

COMPREHENSIVE PLAN 2035

TOWN OF PORT WASHINGTON
OZAUKEE COUNTY, WISCONSIN

ADOPTED – FEBRUARY 2, 2009
DRAFT AMENDMENT

COMPREHENSIVE PLAN 2035

TOWN OF PORT WASHINGTON OZAUKEE COUNTY, WISCONSIN

Resolution adopted November 12, 2008

Ordinance adopted February 2, 2009

Town Board

Lee Schlenvogt, Town Chairman

Scott Heatwole

Jim Melichar

Plan Commission

Lee Schlenvogt Scott

Heatwole

Jim Melichar

Chuck Baranek

John Fieber

Dale Noll

Randy Noll

Village Staff

Susan Westerbeke, Clerk

Mary Sampont, Treasurer

Richard Fellenz, Building Inspector, Zoning Administrator

Steven Cain, Village Attorney

Bruce S. Kaniewski, AICP, Village Planner, Municipal Economics & Planning

Aaron T. Fahl, AICP, Planner, Municipal Economics & Planning

Richard Eberhardt, P.E., R.L.S., Village Engineer, Ruekert/Mielke

RESOLUTION NO. 2009-01
TOWN OF PORT WASHINGTON PLAN COMMISSION

A RESOLUTION ADOPTING A 2035 COMPREHENSIVE PLAN

WHEREAS, the Town of Port Washington, pursuant to the provisions of Sections 62.23, 61.35, and 60.22(3) of the Wisconsin Statutes, has adopted Village powers and created a Town Plan Commission; and

WHEREAS, it is the duty and function of the Town Plan Commission, pursuant to Section 62.23 (2) of the Wisconsin Statutes, to make and adopt a comprehensive (master) plan for the development of the Town, and to recommend that the Town Board adopt the comprehensive plan; and

WHEREAS, the Town on December 12, 1994 adopted the Town of Port Washington Land Use Plan 2010; and on April 12, 2006 adopted a plan for the Knellsville Planning Area pursuant to the November 23, 2004 boundary agreement with the City of Port Washington; and

WHEREAS, the Town has prepared a plan update titled A COMPREHENSIVE PLAN FOR THE TOWN OF PORT WASHINGTON containing all maps, references and other descriptive materials, to be the comprehensive (master) plan for the Town; and

WHEREAS, in accordance with Section 66.1001(2) of the Wisconsin Statutes, the comprehensive plan includes the following nine elements: Issues and Opportunities; Land Use; Housing; Transportation; Utilities and Community Facilities; Agricultural, Natural and Cultural Resources; Economic Development; Intergovernmental Cooperation; and Implementation; and

WHEREAS, the Town Board adopted a Public Participation Plan for the comprehensive planning process as required by Section 66.1001 (4) (d) of the Wisconsin Statutes on September 6, 2005, and the Town has conducted meetings and other public participation activities during the course of development of the comprehensive plan; and

WHEREAS, the Town has duly noticed a public hearing on the comprehensive plan and the Plan Commission/Town Board held the public hearing following the procedures in Section 66.1001 (4) (d) of the Wisconsin Statutes.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Sections 62.23 (3) (b) and 66.1001 (4) (b) of the Wisconsin Statutes, the Plan Commission of the Town of Port Washington hereby adopts the comprehensive (master) plan embodied in the Town of Port Washington Comprehensive Plan.

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

BE IT FURTHER RESOLVED the Plan Commission recommendation includes incorporation of the Knellsville Planning Area as part of the Comprehensive Plan.

Adopted this 12th day of November, 2008.

Ayes 4 Noes 0 Absent 3



Chairperson

Town of Port Washington Plan Commission

Attest:



Secretary

Town of Port Washington Plan Commission

Ordinance No. 2009-01

**AN ORDINANCE TO ADOPT THE COMPREHENSIVE PLAN OF THE
TOWN OF PORT WASHINGTON, WISCONSIN**

The Town Board of the Town of Port Washington, Wisconsin, do ordain as follows:

SECTION 1. Pursuant to Sections 62.23(2) and (3), Section 61.35, and Section 60.22(3) of the Wisconsin Statutes, the Town of Port Washington is authorized to prepare and adopt a comprehensive plan as defined in Sections 66.1001(1)(a) and 66.1001(2) of the Wisconsin Statutes.

SECTION 2. The Town Board of the Town of Port Washington, Wisconsin, has adopted written procedures designed to foster public participation in every stage of the preparation of a comprehensive plan, as required by Section 66.1001(4)(a) of the Wisconsin Statutes.

SECTION 3. The plan commission of the Town of Port Washington, by a majority vote of the entire commission recorded in its official minutes, has adopted a resolution recommending to the Town Board the adoption of the document entitled "A COMPREHENSIVE PLAN FOR THE TOWN OF PORT WASHINGTON" containing all of the elements specified in Section 66.1001(2) of the Wisconsin Statutes.

SECTION 4. The Town has duly noticed and held at least one public hearing on the comprehensive plan, in compliance with the requirements of Section 66.1001(4)(d) of the Wisconsin Statutes.

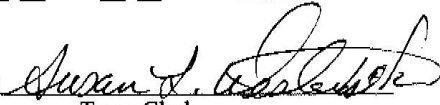
SECTION 5. The Town Board of the Town of Port Washington, Wisconsin, does, by the enactment of this ordinance, formally adopt the document entitled "A COMPREHENSIVE PLAN FOR THE TOWN OF PORT WASHINGTON" pursuant to Section 66.1001(4)(c) of the Wisconsin Statutes, as recommended by the Plan Commission, and adoption incorporates the plan for the Knellsville Planning Area.

SECTION 6. This ordinance shall take effect upon passage by a majority vote of the members-elect of the Town Board and publication or posting as required by law.

ADOPTED this 2nd day of February, 2009.


Town Chair

Ayes 3 Noes 0 Absent 0

Attest 
Town Clerk

Posted: February 20, 2009

CHAPTER 1 ABOUT THE TOWN OF PORT WASHINGTON

The Town of Port Washington has a strong history of agricultural success and being a part of the Ozaukee County gateway to Lake Michigan for recreation and commerce. This Land Use Plan for the Town sets the blueprint to manage change occurring through internal and external forces that will allow the Town to prosper as its own entity while protecting the past. The need for this Plan arises from several major factors. Those factors are:

- The growth of and cooperation with the neighboring municipalities of the City of Port Washington and the Village of Saukville.
- The recent completion of a Boundary Agreement with the City of Port Washington.
- The need to update the prior 1994 Town Land Use Plan for changing conditions, such as the dynamic nature of agrarian economics.
- The need to complete a Smart Growth Comprehensive Plan pursuant to Section 66.1001 of Wisconsin State Statutes.

The Town and Ozaukee County, along with other County municipalities are working together to complete the Ozaukee County Multi-Jurisdictional Comprehensive Plan. The Ozaukee County Plan is designed to be a guide for the entire County until 2035. This Plan will become the Land Use Element for the Town as part of the County-wide Plan.

Town History

The lands comprising the Town of Port Washington were originally part of Brown County and then Washington County prior to the creation of Ozaukee County in 1853. In 1846, the Town of Port Washington was created and was significantly larger than the present Town. Originally the Towns of Fredonia, Saukville, and Belgium were included in the Town of Port Washington. It wasn't until 1882 that the City of Port Washington was incorporated and separated from the Town of Port Washington. Knellsville became the hamlet, or Town Center, at the intersection of State Trunk Highways 84 and 32 intersect with Mink Ranch Road and County Trunk Highway LL. Knellsville was developed with both commercial and industrial uses.

Town Setting

The Town of Port Washington is located on the eastern edge of Ozaukee County abutting Lake Michigan as illustrated on Map 1. Interstate 43 bisects the Town providing a major transportation corridor between the larger metropolitan areas of Milwaukee and Green Bay. Large commercial and residential redevelopments are occurring along the Interstate 43 corridor to the south of the Town, emphasizing the need for sound land use planning.

Several municipalities surround the Town as illustrated on Map 1. Municipalities surrounding the Town of Port Washington include:

- The City of Port Washington encompasses a large portion of the southern half of the original Township.

- The Village of Saukville borders a portion of the western edge of the Town. Approximately 30 acres from the original Township have been annexed from the Town of Port Washington.
- The Towns of Belgium, Fredonia, Saukville, and Grafton also share borders with the Town of Port Washington.

Boundary Agreements

Wisconsin Statutes permit cities and villages to expand into unincorporated towns. This expansion is known as annexation. One way for a town to limit the annexation authority from cities and villages is to negotiate Boundary Agreements. After agreed upon and adopted by both the town and neighboring city or village, a semi-permanent boundary between the two communities. Boundary Agreements are semi-permanent because they typically expire after a number of years. The Town of Port Washington would be subject to annexation from both the City of Port Washington and the Village of Saukville without Boundary Agreements.

The Town recently negotiated a Boundary Agreement with the City of Port Washington that created a permanent boundary between the Town and City. Through the negotiation of the Boundary Agreement, the provision of municipal sewer and water to a portion of the Town known as Knellsville was agreed upon. The Boundary Agreement was finalized on December 29, 2004 and will be in effect until December 31, 2025. The Boundary Agreement between the City of Port Washington and the Town of Port Washington is illustrated on Map 2.

This Plan will include the entire area within the current Town limits. The Town has recently created a land use plan for Knellsville satisfying a condition of the Boundary Agreement. Pursuant to the Boundary Agreement land use, architectural design, and landscape design was addressed to ensure compatibility with the adjacent property that can be attached to the City. The Knellsville Plan will be incorporated into this Plan.

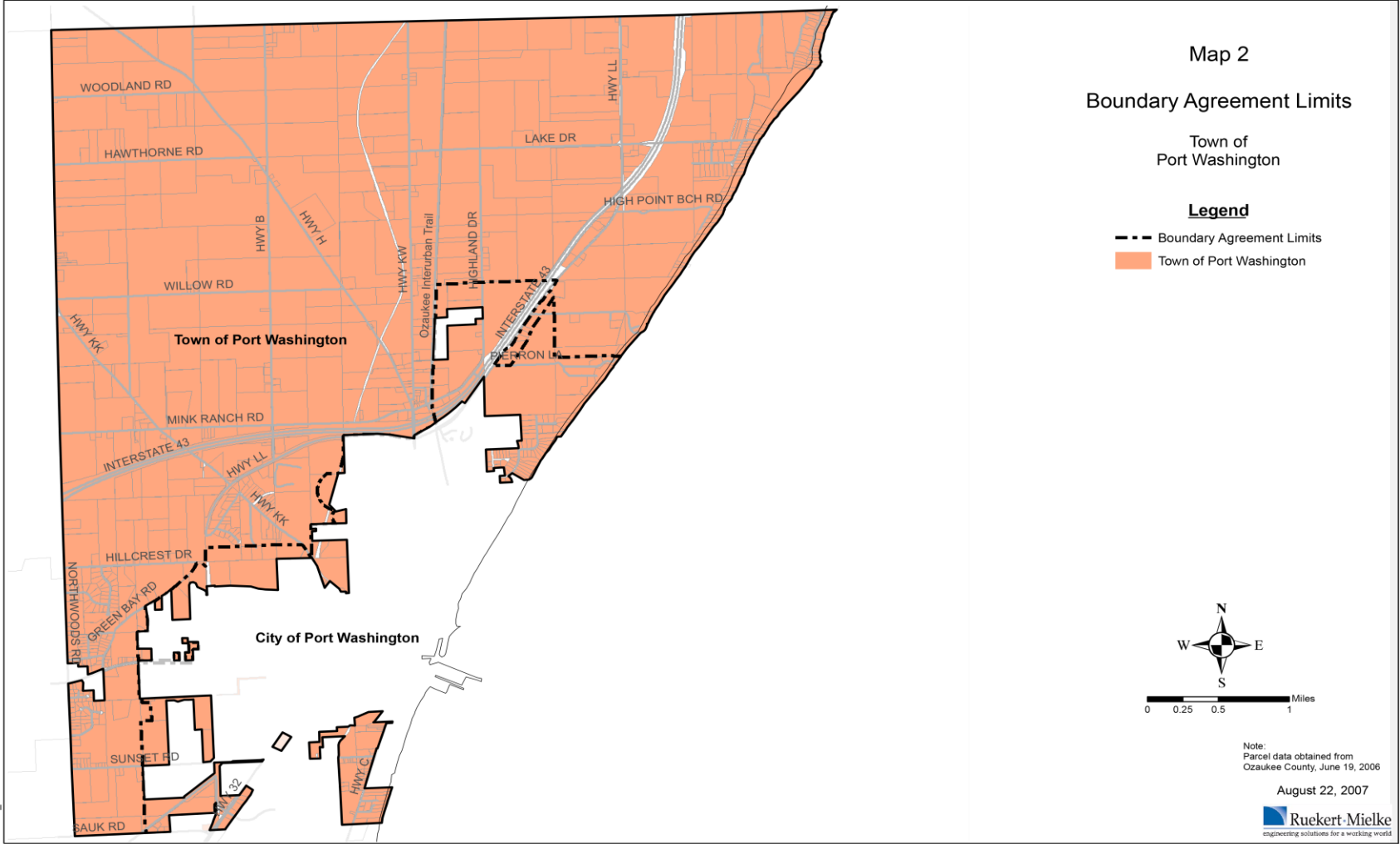
The Village of Saukville, which is located immediately west of the Town, has the authority to annex land from the Town. The Village has utilized that authority and annexed approximately 30 acres from the Town. The Village of Saukville and the Town of Port Washington have not negotiated and adopted a Boundary Agreement. Therefore, the Village of Saukville can legally continue to expand into the Town without limit.

Map 1

Location Map

Town of
Port Washington





CHAPTER 2 ENVISIONING THE TOWN

Vision

In order to plan for the future of the Town, a common vision that incorporates the desires of the residents is needed to guide the plan through the process. The desires of the residents and Town as a whole address the land uses that should be planned for and the appearance that the Town is striving for. The desired appearance and land uses are summarized in the Vision Statement.

VISION STATEMENT

The vision of the Town of Port Washington is to balance the preservation of the historical rural and agricultural character of the Town with that of rural development that allows for compatible development to support the growing economic needs of Town government, property owners and citizens.

Goals, Objectives, and Standards

Overall Goal of the Town

MAINTAIN AND CREATE WITHIN THE TOWN A HEALTHY, ATTRACTIVE, AND PLEASANT LIVING AND WORK ENVIRONMENT FOR TOWN RESIDENTS WHILE PROTECTING THEIR HEALTH, SAFETY, AND GENERAL WELFARE.

Objective 1.1

To maintain the rural and agricultural character of the Town of Port Washington and to instill a strong sense of community identity by preserving its rich agricultural heritage and economy, and the integrity of its natural resource base.

Standard 1.1A

Concentrate future business growth in and near Knellsville to enhance the work environment near the interchange and major transportation routes while maintaining the remainder of the Town as agricultural and low intensity uses.

Standard 1.1B

Revise the existing Zoning Code to ensure consistency with the Land Use Plan.

Standard 1.1C

Promote clustering of development and preservation of common open spaces in all types of developments.

Standard 1.1D

Preserve and protect the significant environmental features, overall environmental quality, and open space character of the Town.

Objective 1.2

To establish and maintain complimentary and compatible relationships between land uses.

Standard 1.2A

Create land use designations that will protect all uses from nuisances including noise, dust, dirt, vibrations, etc. to the maximum extent possible.

Standard 1.2B

Continue implementation of the Knellsville Neighborhood Plan policies throughout the Knellsville neighborhood.

Standard 1.3C

Provide and enforce development standards throughout the entire Town to ensure that future development does not cause any adverse affects on the remainder of the Town or neighboring land uses.

Objective 1.3

Develop land use patterns that facilitate and promote the provision of efficient, convenient, and affordable high quality public services and utilities when available.

Standard 1.3A

The Town shall initiate the provision of municipal services from the City of Port Washington when they become available.

Standard 1.3B

Higher intensity land uses shall be focused in areas with municipal services. At the present time there are no services available, but in the near future sanitary sewer and water will become available in Knellsville.

To achieve the Vision in the Town, the preceding goals, objectives, and standards will guide the planning process and ultimately, future development. Future land uses and appropriate locations of those land uses will be based upon the goals and objectives provided. After identifying and locating future land uses, providing the appearance and feel of the Town will then be the Vision that the residents of the Town had envisioned.

CHAPTER 3 CHARACTERISTICS OF THE TOWN

Every community has characteristics that differentiate it from neighboring communities. It is the residents that make up the community who have shaped and planned for the success of the Town. Characteristics of the Towns' residents must be analyzed to ensure that both current and future resident needs are met into the future. Detailed demographic characteristics are provided in the Ozaukee County Multi-Jurisdictional Comprehensive Plan. This Chapter will provide a snapshot of the characteristics of the Town and residents. Data from the United States Census Bureau is gathered every ten years with the last Census in the year ~~2000~~2010. It is important to remember the data is more than ~~seven~~nine years old and has likely changed since the last Census.

Population

The population of the Town has historically been cyclical in that there are a series of decades with increased population followed by a decade or two with significant declines in the population as shown on the following table. Increases in population are the result of the migration occurring throughout the region away from large city centers along major transportation routes. The occasional decreases in population may be attributed to significant changes that have occurred in the Town such as lands being annexed to either the Village of Saukville or the City of Port Washington.

Due to the potential of having the municipal limits of the Town change, the Town may experience another significant decrease in population. The Boundary Agreement that the Town and City of Port Washington adopted permits significant developed and undeveloped lands to be detached from the Town and attached to the City. The Village of Saukville could also cause a decrease in population in the Town since the Village is able to annex unlimited lands from the Town.

The State of Wisconsin Department of Administration (WDOA) has estimated the ~~2007-2019~~ population of the Town to be ~~4,676~~1,644. The estimates are based on several calculations, as is their standard practice. The basis for the ~~2007-2019~~ population estimate is from the number of people filing income tax forms and dependents, the number of vehicles in the municipality, the number of housing starts and estimated persons per houseeld, and the known non-institutionalized population. These figures are adjusted for annexations and incorporations that have occurred throughout the year by the WDOA.

The population demographics of Town reflect its profile as an agricultural community. Many factors will affect a community’s rate of growth including: land uses, transportation, and residents willingness to spend more time in their vehicle as commuters to nearby employment opportunities.

Table 1: Population Trends in the Town of Port Washington

Year	Population	Percent Change
1860	2,565	--
1870	2,390	-6.8%
1880	1,218	-49.0%
1890	1,067	-12.4%
1900	1,081	1.3%
1910	1,103	2.0%
1920	1,066	-3.4%
1930	773	-27.5%
1940	891	15.3%
1950	1,079	21.1%
1960	1,303	20.8%
1970	1,528	17.3%
1980	1,436	-6.0%
1990	1,480	3.1%
2000	1,631	10.2%
2007 (estimate)	1,676 <u>1,643</u>	2.8% <u>0.7%</u>
2010		
2019 (estimate)	1,644	0.06%

Source: U.S. Census, Southeastern Wisconsin Regional Planning Commission

A proportion of the Town of Port Washington’s residents may comprise this commuter demographic. The Town surrounds the northern portion of the City of Port Washington. Therefore, people may work in the City, but prefer to live in the Town of Port Washington for its rural atmosphere.

Land uses to an extent, determine the population of a community. If a Town consists of mostly residential subdivisions the population of the Town will be significantly higher than if the Town consists mostly of farms and agricultural land uses. The majority of the land in the Town of Port Washington is utilized as agricultural fields, which results in a relatively low population compared to a Town of the same size consisting primarily of residential subdivisions.

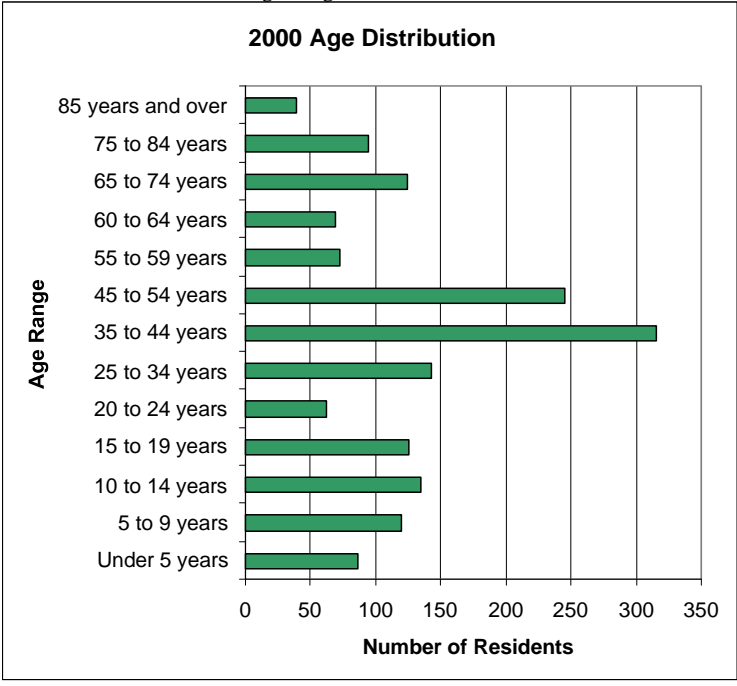
Transportation accessibility also affects the population of a municipality. If there are major transportation routes that will enable residents to efficiently drive to their place of employment, the population of the municipality may be higher.

Interstate 43 bisects the Town and is a major transportation route between the City of Milwaukee and the City of Green Bay. Some people are willing to spend more of their time commuting to and from their workplace to achieve the quality of life offered by living in a rural township. Thus, they may choose to live in the Town for the rural nature, while feeling that their time commuting is a negligible trade-off for their comfort and peace of mind they achieve by living in the rural Town.

Age Distribution

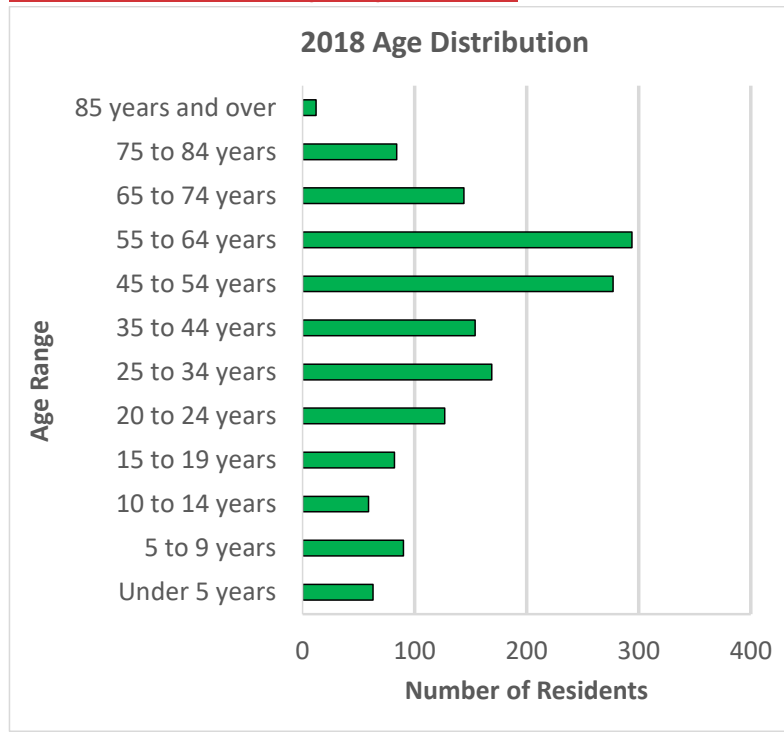
Age and age distributions of the residents are important factors to consider when planning land uses for the future of the Town. An effective and visual way to analyze the relative ages of the residents of the Town is through the use of the following chart. The data on the chart is from the most recent ~~census~~census estimate, which was in ~~2000~~2018. ~~Therefore, it is important to realize that the age distribution is chart should be shifted toward the older cohorts.~~ Regional and national trends show the age cohort over 65 years of age will be the largest age cohort by the year 2035. The residents of the Town of Port Washington appear to coincide with the regional and national trends.

Chart 1: Town of Port Washington Age Distribution



Source: United States Census

Chart 1: Town of Port Washington Age Distribution



Source: United States Census

The population of the Town has been projected by the State of Wisconsin Department of Administration (WDOA) taking into account natural increase and net migration until the year ~~2025~~2040. The ~~rate of~~ natural increase in the State is expected ~~to remain steady with a slight decrease in rate of growth~~ to decrease between 2020 and 2040 due to the aging of the population, while the net migration is expected to remain high throughout the State. Overall, the WDOA projects the largest decade of growth since the 1990's for the period 2020-2030, followed by much lower growth for 2030-2040 due to decelerating natural growth rates. A comparison of the projected population in the Town and surrounding Towns ~~has been figured by the WDOA~~ is shown in Table 2. The population of the Town is expected to increase ~~at a rate similar to the Towns of Belgium and Saukville as shown on the following table.~~ The population of the Town of Fredonia is projected to decrease slightly, while the population of the Town of Grafton is expected to increase at a higher rate than the Town of Port Washington about 3.2 percent in total between 2020 and 2040, a little less than the projected growth rates for the Towns of Grafton and Saukville. The Town of Fredonia is projected to fluctuate but remain about the same, while Belgium is projected to lose population over the next 20 years.

A common trend that can be found in the table is a significant population increase between 1990 and 2000 in the Town of Port Washington and all surrounding Towns. Among the reasons for the increase could be the availability of housing, interest rates for home loans, and the trend of living in a rural area while working in an urban environment.

Table 2: Population and Projected Population

	Town of Port Washington		Town of Belgium		Town of Fredonia		Town of Saukville		Town of Grafton	
Year	Population	Percent Change	Population	Percent Change	Population	Percent Change	Population	Percent Change	Population	Percent Change
1980	1,436		1,424		2,144		1,583		3,588	
1990	1,480	3.1%	1,405	-1.3%	2,043	-4.7%	1,671	5.6%	3,745	4.4%
2000	1,631	10.2%	1,513	7.7%	2,083	2.0%	1,755	5.0%	3,980	6.3%
2005	1,654	1.4%	1,525	0.8%	2,063	-1.0%	1,770	0.9%	4,062	2.1%
2010	1,671 1,643	1.0% -0.6%	1,534 1,415	0.6% -7.2%	2,034 2,172	-1.4% 5.9%	1,784 1,822	0.8% 2.9%	4,130 4,053	1.7% -0.2%
2015	1,694 1,635	1.4% -0.5%	1,549 1,390	1.0% -1.8%	2,014 2,130	-1.0% 1.9%	1,805 1,815	1.2% 0.4%	4,213 4,065	2.0% -0.3%
2020	1,724 1,695	1.8% 3.7%	1,571 1,410	1.4%	2,005 2,195	-0.4%3.1%	1,835 1,885	1.7% 3.9%	4,313 4,255	2.4% 4.7%
2025	1,757 1,740	1.9% 2.7%	1,595 1,420	1.5% 0.7%	2,000 2,235	-0.2%1.8%	1,867 1,940	1.7% 2.9%	4,419 4,390	2.5% 3.2%
2035	2,054 1,780	16.9% 2.3%	1,390	-2.1%	2,250	0.7%	1,935	-0.3%	4,545	3.5%
2040	1,750	-1.7%	1,340	-3.6%	2,195	-2.4%	1,965	1.6%	4,505	-0.9%

SOURCE: U.S. Census, State of Wisconsin Department of Administration

A population projection has been included for the year 2035 for the Town of Port Washington. The WDOA has calculated population projections for the Town through the year 2025 based on the populations collected from the United States Census Bureau. The Southeastern Wisconsin Regional Planning Commission (SEWRPC) calculated a projected population for the region and Ozaukee County for the year 2035-2050 based on the population trends over the past 25 years with additional emphasis on the population increases experienced in 2000 and 2005 projected birth, death and migration rates. Ozaukee County is projected to grow at a faster pace than the overall growth of the southeastern Wisconsin region. According to the SEWRPC population projection prepared for the Ozaukee County Comprehensive Plan - 2035, the Town will consist of 2,054 residents in 2035, which would be a higher rate of change in population than calculated projected by the WDOA for the years until 2025 through 2040.

Education

The level of educational attainment may be an indicator of household income for Town residents, since it often related directly to choice of profession. Educational attainment of the residents of the Town and surrounding Towns are shown on the following table. Based on the statistics from the last census, a culmination of the residents of the Town mostly represents the average of the surrounding Towns 2018 American Community Survey, all of the Towns have experienced an

overall increase in educational attainment since 2000. The Town of Port Washington now has the fewest residents with less than a 9th grade education and has a much higher percentage of residents with some college education or more as compared to 2000. The Town of Grafton continues to have the highest percentage of residents with some college education or more.

