

ISSUES AND OPPORTUNITIES

TOWN BACKGROUND

Location and Overview

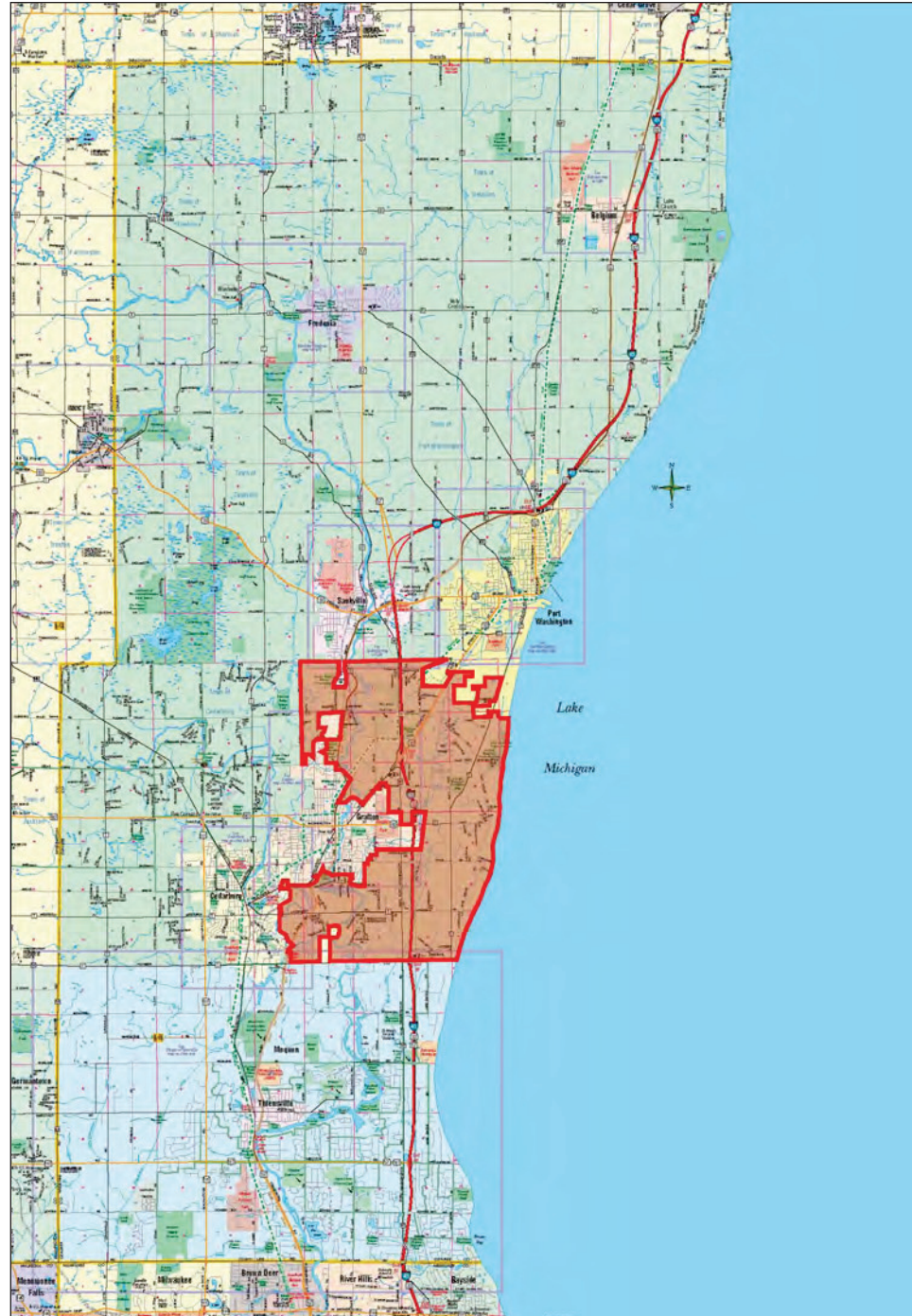
The Town of Grafton is located in Ozaukee County, Wisconsin. The Town currently shares borders with the Cities of Cedarburg, Mequon, and Port Washington, and the Villages of Grafton and Saukville, along with the Towns of Cedarburg, Port Washington, & Saukville.

