

## Appendices to the Baileys Harbor Comprehensive Plan

### Appendix 1: Public Participation

Public participation is an important aspect of the planning process. As required by Wisconsin's Smart Growth legislation, Baileys Harbor officials adopted an official Public Participation Plan (found in its entirety at the end of this appendix) to guide the development of their new comprehensive town plan.

The most important public participation/information distribution mechanisms used by the town were newsletters, public information meetings, and volunteer "work groups." Newsletters regarding the development of the new town plan were mailed to all Baileys Harbor property owners of record eight times over three years (one in 2002, three in 2003, three in 2004, and one in 2005). Each newsletter explained current aspects of the planning process, provided an overview of the topics being explored at that time, previewed the upcoming Public Information Meeting, summarized the most recent Public Information Meeting, offered ideas as to how to get involved in the planning process, and contained information as to how to learn more about the process or a particular topic.

Eight Public Information Meetings were held over the course of three years. All included review of the planning process to date, previews of upcoming planning activities, and question and answer sessions as well as opportunities for attendee input. The topics covered and speakers present at the meetings are listed below.

- **August 2002 – Baileys Harbor's Greatest Assets.** Also, overviews of the planning process and Wisconsin's Smart Growth legislation.
- **December 2002 – History.** Speaker/presenter:
  - MaryAnn Johnson, local historian
- **April 2003 – Community Utilities & Facilities and Transportation.** Panelists:
  - Karen Raymore, Door County Chamber of Commerce Director
  - John Kolodziej, Door County Highway Commissioner
  - George Pinney, Door County Parks Department Director
  - Tim Ullman, Door County Information Systems Department Director
  - Dave Welsh, WPS Electrical Engineer
  - Brian Bright, WPS Planning Group
- **August 2003 – Land Use and Natural Resource Planning Issues.** Panelists:
  - Mark Walter, Baylake Regional Planning Commission
  - Val Lessard, Door County Co-op Agronomist
  - Eric Cooley, Door County Soil and Water Conservation Department Geologist
  - Mike Grimm, Director of The Nature Conservancy, Sturgeon Bay
  - Terry Gardner, WI Department of Natural Resources Real Estate Specialist
- **December 2003 – Housing and Economic Development.** Panelists:
  - Kevin Nordahl, Door County Board of REALTORS President
  - Bill Chaudoir, Door County Economic Development Corporation Director
  - Marty Evanson, Wisconsin Department of Commerce Bureau of Housing Director
  - Karen Raymore, Door County Chamber of Commerce Director
  - Noel Ryder, Lakeshore Community Action Programs CEO
  - Stephanie Heald-Fisher, Baileys Harbor Community Association President

- **April 2004 – Plan Implementation Tools.** Panelists:
  - Gail Beyer, WI Housing and Economic Development Authority
  - Jim Van Laanen, Baylake Regional Planning Commission
  - Robert Florence, Door County Planning & Zoning Department Director
  - Paul Regnier, The Ridges Sanctuary Director
  - Rick Bernstein, Wisconsin Historical Society
  - Henry Isaksen, Isaksen Architects, LLC
- **August 2004 – Review of Proposed Plan Goals.**
- **May 2005 – Presentation of Final Draft of Plan.** Also, review of plan development process and discussion as to procedures for June 2005 public hearing regarding plan adoption.

Interested Baileys Harbor property owners, business owners, and residents also participated in volunteer “work groups.” These groups reviewed the background research and data collected by GBH Consulting regarding particular plan topics and then drafted initial vision statements, goals, objectives, and policies regarding each topic area. Their work and the input obtained at Public Information Meetings served as the bases for the Baileys Harbor plan chapters.

A list of those persons who attended at least one Public Information Meeting or participated in a “work group” during the development of the Baileys Harbor comprehensive town plan may be found in Appendix B of the Public Participation Plan. The Public Participation Plan comprises the remainder of this appendix. (*Note: not everyone attending Public Information Meetings signed in.*)

