs.** Cooperating on the provision of services can potentially mean lower costs per unit or person. Although these are not the only reasons, efficiency and reduced costs are the most common reasons governments seek to cooperate.



**Limited government restructuring.** Cooperating with neighboring governments often avoids the time-consuming, costly, and politically sensitive issues of government restructuring. For example, if a city and township can cooperate, the township may avoid annexation of its land and the city may avoid incorporation efforts on the part of the township, which may hinder the city's development. Cooperation also helps avoid the creation of special districts that take power and resources away from existing governments.

**Coordination and planning.** Through cooperation, governments can develop policies for the area and work on common problems. Such coordination helps communities minimize conflicts when levels of services and enforcement are different among neighboring communities. For example, shared water, sewage, and waste management policies can help avoid the situation in which one area's environment is contaminated by a neighboring jurisdiction with lax standards or limited services. Cooperation can also lead to joint planning for future services and the resources needed to provide them.

**Expanded services.** Cooperation may provide a local unit of government with services it would otherwise be without. Cooperation can make those services financially and logistically possible.

### DISADVANTAGES OF LOCAL INTERGOVERNMENTAL COOPERATION

Intergovernmental cooperation also has drawbacks, which may include the following:

**Reaching and maintaining an agreement.** In general, reaching a consensus in cases in which politics and community sentiments differ can be difficult. For example, all parties may agree that police protection is necessary. However, they may disagree widely on how much protection is needed. An agreement may fall apart if one jurisdiction wants infrequent patrolling and the other wants an active and visible police force.



**Unequal partners.** If one party to an agreement is more powerful, it may influence the agreement's conditions. With service agreements, the more powerful party, or the party providing the service, may have little to lose if the agreement breaks down, it may already service itself at a reasonable rate. The weaker participants may not have other options and are open to possible exploitation.

**Local self-preservation and control.** Some jurisdictions may feel their identity and independence will be threatened by intergovernmental cooperation. The pride of residents and officials may be bruised if, after decades of providing their own police or fire protection, they must contract with a neighboring jurisdiction (and possible old rival) for the service. In addition, and possibly more importantly, a jurisdiction may lose some control over what takes place within their boundaries. And, although government officials may lose control, they are still held responsible for the delivery of services to their electorates.

## STEPS TO BEGINNING SUCCESSFUL INTERGOVERNMENTAL COOPERATION EFFORTS

As expressed earlier in this section, intergovernmental cooperation should be thoroughly reviewed. Below are some ideas and concerns that should be considered.

- Identify other local governments that may share a common problem or may stand to benefit from cooperation.
- Identify whether the county is cooperating with other jurisdictions on a similar service. What type of arrangement do they have? Are the participating jurisdictions satisfied with the quality and quantity of the service?
- Although cooperation on several services may be desired, analyze each one separately. Initially, it may seem logical to lump services. However, it is best to first understand from a cost and non-cost perspective what cooperation in each service area entails.
- Look at the potential cost savings of each option. This should be done from a per resident or per unit of service provided perspective. For example, will the cost of fire protection per person decrease if the cities cooperate? Or, can the jurisdiction lower the per resident cost of providing snow removal if it plows other jurisdictions' streets?
- Consider the costs associated with each form of cooperation. What type of administrative or insurance costs might be necessary with each option?
- How would residents respond to the change in the level of services they receive?
- How would taxpayers respond to additional government expenses? Would they reject it?
- Are the residents willing to give up some control over a particular service? This may take considerable polling to determine and will likely vary depending on the type of service in question. For example, it may be all right to share snow removal and street repair equipment, but residents might not be willing to give up their own police department and the security they feel it provides.
- Keep the public and local officials informed throughout the entire process. Present the options and invite public comment. If residents and officials feel they have played a role in the effort, or at least been given the opportunity to provide their input, they will be more likely to support the initiative. Plus, some creative ideas may be generated.
- Patience is important. The more governments involved in the negotiations, the longer it will take to develop an agreement and reach a consensus. In addition, negotiators may have to go back to their city councils, town, or county boards several times for directions or approval.



### **EXISTING AREAS OF COOPERATION**

The City and Town of Fennimore are involved in a number of different areas of cooperation. The following list includes areas of cooperation as determined by the Citizen Advisory Committee, but may not be inclusive.

- **Fire and Rescue** - Joint fire and rescue service serving the City and Town of Fennimore, as well as other surrounding towns. There are also mutual aid agreements established with fire and rescue services.
- **School System** - There is a joint school system between the City of Fennimore and surrounding towns.
- **Grant County Municipal Alliance** - Participate in this alliance of multiple local units of government in Grant County.
- **Emergency Alert System** - Both villages share a common emergency alert system, which is also tied in with the county system.
- **911 System** – Both villages are part of the County 911 Emergency System.
- **Public Works Group of Southwestern Wisconsin** – The City of Fennimore participates in this group to discuss issues relating to Public Works.
- **Grant County Economic Development** – The City of Fennimore is a member of Grant County Economic Development. This is a group of 14 communities and the County to promote areas of economic development.
- **Wisconsin Towns Association** – The Town of Fennimore is a member of the WTA. This is a statewide group that is committed to protecting the interests of local town government.
- **League of Municipalities** The City of Fennimore is a member of the League of Municipalities. The League of Wisconsin Municipalities is a not-for-profit association of municipalities. The League acts as an information clearinghouse, lobbying organization and legal resource for Wisconsin municipalities.
- **Point of Beginnings** The Point of Beginnings Heritage Area is a state designated heritage region. Its mission is to preserve, interpret and promote the history and scenic beauty of Grant, Iowa, and Lafayette counties in Southwest Wisconsin.
- **Chamber of Commerce** The Fennimore Chamber of Commerce serves as the hub of information and services for the business community, residents, and visitors to the “City on the Move”.
- **CESA #3** CESA is an organization that serves the local school districts. CESA was created when the legislature recognized the need for a service unit designated to serve educational needs in all areas of Wisconsin by serving as a link between school districts and the state.
- **Southwest Regional Economic Development Coalition** The Economic Development Coalition was designed to help carry out the needs of local and regional jurisdictions in the form of economic development.

### **POSSIBLE FUTURE COOPERATION EFFORTS**

As the list above indicates, the City and Town of Fennimore are already cooperating with each other or other jurisdictions for some services and facilities. The list below identifies possible areas of cooperation in the future.

- Open to future cooperation, but at the present time, no opportunities exist

**ADDITIONAL INTERGOVERNMENTAL COOPERATION IDEAS**

The Intergovernmental Cooperation Element Guide published by the Wisconsin Department of Administration provides several ideas for cooperation including the following listed below. These are only ideas to consider.

*(Note: the following ideas were taken directly from the Intergovernmental Cooperation Guide.)*

**Voluntary Assistance:** Your community, or another, could voluntarily agree to provide a service to your neighbors because doing so makes economic sense and improves service levels.

**Trading Services:** Your community and another could agree to exchange services. You could exchange the use of different pieces of equipment, equipment for labor, or labor for labor.

**Renting Equipment:** Your community could rent equipment to, or from, neighboring communities and other governmental units. Renting equipment can make sense for both communities – the community renting gets the use of equipment without having to buy it, and the community renting out the equipment earns income from the equipment rather than having it sit idle.

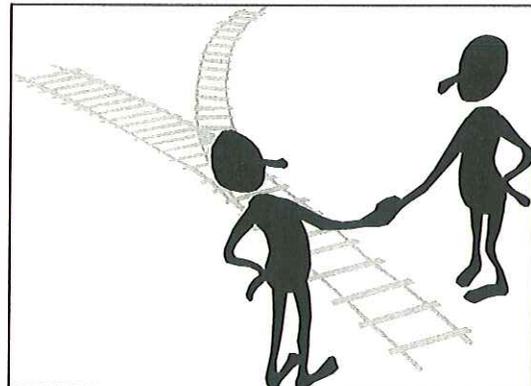
**Contracting:** Your community could contract with another community or jurisdiction to provide a service. For example, you could contract with an adjacent town or village to provide police and fire protection, or you could contract with the county for a service in addition to that already routinely provided by the county sheriff's department.

**Routine County Services:** Some services are already paid for through taxes and fees. Examples are police protection services from the county sheriff's department, county zoning, county public health services, and county parks. Your Intergovernmental Cooperation Element could identify areas where improvements are needed and could recommend ways to cooperatively address them.

**Sharing Municipal Staff:** Your community could share staff with neighboring communities and other jurisdictions – both municipal employees and independently contracted professionals. You could share a building inspector, planner, engineer, zoning administrator, clerk, etc.

**Consolidating Services:** Your community could agree with one or more other communities or governmental units to provide a service together.

**Joint Use of a Facility:** Your community could use a public facility along with other jurisdictions. The facility could be jointly owned or one jurisdiction could rent space from another.



**Special Purpose Districts:** Special purpose districts are created to provide a particular service, unlike municipalities, which provide many different types of services.

Like municipalities, special purpose districts are separate and legally independent entities.

**Joint Purchase and Ownership of Equipment:** Your community could agree with other jurisdictions to jointly purchase and own equipment such as pothole patching machines, mowers, rollers, snowplows, street sweepers, etc.

**Cooperative Purchasing:** Cooperative purchasing, or procurement, is where jurisdictions purchase supplies and equipment together to gain more favorable prices.

### **TECHNIQUES AND PROGRAMS FOR MUNICIPAL BOUNDARY COOPERATION**

As the Villages of Potosi and Tennyson continue to grow, it may be necessary to consider some type of boundary agreements. Municipal boundaries can be altered in a number of ways including the following:

- **Annexation**  
Annexation is the process of transferring parcels of land from unincorporated areas to adjacent cities or villages. More detailed information on annexation can be obtained from Wisconsin State Statute sections 66.0217-66.0223.
- **Detachment**  
Detachment is the process by which territory is detached from one jurisdiction and transferred to another. Essentially detachment is the opposite of annexation. More detailed information on detachment can be obtained from Wisconsin State Statute sections 66.0227 and 62.075.
- **Incorporation**  
Incorporation is the process of creating a new village or city from unincorporated territory. More detailed information on incorporation can be obtained from Wisconsin State Statute sections 66.0201-66.0215.
- **Consolidation**  
Consolidation is the process by which a town, village, or city joins together with another town, village, or city to form one jurisdiction. More detailed information on incorporation can be obtained from Wisconsin State Statute section 66.0229.
- **Intergovernmental Agreements**  
Intergovernmental Agreements provide communities with a different type of approach because it is proactive rather than reactive. There are two types of intergovernmental agreements that can be formed including cooperative boundary agreements and stipulations and orders. More detailed information on intergovernmental agreements can be obtained from Wisconsin State Statute sections 66.0307 (Cooperative Boundary Agreements) and 66.0225 (Stipulations and Orders).