Major transportation arterials located within the Town include:

- Interstate 43 (runs north-south through the Town)
- State Trunk Highway 57 (runs north-south through the Town)
- State Trunk Highway 32 (runs north-south and northeast-southwest through the Town)
- County Trunk Highway C (runs east-west and north-south through the Town)
- County Trunk Highway O (runs north-south through the Town)
- County Trunk Highway Q (runs east-west through the Town)
- County Trunk Highway T (run east-west through the Town)
- County Trunk Highway V (runs northeast-southwest through the Town)
- County Trunk Highway W (runs north-south through the Town)

Much of the land in the Town of Grafton is comprised of exclusive agricultural, agricultural/rural residential, and residential. Densities within these areas ranges from 1 unit/35 acres to 1 unit/acre. The Town of Grafton also has a significant amount of residential development along Lake Michigan. In this area the density allowed is 1 unit/5 acres.

The business and industrial uses within the Town are concentrated along the I-43 interchanges and targeted arterial roads such as County Trunk Highway W.



The Town of Grafton in Ozaukee County.

Source: Ozaukee County Highway Map

History of the Town

On the sandy, windswept Lake Michigan shore only twenty minutes from Milwaukee's northern limits lies a ghost town. Today, few physical remnants are apparent, but the history of Ulao is poignant, rich, varied, and more than a little amazing. One amazing aspect of this once thriving community, so close to Milwaukee, is the seeming lack of interest in or knowledge of its past. Of the ghost towns in Wisconsin, few, if any, have a more dramatic location.

The truly economic part of the Village lay at the base of a high bluff on the sandy shore of Lake Michigan. This was Port Ulao.

Above the beach is a steep, two hundred-foot raving-riddle bluff. At the top of this almost perpendicular bluff lies a plateau so flat it seems to have been laid out with the aid of a carpenter's level. It was here the village of Ulao was born and blossomed. In 1847, James T. Gifford left Elgin, Illinois, for this area. While not much is known of Gifford's background, he evidently was a man of wealth who had state. An old account says he possessed a "keen eye for the main enhance." In any event, in that year, he moved from Illinois to the wild Lake Michigan shore where he purchased a considerable amount of land. He bought property not only along the water, but also on a bluff, high above the lake itself. The heavily forested countryside was just beginning to be settled by newly arrived farmers. And at this time, wood-burning steamers started to compete with sailing ships on the Great Lakes. Gifford had a plan and he implemented it immediately upon his arrival in Wisconsin. With hired help he built a wooden pier which extended one thousand feet into the cold water of the lake. He then constructed a wooden, trough-shaped chute, which started at the top of the steep bluff and ended at the beach near the pier. Gifford's plan was to buy wood from the farmers, who were clearing the countryside and glad for a chance to sell it. He took this wood, cut it to proper lengths, and used the chute to transport it. His customers were the wood-burning steamers, which plied the Great Lakes.

Gifford's basic business acumen plus the timing of the project brought immediate success to his venture.

Harbor developments on the Wisconsin shore of Lake Michigan, did not begin until the late 1850's. During the late 1840's and early 50's, even at Milwaukee, if getting fuel was the sole purpose for a stop, most captains of larger vessels avoided winding up the river with its sandbar at the entrance and opted for Port Ulao. The amount of fuel the steamers burned was enormous. A large side-wheeler on a single voyage from Buffalo to Chicago consumed 500 cords of wood, the product of ten acres of heavily timbered land. Gifford soon built a warehouse and a sawmill.

In 1847, he prevailed upon the Wisconsin Territorial Legislature in Madison to grant a charter for a plank or macadam road starting at Ulao and proceeding westward through Grafton, Cedarburg, Hartford and on to the Wisconsin River. The charter was granted; he formed a corporation, sold stock and became the corporation's first president. Three miles of roadway were actually constructed from Ulao west. Gifford again applied his genius by having his suggestion implemented in constructing the roadbed. Felled trees were converted into charcoal and mixed with burned clay, and true to his prediction the new surfacing through his unique process was very successful. His road was the first turnpike in Wisconsin and is today County Highway Q/ State Highway 60. Gifford was Ulao's founding father and its patriarch for three years.