**Public Participation Plan  
For the  
Town of Baileys Harbor  
Comprehensive Planning Project**

**November 2002  
Updated: July 2003  
Updated: February 2004**

**Prepared for and with:  
Town of Baileys Harbor  
2392 County Road F  
P.O. Box 308  
Baileys Harbor, WI 54202**

**Prepared by:  
Goode, Brightman & Hoke Consulting, LLC  
P.O. Box 602  
Baileys Harbor, WI 54212**

## **Executive Summary**

*In May 2002, the Town of Baileys Harbor, Wisconsin contracted with Goode, Brightman & Hoke Consulting, LLC (GBH Consulting) for professional and technical consulting services to support the development of a comprehensive plan for the town that will comply with Wisconsin's 1999 Act 9 and amendments (the "Smart Growth" legislation). This document is the Public Participation Strategy for the Town of Baileys Harbor Comprehensive Planning Project. It identifies an initial list of potentially affected interests, public involvement strategies and methods, and a schedule for exchanging information with the public to gain input and assistance during the scope of the project. The Town of Baileys Harbor will use this document to guide public as well as appropriate agency outreach for input in the comprehensive planning process. This plan is a dynamic document that will be updated by approval of the Town Board and as the need arises during the project.*

## Table of Contents

Executive Summary.....	i
Section 1.0 Distribution and Updates.....	1
Section 2.0 Project Background and Description.....	1
Section 3.0 Purpose of the Public Participation Strategy.....	2
Section 4.0 Project Communication.....	2
Section 4.1 Media Communications.....	2
Section 4.2 Written Communications.....	2
Section 4.3 Telephone Communications.....	3
Section 4.4 Record of Meetings.....	3
Section 4.5 Filing of Correspondence.....	3
Section 5.0 Identification of Potentially Affected Interests (PAIs).....	3
Section 6.0 Methods.....	4
Section 6.1 Public Involvement Strategies.....	4
Section 6.2 World Wide Web Site.....	7
Section 6.4 Meetings.....	7
Section 6.5 Mailing List.....	7
Section 7.0 Monitoring Plan Effectiveness.....	7
Section 7.1 Section Record Keeping.....	8
Section 7.2 Communication.....	8
Section 8.0 Schedule.....	8
<b>List of Tables</b>	
Table 1 - Distribution of Public Involvement Plan.....	1
Table 2 - Potentially Affected Interest.....	4
Table 3 - Public Involvement Strategies.....	5
<b>List of Figures</b>	
Figure 1 - Project Schedule.....	9
<b>List of Appendices</b>	
Appendix A: Mailing List.....	11
Appendix B: Baileys Harbor Public Information Meeting Attendees and Work Group Participants.....	13

## 1.0 Distribution and Updates

One copy of the official Public Participation Plan for the Baileys Harbor Comprehensive Planning Project is located in the Baileys Harbor Town Office at 2392 Country Road F, Baileys Harbor, WI, 54202 and one copy is located at the office of Goode, Brightman & Hoke Consulting, LLC, 9044 County Road Q, Baileys Harbor, WI 54202. It can also be found on the worldwide web at [www.gbhconsulting\BaileysHarbor.com](http://www.gbhconsulting\BaileysHarbor.com).

The Public Participation Plan will be reviewed regularly during the term of the project. The Town Board of Baileys Harbor must approve all updates. Any amendments, additions or changes will be included with the original document in the locations listed above.

Draft copies of the Public Participation Strategy were reviewed and commented on by the following individuals listed in Table 1.

**Table 1**

### Distribution of Public Involvement Plan

<b>Name</b>	<b>Affiliation</b>
Mariah Goode	Partner, GBH Consulting
Cathy Hoke-Gonzales	Partner, GBH Consulting
John Anderson	Baileys Harbor Planning Commission Member
Kevin Egan	Baileys Harbor Planning Commission Member
Calvin Oldenberg	Baileys Harbor Planning Commission Chair
Dwaine Peil	Baileys Harbor Planning Commission Member
Tom Utzinger	Baileys Harbor Planning Commission Member
Peter Jacobs	Baileys Harbor Town Board Member and Plan Commission Liaison
Jane Pluff	Baileys Harbor Town Clerk

## 2.0 Project Background and Description

In 1999, the state of Wisconsin passed legislation commonly referred to as the “Smart Growth” legislation (1999 Wisconsin Act 9 and amendments). That legislation states that by January 1, 2010, any Wisconsin municipality that has programs or takes actions that affect land use must have a comprehensive plan in place. This comprehensive plan must serve as the legal basis for community decision-making and must comply with the Wisconsin statutes as to the nine issues or elements outlined therein. These nine elements are:

- ◆ Issues and Opportunities
- ◆ Housing
- ◆ Transportation
- ◆ Utilities and Community Facilities
- ◆ Agricultural, Natural and Cultural Resources
- ◆ Economic Development
- ◆ Intergovernmental Cooperation
- ◆ Land Use
- ◆ Implementation

Moreover, in the case of a municipality seeking state planning grants, the comprehensive plan must also comply with various local planning goals also outlined in the legislation. As a town

with ordinances and policies that affect land use, Baileys Harbor is clearly required to have a compliant comprehensive plan in place by 2010.

