EXECUTIVE SUMMARY

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

Wisconsin State Statute 66.1001(2)(b)

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

HOUSING POLICIES

The following are the housing policies for the Town of Ridgeway.

- **Encourage the provision of an adequate supply of single-family homes. Allow choices of owner and renter type-housing units to serve the current and future needs of all residents.**

- **Promote the preservation and rehabilitation of the existing housing stock in the Town of Ridgeway**

  The rehabilitation of housing may not be a problem in Ridgeway today, but it may become one as homes age and require repairs.

  The Division of Community Development (DCD) has identified the conservation of quality housing and housing accessibility as top priorities for allocating federal and state housing resources in Wisconsin. Programs are established to provide essential home rehabilitation, accessibility, and other necessary improvements for dwelling units occupied by low-income homeowners. For more information, go to doa.wi.gov and this Section.

- **Encourage the preservation and expansion of the supply of affordable rental and ownership housing for low and moderate-income individuals.**

- **Enforce the Iowa County Zoning Ordinance to maintain the character of existing and future residential neighborhoods.**

  The key is enforcement of the zoning ordinance, avoiding variances. This will help maintain the character of the Town by enforcing setback requirements, separating incompatible land uses, and enforcing other requirements as outlined in the County ordinance. For more information, go to www.iowacounty.org/countyboard/ordinances.shtml.

- **Coordinate planning activities with Iowa County and surrounding jurisdictions to effectively plan for residential growth.**

  For more information, go to Section G, Intergovernmental Cooperation Element.

- **Discourage residential development from areas where soils, slope, or other topographical limitations prove to be unsuitable.**

  Review proposed new housing developments to be sure they are in areas best suited for residential development. For example, slope limitations can cause a number of problems, such as run off, steepness of driveways, flow problems for water and sanitary sewer service. Refer to the maps in Section E, Agricultural, Natural, and Cultural Resources Element and Map H.1, Section H, Land Use Element for more information. See Section I, Implementation Element for the Town's rural residential siting criteria.

- **Continue to identify areas and designate land for future housing developments.**

  Identifying areas where future residential development is desirable helps the Town plan for overall future growth. The Town of Ridgeway encourages new housing development in close proximity to cities and villages. Such developments may be identified as "Smart Growth Areas" and can reduce infrastructure costs and keep similar land uses in certain areas. For more information, go to Map H.1, Section H, Land Use Element.

- **Review new housing proposals and support those proposals and programs that meet the Town's housing needs and are consistent with the policies outlined in the comprehensive plan.**

Review housing proposals to be sure they are consistent with the policies outlined not only in the housing section of the comprehensive plan, but other sections as well. This may include doing some type of fiscal impact analysis answering the question: do the benefits of the proposed development outweigh the costs?

TOWN OF RIDGEWAY HOUSING IMPACT CONCERNS

The Plan Commission listed concerns that might impact housing development in the Town.

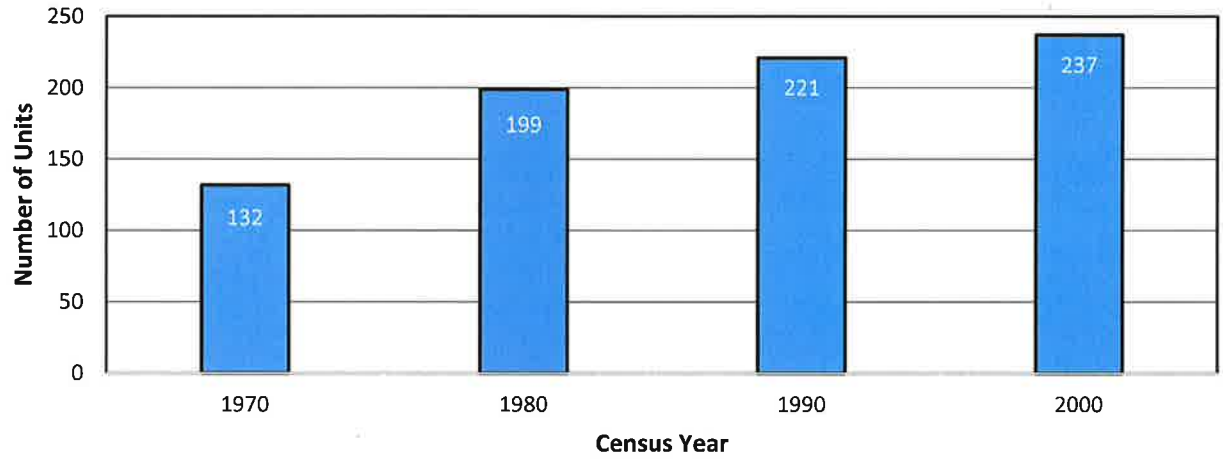
- Sewage
- Groundwater
- Roads
- Law enforcement and fire protection
- Nuisance problems
- Water availability

HOUSING CHARACTERISTICS

HOUSING UNITS

The Town of Ridgeway housing supply has increased by 105 units over the last 30 years. As indicated in Figure B.1, the most significant increase occurred between 1970 and 1980, with an increase of sixty-seven units.

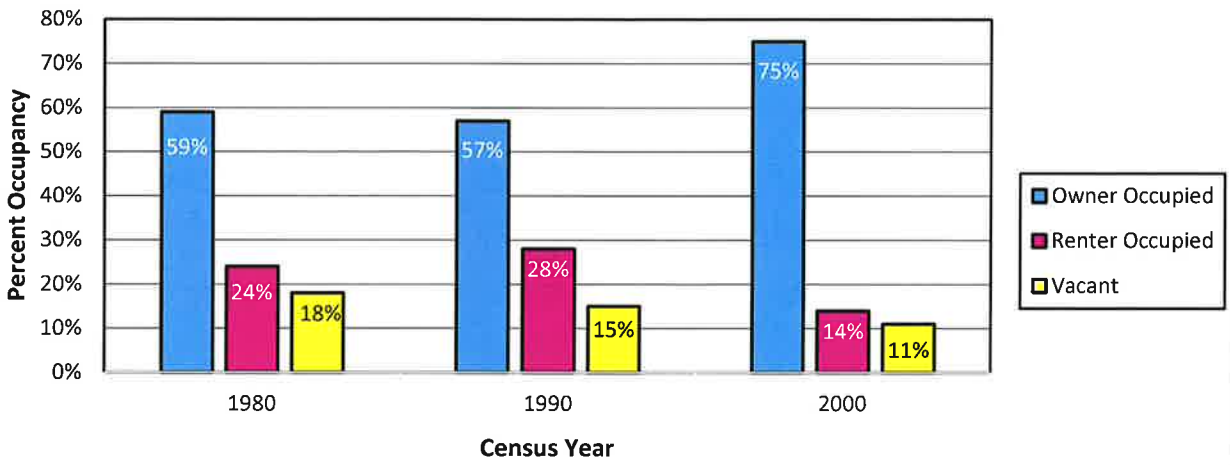
Figure B.1
Town of Ridgeway Total Housing Unit Changes
(Source: 1970, 1980, 1990, 2000 US Census)



OCCUPANCY CHARACTERISTICS

Figure B.2 indicates the occupancy of households in the Town of Ridgeway according to the 1980, 1990, and 2000 US Census. Between 1990 and 2000, there was an 18 percent increase in owner occupied households, while the rental rate dropped 14 percent, and the vacancy rate decreased 4 percent. According to the 2000 Census, of the 237 housing units in the Town of Ridgeway, 178 were owner occupied, thirty-three were renter occupied, with the remaining twenty-six units vacant. The average number of persons per household was 2.64 for owner occupied units, 3.15 for rental units.

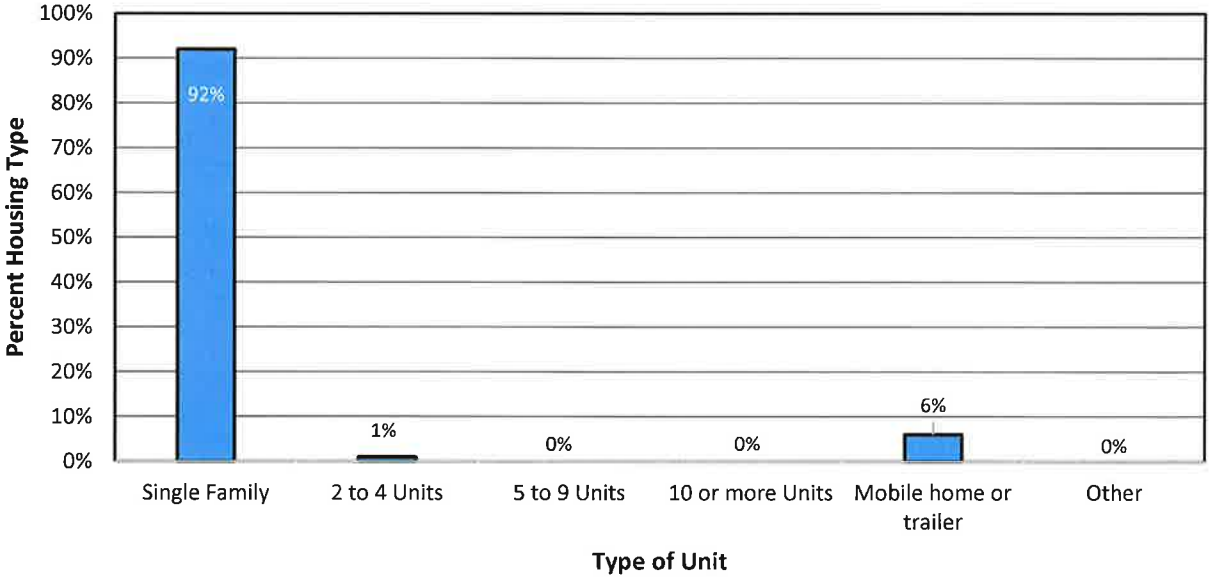
Figure B.2
Town of Ridgeway - Total Households by Category
(Source: 1980, 1990, 2000 US Census)



STRUCTURAL CHARACTERISTICS

Figure B.3 indicates the type of housing units in the Town of Ridgeway as reported in the 2000 US Census. As indicated, the majority of housing units (92%) in the Town of Ridgeway are single-family homes.

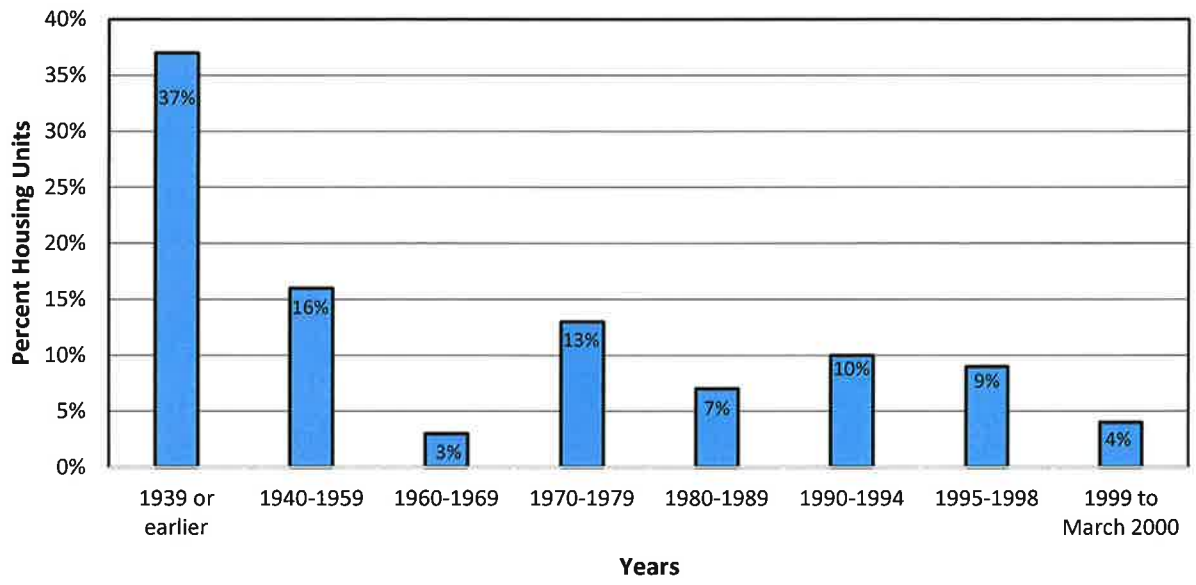
Figure B.3
Town of Ridgeway Housing Unit Type
(Source: 2000 US Census)



AGE CHARACTERISTICS

Figure B.4 shows the age of housing stock in the Town of Ridgeway. Approximately 37 percent of Town of Ridgeway houses were constructed in 1939 or earlier. Thirty-nine percent were built between 1940 and 1989 and 23 percent were constructed in the past decade.

Figure B.4
Town of Ridgeway Year Structure Built
(Source: 2000 US Census)



HOUSING AFFORDABILITY

This planning process is an opportunity for local communities to increase housing choices not only by modifying development patterns, but also by increasing the supply in existing neighborhoods that can be served by the current infrastructure.

As mentioned previously in this section, housing affordability is a major component of the comprehensive plan. No single type of housing can serve the varied needs of today's diverse households. Table B.1 compares median home values over a ten-year period (1990 – 2000), showing the difference in home values throughout the county. Table B.2 compares median rents paid over the same ten-year period for the county.

Table B.1: Comparison of Owner Occupied Median Home Values – 1990 & 2000

			Change in Median Home Value 1990 to 2000
Iowa County	$46,500	$91,800	$45,300
Village of Ridgeway	$44,300	$88,000	$43,700

(Source: 1990 & 2000 US Census)

Table B.2: Comparison of Renter Occupied Median Rent Paid – 1990 & 2000

			Change in Median Rent 1990 to 2000
Iowa County	$323	$502	$179
Village of Ridgeway	$221	$497	$276

(Source: 1990 & 2000 US Census)

OWNER-OCCUPIED CHARACTERISTICS

Figure B.5 indicates the value of the owner-occupied units in the Town of Ridgeway. The majority of homes in the Town range in value from $150,000 to $199,999, with other units both above and below. The median value an owner-occupied home in the Town in 2000 was $153,400.

Figure B.5
Town of Ridgeway Value of Specified Owner Occupied Units
(Source: 2000 US Census)

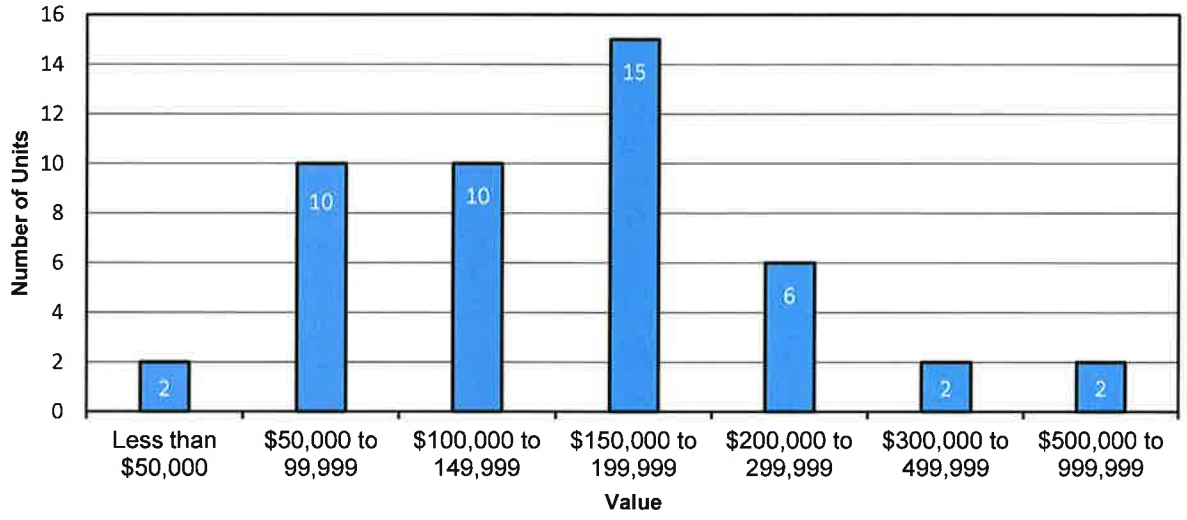
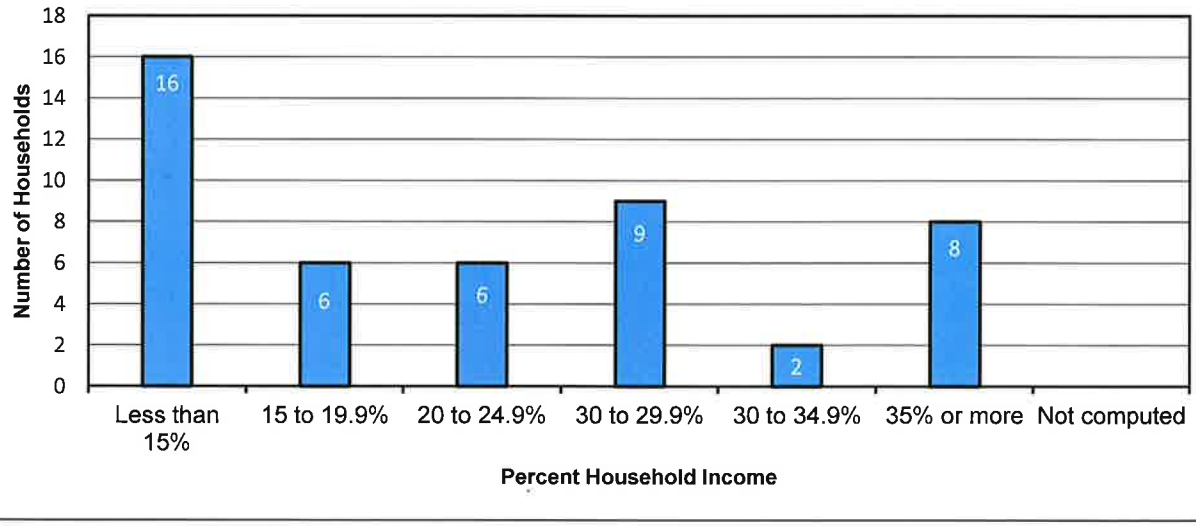


Figure B.6 indicates monthly owner costs as a percentage of 1999 household income. A total of ten households are paying more than 30 percent of their income towards housing costs. A home is generally considered affordable when the total costs do not exceed 30 percent of total household income. However, residents may choose to pay more for a particular style or type of home.

Figure B.6
Town of Ridgeway Monthly Owner Costs:
Percent of 1999 Household Income
(Source: 2000 US Census)



HOUSING AGENCIES & PROGRAMS

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

DIVISION OF ENERGY, HOUSING AND COMMUNITY RESOURCES

The Division of Energy, Housing and Community Resources (DEHCR) develops housing policy and offers a broad range of program assistance and funds to address homelessness and support affordable housing, public infrastructure and economic development opportunities. The Division partners with local governments and service providers, non-profit agencies, housing authorities and developers. In addition, DEHCR administers the statewide program to assist eligible households by providing electric and heating bill payment assistance, as well as benefits and services to assist with energy crisis situations. Eligible households may also receive weatherization services. For more information contact http://doa.wi.gov/divisions/housing.

DEPARTMENT OF ADMINISTRATION DIVISION OF ENERGY, HOUSING AND COMMUNITY RESOURCES
101 East Wilson Street
5th & 6th Floors
Madison, WI 53703
Phone: 608-267-0770

WISCONSIN HOUSING AND ECONOMIC DEVELOPMENT AUTHORITY (WHEDA)

WHEDA's mission is to stimulate the state's economy and improve the quality of life for Wisconsin residents by providing affordable housing and business financing products. WHEDA has mortgage programs tailored to your individual needs, whether you are purchasing or refinancing and a first-time or a repeat buyer.

WHEDA
201 West Washington Avenue
Suite 700
Madison, WI 53703
Phone: 800-334-6873
Fax: 608-267-1099
www.wheda.com

USDA RURAL DEVELOPMENT

USDA's Rural Housing Service offers a variety of programs to build or improve housing and essential community facilities in rural areas. We offer loans, grants and loan guarantees for single- and multi-family housing, child care centers, fire and police stations, hospitals, libraries, nursing homes, schools, first responder vehicles and equipment, housing for farm laborers and much more. We also provide technical assistance loans and grants in partnership with non-profit organizations, Indian tribes, state and federal government agencies and local communities. We and our partners are working together to ensure that rural America continues to be a great place to live, work and raise a family.

USDA RURAL DEVELOPMENT
5417 Clem's Way
Stevens Point, WI 54482
Phone: 715-345-7600
rd.stateoffice@wi.usda.gov
www.rd.usda.gov/wi

UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (HUD)

HUD's mission is to create strong, sustainable, inclusive communities and quality affordable homes for all. HUD is working to strengthen the housing market to bolster the economy and protect consumers; meet the need for quality affordable rental homes; utilize housing as a platform for improving quality of life; build inclusive and sustainable communities free from discrimination and transform the way HUD does business.

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (HUD)
Milwaukee Field Office
310 West Wisconsin Avenue, Suite 950
Milwaukee, WI 53203-2289
Phone: 414-297-3214
Fax: 414-935-6775
TTY: 414-297-1423

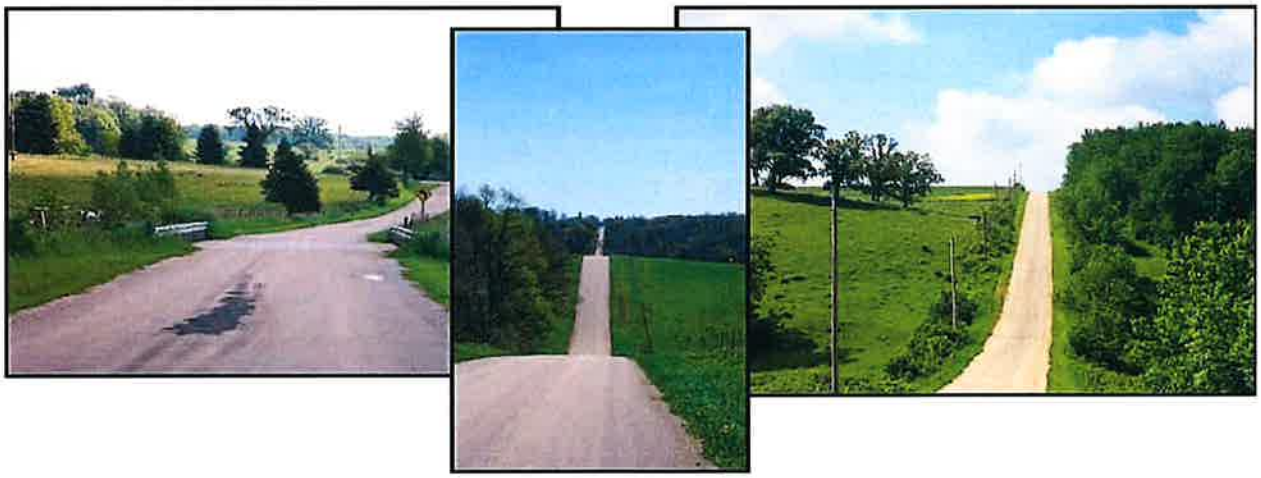
EXECUTIVE SUMMARY

In 1977, SWWRPC staff and representatives from its five-member counties conducted a thorough analysis of the region's transportation system. The report's goal was to: serve as a resource for the residents of southwest Wisconsin to use in analyzing transportation proposals; inform readers of the many varied and complex interrelationships evident in any transportation system; help determine where the emphasis should be placed in planning activities; and to provide a more comprehensive outlook when dealing with transportation problems.