**WISCONSIN DEPARTMENT OF HOUSING AND INTERGOVERNMENTAL RELATIONS–  
MUNICIPAL BOUNDARY REVIEW (DHIR-MBR)**Background

Municipal Boundary Review regulates the transition of unincorporated areas to city or village status through municipal annexation, incorporation, consolidation, or by joint city-village-town activities involving cooperative boundary plans and agreements. Such agreements may change territorial boundaries and may provide for the sharing of municipal services. Staff members are available upon request to meet with local officials and citizens to discuss annexation; incorporation, consolidation and cooperative boundary plans.

*MUNICIPAL BOUNDARY REVIEW*

Office of Land Information Services  
Municipal Boundary Review  
17 S Fairchild, 7<sup>th</sup> Floor  
Madison, WI 53702

Phone: 608-266-0683

<http://www.doa.state.wi.us/dhir>

**EXECUTIVE SUMMARY**

The purpose of this section is to review and analyze land use in the City and Town of Fennimore. The land use element is the compilation of all other elements of this plan. Designating land uses and standards for development requires the consideration of the City and Towns ability to adequately provide utilities, maintain roads, and support other services. Therefore, the goals, objectives and policies of the land use element must be supported by all other elements of the plan. This section will consider both current and future land use in the City and Town of Fennimore. At the present time, the dominant land use in the City is residential, and the dominant land use in the Town is agricultural.



**Wisconsin State Statute 66.1001(2)(h)**

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

**LAND USE POLICY RECOMMENDATIONS**

The following are the land use policy recommendations for the City and Town of Fennimore.

- **Arrange the development of land uses to produce an efficient, convenient, and harmonious pattern without undue mixtures of incompatible land uses.**

This can be accomplished by continuing existing street systems and grouping similar land uses together.

- **Protect active agricultural lands from encroachment by incompatible uses – encourage new development to occur in and around the City of Fennimore.**

Agriculture is an important part of the local economy, as is new development. Like uses should be sited near one another to avoid unnecessary conflicts.

- **Encourage development in areas where adequate utilities and community services exist or can be provided in a cost efficient manner.**

By keeping development adjacent to existing land uses, “leap frog” development can be avoided which will minimize the cost of community services.

- **Encourage maintaining the small-community character by avoiding developments that would alter this character.**

Development proposals should be carefully considered and development should be avoided that would alter its character.

- **Restrict location of new development from areas shown to be unsafe or unsuitable for development due to natural hazards, contamination, and access or incompatibility problems.**

Refer to maps and documentation provided in Section E of this plan to be sure future areas of development are not unsuitable.

- **Assure to the greatest extent possible that all proposals for future development or redevelopment enhance the overall quality of life.**

Proposals for new development or redevelopment should be carefully examined and reviewed to be sure they are in the best interest of the City and Town.



**EXISTING LAND USE – CITY OF FENNIMORE**

The City of Fennimore is predominantly thought of as residential community, with a strong mix of business and industry. As part of the comprehensive planning process an existing land use map was created. See Map H.1 for the City of Fennimore existing land use map. The map is broken down into ten different categories, including single family residential, two-family residential, multi-family residential, mobile home parks, commercial, industrial, public/government, park/recreation, conservancy, and open/agricultural. Table H.1 is a breakdown by percentage for land uses in the City of Fennimore.

**TABLE H.1: CITY OF FENNIMORE LAND USE**

<b>Classification</b>	<b>City of Fennimore Percent of Land Area</b>
<b>Residential</b>	<b>29.22%</b>
Single-Family Residential	26.14%
Two-Family Residential	0.61%
Multi-Family Residential	1.56%
Mobile Home Parks	.91%
<b>Future Residential</b>	<b>25.04%</b>
<b>Commercial</b>	<b>5.04%</b>
<b>Future Commercial</b>	<b>4.17%</b>
<b>Industrial</b>	<b>5.44%</b>
<b>Future Industrial</b>	<b>3.86%</b>
<b>Public / Government</b>	<b>18.45%</b>
<b>Park / Recreation / Conservancy</b>	<b>8.79%</b>
<b>Total</b>	<b>100.0%</b>

(Source: SWWRPC & City of Fennimore)

**RESIDENTIAL**

As indicated by Map H.1 and Table H.1, residential development is the dominant developed land use within the City of Fennimore. Single-family residential accounts for 26.14 percent of the land area within the City, two-family residential accounts for 0.61 percent, multi-family residential accounts for 1.56 percent, and mobile homes account for .91 percent. Therefore, housing accounts for approximately 29.22 percent of the land in the City of Fennimore. For the



purpose of this section, single family home refers to a structure that is designed for and occupied by one family. Two-family residential refers to a structure built for two families living independently from one another. A duplex is a good example of a two-family home. Multi-family residential refers to a structure for three or more families living independently from one another. The mobile home park refers to the two parks within the City of Fennimore, Maple Lane and Northview Estates.

**COMMERCIAL**

As indicated by Map H.1 and Table H.1, commercial development occupies approximately 4.6 percent of the total land area within the City of Fennimore. Commercial refers to any parcel that has a business or industry located on it. This may be a convenience store, car wash, bank, grocery store, tavern, etc. This refers to any type of retail or business establishment. The existing land use map does not differentiate between highway business, home occupations, or general business, but classifies all the above as commercial. (Please note these are differentiated in the City of Fennimore Zoning Ordinance.)

**INDUSTRIAL**

Industrial refers to business and industry that is engaged in processing, manufacturing, packaging, treatment, or fabrication of materials and products. Again, as indicated by Map H.1 and Table H.1 approximately 5.44 percent of the total land area in the City of Fennimore is occupied by industrial uses. There is space for additional industrial development in the City’s industrial park, which has existing infrastructure for all City Services.



**PUBLIC / GOVERNMENTAL**

This classification refers to structures principally of an institutional nature and serving a public need, such as churches, schools, libraries, post offices, police and fire stations, public utilities, etc. As identified on Map H.1 and Table H.1, approximately 18.45 percent of the land area in Fennimore is occupied by public/governmental facilities.



**PARKS / RECREATION**

Parks and recreation refers specifically to neighborhood and city parks. This category does not include parks and playgrounds at the schools; however, these areas are also an important part of the overall park and recreation opportunities within the City of Fennimore. Approximately 8.79 percent of the total land are in the City of Fennimore is occupied by park and recreation areas and facilities.

**STREETS**

Approximately 18.8 percent of the total land area within the City of Fennimore consists of public infrastructure, including streets. This does not include sidewalks.

**EXISTING LAND USE – TOWN OF FENNIMORE**

The Town of Fennimore is predominantly thought of as an agricultural community. According to the Wisconsin Department of Revenue – Bureau of Equalization, agricultural land in the Town of Fennimore comprises 92.6 percent of the total land area. The Bureau of Equalization divides parcels into seven different categories, including, residential, commercial, manufacturing, agricultural, swamp & waste, forest, and other.

**TABLE H.2: TOWN OF FENNIMORE LAND USE**  
(Source: Wisconsin Department of Revenue 2003)

<b>Classification</b>	<b>Town of Fennimore Percent of Land Area</b>
Residential	0.52%
Commercial	0.21%
Manufacturing	0.02%
Agricultural	92.58%
Swamp & Waste	2.15%
Forest	3.24%
Other	1.26%

Refer to Map H.2 for existing land use within the Town of Fennimore.

**RESIDENTIAL**

Residential includes any parcel or part of a parcel of untilled land that is not suitable for the production of row crops, on which a dwelling or other form of human abode is located. As indicated by Table H.2 above, approximately .52 percent of the total land area in the Town of Fennimore is occupied by residential development.

**COMMERCIAL**

The commercial classification includes all land and improvements primarily devoted to buying and reselling goods for a profit. In the Town of Fennimore, approximately .2 percent of the total land area is devoted to commercial use.

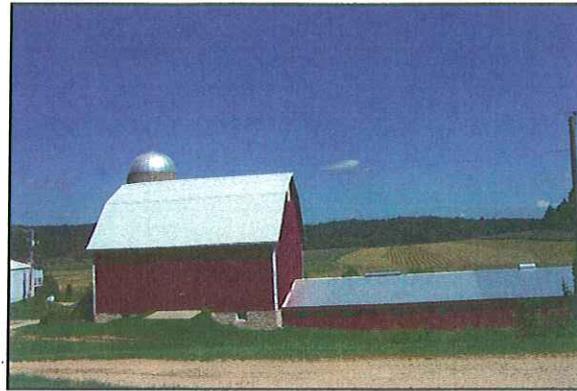


**MANUFACTURING**

The manufacturing classification includes all lands, buildings, structures and other real property used in manufacturing, assembling, processing, fabricating, making, and or milling tangible property for profit. In the Town of Fennimore, approximately .02 percent of the total land area is classified as manufacturing.

**AGRICULTURAL**

The agricultural classification means land exclusive of buildings and improvements and the land necessary for their location and convenience that is devoted primarily to agricultural use. This is the dominant land use class for the Town of Fennimore, occupying approximately 92.58 percent of the total land area.



**SWAMP & WASTE LAND**

This refers to bog, marsh, lowland, brush, uncultivated land zoned as shore land and shown as a wetland on a final map or other non productive lands, not otherwise classified under this section. Swamp and wasteland accounts for approximately 2.15 percent of the total land area in the Town of Fennimore.

**FOREST**

This includes parcels that are producing or are capable of producing commercial forest products and are not otherwise classified under this subsection. Approximately 3.24 percent of the total land area in the Town of Fennimore is classified as forest.

**OTHER**

Other means buildings and improvements, including any residence for the farm operator's spouse, children, parents, or grandparents, and the land necessary for the location and convenience of those buildings and improvements. In the Town of Fennimore, approximately 1.26 percent of the total land area is classified as other.

**LAND USE TRENDS**

As suggested above, the single-family residential development was the dominant developed land use in the City of Fennimore. The following graph indicates the change in single-family units between 1990 and 2000 for both the City and the Town of Fennimore.

**TABLE H.3: CITY AND TOWN OF FENNIMORE SINGLE FAMILY HOUSING UNIT CHANGE\***

	<b>1-Unit (1990)</b>	<b>1-Unit (2000)</b>	<b>% Change</b>
<b>City of Fennimore</b>	722	779	7.8%
<b>Town of Fennimore</b>	172	184	6.9%
<b>City and Town of Fennimore</b>	894	963	7.7%

(Source: 1990 & 2000 US Census)

(\*Note: Table H.3 is reflective of *single-family* homes only.)

Additional land use trends, such as trends in farm numbers are indicated in Section E of this plan. Specifically in the Town of Fennimore, between 1990 and 1997 there was an increase in the number of farms by 3.1 percent. The average number of farms per square mile in 1997 was 2.9 percent.

**WISCONSIN DEPARTMENT OF REVENUE ASSESSMENT STATISTICS**

The Wisconsin Department of Revenue real estate classes are used to determine land assessments and valuations. Since this data cover extensive time periods, it can be useful in conducting a simplified land use analysis as well as examining trends in values. The land uses classes that the Department of Revenue utilizes include six major real estate classes: residential, commercial, manufacturing, agricultural, swamp and waste, and forest. Tables H.4, H.5, H.6, and H.7 below compare Land Use Assessment Statistics from 1998 to 2002.