In 1850, for reason unknown, he sold his interests to a Great Lakes captain, John Randolph Howe. Several friends and relatives joined Howe at Ulao, one of who was his sister Jane and her family. It is here that a rather sinister thread connects Ulao with history. While living in New York State, Jane Gifford married Luther Guiteau. In 1836 they became early settlers in Freeport, Illinois. At Captain Gifford's insistence in 1850, they moved to Ulao where Guiteau became a prominent member of the Village. Accompanying the

Guiteau's was their seven years old son Charles. By all accounts he was extremely high strung, excitable boy. For five years, he was a pupil at the little Ulao school. Later in life he was described as an "evangelist, insurance salesman, writer, orator, and swindler." Mrs. Guiteau died in 1855, and is buried in Ulao. The following year the family moved back to Freeport. As the son, Charles, grew older, he drifted from place to place but seemingly always with fanatic purpose. Finally, Charles Guiteau left for the East, where he unsuccessfully sought a number of government positions. He continually and consistently pestered Congressmen, and in 1880 badgered the Secretary of State, James Blaine, under the newly elected President James Garfield, for the post of Ambassador to Austria.

Guiteau eventually became such a nuisance that he was barred from the White House. In Washington, D.C. in July of 1880, he bought a revolver for \$15. One morning later that month, forty-four-year-old Charles Guiteau, who had spent five years of his childhood at Ulao, went to the Washington railroad station. President Garfield was leaving for Massachusetts to attend the twenty-fifth reunion of his college class at Williams. On the station platform, the distraught Guiteau shot and killed Garfield.

It was during the Civil War that the pier at Port Ulao became a place of excitement. On the morning of November 10, 1862, troubles quickly mounted at the larger town of Port Washington, five miles north of Ulao. A Mr. William A. Pors was at the center of the trouble, as the county's Draft Commissioner. He was to oversee the drafting of the county's men for service in the Civil War. As soon as he had set up shop in the courthouse that morning, a group of angry, anti-draft men dragged him to the door of the building and threw him down the steps. By this time a large mob had gathered in the street and Pors raced for the cellar of the Post Office, where he was able to find safety. Unable to get hold of the draft commissioner the mob, some of whom were drunk and getting drunker, destroyed the draft rolls and then proceeded to Pors' house to demolish his

furniture. In a matter of hours, the Governor in Madison was informed of the riot. He telegraphed Colonel Lewis, who was temporarily encamped at Milwaukee with his Twenty-eighth Wisconsin volunteer infantry. Lewis immediately embarked with eight companies by boat for Port Ulao. The soldiers disembarked at the Port Ulao pier and rapidly covered the remaining five miles to Port Washington. Justice moved quickly and eighty-one rioters were put under arrest, ending the draft resistance in Ozaukee County.

Some of the last residents of Port Ulao were a handful of Mormons, who in 1856 were driven from their settlement on Beaver Island in northern Lake Michigan. This little group settled on a stretch of beach just north of the pier. But they, too, after a few years, left the area.

After the Civil War, the wood on the plateau was depleted, and the activity at the port below gradually diminished. What once had been a thriving Village became an area of large farms and an empty beach.

Today this area is known as the Town of Grafton.

Past Planning in the Town

Prior to the comprehensive planning process, the Town of Grafton completed a Land Use and Transportation Plan that was adopted in October 2000 and later revised in June 2002.

Furthermore, the Town is in the process of drafting a new Code of Ordinances.

The Town has also worked with surrounding municipalities on land use and zoning issues through a Joint Extraterritorial Zoning Committee (JETZCO).

GENERAL DEMOGRAPHIC DATA

Demographic data, trends, and projections are useful tools in gaining an understanding of the composition and needs of a community. Comparisons to nearby places describes how it relates to the dynamics of surrounding communities. The following data describe the demographic composition of the Town of Grafton.

Population

The Town of Grafton has increased in population over the last 30 years, following the same pattern as Ozaukee County as a whole. The largest percent change in population for both the Town and the County occurred between 1970 and 1980, with increases of 14.7% and 23.0% respectively. Other cities and villages in Ozaukee County experienced similar growth over the decades.