In the intervening years, other transportation plans and reports have also looked at Iowa County and the region, resulting in many improvements to the transportation system.

This document is structured to provide historic context (see Map C.1 for early transportation routes in southwest Wisconsin) and to provide information on local issues within the transportation framework. Although many issues are presented in a regional context, the assertion made in the SWWRPC 1972 *Technical Report No. 4: Prospective for Regional Transportation Planning* holds true today: "It should be emphasized, however, that regional planning is not a substitute for local planning. On the contrary, regional planning is intended to strengthen local planning efforts by providing a more comprehensive base of information in a regional context in order to facilitate rational private and public decisions on the local level."

The advantage of using a regional context to inform local transportation planning is that the relationship to scale is reinforced. From this perspective, the Transportation Element provides historic and regional context, considers local transportation needs, and based on local input provides a 20-year jurisdictional plan that can serve as a resource guide and implementation tool.



Wisconsin State Statute 66.1001(2)(c)

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

TRANSPORTATION POLICIES

The following are the transportation policies of the Town of Ridgeway.

- **Local Transportation Infrastructure and Issues**
  - Create a bicycle route connector to Folklore Village, and the Ridgeway Pine Relict State Natural Area, and to nearby camping facilities.
  - Create a Park and Ride lot in the vicinity of the new US 18/151 interchange.

- **Transit, Accessibility, and Special Needs Users**
  - Support the development and promotion of paratransit services for local residents.

- **Land Use**
  - Concern about the impact of growth on land use.

- **Cost**
  - Capital Improvement Program.
  - Maintenance and Improvement Funding Source.

TOWN OF RIDGEWAY

In reviewing the transportation survey responses that had been completed by residents, the Town of Ridgeway's Plan Commission identified the primary issues and concerns for this plan.

- The most satisfactory part of the Town of Ridgeway's existing transportation system is that town roads are kept in good driving condition.
- The least satisfactory aspect of the community's transportation system is that there is no public transportation.
- The aspect of the community's transportation system that respondents felt was most important to improve is that all gravel roads should be seal coated.

The Town of Ridgeway's Plan Commission respondents identified transportation projects or issues that they foresee in their jurisdiction.

- In the Land Use Element, the Town of Ridgeway Plan Commission respondents expressed concern that development along the USH 18/151 corridor is not helping the jurisdiction to achieve its land use vision and should be discouraged. Concerns were raised about road access and sewerage disposal. Land uses that are encouraged are agriculture and open space.

- The town encourages new housing development to be in close proximity to the Village of Ridgeway. Although a cluster design is favored by the Plan Commission, such development would likely be single family homes in a predominantly rural setting. The Plan Commission does not consider sidewalks to be appropriate. In Section H, Land Use Element, subdivision development is seen as a potential land use conflict and concern was expressed about driveway density.

NEXT STEPS: The Town of Ridgeway coordinates with neighboring jurisdictions, Iowa County, and WisDOT. Careful consideration should be given when providing road access for new development. Input from WisDOT would be helpful in the planning process.

The next section looks more closely at the locally identified transportation issues. In reviewing the transportation survey responses that had been completed by residents, the Town of Ridgeway's Plan Commission respondents ranked the following transportation issues as having the highest priority for meeting local needs (#1 is the highest priority ranking):

1 **Transportation safety**
2 **Agricultural-vehicle mobility**
3 **Connectivity with the larger transportation system**
4 **Transportation to support economic development**
5 **Transportation needs of the elderly and disabled**
6 **Freight mobility**

These issues thread throughout the Town of Ridgeway's plan—including its housing, economic development, land use, and implementation elements. Although the scope of this plan is local, it recognizes that local planning is part of the mosaic that should inform WisDOT's vision and priorities for budgeting and planning. WisDOT also acknowledges the complexity of balancing these issues:

> *"Wisconsin's healthy economy has also caused increased commuter and commercial demand on local roads and streets. Much of the state's 100,000 miles of local roads are facing the same aging infrastructure needs as the state highways. Furthermore, an ever-increasing number of local roads are experiencing congestion problems as communities continue to grow. Because it is essential that state highways and local roads and streets work in unison, the state has to continue to provide funding to local units of governments to help support construction, improvement and maintenance of locally owned highways, roads, streets and bridges. As is the case with the state highway system, it is likely that demands on local roads and streets will continue to grow in the future (WisDOT)."*

Like WisDOT, local governments grapple with these issues and constraints as they make decisions related to housing, development, schools, roads, and funding. A report entitled *The Evaluation of Statewide Long-Range Transportation Plans*, examined Wisconsin's Transportation Plans and concluded:

> *"Population growth alone is a challenge that is anticipated in many states. Wisconsin anticipates a 13 percent growth over the plan period [through 2020]. This will create additional demand on existing transportation facilities, along with requiring additional services. This need for services will be compounded by the fact that both its elderly and working age populations will be increasing, with their separate transportation needs" (prepared for the FHWA and US DOT, April 2002)."*

TRANSPORTATION INFRASTRUCTURE & ISSUES

The comprehensive planning survey, yielded these responses from the residents of the Town of Ridgeway:

- The majority agreed or strongly agreed that Iowa County's overall road network (roads, streets, and highways) meets the needs of its citizens.
- The majority agreed or strongly agreed that the condition of local roads in the Town of Ridgeway is adequate for intended uses.

Transportation Modes

Plan Commission respondents were asked to identify the transportation modes that currently use public infrastructure within the Town of Ridgeway (in addition to personal cars, trucks, and motorcycles). They are identified below with an **X**.

	Mode	Used	Not Used
Travel	Carpooling	X	
	Para-transit (shared-ride, taxi)		X
Agriculture	Tractors	X	
	ATVs (all-terrain vehicles)	X	
Recreation	Bicycles	X	
	ATVs	X	
Freight	Trucking	X	
	Rail		X
	Air		X

Existing Roadways
The Town of Ridgeway has 65.53 miles of roads:

- 16.78 miles of County Trunk Highways
- 48.75 miles of Local Roads

The most heavily trafficked road through the jurisdiction is, of course, USH 18/151; it is classified on the County's rural functional highway system as a principal arterial, which is classified on the County's rural functional highway system as a major collector. CTH H, north of the Village of Ridgeway, connects with USH 14 and is classified on the County's rural functional highway system as a major collector. For more information, see Maps C.2, C.3 and C.4 and Table C-2.

LOCAL ECONOMIC DEVELOPMENT

Transportation is a factor in location decisions of commercial and industrial development. In locations where the development is included in local plans, communities should also assess their transportation infrastructure and determine what future improvements may be needed. Communication, during this planning process and when unforeseen development opportunities arise, should include WisDOT, adjacent governmental units, as well as interested parties and other stakeholders. The value of local plans is that they inform county, regional, and state plans and this coordination can help to identify the transportation facilities needed by future development.

The Town of Ridgeway's Plan Commission respondents were asked whether their existing local transportation system does a good job of meeting the needs of the jurisdiction's economic development goals related to:

- Agriculture Yes
- Retail/Commerce Not Sure
- Shipping Yes
- Manufacturing Yes
- Tourism Yes
- Park and Ride No

ENVIRONMENT

Transportation and construction projects can impact the natural environment around a project area. When making short- and long-term transportation decisions, it is important to adequately address environmental implications on air quality and energy consumption; agricultural lands; and wetlands and wildlife. To minimize these effects, efforts to preserve the environment of a project area can include:

- Wetland mitigation (preservation, creation, enhancement and restoration)
- Prairie restoration
- Archeological work
- Hazardous waste management
- De-icing procedures and salt reduction
- Storm water management

- Noise monitoring and noise walls
- Nesting boxes
- Erosion control

One aspect of this is to manage storm water run-off from transportation facilities. Additionally, transportation improvements and community development decisions should be coordinated and the impacts that each has on the other should be considered.

AESTHETICS

The 40-mile Military Ridge State Trail runs through the Town of Ridgeway, along the former Chicago and North Western Railroad corridor. The limestone-surfaced trail is open to hikers, bicyclists, and wheelchair users in late spring, summer, and fall and snowmobilers and cross-country skiers in the winter. There are several observation platforms adjacent to the trail for viewing wetlands, wildlife, and other natural features. In Ridgeway, the trail passes by a historic railroad depot.

Bike Trails, in the Town of Ridgeway, were rated good or excellent by 67 percent of survey respondents. According to the Iowa County Bicycling. Conditions map (see the *Bicycle Trails & Road Improvements* section of this document) most county roads in the Town of Ridgeway are rated "best conditions for bicycling." Of Town of Ridgeway survey respondents who expressed an opinion, only 39 percent indicated that they agreed or strongly agreed that there should be more biking and walking lanes along public roadways.

TRANSIT, ACCESSIBILITY, and SPECIAL NEEDS USERS

The State of Wisconsin Van Pool Service, administered by the Wisconsin Department of Administration, currently operates vans that make stops in Iowa County and one of these routes has a pick-up point in Ridgeway. Although limited, transportation for the elderly and disabled is provided by the Iowa County Commission on Aging.

PRIORITIES & FUTURE PROJECTS – TRANSIT

Support the development and promotion of paratransit services for local residents.

In 2002, the Town of Ridgeway's Plan Commission survey respondents were concerned that the current level of service for the elderly and disabled is insufficient to meet current and future needs.

Park- and-ride

In 2016, 70% of the Town of Ridgeway's Plan Commission survey respondents indicated that a park-and-ride lot should be provided near the new highway interchange.

LAND USE

The land use and transportation relationship is cyclical, beginning when population and economic growth create demand for land development. New development results in more vehicle trips and places greater demand on surrounding streets, roads, and highways. This is a complex interrelationship. As a WisDOT report acknowledges,

> *"WisDOT influences land development mostly through the provision of infrastructure. Some transportation-related regulations also may have an effect. For state transportation, the effects on surrounding land uses are often more unintentional than intentional … the most significant role that transportation plays in land development is affecting access to land."*

Some land use trend indicators include:

- Past and projected population growth
- Employment trends by sector
- Residential housing permits housing prices over the last 5-10 years

- Population densities changes: persons/acre; households/acre; commercial persons/acre use (indicating rate of land consumption)
- Conversion of ag-land to non-ag-land uses and comparison with the land sale prices land remaining in ag (indicating stability of ag-uses)
- Participation in Farmland Preservation Program (indicating stability of ag-uses)
- Septic system permits (indicating development in unsewered areas)
- Changes (or requests) to expand sewer service areas (indicating expansion of urban service areas)
- Commuting patterns (indicating the relationship between employment and residential land uses)

(From *Land Use in Environmental Documents: Indirect and Cumulative Effects Analysis for Project-Induced Land Development*. WisDOT, 1993)

Local government plans, in conjunction with a zoning ordinance, attempt to direct residential, commercial, industrial, and agricultural uses to the most appropriate part of the community. When coordination is lacking or inadequate, the outcome can cause congestion and increase the chance for crashes. Retrofitting transportation facilities for enhanced mobility and safety is difficult for local governments and WisDOT.

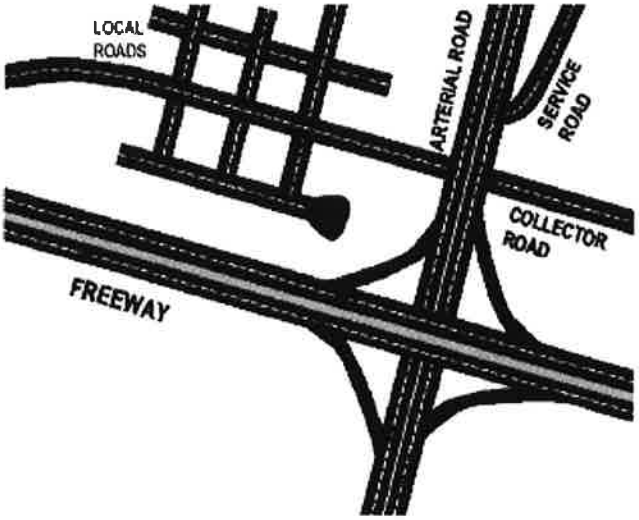
But realistically, given the cyclical nature of the transportation-land use relationship, when transportation improvements alleviate congestion, the newly developed land may become even more accessible, resulting in higher land values and greater pressure to develop adjacent, undeveloped land. The cycle begins again with more intensive levels of development and greater transportation demands. These pressures are being felt in eastern Iowa County. Although some parts of the county are not seeing growth, they may anticipate continued spillover that will have an impact on local development and infrastructure within the 20-year planning window.

Coordination with local governments and WisDOT can serve to address future mobility needs by looking at the potential impacts of planned development. If plans indicate that increased capacity will be needed, it can be incorporated into the transportation plan for that area. If this communication occurs during the planning process, coordination can help to ensure that more options are considered. One of the tools that can help to assess alternatives is to conduct a traffic impact analysis, looking at possible scenarios.

Ideally, WisDOT is included in the local planning process and effective planning helps the community to realize its local goals for development, efficiency, and safety, while minimizing environmental impacts. This can save both money and time, over the long- and short-term. When developments are planned and sited with adequate transportation facilities the community benefits. Land is developed more efficiently if proximity to other development and to transportation infrastructure. WisDOT (and the taxpayers) benefit because transportation investments continue to function throughout their projected life cycle and the public gets the best return on its tax investment.

The community can plan for areas of new business and housing development that will be served by a system of local roads or streets. Rather than wait for a developer proposal, the comprehensive planning process is an opportunity for the community to lay out a logical system of collectors and local roads in undeveloped areas with the jurisdiction's boundaries. The community can potentially alter the plan to suit a particular development's needs and still uphold an overall plan that ensures efficient and safe connectivity. If there are questions during the planning process about the access management implications of a proposed development, coordination with WisDOT early in the process can help minimize future conflicts.

ENHANCING & IMPROVING CONNECTIVITY



Access management attempts to minimize conflicts by coordinating land development access, while preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed. The main function of access management is to establish a balance between the existing traffic flow and highway access. It is achieved through managing the design and location of driveways, median openings, and points of access to the state highway system. The level of highway access control is based on the importance of the highway to regional and statewide travel as determined through a functional classification system. Although controversial in some jurisdictions, its primary goal is to ensure highway safety and to sustain the efficiency of the transportation system so costly retrofits don't have to be made later.

EFFICIENCY & SAFETY

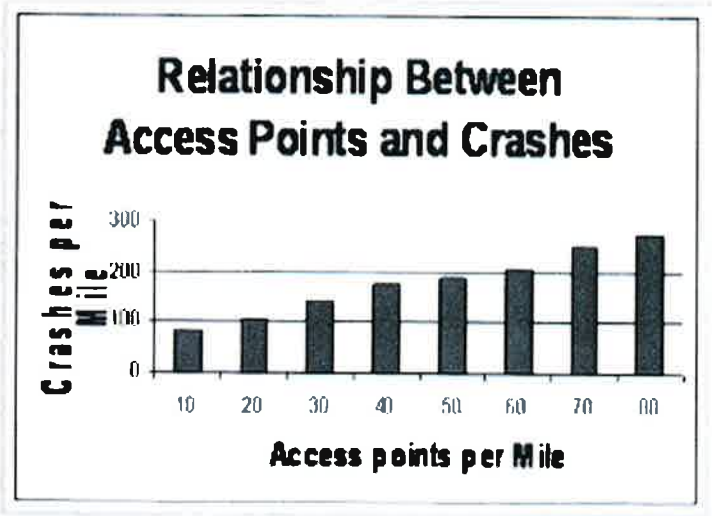
A 1980 report entitled *Access Control* explained the rationale for the state's access management regulations:

> *"The highly interdependent relationship that exists between land use and highways makes it necessary for the planning of each to be coordinated with the other. … A property system must provide access to property and safe, efficient movement of traffic from one place to another. Both of these functions cannot easily be provided on the same street or highway. Vehicles entering or leaving the roadway slow traffic and cause congestion. Congested streets or highways handle less traffic than if traffic were moving freely. In addition, congestion imposes increased travel costs on users in the form of longer travel time and greater operating costs, higher accident rates, and loss of the public investment in the street or highway because its traffic carrying capacity is reduced. Access control can provide an effective and low cost means of abating the harmful effects of congestion. Five direct advantages are afforded by controlling access:*

- *Preservation of the capacity and integrity of the roadway*
- *Reduction of travel times*
- *Improved safety and driving conditions*
- *Economy of operation*
- *And protection of the public investment in streets and highways.*

In contrast, relieving congestion by building new streets and highways [and bypasses] is becoming increasingly less desirable as it becomes more and more difficult to acquire the necessary rights-of-way and to find public funds to pay high construction costs. Continued new construction also consumes extensive amounts of land that may more profitably be put to other uses. … Like it or not, none of us have an absolute unlimited right to use our land in any manner we please. We must take into consideration the impact that our use of land and land rights will have on others, both our immediate neighbors and the general public. Thus, if use of the right of access creates harmful interference with the public right to travel on a street or highway by increasing congestion and the likelihood of having an accident, the right of access may be regulated…"

Since 1980, when the quoted report was written, development pressures have only increased. Perhaps the reason that crash data has decreased is that jurisdictions have worked to ensure the safety of corridor routes is preserved. Nonetheless, access management has been a contentious issue and some people believe that the regulations impede development. However, congestion, caused by poor planning, and the resulting loss of the efficiency of a roadway may make development less attractive. On a human scale, the most important issue and the greatest responsibility is to ensure safety.



MAINTENANCE & IMPROVEMENTS

WISLR
Wisconsin Information System for Local Roads

According to the UW-Madison Transportation Information Center, by using the PASER system and Roadware software, municipalities can determine budget parameters, select possible projects, and evaluate the implications of maintenance decisions.

The Town of Ridgeway uses the state's PASER (**PA**vement **S**urface **E**valuation & **R**ating) system and reported that the system has been a useful tool for selecting projects and local budgeting.

COST

For many local governments, maintenance of the local road system is the single largest expenditure category. Privatization is often touted, but to-date, only a small handful of Wisconsin cities and villages (less than 1 percent) have privatized street repair and maintenance A more common municipal practice in Wisconsin is contracting with county highway departments for certain types of repairs and maintenance, ranging from complete contracting to cooperative projects. Not surprisingly, development can add new demands for services and increase local costs without providing comparable increase in revenues. (Taken, in part, from UW-Extension *Fact Sheet #2: Comparison of Service Production Methods and the Incidence of Privatization.*)

FUTURE PROJECTS & PRIORITIES - COST

Maintenance & Improvements

The State of Wisconsin's Local Road Improvement Program (LRIP) is a reimbursement program and pays up to 50 percent of total eligible project costs, with the balance matched by the local unit of government. Towns are eligible under the Town Road Improvement Program (TRIP). Eligible projects include (but are not limited to) asphalt purchasing, bridge replacement or rehabilitation, design or feasibility studies, reconstruction, and resurfacing. LRIP is a biennial program. See Appendix C-6 for more information.

Capital Improvement Program

Many municipalities use a Capital Improvement Program (CIP) to assist in planning for major project costs. A CIP is a multi-year scheduling of physical public improvements, based on the examination of available fiscal resources, as well as the prioritization of specific public improvements, to be constructed for a period of five to six years into the future. Capital improvements are those that include new or expanded physical facilities that are relatively large in size, expensive, and permanent. Street improvements, public libraries,

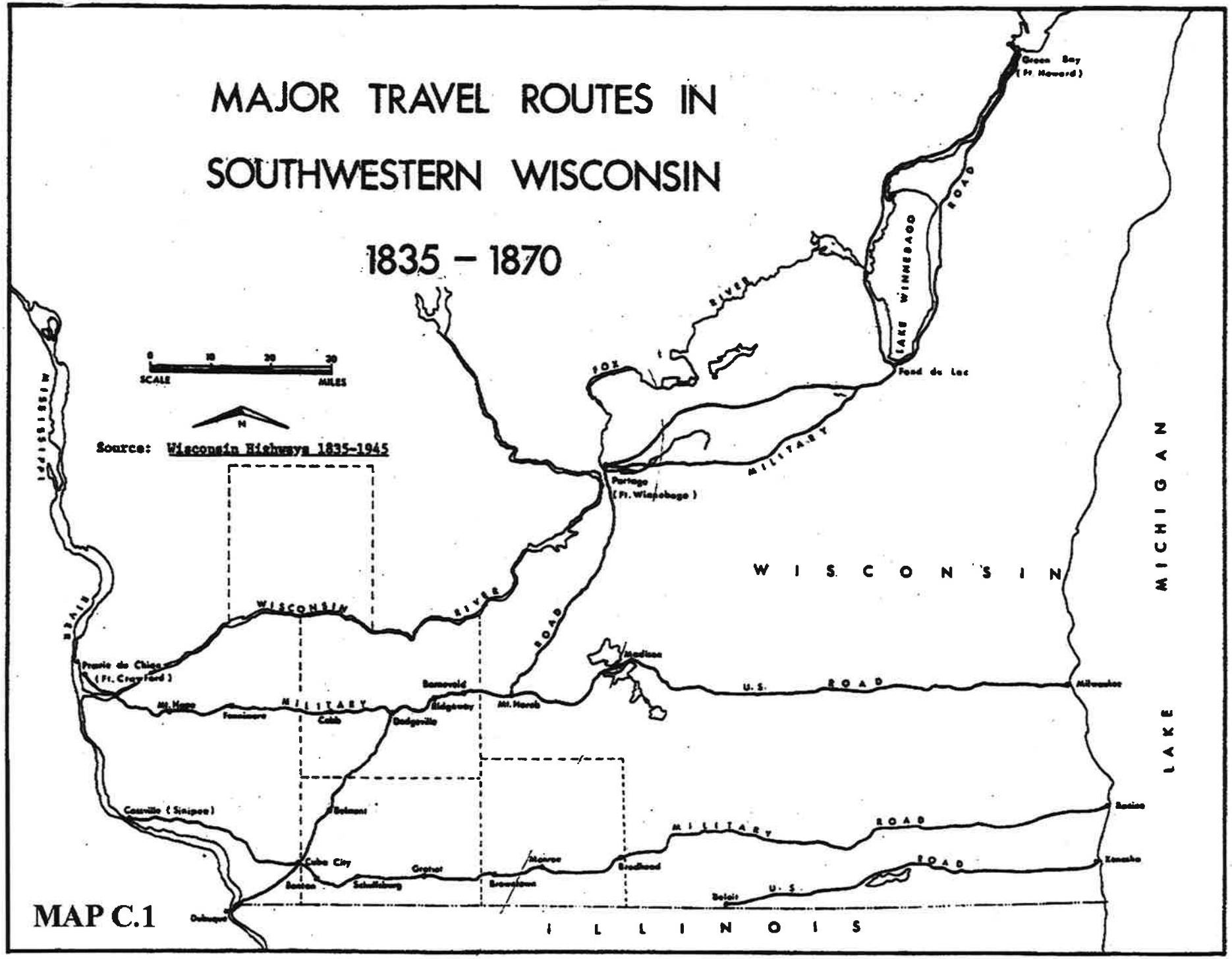
water and sewer lines, and park and recreation facilities are common examples of capital improvements.

The Town of Ridgeway currently does not have a Capital Improvement Plan, but respondents expressed interest in creating a capital improvement program and requested more information.