In May of 2002, the Town of Baileys Harbor hired Goode, Brightman & Hoke Consulting, LLC (GBH Consulting or simply GBH) to work with the Baileys Harbor Plan Commission and citizen volunteers to develop a comprehensive plan for the community. The purpose of the Town of Baileys Harbor Comprehensive Planning Project is to establish a plan and suggested implementation mechanisms for the long-range development of the town based upon common values, goals, objectives as well as projected growth and development needs. As noted above, the plan will also help the Town fulfill state mandates for long-range planning.

### **3.0 Purpose of the Public Involvement Plan**

The Public Participation Plan for the Town of Baileys Harbor Comprehensive Planning Project has been developed to formally document the approach and methods that will be used to exchange information with the public and work with the media. This plan will set forth the town's formal strategy for communicating with the public and other interested parties about the project. It will define the tools, timing and strategies for obtaining public and agency input. It will also define the methods for monitoring, evaluating, and restructuring the plan (if necessary) after its adoption so as to ensure a consistent level of public input in the plan development process.

This Public Participation Plan will also fulfill state requirements for public participation and its documentation under the "Smart Growth" statutes.

### **4.0 Project Communication**

This section of the Public Participation Plan explains communication protocols for contact with the public, project team, media, press, elected officials, and local, state and federal agencies; as well as documentation of these communications.

#### **4.1 Media Communications**

The purpose of this section is to establish communication protocols for all types of media communications—press releases, media briefings, legal notices etc.

For all media communications the single point of contact will be the Baileys Harbor Town Plan Commission. Members may, at their discretion, request GBH's support. Jane Pluff, Town Clerk, will be responsible for submitting all required legal notices to local newspapers for Public Information Meetings and the like.

Town Plan Commission members anticipate regular communication with the media to keep the public informed throughout each phase of the project.

#### **4.2 Written Communications**

For any correspondence to the public regarding the project or public participation, the Town of Baileys Harbor Plan Commission and GBH will determine together whether the correspondence will include a Town and/or a GBH signature. If the correspondence is to be signed by a member of the Town Plan Commission or the Town Clerk, Town of Baileys Harbor letterhead will be used. If a GBH signature is appropriate, a GBH partner will sign the

correspondence after Plan Commission review and GBH letterhead will be used. The Baileys Harbor Plan Commission, Town Clerk and GBH will receive copies of all correspondence that specifically relates to the Baileys Harbor Comprehensive Planning Project.

In addition to thrice-yearly newsletter mailings to Baileys Harbor property owners of record, the Town Plan Commission will identify others – such as elected officials, government agencies, or private organizations – to receive newsletters and other mailings, as appropriate.

Any other written correspondence to Town Plan Commission members or GBH from members of the public or an agency or organization shall be shared at the next plan commission meeting; the method and appropriate response will be decided upon at that meeting.

#### **4.3 Telephone Communications**

All telephone communications relating to the planning project held by either Plan Commission members, the Town Clerk or GBH staff will be documented and discussed or noted at the subsequent Plan Commission meeting.

#### **4.4 Record of Meetings**

All Public Information Meetings will be audio recorded by the Town Clerk. GBH will also provide a written summary of these meetings to the Town Plan Commission. As is the current practice, monthly Plan Commission meetings will also be audio recorded by the Town Clerk, who will continue to be responsible for providing minutes of these meetings to Town Plan Commission Members.

In addition to the more formal meetings listed above, informal focus group meetings will be held as part of the planning process. These meetings will not be recorded. Work group leaders, however, will provide feedback, in written form to GBH staff, who will in turn update the Town Plan Commission on the group's progress.

#### **4.5 Filing of Correspondence**

Each piece of original written correspondence – including records of telephone calls, e-mails, comment sheets, letters, etc. – generated regarding the planning project will be held in the project files at the Baileys Harbor Town Office. GBH will also maintain a copy of all relevant correspondence until completion of the Baileys Harbor Comprehensive Planning Project.