Table 3: Educational Attainment

	Town of Port Washington		Town of Belgium		Town of Fredonia		Town of Saukville		Town of Grafton	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Less than 9 th grade	64-0	5.9%0.0%	87-71	8.6%5.9%	56-42	3.9%2.9%	34-37	2.9%2.8%	93-42	3.2%1.5%
9 th to 12 th grade, no diploma	131-68	12.9%6.0%	90-58	8.9%4.8%	93-28	6.4%1.9%	79-49	6.7%3.8%	153-64	5.4%2.2%
High school graduate (includes equivalency)	385-335	35.3%29.5%	292-374	28.9%31.1%	642-594	44.2%41.3%	416-349	35.1%26.7%	638-391	22.7%13.6%
Some college, no degree	280-254	25.6%22.4%	215-169	21.2%14.0%	368-397	25.4%27.6%	255-346	21.5%26.5%	679-737	24.1%25.6%
Associate degree	49-114	4.5%10.1%	58-152	5.7%12.6%	92-97	6.3%6.7%	82-156	6.9%12.0%	198-293	7.9%10.1%
Bachelor's degree	81-220	7.4%19.4%	164-243	16.2%20.2%	159-207	11.0%14.4%	212-238	17.9%18.2%	675-858	24.0%29.8%
Graduate or professional degree	102-143	9.3%12.6%	106-137	10.5%11.4%	111-75	7.8%5.2%	107-131	9.0%10.0%	380-495	13.5%17.2%
Total	1,092-1,134	100.0%	1,012-1,204	100.0%	1,451-1,440	100.0%	1,185-1,306	100.0%	2,814-2,880	100.0%

SOURCE: U. S. Census, 2018 American Community Survey, Population 25 Years and Older

Income

Household income can likely be correlated to the level of educational attainment of the residents in a community. The household income is also an indicator of expendable income. Expendable income represents the amount of money that is not used for essential goods or housing; money that individuals will spend on miscellaneous items. If a community has a large amount of expendable income, typically the commercial and retail uses in the area are very stable.

The following table indicates that the household income is fairly similar between the Town and surrounding Towns, except for the Town of Grafton, which has a higher median household income. Similar to all Census information, the household income statistics are more than seven years old.

Table 4: Household Income

	Town of Port Washington		Town of Belgium		Town of Fredonia		Town of Saukville		Town of Grafton	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Less than \$10,000	28-18	4.5%2.9%	21-8	3.7%1.3%	13-32	1.8%3.8%	15-11	2.4%1.6%	57-0	3.6%0.0%
\$10,000 to \$14,999	18-0	2.9%0.0%	17-13	3.0%2.0%	7-5	1.0%0.6%	25-6	4.0%0.9%	22-27	1.4%1.7%

\$15,000 to \$24,999	73-35	11.8%5.7%	48-73	8.5%11.5%	54-51	7.4%6.1%	41-52	6.6%7.4%	157-135	10.0%8.6%
\$25,000 to \$34,999	45-40	7.3%6.5%	68-32	12.0%5.0%	62-75	8.5%9.0%	59-38	9.5%5.4%	136-55	8.7%3.5%
\$35,000 to \$49,999	102-91	16.5%14.7%	89-44	15.8%6.9%	152-106	20.8%12.7%	80-52	12.8%7.4%	191-122	12.2%7.8%
\$50,000 to \$74,999	169-102	27.3%16.5%	144-121	25.0%19.0%	250-134	34.2%16.1%	175-169	28.0%24.1%	378-151	24.2%9.6%
\$75,000 to \$99,999	106-102	17.2%16.5%	81-118	14.3%18.6%	130-140	17.8%16.8%	129-123	20.7%17.5%	279-286	17.8%18.2%
\$100,000 to \$149,999	45-128	7.3%20.7%	68-135	12.0%21.2%	51-211	7.0%25.3%	79-119	12.7%17.0%	200-129	12.8%27.3%
\$150,000 to \$199,999	22-51	3.6%8.2%	8-44	1.4%6.9%	5-28	0.7%4.6%	5-63	0.8%9.0%	46-138	2.9%8.8%
\$200,000 or more	10-52	1.6%8.4%	24-48	4.2%7.5%	7-41	1.0%4.9%	16-69	2.6%9.8%	99-226	6.3%14.4%
Median household income	\$56,875 \$80,250		\$57,865 \$80,781		\$55,388 \$78,875		\$60,435 \$79,000		\$64,707 \$103,259	

SOURCE: U.S. Census, 2018 American Community Survey

Employment

In ~~2000-2018~~ there were ~~1,631 residents in the Town. Of those, 1,305 of the resident population~~ estimated 1,325 residents of the Town who were at least 16 years or older, identified as the age that the Census uses to represent the age at which the majority of the population enters the workforce. In ~~2000-2018~~, 73.277.3 percent of residents 16 and older, or 1,024 residents, were in the labor force while 301 residents, or 22.7 percent, were not in the labor force. the workforce was employed with 25.1 percent of the workforce not in the labor force ~~Of those in the civilian labor force, 94.9 percent were employed and 5.1 percent were unemployed.~~ To be included in the labor force, someone must be either working or actively seeking employment. Stay-at-home parents and retirees are examples of people who may be included in the percentage of residents not in the labor force.

The unemployment rate in the Town was 2.8 percent in 1990, ~~and~~ 2.3 percent in 2000, 4.4 percent in 2010 and was estimated at 5.1 percent in 2018. A ~~2.35.1~~ percent unemployment rate in the Town ~~is well below~~ was above the national average of ~~5.83.1~~ percent for 2018 meaning that ~~more~~ fewer people in the Town who want to work have been able to find employment in the Country. The following table shows a comparison of unemployment rates in the towns within Ozaukee County.

Table 5: Year ~~2000-2018~~ Civilian Employment

	Employed	Unemployed	Unemployment Rate	Not in Labor Force
Town of Port Washington	955950	2268	2.3%5.1%	328301
Town of Belgium	765914	2721	3.4%1.5%	354495
Town of Cedarburg	3,1263,247	26156	0.8%3.4%	1,1581,253
Town of Fredonia	1,8451,159	4314	2.3%0.8%	612520

Town of Grafton	2,266 <u>2,417</u>	30 <u>24</u>	4.3% <u>0.7%</u>	856 <u>985</u>
Town of Saukville	4,040 <u>1,058</u>	0 <u>19</u>	0.0% <u>1.2%</u>	295 <u>483</u>

SOURCE: U.S. Census, American Community Survey

The Town of Port Washington is known as a community based on agriculture. However, Table 6 indicates that ~~nearly 2.9%~~only 1.1% percent of the residents are employed in an agricultural, forestry, fishing and hunting, and mining industries, which is a significant decrease from the 6.9 percent in 1990. Although the Town is considered to be a farming community due the amount of land in the Town dedicated to the agriculture industry, the agricultural base does not provide a significant level of employment opportunities for Town residents. Over ~~30-24~~ percent of Town residents are employed in ~~manufacturing~~educational, health and social services, the largest single sector. Next largest is ~~education, health, and social services~~manufacturing at ~~15.8~~23 percent of the Town ~~population~~labor force. All of the towns in this table saw a decline in the percentage of their residents employed in manufacturing, and all saw increases in the percentage employed in retail since 2000.

Table 6: Industry of Employment

	Town of Port Washington		Town of Belgium		Town of Fredonia		Town of Saukville		Town of Grafton	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Agriculture, forestry, fishing and hunting, and mining	28 <u>10</u>	2.9% <u>1.1%</u>	75 <u>73</u>	9.8% <u>8.0%</u>	92 <u>11</u>	5.1% <u>0.9%</u>	23 <u>48</u>	2.3% <u>4.5%</u>	25 <u>33</u>	1.1% <u>1.4%</u>
Construction	56 <u>54</u>	5.9% <u>5.7%</u>	47 <u>53</u>	6.1% <u>5.8%</u>	64 <u>135</u>	3.5% <u>11.6%</u>	81 <u>84</u>	8.0% <u>7.9%</u>	141 <u>144</u>	6.2% <u>6.0%</u>
Manufacturing	292 <u>220</u>	30.6% <u>23.2%</u>	242 <u>215</u>	31.6% <u>23.5%</u>	467 <u>292</u>	25.7% <u>25.2%</u>	269 <u>217</u>	26.6% <u>20.5%</u>	586 <u>425</u>	25.9% <u>17.6%</u>
Wholesale trade	20 <u>22</u>	2.1% <u>2.3%</u>	24 <u>17</u>	3.1% <u>1.9%</u>	49 <u>57</u>	2.7% <u>4.9%</u>	34 <u>35</u>	3.4% <u>3.3%</u>	104 <u>50</u>	4.6% <u>2.1%</u>
Retail trade	84 <u>100</u>	8.8% <u>10.5%</u>	58 <u>97</u>	7.6% <u>10.6%</u>	165 <u>119</u>	9.1% <u>10.3%</u>	94 <u>118</u>	9.3% <u>11.2%</u>	182 <u>307</u>	8.0% <u>12.7%</u>
Transportation and warehousing, and utilities	22 <u>33</u>	2.3% <u>3.5%</u>	31 <u>17</u>	4.1% <u>1.9%</u>	47 <u>35</u>	2.6% <u>3.0%</u>	41 <u>36</u>	4.1% <u>3.4%</u>	73 <u>53</u>	3.2% <u>2.2%</u>
Information	30 <u>26</u>	3.1% <u>2.7%</u>	14	1.8% <u>1.5%</u>	28 <u>20</u>	1.5% <u>1.7%</u>	23 <u>3</u>	2.3% <u>0.2%</u>	74 <u>58</u>	3.3% <u>2.4%</u>
Finance, insurance, real estate, and rental and leasing	80 <u>60</u>	8.4% <u>6.3%</u>	39 <u>71</u>	5.1% <u>7.8%</u>	67 <u>73</u>	3.7% <u>6.3%</u>	55 <u>57</u>	5.4%	162 <u>95</u>	7.1% <u>3.9%</u>
Professional, scientific, management, administrative, and waste management services	43 <u>76</u>	4.5% <u>8.0%</u>	37 <u>67</u>	4.8% <u>7.3%</u>	88 <u>72</u>	4.8% <u>6.2%</u>	87 <u>86</u>	8.6% <u>8.1%</u>	184 <u>233</u>	8.1% <u>9.6%</u>
Educational, health and social services	151 <u>232</u>	15.8% <u>24.4%</u>	111 <u>163</u>	14.5% <u>17.8%</u>	479 <u>177</u>	26.4% <u>15.3%</u>	159 <u>193</u>	15.7% <u>18.2%</u>	475 <u>542</u>	21.0% <u>22.4%</u>
Arts, entertainment, recreation, accommodation and food services	80 <u>72</u>	8.4% <u>7.6%</u>	44 <u>57</u>	5.8% <u>6.2%</u>	181 <u>71</u>	10.0% <u>6.1%</u>	60 <u>77</u>	5.9% <u>7.3%</u>	134 <u>229</u>	5.9% <u>9.5%</u>
Other services (except public administration)	37 <u>24</u>	3.9% <u>2.5%</u>	31 <u>51</u>	4.1% <u>5.6%</u>	66 <u>48</u>	3.6% <u>4.2%</u>	46 <u>79</u>	4.6% <u>7.5%</u>	110 <u>162</u>	4.9% <u>6.7%</u>
Public administration	32 <u>21</u>	3.4% <u>2.2%</u>	12 <u>19</u>	1.6% <u>2.1%</u>	22 <u>49</u>	1.2% <u>4.2%</u>	38 <u>25</u>	3.8% <u>2.4%</u>	16 <u>86</u>	0.7% <u>3.6%</u>
Total	955 <u>950</u>	100.0%	765 <u>914</u>	100.0%	1,815 <u>1,159</u>	100.0%	1,010 <u>1,058</u>	100.0%	2,266 <u>2,417</u>	100.0%

SOURCE: U.S. Census, 2018 American Community Survey

Future Employment

The Southeastern Wisconsin Regional Planning Commission has created employment ~~trends~~ projections through 2050 for the entire region including Ozaukee County in “The Economy of Southeastern Wisconsin, (5th Edition)-” April 2013. Ozaukee County as a whole consisted of ~~50,800~~52,500 total jobs in the year ~~2000~~2010, which was a ~~43.94.2~~ percent increase from ~~1990~~2000. ~~It is likely that this trend will continue well into the future as Ozaukee County is becoming more populated and is located immediately north of Milwaukee County.~~This low growth between 2000 and 2010 reflected a loss of jobs between 2007 and 2010 due to the recession. Employment in Ozaukee County is expected to increase to 69,300 by 2050, or an increase of 32 percent over 2010 employment levels. The manufacturing and agricultural sectors are expected to continue to decline, while construction and services employment are expected to experience the most growth in the region. However, it should be noted that the projected 37.9 percent increase in construction jobs between 2010 and 2050 would result in construction employment of only 7 percent above the peak construction employment levels in 2007.

Currently in the Town of Port Washington, there a number of businesses that have been established along transportation routes in the Town. A majority of those businesses are within close proximity ~~of to~~ the City of Port Washington and/or the Village of Saukville. The number of jobs in the Town will likely remain near the current level until a major event occurs that will spur economic development and job growth within the Town.

The Town of Port Washington ~~is on the cusp of~~ has the potential for large economic development opportunities and therefore employment opportunities through the Boundary Agreement between the Town and the City of Port Washington. Included in the Boundary Agreement, there is an agreement that the City will provide public sanitary sewer and water to the neighborhood of the Town known as Knellsville. With sanitary sewer and water, economic development and employment opportunities will increase the number of employment opportunities in the Town.

Quantifying the employment forecasts is extremely difficult within the Town as there is not a definitive date that the sanitary sewer and water will be extended. At the time when the existing sewer mains are extended to the Highland Lane overpass, the Town can then extend the infrastructure to Knellsville. A neighborhood plan was completed by the Town in 2006 that identifies a mixture of non-residential land uses for the entire 270-acre neighborhood.

CHAPTER 4 HOUSING

The total number of housing units in the Town ~~has~~ increased significantly every decade since 1960, ~~except between 2000 and 2010~~ as shown on the following table. Unlike the population of the Town, the number of housing units has increased ~~almost~~ every decade without a decrease since 1960. Even in the 1980 Census when the population decreased, the number of housing units increased at a very rapid pace, which could indicate more and smaller households or an increase in vacant units.

Table 7: Housing Units in the Town of Port Washington

Year	Units	Percent Change
1960	263	--
1970	337	28.1%
1980	432	28.2%
1990	496	14.8%
2000	705 <u>678</u>	42.1 <u>36.7</u> %
<u>2010</u>	<u>620</u>	<u>-12.1</u> %
<u>2018</u>	<u>658</u>	<u>6.1</u> %

SOURCE: U.S. Census, Town of Port Washington Land Use Plan 2010

A dramatic increase of ~~209~~ 182 housing units between 1990 and 2000 is likely attributed to single family houses with a detached garage. As shown on Table 8, almost ~~75~~ 85 percent of the housing units in the Town are considered single-family with a detached garage. There are 156 housing units considered multi-family residential. ~~The Southeastern Wisconsin Regional Planning Commission may have identified an error in the United States Census data that inadvertently placed 143 multi family residential units in the Town of Port Washington. If the Southeastern Wisconsin Regional Planning Commission is correct, there are only 13 multi family residential housing units in the Town.~~

Table 8: Characteristics of Housing Units

	Number	Percentage
1-unit, detached	526 <u>524</u>	74.6 <u>84.5</u> %
1-unit, attached	204 <u>3</u>	2.8 <u>6.9</u> %
2 units	332 <u>6</u>	4.7 <u>4.2</u> %
3 or 4 units	0 <u>10</u>	0.0 <u>1.6</u> %
5 to 9 units	0 <u>13</u>	0.0 <u>2.1</u> %
10 to 19 units	19 <u>0</u>	2.7 <u>0.0</u> %
20 or more units	104 <u>0</u>	14.8 <u>0.0</u> %
Mobile home	32 <u>4</u>	0.4 <u>3.9</u> %
Boat, RV, van, etc.	0	0.0%

Total	705620	100%
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SOURCE: United States Census ~~2000~~ 2010 American Community Survey

The condition of the existing housing stock can be observed by the age of the homes. The age of the Town's existing housing stock is fairly diverse. During the 1990's the Town experienced the largest decade of residential construction, ~~more specifically between 1990 and 1994. Approximately Over 30-35~~ percent of homes were constructed since 1990. The number of houses constructed each decade from 1940 to 1990 remained fairly constant. It appears as though a significant increase in housing were constructed between 1940 and 1959. If the number of homes is split between the two decades, a relatively similar number of houses were constructed in these decades. With a large percentage of houses considered relatively new, the condition of the existing housing stock would likely be fairly decent. The older homes may be in need of repair or more intense maintenance.

Table 9: Age of Housing Stock

	Number	Percentage
2005 or later	28	4.5%
1999 to March 2000 2000 to 2004	4081	1.4%13.1%
1995 to 1998 1990 to 1999	33110	4.7%17.7%
1990 to 1994	171	24.3%
1980 to 1989	5146	7.2%7.4%
1970 to 1979	9860	13.9%9.7%
1960 to 1969	84	11.9%13.5%
1940 to 1959	12881	18.2%13.1%
1939 or earlier	130	18.4%21.0%
Total	705620	N/A

SOURCE: United States Census ~~2000~~, American Community Survey 2010

In 2000, the median value for a home in the Town was \$153,600. ~~By 2010, the median home value had increased significantly, to \$266,800. Almost 43 percent of the homes were valued between \$100,000 and \$150,000 and almost 28 percent valued between \$150,000 and \$199,000. There are not any homes less than \$50,000 or more than \$500,000. In 2010 less than 24 percent of homes were valued at less than \$200,000.~~ The census data consists of a selected sample of houses in the Town in order to create a means of comparison. For example, the data excludes mobile homes, mixed-use housing, multi-family housing, and houses on ten or more acres of land. Table 10 shows the value of the ~~owner-occupied~~ owner-occupied houses in the ~~Village~~ Town.

Table 10: Housing Value*

	Number	Percentage
Less than \$50,000	025	0.0%4.8%
\$50,000 to \$99,999	203	5.0%0.6%
\$100,000 to \$149,999	17023	42.7%4.4%
\$150,000 to \$199,999	10974	27.4%14.2%
\$200,000 to \$299,999	48182	12.1%34.9%

\$300,000 to \$499,999	54 116	12.8% 22.3%
\$500,000 to \$999,999	0 87	0.0% 16.7%
\$1,000,000 or more	0 11	0.0% 2.1%
Total	398521	N/A
Median	\$153,600 \$266,800	N/A

* Excludes mobile homes, mixed-use housing, multi-family housing, or houses on ten or more acres SOURCE: United States Census 2000, 2010 American Community Survey

The total number of housing units ~~has~~ increased in the Town from 1990 to 2000, but the percentage of owner-occupied housing units decreased. Between 2000 and 2010 the percentage of owner-occupied housing increased substantially. During the same period the percentage of renter-occupied and vacant housing units ~~increased-decreased~~ as depicted in the table.

Table 11: Occupancy Characteristics in the Town of Port Washington

	1990	2000	<u>2010</u>
Total Units	518	678	<u>620</u>
Owner Occupied	380	451	<u>521</u>
Percentage	73.4%	66.5%	<u>84.0%</u>
Renter Occupied	111	185	<u>62</u>
Percentage	21.4%	27.3%	<u>10.0%</u>
Vacant	27	42	<u>37</u>
Percentage	5.2%	6.2%	<u>6.0%</u>

SOURCE: United States Census 2000 and 2010

The Town of Port Washington has the second-lowest percentage of owner occupancy of all the Towns in Ozaukee County, but its share of owner-occupied housing is still relatively high. ~~A large renter-occupied housing percentage is typically indicative of either a college town or a municipality that has large multi-family complexes including senior housing.~~ The Town of Port Washington has neither a large number of college housing ~~multi-family housing~~ nor a senior housing complex. Therefore, the renter occupied housing is occurring within rented single-single-family homes. ~~As a result, w~~With the aging population of the residents within the Town there may be demand for senior housing in the future.

Table 12: Occupied Housing

	Owner Occupied	Percentage	Renter Occupied	Percentage	Total
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Town of Port Washington	451 <u>521</u>	70.9% <u>84.0%</u>	185 <u>62</u>	29.1% <u>10.0%</u>	636 <u>583</u>
Town of Belgium	457 <u>489</u>	83.5% <u>88.7%</u>	90 <u>62</u>	16.5% <u>11.3%</u>	547 <u>551</u>
Town of Cedarburg	1,842 <u>1,985</u>	95.6% <u>98.5%</u>	84 <u>30</u>	4.4% <u>1.5%</u>	1,896 <u>2,015</u>
Town of Fredonia	660 <u>767</u>	90.8% <u>88.8%</u>	67 <u>97</u>	9.2% <u>11.2%</u>	727 <u>864</u>
Town of Grafton	1,304 <u>1,606</u>	83.1% <u>96.2%</u>	26 <u>56</u>	16.9% <u>3.8%</u>	1,569 <u>1,669</u>
Town of Saukville	557 <u>611</u>	89.5% <u>82.2%</u>	65 <u>132</u>	10.5% <u>17.8%</u>	622 <u>743</u>

SOURCE: United States ~~Census~~2000-Census, 2010 American Community Survey.

The number of households in a community reflects the number of occupied housing units. There were ~~636~~618 households in the Town in the year ~~2000~~2010. The rate of increase in the number of households is not reflective of past trends of number of housing units. The number of housing units in the Town increased by at least 14.8 percent every decade over the ~~past 40 years~~50 years between 1960 and 2010, except for the 2000-2010. The WDOA has projected the number of households to increase by less than ~~seven percent in ten-year intervals from 2005~~10 percent for each 10-year period between 2010 and 2040, with a declining rate of growth for each period and a projected decline in the number of households between 2030 and 2040.~~In total, the number of households is expected to increase by 88, or 14.2 percent, between 2010 and 2040.~~

Table 13: Projected Households in the Town of Port Washington

Year	<u>Units</u> <u>Households</u>	Percent Change
2000-2010	636 <u>618</u>	--
2005-2015	653 <u>630</u>	2.7% <u>1.9%</u>
2015-2020	698 <u>663</u>	6.9% <u>5.2%</u>
2025	739 <u>689</u>	5.9% <u>3.9%</u>
2030	708	2.8%
2035	826 <u>715</u>	11.8% <u>1.0%</u>
2040	706	-1.3%

SOURCE: U.S. Census, State of Wisconsin Department of Administration, ~~Southeastern Wisconsin Regional Planning Commission~~

According to the 2000 census, there were 2.56 people per household in the Town. ~~In 2010, there were 2.66 people per household. An analysis completed by SEWRPC indicates that in 2025 the number of people per household will decline to 2.48. By using the WDOA projected population, SEWRPC projected that in the year 2035 there will be approximately 826 households in the Town. An 11.8 percent increase in the number of households reflects a higher rate of increase in households within the Town than the projected increases forecasted by the WDOA, but still a significant decrease from the rate of increase in the number of housing units in recent history. The WDOA projections indicate 2.48 people per household by 2040.~~

Goals, Objectives, Standards, Programs

GOAL 4.0

ASSURE THE AVAILABILITY OF A VARIETY OF SAFE HOUSING TYPES FOR CURRENT AND FUTURE RESIDENTS AND ALLOCATE SUFFICIENT LAND AREA TO ACCOMMODATE CURRENT AND FUTURE POPULATIONS.

Objective 4.1

Designate areas that will support the private sector in the construction of housing to serve the varied and special needs of future residents.

Standard 4.1A

To meet the future housing needs of the Town and surrounding areas, appropriate locations for new housing within the Town shall be identified that will balance the need to protect the prominent agricultural areas of the Town from large-scale housing development.

Standard 4.1B

Proper access shall be provided to all new residential development for emergency access and safety of the general public.

Standard 4.1C

In the appropriate locations, the Town shall promote diverse housing styles and stock to accommodate persons of all income levels, all age groups, and those with special needs

Program

The Town will consider recommendations from Ozaukee County and other government agencies as received during the course of a residential development review process.

Consider a program to develop and distribute educational materials regarding the various Federal, State, and County programs available to Town residents for funding to adapt homes to the needs of disabled and elderly people.

Standard 4.1D

Promote home ownership, as the percentage of owner occupied housing within the Town is significantly lower than the remainder of the Towns within Ozaukee County.

Objective 4.2

To avoid the need to provide urban facilities and services to such development, encourage residential development only at densities and at locations compatible with the rural character of the Town.

Standard 4.2A

Locations within the Town for new housing opportunities are identified as the southwest sector of the town, south of the I-43 corridor, and in the northeast sector of the town, between the I-43 corridor and Lake Michigan; fully recognizing that parts of these identified areas may not have soil suitable for onsite septic systems. With all residential development in the Town, residential growth shall be focused appropriate locations and densities in order to maintain the rural atmosphere.

Standard 4.2B

Within the prominent agricultural areas of the Town, policies shall be established to encourage the protection of the primary agricultural areas while allowing limited residential development that may assist the economics of protecting the agricultural base of the Town.

Standard 4.2C

Conservation subdivisions shall be allowed at a density that eliminates the need for urban facilities and services. These conservation subdivisions will enable farmers to develop their property with the remaining land either preserved as open space or maintained as agricultural land that the farmer may lease from the Homeowner's Association.

Program

Create a zoning district in the Town Zoning Code that enables future residential development as conservation, or cluster, subdivisions to protect natural features including wetlands, surface water, steep lands, bluffs, environmental corridors, etc

Objective 4.3

Protect the character of residential neighborhoods by precluding the encroachment of incompatible land uses, and minimizing adverse impacts on the environment.

Standard 4.3A

When new housing occurs, near or surrounding agricultural lands, adequate buffer and designs of the housing development shall be provided to minimize negative impacts between the neighboring uses.

Standard 4.3B

Future land use decisions should be made to coincide with the identified land use categories of this Plan to prevent incompatible land uses.

Objective 4.4

Promote maintenance of residential areas and preservation of existing housing stock.

Standard 4.4A

The Town shall promote the maintenance of existing residential neighborhoods and the development of new high quality residential neighborhoods, as median value of the owner occupied homes within the town, pursuant to the 2000 U.S. Census data, is the lowest of all Towns in Ozaukee County.

Program

Research and discuss the viability of creating a housing rehabilitation program to provide assistance to maintain and/or rehabilitate existing housing stock within the Town for economically qualified residents.

Objective 4.5

Enhance the aesthetics of future residential development.

Standard 4.5A

The Town shall promote the development of new high quality residential neighborhoods to in an attempt to raise the median value of owner-occupied housing.

Objective 4.6

Promote orderly and efficient residential growth.

Standard 4.6A

The Town must consistently evaluate the zoning and subdivision ordinance, and other Town polices and codes applying to housing development, including but not limited to the Planning Unit Development Overlay regulations, exclusive agricultural zoning, farm consolidations, and the density standards and bulk regulations of all residential districts.

Standard 4.6B

Utilize acceptable sources such as the Ozaukee County Land Information Site Evaluation (LESA) program to identify lands where development should be centralized avoiding non-compatible land uses adjacent from one another.

CHAPTER 5 TRANSPORTATION

Transportation networks are vital to future development and a community's overall success. Transportation networks not only allow residents and visitors to move about within and out of the Town, but the networks allow goods to be delivered to and from the Town businesses and residents.

Regional Transportation Plan

In 2006, the Southeastern Regional Planning Commission (SEWRPC) completed a regional transportation system plan entitled *A Regional Transportation System Plan for Southeastern Wisconsin: 2020-2035* that includes the Town, Ozaukee County, and the entire region. The plan includes discussion regarding existing and recommended jurisdictional control of specific roadways, functional improvements to existing and new roadways, and recommends additional study for alternative modes of transportation.

The 2035 regional plan ~~recommends~~ recommended several jurisdictional changes of roadways within the Town of Port Washington. The largest jurisdictional change recommended is County Trunk Highway B where jurisdictional control is recommended to be transferred from the County to the Town to become part of the local non-arterial system. Three other minor changes of jurisdictional control ~~are~~ were recommended to include Spring Street, an extension of Walters Street, ~~South County~~ Trunk Highway CC and B.

The regional transportation plan was updated in the Vision 2050 plan, adopted by the Southeastern Wisconsin Regional Planning Commission in 2016. The Vision 2050 plan recommends the same improvements to arterial streets that were contained in the 2035 transportation plan, and also recommends extending Cold Springs Road eastward to State Trunk Highway 57. A Jurisdictional Highway System Plan for Ozaukee County, updated by SEWRPC in 2029, also recommended the transfer of County Trunk Highway B to Town jurisdiction, the extension of Hillcrest Drive eastward as a Town road, and extension of Cold Springs Road as a state trunk highway.