**Table H.4**  
**City of Fennimore Land Use Assessment Statistics – 2002 (Source: Wisconsin Department of Revenue-2002)**

Real Estate Class	# of Parcels	# of Acres	Value
Residential	881	27	\$59,776,600
Commercial	144	5	\$12,485,090
Manufacturing	3	29	\$2,534,500
Agricultural	12	202	\$61,300
Swamp & Waste	0	0	\$0
Forest	0	0	\$0

**Table H.5**  
**City of Fennimore Land Use Assessment Statistics – 1992 (Source: Wisconsin Department of Revenue-1992)**

Real Estate Class	# of Parcels	# of Acres	Value
Residential	819	N/A	\$27,612,030
Commercial	148	N/A	\$8,838,700
Manufacturing	3	25	\$2,493,000
Agricultural	12	220	\$261,700
Swamp & Waste	N/A	N/A	N/A
Forest	N/A	N/A	N/A

**Table H.6**  
**Town of Fennimore Land Use Assessment Statistics – 2002 (Source: Wisconsin Department of Revenue-2002)**

Real Estate Class	# of Parcels	# of Acres	Value
Residential	90	114	\$4,708,900
Commercial	24	47	\$1,341,100
Manufacturing	1	5	\$186,000
Agricultural	733	20,327	\$5,031,190
Swamp & Waste	316	473	\$4,520
Forest	53	712	\$497,400

**Table H.7**  
**Town of Fennimore Land Use Assessment Statistics – 1992 (Source: Wisconsin Department of Revenue-1992)**

Real Estate Class	# of Parcels	# of Acres	Value
Residential	85	90	\$2,914,630
Commercial	23	41	\$1,139,160
Manufacturing	2	6	\$125,800
Agricultural	697	20,113	\$14,373,485
Swamp & Waste	N/A	N/A	N/A
Forest	125	1,581	\$177,440

### **REDEVELOPMENT OPPORTUNITIES**

Redevelopment may be a situation where an entire block is demolished and something new is constructed. On the other hand it may refer to rehabilitation or preservation of existing buildings along with conversion of underutilized buildings to a more productive use. Probably the most significant redevelopment project for the City of Fennimore is the reconstruction of Lincoln Avenue through downtown Fennimore, which is scheduled to take place in 2007. At the time this plan was written, no major redevelopment projects had been identified in the Town of Fennimore.

### **EXISTING AND POTENTIAL LAND USE CONFLICTS**

There are a variety of land uses that can potentially cause land use conflicts. There are two common acronyms used to describe land use conflicts – NIMBY's (Not In My Back Yard) and LULU's (Locally Unwanted Land Uses). One of the most common occurrences, especially in a rural setting is the presence of agricultural operations near non-farm populations.

The presence of agriculture and non-rural land use in close proximity often generates conflict due to potential incompatibility. Agriculture can affect adjoining small rural lots, which are used essentially for residential purposes. Similarly, the presence of small rural lots creates an adverse influence on the continued operation of agriculture enterprise. The issue of rural-urban conflict can arise when there is no separation between incompatible uses. Land use conflicts may arise in such situations through noise, odor, farm chemicals, light, visual amenity, dogs, stock damage and weed infestation, lack of understanding and lack of communication to name just a few.

#### **Potential Land Use Conflicts**

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

The notion of a rural lifestyle is engendered by an association with the pleasant character of the landscape rather than the potentially offensive noises, odors, and operations, which are the reality in the agricultural areas. Increasing competition for the available land tends to intensify the agricultural practices at a particular site thereby increasing the potential for conflict with non-rural residents.

Certainly education at all levels is fundamental to the resolution of the conflict over land use. There is also a need to separate incompatible land uses while recognizing the efficiencies, which can be achieved through the integration of many of these land uses. This may be achieved, for example, through physical separation or a simple vegetative buffer designed to screen one land use from another. Land use zoning can also be used. Such practical strategies require potentially conflicting land uses to acknowledge their impact and then design their operations to account for this impact. A community approach utilizing physical solutions, planning strategies and a long-term vision for the land use will enable multiple land uses to exist.

At the time this plan was written, no known land use conflicts were identified by the either the Town or City Citizen Advisory Committees.

### **FUTURE LAND USE**

Change is inevitable. Existing homes and buildings will need remodeling, repairs or improvements, and new buildings will be reconstructed. Resistance to change is the desire to remain the same. We often resist change because we feel that the new may not be better than the old. As a homeowner we typically want to maintain our neighborhoods, protect our investments and keep our lives the same they have always been. The following section, future land use, takes a closer look at each community and the type of land uses that may evolve as the area continues to grow.



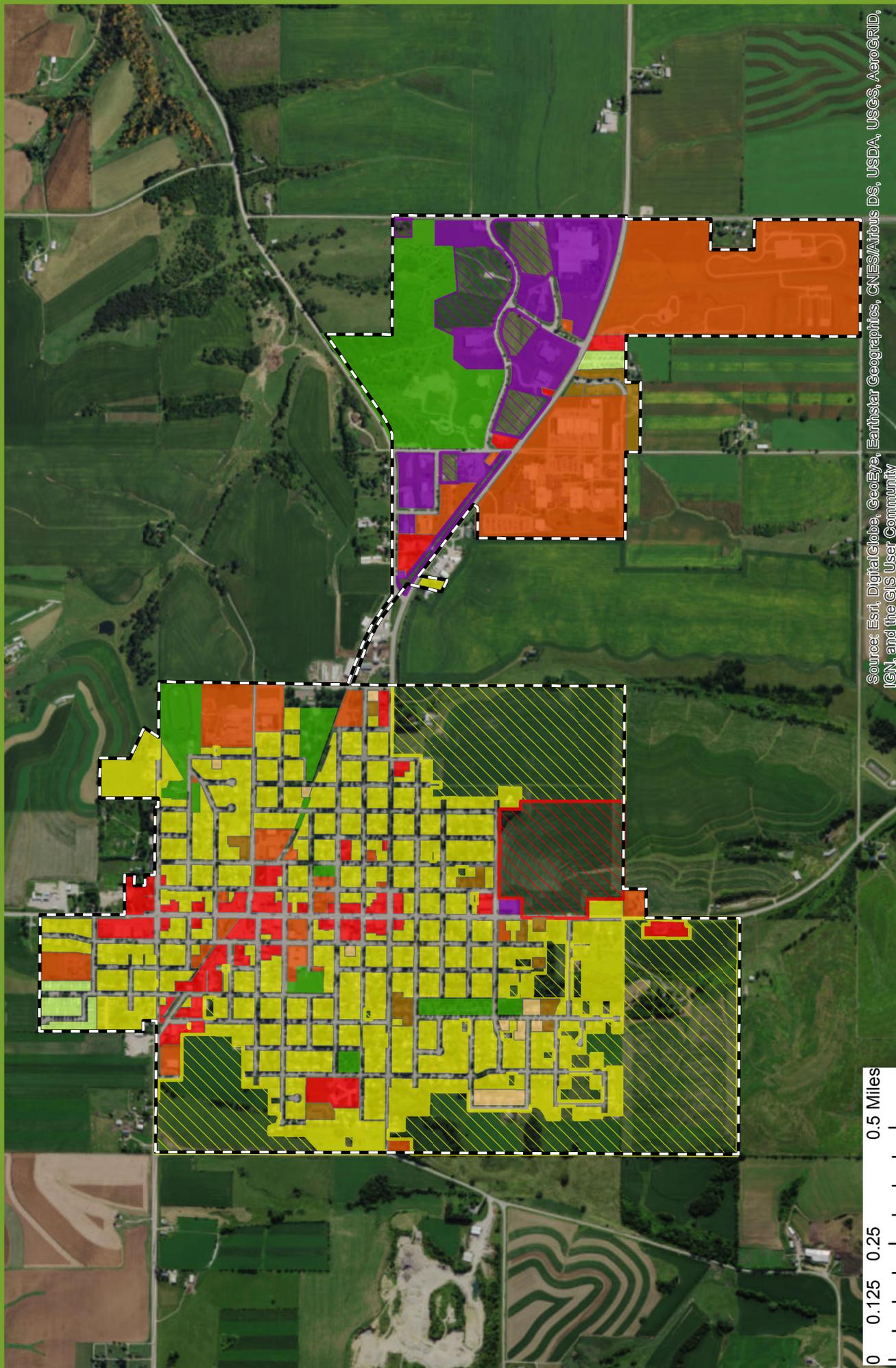
At the time the plan was written, the focus for future development in the City of Fennimore focuses on commercial, industrial, and residential development. Map H.1 identifies specific areas for commercial and residential development. Industrial development would logically be developed on vacant parcels in the existing industrial park. Because of the limited rate of growth, only general areas were identified. Projections for specific land uses in five-year increments were not included when the plan was written because of the limited growth rate. If rapid growth should occur the City will re-evaluate these areas and make appropriate projections.

The Town of Fennimore has indicated that future development should maintain the existing rural character, and that non-farm development would be encouraged to locate near urbanized areas. At the time this plan was written, the Town of Fennimore did not anticipate any needs for additional commercial or industrial uses within the Town of Fennimore. Therefore the Town of Fennimore did not include any five-year land use projections.

Additional land use information is included in each of the previous sections. For example, the Housing Element, Section B contains additional information related to housing. Section C contains additional information regarding transportation, etc.

### **LAND USE AGENCIES AND PROGRAMS**

As mentioned previously in this section, the land use section is compilation of the other elements of the plan. Therefore, many of the agencies and programs that have been identified in previous sections are applicable to the land use section. For example, zoning, subdivision regulations, and official mapping are included in the Implementation section as important land use programs. Refer to the other eight sections for more detailed information on land use agencies and programs.



0 0.125 0.25 0.5 Miles

**Legend**

**Land Use**

- Single Family Residential
- Two-Family Residential
- Multi-Family Residential

- Mobile Home Park
- Commercial
- Industrial
- Public/Governmental

- Park/Recreation/Conservancy
- Future Commercial
- Future Industrial
- Future Residential

**EXISTING LAND USE  
AND FUTURE DEVELOPMENT**



0 0.1 0.2 0.4 Miles

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Date: 1/17/2017  
 Sources: SWWRPC Inventory, & ACS 2014 Table B19013  
 This map is neither a legally recorded map nor a technical survey and is not intended to be one. SWWRPC is not responsible for any inaccuracies herein contained.  
  