#### **5.0 Identification of Potentially Affected Interests (PAIs)**

Table 2 presents a list of persons and organizations potentially affected by the Baileys Harbor Planning Project, as identified by the Baileys Harbor Plan Commission and GBH. This list may expand or change throughout the project.



**Table 2**  
**Potentially Affected Interests**

**General Public**

Boaters & Fishers  
Property Owners  
Recreators  
Residents

**Business Entities**

Bed and Breakfast Establishments  
Charter Fishing Businesses  
Dining Establishments and Taverns  
Hotels, Motels and Resorts  
Retail Sales Operations  
Real Estate Developers  
Real Estate Sales Offices

**Special Interests**

Baileys Harbor Community Assoc., Inc.  
Baileys Harbor Historical Society  
Door County Chamber of Commerce  
Door County Economic Development  
Council  
Door County Land Trust  
Door County Maritime Museum  
Lawrence University  
Nature Conservancy  
Ridges Sanctuary

**Governmental Entities**

County of Door  
Gibraltar School District  
Town of Baileys Harbor  
Town of Egg Harbor  
Town of Gibraltar  
Town of Jacksonport  
Town of Liberty Grove  
University of Wisconsin – Green Bay

**Agencies**

Door County Planning Department  
Postal Service  
State Historic Preservation Office  
U.S. Army Corps of Engineers  
U.S. Coast Guard  
U.S. Fish and Wildlife Service  
Wisconsin Department of Natural  
Resources  
Wisconsin Department of Transportation  
Wisconsin Office of Land Information  
Services

## 6.0 Methods

### 6.1 Public Involvement Strategies

Table 3 identifies the strategies town plan commission members propose to use to reach the potentially affected interests with planning project information. Each of the proposed strategies is described in this section along with approximate timing for using the tool. More public involvement strategies may be used than are presented below – those listed are merely the ones we anticipate using the most.

**Table 3**

**Public Participation Strategies**

<b>Public Involvement Tool</b>	<b>Use of Tool</b>	<b>Potentially Affected Interests (PAIs) Targeted by Tool</b>	<b>Information Suitable for Web Site</b>
Baileys Harbor Plan Commission Meetings	GBH will update Plan Commission at regular monthly meetings on project status and answer questions.	All PAIs who choose to attend monthly meetings.	Yes, updates of project activities and meeting dates can be posted.
Baileys Harbor Library Resource Binder	Make project information accessible in Baileys Harbor to anyone who wants to drop by library.	All PAIs who choose to drop by library	Yes, location and library hours can be posted.
Volunteer Work Groups	Informal meetings to discuss goal setting and visioning issues related to specific "Smart Growth" topics, e.g., economic development.	Any PAIs who volunteer to work on a particular work group.	Yes, meeting notes can be posted on web site, as appropriate.
Bulletin Board/Kiosk	Post project information in Town Hall on library bulletin board.	All PAIs using the library or Town Hall.	Material will be similar to web information.
Mailing List	Prepared to allow project team to inform interested parties and general public of the project.	All Baileys Harbor property owners, identified PAIs, agency contacts, and anyone requesting information.	Can be available to project team to use as needed.
Newsletter	Prepare and distribute three times per year. Delivered via U.S. Post Office to all Baileys Harbor property owners and mailing list. Content posted on web site and extra copies available at local businesses, library and town office.	All PAIs on mailing list.	Yes, copy of current newsletter can be made available.
Postcards	To be used as meeting reminders to encourage public participation of specific PAIs.	Under-served populations/communities, previous meeting attendees, specific interested parties.	Yes, meeting date, subject and time can be posted.
Posters/Flyers	Prepare and distribute with dates, times and subject matter of Public Information Meetings.	All PAIs residing in Baileys Harbor	Yes, meeting date, subject and time can be posted.
Print Media	Prepare and distribute for publication press releases on Public Information Meetings.	PAIs who choose to subscribe and read local publications.	Yes, news clippings or full text of press release can be posted.
Public Hearings	Formal public hearings as required by Wisconsin statutes.	PAIs who choose to attend formal meetings.	Yes, meeting proceedings and recorded testimony can be posted.
Public Information Meetings	Three times per year, meetings to be held on specific "Smart Growth" topics. Meeting dates will be	PAIs who choose to attend meetings.	Yes, summary of meeting proceedings