Highways

The transportation network in the Town includes streets and highways representing a full range of functional classifications. Multiple jurisdictions are responsible for this comprehensive vehicular transportation network serving both residents and visitors. The roads in the Town include an Interstate Highway, State Highways, County Highways, local Town roads, and private roads.

Interstate 43 bisects the Town and is a valuable resource for many current and future residents, visitors, and businesses. The interstate connects the metropolitan areas of the City of Milwaukee and the City of Green Bay, with many other cities in between. The Town of Port Washington's only Interstate 43 interchange is located at CTH H. There is an Interstate 43 interchange west of the Town at STH 33. The Knellsville Land Use Plan recognizes that this interchange is ideally placed to be the next interchange with growth potential, in a corridor that already exhibits extensive

development. In 2002, nearly 12,000 vehicles passed this interchange per day in either direction. The number of vehicles has likely increased since then.

The State and County highways allow traffic to move between municipalities in an efficient manner. There are 22 miles of Town roads that enable traffic to navigate within the Town and between the major State and County highways. Future development will likely increase the total miles of local roads. These roads will need ongoing and future maintenance. That should be another consideration when determining the location of future development.

Aside from the multi-jurisdictional transportation network, numerous private drives or roads extend from public right-of-ways in the Town. The private roads may be fully functional now, but future development may cause a need to convert the private roads to public right-of-ways to better serve the increased traffic needs.

Transit

The Town of Port Washington does not currently operate a transit system. The nearest transit system includes the Ozaukee County Express Bus System that connects Ozaukee County with Milwaukee County. The nearest stop is in the Village of Saukville. Town residents can also utilize the Ozaukee County Shared-Ride Taxi Service, which serves the entire County and includes [a transfer point in the Village of Newburg connections with the Milwaukee County Transit System at three locations.](#)

Transportation facilities for disabled

The Town of Port Washington does not currently operate any transportation facilities for the disabled or elderly. With the number of aging residents, the need for transportation facilities for the disabled and elderly is likely to increase in the future.

Bicycles

The Ozaukee Interurban Trail is used for recreation as well as transportation. The trail traverses the entire County in a north-south direction. Many of the urban centers within the County are connected via the bike trail. The trail extends through the Town of Port Washington immediately east of Knellsville. Improvements to the Ozaukee Interurban Trail, including a bridge over Interstate 43, have been discussed at length in the past. During the Knellsville planning process Ozaukee County determined an alternative route for the Interurban Trail due to the lack of funding for a bridge. The alternative route [will was completed in 2015 to](#) move the trail to under the Highland Lane overpass to Knellsville where the trail [will continues](#) on the vacated right-of-way.

Walking

The Town of Port Washington does not currently require residential development to install sidewalks for residents to walk. Future considerations must be given to sidewalks or multi-use trails within expanded residential areas.

Railroads

The Union Pacific Railway traverses the Town in a north/south direction. There are not railroad transportation opportunities in the Town of Port Washington as the Union Pacific Railroad's primary role is transporting freight, although it also runs a substantial commuter train operation in Chicago.

Air Transportation

Within the Town of Port Washington there are not any public airfields to accommodate air transportation. There are a very limited number of private runways that are used by residents. The nearest airports include the West Bend Municipal Airport in Washington County and the Lawrence J. Timmerman Field in Milwaukee County.

Trucking

As expected along the major transportation route of Interstate 43, there are trucking terminals located throughout the County. However, within the Town of Port Washington, there are not any large trucking terminals. With the large amount of agricultural uses within the Town, there is a moderate amount of truck traffic along the roadways transporting goods to and/or from the farms.

Water Transportation

The Town of Port Washington is located immediately west of Lake Michigan, which hosts a global water transportation network. A large port for the transportation of extremely large volumes of goods is located in the City of Milwaukee. Two private companies operate ferries across Lake Michigan including the Lake Express from Milwaukee and the S.S. Badger from Manitowoc.

Goals, Objectives, Standards, Programs

GOAL 5.0

PROVIDE A SAFE AND EFFICIENT TRANSPORTATION SYSTEM THAT INCORPORATES ALL JURISDICTIONS OF THE ROADWAYS AND MEETS THE NEEDS OF ALL RESIDENTS OF THE TOWN.

Objective 5.1

Encourage development patterns with roadways to minimize environmental impacts.

Objective 5.2

Promote the efficient and safe movement of people and goods into and through the Town.

Standard 5.2A

Encourage residents to convert private roadways into public roads with appropriate right of ways to ensure the roadways receive proper maintenance and upkeep.

Standard 5.2B

Work with the Ozaukee County Highway Department to ensure future developments intersect the County Highways in the appropriate locations with the appropriate intersection design.

Program

Consider Ozaukee County's efforts to develop methods to promote interconnection between all transportation modes and systems available with the Town, County, and the Region.

Standard 5.2C

Encourage a system of multi-use trails with future development to allow residents an alternative to vehicular transportation.

Program

Consider highway design that separates vehicles from bicyclers and other trail users for safe transportation.

Program

Continue to support the Ozaukee Interurban Trail through the Town.

GOAL 5.1

PROMOTE REGIONAL, NATIONAL, AND WORLDWIDE TRANSPORTATION ACCESS TO THE TOWN FOR PASSENGERS AND FREIGHT.

Objective 5.3

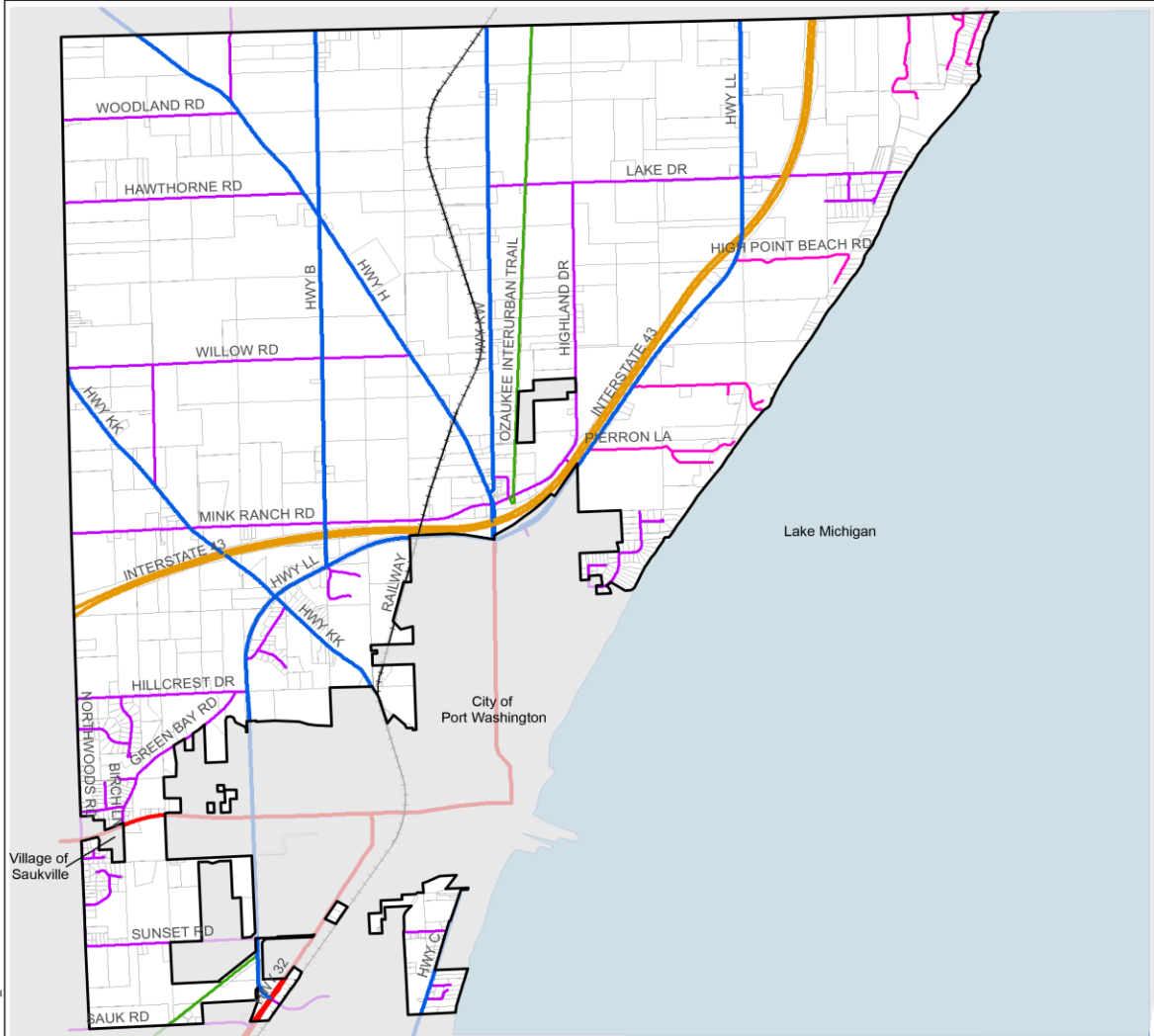
Promote regional, national, and worldwide rail, air, and water transportation access to Town residents.

Objective 5.4

Promote regional, national, and worldwide transportation access to effectively move people and goods into and through the Town to promote a strong economy within the Town and the County

Standard 5.4A

Promote local, regional, and interregional public transportation facilities and services available to Town residents currently and in the future.



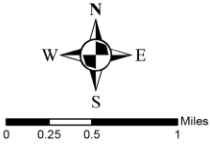
Map 3
Transportation Network

Town of
Port Washington

Legend

- Interstate Highway
- State Trunk Highway
- County Trunk Highway
- Local Town Road
- Private Road
- Ozaukee Interurban Trail
- Railway

NOTE: Data involving Municipal Boundaries
current as of date of mapping



Note:
Parcel data obtained from
Ozaukee County, June 19, 2006

September 27, 2007

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CHAPTER 6 UTILITIES AND COMMUNITY FACILITIES

Among the reasons for choosing a particular area to live, people often review the utilities and community facilities available. Utilities and community facilities consist of the services such as sanitary sewer, municipal water, police and fire protection, school systems, parks and recreational areas, etc. Every municipality does not offer every utility and community facility for a variety of reasons. Being a rural community, the population and population density is such that it is not economically feasible to provide the same utilities and community facilities that other urban communities offer. Essential services are provided or contracted for the residents and landowners in the Town.

Municipal Sanitary Sewer and Water

The Town does not currently operate a municipal water system. Through the Boundary Agreement with the City of Port Washington, municipal water and sanitary sewer will be extended to the Knellsville area after the City expands its system to the intersection of Highland Lane and Interstate 43. This water will only be available to Knellsville, which is planned for commercial and other business growth. Potable water for all other areas of the Town including any existing and future residential development is provided by individual private wells.

The Village of Saukville and City of Port Washington have planned sanitary sewer service areas that include portions of the Town. The sanitary sewer service area of the Village of Saukville abuts that of the City of Port Washington at approximately Jackson Road. A large portion of the residential uses located between the City of Port Washington and the Village of Saukville are located within one of the two sanitary sewer service areas.

Police, Fire, and Rescue Protection

The Town does not operate a police force or fire department. Police protection is provided for the Town by the Ozaukee County Sheriff Department. The Town has contracted with the City of Port Washington to provide fire and ambulance services. Future development will likely cause an increased need for such services. Future development will not require that the Town must provide these services, but when planning locations for future land uses emergency response time should be considered to ensure the health and safety of future residents and business owners.

Schools

Residents of the Town of Port Washington are served by the Port Washington-Saukville School District. There are three elementary schools, one middle school and one high school that make up the school district, which serves the Town and surrounding areas. Two elementary schools, Dunwiddie and Lincoln, are located in the City of Port Washington with Saukville Elementary located in the Village of Saukville. Thomas Jefferson Middle School and Port Washington High School are both located in the City of Port Washington. There are no educational facilities located in the Town of Port Washington.

There were 414 students from the Town enrolled in preschool through high school as of the 2000 Census. In 2010, there were an estimated 278 students from the Town enrolled in preschool through high school. With 636-618 households, there were 0-650.45 students per household, or less than one student per household. An increase to 802-706 households in the Town by 2035-2040, using the same ratio of students per household, would mean that there would be approximately 522-318 students enrolled in the same schools. An additional 108 studentsSince this is less than the 414 students from the Town enrolled in the Port Washington-Saukville School District in 2000, this will not present capacity issues in the schools from only the Town of Port Washington.

Libraries

There is not a public library located in the Town of Port Washington. The W.J. Niederkorn Library is located in the City of Port Washington and is the closest public library for the majority of residents in the Town of Port Washington.

Parks and Recreation

Recreational opportunities are limited in the Town as far as parks and trails for active and passive outdoor recreation. There are currently two Town-owned parks and a nature preserve owned by the Ozaukee County Land Trust located in the Town. Planning for additional residential uses would require consideration of parks and other recreational opportunities. The first park is located at the old landfill site near the intersection of Northwoods Road and Hillcrest Drive. The park is approximately ten acres with an open field divided by a wooded area.

The second park in the Town is a lot that was given to the Town. The two-acre park is located along Groeschel Road immediately adjacent to a residential neighborhood. The park is could be considered a natural area that is not regularly maintained for specific activities.

The Sauk Creek Nature Preserve is approximately 27.5 acres located along the Sauk Creek adjacent to the City of Port Washington. The nature preserve is a large wooded expanse of dense tree cover. Activities at the Sauk Creek Nature Preserve include hiking, bird watching, and fishing.

The Ozaukee Interurban Trail traverses the Town in a north-south direction providing opportunities for local and long-distance cycling. The trail was a consideration with the Knellsville planning, and should continue to be considered while planning for future residential development.

Storm Water Management

The Town of Port Washington does not operate or manage a storm water management system for the residents and business owners within the Town. Town Ordinance in accordance with State and Federal regulations regulates current storm water management practices.

Solid Waste Disposal/Recycling

~~There is not a municipal solid waste disposal service within the Town. The Town provides solid waste and recycling drop-off site at Town Hall during limited hours each week. All~~ Solid waste and recycling is also collected from businesses and residences via contracts with private companies.

On-Site Wastewater Treatment Technology

~~The entire~~ Most of the Town is serviced by private on-site wastewater treatment facilities, as there is not a sanitary sewer system operating in the Town. Ozaukee County regulates the private on-site wastewater treatment systems known as POWTS. A few properties are served with public sanitary sewer service from the City of Port Washington.

Telecommunications Facilities

Telecommunications facilities consist of wireless and hard wire lines that are able to transmit data from one location to another. The Town does not operate or maintain any telecommunications facilities; rather private companies are licensed through the State to provide such facilities. The Southeastern Wisconsin Regional Planning Commission has completed *A Wireless Antenna Siting and Related Infrastructure Plan for Southeastern Wisconsin* that identifies the basic principles and objectives that should be met by an advanced broadband telecommunications systems.

Power Plants/Transmission Lines

We Energies provides the power and natural gas needed by the Town and residents of the Town. A We Energies power plant is located in the City of Port Washington. A new surge in demand is to utilize wind to generate electricity. We Energies operates several windmills to contribute to the regional energy supply while continuing to seek additional opportunities for renewable energy sources.

Cemeteries

Several cemeteries exist within the Town that are privately maintained. The Town must be cognizant of the potential future need for expansion of the existing cemeteries to ensure facilities are available through the plan design year ~~2035~~ 2040.

Health Care Facilities

Health care facilities include hospitals, clinics, and medical centers. The largest health care facility in the County is Columbia-St. Mary's Hospital located in Mequon. The Advanced Healthcare Clinic and Aurora Health Care Clinic are located in within the City of Port Washington.

Child Care Facilities

There are several licensed childcare centers within close proximity to the Town. The Town of Port Washington does not operate any childcare centers.

Goals, Objectives, Standards, Programs

GOAL 6.0

MAINTAIN AND ENHANCE THE SERVICES AND UTILITIES PROVIDED THE RESIDENTS AND BUSINESS OWNERS TO ENSURE THE QUALITY OF LIFE WITHIN THE TOWN REMAINS AT A PREMIUM.

Objective 6.1

Support the City of Port Washington in their efforts to extend sanitary sewer and water to the Knellsville area of the Town.

Standard 6.1A

Higher intensity land uses shall be focused in areas with municipal services. At the present time these services are not available, but in the near future sanitary sewer and water will become available in Knellsville.

Standard 6.1B

When the sanitary sewer and water infrastructure is extended to the Highland Lane underpass, the Town should consider seeking resources to extend the services.

Objective 6.2

Work to ensure the Town residents are not adversely affected by storm water runoff, flooding and bluff erosion.

Standard 6.2A

Support the development of land use patterns and water control facilities and programs, including storm water management systems, to meet the stormwater runoff control needs of the Town.

Program

Continue to promote the use of best management practices and complete sound reviews by Town Staff to ensure adverse effects are not realized by residents and business owners within the Town.

Program

Continue to work with Ozaukee County to ensure future development meets the Shoreland and Floodplain Zoning Ordinance.

Program

Future development within Knellsville should be encouraged to utilize a regional storm water detention/infiltration pond to enable large quantities of water infiltration.

Objective 6.3

Work to ensure the solid waste disposal and recycling needs of Town residents are fulfilled.

Standard 6.3A

Implement programs to reduce the risks posed by waste.

Standard 6.3B

Implement programs to educate residents of the benefits of recycling.

Program

Consider creating and dispersing educational materials for residents that identifies proper practices of disposing of waste, hazardous waste, and materials that can be recycled.

Objective 6.4

Provide an integrated system of public parks, trails and related open space areas that will provide Town residents with adequate opportunity to participate in a range of recreational opportunities.

Standard 6.4A

Open spaces, multi-use trails, and other recreational opportunities must be coordinated with all future development to ensure that future residents and visitors have reasonable access to the opportunities.

Program

With future development, consider a coordinated mixture of parks, trails, and related open spaces to ensure residents have ample opportunity for active and passive recreational opportunities.

Program

Consider creating a Comprehensive Outdoor Recreation Plan (CORP) to ensure that current and future residents are provided recreational opportunities.

Objective 6.5

Work to provide Town residents with essential services.

Standard 6.5A

Continue working with Ozaukee County and surrounding municipalities to ensure adequate health care, childcare, and senior care facilities for Town Residents

Standard 6.5B

Continue supporting the Ozaukee County Sheriff Department and their efforts of providing police protection to residents, business owners, and visitors.

Standard 6.5C

Continue supporting the Ozaukee County efforts of regulating private on-site wastewater treatment facilities for local residents.

Standard 6.5D

Continue contracting with the City of Port Washington Fire Department to ensure adequate response time to fires and rescue operations for Town residents.

Standard 6.5E

Continue supporting the Port Washington-Saukville School District to ensure children in the Town residents receive a high level of education.

Standard 6.5F

Continue supporting the W.J. Niederkorn Library to ensure Town residents have access to a public Library.

Standard 6.5G

Continue supporting the efforts of We Energies to ensure residents have access to a power and natural gas.

Program

Consider supporting renewable energy programs from We Energies to benefit the health of residents and the environment into the future

Standard 6.5H

Continue supporting the efforts of telecommunications companies that allow residents to have access to high-speed data transmission.

Standard 6.5I

Continue supporting the efforts of local cemeteries to allow for respectful and adequate resting places.

CHAPTER 7 AGRICULTURE, NATURAL, AND OTHER CULTURAL RESOURCES

The Town of Port Washington was created and continues to prosper on agricultural uses that are supported through the natural resources found in and around the Town. Natural resources include wooded areas, wetlands, and areas with large topographic changes that relate to the rural atmosphere that the residents wish to preserve. Historical landmarks, Indian burial grounds, and other significant landmarks make up the cultural resources that preserve the history of communities.

Agricultural Resources

Through the Ozaukee County Multi-Jurisdictional Comprehensive Planning process, a method has been utilized to rank particular lands based on identified factors with a weighted model. The goal of this method, Land Evaluation Site Analysis (LESA), was to identify lands that may be best suited for long-range agricultural purposes. Several of the factors used in the analysis included the size of the parcel, distance from an Interstate interchange, population density, presence of environmental corridors, etc.

Soils

Soils may be the single most important resource for continued agricultural land uses. It is clear that the soils in the Town are suitable for agricultural uses as farming has been the dominate land use in the Town since it was first settled. There may be specific soils in the Town that are better for agriculture than other soils. Soils have been separated into prime agricultural lands by using different classes of soils identified by the Natural Resources Conservation Service. For this Plan, Class I and Class II soils are identified as prime agricultural land. The majority of the soils within the Town have been identified as prime agricultural land. In order to preserve much of the prime agricultural soils, it may be most feasible to promote future development in areas with the non-prime soils and promote development that is constructed more densely to preserve the remaining farmland. Map 4 illustrates the classes of soils as categorized into prime and nonprime soils.

Water Resources

The water resources in the Town include both surface water and groundwater. Surface water typically includes lakes, rivers, streams, and wetlands. Lake Michigan and the Sauk Creek are examples of surface water resources utilized by residents of the Town. The quantity of water resources is extremely large due to proximity of Lake Michigan, which is located immediately adjacent to eastern portion of the Town. Water quality is a separate issue that could be detrimental to the Town due to runoff from future development and existing uses such as farm fields and roads all contribute sediments and other pollutants to the water quality that could be harmful to the natural environment and possibly humans through the consumption of contaminated groundwater.

Floodplains allow for natural storage of excess water during heavy storm events. The climate of the Town of Port Washington is such that the floodplains are also inundated with excess surface water during the spring months from the melting snow and ice cover. Floodplains also allow for infiltration of surface water into the groundwater system and contribute to water quality. Therefore, future development should not occur within floodplains to eliminate negative impacts to the surface and groundwater while also protecting the health and safety of current and future residents of the Town.

Topology

The Town is essentially a rolling countryside with steep slopes and cliffs adjacent to surface water. Sauk Creek has entrenched itself in a valley with steep banks that will affect future development near the river. Development on the steep slopes of Sauk Creek will likely be prohibited. Increased storm water runoff from developments near Sauk Creek must be controlled to negate adverse affects on the water.

The lands near Lake Michigan include steep slopes and small cliffs that will impact future modifications of the land adjacent to the water. Certain Lake Michigan shoreline areas are particularly unstable. Stabilization of the ridges to prevent additional lands from falling into the water will be necessary before undertaking redevelopment near those bluffs. Future development of the areas near the bluffs will require approvals from the Town and Ozaukee County. Regulation of the bluffs and bluff setbacks fall under the jurisdiction of Ozaukee County under the Shoreland Zoning Ordinance.

Environmental Corridors

Primary and secondary environmental corridors have been identified within the Town. Environmental corridors include both wetlands and woodlands. Environmental corridors and isolated natural resource areas serve a multitude of purposes. These areas contribute significantly to the rural atmosphere that most area residents desire and natural habitat for wildlife while preserving the purity of our drinking water, as well as maintaining integral portions of our ecosystem. The Southeastern Wisconsin Regional Planning Commission has identified and delineated these environmentally sensitive areas to assist with local governmental efforts to protect them.

Characteristics typically associated with environmental corridors include; rivers, streams, lakes, and associated shorelands and floodlands; wetlands; woodlands; prairies; wildlife habitat areas; wet, poorly drained, and organic soils; and rugged terrain and high-relief topography.

The primary and secondary environmental corridors with isolated natural resource areas are illustrated on Map 5 of this Plan with other environmentally significant resources including

woodlands, wetlands, and surface water. Primary environmental corridors are at least 400 acres in size, two miles in length, and 200 feet in width. The primary environmental corridors in the Town are located along the shores of Lake Michigan. Secondary environmental corridors are at least 100 acres in size and one mile in length. Within the Town, secondary environmental corridors are located along Sauk Creek and include the wetland area in the northwest portion of the Town. Isolated natural resource areas are at least five acres in size and are separated physically from the environmental corridors by intensive urban and agricultural land uses. Sporadic pockets of isolated natural resource areas are identified and include individual groves of trees.

Non-Metallic Mineral Resources

Non-metallic mining operations extract valuable materials that have a multitude of benefits for nearly everyone. Therefore, these materials are considered significant resources. It has been determined by the State that municipalities utilize wise management of lands suitable for nonmetallic mining. The location of these resources in conjunction with future development must be considered due to the impact that the non-metallic minerals have on the local and regional economy

Cultural Resources

The Town of Port Washington is rich in agricultural and personal history. Included in the Ozaukee County Multi-Jurisdictional Comprehensive Plan is an identification of cultural resources including historical landmarks, Indian burial grounds, and other significant landmarks. There have not been any identified cultural resources identified in the Town of Port Washington.

Goals, Objectives, Standards, Programs

GOAL 7.0

TO ASSIST IN THE CONTINUATION OF SUSTAINABLE AGRICULTURE AND MINIMIZE CONFLICT BETWEEN AGRICULTURE AND NEW DEVELOPMENT.

Objective 7.1

To identify lands best suited for agricultural uses in the Town to protect both the rural character and the agricultural economic base.

Standard 7.1A

Large contiguous acreage of farmland shall be able to remain in agricultural land uses, as the agricultural land uses have been the main identity of the Town.

Standard 7.1B

Utilize acceptable sources such as the Ozaukee County Land Evaluation Site Analysis (LESA) program to identify the agricultural lands with varying amounts of development pressure and farmlands best suited for long-term agricultural use.

The LESA results may also be utilized to identify lands where development should be centralized.

Program

Assist Ozaukee County with implementing its public educational program regarding the benefits of farming and the need to protect enough farmland in Ozaukee County for farming to remain viable in the future

Program

Assist Ozaukee County with implementing its educational program outlining farmland preservation grants available through Federal and State agencies.

Objective 7.2

To encourage the continuation of existing farm operators by allowing farm land divisions/consolidation that support the economics of local farming.

Standard 7.2A

Conservation subdivisions shall be allowed to enable farmers to develop their property with the remaining land either preserved as open space or maintained as agricultural land that the farmer may lease from the Homeowner's Association. Conservation subdivisions are the preferred method of dividing agricultural lands.

Standard 7.2B

A limited number of small land divisions with a maximum lot size on a particular property shall be permitted to allow the farmer to keep the majority of the parcels for farmland under original ownership and in an agricultural use. The land divisions would allow the farm to become equitable and remain in agricultural use.

Objective 7.3

To encourage continued use of agricultural viable lands in non-traditional farms.

Standard 7.3A

Large family-owned farming operations on vast acres of land are past its prime and likely not economically feasible by today's market and industry levels. Smaller non-traditional farms will allow the land to remain as agricultural land uses while not at such a large-scale.

Objective 7.4

To encourage all land uses that serve to protect and wisely use the Town's natural resource base, including its soils, streams, wetlands, floodplains and wildlife.

Standard 7.4A

Future development shall identify and encourage the preservation of all natural resources including surface water, soils, floodplains, wetlands, environmental corridors, and wildlife.

Standard 7.4B

Future land uses must maintain quality development standards that control the quality of storm water runoff into the valuable natural resources including the groundwater, which is used for human consumption.

Standard 7.4C

Encourage the use of Best Management Practices by farmers.

Program

Consider implementing an educational program with Ozaukee County that promotes soil conservation and Best Management Practices and grants available through the United States Department of Agriculture and other Federal agencies.

Standard 7.4D

Protect the most productive agricultural lands in the Town for long-term agricultural use by allowing conservation subdivisions on a small portion of the land to enable the agricultural land to be preserved.

Program

Amend the Zoning Ordinance to allow a specified amount of development on productive agricultural lands in order to preserve the majority of the agricultural lands as productive farmland into the future.

Program

Amend the Zoning Ordinance to ensure significant natural buffers are preserved between future residential development and the existing farmland to eliminate future problems.

GOAL 7.1

TO PROTECT THE HEALTH, SAFETY, AND WELFARE OF RESIDENTS, AND PRESERVE THE RURAL CHARACTER THROUGH PRUDENT STEWARDSHIP OF THE NATURAL RESOURCE BASE.

Objective 7.5

The Town should seek to protect and preserve significant historical buildings/sites and archaeological artifacts.

Standard 7.5A

Any historical buildings/sites and/or archeologically significant sites shall be identified to ensure that the history and legacy of the Town is preserved.

Objective 7.6

Encourage the development and maintenance of cultural venues in the Town.

Standard 7.6A

Support Ozaukee County's efforts to develop methods to promote cultural venues and events located in the Town and the County to tourists.

Objective 7.7

Land uses shall be located in area with soil conditions and topography best suited to protect the health, safety, and welfare of residents, preserve the rural character, protect investments in property and development, and assure preservation and conservation of environmentally sensitive lands and other natural resources.