 SOUTHWESTERN WISCONSIN  
 REGIONAL PLANNING  
 COMMISSION

# EXISTING LAND USE

## TOWN OF FENNIMORE

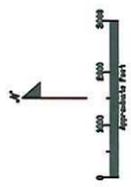
- GRANT COUNTY -  
WISCONSIN

### LEGEND

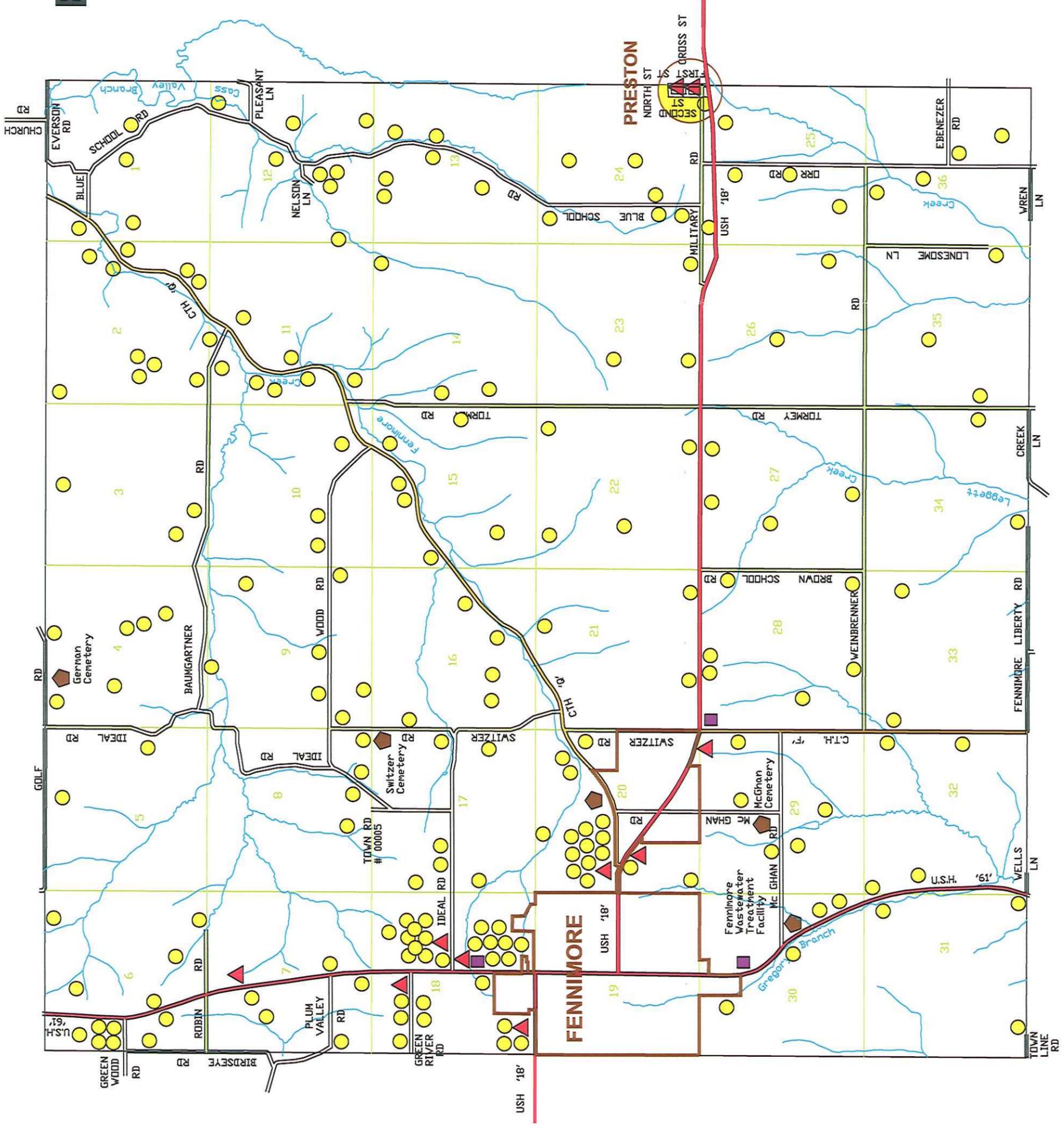
- PRINCIPAL ARTERIALS
- MINOR ARTERIALS
- MAJOR COLLECTORS
- MINOR COLLECTORS
- RURAL RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC / GOVERNMENT

NOTE: Symbols are not to scale.

SOUTHWESTERN WISCONSIN  
REGIONAL PLANNING COMMISSION  
Map No. 13.223  
FILE: FENNIMORE21.P4



# MAP H.2



**EXECUTIVE SUMMARY**

The purpose of this section is to explain how this plan will be utilized to guide future growth and development in the City and Town of Fennimore. The plan is to serve as the blueprint for the future. As change is inevitable, the plan may need to be amended to appropriately reflect major changes. This element also reviews how each of the elements of the comprehensive plan inter relate and how the plan will be monitored and evaluated. Finally the section includes a discussion on how the plan will be updated at a minimum of once every ten years.

**Wisconsin State Statute 66.1001(2)(i)**

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

**IMPLEMENTATION POLICY RECOMMENDATIONS**

- **Enforce local ordinances to maintain the character of existing and future land uses within the City and Town of Fennimore.**

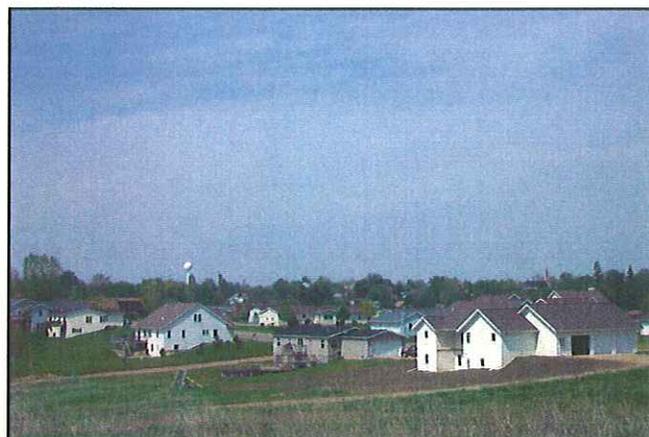
Local and county ordinances must be enforced consistently to maintain the character of the City and Town. Again the keyword is enforcement.

- **Update this comprehensive plan at a minimum of every ten years as required by Wisconsin State Statute 66.1001.**

This plan needs to be updated at least once every ten years. Depending on development or other changes, the plan may need to be updated on a more frequent basis.

- **Amend the local comprehensive plan and ordinances only after careful evaluation of existing conditions and potential impacts.**

Depending on what takes place in the City and Town of Fennimore in the next twenty years, this comprehensive plan and enforcement ordinance may need to be amended. This should be done with extreme caution. Amendments should not be made to simply avoid local planning pressure.



**CONSISTENCY AMONG PLAN ELEMENTS**

The local citizen advisory committees prepared all nine elements of the City and Town of Fennimore Comprehensive Plan simultaneously. The elements were designed to work together to achieve the overall vision for the City and Town of Fennimore. As required by Wisconsin State Statute 66.1001 all elements are included in this plan and there are no known inconsistencies between the nine elements.

**PLAN ADOPTION**

The first official action required to implement the comprehensive plan is official adoption of the plan by the Local Planning Commission. Once the Local Planning Commission adopts the plan by resolution, the City Council and Town Board need to adopt the comprehensive plan by ordinance as required by State Statute 66.1001. After the plan is adopted by ordinance, it then becomes the official tool for future development in the next 20 years. The plan will guide development in a consistent manner.

**LOCAL ORDINANCES AND REGULATIONS**

The intent of the local ordinances and regulations is to control development of land within the city and town. By carefully applying these local ordinances and regulations the City and Town of Fennimore will be accomplishing policies of the comprehensive plan. Enforcement of such ordinances and regulations serve an important function by ensuring orderly growth and development.

**OFFICIAL MAPPING**

State statutes permit cities, villages, and towns to prepare official mapping. An official map includes right-of-ways, easements, existing and future roads, drainage ways, public utilities, recreation facilities etc. The official map is a tool that can be used to preserve ideas expressed in the comprehensive plan and used to regulate future growth. An official map can prevent development from occurring in areas planned for other uses.

**CAPITAL IMPROVEMENT PLAN & STRATEGIC PLAN**

Capital improvements programming is another tool to implementing public improvements. A CIP is a multiyear schedule of physical public improvements based on the examination of available fiscal resources, as well as the prioritization of specific public improvements to be constructed for a period of five to six years into the future. Capital improvements are those that include new or expanded physical facilities that are relatively large in size, expensive, and permanent. Street improvements, public libraries, water and sewer lines, and park and recreation facilities are common examples of capital improvements. The City of Fennimore completed a strategic planning process in May of 2003 that is available at the city offices.

**PLAN AMMENDMENTS**

The City Council and Town Board can amend the Comprehensive Plan at any time. Amendments would be any changes to plan maps or text. Amendments may be necessary due to changes in City or Town policies, programs, or services, as well as changes in state or federal laws. An amendment may also be needed due to unique proposals presented to the City or Town of Fennimore. Proposed amendments should be channeled through the local planning commission and then final action should occur at the City Council and Town Board level.

**PLAN UPDATES**

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

**IMPLEMENTATION MEASURES**

The matrix below provides a list and suggested timeline to implement various aspects of the comprehensive plan. The list provides a summary of various recommendations from the different chapters of the comprehensive plan.

Element	Recommendation	Timeframe
<b>Housing</b>	Encourage a variety of lot sizes and housing types for both rental and ownership units within the City and Town of Fennimore.	On Going
	Promote the preservation and rehabilitation of the existing housing stock in the City and Town of Fennimore.	On Going
	Preserve and expand the supply of affordable rental and ownership housing for low and moderate-income individuals in the City of Fennimore.	As Needed
	Promote and utilize federal and state housing assistance programs.	As Needed
	Encourage contiguous development patterns in the City and Town of Fennimore that preserve and expand upon existing neighborhoods and can be served by public utilities where possible.	On Going
	Consider undertaking a housing needs assessment.	As Needed
<b>Transportation</b>	Adopt a Capital Improvements Plan (CIP) so that future public improvements can be accommodated in a rational and sequential fashion.	Minimum of Once Every Five Years
	Coordinate with WisDOT and the Grant County Highway Department for future improvements and access management to CTH F and Q and STH 18/61.	On Going
	Coordinate with the Grant County Center on Aging Commission, as well as the Grant County Department of Social Services in terms of transportation options for the elderly and disabled populace.	On Going
	Continue to use the Pavement Surface Evaluation and Rating System (PASER) as the primary program for rating local roads within the city and town.	Bi-Annually
	Encourage pedestrian, bicycle, and wheelchair travel by maintaining and enhancing the connectivity of related transportation facilities including sidewalks in the City of Fennimore.	On Going
	Investigate opportunities for "park and ride" facilities in and around the City and Town of Fennimore.	As Needed
	Improve Safety at Conflict Points: – Lincoln Avenue and 12 <sup>th</sup> Street; USH 18 at Southwest Wisconsin Technical College; Lincoln Avenue and Downtown.	On Going
	Investigate and identify locations for truck parking near local destination sites.	As Needed
	Investigate alternative parking locations for vehicles in the downtown area.	As Needed