Table C.2: STATE OF WISCONSIN DEPT OF TRANSPORTATION INFORMATION SYSTEM FOR LOCAL ROADS

City/Village/Town/County Certified Mileage List - (R-03) - updated January 1, 2017

				County Jurisdiction			Municipal Jurisdiction		
Road Name	Gross Miles	County Miles	Municipal Miles	Art.	Coll.	Loc.	Art.	Coll.	Loc.
Alfred Dr	0.81		0.81						0.81
Aschliman Rd	0.46		0.46						0.46
Black Oak Rd	1.54		1.54						1.54
W Brigham Rd	0.9		0.9						0.9
Brotherhood Ln	2.38		2.38						2.38
Cemetery Rd	0.62		0.62						0.62
S Clay Hill Rd	3.29		3.29						3.29
Crossen Rd	0.47		0.47						0.47
CTH BB	2.48	2.48			2.48				
CTH H	8.6	8.6			8.6				
CTH HHH	0.57	0.57			0.57				
CTH T	0.97	0.97			0.97				
CTH W	0.91	0.91			0.91				
CTH Y	2.95	2.95			2.24	0.71			
CTH ZZ	0.3	0.3			0.3				
Dugway Rd	3.3		3.3						3.3
Freds Dr	0.29		0.29						0.29
F St	0.04		0.04						0.04
Hands Hill Rd	2.67		2.67						2.67
Hi-Point Rd	0.75		0.75						0.75
Johnson Dr	0.37		0.37						0.37
Jungbluth Rd	0.43		0.43						0.43
Knobs Rd	2.74		2.74						2.74
Korback Rd	1.36		1.36						1.36
Lawinger Rd	0.5		0.5						0.5
Lease Dr	0.25		0.25						0.25
Lease Rd	0.23		0.23						0.23
Mc Graw Dr	0.09		0.09						0.09
Mill Rd	0.96		0.96						0.96
Moon Rd	1.09		1.09						1.09
Old Hwy 18	0.18		0.18						0.18
Pikes Peak Rd	3.35		3.35						3.35
Prairie Rd	4.51		4.51						4.51
Reed Rd	0.84		0.84						0.84
Ridgevue Rd	2.6		2.6						2.6
Ridgeway Brigham Tn Ln Rd	0.07		0.07						0.07
Rikli Dr	0.18		0.18						0.18
Rock Rd	1.32		1.32						1.32
Rosy Ln	1.81		1.81						1.81
Ryan Rd	0.2		0.2						0.2
Sawle Rd	0.25		0.25						0.25
Section Line Rd	0.68		0.68						0.68
Spring Rd	1.8		1.8						1.8
Strutt Rd	0.65		0.65						0.65
Sunny Ridge Rd	1.42		1.42						1.42
Thomas Rd	0.25		0.25						0.25
Trainor Rd	0.94		0.94						0.94
Twin Ct (1)	0.13		0.13						0.13
Twin Ct (2)	0.07		0.07						0.07
Urness Rd	0.5		0.5						0.5
Weier Rd	1.46		1.46						1.46
Total Miles	**65.53**	**16.78**	**48.75**	**0**	**16.07**	**0.71**	**0**	**0**	**48.75**

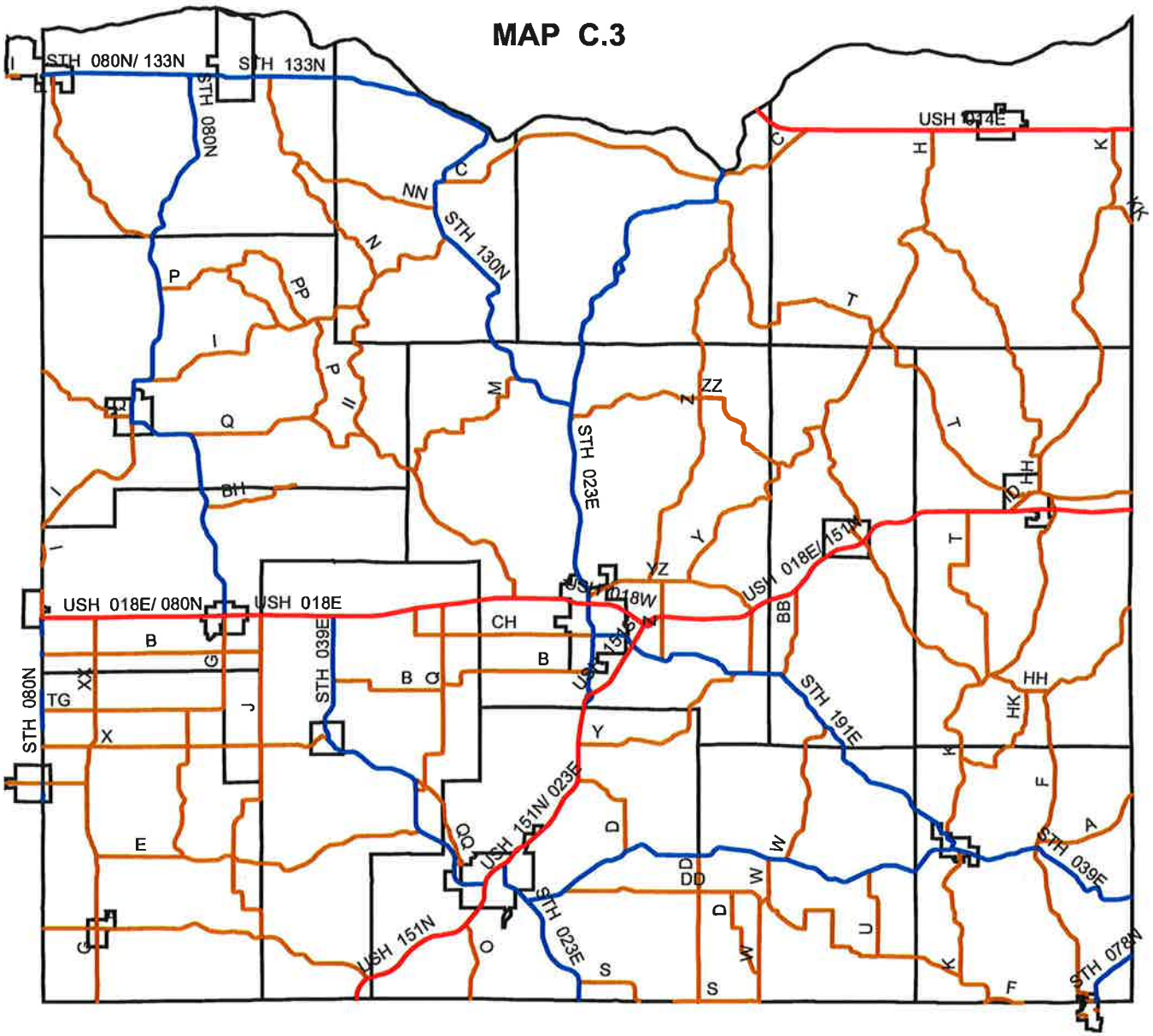

MAJOR TRAVEL ROUTES IN
SOUTHWESTERN WISCONSIN
1835 – 1870
0 10 20 30
SCALE
MILES
N
Source: Wisconsin Highways 1835-1945
Green Bay
(Ft. Howard)
LAKE WINNEBAGO
ROAD
FOX
RIVER
Fond du Lac
MILITARY
Portage
(Ft. Winnebago)
WISCONSIN
RIVER
ROAD
MISSISSIPPI
RIVER
Prairie du Chien
(Ft. Crawford)
Mt. Hope
Fennimore
MILITARY
Cobb
Dodgeville
Barneveld
Ridgeway
Mt. Horeb
Madison
U.S. ROAD
Milwaukee
WISCONSIN
LAKE MICHIGAN
Cassville (Sinipee)
Belmont
Cuba City
Benton
Schulsburg
Gratiot
Brownstown
Monroe
Brodhead
MILITARY ROAD
Racine
Kenosha
ROAD
U.S.
Beloit
Dubuque
ILLINOIS

MAP C.1

U.S. & STATE HIGHWAYS
AND
COUNTY HIGHWAYS

- IOWA COUNTY, WISCONSIN -

MAP C.3



Legend

- Municipal Boundaries
- U. S. Highways - USH
- State Highways - STH
- County Highways - CTH

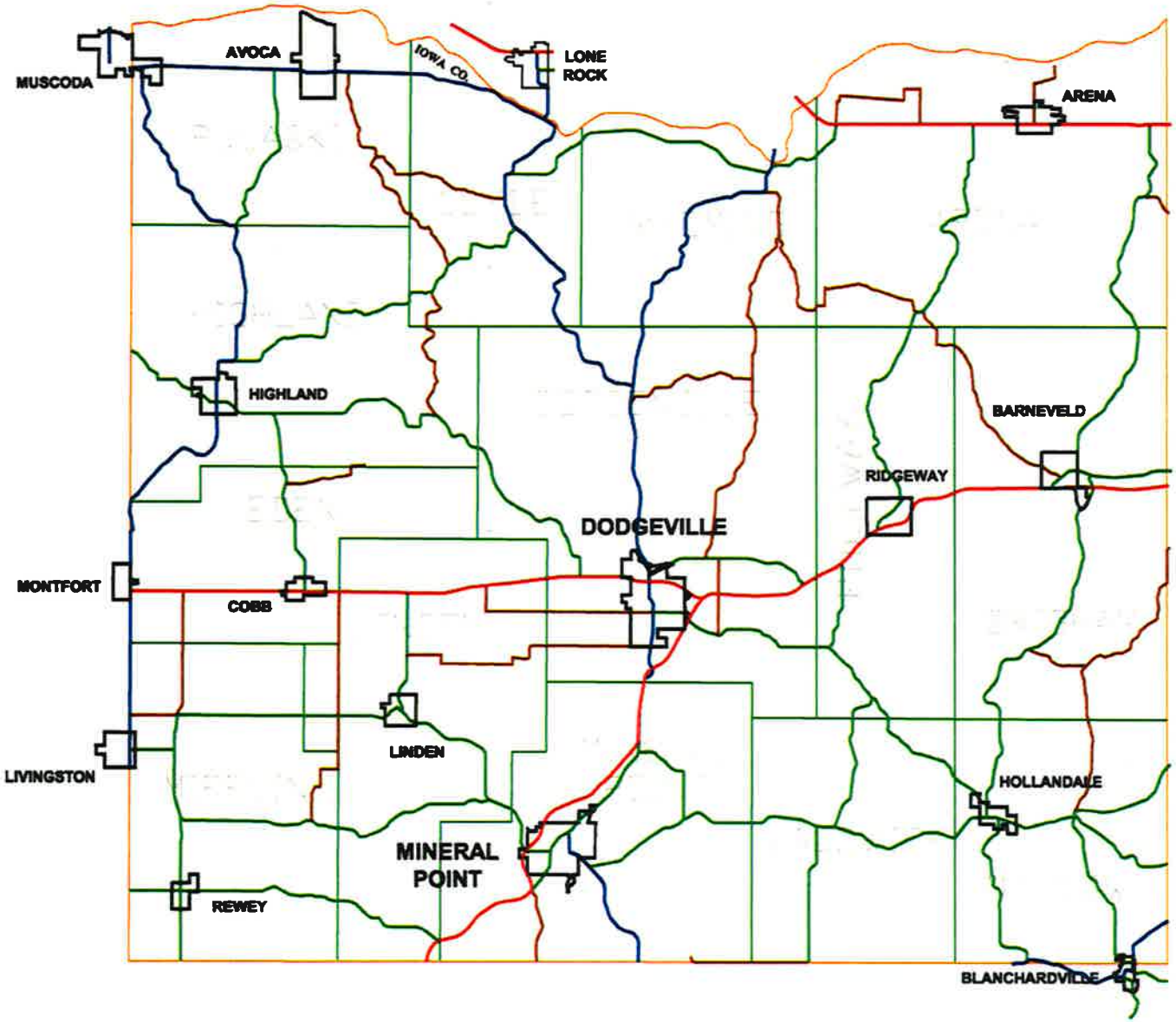
1 inch equals 4.34 miles

N
W E
S

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

December 17, 2004
IA CO US ST CO HWYS

IOWA COUNTY RURAL FUNCTIONAL HIGHWAY SYSTEMS



LEGEND

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

N W E S

2 1 0 2 6

MILES

SOUTHWESTERN WISCONSIN REGIONAL PLANNING COMMISSION

MAP C.4

EXECUTIVE SUMMARY

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

Wisconsin State Statute 66.1001(2)(d)

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

UTILITY AND COMMUNITY FACILITY POLICIES

The following are the utilities and facilities policies for the Town of Ridgeway.

- **Encourage well testing as a means of protecting drinking water supplies for private, individual well users.**

  The responsibility for safe drinking water from private wells resides with the homeowner. However, providing reminders (perhaps through a mailing) and encouraging residents to have their wells checked can be a useful way for the Town to help protect public health.

  There are a variety of contaminants that can be in well water and testing for them depends on the type and toxicity of the contaminant. At a minimum, all private wells should be checked annually for Coliform bacteria and nitrates. Other contaminants such as pesticides, lead, copper, Volatile Organic Compounds (VOCs), Polychlorinated Biphenyls (PCBs), arsenic, radium, boron, radon, and fluoride are tested on differing schedules, some on an as need basis, others only once for the life of the well.

- **Educate landowners on the management and maintenance of private septic systems.**

  Remind Town residents to be aware of the requirements of their septic systems, as all need inspection and maintenance in order to function properly.

- **Develop a storm water management strategy to protect ground and drinking water supplies.**

  A Town level storm water management strategy could outline recommendations and techniques to reduce soil erosion, retain or create buffer strips near surface waters, educate the public on non-point source pollution, emphasize conservation agricultural practices, and other such activities that all help reduce the amount of runoff entering the hydrologic system.

- **Develop a strategy for siting telecommunication ("cell") towers.**

  Identifying ahead of time what locations are most suitable and desirable for telecommunication towers will give the Town some measure of control in where towers are placed in the community. This can help prevent towers being placed in locations that are offensive aesthetically or create negative impacts on the local environment.

- **Ensure that new development bears a fair share of capital improvement costs necessitated by the development.**

  When approving new developments, be aware of the costs attributed to public works projects such as road or bridge improvements.

- **Guide new growth to areas that are most efficiently served with utilities.**

  Extending public utilities (roads, water, sewer) to new development can be very expensive, especially if the development is far from the existing infrastructure. Refer to Section H, Land Use Element for recommended housing development locations in the Town.

PUBLIC UTILITIES

WATER SYSTEM STATISTICS

All drinking water in the Town of Ridgeway comes from private wells, approximately 257 households and 11 eleven businesses in the Town of Ridgeway.

WASTEWATER TREATMENT SYSTEMS
Private septic systems treat wastewater from approximately 250 households and 11 businesses in the Town of Ridgeway.

SPECIAL SERVICE DISTRICTS
There are no special service districts in Ridgeway.

STORMWATER MANAGEMENT
The Town of Ridgeway does not have a storm water management strategy.

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

POLICE, FIRE AND EMERGENCY SERVICES
Town of Ridgeway police protection is provided by the Iowa County Sheriff's Department. The Ridgeway Fire Department provides fire protection and rescue services are provided by the Dodgeville Area Ambulance Service, the Barneveld Area Rescue Squad and Ridgeway First Response.

RECYCLING AND GARBAGE
The Town of Ridgeway has curbside collection for garbage and recyclables, picked up at driveways every other week.

MUNICIPAL BUILDING/ LIBRARY SERVICES
The Town of Ridgeway Municipal Building and Shop are located near the Village of Ridgeway. Residents of the Town use the City of Dodgeville and Village of Barneveld public libraries.

PRIMARY AND SECONDARY EDUCATION
There are no education facilities within the Town of Ridgeway, although an elementary school is located in the Village of Ridgeway. Pre-K – 12 education for Town children is provided through the Dodgeville and the Barneveld School Districts.

HIGHER EDUCATION
The colleges and universities nearest the Town of Ridgeway include Southwest Wisconsin Technical College in Fennimore, UW-Madison, Madison College and UW-Platteville. These institutions offer certificates, technical diplomas, associate, bachelor, and master's degrees in a variety of fields.

HEALTHCARE FACILITIES
There are no healthcare facilities located within the Town of Ridgeway. However, residents do have access to healthcare providers such as the Upland Hills Health Hospital in Dodgeville. Town residents use medical clinics located in Dodgeville, Barneveld, and Spring Green. The Plan Commission did not identify any other medical facilities available to Town residents.

CEMETERIES
Please refer to Section E, Agricultural, Natural, and Cultural Resource Element for information on local cemeteries.

CHILDCARE
The Plan Commission did not identify any licensed childcare facilities in or serving the Town of Ridgeway.

PARKS AND RECREATION
Please refer to Section E, Agricultural, Natural, and Cultural Resource Element for information on local parks and recreation facilities.

TELECOMMUNICATIONS AND OTHER UTILITIES
There are a limited number of telecommunication towers in the Town of Ridgeway.

COMMUNITY FACILITY/UTILITY PROJECTS
Currently, Ridgeway does not have any upcoming community facility/utility projects.

UTILITIES AND COMMUNITY FACILITY AGENCIES AND PROGRAMS

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

USDA RURAL DEVELOPMENT

We offer loans, grants and loan guarantees to help create jobs and support economic development and essential services such as housing, health care, first responder services and equipment and water, electric and communications infrastructure. We promote economic development by supporting loans to businesses through banks, credit unions and community-managed lending pools. We offer technical assistance and information to help agricultural producers and cooperatives get started and improve the effectiveness of their operations. We provide technical assistance to help communities undertake community empowerment programs.

USDA RURAL DEVELOPMENT OF WISCONSIN
5417 Clem's Way
Stevens Point, WI 54482
Phone: 715-345-7600
rd.stateoffice@wi.usda.gov
www.rd.usda.gov/wi

USDA's Rural Utilities Service administers programs that provide much-needed infrastructure or infrastructure improvements to rural communities. These include water and waste treatment, electric power and telecommunications services. All of these services play a critical role in helping to expand economic opportunities and improve the quality of life for rural residents.

USDA's Rural Business-Cooperative Service offers programs to support business development and job training opportunities for rural residents. Our programs help provide the capital, technical support, educational opportunities and entrepreneurial skills that can help rural residents start and grow businesses or access jobs in agricultural markets and in the bio-based economy. USDA and our public and private partners are connecting rural residents to the global economy by supporting business growth and development; facilitating sustainable renewable energy development; developing regional food systems; generating and retaining jobs through recreation and natural resource restoration, conservation, and management and increasing access to broadband. These investments support the nation's long-term prosperity by ensuring that rural communities are self-sustaining, repopulating and thriving economically.

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

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

WISCONSIN DEPARTMENT OF NATURAL RESOURCES (WI-DNR)
101 South Webster Street
P.O. Box 7921
Madison, WI 53707-7921
Phone: 888-936-7463
dnr.wi.gov

- **ENVIRONMENTAL LOANS**
  This is a subsidized loan program for drinking water, wastewater and storm water projects through the Safe Drinking Water Loan Program and Clean Water Fund Program.

- **ENVIRONMENTAL FINANCIAL ASSISTANCE GRANTS**
  This is a grant program for non-point source runoff pollution, recycling, lakes, rivers, municipal flood control and well compensation.

- **LAND & RECREATION FINANCIAL ASSISTANCE GRANTS**
  This is a grant program for conservation, restoration, parks, stewardship, acquisition of land and easements for conservation purposes, recreational facilities and trails, hunter education, forestry, forest fire protection, household hazardous waste collection, dam rehabilitation and abandonment, dry cleaner remediation and urban wildlife damage.

These are major program headings. There are numerous programs available for specific projects underneath these umbrella programs. For more detailed information on other programs, visit the DNR website and search for the keywords "Grants and Loans".

Grants are monetary awards that do not have to be paid back.

DIVISION OF ENERGY, HOUSING, AND COMMUNITY RESOURCES BUREAU OF COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM PUBLIC FACILITIES (CDBG-PF)
This program is designed to assist small communities with public facility improvements. Eligible activities would include publicly owned utility system improvements, streets, sidewalks, disability accessibility projects, and community centers. Local governments including towns, cities, and counties are eligible. Federal grant funds are made available on an annual basis. The maximum grant for any single applicant is $500,000. Grants are only available up to the amount that is adequately justified and documented with engineering or vendor estimates.

WISCONSIN DEPARTMENT OF ADMINISTRATION DIVISION OF ENERGY, HOUSING, AND COMMUNITY RESOURCES BUREAU OF COMMUNITY DEVELOPMENT
101 East Wilson Street
Madison, WI 53703
Phone: 608-261-7538
doa.wi.gov/Pages/LocalGovtsGrants/CDBGPublicFacilitiesEconomicDevelopmentProgram.aspx

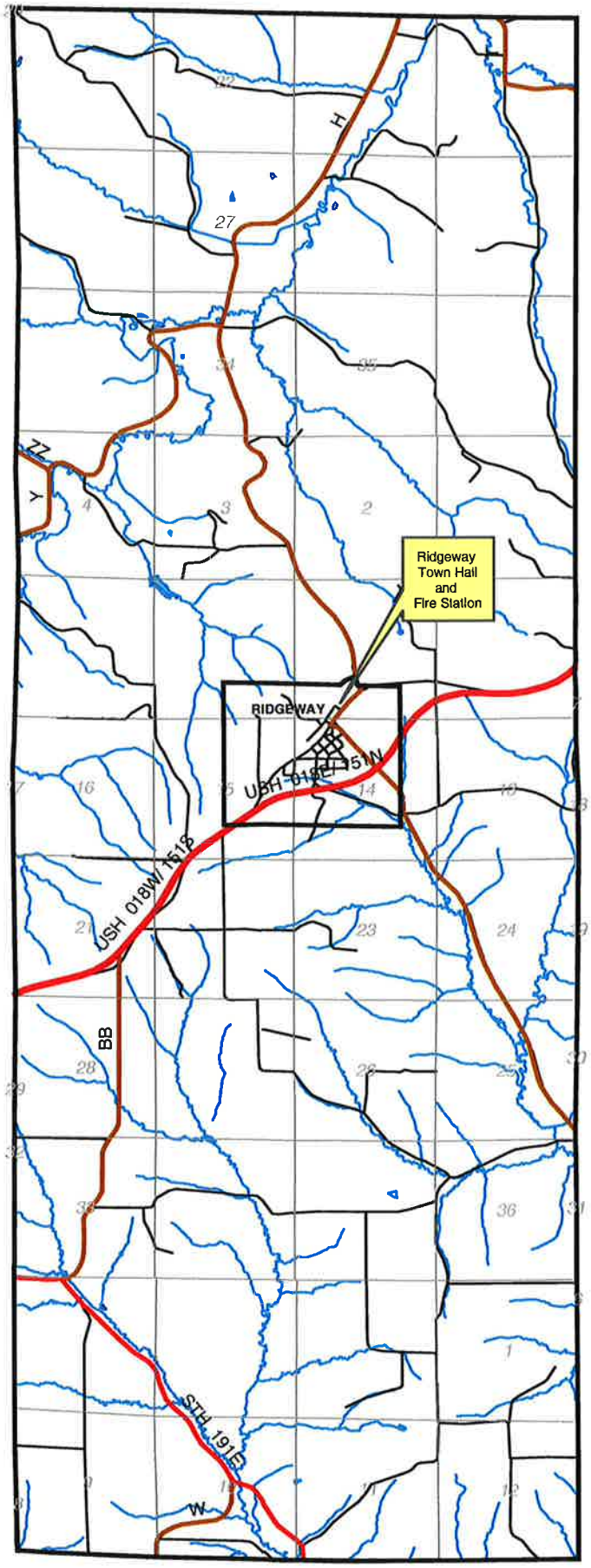
WISCONSIN COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM PUBLIC FACILITIES (CDBG-PFED)
This program helps underwrite the cost of municipal infrastructure necessary for business development. This program requires that the result of the project will ultimately induce businesses, create jobs, and invest in the community. More information is available from the Wisconsin Department of Administration.