Among the cities and villages that border the Town, the City of Mequon maintains the highest population at 22,643, while the Village of Saukville has the lowest with 4,068. The Town of Grafton's population, according to the last Census, is 3,980.

	Southeastern Wisconsin		Ozaukee County		City of Cedarburg		Village of Grafton		City of Mequon		City of Port Washington		Village of Saukville		Town of Grafton	
	Total	% Change	Total	% Change	Total	% Change	Total	% Change	Total	% Change	Total	% Change	Total	% Change	Total	% Change
1970	-	-	54,461	-			5,998	-	15,150	-	8,752	-	1,389	-	3,127	-
1980	-	-	66,981	23.0%			8,381	39.7%	16,193	6.9%	8,612	-1.6%	3,494	151.5%	3,588	14.7%
1990	1,810,364	-	72,831	8.7%	9,895	-	9,340	11.4%	18,885	16.6%	9,338	8.4%	3,695	5.7%	3,745	4.4%
2000	1,932,908	6.8%	82,317	14.4%	10,908	10.2%	10,464	12.0%	22,643	19.9%	10,467	12.1%	4,068	10.1%	3,980	6.3%

Source: U.S. Census Bureau and SEWRPC

Population Projections

The population estimate for the Town in 2005 is 4,143. Based on the population estimates for Ozaukee County provided by U.S. Bureau of Census and SEWRPC, it is assumed that the Town of Grafton will grow in parallel to the County. Based on this assumption, the projected population for the Town in 2035 is 4,894 persons. This is an increase of 751 persons from 2005 to 2035.

	Town of Grafton	
	Total	% Change
2005	4,143	4.10%
2010	4,288	3.50%
2015	4,425	3.20%
2020	4,576	3.40%
2025	4,718	3.10%
2030	4,831	2.40%
2035	4,894	1.30%

Source: U.S. Bureau of Census and SEWRPC

Age

The majority of the Town of Grafton's population lies within the 35 to 54 age range, which is true for bordering cities and villages, Ozaukee County, and all of Southeastern Wisconsin. The median age in Grafton is 40.7, which is slightly higher than the median age of 38.9 for Ozaukee County. The youngest median age is the Village of Saukville at 33.2, and the oldest is the City of Mequon at 42.5.

	Southeastern Wisconsin		Ozaukee County		City of Cedarburg		Village of Grafton		City of Mequon		City of Port Washington		Village of Saukville		Town of Grafton	
	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total
0-9	276,609	14.3%	11,165	13.6%	1,569	14.4%	1,470	14.1%	2,918	12.9%	1,439	13.8%	636	15.7%	514	12.9%
10-19	288,787	14.9%	12,839	15.6%	1,619	14.8%	1,515	14.5%	3,925	17.4%	1,515	14.5%	603	14.9%	555	13.9%
20-34	388,005	20.1%	11,986	14.5%	1,529	14.0%	1,861	17.8%	2,317	10.2%	2,078	19.9%	926	22.7%	511	12.8%
35-54	580,319	30.0%	27,821	33.8%	3,645	33.4%	3,421	32.7%	7,911	34.9%	3,228	30.8%	1,344	33.0%	1,467	36.9%
55-64	158,164	8.2%	8,149	9.9%	950	8.7%	976	9.3%	2,599	11.4%	875	8.3%	267	6.5%	523	13.2%
65-84	209,481	10.8%	9,177	11.1%	1,385	12.7%	1,101	10.5%	2,708	12.0%	1,143	10.9%	263	6.5%	383	9.6%
85+	31,543	1.6%	1,180	1.5%	211	1.9%	120	1.1%	265	1.2%	189	1.8%	29	0.7%	27	0.7%
Median Age	-	-	38.9	-	39.0	-	37.3	-	42.5	-	36.0	-	33.2	-	40.7	-

Source: U.S. Census Bureau and SEWRPC

Race

The Town of Grafton consists of 98.0% White, with the next highest percentage being Asian at 0.5%. This is consistent with bordering towns and Ozaukee County as a whole. However, it is not representative of Southeastern Wisconsin in total, which consists of only 79.4% White.