	announced in the newsletters, on the web and through flyers/posters.		can be posted, as appropriate.
Radio Announcements	Prepare and distribute PSAs to local radio stations about planned Public Information Meetings.	Radio listening public	Yes, meeting date, subject and time can be posted
Response to Letters to Editor	Prepare letters for town representative's signature to clarify or inform on project issues.	PAIs who choose to subscribe and read local publications.	
Telephone Conversation	Self-explanatory; ongoing throughout project.	All PAIs who choose to call for project team.	
Telephone Notification	To be used as meeting reminders to encourage public participation of specific PAIs.	Under-served populations/communities, specific interested parties.	
Web Site	Develop for length of project, post all project documents, background, schedule and contact information.	All PAIs with computers, project team, agency personnel	All

## **6.2 World Wide Web Site**

GBH Consulting will develop a section on the GBH web site for this project. The site will provide access to project information for anyone with a computer and modem. The proposed outline of the web site information follows:

- ◆ Project Summary
- ◆ Overview of previous planning efforts
- ◆ Comment/Issues Board
- ◆ Reports/Documents and past available reports
- ◆ Public Input Opportunities/ Meeting Dates
- ◆ Links to other Smart Growth & Planning sites
- ◆ Link to Town of Baileys Harbor sites
- ◆ Return email to GBH partners
- ◆ Include disclaimer that the project is under development.

## **6.3 Meetings**

Public Information Meetings, facilitated by GBH, will be held three times per year. We anticipate that they will be held in August, December and April. These meetings will be designed to focus on specific “Smart Growth” issues such as historical resources, land use and community facilities. The agenda will be specific and the input objectives narrow in scope. These meetings will be conducted at the Baileys Harbor Town Hall.

In addition, periodic work groups or special interest meetings will be held. These meetings will be attended by citizen volunteers with oversight by GBH staff. The purpose of the work groups will be to review relevant data and then develop vision statements and prioritized lists of goals and objectives for each of the nine elements required to be included in a plan under the “Smart Growth” legislation.

At least one public hearing will be conducted upon completion of a final draft of the comprehensive plan.

## **6.4 Mailing List**

Two lists of addresses will be prepared for project use. The first will include all government entities, agencies, project team participants, public information meeting attendees, work group volunteers, elected officials and others who may be interested in or affected by the planning project or a particular aspect of the project. This list will be used at the discretion of the Town Plan Commission and GBH for mailings or contact as deemed appropriate (newsletters, notification regarding meetings of interest, project updates, etc.).

The second mailing list will be used for newsletter mailings. It will be comprised of all Baileys Harbor property owners. The Door County Real Property Office is providing the Town Plan Commission with these mailing labels for each mailing. (Note: newsletters will also be available at several locations in Baileys Harbor so as to reach non-property owning residents or other interested parties.)

## **7.0 Monitoring Plan Effectiveness**

Public input is very important to the success of the project. The goals of informing, educating, and soliciting input have to be monitored to ensure that an appropriate level of input is being received, that we are answering the public’s questions, and that we are

resolving issues and conflicts. We will monitor the public involvement effectiveness through record keeping and communication with the public. GBH will also perform a yearly evaluation of the public involvement plan during the planning project. This evaluation will address the effectiveness of the two public involvement elements discussed below: record-keeping, and communication. The evaluation will be prepared in memorandum format and will be circulated to the Baileys Harbor Town Plan Commission.

### **7.1 Record Keeping**

For each project mailing, the town plan commission will track how many were mailed or distributed (as in newsletters, flyers or surveys) and how many calls, surveys, and comment sheets were returned in the period following the mailing or distribution. Also, attendance at each public information meeting will be recorded. GBH will regularly discuss the returns and meeting attendance levels with the Plan Commission and select another tool for involving the public if one or both feel the feedback is insufficient.

### **7.2 Communication**

Another method for evaluating the effectiveness of the plan development process will be through town plan commission members' and GBH's conversations with the public, agencies, and potentially affected interests. If the Public Participation Strategy is effective:

- ◆ We will not have to answer the same questions over and over—the public will be receiving the necessary information and understanding the process.
- ◆ We will be receiving a new level of input—the public will feel an issue is resolved and move on to another.
- ◆ Meetings will not be contentious.
- ◆ Groups polarized on a particular issue will begin to work through the conflicts among themselves and offer suggestions.