UTILITIES AND FACILITIES

MAP D.1

TOWN OF RIDGEWAY

- IOWA COUNTY, WISCONSIN -



1 inch equals 1.14 miles

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

November 17, 2003
Ridgeway Town Util-Fac Map D-1

EXECUTIVE SUMMARY

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

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

Agricultural Resources	Natural Resources	Cultural Resources
Number of Farms	Water Resources	Historic Buildings
Acreage of Farmland	Topography	Museums
Livestock	Geologic Resources	Landmarks
Crop Production	Forest/Woodlands	Churches
Farmland Potential	Wildlife Habitat	Rural Schools
Soil Capabilities	Parks and Open Space	Cemeteries
Soils	Air and Light	

Wisconsin State Statute 66.1001(2)(e)

(e) Agricultural, natural and cultural resources element. A compilation of objectives, policies, goals, maps and programs for the conservation, and promotion of the effective management, of natural resources such as groundwater, forests, productive agricultural areas, environmentally sensitive areas, threatened and endangered species, stream corridors, surface water, floodplains, wetlands, wildlife habitat, metallic and nonmetallic mineral resources consistent with zoning limitations under s. 295.20 (2), parks, open spaces, historical and cultural resources, community design, recreational resources and other natural resources.

AGRICULTURAL, NATURAL, AND CULTURAL RESOURCES POLICIES

The following are the agricultural, natural, and cultural resources policies for the Town of Ridgeway. (Parcel splits and minimum lot sizes are addressed in Section H, Land Use Element.)

- **Routinely remind residents of the importance of their agricultural, natural, and cultural resources and the need for continued protection of local open spaces to provide recreational opportunities.**

  Tell residents about the agricultural, cultural, and natural resources in their Town and let them know ways they can support and protect them. Flyers included with a tax mailing, articles in the local newspaper, workshops, or other similar education efforts can help inform residents.

  Work with the Village of Ridgeway, the Towns of Brigham, Waldwick, Arena, and Dodgeville and Iowa County to protect contiguous natural areas that give local residents space to pursue recreational opportunities.

- **Build partnerships with local clubs and organizations in order to protect important natural areas.**

  Work with local chapters of groups like Ducks Unlimited, Pheasants Forever, Trout Unlimited, and local sportsman's clubs that all have a common interest of protecting the environment. Cooperation can reduce duplication of effort and in turn cut costs.

- **Encourage and support prairie and savanna restoration.**

- **Enforce noxious weed control ordinances.**

  At both the national and state level, concern is growing about non-native species that threaten the stability of native or more desirable plant communities. In order to protect the agricultural and natural resources of Iowa County from invasive, noxious weeds, local ordinances designed for the mutual benefit of citizens and the environment should emphasize education, prevention and cooperation between landowners and governmental agencies.

- **Support tree preservation and sustainable forestry practices.**

  Trees are important components of a community's green infrastructure. A healthy population of trees offers substantial environmental benefits, including cleaner air and water, quieter streets, cheaper energy bills, cooler temperatures, and wildlife habitat. In addition, trees can provide numerous economic advantages, such as increased property values and lower air and water remediation costs.

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

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

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

  Contamination of local drinking water resources can be devastating and very costly to reverse. Be aware of recharge area locations for wells and potential contamination sources. Again, education of residents on local water resource issues may be beneficial.

- **Restrict development from major drainage areas in order to aid in storm water runoff and prevent flooding.**

Refrain from developing drainage ways and floodplains that serve as storm water runoff systems. Drainage basins were established naturally for a reason and should be preserved.

- **Promote tourism opportunities and continue to pursue efforts to capitalize on local resources in conjunction with programs like walking tours, the Wisconsin Historical Markers Program, Pine Relict State Natural Area, distributing ATV or bike trail maps, maintaining trails, and preserving the natural beauty of the area.**

  Every jurisdiction is unique and can capitalize on its historic or cultural significance and natural beauty. For example, tours can be walking, driving, or biking with certain areas of cultural or environmental significance identified.

- **Utilize County, State, and Federal programs to conserve, maintain, and protect agricultural, natural, and cultural resources.**

  Numerous state and federal programs aim specifically at protecting farmland, wetlands, forests, historic buildings, etc. There are agencies and contact information at the end of this section.

AGRICULTURAL RESOURCES

Agriculture plays an important role in the past and future of southwestern Wisconsin. Even though this plan is developed for the Town of Ridgeway, the importance of agricultural resources in the surrounding area should not be underestimated. Farming is important aesthetically, culturally, economically, and recreationally to the Town of Ridgeway.

FARMING CONFLICTS

The Plan Commission did not identify any conflicts between farm operations and non-farm neighbors.

FARM EXPANSION

As farming becomes more global, the forces driving agricultural change are reflected in the decline of traditional agricultural commodities. One strategy farmers have begun to follow is farm expansion and modernization. Expanding can help farmers maintain their net income and can sometimes also lead to efficiencies and lower production costs. Modernization strategies can also help improve farming operations. However, expansion and modernization bring with them possibilities of greater impacts to the local environment, as well as issues such as modernized farms needing fewer employees, resulting in local agricultural job losses. Larger operations may also require larger manure handling facilities, increasing the chances of more spills or odor complaints. The Town of Ridgeway believes that size limits should be placed on farms in the Town. In particular, the Plan Commission wants to limit factory type farms or large confinement operations that will contribute to air and/or water pollution.

YOUNG FARMERS

One challenge facing farming in southwest Wisconsin is the lack of young people to replace a generation of older farmers. While farmers are retiring at the same rate, fewer young people are getting into farming. Communities seeking to retain their local agricultural economy and way of life need to consider strategies that will bring new or young people into farming. The Plan Commission believes that better prices for farm products would bring young people back to production agriculture.

FARMING INFRASTRUCTURE

Farming infrastructure includes businesses and services such as a feed mill, equipment vendor, or veterinarian might supply. Farm supply businesses and food processing facilities represent important resources to area farmers as well as the broader local economy; the Town of Ridgeway does not have any farming infrastructure.

FARM TYPES
The Town of Ridgeway Plan Commission believes multi-enterprise (e.g. beef, dairy, and crops) should be encouraged, rather than single enterprise farms (e.g. only dairy, only soybeans). Specifically, the Plan Commission encourages the following types of farm operations:

- Dairy Operations
- Organic Farming
- Beef-Cow/Calf Operations
- Cash Crop Operations
- Community Supported Agriculture (CSA)

The Plan Commission does not encourage hog, sheep, dairy, or beef-finishing farming operations of over 500 animal units within the Town of Ridgeway.

FARMING AND COMMUNITY VISION
It is essential to the Town of Ridgeway's community vision to maintain both current farm operations and agriculture in general.

FARMLAND POTENTIAL
In Iowa County, 72 percent of the soils are classified as prime, state, and local importance. Map E.1 is a Town level soil classification map. The classifications are

Prime Farmland - Most Capability Group I and II Soils (25 percent of soils in Iowa County)

State Importance - Most Capability Group III Soils (20 percent of soils in Iowa County)

Local Importance - Varies but in Southwestern Wisconsin some Capability Group IV, V, and VI Soils. In Iowa County these include land with better moisture holding capacity – valuable locally for pasture and hay production. (27 percent of soils in Iowa County)

Other - Soil groups of importance (Capability Group VII, VIII) not noted in the categories above.

LAND COVER
Map E.2 shows the amount of agricultural resources in the Town of Ridgeway. It also shows the location of natural resources, including forested lands, open water, and wetlands.

NATURAL RESOURCES
Natural resources are the essence of the natural environment. Whether obvious or not, impacts to sensitive environmental communities and resources often have significant adverse impacts on the human community.

WATER RESOURCES
Water is one of the most commonly used natural resources, serving an intrinsic function in the community. People utilize groundwater for drinking water, industrial uses, recreational purposes, etc. on a daily basis. Plants and animals rely on water to survive. Water is also one of the most easily contaminated resources. Because of its mobile nature, contaminants can travel far from their source through the ever-moving water cycle. This type of pervasive pollution is commonly known as non-point source pollution (NPSP).

Non-point source pollution comes from many diffuse sources resulting from a wide variety of human activities. NPSP directly impacts water resources. The Town of Ridgeway actively protects its water resources by recommending catch basins, Ag contour strips, and the creation of small dams, with all construction done according to state regulations.

SURFACE WATER
Watercourses and water bodies provide various recreational opportunities, including fishing, swimming, boating, and passive recreational opportunities such as bird watching. Streams provide habitat for aquatic species and other wildlife. The Wisconsin and Pecatonica Rivers and nearby lakes and streams serve recreational needs of area residents. See Map E.3 for surface water resources in the Town of Ridgeway and Map E.4 for Town watersheds. Ridgeway is in two watersheds, the Mill and Blue Mounds Creeks and the Upper East Branch of the Pecatonica River watersheds.

FLOODPLAINS
The Federal Emergency Management Agency (FEMA) has designated flood hazard areas along many surface water resources. The importance of respecting floodways and floodplains is critical in terms of planning and development. Ignoring these constraints can cause serious problems relating to property damage and the overall safety of residents. Due to Iowa County being entirely within the Driftless Area, the flood plains are largely the result of a well-developed dendritic (tree branch-like) drainage pattern draining the fairly rugged topography. This, together with low infiltration rates for most of its soils, combines to make overall flood risk in Iowa County quite high, as is true in the Town of Ridgeway. In order to lower flood risk, the Town does not allow building in floodplains, roadway ditches are maintained and culverts are used when necessary. See Map E.5 for the FEMA map.

WETLANDS
Wetlands serve a variety of functions, including playing an important role in storm water management and flood control, filtering pollutants, recharging groundwater, providing a habitat for many wildlife species and plants, and offering open space and passive recreational opportunities. Iowa County wetlands include all marshes and swamps and those areas excluded from cultivation or other use because they are intermittently wet. The steep topography of southwest Wisconsin results in most natural wetlands being closely linked to the region's rivers and streams.

The Wisconsin Wetland Inventory (WWI) was completed for the state in 1985. Pre-European settlement wetland figures estimate the state had about 10 million acres of wetlands. Based on aerial photography from 1978-79, the WWI shows approximately 5.3 million acres of wetlands remaining in the state representing a loss of about 47% of original wetland acreage. This figure does not include wetlands less than 2 or 5 acres in size (minimum mapping unit varies by county). Because the original WWI utilized aerial photographs taken in the summer, some wetlands were missed, especially in the northern counties since interpretation was difficult due to leaf cover. Also, wetlands that were farmed as of the date of photography used and then later abandoned due to wet conditions were not captured as part of the WWI. Most wetland losses in Iowa County have likely been due to draining for farming.

The Legislature authorized the DNR to update the WWI on a 10-year cycle. Budget constraints and lack of staff have slowed this process to a 24-year cycle at best. Digitizing wetland maps to obtain accurate wetland acreage information is on a rotation almost twice that long. As a result, there is no reliable qualitative and quantitative data about current rates of wetland loss. For more information, go to dnr.wi.gov/topic/wetlands.

Ridgeway protects wetland resources by regulating all new driveways to maintain a maximum grade of 10 percent. Road right-of-ways are ditched and controlled for runoff with culverts and vegetated buffers.

GROUNDWATER
Groundwater is a critical resource, not only because it is used on a daily basis, but also because rivers, streams, and other surface water depends on groundwater for recharge. Groundwater, whether from municipal or private well, supplies all Iowa County residents with drinking water. See Map E.6 for depth to groundwater levels for Ridgeway.

Groundwater can easily become contaminated through non-point source pollution. The Driftless Area is characterized by thin soils over fractured limestone, sandstone, or shale bedrock and it is in this type of underlying geology where the potential for groundwater contamination is greatest. The Town only has individual wells and the Plan Commission does not wish to create wellhead protection plans for private wells. The jurisdiction as a whole actively protects its drinking water through policies restricting large feedlots.

Water supply is impacted as communities grow, bringing increased demand to supply groundwater to new homes, businesses, and industries. Increased well pumping can reduce the amount of recharge to surface waters, causing streamflow reduction, loss of springs, and changes in wetland vegetative communities. However, the establishment of a high capacity well in the Town might impact water supply. The Groundwater Bill (2003 Act 310) addresses groundwater quantity issues, requiring approval for siting, fees, and an environmental review. While this legislation is currently more relevant in areas of the state experiencing severe water quantity issues (e.g. the Central Sands region), the principle of controlling groundwater withdrawal in all parts of the state is quite important.

Currently, increasing water supply demand is not an issue in the Town of Ridgeway.

It is important to keep the groundwater resource in mind for many areas of comprehensive planning. Ultimately, what takes place above ground directly impacts this resource below the surface. There are a number of activities that directly impact the quality of water resources.

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

- On-site septic systems
- Sewage Treatment Plants
- Surface Waste Water Discharge
- Sanitary Landfills
- Underground Storage Tanks
- Feedlots
- Junkyards
- Abandoned Quarries
- Abandoned Wells
- Pesticide and Fertilizer Applications
- Road Salt
- Household Cleaners & Detergents
- Unsewered Subdivisions
- Gas Stations
- Chemical Spills
- Leaking Sewer Lines
- Old Mine Openings or Shafts

WILDLIFE AND NATURAL COMMUNITIES

Wildlife enriches our lives by providing opportunities for observing or photographing animals in their native habitat. Wildlife serves as an educational stimulus by provoking human curiosity about the natural world.

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

Humans have an environmental responsibility to protect wildlife and the habitat it needs to survive. Since wildlife can cause problems by destroying property, carrying disease, producing unsanitary waste, and conflicting with human activities, it is important to provide natural habitat at a distance from human activities where animals will not be in contact with humans and can live and breed without interference.

Savannas, grasslands with a partial canopy of open grown trees, and ridge tops are home to a wide array of wildlife, particularly birds. Savanna, grassy ridge tops, and forest historically covered the hills of southwest Wisconsin. Today, savannas and grassy ridge tops are rare. Descriptions of natural communities in Iowa County are listed in Appendix E-1. Ridgeway is within two ecological landscapes, Southwest Savanna and Western Coulee and Ridge.

To protect its natural areas, the Town of Ridgeway utilizes its Land Use Plan that states that all plans for development in or adjacent to important natural features must be carefully reviewed by the Land Use Commission and Town Board to ensure that existing natural features are preserved whenever possible. The Land Use Plan and the Land Use Commission were created for the purpose of both actively supporting agriculture and preserving wildlife habitat. See Section H, Land Use Element Policies for more information.

The Town does not give financial support to wildlife protection and conservation, but the preservation and maintenance of areas needed to support wildlife shall be encouraged. The Plan Commission has also expressed an interest in learning more about supporting prairie and savanna restoration efforts and groups.

THREATENED AND ENDANGERED SPECIES

The Federal Endangered Species Act of 1973 was enacted to conserve threatened and endangered species of wildlife and plants. The Wisconsin Department of Natural Resources (DNR) has used the Natural Heritage Inventory (NHI) to develop maps for all counties in the state providing generalized information about rare, threatened and endangered species. Threatened and Endangered plant species are vulnerable to a variety of exotic, invasive plants, such as Bull Thistle and Wild Parsnip. Ridgeway enforces its public nuisance ordinance that specifically addresses noxious weeds, noxious odors, stagnant water areas, and well pollution areas. DNR-NHI maps (Map E.7a and E.7b) have been included at the end of this section for a reference. Also, refer to Appendix E-2 for a list of the Threatened and Endangered plant, animal, and natural communities of the Town of Ridgeway, as prepared in 2002 for the original comprehensive plan.

FOREST RESOURCES

Forests provide raw materials for the forest products industry and a venue for hunting, hiking, and fishing. They help sustain water resources and provide habitat for a wide variety of plants and animals, including threatened and endangered species. They also help balance global warming effects through oxygen production and carbon sequestration. Over half the forested lands in Wisconsin (57%) are privately owned. See Map E.2 for forested lands in Ridgeway.

RURAL FORESTS

Forty-six percent of Wisconsin is forested (16 million acres). Forests therefore represent one of Wisconsin's most important land uses and are often times a defining feature of communities or whole regions. Other benefits of forests include:

- Recreational opportunities such as hunting, fishing, and hiking
- Groundwater protection
- Home for wide variety of plants and animals, including Threatened and Endangered species
- Cleans air by producing oxygen and storing carbon
- Part of Wisconsin's culture

With a stated objective to protect woodlands, the Town of Ridgeway has 4,554.664 acres in the Forest Crop Managed Forest Law program. The Plan Commission expressed interested in learning more about other sustainable forestry practices as well.

There are no municipal tree-planting programs in place in the Town of Ridgeway, nor is the Plan Commission interested in such programs. However, the Plan Commission does encourage tree planting north of Highway 18/151 within the Town of Ridgeway.

URBAN FORESTS

One natural resource often forgotten is the urban forest. The urban forest does not necessarily only relate to trees, but also includes shrubs, flowers, vines, ground cover, grass, and other plants within an urban area.

The Town does not have any Urban Forest.

ENVIRONMENTAL CORRIDORS

Environmental corridors refer to areas that contain groupings of natural resource features. Areas of concentrated natural resource activity ("rooms"), such as wetlands, woodlands, prairies, lakes, and other features, become even more functional when linked by environmental corridors ("hallways"). If corridor resource features are placed on a map, they can show a linear space.

Fish and wildlife populations, native plant distribution, and even clean water all depend on movement through environmental corridors. For example, wildlife populations isolated in one wooded location can overpopulate, die out, or cause problems for neighbors if there are not adequate corridors to allow the population to move about freely. Over 70 percent of all terrestrial wildlife species use riparian corridors, according to the USDA Natural Resources Conservation Service (NRCS).

Environmental Corridor Benefits:

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

Social Benefits:

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

Map E.8 shows several natural resource features in Ridgeway, which can act as environmental corridors. Preserving environmental corridors can be a highly effective way to protect natural and cultural resources in an area.

AIR AND LIGHT

The Plan Commission did not identify air pollution as an issue at this time. However, in the 2016 Land Use Survey, many respondents favored restricting the impact of night lighting of buildings and parking lots on adjacent properties.

GEOLOGIC AND SOIL RESOURCES

Soils and geology are also important planning considerations, particularly when thinking about new development. Today, technological advances can overcome many development challenges relating to soil and geology; however, it is important that these resources are not abused, overused, or contaminated. Particular attention must be paid to soils when development is occurring on steeper slopes and for septic systems. Drain-fields must be located to allow adequate infiltration and the sewage treatment provided by soils. A series of maps including slope limitations (Map E.9), septic limitations (Map E.10), and depth to bedrock (Map E.11) have been included.

Southwest Wisconsin is part of the unglaciated region known as the Driftless Area. Most of the bedrock in this region is sedimentary rock, consisting of sandstone and shale or limestone, containing mineral resources. Mineral resources are divided into two categories, metallic and non-metallic. Metallic resources in the region include lead and zinc. Non-metallic resources include sand, gravel, and limestone, with limestone as one of the most significant geologic resources in the area, used frequently for road building. Refer to Map E-12 for a map showing mines and quarries in Iowa County.

Restricting access to abandoned mines or quarries helps protect these areas from becoming source points for groundwater contamination.

There is an active quarry in Ridgeway that is fenced and gated, restricting access. There are no mine pits or diggings in the jurisdiction.

PARKS AND OPEN SPACE

Open space serves many important functions. It protects ecologically sensitive areas including wetlands and water resources, important wildlife habitat, and sensitive soils. Open space plays an important role in shaping the character of the community, as nothing can replace the visual impact of vast open space, whether it is agricultural land or woodlands. Preserving open spaces not only directly protects resources, but the space becomes a vital buffer zone. Open space can take the form of parks, cropland and pastures, greenbelts, wetlands or floodplains. Open space can also serve many functions for a community other than recreation, such as the following:

- Flood management
- Preserving prime agricultural land
- Limiting development that may occur
- Buffering incompatible land uses
- Structuring the community environment

LOCAL PARK AND RECREATION RESOURCES

Parks can serve a limited neighborhood area, a portion of the community, or the entire community or region and provide area and facilities for outdoor recreation for residents and visitors.

The Town of Ridgeway offers a variety of recreational amenities to recreational users and visitors including:

- Snowmobile trails
- Bike trails
- Campgrounds
- Hyde Mill and Dam that attracts many tourists
- DNR land that is open to hunters and bird watchers
- Many fishing streams
- Folklore Village that attracts thousands of tourists and classes

Ridgeway is also near Blue Mounds and Governor Dodge State Parks, and the Ridgeway Pine Relict State Natural Area. Refer to Map E.13 for Iowa County parks.

CULTURAL AND HISTORIC RESOURCES

Many communities often ignore cultural and historic resources in order to deal with "real" issues facing their community. However, the proper appreciation of these assets is vital to the long-term success of a community. Respecting and utilizing these available resources increases the overall quality of life and provides opportunities for tourism.

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

HISTORIC PLACES

Ridgeway has two sites listed on the State and/or National Register of Historic Places. Refer to Map E.14 for historic places in the Town of Ridgeway.

Table E.1- National Register of Historic Places

Name and Type of Place	Location	Date Added to State Register	Date Added to National Register
Plum Grove Primitive Methodist Church	County Rd BB	1/20/1995	4/27/1995
Hyde Chapel	County Hwy T	1/1/1989	10/13/1988

CHURCHES
Churches have had a significant impact on the culture of the Town of Ridgeway area. Refer to Map E.15 for churches in Ridgeway.

Places of worship in the Town include:

- Hyde Chapel – Nondenominational Association
- Plum Grove Primitive Methodist Church (moved to Folklore; may not be active church/no services)

CEMETERIES
Also identified as a prominent historic and cultural resource are the area cemeteries. Cemeteries can provide an historic perspective of the area, giving names and ethnicities of previous residents. Refer to Map E.15 for cemeteries in the Town of Ridgeway.

The following cemeteries serve the Town of Ridgeway:

- Hyde
- Ruggles
- Ebenezer – Eastside
- Hickox – Ridgeway Village
- St. Bridget's

RURAL SCHOOL BUILDINGS
The old time, one room schoolhouse once dotted the landscape, providing public education for mainly rural communities. Over time, these buildings were utilized less and less, as larger, more centrally located schools were built and students were bused in from the country. Nevertheless, the one room schoolhouse remains an icon of American rural culture, representing the opportunity for all children to learn "the three R's": reading, 'riting, and 'rithmetic. Refer to Map E.14 for rural school buildings in the Town of Ridgeway.

The following rural school buildings (some of which have been converted to other uses) are in the Town of Ridgeway:

- Wakefield
- Ruggles
- Pikes Peak
- Blue Grass Valley
- Yagers Corner
- Weier

OTHER HISTORIC BUILDINGS AND SITES IN THE TOWN OF RIDGEWAY
The Plan Commission identified three other historic sites in the Town. Refer to Map E.14 for other historic buildings and sites in Ridgeway.