	Southeastern Wisconsin		Ozaukee County		City of Cedarburg		Village of Grafton		City of Mequon		City of Port Washington		Village of Saukville		Town of Grafton	
	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total
White	1,534,464	79.4%	79,621	96.8%	10,708	98.2%	10,226	97.8%	21,321	94.2%	10,150	97.0%	3,963	97.4%	3,901	98.0%
African American	263,200	13.6%	765	0.9%	27	0.2%	29	0.3%	521	2.3%	73	0.7%	23	0.6%	14	0.4%
American Indian/Alaska Native	9,510	0.5%	162	0.2%	14	0.1%	25	0.2%	22	0.1%	39	0.4%	6	0.1%	9	0.2%
Asian	34,438	1.8%	882	1.1%	80	0.7%	78	0.7%	534	2.4%	49	0.5%	25	0.6%	19	0.5%
Native Hawaiian/Other Pacific Islander	716	0.0%	14	0.0%	2	0.0%	1	0.0%	6	0.0%	0	0.0%	0	0.0%	4	0.1%
Some Other Race Alone	58,157	3.0%	276	0.3%	14	0.1%	40	0.4%	55	0.2%	63	0.6%	13	0.3%	12	0.3%
Two or More Races	32,423	1.7%	597	0.7%	63	0.6%	65	0.6%	184	0.8%	93	0.8%	38	1.0%	21	0.5%

Source: U.S. Census Bureau and SEWRPC

Educational Attainment

Of all persons age 25 and older in the Town of Grafton, 91.3% received a high school degree or higher. Approximately 37.5% of all persons 25 and older received a bachelors degree or higher. This is slightly under the Ozaukee County average of 91.9% receiving a high school degree or higher, and 38.6% receiving a bachelors degree or higher. When compared to bordering cities and villages, only the Cities of Cedarburg and Mequon had higher percentages for the two categories.

	Southeastern Wisconsin		Ozaukee County		City of Cedarburg		Village of Grafton		City of Mequon		City of Port Washington		Village of Saukville		Town of Grafton	
	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total
Population 25 Years and Over	1,243,854	100.0%	54,912	100.0%	7,459	100.0%	6,978	100.0%	14,760	100.0%	6,948	100.0%	2,609	100.0%	2,814	100.0%
Less Than 9th Grade	59,587	4.8%	1,595	2.9%	215	2.9%	207	3.0%	238	1.6%	198	2.8%	92	3.5%	91	3.2%
9th to 12th (No Diploma)	136,211	11.0%	2,878	5.2%	323	4.3%	525	7.5%	341	2.3%	520	7.5%	192	7.4%	153	5.4%
High School Graduate	372,955	30.0%	13,274	24.2%	1,494	20.0%	2,078	29.8%	1,985	13.4%	2,182	31.4%	930	35.6%	638	22.7%
Some College or Associate's Degree	358,403	28.8%	15,964	29.1%	2,302	30.9%	2,139	30.7%	3,406	23.1%	2,207	31.8%	869	33.3%	877	31.1%
Bachelor or Graduate Degree	316,698	25.5%	21,201	38.6%	3,125	40.4%	2,029	29.0%	8,790	59.6%	1,841	26.5%	526	20.2%	1,055	37.5%
High School Graduate or Higher	1,048,056	84.3%	50,439	91.9%	6,921	92.8%	6,246	89.5%	14,181	96.1%	6,230	89.7%	2,325	89.1%	2,570	91.3%

Source: U.S. Census Bureau and SEWRPC

Income

The median household income in the Town of Grafton was \$64,707 in 1999. This number was higher than all bordering cities and villages except for the City of Mequon, where the median household income was \$90,733. The Town of Grafton's median household income was also higher than Ozaukee County as a whole. The highest income bracket in the Town of Grafton was the \$50,000-\$74,999 category at 24.2% of the population. The only community that has its highest percentage in a higher bracket is the City of Mequon, where 19.7% of individuals have an income within the \$100,000 to \$149,999 range.