### **8.0 Schedule**

Figure 1 presents the approximate project schedule. This schedule will be updated as needed throughout the project.

Figure 1- Project Schedule

Description of Project Activity	June '02	July '02	Aug. '02	Sept. '02	Oct. '02	Nov. '02	Dec. '02	Jan. '03	Feb. '03	Mar. '03	Apr. '03	May '03	June '03	July '03	Aug. '03	Sept. '03	Oct. '03	Nov. '03	Dec. '03	Jan. '04	Feb. '04	Mar. '04	Apr. '04	May '04	June '04	July '04	Aug. '04	Sept. '04	Oct. '04
Apply for Appropriate Planning Grants																													
Develop Community Vision Statement																													
Develop Implementation & Ordinance Option Info.																													
Development of Public Participation Strategy																													
Finalization of Public Participation Strategy for Town Board Approval																													
Finalize Comprehensive Plan																													
Finalize Resource Inventory Report																													
GBH Meeting with Planning Commission																													
Housing & Economic Development Work Group Meetings																													
Intergovernmental Cooperation Work Group Meetings																													
Issues & Opportunities Work Group Meetings																													
Newsletter																													
Prepare Draft Chapters of Comprehensive Plan																													
Public Information Meeting																													
Research Available Grants																													
Resource Inventory Report Data Collection																													

Description of Project Activity	June '02	July '02	Aug. '02	Sept. '02	Oct. '02	Nov. '02	Dec. '02	Jan. '03	Feb. '03	Mar. '03	Apr. '03	May '03	June '03	July '03	Aug. '03	Sept. '03	Oct. '03	Nov. '03	Dec. '03	Jan. '04	Feb. '04	Mar. '04	Apr. '04	May '04	June '04	July '04	Aug. '04	Sept. '04	Oct. '04
Land Use & Resources Work Group Meetings																													
Transportation, & Community Facilities Work Group Meetings																													
Website Development																													
Website Update & Maintenance																													

## Appendix A Mailing List

### List 1 – Agency, Government & Special Interests

The following organizations, agencies and landowners identified previously as “potentially affected interests” automatically receive the *Baileys Harbor Planning Project Update* newsletter since they or their members own property within the town.

#### ***Special Interests***

Baileys Harbor Community Assoc., Inc.  
Baileys Harbor Historical Society  
Door County Land Trust  
Lawrence University  
Nature Conservancy  
Ridges Sanctuary  
County of Door  
Town of Baileys Harbor  
University of Wisconsin – Green Bay  
U.S. Postal Service  
U.S. Coast Guard  
Wisconsin Department of Natural Resources

The following organizations or agencies do not own property within the town and as such would not be included on property owner mailing lists. A separate mailing list will be maintained to insure they receive the *Baileys Harbor Planning Project Updates*.

Door County Chamber of Commerce  
Door County Economic Development Corporation  
Door County Maritime Museum  
Gibraltar School District  
Town of Egg Harbor  
Town of Gibraltar  
Town of Jacksonport  
Town of Liberty Grove  
Door County Planning Department  
Wisconsin Historical Society  
U.S. Army Corps of Engineers  
U.S. Fish and Wildlife Service  
Wisconsin Department of Transportation  
Wisconsin Office of Land Information Services  
County of Door



## List 2 – Baileys Harbor Property Owners

The following identified previously as “potentially affected interests” automatically receive the *Baileys Harbor Planning Project Update* newsletter since the newsletter is mailed to all property owners of record with the county Real Property Listing Office.

Individual Property Owners  
Bed and Breakfast Establishments  
Charter Fishing Businesses  
Dining Establishments and Taverns  
Hotels, Motels and Resorts  
Retail Sales Operations  
Real Estate Developers  
Real Estate Sales Offices

“Recreators,” “Residents,” and “Boaters & Fishers” are the groups of previously identified “potentially affected interests” who do not receive newsletters, unless they are property owners in the town. Since there is no organization that tracks mailing addresses for these groups, there is no way to effectively maintain a mailing list. However, to ensure they receive newsletters and meeting notifications, the town posts notices of all planning meetings at several locations within the town, provides additional newsletters in these same locations and advertises meeting dates in local media.