Standard 7.7A

Land uses shall be compatible with the man-made and natural environment. The man-made environment includes neighboring land uses, roads, etc. The natural environment includes soil, topography, woodlands, etc.

Objective 7.8

The Town, through application of Ozaukee County's Shoreland/Wetland Ordinance, will seek to protect and preserve designated wetland and floodplain areas.

Standard 7.8A

Designated and delineated wetlands and floodplains shall be identified on both the Land Use Plan map and in the field when development is proposed to ensure that these environmentally significant features are not disturbed or adversely affected.

Objective 7.9

The Town of Port Washington shall seek to preserve to the extent possible, lands within the Town identified as Primary and Secondary Environmental Corridors by the Southeastern Wisconsin Regional Planning Commission from urban development.

Standard 7.9A

Lands identified as Primary and Secondary Environmental Corridors and Isolated Natural Resource Areas shall be identified on the Land Use Plan map. At the time of future development, to the maximum extent possible, efforts shall be made to protect these natural resources for the future.

Objective 7.10

Preserve critical species habitat sites and critical aquatic sites located outside of natural areas in the Town with endangered species in accordance with State and Federal requirements.

Objective 7.11

With new development and redevelopment, incorporate natural and man-made features to enhance design amenities, including connection to the Ozaukee Interurban Trail, where applicable.

Standard 7.11A

Open spaces, multi-use trails, and other recreational opportunities must be coordinated with all future development to ensure that future residents and visitors have reasonable access to the opportunities.

Standard 7.11B

Pedestrian ways and streetscaping shall be incorporated in the business/commercial center to create a confident and positive atmosphere for all visitors, merchants, and employees.

Standard 7.11C

The development standards from the Knellsville Land Use Plan shall be utilized to create a unique design for the community and guarantee a safe and successful commercial center.

Standard 7.11D

Shared parking shall be introduced into the commercial center to allow for a safe and pedestrian friendly circulation pattern throughout Knellsville.

Standard 7.11E

Promote a variety of business uses in order to attract visitors from a larger geographical area.

GOAL 7.2

ENSURE AN ADEQUATE SUPPLY OF AGGREGATE AT A REASONABLE COST FOR NEW CONSTRUCTION AND MAINTENANCE OF EXISTING INFRASTRUCTURE IN THE FUTURE

Objective 7.12

Encourage the wise management of potential aggregate resource areas in the Town

Standard 7.12A

Encourage full exploitation of existing and future mining sites, in accordance with approved reclamation plans.

Standard 7.13B

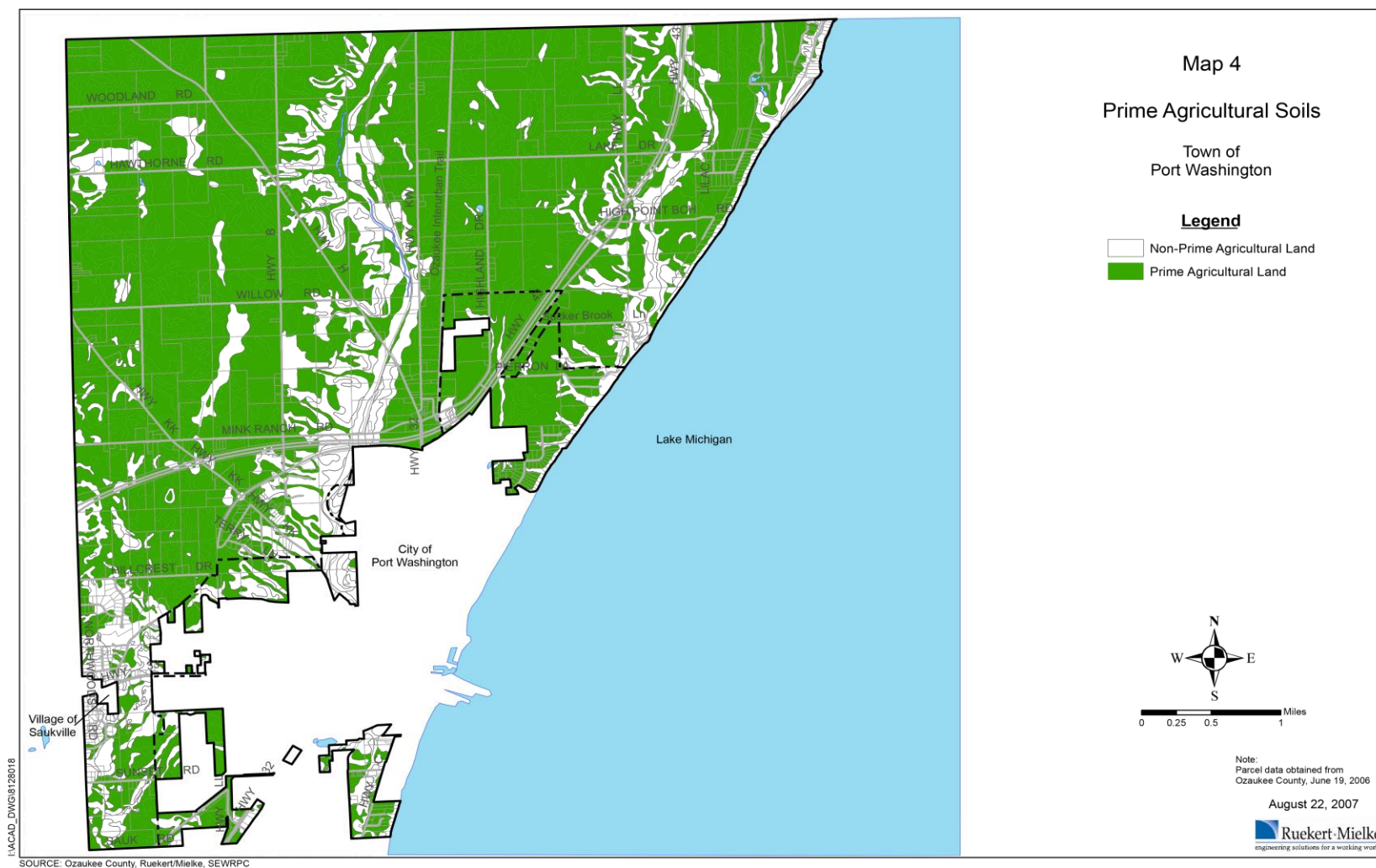
Support the development of land use patterns and regulations to effectively meet the aggregate needs of the Town while limiting the effects of extractive operations of Town residents.

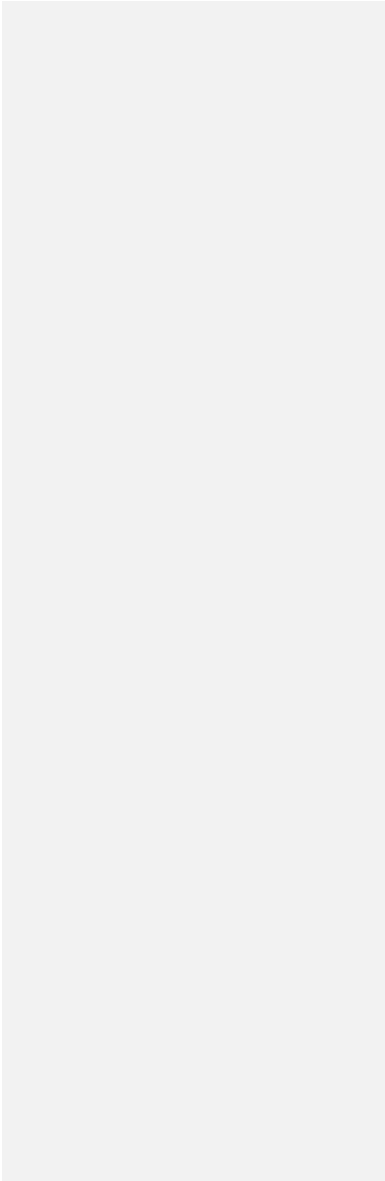
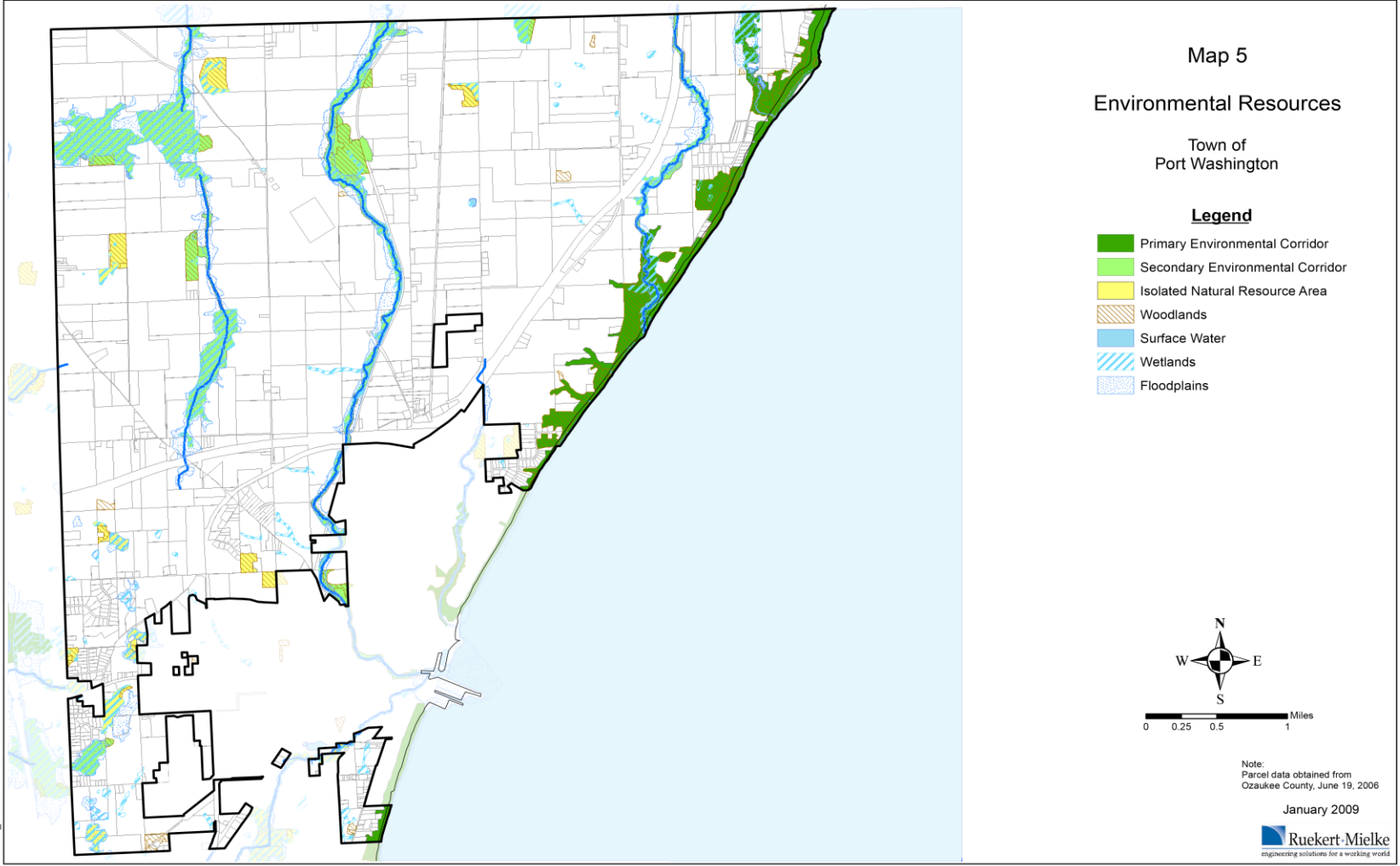
Program

Consider programs recommended under the Natural Impediments to Urban Development Issue to support the development of land use patterns to effectively meet the aggregate needs of the Town.

Program

Review and revise the Town Zoning Ordinance as necessary to ensure it is consistent with the Town comprehensive plan. Urban development should be discouraged on or adjacent to nonmetallic mineral resource areas.





CHAPTER 8 ECONOMIC DEVELOPMENT

Economic development is considered a way of creating and retaining desirable jobs and employment opportunities within the Town. Historically, the Town and its residents were dependent on agricultural land uses. In 2000, only 2.9 percent of the Town residents were employed in agriculture, forestry, fishing, hunting, and mining. Economic development opportunities for the Town include creating land use locations and descriptions to encourage a diverse range of employment opportunities.

After adopting the Knellsville Plan, the Town identified locations for future economic development opportunities in the Town. Through the Knellsville Plan and the extension of sewer and water, future business growth will diversify the tax base of the Town. The Knellsville area has been identified as the future employment center for residents in the Town as well as new residents that relocate to the Town to live near their workplace in Knellsville. Knellsville is located adjacent to an interchange with Interstate 43 that has experienced a vast amount of development along its corridor.

Other areas of business uses are located in and around the Town. The City of Port Washington and the Village of Saukville have commercial districts near the Town. Locations for future business uses and economic development opportunities in the Town must be based on locations where visibility and transportation will ensure success into the future. Existing commercial areas, located along the STH 32 and CTH C corridors, are within the Boundary Agreement with the City of Port Washington. These commercial uses could be detached from the Town and attached to the City of Port Washington in the future, causing a loss of desirable non-residential tax base for the Town.

Economic development strategies have been created to help guide future economic development in the Town. These strategies are focused on the Knellsville area, an extended area of Knellsville, and transportation corridors. The Knellsville area has been identified as the business hub of the Town that will be provided with sanitary sewer and water services. Due to the location and proximity of Interstate 43, Knellsville also has a great opportunity for economic development success.

Employment

In ~~2000-2018~~ there were ~~an estimated 4,964~~ 1,643 residents in the Town. Of those, ~~4,305~~ 1,325 of the resident population were at least 16 years or older, identified as the age that the Census uses to represent the age at which the majority of the population enters the workforce. In ~~2000~~ 2018, ~~73.272.0~~ percent of the civilian workforce was employed with ~~25.122.8~~ percent of the workforce not in the labor force. To be included in the labor force, someone must be either working or actively seeking employment. Stay-at-home parents and retirees are examples of people who may be included in the percentage of residents not in the labor force.

The unemployment rate in the Town was 2.8 percent in 1990, ~~and~~ 2.3 percent in 2000 and estimated at 5.1 percent in 2018. A ~~2.35.1~~ percent unemployment rate in the Town is ~~well below~~above the national average of ~~5.83.1~~ percent in 2018 meaning that ~~more~~fewer people in the Town who want to work have been able to find employment in the Country. The following table shows a comparison of unemployment rates in the towns within Ozaukee County.

Table 14: Year ~~2000~~2018 Civilian Employment

	Employed	Unemployed	Unemployment Rate	Not in Labor Force
Town of Port Washington	955 <u>950</u>	226 <u>8</u>	2.35.1 %	328 <u>301</u>
Town of Belgium	765 <u>914</u>	272 <u>1</u>	3.41.5 %	354 <u>495</u>
Town of Cedarburg	3,126 <u>3,247</u>	261 <u>56</u>	0.83.4 %	1,158 <u>1,253</u>
Town of Fredonia	1,815 <u>1,159</u>	43 <u>14</u>	2.30.8 %	612 <u>520</u>
Town of Grafton	2,266 <u>2,417</u>	302 <u>4</u>	1.30.7 %	856 <u>985</u>
Town of Saukville	1,010 <u>1,058</u>	019 <u>0</u>	0.01.2 %	295 <u>483</u>

SOURCE: U.S. Census, 2018 American Community Survey

The economic base in the Town can be assessed through an analysis of the resident's employment by industry. The Town of Port Washington is known as a community based on agriculture. Table 15 indicates that ~~nearly 2.9~~just over one percent of the residents are employed in an agricultural, forestry, fishing and hunting, and mining industries, which is a significant decrease from the ~~6.92.9~~ percent in ~~1990~~2000. Although the Town is considered to be a farming community due the amount of land in the Town dedicated to the agriculture industry, the agricultural base does not provide a significant level of employment opportunities for Town residents. Over ~~30.24~~ percent of Town residents are employed in ~~manufacturing~~educational, health, and social services, the largest single sector. Next largest is ~~education, health, and social services~~manufacturing at ~~15.823.2~~ percent of the Town population.

Table 15: Industry of Employment

	Town of Port Washington		Town of Belgium		Town of Fredonia		Town of Saukville		Town of Grafton	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Agriculture, forestry, fishing and hunting, and mining	28 <u>10</u>	2.91.1 %	75 <u>73</u>	9.88.0 %	92 <u>11</u>	5.10.9 %	23 <u>48</u>	2.34.5 %	25 <u>33</u>	1.11.4 %
Construction	56 <u>54</u>	5.95.7 %	47 <u>53</u>	6.15.8 %	64 <u>135</u>	3.511.6 %	81 <u>84</u>	8.07.9 %	141 <u>144</u>	6.26.0 %
Manufacturing	292 <u>220</u>	30.623.2 %	242 <u>215</u>	31.623.5 %	467 <u>292</u>	25.725.2 %	269 <u>217</u>	26.620.5 %	586 <u>425</u>	25.917.6 %
Wholesale trade	20 <u>22</u>	2.12.3 %	24 <u>17</u>	3.11.9 %	49 <u>57</u>	2.74.9 %	34 <u>35</u>	3.43.3 %	104 <u>50</u>	4.62.1 %
Retail trade	84 <u>100</u>	8.810.5 %	58 <u>27</u>	7.610.6 %	165 <u>119</u>	9.110.3 %	94 <u>118</u>	9.311.2 %	182 <u>307</u>	8.012.7 %

Transportation and warehousing, and utilities	<u>22-33</u>	<u>2.33.5%</u>	<u>31-17</u>	<u>4.11.9%</u>	<u>47-35</u>	<u>2.63.0%</u>	<u>41-36</u>	<u>4.13.4%</u>	<u>73-53</u>	<u>3.22.2%</u>
Information	<u>30-26</u>	<u>3.12.7%</u>	14	<u>1.81.5%</u>	<u>28-20</u>	<u>1.51.7%</u>	<u>23-3</u>	<u>2.30.2%</u>	<u>74-58</u>	<u>3.32.4%</u>
Finance, insurance, real estate, and rental and leasing	<u>80-60</u>	<u>8.46.3%</u>	<u>39-71</u>	<u>5.17.8%</u>	<u>67-73</u>	<u>3.76.3%</u>	<u>55-57</u>	5.4%	<u>162-95</u>	<u>7.13.9%</u>
Professional, scientific, management, administrative, and waste management services	<u>43-76</u>	<u>4.58.0%</u>	<u>37-67</u>	<u>4.87.3%</u>	<u>88-72</u>	<u>4.86.2%</u>	<u>87-86</u>	<u>8.68.1%</u>	<u>184-233</u>	<u>8.19.6%</u>
Educational, health and social services	<u>151-232</u>	<u>15.824.4%</u>	<u>111-163</u>	<u>11.517.8%</u>	<u>179-177</u>	<u>16.415.3%</u>	<u>159-193</u>	<u>15.718.2%</u>	<u>475-542</u>	<u>21.022.4%</u>
Arts, entertainment, recreation, accommodation and food services	<u>80-72</u>	<u>8.47.6%</u>	<u>44-57</u>	<u>5.86.2%</u>	<u>181-71</u>	<u>10.06.1%</u>	<u>60-77</u>	<u>5.97.3%</u>	<u>134-229</u>	<u>5.99.5%</u>
Other services (except public administration)	<u>37-24</u>	<u>3.92.5%</u>	<u>31-51</u>	<u>4.15.6%</u>	<u>66-48</u>	<u>3.64.2%</u>	<u>46-79</u>	<u>4.67.5%</u>	<u>110-162</u>	<u>4.96.7%</u>
Public administration	<u>32-21</u>	<u>3.42.2%</u>	<u>12-19</u>	<u>1.62.1%</u>	<u>22-49</u>	<u>1.24.2%</u>	<u>38-25</u>	<u>3.82.4%</u>	<u>16-86</u>	<u>0.73.6%</u>
Total	<u>955-950</u>	100.0%	<u>765-914</u>	100.0%	<u>1,8151.159</u>	100.0%	<u>1,0101.058</u>	100.0%	<u>2,2662.417</u>	100.0%

SOURCE: U.S. Census, 2018 American Community Survey

Knellsville will be the economic ~~epi~~center of the Town of Port Washington. Future businesses for the Town of Port Washington have been identified during the creation of the Knellsville Neighborhood Plan. The following section is directly from the Knellsville Land Use Plan.

The ultimate goal of creating the Knellsville Land Use Plan is to determine not only compatible but also successful land uses for the Planning Area. The land uses will guide future development by designating areas for the creation a commercial node and a Town identity while maintaining a rural atmosphere. Future development will create a destination for residents and visitors to enjoy. This Land Use Plan includes light industrial, smaller scale commercial, and larger commercial, office, business park, and governmental uses.

- The eastern side of CTH KW is the location of several existing light industrial uses. These uses have been accounted and are included in the business park / light industrial area. West of CTH KW is also included in the business park / light industrial portion of Knellsville. It would be desirable location for peripheral uses to the light industrial uses to develop. Shared access and parking as well as an internal road network will enable developments to be easily accessible.
- South of the business park / light industrial is a Town Square. The Town Square is meant to attract small-scale commercial or retail options. Corner tenants should be slightly larger to be able to create a definite presence and anchor the building. These buildings would be located around a central meeting place taking advantage of a large amount of open space and a gazebo or open structure. The goal of the Town Square is to create the energy and foot-traffic that will make people comfortable to visit and congregate often. The Town Square will have direct access from the Ozaukee Interurban Trail. Therefore, visitors will be able to take advantage of non-vehicular transportation to frequent the Town Square.

- Areas to both the east and west of the Town Hall have been left for the Town to expand the Hall and parking area as needed. The Town Hall is located adjacent to the open space of the Town Square. A distinct presence of the Town Hall on the Square is encouraged. Therefore, as Highland Drive is relocated to travel north of the Town Hall and future expansion takes place, the façade should reflect the new front of the building.
- Commercial uses should be located to the south and west of the Town Hall. Gas station / convenience store, restaurants, or other service type commercial uses should be located south of the Town Hall. The commercial uses in this location will provide a service, but will not generate the same amount of foot traffic between uses or businesses. Access to the area would be from Highland Drive. This location is higher in elevation than the Interstate so there would be decent visibility to motorists.
- West of CTH H is a large space that has been split by a new road network. This area includes commercial, office / business park, and open space. The commercial uses should be located nearest CTH H. The large-scale commercial uses as well as visitors will benefit from this location from the visibility of CTH H. Future development could also include a large commercial venue. This type of development would be where commercial uses are connected and appear as a common building. Parking is shared and the entire complex would be similar to an outdoor shopping mall. The area is large enough to also support periphery commercial uses as well. Periphery uses being commercial uses that are not physically attached to the remainder of the uses. Access to these locations would not be from CTH H. Instead, an intersection at the Town road reservation on the west side of CTH H, or intersections with Mink Ranch Road would allow for access into this area.
- The western edge of the Knellsville area between CTH H and Mink Ranch Road is a challenging location for development due to the steep slopes. Portions of the slopes are between eight to twelve percent, which are challenging for development but not impossible. Slopes greater than twelve percent have serious challenges for future development and may cause serious erosion problems due to stormwater runoff. Therefore, land with slopes greater than twelve percent should remain undeveloped. This is the sole area with an office / business park designation. Offices in this location would complement the commercial uses.
- The southwest corner of the new Mink Ranch Road and CTH H intersection has been denoted as a location for commercial uses. The commercial uses in this location would be small-scale similar to the periphery uses to the north. Shared access points would be utilized that would coincide with the locations of the new roads from the north.
- East of Interstate 43 is a piece of land to be planned for as shown on Map 14. There are several factors to consider while planning for the future of this area. First, there is great visibility to this area from the Interstate. Therefore, a large amount of people will see the area daily as they drive along the Interstate. Second, it does not have the best location as far as access from the Interstate. The nearest interchange is CTH H, where a visitor must travel northeast along CTH LL to the area. Third, this area could potentially be the first area in the Town that is connected to water and sanitary sewer. The connection point to the public utilities is approximately 600 feet southwest of the corner of this area of the Town.

The Town of Port Washington has many strengths that will attract and retain business and industry. The following list of strengths has been developed through the Ozaukee County Multi-Jurisdictional Comprehensive Planning effort.

- Strong regional cooperation and promotion through the Milwaukee 7 economic development initiative
- Strong educational system including the primary and secondary schools within the local school district and technical schools (MATC) in Ozaukee County. Ozaukee County also has four year colleges such as Concordia University and the Town is in close proximity to regional educational resources such as the University of Wisconsin – Milwaukee (UWM), Marquette University, [Milwaukee School of Engineering \(MSOE\)](#), and the Medical College of Wisconsin in Milwaukee County
- Strong quality of life, including good healthcare; tourism, recreational, and open space amenities; rural character; high quality public services; low crime rate; location in the Milwaukee Metropolitan Area; and strong historic preservation
- Good highway system, with location near I-43 and good access to Milwaukee and Chicago; easy work commutes
- Strong public transportation system including the *Ozaukee County Express Bus System*, *Ozaukee County Shared Ride Taxi System*, and *Port Washington Transport Shared Ride Taxi System*
- Access to transportation and shipping through Mitchell International Airport and the Port of Milwaukee
- Tax Increment Financing (TIF) and *Revolving Loan Fund Financing* incentives
- High level of public health
- Highly developed utility infrastructure, including gas and electric lines and the We Energies power plant in the City of Port Washington
- An educated and skilled workforce
- Town government that is free from corruption and is receptive to business needs
- Location of the Town east of the Great Lakes Watershed Divide. This location ensures that the Town will have access to Lake Michigan water in the future and lessens dependency on other sources of water, such as ground water. The Town is also better able to accommodate industries that use large volumes of water than areas that rely on groundwater as their only water source
- Availability of business services
- Consistent population growth

The Town of Port Washington's perceived weaknesses regarding attracting and retaining desirable businesses and industries include:

- Lack of jobs with pay levels high enough to afford housing in the Town
- Lack of affordable workforce housing
- Many educated young people leave the Town
- Aging of the Town workforce population

- Lack of awareness of opportunities including technical education and employment in “trade jobs”
- Lack of workers with skills suited to trade jobs and manufacturing jobs
- Lack of sites for industrial businesses
- High land costs
- High infrastructure costs in communities with large minimum lot sizes
- Lack of venture capital
- Disconnect between the education system and the business sector – students are not necessarily learning the skills required by employers
- Lack of public transportation options
- Over-regulation of businesses
- Residents can be reluctant to change and fearful of new business ideas
- Lack of meeting, convention, and exhibition facilities that operate year-round in the Town and County to showcase local businesses
- ~~Lack of ordinances encouraging sustainable site design~~
- “NIMBY” (Not In My Back Yard) attitude in some cases

Identified Environmentally Contaminated Areas

According to the Ozaukee County Multi-Jurisdictional Comprehensive Plan there are three sites within the Town that are environmentally contaminated sites identified by the Department of Natural Resources. These sites are labeled as environmental repair sites. Environmental repair sites are those that have contaminated soils and/or groundwater that is not caused by a leaking underground storage tank. Possible causes of an environmental repair site includes industrial spills or dumping that requires long-term investigation, buried containers of hazardous substances, closed landfills that have caused contamination, and areas with petroleum contamination from above ground storage tanks.

The Town owned parcel along Northwoods Road and Hillcrest Road that was formerly a landfill site has been identified as an environmental repair site. ~~Two~~ Three other sites are located in the northern portion of the Town adjacent to the Ozaukee Interurban Trail and the Union Pacific Railway. In addition, three farms in the Town have or have had leaking underground storage tanks or other release of hazardous materials.

General Economic Development Organizations and Programs

A number of economic development organizations and programs have been established to assist in the establishment, retention, and expansion of area businesses in the Town of Port Washington and the County, including the following:

Ozaukee ~~County~~ Economic Development ~~Corporation~~

~~The~~ Ozaukee ~~County~~ Economic Development ~~Corporation~~ (OEDE) is a non-profit organization created in 1989 to promote, assist, encourage, develop, and advance the businesses, prosperity, and economy of Ozaukee County. The OEDE Board consists of ~~24~~ 19 members representing

the Ozaukee County Board of Supervisors, business leaders, and local governments. In addition, the first full-time executive director was hired in 2007. The OCEEDC ~~is currently focusing~~ focuses on several core services including business retention, business marketing and attraction, business financing and business programs, and promoting Ozaukee County through regional partnerships.