	Southeastern Wisconsin		Ozaukee County		City of Cedarburg		Village of Grafton		City of Mequon		City of Port Washington		Village of Saukville		Town of Grafton	
	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total
Households	749,634	100.0%	30,887	100.0%	4,417	100.0%	4,065	100.0%	7,884	100.0%	4,105	100.0%	1,583	100.0%	1,565	100.0%
Less Than \$10,000	56,195	7.5%	837	2.7%	135	3.1%	91	2.2%	122	1.5%	187	4.6%	79	5.0%	57	3.6%
\$10,000 to \$34,999	222,507	29.7%	6,184	20.0%	1,148	26.0%	982	24.2%	957	12.1%	954	23.2%	362	22.9%	315	20.1%
\$35,000 to \$49,999	125,222	16.7%	4,360	14.1%	651	14.7%	761	18.7%	717	9.1%	648	15.8%	275	17.4%	191	12.2%
\$50,000 to \$74,999	164,084	21.9%	7,324	23.7%	1,039	23.5%	953	23.4%	1,325	16.8%	1,240	30.2%	426	26.9%	378	24.2%
\$75,000 to \$99,999	91,480	12.2%	4,789	15.5%	559	12.7%	571	14.0%	1,260	16.0%	650	15.8%	269	17.0%	279	17.8%
\$100,000 to \$149,999	60,794	8.1%	4,234	13.7%	595	13.5%	494	12.2%	1,557	19.7%	313	7.6%	150	9.5%	200	12.8%
\$150,000 to \$199,999	14,148	1.9%	1,311	4.2%	189	4.3%	125	3.1%	660	8.4%	550	1.3%	15	0.9%	46	2.9%
\$200,000+	15,204	2.0%	1,848	6.1%	101	2.3%	88	2.2%	1,286	16.3%	58	1.4%	7	0.4%	99	6.3%
Median Household Income	-	-	\$62,745	-	\$56,431	-	\$53,918	-	\$90,733	-	\$53,827	-	\$53,159	-	\$64,707	-

Source: U.S. Census Bureau and SEWRPC

Employment Status

Among the population age 16 and older in the Town of Grafton, 71.9% are in the civilian labor force. Of those individuals, only 30 people – 1.3% – are unemployed. This percentage is lower than all other bordering cities and villages with the exception of the City of Cedarburg, which also has an unemployment rate of 1.3%. Southeastern Wisconsin has a total unemployment rate of 5.7%, so the Town of Grafton is considerably lower.

	Southeastern Wisconsin		Ozaukee County		City of Cedarburg		Village of Grafton		City of Mequon		City of Port Washington		Village of Saukville		Town of Grafton	
	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total
Population 16 Years and Over	1,479,309	100.0%	62,858	100.0%	8,298	100.0%	7,948	100.0%	16,458	100.0%	7,972	100.0%	3,082	100.0%	3,152	100.0%
In Labor Force	1,009,387	68.2%	45,255	72.0%	5,817	70.1%	6,028	75.8%	11,022	67.0%	5,746	72.1%	2,558	83.0%	2,296	72.8%
Civilian Labor Force (Employed)	954,443	64.5%	44,203	70.3%	5,715	68.9%	5,831	73.4%	10,758	65.4%	5,618	70.5%	2,467	80.0%	2,266	71.9%
Civilian Labor Force (Unemployed)	53,951	3.6%	1,016	1.6%	77	0.9%	188	2.4%	264	1.6%	128	1.6%	91	3.0%	30	1.0%
% of Civilian Labor Force (Unemployed)	-	5.7%	-	2.3%	-	1.3%	-	3.2%	-	2.5%	-	2.3%	-	3.7%	-	1.3%
Armed Forces	993	0.1%	36	0.1%	25	0.3%	9	0.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Not in Labor Force	469,922	31.8%	17,603	28.0%	2,481	29.9%	1,920	24.2%	5,436	33.0%	2,226	27.9%	524	17.0%	856	27.2%

Source: U.S. Census Bureau and SEWRPC

Occupation

Occupational status considers individuals who are employed in the civilian labor force and are 16 or older. Of these individuals in the Town of Grafton, 40.2% are employed in management and professional fields. Approximately 26.4% are employed in sales and office professions, and 13.7% work in production, transportation, and material moving occupations. The remaining 19.7% are employed in other fields.