Section I

Implementation Element

<b>Transportation (continued)</b>	Consideration of adopting and enforcing a driveway ordinance so that all new driveways are built to proper and consistent specifications.	As Needed
	Consistently maintain all Town right-of-ways (ROW) so that growth of brush, grass, and weeds do not impair visibility and safety of motorists, pedestrians, and bicyclists.	On Going
<b>Utilities and Community Facilities</b>	Implement a capital improvements program and review it annually and make adjustments to meet the needs of the City and Town of Fennimore.	Minimum of Once Every Five Years
	Ensure the adequate public utilities including capacity of the system are available before issuance of new development permits.	On Going
	Maintain, operate, and reconstruct the existing utility systems so that they can support existing development and redevelopment.	As Needed
	Locate new development that requires urban services within the City limits.	On Going
	Educate landowners in the Town of Fennimore of the importance of maintaining septic systems and protecting water supplies.	On Going
<b>Agricultural, Natural, and Cultural Resources</b>	Educate local residents about the importance of the agricultural, natural, and cultural resources.	On Going
	Direct non-farm development to areas where it will cause minimum disruption of established farm operations or damage environmentally sensitive areas.	On Going
	Maintain proper separation distances between urban and rural land uses to avoid conflicts.	On Going
	Identify recharge areas for local wells and inventory potential contaminant sources.	On Going
	Protect major drainage corridors from development in order to aid in storm water runoff.	On Going
	Work with the school district in order to maximize recreational resource potential and minimize duplication.	On Going
	Explore opportunities to capitalize on local resources in conjunction with tourism.	On Going
	Investigate opportunities to promote local resources such as walking tours, the Wisconsin Historical Markers Program, etc.	On Going
	Utilize state and federal programs to conserve, maintain, and protect agricultural, natural and cultural resources.	As Needed
<b>Economic Development</b>	Continue to utilize Southwest Wisconsin Technical College for business and industry training, as well as other economic development ventures.	On Going
	Establish an economic development revolving loan fund.	As Needed
	Utilize state and federal funding programs to pursue additional economic development activities.	On Going
	Undertake strategic planning for economic development including working on developing homegrown businesses and increasing the capability to respond to building needs and to review land pricing and incentive policies.	On Going
	Maintain staffing capabilities within the economic development organizations, for optimal institutional capacity and establish appropriate training programs.	On Going
	City and Town should look for ways to work together on issues of common interest including economic development and business/farm growth.	On Going

<b>Economic Development (Continued)</b>	Follow the proven strategies for downtown development: paying particular attention to organization, design, promotion, and economic restructuring.	On Going
	Make corporate and individual giving a key part of economic development in the Fennimore Community.	On Going
<b>Intergovernmental Cooperation</b>	Communicate and work closely with the Fennimore Community School District regarding recreational resources and community facilities.	As Needed
	Continue existing intergovernmental relationships that have been established.	On Going
	Explore new opportunities to cooperate with other local units of government, as well as local clubs and organizations.	On Going
	Consider establishing written agreements for intergovernmental cooperation.	As Needed
	The City and Town of Fennimore should jointly explore the need for a cooperative boundary agreement.	As Needed
<b>Land Use</b>	Arrange the development of land uses to produce an efficient, convenient, and harmonious pattern without undue mixtures of incompatible land uses.	On Going
	Protect active agricultural lands from encroachment by incompatible uses – encourage new development to occur in and around the City of Fennimore.	On Going
	Encourage development in areas where adequate utilities and community services exist or can be provided in a cost efficient manner.	On Going
	Encourage maintaining the small-community character by avoiding developments that would alter this character.	On Going
	Restrict location of new development from areas shown to be unsafe or unsuitable for development due to natural hazards, contamination, access or incompatibility problems.	On Going
	Assure to the greatest extent possible that all proposals for future development or redevelopment enhance the overall quality of life.	On Going
	Enforce local ordinances to maintain the character of existing and future land uses within the City and Town of Fennimore.	On Going
<b>Implementation</b>	Update this comprehensive plan at a minimum of every ten years as required by Wisconsin State Statute 66.1001	At Least Once Every Ten Years
	Amend the local comprehensive plan and ordinances only after careful evaluation of existing conditions and potential impacts.	As Needed

## CITY AND TOWN OF FENNIMORE PUBLIC PARTICIPATION PLAN

This public participation plan was developed to assure opportunities for public participation in the development of the City and Town of Fennimore Comprehensive Plan. The matrix below outlines different activities that took place throughout the planning process. The intent of the public participation plan was to provide various opportunities for public involvement.

ACTIVITY	DESCRIPTION
<b>Citizen Advisory Committee (CAC)</b>	The CAC met on a monthly basis with staff from the Southwestern Wisconsin Regional Planning Commission (SWWRPC). The CAC consisted of members from the City and the Town. All CAC meetings were announced and open to the public.
<b>Opinion Surveys</b>	Two separate opinion surveys were distributed as part of the planning process. One was distributed to the Town and the other to the City. The Town survey was mailed to all property owners and the City survey was distributed with the utility bills.
<b>Community Resource Teams (CRT)</b>	The resource team included community development professionals from the area. These professionals spent a day in the Fennimore Area meeting with local residents, business owners, elected officials, etc. The group then gave some suggestions to the CAC on strengths and weakness that exist in Fennimore from their outside perspective.
<b>Newsletters</b>	A newsletter was distributed to residents in conjunction with the survey. The intent of the newsletter was to make residents and business owners aware of the planning process and to provide them with upcoming topics and information.
<b>Open House/ Informational Exhibit</b>	An open house was held in the Fall of 2001 to get information from local residents regarding what should be preserved, created, and changed in the Fennimore Area. A second open house was held in the Summer of 2003 for residents to reflect on the draft plan. Information was also on display at the Public Library to gain additional public comment.
<b>Public Hearing</b>	At least one public hearing will be held prior to the adoption of the comprehensive plan. The public hearing(s) will be held before the City and Town Plan Commissions and the City Council and Town Board. Proper notice will be given and members of the community will be able to provide comments and input regarding the plan and any elements of the plan or the planning process.

**CITY OF FENNIMORE COMMUNITY SURVEY RESULTS**

A total of approximately 1200 surveys were mailed out with the City utility bills with a total of 242 being returned. This is a response rate of 20.2% or about one in five. The numbers below indicate the total responses for each question. \*Percentages are based on actual number of respondents to each question. Even though there were 242 surveys returned not every person answered each question.

Place an X on the line that best describes your socio-economic status:

1. Age: 4 18-24 (1.7%) 24 25-34 (10.0%) 35 35-44 (14.6%) 39 45-54 (16.3%) 38 55-64 (15.9%) 99 65 and older (41.4%)
2. What is your employment status?  
119 Employed Full Time (52.2%) 2 Unemployed (0.9%) 2 Disabled (Not working) (0.9%)  
13 Employed Part Time (5.7%) 88 Retired (38.6%) 4 Other: \_\_\_\_\_ (1.8%)
3. Relationship to your housing unit:  
203 Own (87.1%) 26 Rent (11.2%) 4 Other: \_\_\_\_\_ (1.7%)

Place an X in the box that most closely describes your attitude toward the following:

	Strongly Agree	Agree	Disagree	Strongly Disagree
4. Most of the housing in Fennimore is of good quality.	15 (6.4%)	204 (86.8%)	15 (6.4%)	1 (0.4%)
5. Available housing in Fennimore is reasonably priced.	4 (1.9%)	133 (64.6%)	66 (32.0%)	3 (1.5%)
6. Building lots in Fennimore are available and reasonably priced.	2 (1.0%)	94 (46.8%)	92 (45.8%)	13 (6.5%)
7. There is a need for more single family housing in Fennimore.	21 (10.6%)	114 (57.3%)	61 (30.7%)	3 (1.5%)
8. There is a need for more multi-family housing in Fennimore. (Apartments, duplexes, etc.)	23 (11.4%)	84 (41.8%)	83 (41.3%)	11 (5.5%)
9. There is a need for condominium housing in Fennimore.	13 (6.3%)	63 (30.7%)	100 (48.8%)	29 (14.1%)
10. The City of Fennimore is growing too quickly.	6 (2.7%)	16 (7.2%)	151 (67.7%)	50 (22.4%)
11. Fennimore should encourage growth to occur.	78 (34.7%)	130 (57.8%)	15 (6.7%)	2 (0.9%)
12. The City should ensure orderly development of future growth, consistent with recognized planning practices.	61 (26.9%)	158 (69.6%)	6 (2.6%)	2 (0.9%)
13. Local government should spend money to encourage business development in Fennimore.	68 (30.6%)	119 (53.6%)	26 (11.7%)	9 (4.1%)
14. Local government should spend money to encourage industrial development in Fennimore.	69 (32.1%)	109 (50.7%)	30 (14.0%)	7 (3.3%)
15. More emphasis should be placed on tourism as a source of revenue for Fennimore.	14 (6.3%)	92 (41.3%)	91 (40.8%)	26 (11.7%)
16. Historic preservation is important to Fennimore's tourist activity.	20 (8.7%)	149 (64.8%)	47 (20.4%)	14 (6.1%)
17. Additional recreation facilities and / or programs are needed in Fennimore.	51 (22.9%)	102 (45.7%)	59 (26.5%)	11 (4.9%)

18. In the past year I have visited: (Circle yes or no)  
 a. The Fennimore Doll and Toy Museum  
 b. The Fennimore Railroad Museum

Yes 51 - (22.3%) No 178 - (77.7%)  
 Yes 107 - (45.3%) No 129 - (54.7%)

Place an X in the box that best describes your attitude toward the following:

19. Rate the following services in Fennimore:	Very Good	Adequate	Poor	Very Poor
a. Fire Protection	188 (78.3%)	52 (21.7%)	0 (0.0%)	0 (0.0%)
b. Police Protection	133 (56.1%)	94 (39.7%)	7 (3.0%)	3 (1.3%)
c. Emergency Medical Services	165 (70.5%)	62 (26.5%)	7 (3.0%)	0 (0.0%)
20. Rate the overall appearances of the following:				
a. Residential Districts	84 (36.5%)	140 (60.9%)	6 (2.6%)	0 (0.0%)
b. Business Districts	79 (33.9%)	140 (60.1%)	12 (5.2%)	2 (0.9%)
c. Highway Entrances	69 (29.9%)	127 (55.0%)	26 (11.3%)	9 (3.9%)

Place an X in the box that best describes your attitude toward the following: (If other is applicable please indicate a location in the box.)