Business Retention

Services provided by the OCEEDC to promote business retention include:

- Business visits
- Development of an online survey for feedback on OCEEDC services
- ~~Development of a quarterly~~ An electronic newsletter for Ozaukee County businesses and investors
- Presentations to businesses and service groups
- Providing services to connect businesses to business resources

Business Attraction and Marketing

Programs ~~will be developed and implemented~~ provided by the OCEEDC to attract businesses to the County through relocation and start-ups including:

- Serving as the first responder to businesses seeking land or buildings in Ozaukee County
- Meeting with all local governments located in the County ~~annually~~ to discuss economic development needs and opportunities
- Developing the OCEEDC website into a business attraction resource
- Providing communities with demographic data
- Connecting developers and potential businesses to appropriate locations

Business Financing and Business Programs

OCEEDC is involved with the following business financing and business programs:

- Marketing the Ozaukee County Revolving Loan Fund for greater visibility
- Working in coordination with the ~~Ozaukee County UW Extension office~~ UW-Milwaukee School of Continuing Education to promote ~~and develop the Workforce 2010, Fast Track, and the First Steps To Entrepreneurship Starting a Business Programs~~ (each is described below)
- Promoting the Ozaukee Youth Apprenticeship Program (described below)
- Working with Ozaukee County to update and implement the Ozaukee County Multijurisdictional Comprehensive Plan

Promoting Ozaukee County Through Regional Partnerships

The OCEEDC is a partner with several economic development organizations and participates in several economic development programs in the Region including:

- ~~The Forward Careers, Inc. (formerly known as the~~ Washington-Ozaukee-Waukesha (WOW) Workforce Development Board) (described below)
- The Regional Economic Partnership (described below)
- The Milwaukee 7, which includes the We-Energies funded Resource Center for Business/Talent and the Inter-County Protocol Agreement (described below)

Workforce 2010-Ozaukee Youth Apprenticeships

~~Workforce 2010, a subsidiary of the OCEDC Ozaukee Youth Apprenticeships is an apprenticeship program coordinated by a consortium of five school districts, with support from OED and Wisconsin Workforce Development, is a partnership of business, education, community, government organizations, and individuals dedicated to improving the opportunities of students by placing greater emphasis on preparing young people for the workplace and by helping students learn about jobs and career opportunities in Ozaukee County.~~ The school districts of Cedarburg, Grafton, Northern Ozaukee, Port Washington-Saukville, and Random Lake have formed a partnership with local employers to provide these opportunities.

Fast Trac

~~Fast Trac is a national program founded in 1985 to answer the demand by business owners for entrepreneurial training. The focus of the course is to help new and existing entrepreneurs develop business plans and covers virtually every aspect of starting and running a successful business. It is an eleven week course offered at the MATC Mequon Campus. Almost 50 business plans have been completed since 2003.~~

First Steps to Entrepreneurship-Starting a Business

This program is a three hour workshop that serves as a starting point for individuals considering starting a business. A four-step analysis for potential entrepreneurship to assess the environment for new businesses, identify resources for new businesses, and assess readiness for new business start-ups is reviewed during the program.

Ozaukee County Development Foundation, Inc.

The Ozaukee County Development Foundation is a non-profit subsidiary of the ~~OCEEDC~~ that was developed to raise and disburse contributions from the general public for building and maintaining public infrastructure in Ozaukee County. The Foundation also raises funds to sponsor several activities that promote the quality of life in the County, including educational programs and economic development activities.

Forward Careers, Inc. (formerly known as the Washington-Ozaukee-Waukesha (WOW) Workforce Development Board)

Forward Careers, Inc. ~~The~~ (WOW Workforce Development Board) was established in response to the Workforce Investment Act of 1998 (WIA). The Board is a non-profit corporation dedicated to providing workforce development services to residents and businesses of Washington, Ozaukee, and Waukesha Counties. It works in collaboration with County and local elected officials, economic development corporations (such as the ~~OCEEDC~~), and businesses to address workforce issues. The board is dedicated to finding solutions to local workforce needs through long-term planning and timely responses to the changing economy.

The ~~WOW Workforce Development Board~~ Forward Careers, Inc. has several programs available. The following is a summary of each of these programs:

Business Programs and Services:

- Hiring assistance, including Career Planners to help match workers with jobs, and a Business Solutions Team to provide businesses with current information on tax incentives, labor market information, and training grant resources.
- Training assistance, including wage reimbursements for new hires through the On-the-job Training program, registered apprenticeships, work experience program, and assistance creating customized on-the-job training programs.
- Incumbent Worker Training that provides customized training programs and reimbursement for training to maintain and enhance workforce quality and advancement opportunities for existing employees.
- A Rapid Response Team that works with employers to understand reemployment needs and get information to workers laid off due to a company closing or mass layoff.

Career Programs and Services:

- Independent living assistance to help children transition out of foster care, including housing, job training, rent, emergency funds, transportation, and other assistance.

- The TechHire:WorkIT program to help young adults get started in technology positions in advanced manufacturing, broadband, finance, healthcare, and information technology.
- Vocational rehabilitation for adults with disabilities in partnership with the Division of Vocational Rehabilitation.
- The Windows to Work helps individuals to transition from incarceration back to the community with counseling, work skills, financial literacy training, job search and placement, and other assistance.
- The WIOA: Adult and Dislocated Workers program helps individual that have been affected by a layoff due to business closure, downsizing, or bankruptcy to upgrade their skills and find new work.
- The WIOA: Employment Now program assists young adults with employment barriers with planning, training, and job placement needs.

~~H-1B Advanced Manufacturing Training Program~~

~~The H-1B Advanced Manufacturing Training Program is funded by the U.S. Department of Labor and is intended to reduce the dependence of American companies on skilled workers from other countries. The program's objective is to train 200 apprentices and 500 other workers in advanced manufacturing skills to address the industry need for highly skilled workers. The program will provide a maximum of \$500 per month per apprentice.~~

~~On-The-Job Training Program~~

~~The On-The-Job Training Program provides funding to employers to help offset the cost of training new employees. Businesses can receive a wage reimbursement of up to 50 percent of the new employee's wages during the training period. The length of the training period depends on the amount and complexity of the training needed to bring the worker to the desired skill level. To be eligible the job should meet or exceed minimum wage requirements; the job trained for must have transferable skills and not be seasonal or temporary; and contracts must be completed and approved prior to the new hire's first day of work.~~

~~Workforce Advancement and Attachment Training Program~~

~~The Workforce Advancement and Attachment Training Program awards grants to employers to provide training to existing entry-level workers so that they may move up another employment level and receive a salary increase. To be eligible for the grant the employer must employ workers who meet income guidelines; have specific training in mind for employee(s); provide training to advance skills outside the current job; and complete training within one year. The training must result in an increase in pay or a promotion within six months of training, or be necessary for job retention.~~

Dislocated Worker Program

The objective of the Dislocated Worker Program is to assist laid-off workers in obtaining fulltime employment in a job compatible with the worker's capabilities and interests at a competitive wage. The WOW Dislocated Worker program is a "Work First" program, with emphasis on opportunities for employment. Participation requires that the worker be committed to intensive efforts toward obtaining full-time employment. Program staff develops an Individual Employment Plan (IEP) with each participant that identifies the full-time employment objectives and what steps will be taken to achieve the objectives. The IEP specifies the occupational goals of the enrollee, based on assessment, testing, and individualized counseling.

If, after an initial period of intensive work search the participant is unsuccessful in obtaining employment, additional training may be considered, subject to availability of funds. Those who are deemed eligible to receive additional training are given an Individual Training Account (ITA), and information on providers, which includes the cost of training and the success rate of the training provider.

Work Keys Program

Work Keys is an employability skills assessment tool designed to ensure that an employer has the right people staffing key positions. The tool evaluates the key skills and levels of competency required for specific jobs in an organization. Skill assessments are then administered to job applicants and/or employees to pinpoint their current skill levels. Once complete, it compares the skill levels demonstrated by each test taker to the minimum skill levels required for the profiled jobs, which enables employers to immediately evaluate an applicant's qualifications and/or determine the training needs of current employees. This process provides job analysis, assessment, instructional support, reporting, and training identification services to employers.

The Workforce Network

In 2019, the WOW Workforce Development Board developed The Workforce Network as an easy-to-use free web service for workforce-related programs and services in Waukesha, Ozaukee and Washington counties. The website is divided into four categories based on the four target audiences — student, job seeker, business and school. Under each category, website users can find a variety of links to online and in-person training, job openings, hiring assistance, worker training and partnerships within the local community.

Regional Economic Partnership (REP)

The REP includes economic development organizations in each of the Region's seven Counties (Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha) plus We Energies, the City of Milwaukee, the Metropolitan Milwaukee Association of Commerce, and SEWRPC. The REP was formed in 1993 to provide:

- A development partner to assist with financing, workforce training programs, and technology development programs
- Assistance with business permits and regulations
- Continuing assistance beyond project completion

The Milwaukee 7

The Milwaukee 7 is a council of representatives from the seven Southeastern Wisconsin counties – Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha. The council, made up of about 35 civic and business leaders, was formed with the idea that a regional approach is key to fostering economic growth. The council is engaged in efforts focusing on regional strategic planning for economic development. Among the council's goals are to compile comprehensive information about the Region, creating a way for businesses to tap easily into data that can help them make expansion or location decisions, identifying “clusters” of industries well suited to the area, supporting entrepreneurs, increasing exports, and creating jobs to retain more Wisconsin college graduates. The Milwaukee 7 website and resource center were opened in November 2006, ~~and its strategic planning process is scheduled to be completed in April 2007.~~ The website and resource center are intended to provide a one-stop location for information on available buildings and sites for business development. In addition, each of the seven cooperating counties has signed a “noncompete” agreement.

Ozaukee County Revolving Loan Fund

The Wisconsin Community Development Block Grant (CDBG) Program, administered by the Wisconsin Department of Commerce, provides local governments with funds to use for business start-ups and expansion. These funds, received from the U.S. Department of Housing and Urban Development, are used to provide grants to local units of government that use the funds to loan to a business. The business, in return for use of the public funds, provides private investment towards the assisted activity and most importantly creates job opportunities, principally for the benefit of low- and moderate-income persons.

When a business repays the community the loan (principal and interest payments), the funds are used to capitalize a local revolving loan fund (RLF). With the RLF, the community can make additional loans to businesses wishing to expand or locate in the community. These loans typically are smaller loans (\$20,000-\$100,000). The community's revolving loan fund can expand the amount in its RLF to an amount in excess of the original when successfully administered. This happens when the community exercises due diligence by performing a thorough credit analysis to determine business viability and adequately securing and servicing the loan. In administering a RLF, a community becomes a “bank” and accepts responsibilities similar to that of a commercial lender when it makes a CDBG or RLF loan to a business.

Ozaukee County has established an RLF program to create employment opportunities, encourage private investment, and provide a financing alternative for new business start-ups or expanding existing business in the County. The loan may be used for the purchase, rehabilitation, renovation, or construction of a building; site acquisition and preparation; purchase of furniture, fixtures, and equipment; financing and working capital; tenant improvements; and buyouts by purchase of assets or stock. The interest rate on the loan is 50 percent of prime or 4 percent, whichever is lower. ~~There were four businesses participating in the Ozaukee County RLF program in 2006. Five additional businesses were approved for RLF funds between 1996 and 2005.~~

To be eligible for funding, a proposed project must meet all of the following minimum requirements:

- Private Funds Leveraged - One dollar of private sector investment shall be provided for each dollar of RLF investment. Private sector investment is defined as financing from a private lending institution, public sector business loan programs other than the CDBG program, or new equity that is injected into the business as a part of the expansion project.
 - Cost Per Job - A minimum of one full-time equivalent (FTE) job shall be created or retained for each \$20,000 of RLF funds requested.
 - Financial Feasibility and Business Viability - The applicant shall demonstrate that the proposed project is viable and that the business has the economic ability to repay the funds.
- Low- and Moderate-Income (LMI) Benefit - At least 51 percent of the jobs created or retained shall be made available to persons who reside in low-and moderate-income households.
- Project Completion - All projects must be completed, all funds expended, and all jobs created and/or retained within 24 months from the date of the RLF loan approval. All jobs shall be maintained for a minimum of 12 months.

Community Development Block Grants

The Wisconsin Department of Administration disburses federal community development block grant funds to Wisconsin communities through several types of block grants that may be used to support economic development.

—Economic Development (CDBG-ED)

The CDBG-ED program was designed to assist businesses that will invest private funds and create jobs as they expand or relocate to Wisconsin. The Wisconsin Department of ~~Commerce~~ Administration awards the funds to a city, village, town, or county, which then loans the funds to a business. When the business repays the loan, the community may retain the funds to capitalize a local revolving loan fund. This fund can then be utilized to finance additional economic development projects within the community. This program is being closed due to the COVID-19 pandemic. Communities with revolving loan funds can use the remaining funds for up to three projects. Two Ozaukee County businesses participated in the CDBG-ED program in 2006. Four additional County businesses were approved for CDBG-ED funds between 1996 and 2005.

Public Facilities (CDBG-PF)

CDBG-PF is a competitive grant program that provides funds to communities for vital or urgent infrastructure projects, with higher priority given to projects that benefit low- to moderate-income households, low property value areas, and communities with financial need.

Public Facilities Economic Development (CDBG-PFED)

CDBG-PFED provides grants to communities of up to 50,000 population for public infrastructure projects that support business expansion to create jobs for low- to moderate-

income individuals. Grants are limited to half the project cost or up to \$35,000 per job created. At least 51 percent of the hires must be LMI individuals.

Technology Zones

~~Wisconsin's Technology Zone program, administered by the Wisconsin Department of Commerce, offers tax credit incentives to new and growing businesses in the State's hightechnology sectors. High technology businesses planning to expand existing operations in a designated Technology Zone area, individuals planning to start a new business in a Technology Zone area, or businesses considering relocation to a Technology Zone area from outside Wisconsin may be eligible for a maximum \$500,000 tax credit. Ozaukee County is part of the Metropolitan Milwaukee Technology Zone; however, there have been no beneficiaries of the program in the County.~~

Tax Increment Financing

Wisconsin's Tax Increment Finance (TIF) program was approved by the Legislature in 1975 and amended in 2004 to allow towns limited participation in the TIF program. Towns may create TIF districts for projects involving the agricultural, forestry, manufacturing, and tourism industries.

When a TIF is created, the aggregate equalized value of taxable and certain municipality-owned property is established by the Department of Revenue. This is called the Tax Incremental Base. The municipality then installs public improvements, and property taxes generally increase. Taxes paid on the increased value are used to pay for improvements funded by the community. This is the Tax Increment. It is based on the increased values in the Tax Increment District (TID) and levies of all the taxing jurisdictions that share the tax base. Other taxing jurisdictions do not benefit from taxes collected on value increases until project costs have been recovered and the TID is retired. At this point, the added value is included in the apportionment process and all taxing jurisdictions share the increase in property value.

Community Development Authorities

Towns, by two-thirds vote of the members of the Town Board, may adopt an ordinance or resolution creating a housing and community development authority known as the "Community Development Authority" (CDA) under Section 66.1341 of the Statutes. The CDA is a separate body from the governing body with the purpose of carrying out blight elimination, slum clearance, urban renewal programs and projects, and housing projects. The ordinance or resolution may also grant the CDA authority to act as the agent of the local government in planning and carrying out community development programs and activities approved by the governing body under the Federal Housing and Community Development Act of 1974 and as the agent to perform all acts that may be performed by the plan commission, with the exception of preparing the comprehensive plan for the local government. Redevelopment and housing authorities must cease operation if the local government establishes a CDA.

Wisconsin Economic Development Corporation (WEDC)

The WEDC administers a number of state economic development programs that are designed to support business and community development and entrepreneurship. Programs include the following.

Business Development Loan Program – This program provides loans primarily to small businesses that have limited access to standard types of debt or equity financing, particularly, but not limited to, rural areas of the state. It is intended to provide gap financing to existing businesses seeking to expand, increase operational efficiency, or enhance competitiveness in key Wisconsin industries.

Community Development Investment Grant – Through this program, WEDC supports community redevelopment efforts by providing financial incentives for shovel-ready projects with an emphasis on, but not limited to, downtown community-driven efforts. Grant recipients must demonstrate significant, measurable benefits in job opportunities, property values, and/or leveraged investment by local and private partners.

Business Development and Enterprise Zone Tax Credits – These programs provide refundable tax credits for businesses with major expansion projects, headquarters retention, or businesses relocating major operations or headquarters to Wisconsin from other states. Eligibility depends on whether the expansion or relocation requires tax credits, the extent to which the project will increase employment and contribute to economic development in the state, the financial soundness of the business, the extent of benefits provided to employees, and previous financial assistance from WEDC.

Idle Sites Redevelopment Program – This program provides grants of up to \$500,000 to communities for the redevelopment of site that have been idle, abandoned, or underutilized for a period of at least 5 years. Funding can be used for demolition, environmental remediation, infrastructure, or site-specific improvements to advance the site to shovel-readiness or enhance the site's market attractiveness.

Brownfield Remediation Grants

The comprehensive planning law places an emphasis on the remediation and reuse of environmentally contaminated, or brownfield, sites. Brownfields are defined as abandoned, idle, or underused industrial or commercial properties where redevelopment is hindered by known or suspected environmental contamination. The following grant programs are available to assist in the identification and clean up (remediation) of brownfield sites:

Programs Administered by WEDC

Brownfield Site Assessment Grants (SAG)

Brownfield Site Assessment Grants (SAG) assist local governments in taking preliminary steps to stimulate redevelopment of brownfield areas. Counties, cities, villages, towns, redevelopment authorities, community development authorities, and housing authorities are eligible for ~~the~~ grants of up to \$150,000. The applicant may not have caused the environmental contamination, and the party responsible for the contamination must be unknown, unable to be located, or financially unable to pay for grant eligibility. The grant may fund Phase I and II environmental site assessments, environmental investigation, demolition, removal of underground

storage tanks, and removal of abandoned containers. This program requires a 50 percent local match. The State budget typically includes \$1.7 million per year for SAG funding. The Wisconsin Department of Natural Resources (DNR) administers the grants.

~~*Blight Elimination and Brownfield Redevelopment (BEER) Grants*~~
Brownfield Grants Program
~~Blight Elimination and Brownfield Redevelopment (BEER) grants are administered by the Wisconsin Department of Commerce and~~ The Brownfield Grants program provides funding for blight elimination and brownfield projects that promote economic development and have a positive effect on the environment at abandoned, idle, or underused industrial and commercial sites. Counties, cities, villages, towns, non-profit organizations, individuals, and businesses are eligible for the grant. The grant may fund ~~property acquisition, Phase I and II environmental site assessments,~~ environmental investigation, removal of abandoned containers and some underground storage tanks, environmental cleanup, and demolition to facilitate redevelopment; ~~rehabilitation of buildings, and redevelopment.~~ This program requires a 50 percent local match. This program is funded by a combination of State and Federal funds and typically receives about \$7.5 million in funding per year.

~~*Brownfield Green Space and Public Facilities Grants*~~

~~Brownfield Green Space and Public Facilities Grants assist local governments in cleaning up brownfields that are intended for future public use. This includes developing green spaces and public facilities. Cities, villages, towns, counties, redevelopment authorities, community development authorities, and housing authorities that have completed an environmental investigation and are ready to clean up the contaminated property are eligible for the grants. The maximum grant awarded is \$200,000. The program is administered by the DNR.~~

~~*Petroleum Environmental Cleanup Fund Award (PECFA)*~~

~~The PECFA program was created by the Wisconsin Department of Commerce in response to enactment of Federal regulations requiring release prevention from underground storage tanks and cleanup of existing contamination from those tanks. PECFA is a reimbursement program returning a portion of incurred remedial cleanup costs to owners of eligible petroleum product systems, including home heating oil systems. Program funding is generated from a portion of a \$0.02/gallon petroleum inspection fee.~~

~~*Brownfield Economic Development Initiative (BEDI) Grants*~~

~~The Brownfield Economic Development Initiative (BEDI) provides eligible communities with grants to clean up and redevelop brownfields. Local governments that are Federal entitlement communities or non-entitlement communities may apply for BEDI grants.~~

Activities funded by BEDI grants must meet one of the following National objectives:

- Benefit low to moderate income people
- Prevent or eliminate slum or blight
- Address imminent threats or urgent needs

The grant funds may be used for planning, property acquisition, Phase I and II environmental site assessments, environmental investigation, removal of underground storage tanks and abandoned

~~containers, environmental cleanup, demolition, rehabilitation of buildings, redevelopment and marketing, and public facility and infrastructure improvements. The maximum grant awarded is \$2 million.~~

Programs Administered by DNR

WAM Contractor Services – This program provides up to \$35,000 for Phase I and II assessments for hazardous materials and petroleum to local governments, private entities, or other public entities. It is intended for smaller (<10 acre) closed or closing manufacturing sites.

Ready for Reuse Grants and 0% Interest Loans – This program provides grants and no-interest loans to local government units, tribes, and non-profits for hazardous material and petroleum cleanup, remedial action plans, demolition and site preparation for redevelopment, asbestos removal, short-term monitoring, consultant fees, public participation costs, and tank removal. Recipients must provide a 22 percent match.

Federal Brownfields Assessment Grants

The Federal Brownfield Assessment Grants are administered by the U.S. Environmental Protection Agency (EPA) and are for assessment of brownfield sites. Local governments, regional planning commissions, redevelopment authorities, non-profit organizations, and some other governmental organizations are eligible for the grants. The grants are available to fund planning; Phase I and II environmental site assessment; environmental investigation; removal of some petroleum tanks; and remediation, planning, and design. The maximum grant award is \$200,000. An applicant may request a total of \$400,000 per year.

Federal Brownfields Site Cleanup Grants

The Federal Brownfield Site Cleanup Grants are administered by the U.S. EPA for the clean up of a brownfield site. Local governments, regional planning commissions, non-profits, redevelopment authorities, and some other governmental organizations are eligible for the grants. The grants may fund environmental cleanup, demolition, and removal of some abandoned containers and underground petroleum tanks. The maximum grant award is \$200,000 with a 20 percent cost share required in the form of money or in kind services.

Goals, Objectives, Standards, Programs

GOAL 8.0

TO SECURE DESIRABLE FUTURE GROWTH WITHIN THE KNELLSVILLE PLANNING AREA WITH ECONOMICALLY AND ENVIRONMENTALLY SOUND DEVELOPMENTS CONSISTING OF COMPATIBLE LAND USES.

Objective 8.1

To extend the sanitary sewer and water utilities into the Knellsville Planning Area.

Standard 8.1A

When available, facilitate the extension of sanitary sewer and water from the City of Port Washington to the Knellsville area to initiate and service the future commercial development.

Objective 8.2

To diversify the existing tax base.

Standard 8.2A

Promote and pursue a variety of commercial, business, or light industrial uses within the Knellsville area to increase the tax levy for increased services without putting the burden on the residential ratepayers.

Standard 8.2B

Promote a variety of stable businesses to establish an economically successful employment center with a diverse workforce in terms of skill level within Knellsville.

Standard 8.2C

Encourage cooperation between the local school district and the business community to develop educational programs that provide the Town labor force with skills to meet the employment needs of Town businesses and to provide the services needed by Town residents.

Program

Encourage the Ozaukee County Economic Development Corporation (OCEDC) to continue involvement and partnership with educational programs such as Fast Trac and First Steps to Entrepreneurship through representation on the OCEDC Board

Program

Consider distributing educational materials provided to the Town regarding various workforce education partnerships and opportunities and job/career opportunities available for students and adults

Objective 8.3

Encourage business development that provides a living wage for its employees and enables employees to afford housing in the Town.

Program

Study the establishment of a Town of Port Washington Revolving Loan Fund (RLF) to create employment opportunities, encourage private investment, and provide a means to finance new and expanding businesses in the Town.

Objective 8.4

Promote redevelopment of underutilized commercial and industrial land in the Town through 2035.

Objective 8.5

To protect the rural character in the surrounding agricultural areas.

Standard 8.5A

Encourage a regional storm water maintenance plan in the Knellsville area that will be effective for both water quality and water quantity.

Objective 8.6

To promote environmentally sensitive developments.

Standard 8.6A

Implement and enforce design standards for all types of development to ensure that the materials used during and for construction are not detrimental to the natural well being of the environment.

Objective 8.7

To promote the creation of an open area for residents to congregate.

Standard 8.7A

Open spaces, multi-use trails, and other recreational opportunities must be coordinated with all future development to ensure that future residents and visitors have reasonable access to the opportunities.

CHAPTER 9 INTERGOVERNMENTAL COOPERATION

In Wisconsin towns are lowest on the hierarchy of power and have subsequently been given the least amount of home rule authority, or regulating powers, from the State. As a Town that is within close proximity of several villages and a ~~fourth~~third-class city, intergovernmental cooperation for the Town of Port Washington is extremely important. The cooperation with other governing agencies includes mainly formal agreements such as Boundary Agreements.

The State of Wisconsin and Ozaukee County can be considered governing agencies that have specific authorities of communities within them. For example, the highway system in the Town of Port Washington includes State and County Trunk Highways. Therefore, intergovernmental cooperation extends beyond the municipalities adjacent to the Town.

Boundary Agreements

The Town negotiated a Boundary Agreement with the City of Port Washington that created a permanent boundary between the Town and City, attached as Appendix A. Through the negotiation of the Boundary Agreement, the provision of municipal sewer and water to a portion of the Town known as Knellsville was agreed upon. The Boundary Agreement was finalized on December 29, 2004 and will be in effect until December 31, 2025.

The Village of Saukville, which is located immediately west of the Town, has the authority to annex land from the Town. The Village has utilized that authority and annexed approximately 30 acres from the Town. The Village of Saukville and the Town of Port Washington have not negotiated and adopted a Boundary Agreement. Therefore, the Village of Saukville can legally continue to expand into the Town without limit.

Extraterritorial Jurisdiction

Every village and fourth-class city has been given the power of extraterritorial plat review jurisdiction extending 1.5 miles from the corporate limits. ~~Third-class cities have extraterritorial plat review jurisdiction extending 3.0 miles from corporate limits.~~ Essentially, the Village of Saukville or the City of Port Washington can approve/deny any land divisions within the certain areas of the Town.

Villages and cities are also able to adopt extraterritorial zoning extending 1.5 miles from their corporate limits. There is not any extraterritorial zoning currently affecting the Town of Port Washington.

Shared Services

Due to the size, population, and make-up of the Town, the Town does not directly provide many services for residents, but shares services or contracts out for services to ensure that essential services are provided for residents. Examples of these services or services that the Town supports include:

- Port Washington – Saukville School District: Students who reside in the Town of Port Washington ~~are able to~~ attend the schools associated with the Port Washington – Saukville School District.
- W.J. Niederkorn Library: The Town of Port Washington supports the policies and programs of the library located in the Town of Port Washington.
- Senior Center: The Town supports the senior center located within the City of Port Washington.
- The City and Town of Port Washington have agreed upon a service that the Town of Port Washington accepts sludge from the City of Port Washington with no fee involved.
- The Town of Port Washington does not have a Department of Public Works and therefore contracts with the Ozaukee County Highway Department for the maintenance of the roadways in addition to the cleaning and weed control of the right-of-ways.
- The Town of Port Washington has separate agreements with the Village and Town of Saukville for the maintenance of Northwoods Road
- The Town of Port Washington has an agreement with the Town of Belgium for the maintenance of Dixie Road.

Commented [CD1]: Add info to cultural resources chapter

Commented [CD2]: Is this still true?

Commented [CD3]: Still current?

Intergovernmental Conflicts

The only existing conflict that the Town of Port Washington has with other governing agencies ~~is~~ includes Ozaukee County and the Southeastern Wisconsin Regional Planning Commission regarding methods of preserving agricultural fields and uses within the Town. The process to resolve the conflict has begun through discussions and the creation of the Smart Growth Plans.

Potential conflicts include the Village of Saukville, which has the authority to annex land from the Town. The Village has utilized that authority in the past. The potential conflict with the Village of Saukville can be resolved through discussions and a formal Boundary Agreement.

Goals, Objectives, Standards, Programs

GOAL 9.0

TO MAINTAIN MUTUALLY BENEFICIAL RELATIONS WITH ADJACENT MUNICIPALITIES AND OTHER GOVERNING AGENCIES.

Objective 9.1

Maintain open communication lines between Town Staff, committees, and commissions with other governing agencies to promote the well being of the Town and residents.

Objective 9.2

Continue to expand municipal relationships that the Town has established with neighboring communities and other governing bodies.

Standard 9.2A

Continue the shared service agreements with appropriate municipality to ensure the services are provided to the Town residents.

Standard 9.2B

Consider discussions with the Village of Saukville to create a formal Boundary Agreement.