	Southeastern Wisconsin		Ozaukee County		City of Cedarburg		Village of Grafton		City of Mequon		City of Port Washington		Village of Saukville		Town of Grafton	
	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total
Employed Civilian Population Age 16+	954,443	100.0%	44,203	100.0%	5,715	100.0%	5,831	100.0%	10,758	100.0%	5,618	100.0%	2,467	100.0%	2,266	100.0%
Management, Professional, & Related Occupations	322,811	33.8%	18,910	42.8%	2,601	45.5%	2,257	38.7%	6,366	59.2%	1,953	34.8%	668	27.1%	911	40.2%
Service Occupations	129,294	13.6%	4,656	10.5%	703	12.3%	660	11.3%	722	6.7%	637	11.4%	259	10.4%	218	9.6%
Sales and Office Occupation	257,051	26.9%	11,447	25.9%	1,534	26.8%	1,620	27.8%	2,613	24.3%	1,462	26.0%	684	27.8%	598	26.4%
Farming, Fishing, & Forestry Occupations	2,273	0.2%	176	0.4%	0	0.0%	21	0.4%	26	0.2%	14	0.2%	0	0.0%	14	0.6%
Construction, Extraction, and Maintenance Occupations	72,766	7.7%	2,783	6.3%	254	4.4%	371	6.4%	371	3.4%	430	7.6%	240	9.7%	215	9.5%
Production, Transportation, & Material Moving Occupations	170,248	17.8%	6,231	14.1%	623	10.9%	902	15.4%	660	6.2%	1,122	20.0%	616	25.0%	310	13.7%

Source: U.S. Census Bureau and SEWRPC

ISSUES AND OPPORTUNITIES

The Town of Grafton faces the following issues and opportunities as documented in the revised 2002 Land Use and Transportation Plan, and through discussions during the comprehensive planning process at plan commission meetings, public “workshop” meetings and public written comments. The goals, objectives, policies, and programs can be found throughout the nine elements of this comprehensive plan document.

Housing

- Maintain a balance of housing types and cost levels for all income levels and age groups;
- Limit the impact of housing on agricultural uses and productivity;
- Address competitive pressures from surrounding municipalities;
- Limit the impact of housing around the Ulao Creek area, while realizing that it is a desirable place to live;
- Accommodate residential development throughout the Town with either larger lots or conservation subdivisions where appropriate (revised 2002 Land Use and Transportation Plan);
- Allow well-designed residential development along the lakeshore that accommodates demand as well as preserving public views and natural resources (revised 2002 Land Use and Transportation Plan);
- Enhance the aesthetics of future residential developments.

Transportation

- Manage the increase in traffic on local roads as development occurs with the emphasis on traffic safety (revised 2002 Land Use and Transportation Plan);
- Provide pedestrian and bicycle safe routes as an alternative to automobile transportation;
- Monitor, maintain and evaluate aging infrastructure;
- Encourage the use of public transportation.

Utilities and Community Facilities

- Provide adequate community facilities and resources to meet the population’s needs;
- Monitor the installation of WE Energies substations;
- Evaluate the construction of a new Town Hall;
- Monitor, maintain and evaluate ongoing stormwater management practices;
- Consider the construction of a school;
- Evaluate the future needs and cost sharing regarding emergency services (i.e. police, fire, etc.).

Agricultural, Natural and Cultural Resources

- Protect the unique rural character and identity of the Town including farmland, significant cultural features, natural areas, and environmental corridors (revised 2002 Land Use and Transportation Plan);
- Protect agricultural land from premature development;
- Achieve a balance between residential development and maintaining the rural character and identity of the Town;
- Manage conflicts between agricultural uses and residential development;
- Develop a reclamation plan for the Fly Ash Dump;
- Consider the use of TDR (transfer of development rights) and PDR (purchase of development rights) programs;
- Promote the use of Agricultural TIFs to attract and expand agricultural businesses;
- Promote unique agricultural uses (i.e. forestry, tree farms, vegetable farms, equestrian facilities, etc.);
- Protect and wisely utilize the Town’s natural resources, including but not limited to, wetlands, wildlife, lakes, woodlands, open space, parks, and ground water resources.