- Folklore Village (County B) – Folk Art Center
- Hyde Blacksmith Shop (County H) – Being reconstructed
- Ruggles Farm (County H) – Old stagecoach stop

CULTURAL RESOURCE AND HISTORIC PRESERVATION PROGRAMS AND SPECIAL EVENTS
The Town of Ridgeway supports the Hyde Blacksmith shop restoration, the Ridgeway Pines Area, and the Folklore Village Folk Art Festival.

Ridgeway's most important cultural resources and the threats to them are listed on Table E.2.

RESPONSE TO THREATS TO CULTURAL RESOURCES IN YOUR COMMUNITY

Table E.2 – Cultural Resources Most Important to Your Community

Cultural Resource	Threats
Hyde Mill	Neglect

The Town of Ridgeway established the Hyde Historical Preservation Committee to address the preservation of Hyde Mill.

ARCHEOLOGICAL RESOURCES

About 10,000 years ago, **Paleo-Indians** entered Wisconsin as they hunted woolly mammoth, mastodon, and bison. These large mammals lived on the abundant vegetation beginning to grow as the glaciers retreated northward.

Around 8,000 years ago, during the **Archaic Period,** the climate became warmer and dryer. Animals found in the state today replaced the large Ice Age mammals. People lived in smaller family groups in caves, rock shelters, along rivers, and around lakes and wetlands. They harvested wild plants, nuts, and acorns. They hunted animals such as deer and elk.

About 3,000 years ago, during the **Woodland Period**, people lived in large villages and began to use bows and arrows to hunt. It was during this period that many mounds, including effigies or mounds built in the shape of turtles, birds, bears and other animals, were built throughout Wisconsin. These people were Wisconsin's first potters and gardeners.

The **Mississippian Period** began about 1,000 years ago. In Wisconsin these people are called **Oneota.** They lived in villages and planted gardens to grow crops such as corn, beans, and squash. They had a complex trade network that extended to both the Atlantic and Gulf coasts.

Jean Nicolet, a French explorer, arrived in Wisconsin in 1634. At that time, the Indian tribes present in the state included the Ho Chunk (Winnebago), Potawatomi, Menominee, and Ojibwa (Chippewa) Indians. This marked the beginning of the **Historic Period**.

The table below gives archeological sites documented in your community. This is not a complete list because some sites disappear due to development or agriculture and some may not yet have been reported to the State Historical Society.

Table E.3 – Archeological Sites in Your Community*

Site/Code Name	Site Type	Cultural Significance
Ley Creek	Campsite/village	Unknown Prehistoric
Ted Sawle	Workshop site, Campsite/village	Late Archaic, Late Woodland
Butteris #1	Cave/rock shelter	Unknown Prehistoric
Walnut Orchard Site	Campsite/village	Late Archaic
Hyde Campsite	Campsite/village	Late Woodland
McCutchen	Campsite/village	Middle Woodland
Parks Rock shelter	Cave/rock shelter	Late Woodland
Hyde-aka Mill Creek Church Cem.	Cemetery/burial	Historic Euro/American
St. Bridget's Cemetery	Cemetery/burial	Historic Euro/American
Eastside Cemetery	Cemetery/burial	Historic Euro/American
Unnamed Cemetery	Cemetery/burial	Historic Euro/American
Ruggles Cemetery	Cemetery/burial	Historic Euro/American
Paull Rock shelter	Campsite/village, Cave rock shelter	Woodland
Last Chance Rock shelter	Cave/rock shelter	Late Woodland
Jawbone Rock shelter	Cave/rock shelter	Unknown Prehistoric
Outlook Rock shelter	Cave/rock shelter	Woodland
Brown Rock shelter	Cave/rock shelter	Woodland
Double Chamber Rock shelter	Cave/rock shelter	Unknown Prehistoric
Biface Rock shelter	Cave/rock shelter	L.Arch., L. Wdld., Mid. Wdld.
Unnamed Cemetery	Cemetery/burial	
Owl Rock shelter	Rock art	Unknown Prehistoric
Fern Rock shelter	Rock art	Unknown Prehistoric
Ridge Pitts	Quarry/mine	Historic Euro/American
BB Lead Pits	Quarry/mine	Historic Euro/American
Folklore Diggings	Quarry/mine	Historic Euro/American

*Due to the delicate nature of archeological sites, the Wisconsin State Historical Society does not release specific locations.

The Plan Commission identified local cultural resource contacts on Table E.4.

Table E.4 – Cultural Resource Contacts in the Town of Ridgeway

Name	Program/Affiliation	Area of Historical Expertise
Volunteer community groups to support preservation		

HISTORIC ORDINANCE

The Town of Ridgeway does not have a historic preservation ordinance.

WISCONSIN DEPARTMENT OF NATURAL RESOURCES (WI-DNR)

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

WISCONSIN DEPARTMENT OF NATURAL RESOURCES (WI-DNR)

101 South Webster St
PO Box 7921
Madison, WI 53707-7921

Phone: 888-936-7463

dnr.wi.gov

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

WISCONSIN DEPARTMENT OF TRADE AND CONSUMER PROTECTION (DATCP)

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

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

WISCONSIN DEPARTMENT OF TRADE AND CONSUMER PROTECTION (DATCP)

2811 Agriculture Drive
PO Box 8911
Madison, WI 53708-8911

Phone: 608-224-5012

datcp.wi.gov

USDA NATURAL RESOURCE CONSERVATION SERVICE (NRCS)

NRCS is committed to helping private landowners care for the land, use it productively, and excel as stewards for the future. America's working lands produce food and fiber, clear air and water, wildlife, and healthy soil. Farming can be one of the most environmentally compatible uses of land there is. NRCS is the leader in helping people make sound choices, to ensure healthy land and water. Through voluntary incentive-based programs, NRCS works directly with farmers and landowners to provide technical expertise and financial assistance to make conservation work on private lands.

The agency promotes conservation practices, everything from practices that manage excess nutrients and waste on farms, to practices that promote soil health, among a host of others, all of which are helping to protect our natural resources for the long term, while at the same time improving Wisconsin farms.

USDA NATURAL RESOURCES CONSERVATION SERVICE (NRCS)

8030 Excelsior Drive
Suite 200
Madison, WI 53717-2906

Phone: 608-662-4422
Fax: 608-662-4430

www.nrcs.usda.gov

WISCONSIN HISTORICAL SOCIETY

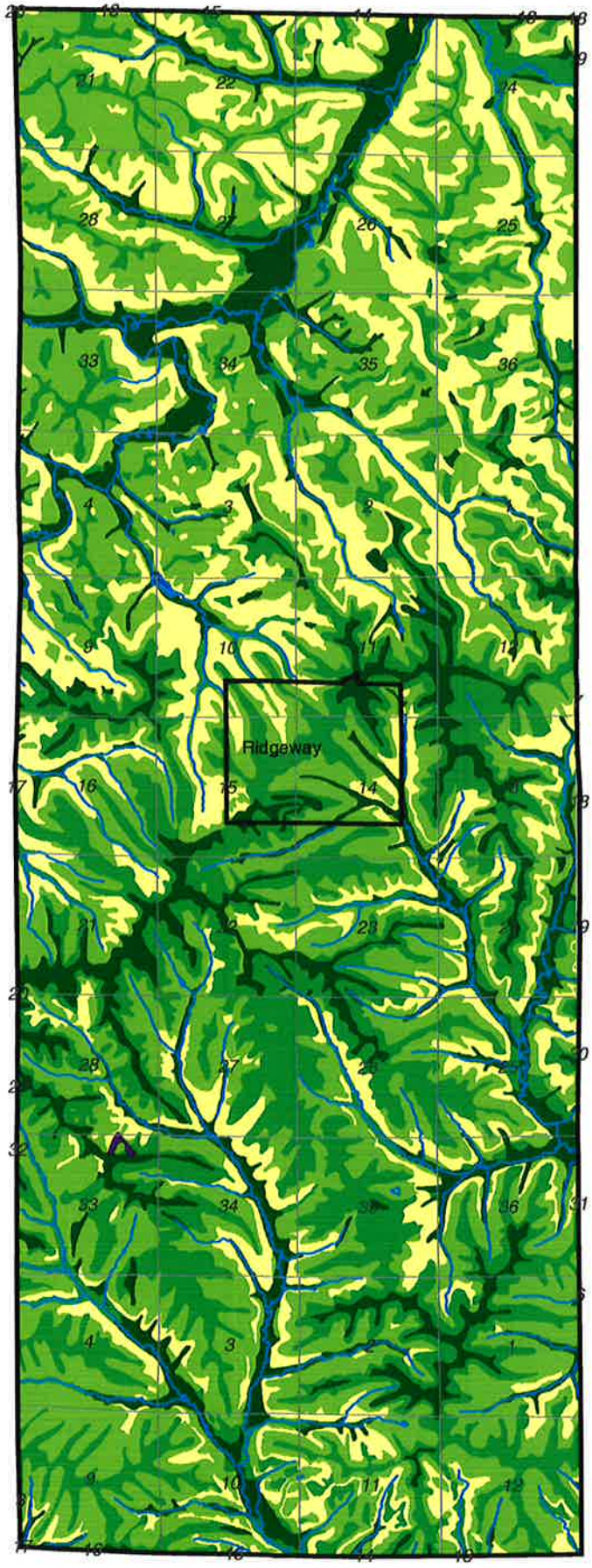
The Wisconsin Historical Society, founded in 1846, ranks as one of the largest, most active and most diversified state historical societies in the nation. As both a state agency and a private membership organization, its mission is to help people connect to the past by collecting, preserving and sharing stories. The Wisconsin Historical Society serves millions of people every year through a wide range of programs and services. The Wisconsin Historical Society also owns and operates 12 historic sites and museums around the state.

WISCONSIN HISTORICAL SOCIETY

816 State St, Room 429B
Madison, WI 53706

Phone: 608-264-6535

www.wisconsinhistory.org



RIDGEWAY SOIL CLASSIFICATIONS

- IOWA COUNTY, WISCONSIN -

MAP E.1

Legend

- Prime Soils
- State Soils
- Local Soils
- Other Soils
- Rivers And Lakes
- Quarries
- Other Features

1 inch equals 1.15 miles

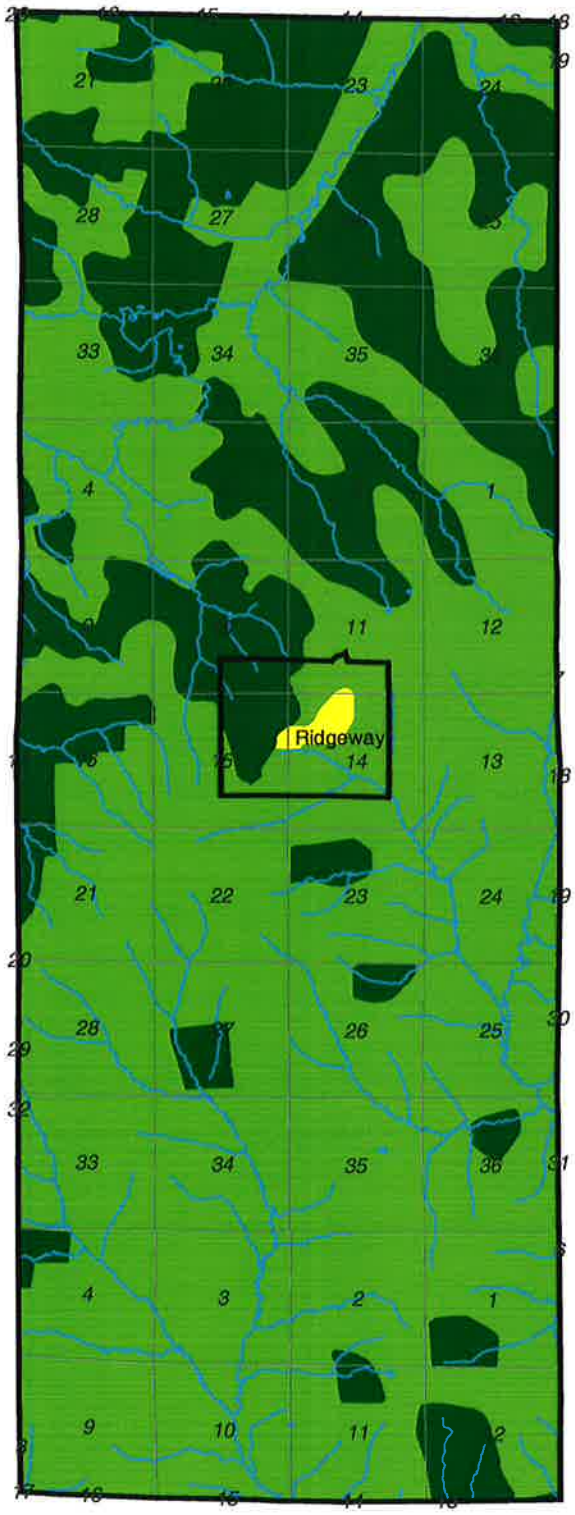
SOUTHWESTERN WISCONSIN REGIONAL PLANNING COMMISSION
719 Pioneer Tower
1 University Plaza
Platteville, WI 53818

July 14, 2003
Ridgeway Soil Class

TOWN OF RIDGEWAY LAND COVER

- IOWA COUNTY, WISCONSIN -

MAP E.2



Legend

- Urban/Developed
- Agriculture
- Forest
- Open Water/Rivers
- Wetland
- Barren

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

October 21, 2003
Ridgeway Land Cover

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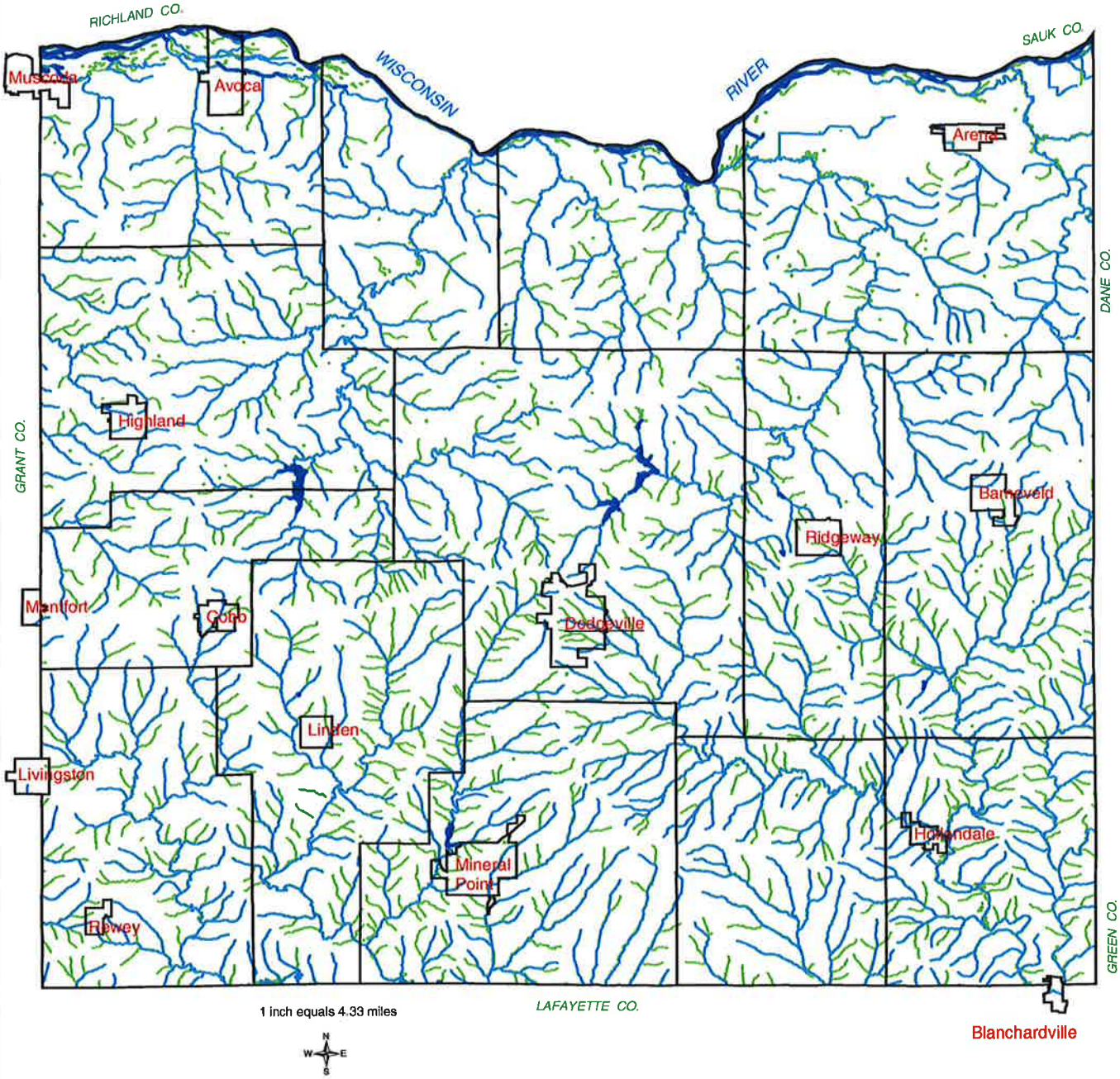
1 inch equals 1.37 miles

SURFACE WATER RESOURCES

- IOWA COUNTY, WISCONSIN -

MAP E.3



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

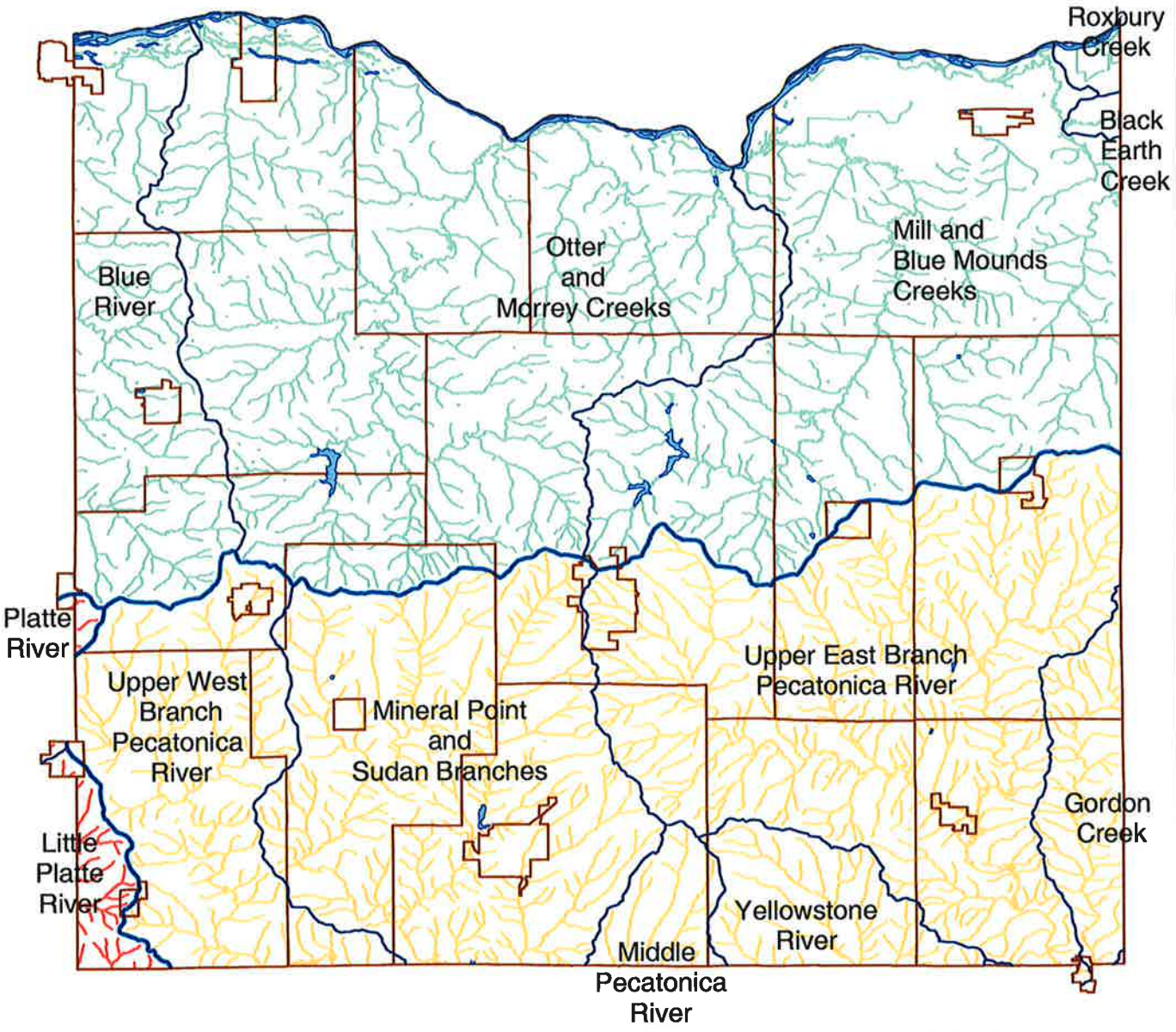
October 27, 2003
Surface Water Resources

Legend

- INTERMITTENT STREAMS
- PERENNIAL STREAMS

IOWA COUNTY RIVER BASINS AND WATERSHEDS

MAP E.4



1 inch equals 4.54 miles

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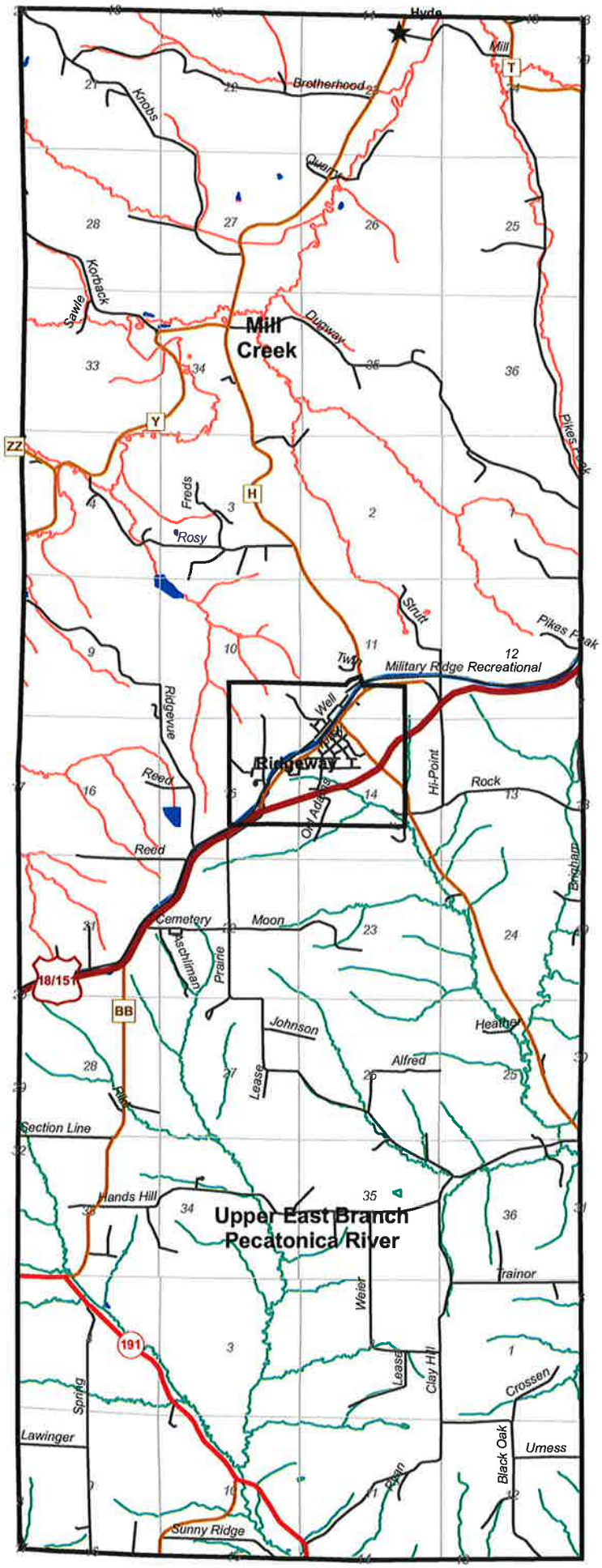
Legend