Program

Consider expanding discussions with Ozaukee County to resolve the issue of protecting productive farmland within the Town.

Standard 9.2C

Continue assisting the Port Washington – Saukville School District in finding suitable locations for additional facilities to ensure students are learning in a safe and comfortable atmosphere.

CHAPTER 10 CURRENT LAND USE

Town of Port Washington adopted a Land Use Plan in 1994, with several updates to the plan since its inception. Lands were planned to include several different uses, but overall, the existing land uses are dominated by agricultural uses. Acreage of the various uses is shown in the following table. The ratios shown are typical of many rural communities.

The total acreage of the Town decreased more than 1,700 acres between 1994 and 2007 due to annexation from the Town into either the Village of Saukville or the City of Port Washington. The acreage classified as residential, commercial, and industrial categories have been affected by annexation, development, or reclassified as a new category of land use.

Table 16: Existing Land Use Comparison

	1994 Land Use Plan 1 (existing land use)		2007 Existing Land Use ²	
	Acres	Percentage	Acres	Percentage
Residential	750	5.7%	810	7.1%
Commercial	37	0.3%	31	0.3%
Industrial (Manufacturing)	38	0.3%	65	0.6%
Transportation	324	2.5%	687	6.0%
Communications and Utilities	N/A	N/A	59	0.5%
Government and Institutional	2	0.0%	18	0.2%
Recreation	25	0.2%	71	0.6%
Natural Areas	N/A	N/A	1,059	9.2%
Agricultural	12,000	91.1%	8,238	71.9%
Extraction	N/A	N/A	20	0.2%
Open Lands	N/A	N/A	395	3.4%
Total	13,176	100.0%	11,453	100.0%

SOURCE: ¹ Town of Port Washington Land Use Plan 2010

SOURCE: ² Ozaukee County Comprehensive Plan, Southeastern Wisconsin Regional Planning Commission

Analyzing the change in existing land uses within the Town from 1994 and 2007 offers valuable insight into the trends of the supply, demand, and market forces that individual property owners are subject to regularly. Transportation acreage has more than doubled between 1994 and 2007 but remains a small percentage of the Town. This is likely due to appropriate lands being dedicated for existing right-of-ways rather than the construction of new roadways.

The total acreage of agricultural lands decreased by roughly 3,800 acres in the 13-year period between the two studies. This reduction is likely due to reclassifying the agricultural land into natural areas and open space that were previously classified as agriculture, development, and annexation. Development that has occurred between 1994 and 2007 has accounted for a small

decrease in the total amount of agricultural lands in the Town and an increase in acreage identified as residential and industrial.

Map 7

Generalized Land Uses as of 2018

Town of Port Washington

Legend

 Municipal Boundaries

Land Use Category

 Open Lands


 Residential

 Commercial

 Industrial

 Transportation

 Communication and Utilities

 Government and Institutional

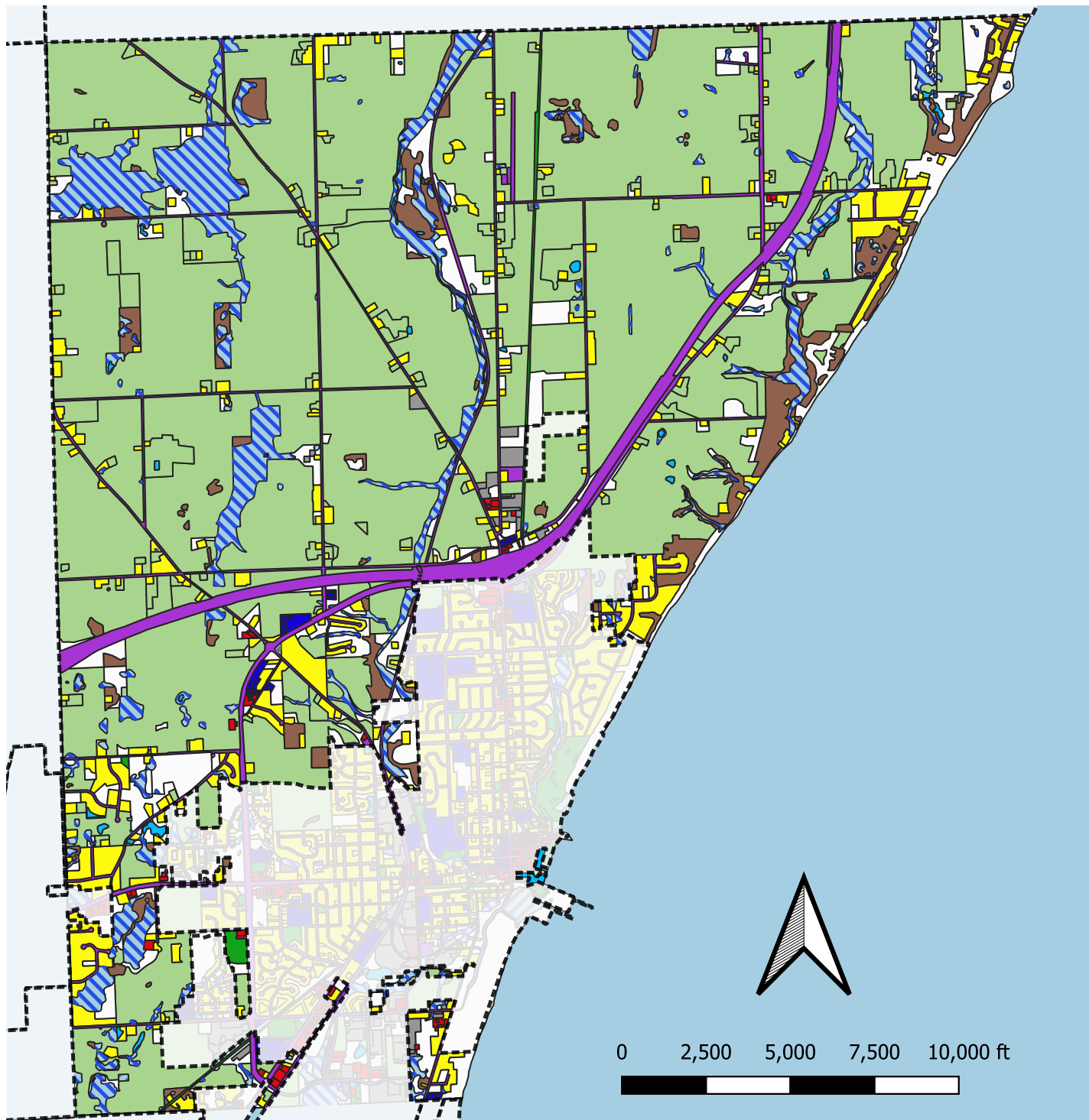
 Recreational

 Agriculture

 Woodlands

 Wetlands

 Surface Water



Residential land uses in the previous Land Use Plan accounted for 750 acres of the Town. According to the Southeastern Wisconsin Regional Planning Commission analysis, in 2000 only 620 acres of land were utilized as residential. A decrease of 130 acres of residential land uses may be attributed to annexation, a separate method of calculating residential acreage, or a combination of both factors.

The 1994 plan indicated that 1,400 acres of land would be needed to accommodate the additional residential needs of the Town by 2010. In the year 2000, 620 acres of land were identified as residential land uses indicating a vastly different residential trend between the planned land acreage and the acres that have actually been developed as a residential land use. Residential development that has occurred since 2000 will increase the acreage identified as residential, but the current residential acreage is far below the planned 1,400 acres of the projected need.

Commercial and industrial land use acreage has also declined between 1994 and 2000. Annexation into the City of Port Washington and the Village of Saukville is likely the cause of an eight-acre decrease in commercial land uses and six-acre decrease in industrial land uses in the Town.

Agricultural Preservation

Due to the vast amount of agricultural land and the productive agricultural land uses, the Town has taken an initial step in preserving the agricultural land—~~B~~ by zoning the large productive farmland as A-1 Exclusive Agriculture—The Town's subdivision and zoning ordinance requires that when a petition to rezone land from the A-1 Exclusive Agriculture is submitted, the Town must qualify the rezoning based on the following three standards. The Plan Commission must find that:

1. Adequate public facilities to accommodate development either exist or will be provided within a reasonable time.
2. Provision of public facilities to accommodate development will not place an unreasonable burden on the ability of local units of government to provide them.
3. The land proposed for rezoning is suitable for development and development will not result in undue water and air pollution, cause unreasonable soil erosion, or have an unreasonably adverse effect on rare or irreplaceable natural resources.

The subdivision and zoning ordinance states that the Town must also notify the Wisconsin Department of Agriculture, Trade, and Consumer Protection (DATCP) of any changes to the Exclusive Agriculture District. When planning future land uses other than exclusive agriculture, these standards should be reviewed to ensure that the planned land uses would meet these set standards for future development.

With adoption of this Comprehensive Plan in 2009, the Town designated most of the land zoned for A-1 Exclusive Agriculture as planned for Mixed Agriculture/Conservation Subdivision. Conservation subdivisions allow smaller lot sizes to promote the preservation of open space and/or farmland. The conservation subdivision promotes the preservation of open space that protects

naturally sensitive lands, creates land for open space or recreation, or can continue land in an agricultural use. Safeguards are added to approvals or conservation subdivision design that permanently prohibit any future division or development of the open space. Because the Town had the conservation subdivision planned land use and zoning regulations in place when Ozaukee County updated its Farmland Preservation Plan in 2013, the Town chose not to participate in the farmland preservation program. Since it is not participating in the farmland preservation program, the requirements of Wis. Stats. Chapter 91 no longer apply to conversions of land zoned A-1 Exclusive Agriculture in the Town. Therefore, the requirements listed under §340-142 Changes to A-1 Agricultural District should be rescinded.

~~Agricultural land preservation is also dependent on choices made by the Town regarding policies related to preferred lot sizes and the number of land divisions permitted. In order to promote both residential growth and agricultural land preservation, lot sizes are a major factor. If the Town prefers that any new residential growth be on large lots, residential developments will utilize large areas of land that could otherwise continue farming operations. Smaller lot sizes would accommodate projected residential growth while preserving more land for agricultural land uses.~~

~~Controlling the number of land divisions for an original parcel is a strategy that could be utilized to limit the amount of farmland that is transitioned into residential land uses. If a landowner is only able to split off a particular number of lots from their original parcel, the projected residential growth could be accommodated while the remainder of the farmland is then preserved for agricultural land uses.~~

CHAPTER 11 FUTURE LAND USE

Proper land use planning is important for all municipalities, but even more important for the Town of Port Washington. The Town is very dynamic with a multitude of land use activities and opportunities, with the added dimension of the Interstate 43 corridor providing nearby accessibility to the population centers of Metropolitan Milwaukee to the south and Sheboygan, Manitowoc and Green Bay areas to the north. Historically and traditionally, the Town has been blessed with an abundance of natural resources with prime agricultural soils creating a strong agricultural community. The Town has enjoyed the benefit of the Sauk Creek environmental corridor and five miles of Lake Michigan shoreline. The numerous Town natural and man-made amenities and the growing neighboring municipalities of the City of Port Washington and the Village of Saukville combine together to make the Town an attractive location to live and work.

This plan represents a huge opportunity for the Town to properly manage the anticipated change while maintaining an agrarian quality of life enjoyed by many generations and newer residents alike. This plan creates a blueprint to seek new avenues to adjust to the eventual changes that will occur via external pressures. This plan projects Town land use to 2035 to coordinate with the concurrent process of preparation of the Ozaukee County-wide plan. Lastly, this plan allows flexibility to adjust to evolving conditions while emphasizing the need to cooperate with municipal neighbors.

Land use planning and rational decision making for the future has been prevalent for many years in the Town of Port Washington. ~~Most recently~~Prior to this Comprehensive Plan, the Town was under the guidance of the “Town of Port Washington Land Use Plan, 2010” adopted in 1994. The 1994 Plan provided the basis for Town administration of the Zoning and Subdivision Ordinance adopted originally in 1996 and kept ~~up-to-date~~up to date with periodic amendments.

A noteworthy achievement occurred in late 2004 with the approval of a boundary agreement between the Town and City of Port Washington. The agreement ended years of boundary and annexation disputes. Aspects of the agreement sets an ultimate Town/City boundary until December 31, 2025 and provides for the extension of City public sanitary sewer and water facilities to serve new development in the Knellsville Neighborhood that will remain in the Town. Soon thereafter, the Town commenced a process that amended the 1994 Plan by creating the Knellsville Planning Area, and then created new zoning districts and development standards to implement the Planning Area document.

With the boundary agreement in place, and the plan and development standards for the Knellsville neighborhood adopted, the Town Plan Commission and Town Board desires to focus efforts toward the proper planning of the entire Town to address needs that have been identified through citizen input, development proposals and changing land use trends in the area and region that caused the 1994 plan to be out-of-date. Concurrent with this Plan, the Town has been an active participant with the preparation of the Ozaukee County Smart Growth Plan. The County Plan process provides a wealth of background and demographic information about the Town and County that serves as the basis for preparing a Smart Growth Plan pursuant to Wisconsin Statutes

Section 66.1001. This Land Use Plan is a component of the overall County Smart Growth Plan to rationally guide the Town in its land use decisions as pressures increase toward a shift away from an agrarian community.

Town Vision and Overall Goals, and Objectives

The Town's Vision and overall Goals, Objectives and Standards are stated throughout this Comprehensive Plan. They represent the guiding principal for this plan and future land use decisions. While they are very similar in content to the stated goals and objectives in the 1994 Plan, there is a major difference. That difference is the underlying theme of sustainability, in that the Town strives toward "balancing of the preservation of the historical rural and agricultural character of the Town with that of rural development that allows for compatible development to support the growing economic needs of Town government, property owners and citizens." In other words, as stated in the beginning paragraphs of this chapter, there are both internal and external changes occurring that could cause undesirable and unintended results for the entire Town if not addressed. The updated Vision, Goals, Objectives, Standards, and Programs are designed to meet the challenge of change while retaining traditional community values.

This Plan promotes meeting the critical balance of sustainability. Every future land use decision must reflect the Town Vision.

Mapping Resources

Ozaukee County has the valuable assistance of the Southeastern Wisconsin Regional Planning Commission (SEWRPC) to prepare the Countywide plan. SEWRPC has prepared numerous maps of natural resource features that indicate limitations for building site development.

As the maps are available in various formats through several sources, they have not been reprinted in this document. However, the maps are incorporated into this Plan by this reference.

To conform to the Town Vision, Goals and Objectives, the mapping resources must be utilized to analyze the development capacity of any site prior to all land use decisions of the town.

Current Land Use Areas

Chapter 8 addresses in detail the current land uses and acreage within the Town, accurate to the most recently available data. The data is constantly changing. As parcels are attached to the City under the terms of the boundary agreement, the land is detached from the Town. Likewise, as parcels are annexed to the Village of Saukville they are removed from the Town. Land may remain in the Town, but the use of the land could have changed.

Land use in the Town is characterized in three distinct sections, that relate to the recommendations of future land uses in this Plan. The three distinct areas are:

1. Agricultural part of the Town north and west of I-43 corridor.

When Interstate 43 was constructed in the 1970's, it created a man-made boundary in the Town separating the more developed area toward the City of Port Washington and the large expanse of agricultural land. This agricultural section of the Town contains an abundance of fertile agricultural soils. For the most part, farming remains the prevalent land use with considerable acreage, although the number of farming operations has decreased. Some newer rural residential exists via land divisions or farm consolidations.

The Knellsville Neighborhood is part of this area. Knellsville was and continues to be the social and business center of the Town with the location of Town Hall, a popular restaurant and newer industrial uses. It has rebounded from the time when the Interstate 43 and County Trunk Highway H interchange removed many of the original structures and uses.

Although the City and the Town are very much intertwined socially with schools and cultural, civic and religious organizations, the very existence of Knellsville and the steps taken by past and current Town officials to plan for Knellsville's future and growth provides for continued Town presence, both socially and economically. The boundary agreement, with the plan for the Knellsville Planning Area and subsequent zoning standards, places the Town in a position to properly plan for the future of the main agricultural part of the Town with Knellsville as a strong town center.

2. Lakeshore Planning Area, east of Interstate 43.

The Town is in an advantageous position with Lake Michigan frontage. A welldefined area exists as the Interstate 43 corridor ranges from one-half to three-quarters mile distance from the lakeshore. About 80 percent of this area will remain in the Town under the terms of the boundary agreement.

Agriculture remains the dominant land use, although most (about 70%) of the lake frontage is developed with homes. Many of those homes are accessible from County Truck Highway LL by only narrow and unpaved private drives. Future land divisions are difficult with the Town policy of requiring public right-of-way frontage for each newly divided lot. As numerous lots in this Lakeshore area were previously created over time by deed transfers and not official Town land divisions, the Town is correct in having newer policies that protects the public health, safety and welfare.

This Lakeshore Planning Area provides a quality tax base, with the potential of expanded growth in the future.

3. Town Transitional Area south of Interstate 43

The City of Port Washington and the Village of Saukville are slowly converging along the State Trunk Highway 33 corridor. Those municipalities have Sewer Service Areas extending and sharing boundaries within the Town (see Appendix A). Town islands remain scattered within the southern portion of the City that will become part of the City pursuant to the Boundary Agreement. The Town islands are currently in a variety of land uses ranging from residential to industrial.

A portion of this urban growth area will remain in the Town via the Boundary Agreement with the City. Existing rural residential subdivisions are located in the Town just outside the Village of Saukville boundary. These subdivisions will set the tone for determining future land uses in this area. The area has the benefit of intersecting County Trunk Highways KK and LL. As CTH LL was once State Highway 84, this highway corridor has several traditional highway uses, such as a motel and commercial buildings converted into religious institutions.

These three distinct sections of the Town provide an excellent opportunity to plan for each while molding each section into the context of the entire Town.

Proposed Future Land Uses

Land use planning in any municipality is an evolutionary process that reflects historical development and land use patterns; reflects current changes and trends and the successes and trials of past land use decisions; and reflects anticipated future changes and trends. Planning is a re-evaluative process, meaning that adjustments are necessary to previous plans and policies, just as it is anticipated changing conditions and trends will require a re-analysis of this plan.

At the same time, a common theme exists between the Town's plans of the past, this plan and undoubtedly the plans of the future. That theme is an effort to preserve and protect, and enhance, the agricultural base of the town with the abundant and highly valued natural resources, recognizing that to have an opportunity to preserve, protect and enhance, adjustments to the traditional land use pattern is needed. The common theme is reflected in the Vision, Goals, Objectives and Standards stated in Chapter 2. It is with the Vision, Goals, Objectives and Standards that directs the recommendations of this plan. Even when adjustments are made to this plan due to future changes and trends that are unforeseen today, the Vision, Goals, Objectives and Standards will stand as guiding principals for all land use decisions.

The proposed future land uses shown on Map 8 represents the Town's Plan of Land Use projecting to 2035, to coordinate with the planning horizon established by the Ozaukee County Smart Growth Plan. The State of Wisconsin Smart Growth Law, as directed by Statue Statutes Section 66.1001, requires that the plan reflect several incremental stages of growth. Aspects of this plan may be implemented immediately; aspects may be implemented long term, while other aspects of this plan may not be implemented within the 25+ year planning horizon. At a Town level it is difficult to anticipate incremental stages of growth. Therefore, this plan is proactive setting aside areas for long-term non-residential growth that would be beneficial to the Town, County and region, taking advantage of a favorable position along the Interstate 43 corridor. At the same time, this plan recommends immediate actions and needs to protect the agricultural base.

Residential Lot Divisions

For purposes of this Plan, a working knowledge of land division terms is needed. There are three basic options of residential lot divisions, which include:

1. **Random Lots.** Random lots have been the preference for residential land divisions in rural Wisconsin, and used to a lesser degree in the Town. These random lots most often are divided from agricultural parcels with access from existing Town roads. State law allows four lots or less to be divided via a simplified form of a land division, called a Certified Survey Map. The Certified Survey Map process provides for a quicker local approval process.

In the Town, zoning standards allow for farm consolidations. With a farm consolidation, the productive tillable acreage is combined with adjacent farmland,

while the farmstead is divided into a separate and smaller parcel. Farm consolidations represent most of the random lot divisions in the Town.

2. **Conventional Subdivisions.** Conventional subdivisions are the traditional form of land divisions in Wisconsin where lots are divided to conform to a minimum lot size controlled by zoning standards. Land for public right-of-way is dedicated to the local municipality for roads, utilities and drainage, to which the municipality becomes responsible for maintenance of the facilities within the right-of-way. More recently, extensive facilities designed for storm water detention and/or retention are provided for on easements on lots, in areas maintained by a Homeowner's Association, or areas dedicated to the municipality.

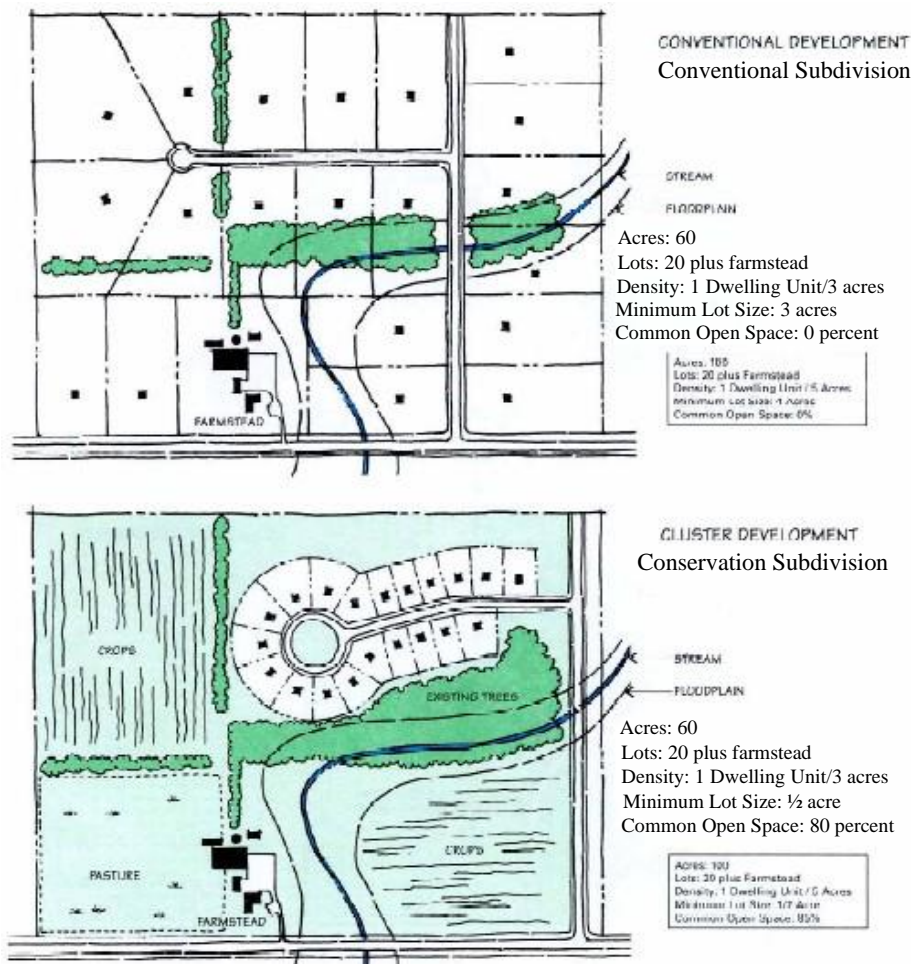
In the Town, conventional subdivisions are located in the urban residential area and near the Lake Michigan shoreline. In some cases, lands have been parceled into residential lots without public dedication of lot access, especially along the shoreline. The Town has a few conventional subdivisions.

3. **Conservation Subdivisions.** Conservation subdivisions allow smaller lot sizes to promote the preservation of open space and/or farmland. The conservation subdivision promotes the preservation of open space that protects naturally sensitive lands, creates land for open space or recreation, or can continue land in an agricultural use. Safeguards are added to approvals or conservation subdivision design that permanently prohibits any future division or development of the open space. In a conservation-designed subdivision, lots are clustered with the smaller lot sizes to reduce area for streets and utilities (and thusly reduce public costs).

The terms Open Space Subdivision or Cluster Subdivision are used interchangeably with Conservation Subdivisions. In many municipalities, a Conservation or Open Space Subdivision must be designed so that each buildable lot has direct access to the open space, while the Cluster Subdivision does not require direct access to the open space. The Town has one conservation subdivision that was uniquely designed through Planned Unit Development zoning to preserve the environmental features on the site.

Below are example illustrations of the residential lot division options. Residential development in the Mixed Agriculture/Conservation Subdivision district according to this plan would reflect the second of the two examples illustrated here. The farmstead remains, along with two fields of crops and a pasture area for farm animals.

Graphic 1: Residential Lot Division Illustrations



SOURCE: Southeastern Wisconsin Regional Planning Commission

Land Use Plan

Nine different land use categories are shown on the plan map, each with its own set of policies and guidelines. The land use categories along with approximate land coverage and intensity based on the relative percentage of each land use category within the Town is as follows:

Table 17: Land Use Acreage

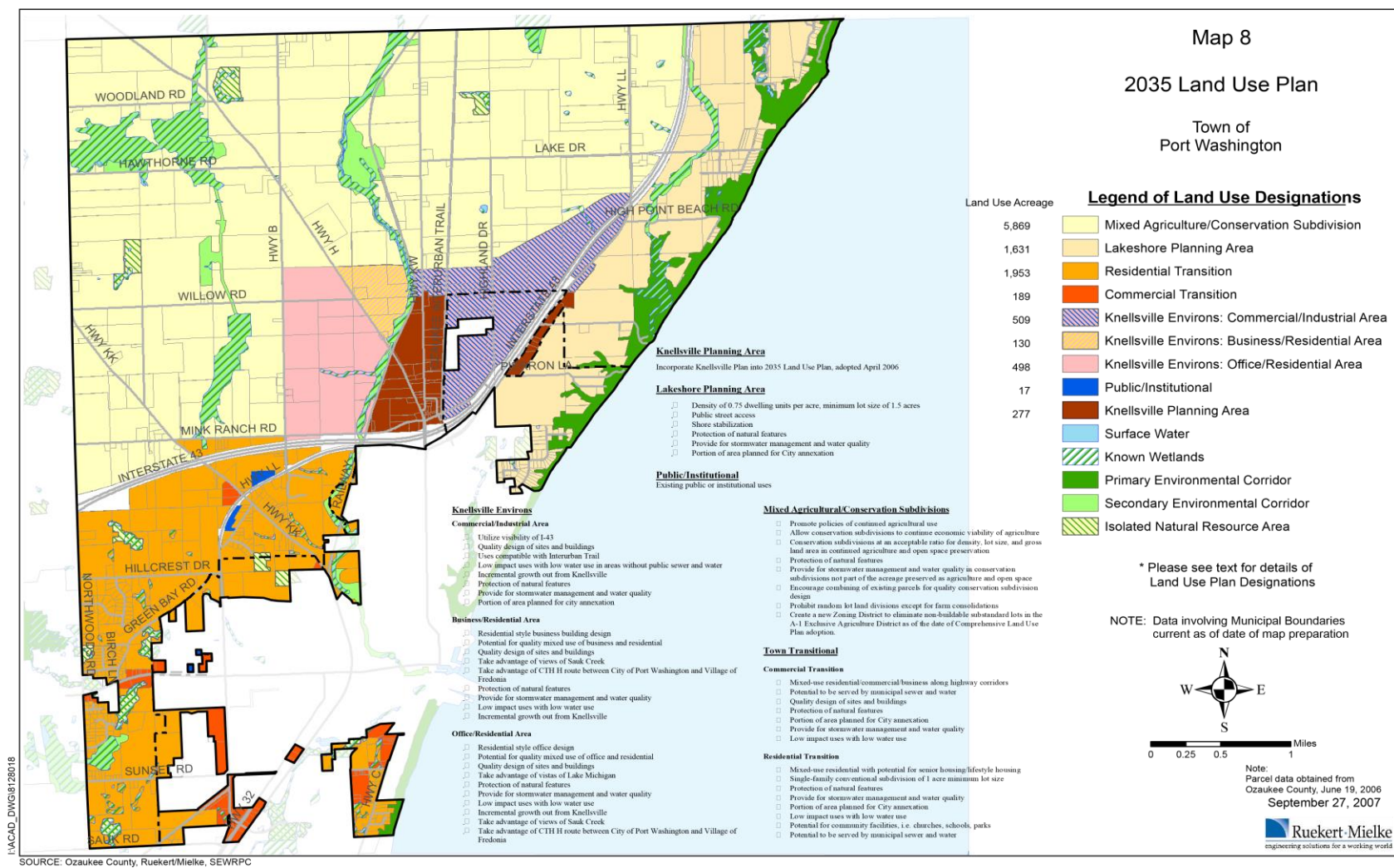
<u>Land Use Category</u>	<u>Acreage</u>	<u>Intensity</u>
Mixed Agricultural/Conservation Subdivision	5,869 acres	53.0%
Lakeshore Planning Area	1,631 acres	14.7%
Town Transitional:		
Residential Transition	1,953 acres	17.6%
Commercial Transition	189 acres	1.7%
Knellsville Environs:		
Knellsville Environs: Commercial/Industrial Area	509 acres	4.6%
Knellsville Environs: Office/Residential Area	498 acres	4.5%
Knellsville Environs: Business/Residential Area	130 acres	1.2%
Knellsville Planning Area	277 acres	2.5%
Public/Institutional	17 acres	0.2%
Total	11,073 acres	100%

(Please remember that the acreages noted in Table 17 are accurate for the date of mapping for this plan, as attachments and annexations decrease the Town's area.)