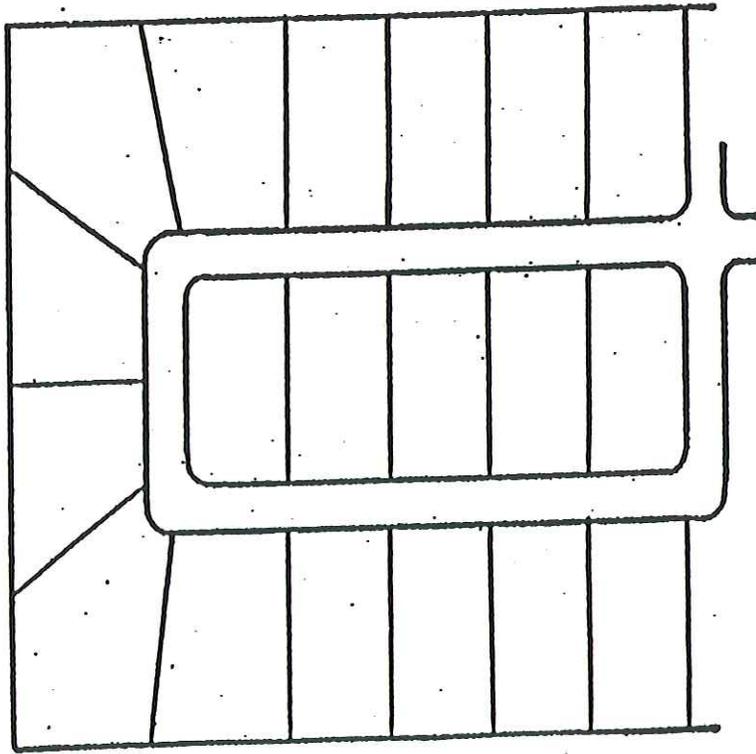
21. The majority of your shopping (more than 50%) for the following items is done where?	Fennimore	In Grant County	Other (Specify Location)
a. Groceries	139 (59.9%)	87 (37.5%)	6 (2.6%)
b. Building Materials	128 (61.0%)	29 (13.8%)	53 (25.2%)
c. Furniture	90 (42.3%)	79 (37.1%)	44 (20.7%)
d. Medical Care	82 (37.3%)	109 (49.5%)	29 (13.2%)
e. Dental Care	95 (42.6%)	115 (51.6%)	13 (5.8%)
f. Banking	163 (74.1%)	52 (23.6%)	5 (2.3%)
g. Purchase of Automobiles	20 (9.4%)	133 (62.4%)	60 (28.2%)
h. Automotive Repair / Maintenance	129 (56.8%)	88 (38.8%)	10 (4.4%)
i. Legal Services	145 (66.5%)	66 (30.3%)	7 (3.2%)
j. Hardware	159 (71.9%)	52 (23.5%)	10 (4.5%)

Additional Comments (Attach additional pages if necessary.): \_\_\_\_\_

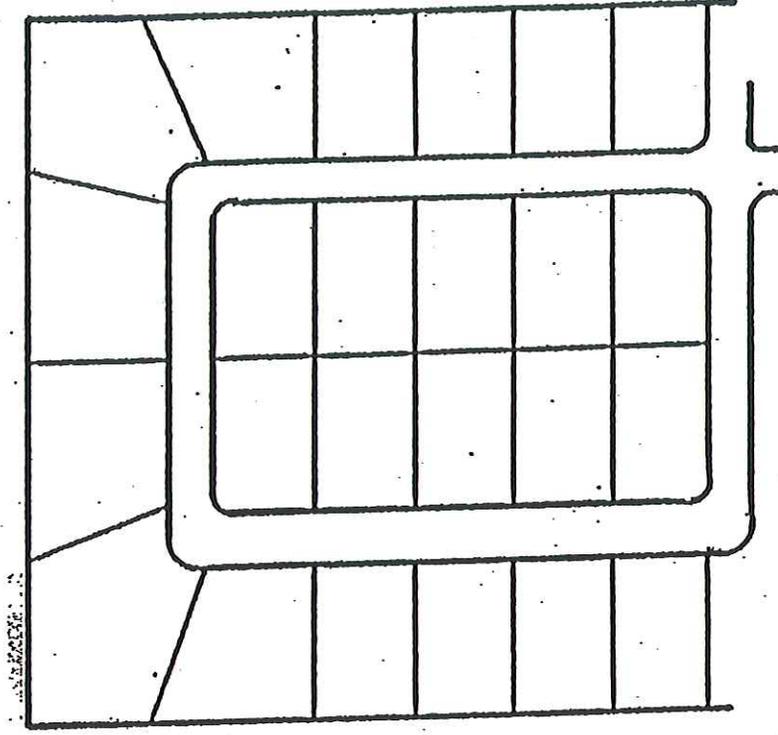
*Thank you for taking part in the City of Fennimore Community Survey.*

# DEVELOPMENT SCENARIOS

Example A



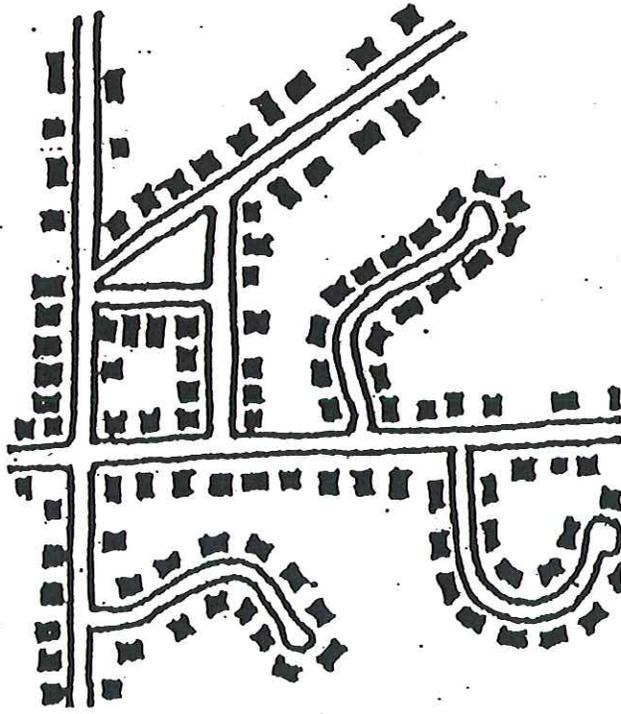
Example B



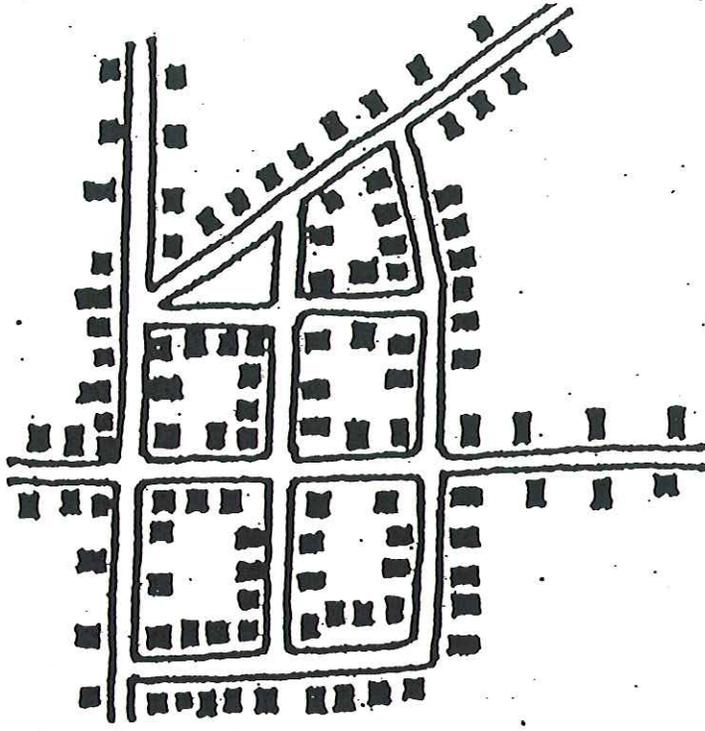
- Example A is a poor street design as the five lots in the middle are at least double fronted, meaning a street on two or more sides of the property.
- Example B incorporates the same design idea, but decreases the size of the lots and creates a double row of lots in the middle of the development.

# DEVELOPMENT SCENARIOS

Example A



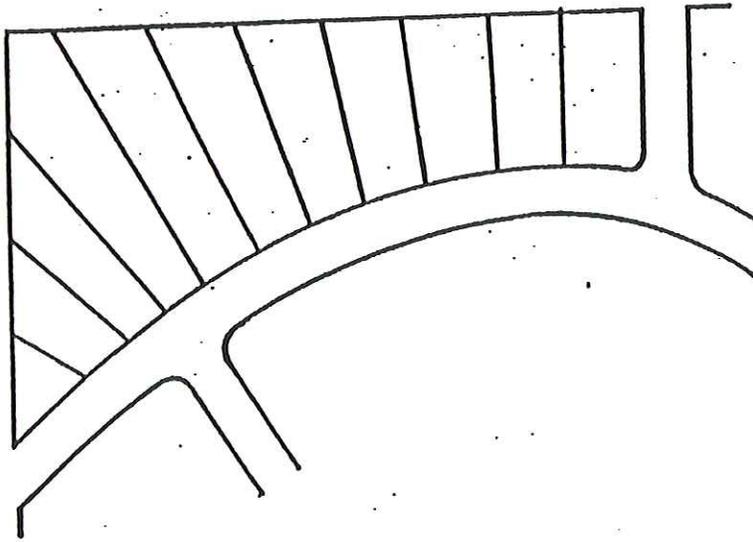
Example B



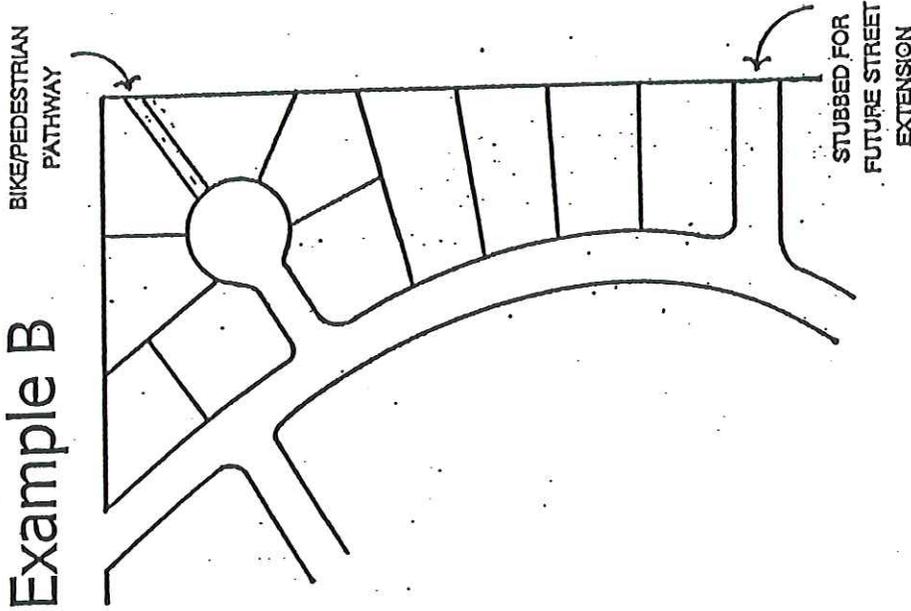
- Example A incorporates suburban cul-de-sac development creating several dead ends
- Example B is based on the traditional development of the village, connecting existing streets and infrastructure