- WATER BASIN BOUNDARY
- LOWER WISCONSIN RIVER BASIN
- SUGAR - PECATONICA RIVER BASIN
- GRANT - PLATTE RIVER BASIN
- IOWA COUNTY LAKES

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

August 12, 2003
IA CO BASINS-WATERSHEDS



FEMA FLOODPLAIN

MAP E.5

- *TOWN OF RIDGEWAY* -

IOWA COUNTY, WISCONSIN

Legend

- Municipal Boundary
- Sections
- Unicorporated Villages
- Federal Roads
- State Roads
- County Roads
- Local Roads
- WATER BASIN BOUNDARY
- LOWER WISCONSIN RIVER BASIN
- SUGAR - PECATONICA RIVER BASIN
- IOWA COUNTY LAKES

1 inch equals 1.11 miles

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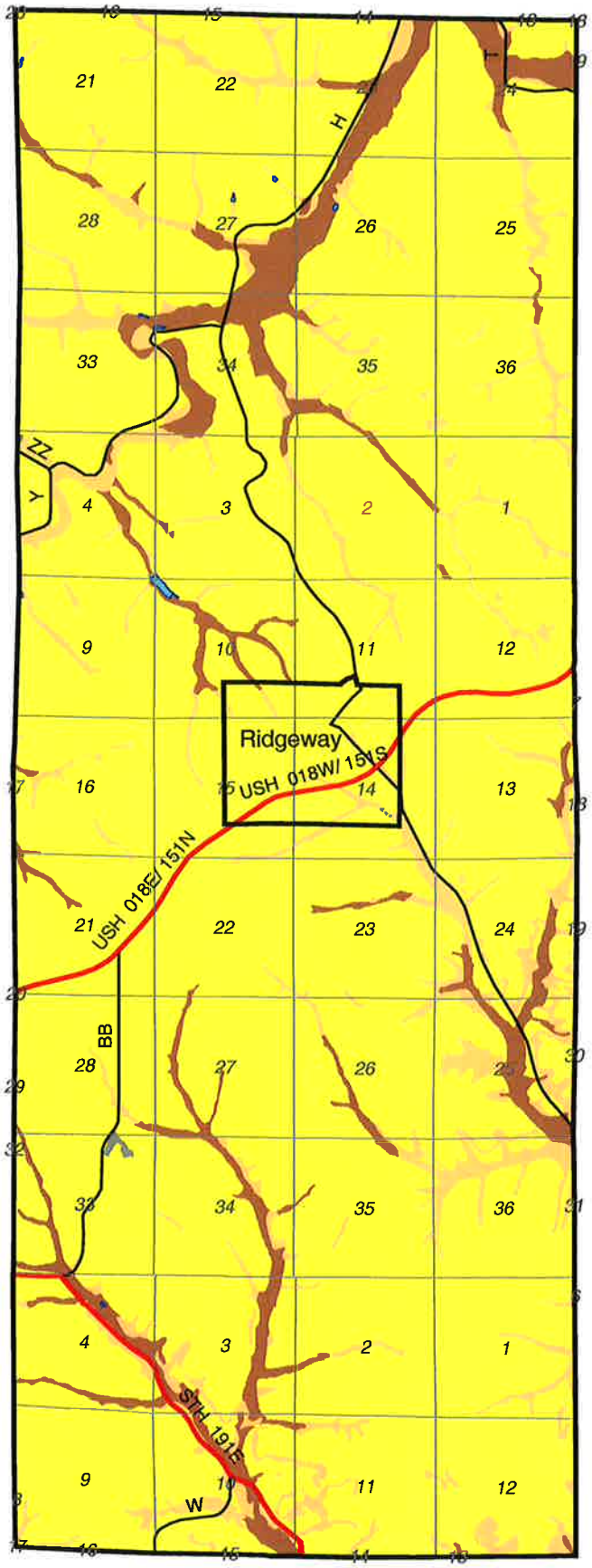
SOUTHWESTERN WISCONSIN
REGIONAL PLANNING COMMISSION
719 Pioneer Tower
1 University Plaza
Platteville, WI 53818

October 13, 2004
FEMA-RidgewayTown-MapE-5

This map is neither a legally recorded map nor a technical survey and is not intended to be one. SWWRPC is not responsible for any inaccuracies herein contained.



TOWN OF RIDGEWAY
DEPTH TO WATER TABLE

- IOWA COUNTY, WISCONSIN -

MAP E.6

Legend

- Greater Than 20' To Water Table
- From 5' To 20' To Water Table
- Less Than 5' To Water Table
- Rivers And Lakes
- Other Features
- Major Highways USH-STH
- County Highways CTH

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

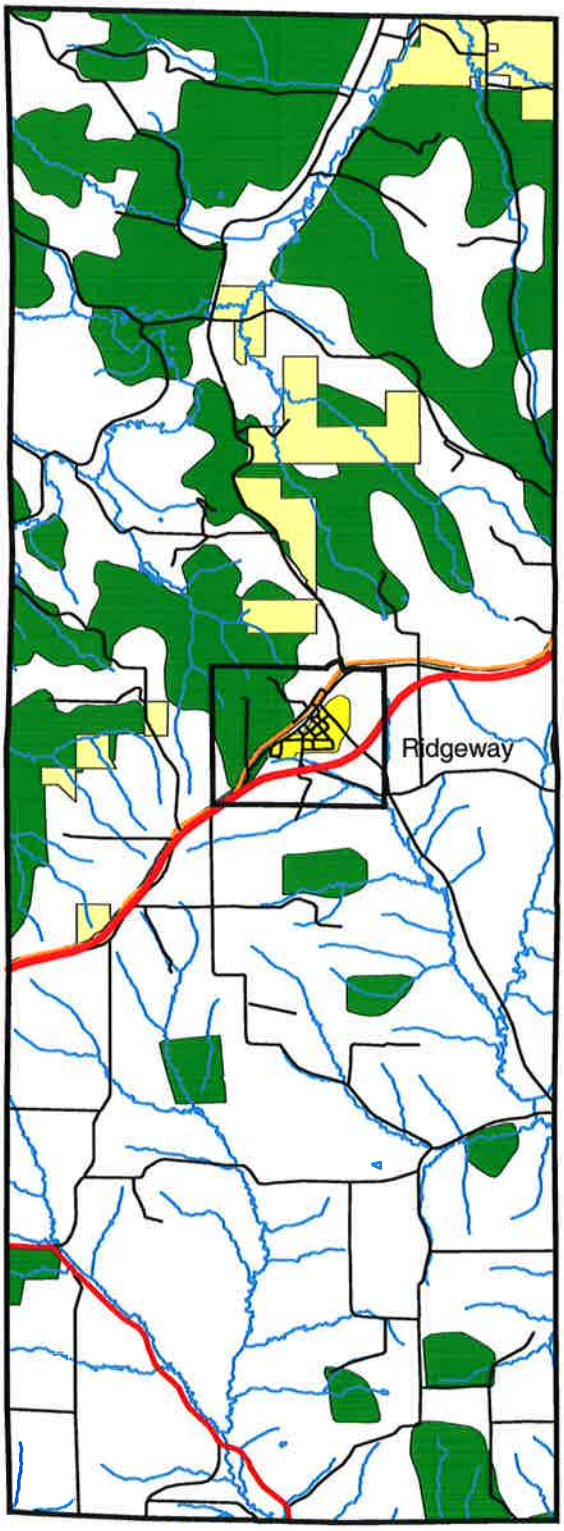
Ridgeway Depth-WT
June 2, 2003

1 inch equals 1.19 miles

NATURAL RESOURCES AND ENVIRONMENTAL CORRIDORS

- RIDGEWAY TOWNSHIP -
- IOWA COUNTY, WISCONSIN -

MAP E.8



Legend

- Major Highways
- Minor Roads
- Recreation Trails
- Rivers
- Open Water
- Parks
- Urban Developed
- Forest
- Barren
- Agriculture

1 inch equals 1.35 miles

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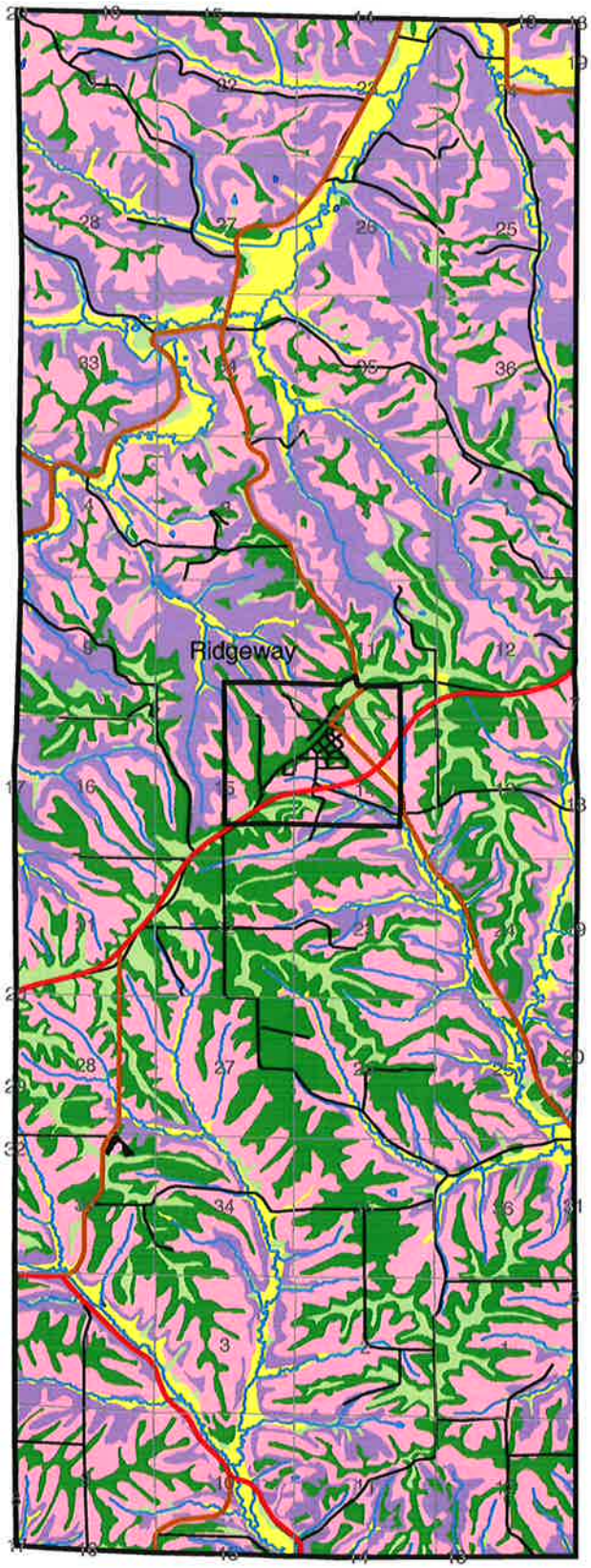
October 30, 2003
Ridgeway Environmental Corridors

RIDGEWAY SLOPE LIMITATIONS

- IOWA COUNTY, WISCONSIN -

MAP E.9



Legend

- 0% - 2% Slope
- 2% - 6% Slope
- 6% - 12% Slope
- 12% - 20% Slope
- Greater Than 20% Slope
- Rivers And Lakes
- Other Features

1 inch equals 1.26 miles

N
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July 17, 2003
Ridgeway Slope

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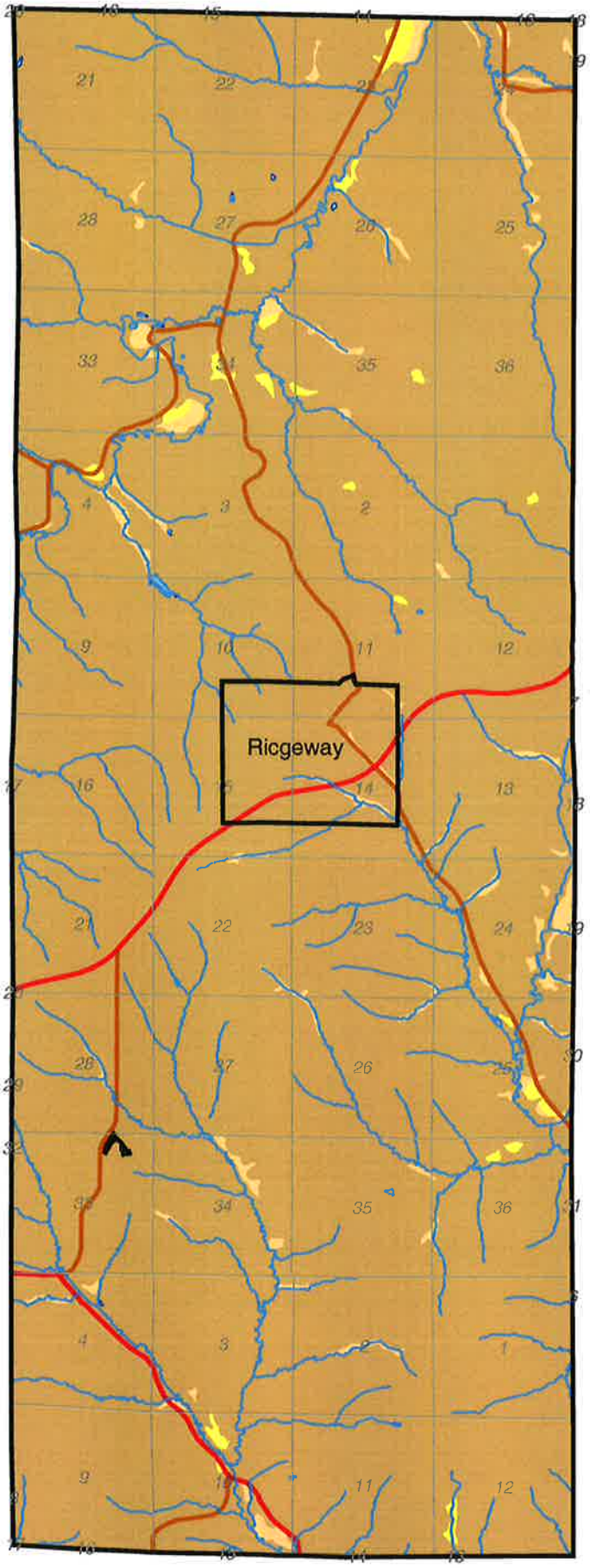
Platteville, WI 53818



RIDGEWAY
SEPTIC LIMITATIONS

- IOWA COUNTY, WISCONSIN -

MAP E.10

Legend

- Slight Soil Limitations
- Moderate Soil Limitations
- Severe Soil Limitations
- Other Features
- Open Water

1 inch equals 1.14 miles

N
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August 26, 2003
Ridgeway Septic

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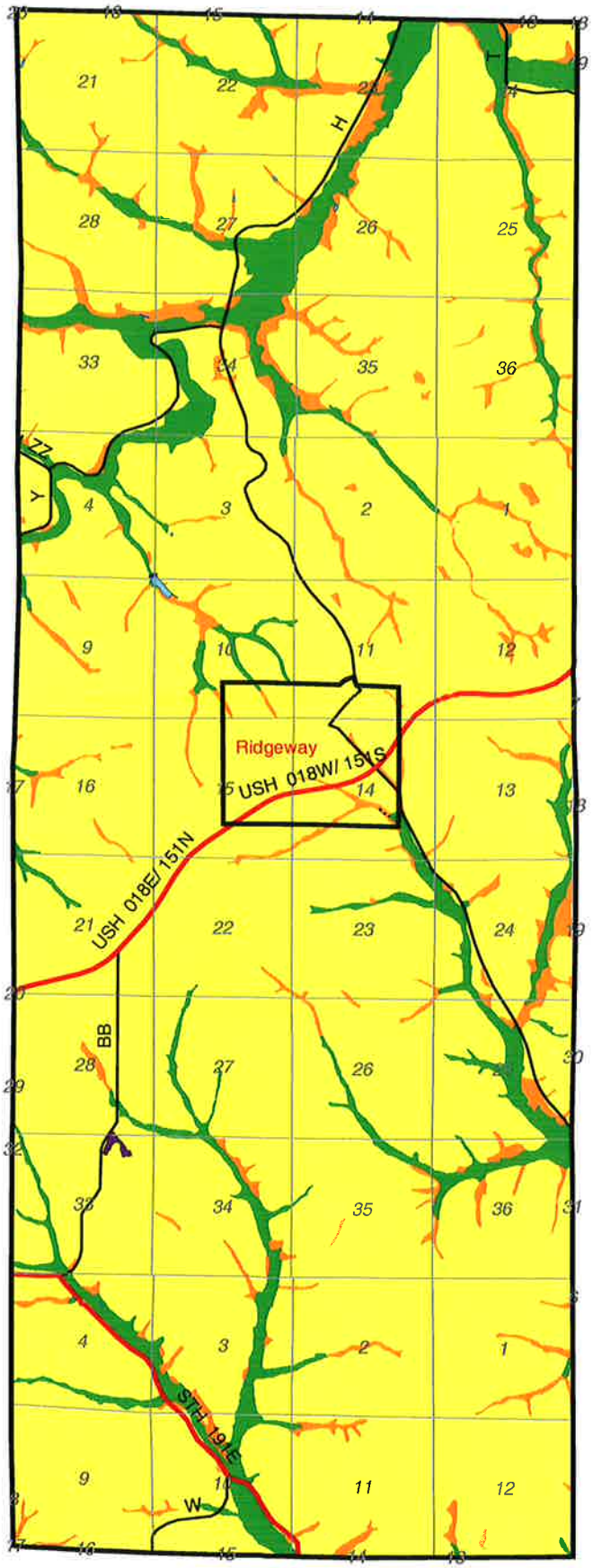
Platteville, WI 53818



RIDGEWAY
DEPTH TO BEDROCK

- IOWA COUNTY, WISCONSIN -

MAP E.11

Legend

- Less Than 4 Feet To Bedrock
- From 4 To 20 Feet To Bedrock
- More Than 20 Feet To Bedrock
- Open Water
- Quarries
- Other Features
- Major Highways
- County Highways

1 inch equals 1.19 miles

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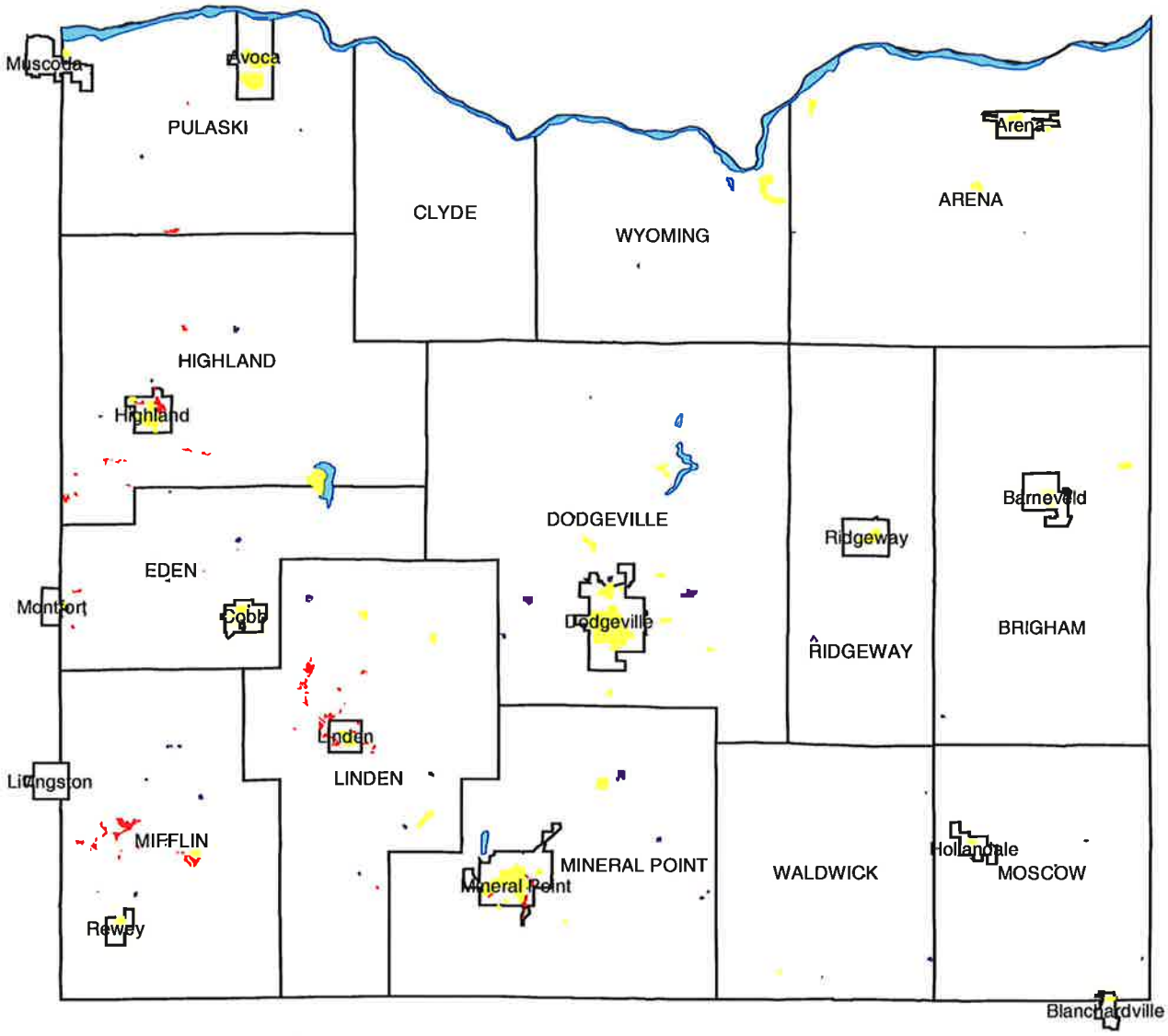
Platteville, WI 53818