Mixed Agriculture/Conservation Subdivision

The mixed agriculture/conservation subdivision land use designation is new for the Town. This plan proposes that the majority of the northern portion of the Town be designated with a land use of a compatible mix of agriculture and conservation subdivisions. This nine square mile area remains relatively untouched by urban-style development. While it would be the main preference to retain the entire area in agriculture, the simple reality is that today's agricultural economics, controlled by the Federal government, demands that for active farmers to financially survive an alternative source of income is needed, via the farmer's greatest asset available to divest: land.

In 1978 the State of Wisconsin adopted the Farmland Land Preservation Law. It provided for various rates of income tax reductions to those whom farmed land if, 1) the County had an adopted and State approved Farmland Preservation Plan, and 2) exclusive agricultural zoning was in place. Exclusive agricultural zoning was then defined as a minimum lot size of 35 acres. Soon thereafter, the Town adopted an Exclusive Agricultural zoning district conforming to the State definition.



Now, nearly 30 years later the State program is no longer an attractive tool to preserve farmland and the Town has experienced numerous requests to divide farmland into 35-acre parcels for non-agricultural purposes, in an effort for the land owner to generate revenue to continue in farming. Except for farm consolidations when a farm ceases operation, the 35-acre land division promotes the removal of productive land from agricultural use, most often for a lone single-family home.

Therefore, Town officials have recognized that to meet the vision, goals and objectives of preserving the Town's agricultural base, standards are needed to allow combined compatible uses of agriculture and conservation subdivisions. Without this change and continuation of the exclusive agricultural zoning, land divisions of 35-acre lots will persist, forever losing prime agricultural lands.

By allowing conservation subdivisions to protect productive farmland, the Town is permitting limited residential development, thus creating an avenue to assist with the economics of the local agricultural industry. The purposes of the new Mixed Agriculture/Conservation Subdivision land use designation include:

- To promote policies of continued agricultural use that preserve productive farmland.
- To allow conservation subdivisions to continue economic viability of agriculture in a form that preserves rural character and farmland for present and future residents.
- To provide design flexibility and efficiency.
- To continue protecting natural site features with conservation subdivisions and agriculture.
- To promote continued preservation of the agricultural/open space through carefully crafted deed restrictions.
- To encourage combining of existing parcels for quality conservation subdivision design.
- To prohibit random lot land divisions except for farm consolidations.
- To encourage storm water management and water quality facilities in conservation subdivisions separate from the required agricultural and open space lot.
- To promote the agricultural/open space lot to remain in an agricultural use while also protecting the natural site features such as wetlands, floodplains, woodlands, and steep slopes in the agricultural/open space lot.

The purposes will be supported by design guidelines that will ensure that open space and environmentally significant areas are protected and enhanced. Ideally all of the open space would remain utilized as agriculturally productive lands. However, environmental features must remain protected and lands available for active and/or passive recreational lands for current and future residents may be desired. The design guidelines will be a part of the implementation of this Land Use Plan and must incorporate the percentage of

agricultural/open space, dwelling unit density, and the number of lots allowable based on the average lot size. Details of the design guidelines should be incorporated as amendments to the Zoning Ordinance.

Lakeshore Planning Area

The majority of Town land between Interstate 43 and Lake Michigan is included in the Lakeshore Planning Area. Along CTH LL there is a small portion of the Knellsville Planning Area and the Knellsville Environs: Commercial/Industrial. This portion of the Knellsville Planning Area has been planned for with the remainder of the Knellsville Planning Area and will be served with sanitary sewer and water. The Knellsville Environs: Commercial/Industrial includes the area between CTH LL and Interstate 43 and a portion of land that connects this area to the Knellsville Planning Area.

The Lakeshore Planning Area is approximately 1,631 acres in size and divided mostly into residential uses along the lake with agricultural fields to the west. The Lake Michigan views and bluffs make this a desirable location for additional residential uses in the Town. Along with additional residential uses, there are important environmental features that must be addressed with any development along the lakeshore or within close proximity. The bluffs with residential uses atop have been shown to be slumping and/or collapsing. Shore stabilization is vital for the region including the bluffs and the shorelines that are being impacted.

Future residential uses must be developed in a way considerate of the environmental and natural features. A minimum lot size of 1.5 acres with a density of 0.75 dwelling units per acre will ensure that onsite storm water management will be feasible even with the short distance to Lake Michigan.

Currently the majority of the residential uses have access to public right-of-way is through shared private drives to CTH LL. Future development on the Lakeshore Planning Area must ensure safe and efficient right-of-ways for future residents. Public right-of-ways should be constantly monitored and maintained.

The Lakeshore Planning Area is split by the previously agreed upon Boundary Agreement. As shown on Map 8, the southern portion of the Lakeshore Planning Area could be detached from the Town and attached to the City of Port Washington prior to the year 2025. The remainder of the Town will remain under the jurisdiction of the Town into the foreseeable future.

Town Transitional

Town Transitional represents the area mostly south of Interstate 43 and west and south of the City of Port Washington. This area is identified as transitional because of its proximity to the more dense development found in both the City of Port Washington and the Village of Saukville. It is possible that a portion of the Town Transitional area will be attached to the City or annexed into the Village in the future. According to the Boundary Agreement with the Town of Port Washington, the area east of the Boundary Agreement line within the Town Transitional can be detached from the Town and incorporated into the City prior to 2025.

The Town Transitional area has been divided into two separate districts including Commercial and Residential Transition. There are several characteristics that apply to both the commercial and residential areas. A portion of the Town Transitional area is included in the sanitary sewer service area of either the City of Port Washington or the Village of Saukville. The City of Port Washington sanitary sewer service area has been amended to include all lands that could become part of the City per the Boundary Agreement (with the exception of the Knellsville Planning Area). The Village of Saukville sewer service area extends east to the sewer service area of the City creating a swath of approximately one-quarter mile surrounding STH 33 of land in the Town that could potentially be seweraged pending future discussions.

Commercial Transition

The commercial transition areas in the Town have been identified along busy transportation corridors between the City of Port Washington and the Village of Saukville. Transportation corridors include STH 32, STH 33, CTH C, and the intersection of County Trunk Highways KK and LL. The commercial transition areas are located between the City and Village where the transportation corridors between the two municipalities will likely experience larger traffic volumes thereby creating a business corridor with the opportunity for mixed-use development.

The intent of the Commercial Transition area is that the larger traffic volume would create a business or commercial atmosphere with uses incorporating large storefront picture windows inviting customers to the smaller retail establishments. Retail uses must also be compatible for mixed-use where residential units could be located above a retail use. A combination of retail and residential uses would encourage an energetic environment incorporated into the active transportation corridor. A second mixed-use development option will allow for residential uses within a single development that would be integrated with commercial uses, but not necessarily within the same building. Allowing a mixed-use development offers flexibility for future development that will continue promoting the interaction of commercial and residential land uses.

Quality sites and visibility from the roadways is essential for the success of the Commercial Transition area. Access points that are easy to navigate and access points that are shared between uses will help maintain safe and positive customer visits.

Accompanying quality sites that could be developed, there must be quality design of buildings to eliminate any proposals that represent highway strip malls. Design standards should be created to implement this plan that will enable quality buildings to be constructed, promote a positive atmosphere for mixed-uses, and ultimately create safe visits to the area.

Residential Transition

The area designated as residential transition is located in the southern portion of the Town includes several developed residential subdivisions that include both single-family and multi-family residential. There are more densely developed subdivisions both east and west of the Town in the Village and City that are served by municipal sewer and water services. The existing development has influenced future development and will continue to influence future residential development in this transitional district.

Environmental and man-made features are present in the Residential Transition area of the Town. The environmental features should remain in a natural state to assume the immeasurable environmental impacts that the wetlands offer the immediate area and surrounding areas. Interstate 43 is the most significant man-made feature that must be considered with future development. Significant landscaping buffers will create aesthetically pleasing atmosphere for future developments and residents without the noise and sights of the Interstate.

Similar to the existing residential developments in the area, future single-family residential uses should be developed as conventional subdivisions with one-acre minimum lot sizes. One-acre lots are necessary with the majority of the land to remain in the Town without the availability of sanitary sewer at the present time. It is difficult to develop residential lots less than one acre while utilizing well and septic systems.

The population of the Town is aging and many residents may prefer to live in a limited community of people of similar age. Within the Residential Transition area of the Town, there is an opportunity to establish senior or assisted living residential housing. Although limited by septic systems, small areas of senior housing will enable aging residents to remain residents of the Town.

Knellsville Environs

The Knellsville Environs areas are based on the success and future incremental growth of Knellsville. The Town adopted the Knellsville Land Use Plan in April 2006 and identified the area as the future commercial and light industrial hub of the Town. The uses would include offices, retail, general commercial, and light industrial uses. A Town Center (or Square) is also planned as a location with smaller retail and/or service uses in a setting

that includes areas for residents and/or visitors to congregate. Through the Boundary Agreement, Knellsville will obtain access to municipal sewer and water.

The Town lands immediately surrounding the Knellsville neighborhood make up the Knellsville Environs. The intent of the Knellsville Environs is not to replace Knellsville as the business and light industrial hub of the Town but to support and enhance Knellsville with ancillary or supplementary business uses. Knellsville will have access to municipal sewer and water services and is planned to be developed with uses that require such services. There are not any agreements or plans for these municipal services in the Knellsville environs so future land uses must be able to operate without municipal sewer and water. The Knellsville Environs consists of a commercial/industrial area, business/residential area, and office/residential area.

Throughout Knellsville and the Knellsville Environs there are particularly sensitive natural features that should be preserved and enhanced through the well planned and managed development. The Sauk Creek is immediately adjacent to Knellsville and each of the Knellsville Environs. Steep slopes are associated with the Sauk Creek that may hinder future development near its banks and must be preserved, as they are susceptible to significant erosion problems during and after future development that could damage both the slopes as well as the creek flowing below the slopes.

Steep slopes will be an issue with future storm water controls on individual sites throughout the area. Protection of the slopes and creek can be emphasized through strong storm water management practices. Neighborhood storm water detention/retention areas or encouraging the neighborhoods to allow for the storm water to infiltrate will protect the natural features of the area including the steep slopes and other relatively flat grounds.

Quality sites and designs will be a measure of the success of the Knellsville Environs. With the steep slopes and vast scenery, there are likely building sites that may be visible for a significant distance. At these building sites, quality buildings and design features are important to maintain the integrity of Knellsville and the Town as a whole.

Knellsville Environs: Commercial/Industrial Area

The commercial/industrial area is to be an extension of the future light industrial uses in the northern portion of Knellsville and the business park planned for the abutting portion of the City. The commercial/industrial uses permitted would be low intensity and have little impact on the surrounding uses. Low intensity uses will allow this area to act as a buffer between the original Knellsville area and any future residential uses that would be developed toward the north.

Visibility to the roughly 509-acre commercial/industrial area is quite unique from Interstate 43 as commercial and light industrial uses will be acceptable uses extending toward the north. East of the Interstate, a small area of the Knellsville Environs:

Commercial/Industrial Area extends north from the small area included in Knellsville and between the Interstate and CTH LL, which offers significant visibility from the Interstate.

A portion of the commercial/industrial area can be detached from the Town and be attached to the City pursuant to the Boundary Agreement. This includes the lands between Knellsville and the Interstate.

Knellsville Environs: Office/Residential Area

West of Knellsville is approximately 498 acres of land designated to be office/residential areas. The Sauk Creek and railway separate this area from Knellsville to the east. The intent of the office/residential area within the Knellsville Environs is to be a transitional area between the densely planned Knellsville and potential agriculture/conservation subdivisions. This area will provide the opportunity for smaller offices on a residential scale to be compatible with existing and future residential uses in the area. An area including mixed uses with offices and residential will allow a small business owner to locate their business that is not dependent on municipal sewer and water services.

The office portion of this area is intended to include mixed-uses. Without sanitary sewer and water, a dense development is not practical. However, if developed with a few mixed-use office/residential establishments at the entrance to a larger expanse of residential development, a residential neighborhood with a cornerstone entrance is possible. The views of Sauk Creek and associated valley along with the traffic on CTH H between the City of Port Washington and the Village of Fredonia make this an ideal area to locate smaller commercial uses incorporated into a residential setting.

Residential uses located within a network of meandering roads set behind the mixed-use cornerstone uses at the entrance will allow for a pedestrian-friendly atmosphere that would also include the scenic views of the Sauk Creek and future Knellsville development. Residential uses within this area of the Town should not be limited to single-family homes. As seen through large amounts of development throughout the southeast Wisconsin region, condominiums are a desirable place to live for young professionals and empty nesters who would rather spend their free time enjoying life rather than maintaining the exterior of their home and yard. Limited by septic systems, large complexes are not feasible. Rather, smaller side-by-side condominiums would offer an extra housing option for people who wish to relocate to the Town.

Knellsville Environs: Business/Residential Area

Business and residential uses within the Town will be permitted extending from Knellsville north of CTH H including approximately 130 acres. Residential uses and residential-scale business uses at this location are not anticipated to receive access to municipal water and sanitary sewer from the City. This area offers additional land along a busy transportation route for business uses after the Knellsville area is fully developed.

Residential-scale business uses include businesses that are fully functional in buildings that are, or near, the size of a typical residential house with a storefront. For added visibility, locations of the mixed-use business/residential use should be at the entrance to a larger residential area. This type of design could easily be compatible with mixed-use buildings where a residence and business would be located in the same building very similar to the office/residential area south of CTH H.

The use of septic systems and wells limit future residential density similar to the remainder of the Town. Residential uses identified for the Business/Residential portion of the Knellsville Environs would match the Office/Residential area, which includes the mixed-use portion at the entrance to the development and meandering roads extending beyond the main thoroughfare to allow for neighborhood development overlooking the Sauk Creek.

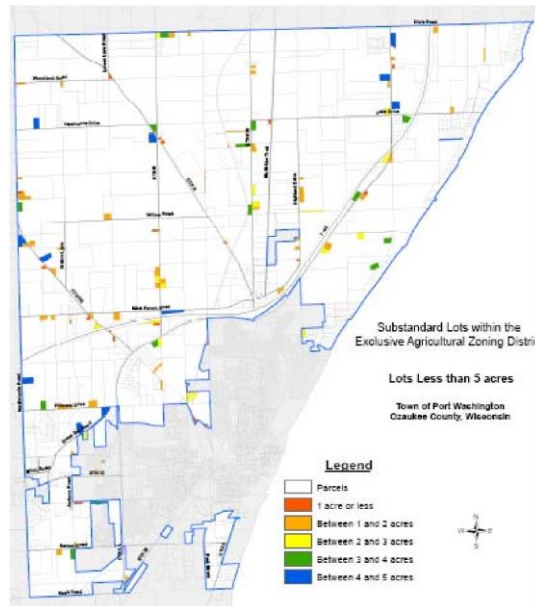
Public/Institutional

Public/institutional land uses include lands that are for public uses such as the Town Hall, water tower, and future schools or publicly owned parks and recreational areas. Future locations for these uses are difficult to plan due to the dependence on future development and the availability of purchasing land. These facilities should be monitored consistently to ensure their availability to the residents of the Town.

Substandard Lots

The Town of Port Washington is not unlike many other rural communities throughout the State in regards to the existence of substandard lots located in prime agricultural farmland and throughout the entire Town. In order to effectively plan for the future land uses throughout the Town, substandard lots must be sufficiently addressed.

Substandard lots based on parcel size have been identified throughout the Town in nearly all zoning districts. Most of the substandard lots in the residential and business districts have experienced past development including single-family homes and businesses. The Town must ensure that future development occurs only on parcels that meet the Zoning Ordinance to maintain the integrity of the Zoning Ordinance.



Substandard agricultural lots in the Town include individual properties that are zoned for Exclusive Agriculture that are not at least 35 acres in size. There are several ways that substandard agricultural lots could have been created. Some substandard agricultural lots were created prior to the Town enacting a land use plan, zoning and land division ordinance, and the Farmland Preservation Law since these lots do not meet the minimum 35 acres as designated in the aforementioned regulations. Other substandard agricultural lots were created with the construction of the transportation network throughout the Town. Still other substandard lots were created through other legal means such as the Quit Claim Deed process.

Regardless of how or when the lots were created, the Town must ensure that the future land uses on the substandard lots conform to the Comprehensive Plan. Substandard lots in the Town are currently utilized as either a residential lot or for agricultural purposes.

The current Zoning Ordinance applies standards based on the size and width of substandard lots within the exclusive agriculture zoning to determine if the lots can be developed in the future. Substandard agricultural lots can be developed if they are at least five acres in size with at least 330 feet of frontage along a public right-of-way. However, there are many lots that do not meet the defined standards leaving the lot without a viable land use for the non-farmer. Substandard agricultural lots are located throughout the Town across each of the planned land use categories. A new zoning district will allow limited development on the parcels that do not otherwise have a

viable land use. Limited development is considered as a single house or housing unit. Standards for a new zoning district have been outlined in the Implementation Chapter.

- Within the Mixed Agriculture/Conservation Subdivision category, there are numerous substandard lots within the exclusive agriculture zoning. If the lots have not been developed, continued agricultural is the desired land use for substandard lots. If developed in the future through rezoning the property, each substandard lot must be able to be incorporated into a future conservation subdivision.
- The Lakeshore Planning Area category is defined as an area for future residential land uses while protecting the primary environmental corridors and wetlands. Substandard agricultural parcels located in the Lakeshore Planning Area are mostly located along CTH LL and Interstate 43. A new zoning district will allow limited future residential development based on standards introduced through implementing the Comprehensive Plan and the existing development standards of the Town.
- The Town Transitional land use category is divided into residential and commercial transition west of the City of Port Washington where substandard agricultural lots are located. Rezoning these substandard lots to a new zoning district will allow limited future development until landowners decide to rezone their property suitable zoning district to fully develop their property. The Commercial Transitional areas should also be rezoned to a new zoning district to eliminate substandard agricultural lots until they are developed as a commercial use in accordance with the Comprehensive Plan and the Zoning Ordinance.
- The Knellsville Environs categories of future land use allow for a variety of future land uses including residential, office, commercial, and light industrial uses depending upon which category of the Knellsville Environs each parcel is located. These lots are in the vicinity of Knellsville, which has been planned for non-residential development. The Knellsville Environs that have a residential component will be allowed limited future residential development with a new zoning district.
- Several properties that have been identified as substandard agricultural lots fall into a category that will be in the City pursuant to the Boundary Agreement including those that will not be developed including the nature center along CTH KK and the park off of Groeschel Road. When future development occurs on the parcels, they will likely be detached from the Town and attached to the City of Port Washington.

All non-buildable substandard agricultural lots within the Town will be eliminated through implementing the Comprehensive Land Use Plan. Standards and identification of a new zoning district are included in the Implementation Chapter.

Key Issues for Future Development

Many aspects and issues of future development will be different throughout the Town. The following table is used to identify the key issues relating to specific locations and land uses planned for future development. Future development should address the key issues for to ensure that all development is properly planned and the well being of adjacent properties are in the forefront.

Table 18: Key Development Issues by Location

[illegible]

Future Development

This land use plan offers the opportunity for significant future residential, commercial, and industrial development within the Town. Residential growth will likely enhance the commercial and industrial opportunities of residents, property owners, and visitors. However, substantial residential growth will likely put additional pressure on other public services such as the police and fire departments, school systems, and park systems.

Residential Development

There are significant areas within the Town limits that could be developed relatively soon. It is impractical to assume that all of the residential growth will occur immediately. The following calculations indicate the maximum amount of growth that may occur in the Town.

1. The Residential Transition area is mostly south of Interstate 43 between the City of Port Washington and the Village of Saukville. Of the 1,953 acres of land included in the Residential Transition category, roughly 20 percent of that area is already developed leaving 1,562 acres available for future residential development. This area is to be developed similar to the surrounding developments at one unit per acre. Assuming 25 percent of the area is unbuildable for infrastructure, approximately 1,171 single-family dwelling units are possible in the future.
2. The Mixed Agriculture/Conservation Subdivision category of the Land Use Plan is made up of 5,869 acres of land that are mostly utilized as productive farmland and individual housing developments. Natural areas including environmental corridors, wetlands, and woodlands are also found in the Mixed Agriculture/Conservation Subdivision area of the Town. Approximately ten percent of the Mixed Agriculture/Conservation Subdivision area could be considered either previously developed or should be preserved as natural areas.

Calculating the potential number of future residential structures in the Mixed Agriculture/Conservation Subdivision category is difficult as the development standards are to be determined during the implementation process of the Plan. An acceptable residential density of 3.5 acres per unit will be used to calculate the total number of housing units possible with 65 percent of the land area to remain as agriculture and open space. Assuming an additional 15 percent of the land area is used for current and future infrastructure, 1,425 dwelling units are possible at full potential build-out. Using 65 percent of the land being preserved as open space, after infrastructure is subtracted including highway and local road right-of-way results in a total of 3,243 acres of land will be preserved as agricultural or open space.

3. The Lakeshore Planning area, mainly located between Interstate 43 and Lake Michigan, is largely developed along the shoreline. Approximately 1,305 acres of land is considered developable with 20 percent of the total 1,631 acres already developed. The Lakeshore Planning area has been identified as allowing residential development at a maximum of 0.75 dwelling units per acre. Assuming 25 percent of the land is used for infrastructure 734 single-family homes are possible.

4. Knellsville environs have been divided into three separate categories for future development. An office/residential area and business/residential area have been identified as potential locations for future residential development. Both categories have an emphasis on economic and residential development. For this analysis, 30 percent of the land area in each category will be denoted as business and office uses with 70 percent available for residential development for approximately 440 acres. Using the same methodology as the Mixed Agriculture/Conservation Subdivision category, 107 additional residential units could be developed.
5. Mixed uses have been identified in the Commercial Transition area of the Town. The residential component of any mixed-use component is highly dependent on the soils and septic systems that would be necessary. Due to the inability to predict such an important factor, residential development within mixed-uses have not been included in the calculations of future development.

The potential exists through this Land Use Plan for a significant amount of residential development. The following table represents the total number of dwelling units that have been reasonably calculated based on the Land Use Plan.

Table 19: Potential Residential Development

<u>Land Use Category</u>	<u>Acres</u>	<u>Dwelling Units</u>
Residential Transition	1,562	1,171
Mixed Agriculture/Conservation Subdivision	5,869	1,425
Lakeshore Planning	1,305	734
Knellsville Environs	440	107
Total	9,176	3,437

The Town should not assume that all 3,437 dwelling units would be constructed immediately, in the near future, or ever. The following scenarios may cause the calculated number of additional dwelling units to be inaccurate.

1. The Mixed Agriculture/Conservation Subdivision development standards have not been completed. During the implementation of this Plan, the Town must identify residential density, percentage of open space required, and the allowable lot size.
2. Some of the landowners may decide that they do not wish to subdivide or develop their property. In this scenario, the number of dwelling units may decrease from the total.
3. This scenario of potential residential development assumes that every development is proposed and developed at the maximum amount of residential units possible. It is feasible that when future study of the land is completed prior to development, there are factors that will prohibit construction on particular areas.
4. Portions of both the Residential Transition and Lakeshore Planning areas can be attached to the City of Port Washington prior to development occurring. If attachment/detachment proceedings occur the number of residential units in the Town will decrease.

5. The housing market in the Town could change. Recently the housing market has slowed a bit after a large market increase. Since the housing market cannot be predicted exactly, there is the possibility of another housing boom or a stagnant housing market. This will affect both the total number of future housing developments and the timing of when such developments will occur.

According to the land use plan, 3,437 additional dwelling units are possible in the future. According to the census there ~~are were 636-618~~ households in the Town in ~~2000-2010~~ and ~~an estimated 630 in 2015~~. An increase of 3,437 households would result in a total of 4,073 households in the Town. This represents a 540 percent increase from 2000.

Residential development within the Town will likely not increase immediately. The number of households in the Town had been projected to increase ~~26-14.2~~ percent between ~~2000-2010~~ and ~~2035-2040~~ to ~~802-706~~ households. ~~Availability of additional lands for residential development in the Town will likely drive an increase in households at a higher rate than projections show. The Town should plan for a projection between the estimated increase and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) projections. Therefore, the Town should plan for a ten percent increase every five years. If the rate of new households in the Town increases ten percent every five years, there will be 1,202 households, 400 higher than the SEWRPC projections. This represents approximately 17 percent of the total potential housing growth.~~

Commented [CD4]: This seems unlikely

Table 20: Total Potential Housing Growth

	2000	2005	2010	2015	2020	2025	2030	2035
Percent Growth		2.7%	10%-5.4%	10%1.9%	10%5.2%	10%	10%	10%
Additional Housing Units		42	65-35	74-12	82-33	90	99	109
Total Housing Units	636	653	748-618	822-630	904-663	994	1,093	1,202

Future Population

The Town must plan for the potential population increase related to the additional number of households in the Town. This Land Use Plan identifies the potential for an additional 566 households. Using the people per household calculation from the 2000 census of 2.56, the Town would realize an increase of 1,449 residents. Projecting a population from future development has several assumptions that would affect the total population.

1. The population projection assumes that the number of residents per household will remain at 2.56. Throughout the region, household size has decreased. A change in the household size will increase or decrease the projected population.
2. Since the population projection is based on the household projections, if the number of additional households constructed does not match the projection, the population projection will increase or decrease with the change.

The following table incorporates the potential for population growth with the potential housing growth in the Town.

Table 21: Total Potential Population Growth

	2006	2010	2015	2020	2025	2030	2035
Total Housing Units		748-618	822-630	904-663	994	1,093	1,202
People per Household	2.56	2.66 56	2.56 2.60	2.56	2.56	2.56	2.56
Total Population	1,676	1,914 1,643	2,104 1,635	2,314 1,695	2,544	2,798	3,077

Economic Development

Significant acreage has been planned for commercial, business, office, and light industrial development within the Town. These land uses have been identified in the Knellsville neighborhood, the area immediately surrounding Knellsville, and along the transportation corridors in the Town Transitional areas.

1. Knellsville is a large area previously planned for a combination of light industrial, business park, and small and large-scale commercial development totaling 183 acres with the steep slopes near Sauk Creek being preserved.
2. Along the transportation corridors between the City of Port Washington and the Village of Saukville, Commercial Transition has been planned. A total of 189 acres of land have been planned for mixed-use involving residential and commercial development.
3. Knellsville Environs include three separate designations for Commercial/Industrial, Business/Residential, and Office/Residential.
 - o The Commercial/Industrial area is located north and east of Knellsville. This area encompasses 509 acres of land. A large portion of this area could be attached to the City pursuant to the Boundary Agreement.
 - o The Business/Residential area is 130 acres northwest of Knellsville. The Sauk Creek separates the Business/Residential area from Knellsville. Only 30 percent, or 39 acres of the land in the Business/Residential is planned for future business growth.
 - o The Office/Residential component is immediately west of Knellsville opposite Sauk Creek. Approximately 498 acres of land is included in the Office/Residential category. Thirty percent of the available land has been identified for Office uses for 149 acres of office development.

With a significant increase in residential population in the Village and the entire planning area, there will likely be additional demand for the planned business development. Overall, approximately 1,069 acres of land have been designated for business uses with the land in the Commercial Transition identified as mixed-use with a residential component.

Using the acreage for potential growth, square footage of future commercial and/or light industrial uses can be estimated. It is assumed that 20 percent of the total land area will be utilized for road right of way and other infrastructure. An estimated five percent of the lands are considered wetlands and primary environmental corridor. This results in approximately 801 acres of land developable for business uses. The potential square footage of the future business uses can be estimated by using 30 percent of the buildable land area. Therefore, by using these calculations, it is possible to realize approximately 10.5 million square feet of commercial, business, office, and light industrial growth in the Town.