# DEVELOPMENT SCENARIOS

Example A



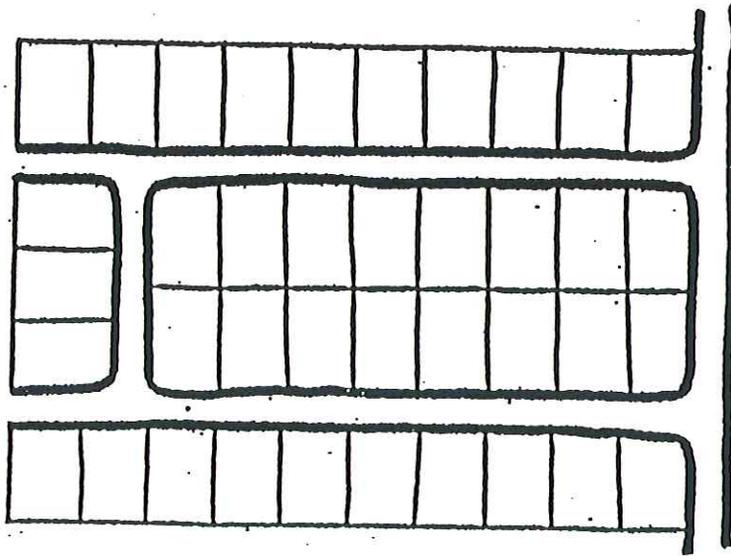
Example B



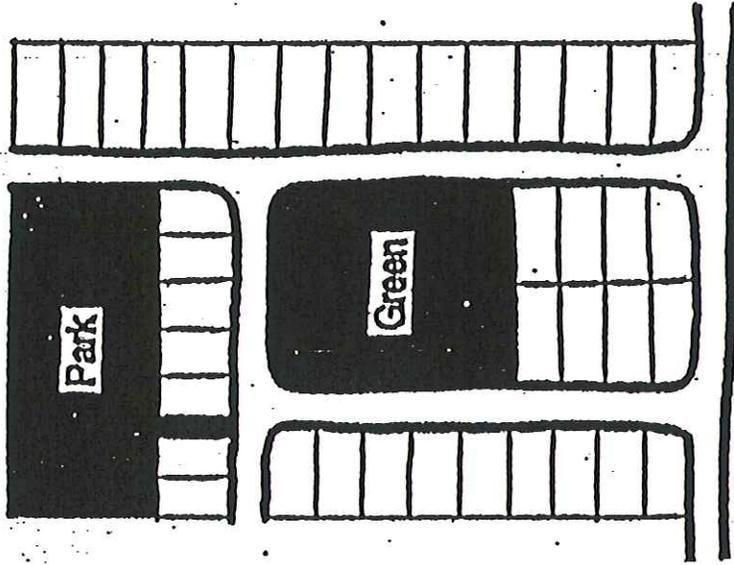
- Example A is a straight division of the lots which creates long skinny lots (the pizza cutter effect)
- Example B incorporates a cul-de-sac to decrease lot depth and increase width, as well as incorporation of a bike/pedestrian path
  - Note, both examples also include a street that is stubbed for future street extensions

# DEVELOPMENT SCENARIOS

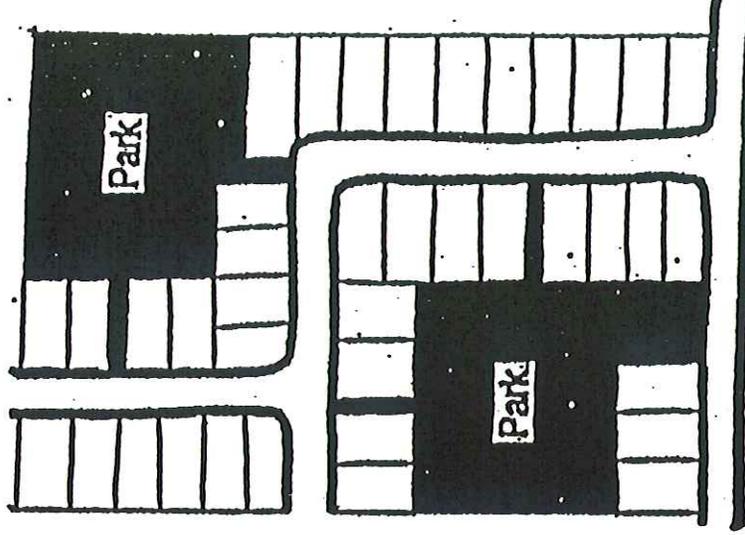
Example A



Example B



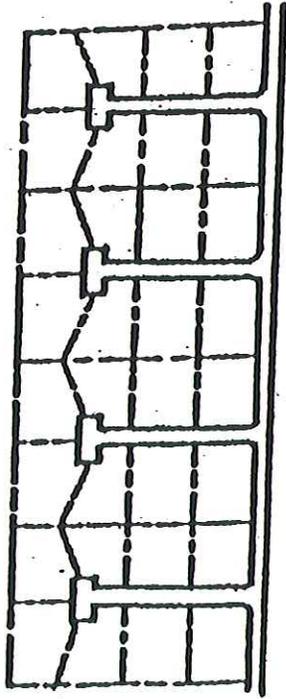
Example C



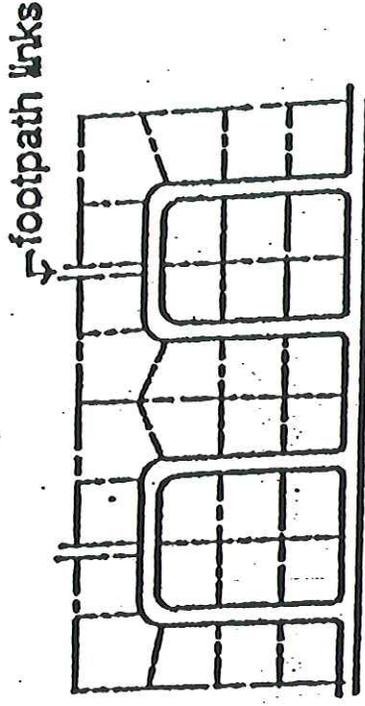
- Example A has 39 lots and 2500 feet of road, no parks or walking paths
- Example B has 39 lots, 2250 feet of road, common green space, a park, and a walking path to get from one area to the other
- Example C has 39 lots, 1650 feet of road, two parks, and four walking paths

# DEVELOPMENT SCENARIOS

Example A



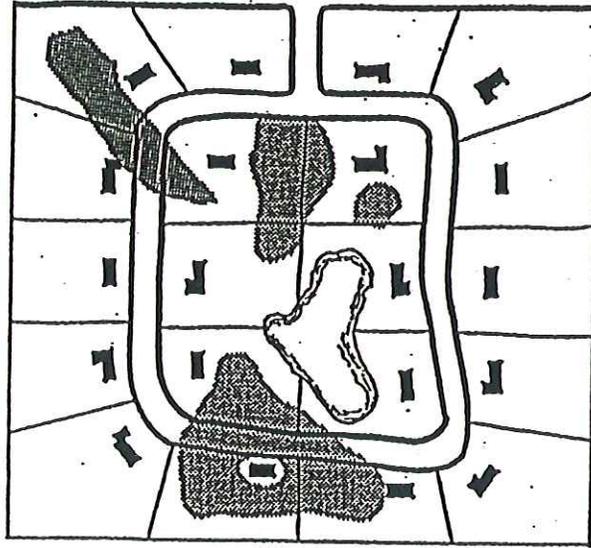
Example B



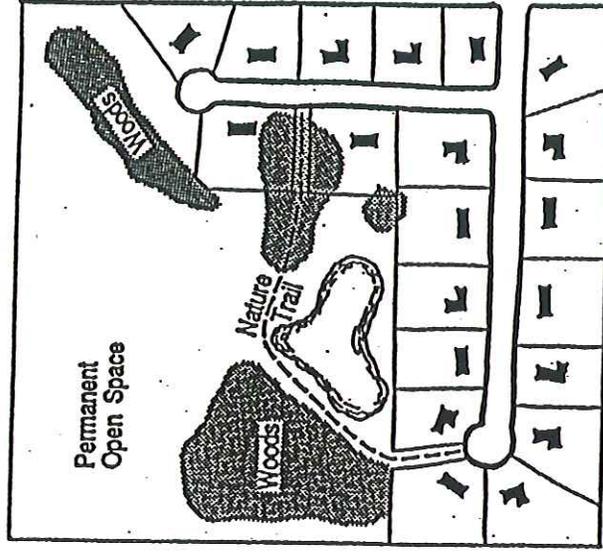
- Multiple Dead End Cul-de-sacs (Example A) vs. Cul-de-sacs joined together to form continuous loops (Example B)
- No walking paths between lots, a person must walk around (Example A), where as Example B includes pedestrian paths

# DEVELOPMENT SCENARIOS

Example A



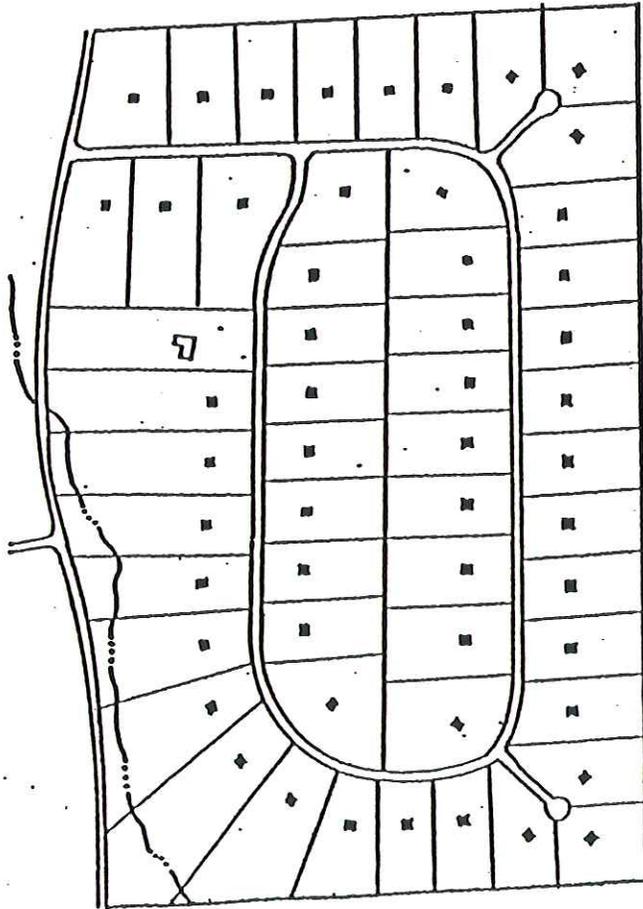
Example B



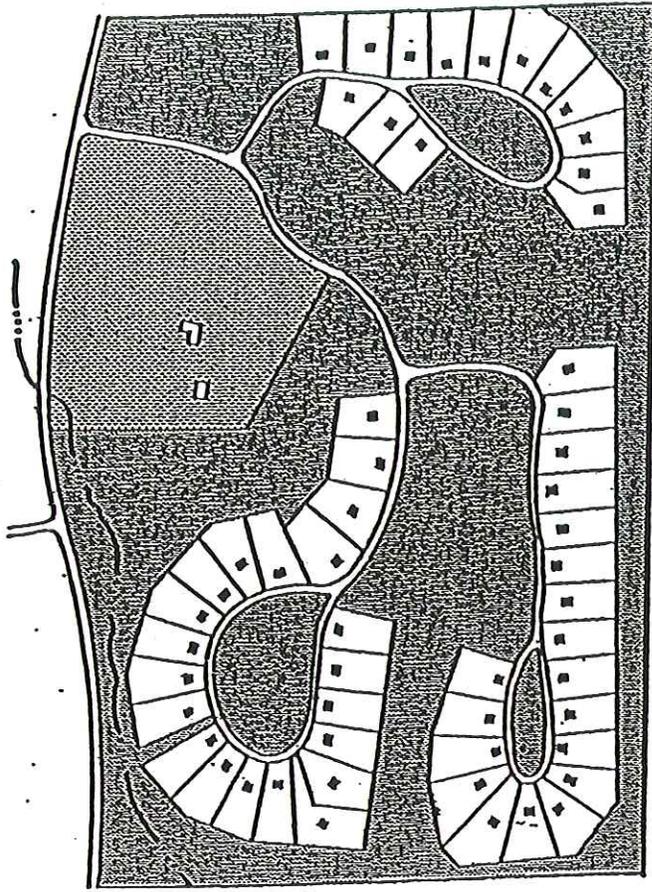
- Example A includes 20 lots that are approximately 2 acres each, no common open space, and pond access for only 4 lots
- Example B also includes 20 lots that are approximately  $\frac{3}{4}$  acre each, 25 acres of open space, and pond access for all property owners