Economic Development

- Maintain a diversified tax base;
- Strengthen business development in the Port Washington Road District, as well as, the I-43/HWY 32 interchange, making these locations attractive places to locate a business, and an asset to the

community in terms of tax base, job creation, visual appearance and services provided;

- Continue to promote development in the B-1 (Business), BP-1 (Business Park) and M-1 (Industrial) districts within the Town.

Intergovernmental Cooperation

Develop agreements with neighboring communities regarding:

- Development patterns, land use, transportation and municipal boundaries (revised 2002 Land Use and Transportation Plan);
- Roads in which the Town has invested, but are lost in municipal annexations;
- Lake Michigan as a long-term water source;
- User fees for community activities (i.e. sport leagues, community pool, etc.)

Land Use

- Locate development in appropriate locations at appropriate densities;
- Enhance compatibility with neighboring uses;
- Manage conflicts between the desire to locate residential uses near rural/agricultural landscapes and environmental features;
- Manage development pressures near I-43 interchanges;
- Implement a flexible land use tool(s) to be used by the Town for unique developments.

MISSION STATEMENT

Based on discussions regarding planning issues in the initial phases of this planning process, the Plan Commission created a mission statement to guide the development of this plan.

Create a collective “vision” that preserves the landscape’s natural features and open space, enhances the rural identity of the community, as well as guides high-quality public and private investment for the long-term development of the Town of Grafton.

PUBLIC PARTICIPATION

The following public participation process was included in the preparation of the Town of Grafton Comprehensive Plan: 2035.

COUNTYWIDE COMPREHENSIVE PLANNING PUBLIC OPINION SURVEY OF OZAUKEE COUNTY RESIDENTS

As part of the Multi-Jurisdictional Comprehensive Plan for Ozaukee County, the University of Wisconsin-Milwaukee Center for Urban Initiatives and Research, Ozaukee County Planning Resources and Land Management Department, UW-Extension Ozaukee County, Southeastern Wisconsin Regional Planning Commission and the Ozaukee County Comprehensive Planning Citizen Advisory Committee conducted a random digit dial survey for the residents of Ozaukee County. Interviews were completed in March 2005 with 406 respondents. Of the 406 respondents, the Town of Grafton included 27 respondents or 6.7% of the respondents. The survey was designed to gather citizen input for Ozaukee County's comprehensive planning process.

PUBLIC PARTICIPATION PLAN

In December 2005, the Town adopted by resolution a Public Participation Plan for preparation of a Comprehensive Plan. The purpose of the Public Participation Plan is intended to (a) actively engage Town residents, business owners, interest groups and community groups in shaping the Town's Comprehensive Plan; and (b) meet the requirements of the Wisconsin Comprehensive Planning Law through the adoption of a Public Participation Plan.

As the Public Participation Plan outlines, ongoing public participation efforts will provide the public with general education about:

- the contents of the Comprehensive Plan elements;
- the requirements of the Comprehensive Planning Law and other laws and regulations that affect land use;
- the purpose and scope of the Town of Grafton Comprehensive Plan: 2035.

The Plan Commission and Board of Supervisors approved the Comprehensive Plan at a regular meeting on April 9, 2008.

Ongoing public participation efforts will also inform the public about upcoming participation sessions and update the public regarding progress made on the plan. Specific participation efforts will include (a) plan information at the Town Hall, (b) website posting, (c) regularly scheduled Plan Commission meetings.

REGULAR PLAN COMMISSION MEETINGS

The Comprehensive Plan elements were reviewed, discussed and revised at regular Plan Commission meetings over the course of the project. Public comments were encouraged at each meeting.

PUBLIC "WORKSHOP" MEETINGS

The first public "workshop" meeting was held on Wednesday, September 20, 2006 at the Town Hall to inform residents on Wisconsin's "Smart Growth" legislation, review the Comprehensive Plan schedule, discuss how Town residents can participate in the planning process, review the Issues and Opportunities element of the Comprehensive Plan, and outline the next steps in the planning process.

The second public "workshop" meeting was held on Wednesday, January 23, 2008 at the Town Hall to present and review the draft Plan elements in an open discussion session.

PUBLIC ADOPTION

The Town of Grafton Plan Commission and Board of Supervisors Public Hearing for adoption of the Comprehensive Plan was held on April 9, 2008.