August 27, 2003
Ridgeway D-BR

MINES AND QUARRIES

- IOWA COUNTY, WISCONSIN -

MAP E.12



1 inch equals 4.68 miles

N
W E
S

Legend

- Open Water
- Urban Developed
- Mines
- Quarries

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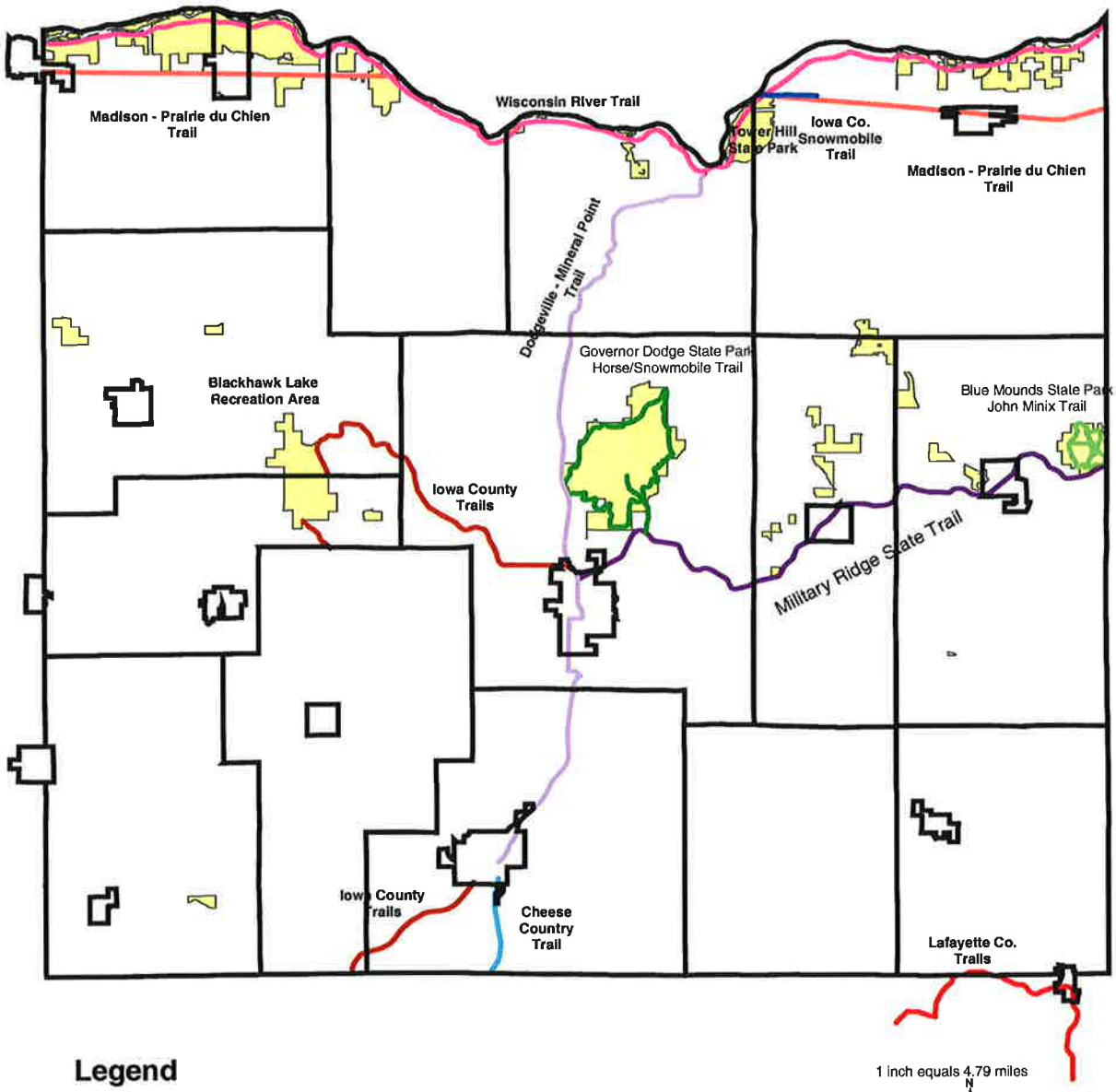
December 18, 2003
IA CO Mines-Quarries

IOWA COUNTY
RECREATIONAL TRAILS AND PARKS

MAP E.13



Legend

- Blue Mounds State Park - John Minix Trail
- Cheese Country Trail - Railroad Corridor
- Gov Dodge State Park - Horse-Snowmobile Trail
- Iowa County Snowmobile Trails
- Military Ridge State Trail - Railroad Corridor
- Dodgeville-Mineral Point Trail - Road Corridor
- Iowa County Trails - Road Routes - Planned
- Lafayette County Trails - Road Routes - Planned
- Madison-Prairie du Chien Trail - Road Corridor - Planned
- Wisconsin River Trail - River Corridor - Planned
- Iowa County Parks

1 inch equals 4.79 miles

N
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February 26, 2004
IA Co Rec Trails-Parks

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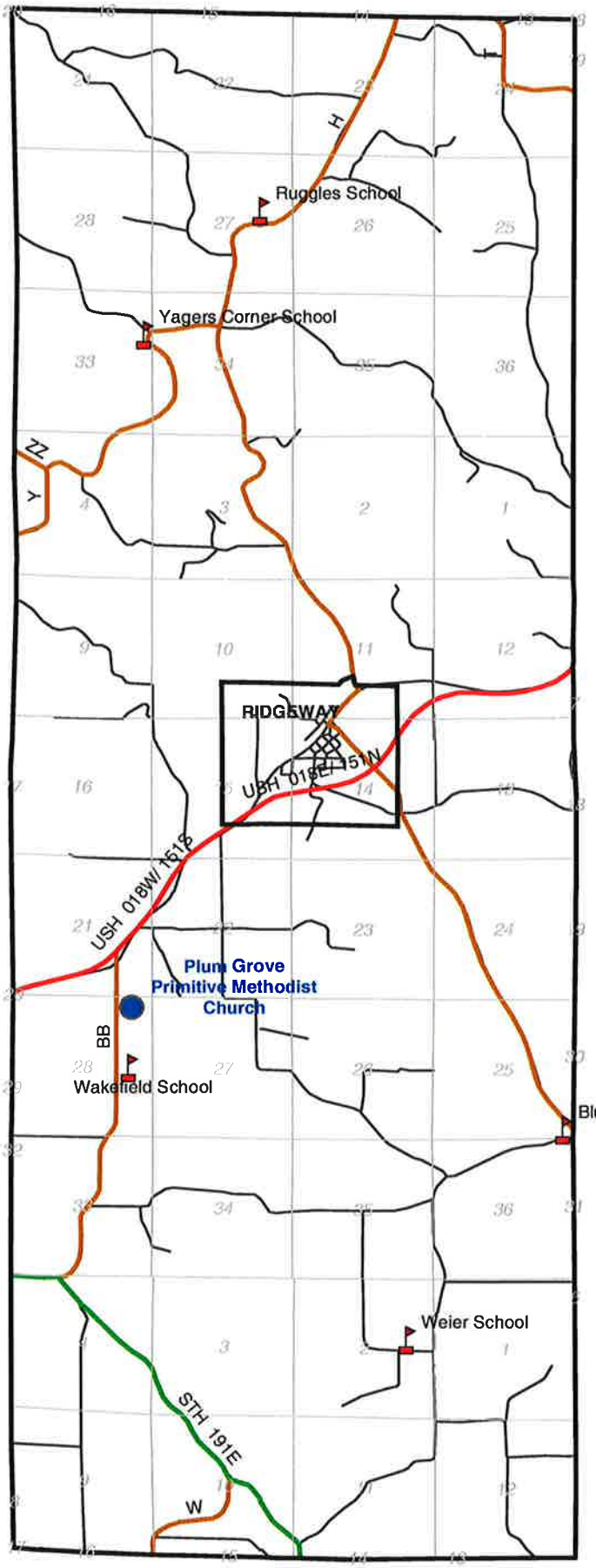
Platteville, WI 53818

RURAL SCHOOLS AND HISTORIC PLACES

- TOWN OF RIDGEWAY -
- IOWA COUNTY, WISCONSIN -

MAP E.14



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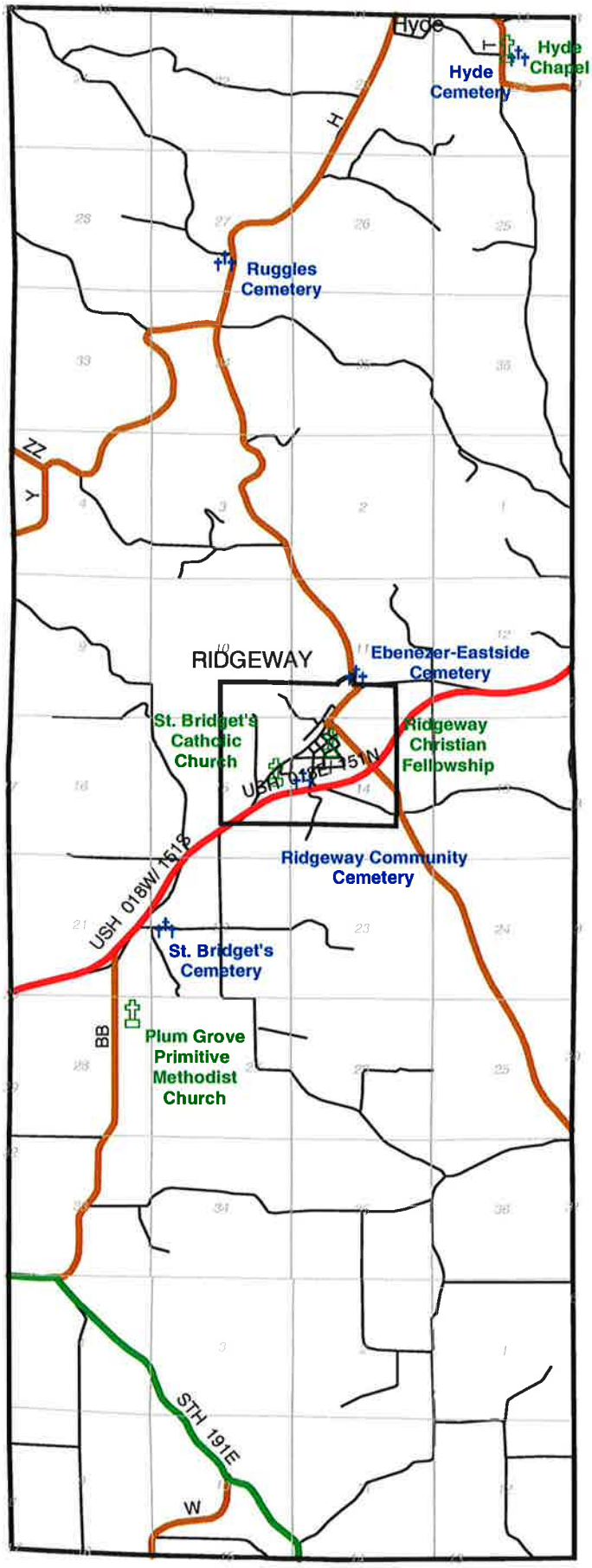
Platteville, WI 53818

June 9, 2004
Ridgeway Rural Schools Map E-14

1 inch equals 1.15 miles



CEMETERY AND CHURCH LOCATIONS

- TOWN OF RIDGEWAY -
- IOWA COUNTY, WISCONSIN -

MAP E.15

1 inch equals 1.14 miles

N
W E
S

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Platteville, WI 53818

June 13, 2004
Ridgeway Cem-Ch Map E-15

EXECUTIVE SUMMARY

The purpose of this section is to analyze business, industry, and employment trends and characteristics in the Town of Ridgeway and Iowa County. Selected information is presented at the minor civil division level, a Census Bureau term for cities, villages, and towns. Specifically, this section provides an overview of the economy, sets policy direction for economic growth, and identifies strategies, programs, and projects to improve the economy. Specific information in this section includes employment status of the population, labor force participation rates, work status and income levels, employment industries and occupations, along with other relevant information.

Information in this element of the comprehensive plan comes from visioning sessions originally conducted at the end of 2002 and subsequently updated in 2016. In 2016, public opinion surveys were sent to all residents and property owners in the Town of Ridgeway, two public hearings were conducted, and citizens were encouraged to submit their opinions about their views of economic development and future economic development needs in their area.

Wisconsin State Statute 66.1001(2)(f)

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

INTRODUCTION

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

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

High profile projects for Iowa County communities include the need to fulfill tax increment financing district plans and the attraction of new business investments to the county. The Town of Ridgeway now has an enhanced opportunity to attract and grow additional businesses as a result of the major highway improvements to the US Highway 151 corridor. Opportunities now exist to facilitate new investments and commercial investment in the highway interchange area, and to enhance and promote tourism. The Tax Incremental Finance (TIF) law (SB 305/306, adopted February 29, 2004) makes it easier for cities and villages to add residential development where there is a desire for it. The Tourism, Agriculture, Forestry (TAF) law (AB 347, adopted April 13, 2004) helps towns pursue tourism, agricultural, or forestry-based developments. There appears to be a strong commitment to rural issues throughout the county, and by working together as a county, many problems may be able to be addressed.

It is recommended that the county and its communities consider the formation of a countywide economic development organization, and specific recommendations, including a possible model to follow, is provided in the policy statements below. The reasons for doing such a thing are numerous and compelling. Among them:

(1) The county has several industrial and business parks that have had, or are proposed for, considerable public investment, and these should be marketed by the communities;

(2) Iowa County as a whole, along with several of its communities, has a strong economic development tool in a relatively large revolving loan fund that can be more effectively utilized if full time professional staff were available to work with prospective borrowers;

(3) From a regional economic development perspective, Iowa County is the "hole in the donut" being surrounded on all sides by counties that have formed countywide economic development corporations (Grant, Lafayette, Green, Richland and Sauk) or have other significant economic development capacity (Dane). There are many regional initiatives, such as the Agricultural Development Zone tax credit program, and the Southwest Wisconsin Regional Economic Development Coalition (swwrpc.org/redc) that could benefit from greater Iowa County participation if additional staff capacity were available.

(4) Approximately three-quarters of all counties in the state, including many rural counties, have found the need to form countywide economic development organizations. It is one of the most effective models for promoting the local area and working on a myriad of issues of interest to its members. It is also not too large and not too small to be effective, and the members have a considerable number of things in common;

(5) Economic development is more than just enhancing business development or creating and saving jobs. It is complex, with many areas of concern, including preservation or modernization of farms, protecting the environment, promoting new housing, and many more. In order to achieve community goals, it may be necessary to increase the institutional capacity to deal with them. Such an organization, with its economy of scale, can be very affordable to its members.

The Wisconsin Economic Development Association (WEDA) provides more information below.

What is Economic Development or Why the Buck ($) Starts Here!
Economic development (ED) is a term commonly heard these days but it is an important concept that is often misunderstood.

What is Economic Development?
Economic development is the process by which a community organizes and then applies its energies to the tasks of improving the economic well-being and quality of life for the community. Economic development is an investment in the community.

Why Should You Be Concerned About Economic Development?
The reasons are quite basic. Economic development helps pay the bills. Economic development is about working together to maintain a strong economy by creating and retaining desirable jobs, which provide a good standard of living for individuals, thereby increasing the tax base, so a community, county or state can provide the level of services residents expect.

Does Economic Development Really Matter?
A community needs ED in order to help pay for growing citizen wants, to retain and grow existing businesses, to attract new business and investment, to nurture local entrepreneurs (start-ups) and to replenish income lost by dollar "leakage" out of the community through the purchase of goods made elsewhere. Job growth and maintenance in local basic industries (which produce goods and services sold outside the area) brings new dollars into the community. New dollars invested or spent in a community generate more economic activity, creating a "multiplier" effect. The higher the multiplier, the greater is the effect on the local economy. The same applies for new jobs in the community. Multiplier total impacts commonly fall in the range between 1.5 and 2. Subsequently, the total community impact of new dollars or jobs can be up to double the amount of the original amount.

Similarly, new capital investment in real property generates a continuous revenue stream through property taxes. At the average rate for Wisconsin cities, one million dollars in new business property produces annual revenue of $25,000. Vacant and underutilized property can generate the opposite result. Due to these dynamic circumstances, if there is no mechanism to foster growth and positive change, the alternative is community economic stagnation and decay.

Why Economic Development Now?
Economic development has increasingly become an integral part of public policy decision-making. Simultaneously, until recently, ED success has been continual, to the point where it was assumed and taken for granted.

Now, the problem is how can scarce (limited) resources be utilized in the most efficient manner to satisfy limitless wants, both individual and collective?

Major changes in world and national economies are now taking place. In response to globalization, some companies are merging, moving, shrinking, or closing. Community economic success is no longer a "given" and cannot be taken for granted. What then?

It all depends upon how a community reacts to economic change; what it knows about itself, its economy and the wants and needs of all its citizens; and, how it is positioned to satisfying these wants and needs in the future.

The significance of ED programs and professions is never greater than in "challenging" times, such as we currently have. The last place to look for cuts and cost savings is the one place – ED – that can best return our communities and state to the level of growth and prosperity we so recently enjoyed. This is an important and continual job, requiring cooperation, analysis, expertise, and action.

ECONOMIC DEVELOPMENT POLICIES

Below are the policies that will help Iowa County and its jurisdictions achieve a self-sustaining economic development initiative in both the short- and long-term.

- **The various interested communities, county representatives, and other parties including businesses and business organizations, should meet to discuss the creation of a countywide economic development corporation.**
- **All incorporated jurisdictions, as well as the county, should provide for annual funding of economic development needs, including, but not limited to membership dues in organizations that promote economic development beneficial to the county.**
- **Each community should create a community fund through the Community Foundation of Southern Wisconsin, especially if there is not an alternative vehicle for encouraging local charitable contributions that go toward overall community betterment.**
- **Utilize the availability of training programs to enhance local capacity building for purposes of community and economic development.**
- **Develop necessary information to market the community and the available business sites and available buildings within the community on the Internet.**
- **Work on tourism potential as tourism is one of the fundamental assets of the Town of Ridgeway.**
- **Make historic preservation and tourism a fundamental economic development strategy of community and county efforts.**
- **Conduct a housing needs assessment in all areas interested in housing development, and make housing development a fundamental economic development strategy in areas where this is desired, but evaluate proposals by doing a feasibility analysis.**
- **Become familiar with new Tax Increment Financing (TIF) and the Tourism, Agriculture, Forestry (TAF) laws. This is pertinent for any jurisdiction, even towns, as there may be considerable opportunities for economic development.**

ESTABLISHING PRIORITIES

ECONOMIC DEVELOPMENT OPINIONS FROM THE 2016 RIDGEWAY TOWNSHIP PUBLIC OPINION SURVEY

Of respondents with an opinion about an economic development issue, the following five were the most favorably rated options in the 2016 Ridgeway Township Land Use Survey.

- Seventy-nine percent rated Residential Development near the Village of Ridgeway as either essential or important.
- Seventy-six percent rated Tourism and Recreation as either essential or important.
- Seventy-four percent rated Home-Based Cottage Industry as either essential or important.
- Seventy-three percent rated a Childcare Facility as either essential or important.
- Seventy-one percent rated Commercial Development as either essential or important.

Four other options where less favorably rated, namely, a Solar Farm, Bed and Breakfasts, Industrial Development and a Wind Farm. The full results of the Economic Development options in the 2016 Ridgeway Township Public Opinion Survey can be viewed in Appendix x.x, Question 10.

FINANCING OPPORTUNITIES FOR BUSINESSES, AND FOR ORGANIZATIONS THAT PROVIDE ASSISTANCE TO BUSINESS

- There is a wide range of potential sources of assistance in financing a business locating or expanding in Iowa County. For further assistance, contact the Iowa County Administrator's office.

EXECUTIVE SUMMARY

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

Intergovernmental cooperation is an effective way for local governments to respond to changing and diverse needs by working together with their neighbors, while maintaining their own identity. If an agreement can be reached among two or more units of government, services can often be provided with substantial cost savings. Cooperation can also eliminate unnecessary duplication of services or purchasing of equipment.

Wisconsin State Statute 66.1001(2)(g)

(g) Intergovernmental cooperation element. A compilation of objectives, policies, goals, maps, and programs for joint planning and decision making with other jurisdictions, including school districts, drainage districts, and adjacent local governmental units, for siting and building public facilities and sharing public services. The element shall analyze the relationship of the local governmental unit to school districts, drainage districts, and adjacent local governmental units, and to the region, the state and other governmental units. The element shall consider, to the greatest extent possible, the maps and plans of any military base or installation, with at least 200 assigned military personnel or that contains at least 2,000 acres, with which the local governmental unit shares common territory. The element shall incorporate any plans or agreements to which the local governmental unit is a party under s. 66.0301, 66.0307 or 66.0309. The element shall identify existing or potential conflicts between the local governmental unit and other governmental units that are specified in this paragraph and describe processes to resolve such conflicts.

INTERGOVERNMENTAL COOPERATION POLICIES

The following are the intergovernmental cooperation policies for the Town of Ridgeway.

- **Maintain established intergovernmental relationships.**

  The Town of Ridgeway does share some services with other jurisdictions and this should be continued as long as they are beneficial.

- **Explore new opportunities to cooperate with other local units of government.**

  As costs continue to rise for providing many facilities and services, the exploration of additional ways to cooperate may prove to be beneficial in order to contain costs.

- **Establish written intergovernmental cooperation agreements.**

  Often time, intergovernmental cooperation agreements are established based on verbal agreements. Changes in leadership can cause problems with agreements if the specifics have not been identified in writing. It is recommended that all intergovernmental agreements be in writing to avoid any disputes or misunderstandings.

INTERGOVERNMENTAL RELATIONSHIPS

A good working relationship between neighbors is important. Good intergovernmental communication and cooperation can benefit everyone. A good relationship with inter-jurisdictional county, regional, and state entities can provide economic, environmental, and political advantages for a jurisdiction. Best of all, a positive intergovernmental relationship fosters and supports a sense of community and good fellowship.

EXISTING AREAS OF COOPERATION

- **Fire Protection Services** – Fire protection service agreements exist between the Town and the Village of Ridgeway.
- **Ambulance Services** – The City of Dodgeville and the Village of Barneveld share ambulance services with Ridgeway.

INTERGOVERNMENTAL CONFLICTS

No conflicts were identified.

OTHER INTERGOVERNMENTAL CONCERNS

One intergovernmental concern identified by the Town of Ridgeway pertains to the issue of cooperation with the Village of Ridgeway on the location of an industrial park. Ridgeway Township does not have the infrastructure to help develop or support an industrial park. However, the Plan Commission noted that it is their practice to work as much as possible with other agencies and municipalities to best serve the citizens of the Town of Ridgeway.

POSSIBLE FUTURE COOPERATION EFFORTS

As the list above indicates, the Town of Ridgeway is already cooperating with other jurisdictions for services and facilities. The list below identifies possible areas of cooperation in the future.

- **Road Maintenance** – The possibility exists of sharing the cost and responsibility of grading and mowing Town roads with neighboring towns.

COMMUNICATION WITH NEIGHBORS

The Town Board meets with the Village Board when there is business that pertains to both. All Town meetings are posted in the Village of Ridgeway and Town Board members attend County meetings.

FORMAL AGREEMENTS WITH NEIGHBORING JURISDICTIONS

The Town of Ridgeway has formal agreements with

- Village of Ridgeway – Fire Department operation
- Iowa County – Planning and Zoning services
- Barneveld-Brigham Fire and Rescue Protection District – Agreement to provide Ambulance services to 60% of the Town
- Dodgeville Area Ambulance Service – Agreement to provide Ambulance services to 40% of the Town

ADVANTAGES OF LOCAL INTERGOVERNMENTAL COOPERATION

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

Efficiency and reduction of costs: Cooperating on the provision of services can potentially mean lower costs per unit or person. Although these are by no means the only reasons, efficiency and reduced costs are the most common reasons governments seek to cooperate.

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

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

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

DISADVANTAGES OF LOCAL INTERGOVERNMENTAL COOPERATION

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

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

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

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

control, they are still held responsible for the delivery of services to their electorates.