# DEVELOPMENT SCENARIOS

Example A



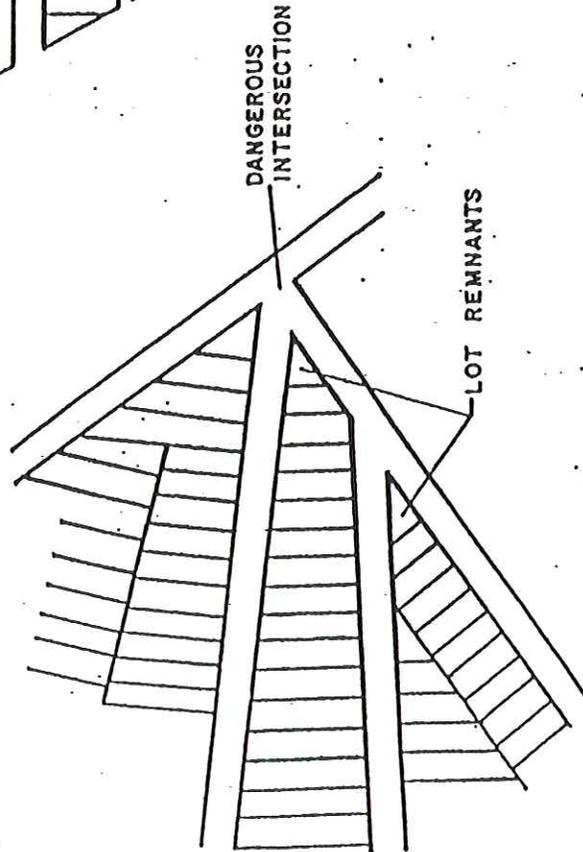
Example B



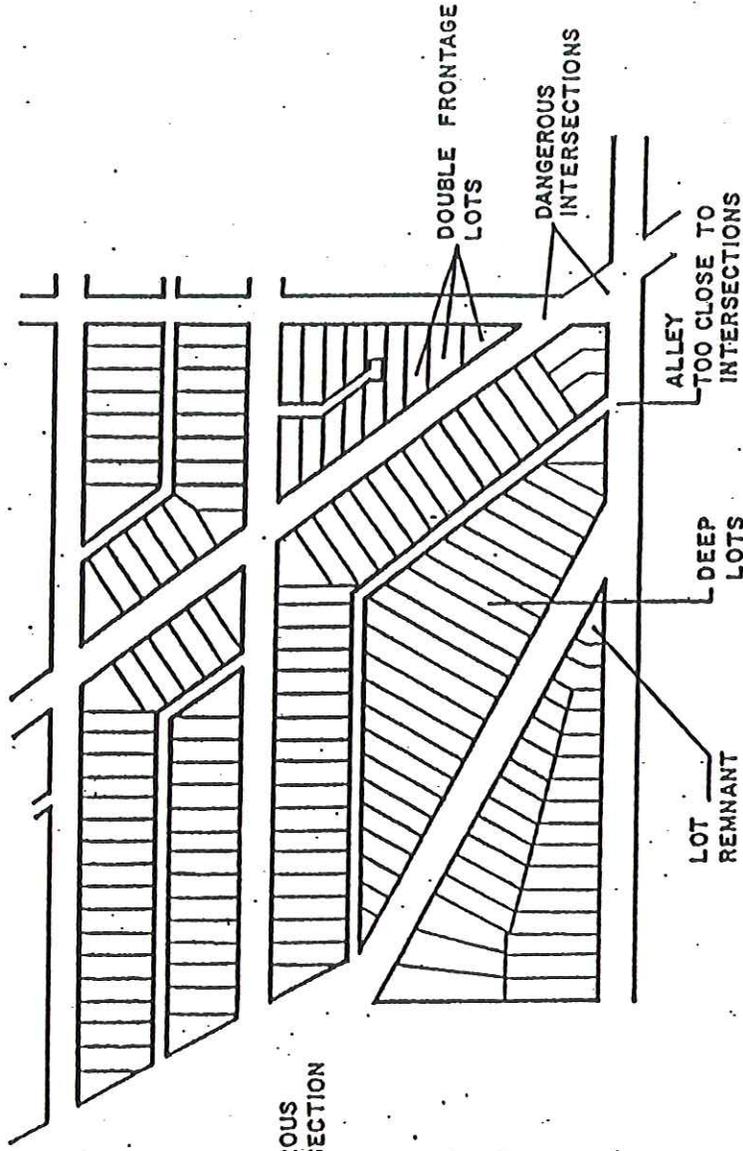
- Example A depicts a conventional subdivision where the entire property is divided into large lots
- Example B depicts a conservation subdivision that incorporates the same number of lots, in combination with a large amount of common open space shared by all property owners

# DEVELOPMENT SCENARIOS

Example A



Example B



- Example A depicts an example of a subdivision with dangerous intersections and poor lot design
- Example B depicts several bad development examples, including double fronted lots, dangerous intersections, deep lots, and odd shaped lots that are not developable

# ABBREVIATIONS TABLE

<b>AADT</b>	Annual Average Daily Traffic
<b>AASHTO</b>	American Association of State Highway and Transportation Officials
<b>ADA</b>	American with Disabilities Act
<b>ADM</b>	Area Development Managers
<b>ATV</b>	All Terrain Vehicle
<b>B&amp;I</b>	Business and Industry
<b>BDI</b>	Business Development Initiative Micro Loan
<b>BEST</b>	Business Employee Skills Training Program
<b>BNSF</b>	Burlington Northern and Santa Fe Railroad
<b>CAC</b>	Citizen Advisory Committee
<b>CBED</b>	Community-Based Economic Development
<b>CDBG</b>	Community Development Block Grant
<b>CDBG-PF</b>	Wisconsin Community Development Block Grant Program Public Facilities
<b>CDBG-PFED</b>	Wisconsin Community Development Block Grant Program Public Facilities Economic Development
<b>CFA</b>	Bureau of Community Financial Assistance
<b>CIP</b>	Capital Improvements Plan
<b>CSM</b>	Certified Survey maps
<b>CTH</b>	County Trunk Highway
<b>DATCP</b>	Wisconsin Department of Trade and Consumer Protection
<b>DHIR-BOH</b>	Wisconsin Department of Housing and Intergovernmental Relations - Bureau of Housing
<b>DHIR-MBR</b>	Wisconsin Department of Housing and Intergovernmental Relations - Municipal Boundary Review
<b>DNR-CFA</b>	Wisconsin Department of Natural Resources - Bureau of Community Financial Assistance
<b>DWD</b>	Department of Workforce Development
<b>EDL</b>	Economic Diversification Loan
<b>EI-EPG</b>	Economic Impact Early Planning Grant
<b>EMS</b>	Emergency Medical System
<b>EPG</b>	Early Planning Grant
<b>ETG</b>	Entrepreneurial Training Grant Program
<b>FDM</b>	Facilities Development Manual
<b>FEMA</b>	Federal Emergency Management Agency
<b>GTA</b>	General Transportation Aids
<b>HOME</b>	Home Investment Partnerships
<b>HUD</b>	United States Housing and Urban Development Department
<b>IRB</b>	Industrial Revenue Bonds
<b>LFPR</b>	Labor Force Participation Rate
<b>LIDL</b>	Linked Deposit Loan
<b>LRIP</b>	Local Roads Improvement Program
<b>LULU</b>	Locally Unwanted Land Use
<b>MSIP-D</b>	Municipal Street Discretionary Improvement Program
<b>MUTCD</b>	Manual on Uniform Traffic Control Devices
<b>NHI</b>	Natural Heritage Inventory
<b>NIMBY</b>	Not In My Back Yard
<b>NRCS</b>	Wisconsin Natural Resources Conservation Service

<b>OJT</b>	On the Job Training
<b>PASER</b>	Pavement Surface Evaluation and Rating System
<b>RBEG</b>	Rural Business Enterprise Grants
<b>RHS</b>	Rural Housing Service
<b>RML</b>	Rural Economic Development Micro-Loan
<b>ROW</b>	Right of Way
<b>RUS</b>	Rural Utilities Service
<b>SBA</b>	Small Business Administration
<b>SBDC</b>	Small Business Development Center
<b>SCS</b>	Soil Conservation Service
<b>SDWLP</b>	Safe Drinking Water Loan Program
<b>SF</b>	Summary Profile
<b>STH</b>	State Highway
<b>STP-R</b>	Surface Transportation Program - Rural
<b>SWOT</b>	Strengths, Weaknesses, Opportunities, and Threats
<b>SWWDB</b>	Southwest Wisconsin Workforce Development Board
<b>SWWRPC</b>	Southwestern Wisconsin Regional Planning Commission
<b>TDF</b>	Technology Development Fund
<b>TDL</b>	Technology Development Loan
<b>TE</b>	Transportation Enhancements
<b>TEA</b>	Transportation Economic Assistance
<b>US</b>	United States
<b>USDA</b>	United States Department of Agriculture
<b>USDA-RD</b>	United States Department of Agriculture - Rural Development
<b>USH</b>	United States Highway
<b>UW</b>	University of Wisconsin
<b>UWEX</b>	University of Wisconsin Extension
<b>WBDFC</b>	Wisconsin Business Development Finance Corporation
<b>WETAP</b>	Wisconsin Employment Transportation Assistance
<b>WHEDA</b>	Wisconsin Housing and Economic Development Authority
<b>WI-DNR</b>	Wisconsin Department of Natural Resources
<b>WisDOT</b>	Wisconsin Department of Transportation
<b>WISLR</b>	Wisconsin Information System of Local Roads
<b>WSOR</b>	Wisconsin and Southern Railroad