This growth, like the residential growth, is not likely to occur immediately, if ever. The Knellsville portion of the future development is dependent on municipal sewer and water from the City of Port Washington. It is difficult to estimate when the provision of services will be available, but for this analysis we will assume that sanitary sewer and water will be available by the year 2015. The following table illustrates the potential growth of business uses including five percent of the total possible growth by 2010 and another ten percent of the total possible growth by 2015. This initial surge in commercial, business, office, and light industrial development would be directly related to the provision of sanitary sewer and water. After the initial boom in development, the table follows a growth rate of ten percent additional square footage every five years.

Table 22: Total Potential Commercial/Industrial Growth

	2010	2015	2020	2025	2030	2035
Percent of Potential Growth	5%	10%	10%	10%	10%	10%
Yearly Growth (square feet)	525,000	1,050,000	157,500	173,250	190,575	209,633
Total Development (square feet)	525,000	1,575,000	1,732,500	1,905,750	2,096,325	2,305,958

Approximately 5.8 million square feet of additional commercial, business, office, and light industrial growth have been planned for in the Town that is not calculated in Table 22. The additional commercial, business, office, and light industrial growth is possible and may become developed after the year 2030. There are outside factors that may cause the commercial and industrial growth to differ from the projected square footage and not realize its full potential.

1. A large portion of the commercial, business, office, and light industrial growth can be detached from the Town prior to development. If this occurs, a significant portion of the commercial, business, office, and light industrial growth will not be included in the Town.
2. The market and economy will have a great impact on the development of the commercial and industrial uses. The Town and surrounding areas will not consume all products sold or manufactured in the Town. Therefore, the development of additional commercial and industrial areas will be a product of not only the economy of the Town, but an extended area.
3. Development within Knellsville is largely dependent on the provision of sewer and water from the City of Port Washington. A timetable for this is difficult to estimate.

4. Large landowners own significant amounts of land that have been planned for commercial, business, office, and light industrial growth. If these landowners decide to not develop their land, large areas of potential commercial and industrial growth will not materialize.

The potential for significant residential, commercial, office, business, and industrial development exists within the Town through this Land Use Plan. Development is likely to occur over a period of time and the implementation of this Plan will achieve the Vision of the Town.

Agricultural Lands

Of all the lands in the Town, most lands that have not been developed or are protected are currently in use as productive agricultural uses. According to the Southeastern Wisconsin Regional Planning Commission in 2000, there were 8,513 acres of agricultural land in the Town. Future development will convert land from agricultural purposes to either residential, business, industrial or other uses. All of the development is not likely to occur within the lifetime of this plan if ever. The following table illustrates the agricultural acreage if ten percent of the total agricultural lands are developed in five-year increments.

Table 23: Total Agricultural Lands

	2000	2010	2015	2020	2025	2030	2035
Agricultural Acreage	8,513	7,662	6,896	6,206	5,585	5,027	4,524
Percent Change	10%	10%	10%	10%	10%	10%	10%

Future development is dependent upon residents who are willing to initiate the development process of either developing the property on their own or selling their land to a developer. The incremental loss of agricultural land is dependent upon the development of the other uses planned. The table shows 4,524 acres that will remain in productive agricultural uses in the year 2035 based on the assumption of a ten percent decrease every five years.

The Mixed Agriculture/Conservation Subdivision category of this land use plan extends the preservation of agricultural uses in perpetuity. By allowing conservation subdivisions the remaining land will be utilized as agricultural land. The Mixed Agriculture/Conservation Subdivision category of this Plan guarantees a minimum of 3,243 acres of productive farmland within the Town.

Redevelopment

The majority of developed land within the Town currently meets the future planned land use descriptions. However, conflicts with planned land uses are identified within the Knellsville area where there are redevelopment opportunities. In the Knellsville Neighborhood Plan there is not a future residential land uses category. This stipulation was determined through the Boundary Agreement with the City of Port Washington. Redevelopment will likely occur after sanitary sewer and water is provided to Knellsville and large non-residential uses are located in the area.

Land Value/Prices

The cost of purchasing property has increased dramatically at many levels including the State, region, county, and the Town of Port Washington. According to the Southeastern Wisconsin Regional Planning Commission the average agricultural land sale price increased from \$6,602 per acre to \$14,415 per acre between 2002 and 2006. The increase in sale price coincides with the increase in value of the land and any improvements made on the land. The following table indicates the equalized values of the Town of Port Washington divided by major land uses in 2002 and 2007 and the change in values in number and percentage.

Table 24: Equalized Values of the Town of Port Washington

Real Estate Class	Statement of Equalized Values 2002			Statement of Equalized Values 2007			Change in Equalized Value 2002 - 2007	
	Land	Improvements	Total	Land	Improvements	Total	Number	Percent
Residential	32,763,300	74,817,800	107,581,100	46,316,800	104,319,200	150,636,000	43,054,900	28.6%
Commercial	1,572,300	4,858,600	6,430,900	4,630,600	8,663,200	13,293,800	6,862,900	51.6%
Manufacturing	388,000	2,165,000	2,553,000	830,700	2,617,300	3,448,000	895,000	26.0%
Agricultural	1,928,500	0	1,928,500	1,516,700	0	1,516,700	(411,800)	(27.2%)
Undeveloped	N/A	N/A	N/A	1,191,000	0	1,191,000	N/A	N/A
Ag Forest	N/A	N/A	N/A	227,500	0	227,500	N/A	N/A
Swamp and Waste	561,400	0	561,400	N/A	N/A	N/A	N/A	N/A
Forest	779,500	0	779,500	660,000	0	660,000	(119,500)	(18.1%)
Other	1,920,000	9,992,200	11,912,800	1,824,500	13,357,400	15,181,900	3,269,100	21.5%
Total	39,913,000	91,834,200	131,747,200	57,197,800	128,957,100	186,154,900	54,407,700	29.2%

SOURCE: Wisconsin Department of Revenue

As shown on the table, the category that experienced the greatest change from 2002 to 2007 was the residential, including the land and improvements. Commercial land uses represents the largest rate of change with an increase of over 50 percent.

Comparing the following table to the table above, property values increased by less than 5 percent overall between 2007 and 2014. Undeveloped land and property classified as Other decreased in value overall, likely due to conversions to other uses. Between 2014 and 2019, property value growth rebounded somewhat, although values did not increase at the same pace as 2002-2007. Residential, ag forest, forest and other properties had the largest percentage increases, while manufacturing, agricultural, and undeveloped properties had modest increases, and commercial property had almost no increase.

Table 24b: Equalized Values of the Town of Port Washington, 2014-2019

Real Estate Class	Statement of Equalized Values 2014			Statement of Equalized Values 2019			Change in Equalized Value, 2014-2019	
	Land	Improvements	Total	Land	Improvements	Total	Number	Percent
Residential	54,863,300	101,760,700	156,624,000	62,264,500	122,922,400	185,186,900	28,562,900	18.2%

Commercial	5,865,000	11,138,000	17,003,000	5,430,300	11,902,100	17,332,400	329,400	1.9%
Manufacturing	830,700	2,716,700	3,547,400	1,005,200	2,975,800	3,981,000	433,600	12.2%
Agricultural	1,701,800		1,701,800	1,872,300		1,872,300	170,500	10.0%
Undeveloped	611,400		611,400	657,400		657,400	46,000	7.5%
Ag Forest	480,000		480,000	645,800		645,800	165,800	34.5%
Forest	170,000		170,000	214,200		214,200	44,200	26.0%
Other	3,013,000	11,873,100	14,886,100	3,380,000	14,979,400	18,359,400	3,473,300	23.3%
Total	67,535,200	127,488,500	195,023,700	75,469,700	152,779,700	228,249,400	33,225,700	17.0%

Goals, Objectives, Policies, Programs

GOAL 1.0

MAINTAIN AND CREATE WITHIN THE TOWN A HEALTHY, ATTRACTIVE, AND PLEASANT LIVING AND WORK ENVIRONMENT FOR TOWN RESIDENTS WHILE PROTECTING THEIR HEALTH, SAFETY, AND GENERAL WELFARE.

Objective 1.1

To maintain the rural and agricultural character of the Town of Port Washington and to instill a strong sense of community identity by preserving its rich agricultural heritage and economy, and the integrity of its natural resource base.

Standard 1.1A

Concentrate future business growth in and near Knellsville to enhance the work environment near the interchange and major transportation routes while maintaining the remainder of the Town as agricultural and low intensity uses.

Standard 1.1B

Revise the existing Zoning Code to ensure consistency with the Land Use Plan.

Standard 1.1C

Promote clustering of development and preservation of common open spaces in all types of developments.

Standard 1.1D

Preserve and protect the significant environmental features, overall environmental quality, and open space character of the Town.

Objective 1.2

To establish and maintain complimentary and compatible relationships between land uses.

Standard 1.2A

Create land use designations that will protect all uses from nuisances including noise, dust, dirt, vibrations, etc. to the maximum extent possible.

Standard 1.2B

Continue implementation of the Knellsville Neighborhood Plan policies throughout the Knellsville neighborhood.

Standard 1.3C

Provide and enforce development standards throughout the entire Town to ensure that future development does not cause any adverse affects on the remainder of the Town or neighboring land uses.

Objective 1.3

Develop land use patterns that facilitate and promote the provision of efficient, convenient, and affordable high quality public services and utilities when available.

Standard 1.3A

The Town shall initiate the provision of municipal services from the City of Port Washington when they become available.

Standard 1.3B

Higher intensity land uses shall be focused in areas with municipal services. At the present time there are no services available, but in the near future sanitary sewer and water will become available in Knellsville.

HOUSING GOAL 4.0

ASSURE THE AVAILABILITY OF A VARIETY OF SAFE HOUSING TYPES FOR CURRENT AND FUTURE RESIDENTS AND ALLOCATE SUFFICIENT LAND AREA TO ACCOMMODATE CURRENT AND FUTURE POPULATIONS.

Objective 4.1

Designate areas that will support the private sector in the construction of housing to serve the varied and special needs of future residents.

Standard 4.1A

To meet the future housing needs of the Town and surrounding areas, appropriate locations for new housing within the Town shall be identified that will balance the need to protect the prominent agricultural areas of the Town from large-scale housing development.

Standard 4.1B

Proper access shall be provided to all new residential development for emergency access and safety of the general public.

Standard 4.1C

In the appropriate locations, the Town shall promote diverse housing styles and stock to accommodate persons of all income levels, all age groups, and those with special needs

Program

The Town will consider recommendations from Ozaukee County and other government agencies if they are received during the course of a residential development review process.

Consider a program to develop and distribute educational materials regarding the various Federal, State, and County programs available to Town residents for funding to adapt homes to the needs of disabled and elderly people.

Standard 4.1D

Promote home ownership, as the percentage of owner occupied housing within the Town is significantly lower than the remainder of the Towns within Ozaukee County.

Objective 4.2

To avoid the need to provide urban facilities and services to such development, encourage residential development only at densities and at locations compatible with the rural character of the Town.

Standard 4.2A

Locations within the Town for new housing opportunities are identified as the southwest sector of the town, south of the I-43 corridor, and in the northeast sector of the town, between the I-43 corridor and Lake Michigan; fully recognizing that parts of these identified areas may not have soil suitable for onsite septic systems. With all residential development in the Town, residential growth shall be focused appropriate locations and densities in order to maintain the rural atmosphere.

Standard 4.2B

Within the prominent agricultural areas of the Town, policies shall be established to encourage the protection of the primary agricultural areas while allowing limited residential development that may assist the economics of protecting the agricultural base of the Town.

Standard 4.2C

Conservation subdivisions shall be allowed at a density that eliminates the need for urban facilities and services. These conservation subdivisions will enable farmers to develop their property with the remaining land either preserved as open space or maintained as agricultural land that the farmer may lease from the Homeowner's Association.

Program

Create a zoning district in the Town Zoning Code that enables future residential development as conservation, or cluster, subdivisions to protect

natural features including wetlands, surface water, steep lands, bluffs, environmental corridors, etc

Objective 4.3

Protect the character of residential neighborhoods by precluding the encroachment of incompatible land uses, and minimizing adverse impacts on the environment.

Standard 4.3A

When new housing occurs, near or surrounding agricultural lands, adequate buffer and designs of the housing development shall be provided to minimize negative impacts between the neighboring uses.

Standard 4.3B

Future land use decisions should be made to coincide with the identified land use categories of this Plan to prevent incompatible land uses.

Objective 4.4

Promote maintenance of residential areas and preservation of existing housing stock.

Standard 4.4A

The Town shall promote the maintenance of existing residential neighborhoods and the development of new high quality residential neighborhoods, as median value of the owner occupied homes within the town, pursuant to the 2000 U.S. Census data, is the lowest of all Towns in Ozaukee County.

Program

Research and discuss the viability of creating a housing rehabilitation program to provide assistance to maintain and/or rehabilitate existing housing stock within the Town for economically qualified residents.

Objective 4.5

Enhance the aesthetics of future residential development.

Standard 4.5A

The Town shall promote the development of new high quality residential neighborhoods to in an attempt to raise the median value of owner-occupied housing.

Objective 4.6

Promote orderly and efficient residential growth.

Standard 4.6A

The Town must consistently evaluate the zoning and subdivision ordinance, and other Town polices and codes applying to housing development, including but not limited to the Planning Unit Development Overlay regulations, exclusive

agricultural zoning, farm consolidations, and the density standards and bulk regulations of all residential districts.

Standard 4.6B

Utilize acceptable sources such as the Ozaukee County Land Information Site Evaluation (LESA) program to identify lands where development should be centralized avoiding non-compatible land uses adjacent from one another.

TRANSPORTATION

GOAL 5.0

PROVIDE A SAFE AND EFFICIENT TRANSPORTATION SYSTEM THAT INCORPORATES ALL JURISDICTIONS OF THE ROADWAYS AND MEETS THE NEEDS OF ALL RESIDENTS OF THE TOWN.

Objective 5.1

Encourage development patterns with roadways to minimize environmental impacts.

Objective 5.2

Promote the efficient and safe movement of people and goods into and through the Town.

Standard 5.2A

Encourage residents to convert private roadways into public roads with appropriate right of ways to ensure the roadways receive proper maintenance and upkeep.

Standard 5.2B

Work with the Ozaukee County Highway Department to ensure future developments intersect the County Highways in the appropriate locations with the appropriate intersection design.

Program

Consider Ozaukee County's efforts to develop methods to promote interconnection between all transportation modes and systems available with the Town, County, and the Region.

Standard 5.2C

Encourage a system of multi-use trails with future development to allow residents an alternative to vehicular transportation.

Program

Consider highway design that separates vehicles from bicyclers and other trail users for safe transportation.

Program

Continue to support the Ozaukee Interurban Trail through the Town.

GOAL 5.1

PROMOTE REGIONAL, NATIONAL, AND WORLDWIDE TRANSPORTATION ACCESS TO THE TOWN FOR PASSENGERS AND FREIGHT.

Objective 5.3

Promote regional, national, and worldwide rail, air, and water transportation access to Town residents.

Objective 5.4

Promote regional, national, and worldwide transportation access to effectively move people and goods into and through the Town to promote a strong economy within the Town and the County

Standard 5.4A

Promote local, regional, and interregional public transportation facilities and services available to Town residents currently and in the future.

UTILITIES AND COMMUNITY FACILITIES

GOAL 6.0

MAINTAIN AND ENHANCE THE SERVICES AND UTILITIES PROVIDED THE RESIDENTS AND BUSINESS OWNERS TO ENSURE THE QUALITY OF LIFE WITHIN THE TOWN REMAINS AT A PREMIUM.

Objective 6.1

Support the City of Port Washington in their efforts to extend sanitary sewer and water to the Knellsville area of the Town.

Standard 6.1A

Higher intensity land uses shall be focused in areas with municipal services. At the present time these services are not available, but in the near future sanitary sewer and water will become available in Knellsville.

Standard 6.1B

When the sanitary sewer and water infrastructure is extended to the Highland Lane underpass, the Town should consider seeking resources to extend the services.

Objective 6.2

Work to ensure the Town residents are not adversely affected by storm water runoff, flooding and bluff erosion.

Standard 6.2A

Support the development of land use patterns and water control facilities and programs, including storm water management systems, to meet the stormwater runoff control needs of the Town.

Program

Continue to promote the use of best management practices and complete sound reviews by Town Staff to ensure adverse effects are not realized by residents and business owners within the Town.

Program

Continue to work with Ozaukee County to ensure future development meets the Shoreland and Floodplain Zoning Ordinance.

Program

Future development within Knellsville should be encouraged to utilize a regional storm water detention/infiltration pond to enable large quantities of water infiltration.

Objective 6.3

Work to ensure the solid waste disposal and recycling needs of Town residents are fulfilled.

Standard 6.3A

Implement programs to reduce the risks posed by waste.

Standard 6.3B

Implement programs to educate residents of the benefits of recycling.

Program

Consider creating and dispersing educational materials for residents that identifies proper practices of disposing of waste, hazardous waste, and materials that can be recycled.

Objective 6.4

Provide an integrated system of public parks, trails and related open space areas that will provide Town residents with adequate opportunity to participate in a range of recreational opportunities.

Standard 6.4A

Open spaces, multi-use trails, and other recreational opportunities must be coordinated with all future development to ensure that future residents and visitors have reasonable access to the opportunities.

Program

With future development, consider a coordinated mixture of parks, trails, and related open spaces to ensure residents have ample opportunity for active and passive recreational opportunities.

Program

Consider creating a Comprehensive Outdoor Recreation Plan (CORP) to ensure that current and future residents are provided recreational opportunities.

Objective 6.5

Work to provide Town residents with essential services.

Standard 6.5A

Continue working with Ozaukee County and surrounding municipalities to ensure adequate health care, childcare, and senior care facilities for Town Residents

Standard 6.5B

Continue supporting the Ozaukee County efforts of regulating private on-site wastewater treatment facilities for local residents.

Standard 6.5C

Continue contracting with the City of Port Washington Fire Department to ensure adequate response time to fires and rescue operations for Town residents.

Standard 6.5D

Continue supporting the Port Washington-Saukville School District to ensure children in the Town residents receive a high level of education.

Standard 6.5E

Continue supporting the W.J. Niederkorn Library to ensure Town residents have access to a public Library.

Standard 6.5F

Continue supporting the efforts of We Energies to ensure residents have access to a power and natural gas.

Program

Consider supporting renewable energy programs from We Energies to benefit the health of residents and the environment into the future

Standard 6.5G

Continue supporting the efforts of telecommunications companies that allow residents to have access to high-speed data transmission.

Standard 6.5H

Continue supporting the efforts of local cemeteries to allow for respectful and adequate resting places.

AGRICULTURE, NATURAL, AND OTHER CULTURAL RESOURCES

GOAL 7.0

TO ASSIST IN THE CONTINUATION OF SUSTAINABLE AGRICULTURE AND MINIMIZE CONFLICT BETWEEN AGRICULTURE AND NEW DEVELOPMENT.

Objective 7.1

To identify lands best suited for agricultural uses in the Town to protect both the rural character and the agricultural economic base.

Standard 7.1A

Large contiguous acreage of farmland shall be able to remain in agricultural land uses, as the agricultural land uses have been the main identity of the Town.

Standard 7.1B

Utilize acceptable sources such as the Ozaukee County Land Evaluation Site Analysis (LESA) program to identify the agricultural lands with varying amounts of development pressure and farmlands best suited for long-term agricultural use. The LESA results may also be utilized to identify lands where development should be centralized.

Program

Assist Ozaukee County with implementing its public educational program regarding the benefits of farming and the need to protect enough farmland in Ozaukee County for farming to remain viable in the future

Program

Assist Ozaukee County with implementing its educational program outlining farmland preservation grants available through Federal and State agencies.

Objective 7.2

To encourage the continuation of existing farm operators by allowing farm land divisions/consolidation that support the economics of local farming.

Standard 7.2A

Conservation subdivisions shall be allowed to enable farmers to develop their property with the remaining land either preserved as open space or maintained as

agricultural land that the farmer may lease from the Homeowner's Association. Conservation subdivisions are the preferred method of dividing agricultural lands.

Standard 7.2B

A limited number of small land divisions with a maximum lot size on a particular property shall be permitted to allow the farmer to keep the majority of the parcels for farmland under original ownership and in an agricultural use. The land divisions would allow the farm to become equitable and remain in agricultural use.

Objective 7.3

To encourage continued use of agricultural viable lands in non-traditional farms.

Standard 7.3A

Large family-owned farming operations on vast acres of land are past its prime and likely not economically feasible by today's market and industry levels. Smaller non-traditional farms will allow the land to remain as agricultural land uses while not at such a large-scale.

Objective 7.4

To encourage all land uses that serve to protect and wisely use the Town's natural resource base, including its soils, streams, wetlands, floodplains and wildlife.

Standard 7.4A

Future development shall identify and encourage the preservation of all natural resources including surface water, soils, floodplains, wetlands, environmental corridors, and wildlife.

Standard 7.4B

Future land uses must maintain quality development standards that control the quality of storm water runoff into the valuable natural resources including the groundwater, which is used for human consumption.

Standard 7.4C

Encourage the use of Best Management Practices by farmers.

Program

Consider implementing an educational program with Ozaukee County that promotes soil conservation and Best Management Practices and grants available through the United States Department of Agriculture and other Federal agencies.

Standard 7.4D

Protect the most productive agricultural lands in the Town for long-term agricultural use by allowing conservation subdivisions on a small portion of the land to enable the agricultural land to be preserved.

Program

Amend the Zoning Ordinance to allow a specified amount of development on productive agricultural lands in order to preserve the majority of the agricultural lands as productive farmland into the future.

Program

Amend the Zoning Ordinance to ensure significant natural buffers are preserved between future residential development and the existing farmland to eliminate future problems.

GOAL 7.1

TO PROTECT THE HEALTH, SAFETY, AND WELFARE OF RESIDENTS, AND PRESERVE THE RURAL CHARACTER THROUGH PRUDENT STEWARDSHIP OF THE NATURAL RESOURCE BASE.

Objective 7.5

The Town should seek to protect and preserve significant historical buildings/sites and archaeological artifacts.

Standard 7.5A

Any historical buildings/sites and/or archeologically significant sites shall be identified to ensure that the history and legacy of the Town is preserved.

Objective 7.6

Encourage the development and maintenance of cultural venues in the Town.

Standard 7.6A

Support Ozaukee County's efforts to develop methods to promote cultural venues and events located in the Town and the County to tourists.

Objective 7.7

Land uses shall be located in area with soil conditions and topography best suited to protect the health, safety, and welfare of residents, preserve the rural character, protect investments in property and development, and assure preservation and conservation of environmentally sensitive lands and other natural resources.

Standard 7.7A

Land uses shall be compatible with the man-made and natural environment. The man-made environment includes neighboring land uses, roads, etc. The natural environment includes soil, topography, woodlands, etc.

Objective 7.8

The Town, through application of Ozaukee County's Shoreland/Wetland Ordinance, will seek to protect and preserve designated wetland and floodplain areas.

Standard 7.8A

Designated and delineated wetlands and floodplains shall be identified on both the Land Use Plan map and in the field when development is proposed to ensure that these environmentally significant features are not disturbed or adversely affected.

Objective 7.9

The Town of Port Washington shall seek to preserve to the extent possible, lands within the Town identified as Primary and Secondary Environmental Corridors by the Southeastern Wisconsin Regional Planning Commission from urban development.

Standard 7.9A

Lands identified as Primary and Secondary Environmental Corridors and Isolated Natural Resource Areas shall be identified on the Land Use Plan map. At the time of future development, to the maximum extent possible, efforts shall be made to protect these natural resources for the future.

Objective 7.10

Preserve critical species habitat sites and critical aquatic sites located outside of natural areas in the Town with endangered species in accordance with State and Federal requirements.

Objective 7.11

With new development and redevelopment, incorporate natural and man-made features to enhance design amenities, including connection to the Ozaukee Interurban Trail, where applicable.

Standard 7.11A

Open spaces, multi-use trails, and other recreational opportunities must be coordinated with all future development to ensure that future residents and visitors have reasonable access to the opportunities.

Standard 7.11B

Pedestrian ways and streetscaping shall be incorporated in the business/commercial center to create a confident and positive atmosphere for all visitors, merchants, and employees.

Standard 7.11C

The development standards from the Knellsville Land Use Plan shall be utilized to create a unique design for the community and guarantee a safe and successful commercial center.

Standard 7.11D

Shared parking shall be introduced into the commercial center to allow for a safe and pedestrian friendly circulation pattern throughout Knellsville.

Standard 7.11E

Promote a variety of business uses in order to attract visitors from a larger geographical area.

GOAL 7.2

ENSURE AN ADEQUATE SUPPLY OF AGGREGATE AT A REASONABLE COST FOR NEW CONSTRUCTION AND MAINTENANCE OF EXISTING INFRASTRUCTURE IN THE FUTURE

Objective 7.12

Encourage the wise management of potential aggregate resource areas in the Town

Standard 7.12A

Encourage full exploitation of existing and future mining sites, in accordance with approved reclamation plans.

Standard 7.13B

Support the development of land use patterns and regulations to effectively meet the aggregate needs of the Town while limiting the effects of extractive operations of Town residents.

Program

Consider programs recommended under the Natural Impediments to Urban Development Issue to support the development of land use patterns to effectively meet the aggregate needs of the Town.

Program

Review and revise the Town Zoning Ordinance as necessary to ensure it is consistent with the Town comprehensive plan. Urban development should be discouraged on or adjacent to nonmetallic mineral resource areas.

ECONOMIC DEVELOPMENT

GOAL 8.0

TO SECURE DESIRABLE FUTURE GROWTH WITHIN THE KNELLSVILLE PLANNING AREA WITH ECONOMICALLY AND ENVIRONMENTALLY SOUND DEVELOPMENTS CONSISTING OF COMPATIBLE LAND USES.

Objective 8.1

To extend the sanitary sewer and water utilities into the Knellsville Planning Area.

Standard 8.1A

When available, facilitate the extension of sanitary sewer and water from the City of Port Washington to the Knellsville area to initiate and service the future commercial development.

Objective 8.2

To diversify the existing tax base.

Standard 8.2A

Promote and pursue a variety of commercial, business, or light industrial uses within the Knellsville area to increase the tax levy for increased services without putting the burden on the residential ratepayers.

Standard 8.2B

Promote a variety of stable businesses to establish an economically successful employment center with a diverse workforce in terms of skill level within Knellsville.

Standard 8.2C

Encourage cooperation between the local school district and the business community to develop educational programs that provide the Town labor force with skills to meet the employment needs of Town businesses and to provide the services needed by Town residents.

Program

Encourage the Ozaukee County Economic Development Corporation (OCEDC) to continue involvement and partnership with educational programs such as Fast Trac and First Steps to Entrepreneurship through representation on the OCEDC Board

Program

Consider distributing educational materials provided to the Town regarding various workforce education partnerships and opportunities and job/career opportunities available for students and adults

Objective 8.3

Encourage business development that provides a living wage for its employees and enables employees to afford housing in the Town.

Program

Study the establishment of a Town of Port Washington Revolving Loan Fund (RLF) to create employment opportunities, encourage private

investment, and provide a means to finance new and expanding businesses in the Town.

Objective 8.4

Promote redevelopment of underutilized commercial and industrial land in the Town through 2035.

Objective 8.5

To protect the rural character in the surrounding agricultural areas.

Standard 8.5A

Encourage a regional storm water maintenance plan in the Knellsville area that will be effective for both water quality and water quantity.

Objective 8.6

To promote environmentally sensitive developments.

Standard 8.6A

Implement and enforce design standards for all types of development to ensure that the materials used during and for construction are not detrimental to the natural well being of the environment.

Objective 8.7

To promote the creation of an open area for residents to congregate.

Standard 8.7A

Open spaces, multi-use trails, and other recreational opportunities must be coordinated with all future development to ensure that future residents and visitors have reasonable access to the opportunities.

INTERGOVERNMENTAL COOPERATION

GOAL 9.0

TO MAINTAIN MUTUALLY BENEFICIAL RELATIONS WITH ADJACENT MUNICIPALITIES AND OTHER GOVERNING AGENCIES.

Objective 9.1

Maintain open communication lines between Town Staff, committees, and commissions with other governing agencies to promote the well being of the Town and residents.

Objective 9.2

Continue to expand municipal relationships that the Town has established with neighboring communities and other governing bodies.

Standard 9.2A

Continue the shared service agreements with appropriate municipality to ensure the services are provided to the Town residents.

Standard 9.2B

Consider discussions with the Village of Saukville to create a formal Boundary Agreement.

Program

Consider expanding discussions with Ozaukee County to resolve the issue of protecting productive farmland within the Town.