STEPS TO BEGINNING SUCCESSFUL INTERGOVERNMENTAL COOPERATION EFFORTS

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

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

ADDITIONAL INTERGOVERNMENTAL COOPERATION IDEAS

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

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

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

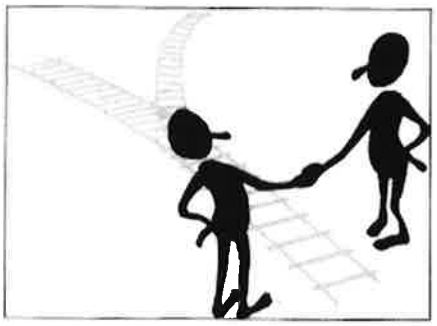
Trading Services: Your community and another could agree to exchange services. You could exchange the use of different pieces of equipment, equipment for labor, or labor for labor.

Renting Equipment: Your community could rent equipment to, or from, neighboring communities and

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

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

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



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

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

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

Special Purpose Districts: Special purpose districts are created to provide a particular service, unlike municipalities that provide many different types of services. Like municipalities, special purpose districts are separate and legally independent entities.

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

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

TECHNIQUES AND PROGRAMS FOR MUNICIPAL BOUNDARY COOPERATION

As the Town of Ridgeway continues to grow, it may be necessary to consider some type of boundary agreements. Municipal boundaries can be altered in a number of ways including the following:

- **Annexation**

Annexation is the process of transferring parcels of land from unincorporated areas to adjacent cities or villages. More detailed information on annexation can be obtained from Wisconsin State Statute Sections 66.0217-66.0223.

- **Detachment**

Detachment is the process by which territory is detached from one jurisdiction and transferred to another. Essentially detachment is the opposite of annexation. More detailed information on detachment can be obtained from Wisconsin State Statute Sections 66.0227 and 62.075.

- **Incorporation**

Incorporation is the process of creating a new village or city from unincorporated territory. More detailed

information on incorporation can be obtained from Wisconsin State Statute Sections 66.0201-66.0215.

• **Consolidation**
Consolidation is the process by which a town, village, or city joins together with another town, village, or city to form one jurisdiction. More detailed information on incorporation can be obtained from Wisconsin State Statute Section 66.0229.

• **Intergovernmental Agreements**
Intergovernmental Agreements provide communities with a different type of approach because it is proactive rather than reactive. There are two types of intergovernmental agreements that can be formed including cooperative boundary agreements and stipulations and orders. More detailed information on intergovernmental agreements can be obtained from Wisconsin State Statute 66.0307 (Cooperative Boundary Agreements) and 66.0225 (Stipulations and Orders).

WISCONSIN DEPARTMENT OF HOUSING AND INTERGOVERNMENTAL RELATIONS–MUNICIPAL BOUNDARY REVIEW (DHIR-MBR)
Municipal Boundary Review regulates the transition of unincorporated areas to city or village status through municipal annexation, incorporation, consolidation, or by joint city-village-town activities involving cooperative boundary plans and agreements. Such agreements may change territorial boundaries and may provide for the sharing of municipal services. Staff members are available upon request to meet with local officials and citizens to discuss annexation, incorporation, consolidation and cooperative boundary plans.

MUNICIPAL BOUNDARY REVIEW

Office of Land Information Services
Municipal Boundary Review
101 East Wilson Street, 9th Floor
Madison, WI 53703

Phone: 608-264-6102
Fax: 608-264-6104

wimunicipalboundaryreview@wi.gov

EXECUTIVE SUMMARY

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

Wisconsin State Statute 66.1001(2)(h)

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

LAND USE POLICIES

The following are the land use policies for the Town of Ridgeway.

Residential Development Policies

- **The minimum parcel size to build a single-family residence as new development will be one acre.**

  All building parcels will be required to meet the land division requirement of the Town of Ridgeway. The maximum amount of farmland to be used as a residential building site will be one acre.

- **All new driveways and access easements will require the review and approval of the Town Board of the Town of Ridgeway.**

  Driveways must be constructed and approved prior to obtaining a Building Permit from the Town of Ridgeway.

- **All new residential development, including access driveways, will be required to conform to the natural limitations presented by the topography, soils, and vegetation of the land being developed.**

  Residential development will be required to conform to the performance standards established in the Comprehensive Plan in Table I.1.

- **The Town of Ridgeway will not accept the dedication or maintenance responsibility for any additional roads servicing residential development.**

Refer to the Town's rural residential siting criteria sheet in Section I, Implementation Element, and Map H-1 in this Section for more information.

Commercial, Manufacturing and Agricultural Development Policies

As a part of reviewing manufacturing, commercial or agricultural development proposals, developers will be required to submit impact statements assessing in detail the proposed project's impact on (a) farms and farmland; (b) natural resources; (c) Town roads; (d) fire and emergency medical services; (e) Town taxes; and (f) community setting. This impact assessment must demonstrate positive benefits to the community before such development will be permitted.

Town officials welcome development proposals that conform to the Town Land Use Policies and recognize that proposals may vary greatly in their scope and impact. It is understood that the detail required for a proposal may also vary depending on the scope and impact of a proposal.

- **Commercial and manufacturing development will be permitted in conformance with all the other policies established for development in designated areas. In addition, the Town of Ridgeway will encourage new commercial and manufacturing development to "cluster" or locate in or adjacent to existing commercial or manufacturing areas. New development shall be compatible with adjacent land uses and shall not degrade the environment.**

- **Except for small family businesses, new commercial and manufacturing development will be required to have frontage on either a county or state highway or an adequately improved Township road. Commercial and manufacturing development at any proposed highway interchange shall be controlled to promote safe, compact, and convenient highway-oriented**

facilities.

Small family businesses may be permitted in any part of the Town provided that primary members of the immediate family conduct the business. Signage shall be determined by conditional use restrictions.

- **Manufacturing businesses requiring large quantities of water and wastewater disposal will be encouraged to locate in areas where municipal sanitary sewer and water systems are available.**

- **Agricultural businesses providing farm services and/or supplies will be permitted to locate within the farming areas of the Town.**

Agricultural business development will be reviewed by the Town as a conditional use that may receive variance from the other policies and performance standards of the Comprehensive Plan.

- **Recreation and institutional development proposed in the Town of Ridgeway will be required to meet all of the polices and standards of the Comprehensive Plan.**

- **When rezoning is requested, only that portion of land necessary for the projected use shall be rezoned.**

Those lands that exhibit the greatest long-term commitment to agriculture based upon soil type, ownership patterns, investment and other criteria previously identified and mapped shall continue to be recognized.

This policy recognizes that prohibiting all development in agricultural areas is not realistic; certain Ag-related uses such as grain storage facilities or implement sales and service requiring a rural location may be permitted. Those land uses and activities that could conflict with the agriculture use or adversely affect the long-term investment in land and improvements in areas designated for farmland preservation shall be discouraged. This policy provides for a minimum amount of residential development in agricultural areas. Rezoning would be required for residential construction. Farmers within the Town are encouraged to follow soil conservation plans and utilize soil conservation practices.

The Town shall cooperate with other agencies and units of government to establish eligibility for farmers who wish to receive tax credits for participation in farmland preservation programs. Agencies and bodies responsible for the preparation of plans for public improvements, such as roadway corridors, power lines, pipelines, or sanitary landfills shall be requested to recognize the agricultural goals of the Town.

US Highway 18/151 Interchange Area Commercial, Manufacturing and Agricultural Development Policies

Because of the unique characteristics and opportunities presented to the Town of Ridgeway by the 2018 addition of a highway interchange on US 18/151 immediately to the west of the Village of Ridgeway, additional Land Use Policies specific to the Interchange Area (see the blue-highlighted area on map H.2) have been established. This interchange development area is subject to all of the guidelines listed above in Element H under the heading "Commercial, Manufacturing and Agricultural Development Policies" as well as the specific policies listed below. Existing agricultural use in this area will be supported by the Town of Ridgeway and taken into consideration when nonagricultural development is proposed.

- **The development should provide needed services, resources or assets to the Town of Ridgeway and complement development promoted by the Village of Ridgeway.**

- **Development that requires connection to public water and/or sewer service will be considered provided the Village of Ridgeway is agreeable to providing access to those services.**

- **The anticipated traffic type, volume and pattern must be compatible with the existing public roadways so as not to create a significant safety risk or need for road modification or maintenance at the expense of the Town of Ridgeway.**

- **Development that produces hazardous, volatile or other substances deemed a potential threat to public health and safety, whether by design or as a by-product, are discouraged unless there are credible measures put in place for mitigating the potential impacts.**

- **Development that creates sights, sounds or odors that may be deemed offensive or a nuisance to existing land uses within the area are discouraged unless there are credible measures put in place for mitigating the potential impacts.**

- **The Town of Ridgeway may consider investing in infrastructure, such as roads, utilities, water, sewer, etc. if deemed to be of benefit to the public, and may encourage cooperation of the Village of Ridgeway.**

- **When considering an individual development proposal, the Town of Ridgeway will take into account the consistency with, and impact on, existing development in the area.**

- **Survey results show that preserving scenic views and rural character is important to Town of Ridgeway residents. Town officials therefore request that new business owners beautify their properties with trees, shrubs, fencing and the like.**

Refer to the Town's commercial siting criteria sheet in Section I, Implementation Element, and Map H-1 in this Section for more information.

Resource Protection and Other Recreation Areas

- **All plans for development in or adjacent to important natural features will be carefully reviewed by the Town Plan Commission and Town Board to ensure that existing natural features are preserved whenever possible.**

- **Soil erosion control measures will be encouraged in all land uses.**

- **The preservation and maintenance of areas needed to support wildlife shall be encouraged.**

Environmental Protection Policies

- **The Comprehensive Plan is designed to protect the natural environment and special features of the ridge and valley land characteristic of the Town of Ridgeway.**

  Development in floodplains or steep slopes will be prohibited. All development will be managed to protect the natural lay of the land, groundwater resources, floodplains, and the aesthetic qualities of this landscape. The Comprehensive Plan is designed to guide new development in the Town of Ridgeway. In most cases, the statements are general in nature, with the intent of providing some flexibility in their application. The policies have been coordinated with the policies of County Zoning and will be used in combination with other policies, ordinances, and regulatory powers as appropriate.

Rural Non-Farm Areas

- **Unsewered residential subdivisions on soils identified as having severe or very severe**

limitations for septic tank absorption fields and dwellings with basements shall not be allowed.

- **Unsewered residential subdivisions in areas where public sewers are available or planned shall not be allowed.**
- **New unsewered residential lots shall be one acre or more in size as per the Residential Development Polices in this Section H.**
- **Strip residential development along roadways shall be discouraged in order to protect the use of the roadway for moving traffic and to ensure a more visually attractive Town.**
- **Land divisions, site design, and construction plans shall be related to the natural topography of the site. Significant natural features existing on a site should be preserved wherever practicable.**
- **Where land development is undertaken, commonly accepted erosion control practices shall be followed in site preparation and construction. The guidelines, standards, and specifications to be followed are in the publication "Minimizing Erosion in Urbanizing Areas", USDA Soil Conservation Service.**
- **The Town of Ridgeway will encourage energy conservation techniques in the site planning and construction of new uses within the Town.**

Farm Preservation Policies

- **Residential parcels may be created by certified survey if not on soils classified as prime Class I, and II, and at the discretion of the Town Board, Class III land.**
- **Development will not be permitted on productive farmlands (lands having a history of farming activity including cropland) and/or lands containing soils defined as Class I, II or Class III at the discretion of the Town Board as designated in the Soil Survey Report for Iowa County prepared by the U.S. Soil Conservation Service.**

  An exception to this policy will be granted where farmland parcels are too small to be economically used for agricultural purposes or which are inaccessible to modern farm machinery needed to produce and harvest agricultural products.

- **New private driveways or roads for non-agricultural purposes shall not be permitted to cross or dissect productive farmlands unless allowed along existing line fences or natural features such as a stream.**
- **Any new private development requiring utility extensions (electric power lines, telephone lines, gas distribution lines) to cross productive farmlands in a manner that will disrupt farming activities will not be permitted.**
- **To avoid possible farm nuisance complaints, developments meeting the above criteria will not be permitted to locate within 1,000 feet of an operating farm unit or agricultural facility.**

  If in the opinion of the Town Board a greater distance is required to avoid possible conflicts from existing or proposed agricultural operations, a greater set back distance may be required.

- **The Town will encourage farmland erosion control practices.**

  Ridgeway will work with the Iowa County Soil Conservation Service and will require landowners to follow approved farm conservation plans aimed at reducing soil erosion rates. Farmland that has a history of strip cropping, contouring, sod waterways, or terraces cannot be changed without

written permission from the Town Board and the Iowa County Soil Conservation Service.

- **The Town will monitor intensive, confinement, and/or large-scale farming operations to avoid possible land use conflicts and environmental nuisances.**

  Any farm operation (farm unit) exceeding 300 animal units as defined below will be subject to review and approval in compliance with the performance standards of the Town of Ridgeway Comprehensive Plan.

- **Those lands that exhibit the greatest long-term commitment to agriculture based upon soil type, ownership patterns, investment or other criteria previously identified and mapped shall continue to be recognized as agricultural land.**

  This policy recognizes that prohibiting all development in agricultural areas is not realistic, and that certain ag-related uses such as grain storage facilities or implement sales and service requiring a rural location may be permitted. Those land uses and activities that could conflict with the agricultural use or adversely affect the long-term investment in the land and improvements in areas designated for farmland preservation shall be discouraged. This policy provides for a minimum amount of residential development in agricultural areas. Rezoning would be required for residential construction.

EXISTING LAND USE

The Town of Ridgeway is a predominately agricultural and forestry-based community. See Maps E.2 and E.8 in Section E, Agricultural, Natural, and Cultural Resource Element, for existing Ridgeway land use maps.

Table H.1 gives an overview of land use based on the official Statement of Assessment for the Town of Ridgeway.

Table H.1: Town of Ridgeway Land Use Assessment Statistics – 2018

Real Estate Class	# of Parcels	Percent of Land Area	Value of Land and Improvements
Residential	250	2.0%	$39,961,300
Commercial	17	0.4%	$1,476,800
Manufacturing	0	0.0%	$0
Agricultural	745	73.9%	$2,493,400
Undeveloped	411	7.4%	$1,947,200
Agricultural Forest	229	10.3%	$4,520,800
Productive Forest Lands	111	5.1%	$4,469,900
Other	90	0.9%	$9,686,900
Total	1,853	100.0%	$64,556,300

(Source: Wisconsin Department of Revenue)
https://www.revenue.wi.gov/slfreportscotvc/2018soalOWa.pdf

Relative to the 2003 Statement of Assessment used in the preparation of the previous 2005 Town of Ridgeway Comprehensive Plan, the number of residential parcels has increased from 239 to 250 parcels. The percent of township agricultural land area has decreased from 76.6% to 73.9%.

Land Classification Definitions
Applicable Town of Ridgeway land use policies, as described in Section H of the Town of Ridgeway Comprehensive Plan, may vary depending on the type of land classification.
The following definitions of real estate classifications are based on Wisconsin's State Statutes, and interpretations of these statutes in the Wisconsin Property Assessment Manual which can be found on the Department of Revenue website.
https://docs.legis.wisconsin.gov/statutes/statutes/70/32
https://www.revenue.wi.gov/Pages/Assessors/home.aspx

Agricultural property
Agricultural property is land devoted primarily to agricultural use, including buildings and improvements. Agricultural use includes:

- Growing of crops or maintaining pasture using agronomic practices such as soil management and cultivation.
- Physical evidence of ag use such as crops, fencing or livestock.
- Specific Conservation Programs as described by the Wisconsin Department of Revenue. https://www.revenue.wi.gov/pubs/slf/tax18.pdf
- Tillable Class 1, 2 and 3 soils

Note: Small acreage (waterways, small windbreaks, field roads, etc.) incidental to ag use do not warrant separate classification.

Residential property
Any parcel or part of a parcel of untilled land that is not suitable for the production of crops, on which a dwelling is located. In the absence of infrastructure present, residential property may include small parcels of vacant, untilled land for sale.

Commercial property
Commercial property is land and improvements used for retail businesses, or vacant, untilled land for which the Highest and Best Use analysis points to a retail business. Commercial businesses are devoted to or include:

- buying and reselling
- providing services that support residential, agricultural, manufacturing or forest uses
- Apartments of four or more units
- Mobile home communities
- Stores with apartments above the store

Manufacturing property
Manufacturing property includes land, buildings, structures and other real property used in manufacturing, assembling, processing, fabricating, making or milling tangible personal property for profit. Manufacturing property also includes warehouses, storage facilities and office structures that support the manufacturing, and all raw materials, supplies, machinery, equipment, work in process and finished inventory located at the manufacturing site.

Manufacturing does not include on-farm processing if the raw materials are grown on the farm.

Forested property
This classification is Production Forests and DNR-MFL Forests acreages combined. In the Town of Ridgeway it is the second largest classified land use.

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

Other property
Remaining land types that do not fall into the above categories, including federal, state, and county lands, school property, and cemeteries, are classified as "other". Refer to Maps E.2 and E.8, Section E, Agricultural, Natural, and Cultural Resource Element, and Table H.1 for more information.

IDENTIFICATION OF LAND USE AREAS

The Town of Ridgeway Comprehensive Plan identifies land use areas in Section H of the plan, areas defined as places that make sense for future development. Map H.1 indicates the land use areas for future development in the Town.

REDEVELOPMENT OPPORTUNITIES

No redevelopment opportunities were identified by the Plan Commission.

EXISTENCE OF PROPERTIES WITH CONTAMINATED SOIL OR GROUNDWATER

The Wisconsin Department of Natural Resources maintains the Wisconsin Remediation and Redevelopment Database which includes the Bureau for Remediation and Redevelopment Tracking System (BRRTS). The database provides information about contaminated properties and other activities related to the investigation and cleanup of contaminated soil or groundwater in Wisconsin. The database includes information about investigations and cleanups of contaminated soil and groundwater, spills, Superfund sites and DNR funding assistance.

The following site is the only Town of Ridgeway location listed in the BRRTS database that currently requires the possibility of future action: the former 151 Express, 6189 HWY 151, Ridgeway, currently the site of Cedar Direct, 3350 County Road BB, Dodgeville. This is a closed investigation of a Leaking Underground Storage Tank, with an existing obligation for soil sampling and analysis in the event of future excavation to see if residual contamination remains.

The following site is a Village of Ridgeway location listed in the BRRTS database that currently requires future action. The Badger Mart at 408 Main Street, Ridgeway, is an ongoing open investigation of a Leaking Underground Storage Tank. The status of this investigation is currently listed as "remediation" with a closure request package being prepared.

In the event of a future hazardous materials spill in Ridgeway Township, the BRRTS database would be updated. The database is maintained by the DNR's Remediation and Redevelopment program and can be viewed at dnr.wi.gov/topic/Brownfields/Contact.html.

EXISTING AND POTENTIAL LAND USE CONFLICTS

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

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

Potential Land Use Conflicts

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

understanding, and lack of communication to name just a few.

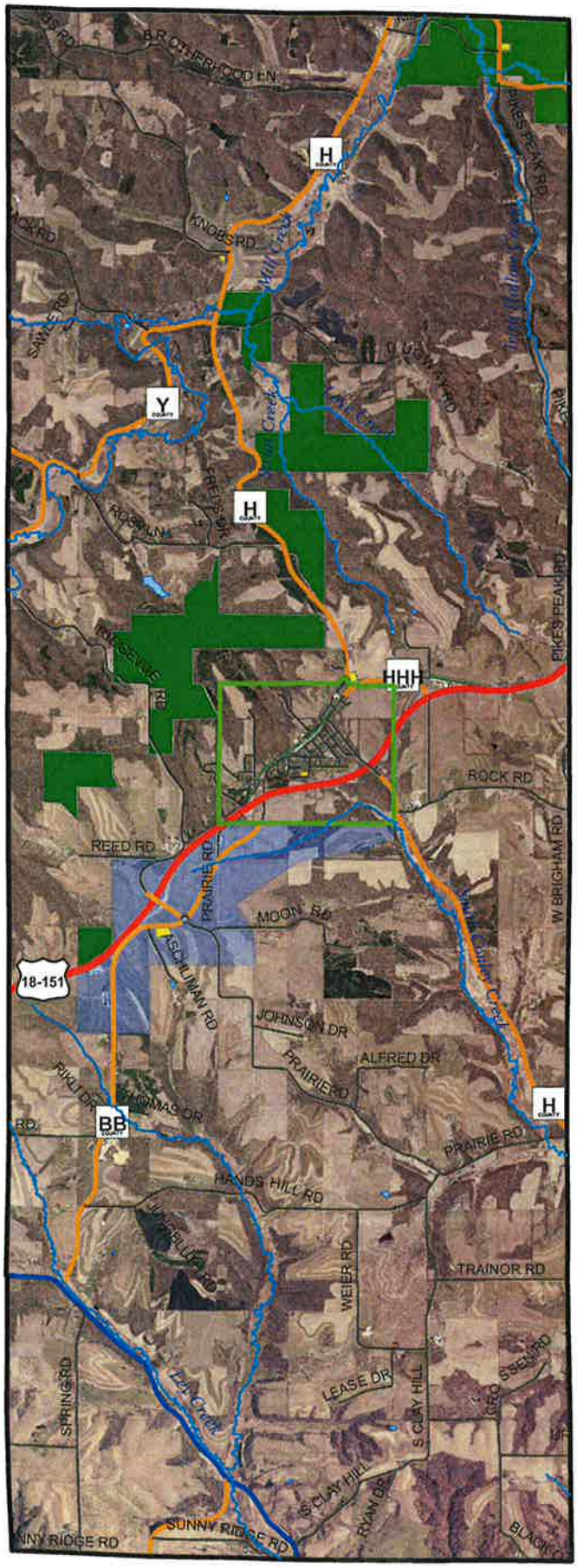
Development along State Highway 151 is an undesirable land use in Ridgeway, although the Town does not perceive it as a land use conflict per se. Agriculture and open space are integral to Ridgeway's character. The Plan Commission does foresee subdivision development in the Town becoming a land use issue in the future, due to increased development pressure on agricultural lands.

INTEGRATED LAND USE

Certainly, education and communication at all levels is fundamental to land use conflict resolution. Finding a way to separate incompatible land uses while recognizing the benefits that can be achieved through land use integration is key. Integration may be achieved through physical separation or a simple vegetative buffer designed to screen one land use from another. Such practical strategies require landowners with potentially conflicting land uses to acknowledge their impacts and then design their operations or development to account for this impact. A community approach utilizing physical solutions, planning strategies, and a long-term vision for the land will enable multiple and differing land uses to exist.

FUTURE LAND USE

Natural beauty, small-town atmosphere, and recreational opportunities were the top reasons why people choose to live in the Town of Ridgeway. It stands to reason that people in Ridgeway want to keep and improve their farms, maintain their homes and property, protect their investments, and improve their standard of living. However, agriculture promises to continue to change the future of farming; existing homes and buildings will need remodeling, repairs, or improvements; new buildings and homes will be constructed. In order to achieve its vision, Ridgeway needs to protect its natural beauty, preserve the small-town atmosphere, and continue to explore and expand recreational opportunities, while still supporting agriculture. This approach will help the Town continue to be a desirable place to live, work, and play.



Town of Ridgeway
H.1 Revised
August 2019

Legend

- Conservancy / Recreational
- Commercial, Manufacturing & Agricultural Devlopment
- Cemeteries
- Town of Ridgeway
- Village of Ridgeway

N

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