## **Appendix B**

### **Baileys Harbor Public Information Meeting Attendees and Work Group Participants**

Nora Ahlen	Renee Gebauer
John Anderson	Tony Gebauer
Kari Anderson	Don Gerdman
Barbara Anschutz	Rozanna Gerdman
Joanne Ator	Gary Gilroy
Jacqueline Aufrere-Sebetic	Pam Goode
Bill Augstadt	Terry Goode
Dot Augstadt	Bonnie Gordon
Edward Augustine	Dennis Gordon
Jack Bacon	Jola Gray
Pat Bacon	Ann Grenchik
Francha Barnard	Norb Grenchik
Carl Baumgartner	Lucy Hagen
Doris Baumgartner	Linette Haleen
Bill Becker	Carol Hamm
Ruth Beisler	Cheri Harris
Michael Bergum	Marilyn Hartman
Norma Bramsen	Mary Hedeem
Lois Brann	Doris Henning
Mark Breseman	Gail Ann Henquinet
Bob Bultman	Larry Hilgers
Diana Byers	Joan Holliday
John Byers	Lutz Horney
M.J. Camin	Barb Isaacson
Bob Cassidy	Nancy Isaacson
Bill Cecil	Peter Jacobs
George Cobb	Jim Jennings
Roy Cole	Marcy Jennings
Julie Collins	Al Johnson
Terry Connelly	Cynthia Johnson
Deb Cookingham	MaryAnn Johnson
Clyde Delforge	Don Juers
Joanne Delforge	Gerald Kita
Chuck DeMars	Jeff Kita
Leann Despotos	Danny Krowas
Gloria Drummond	Mike Kubiak
Bruce Duemler	Agnes Kubicz
Bruce Duemler	Dick Larsen
Cecilia Egan	Carol Lay
Kevin Egan	Paul Lay
Jean Ehmke	John Leach
Alvin Eichler	Keith Leedy
Sherrill Eichler	Ursula Leedy
Hugh Epping	Pamela Lent
Don Frelly	Caroline Link
Bruce Frudden	David Link
Grace Frudden	Emeline Link

Pat Loomis  
Rob Loomis  
Karin Lukas  
Paul Lukas  
Rita Lux  
Tom Lux  
Paul Mahlberg  
Miriam Malenius  
Jim Matthes  
Colleen McCarty  
Lyle McGinnis  
Maureen McGrath  
Robert McGrath  
Cass McHolland  
Jim McHolland  
Alice Merkle  
Allen Merkle  
Ruth Miller  
Harold Mitchell  
Mary Mitchell  
Dan Mortier  
Janet Mrazek  
Joe Mrazek  
Jim Musiel  
Joanie Musiel  
Bryan Nelson  
Gary Nelson  
Peg Nelson  
Dave Niedzwieki  
Kevin Nordahl  
P.J. O'Brien  
Cal Oldenberg  
Frank Pammer  
Frank Pammer  
Jim Parent  
Mike Parent  
Steve Parent  
Annie Peil  
Dwaine Peil  
Kristen Peil  
Loren Peil  
Loren Peil  
Mary Perdue  
Paul Perdue  
Jane Pluff  
Flo Podraza  
Ted Podraza  
David Prust  
Karl Raasch  
Shirley Raasch

Nancy Rafal  
Karen Raymore  
Paul Regnier  
Buck Riley  
Sylvia Riley  
Gordon Rowley  
James Rusch  
Max Sample  
Pat Sample  
Lynn Sawyer  
Paul Sawyer  
Gene Schlink  
Russ Schmeiser  
Carol Schmidt  
John Schreiber  
Jack Schuh  
Laurie Schuh  
MaryAnn Schuh  
Bob Schultz  
Debra Sheets  
Barbara Shine  
Dave Sinnett  
Mary Spangler  
Ray Spangler  
Greg Stillman  
Barb Stitt  
Vesta Stromberg  
Pat Tank  
Warren Tank  
Pete Thelen  
Roberta Thelen  
Betty Thoms  
Chas Tishler  
Elsie Tishler  
Mary Torinus  
Tom Torinus  
Patricia Tumminello  
Dick Tyson  
Norma Tyson  
Tom Utzinger  
Richard Viste  
Todd Vucins  
Pat Ward  
Nancy Williams  
Howard Williamson  
Patricia Wood  
Roger Wood  
Dolly Zahn  
Randy Zah

## **Appendix 2: Issues and Opportunities Research**

### **Population Trends and Forecasts**

Several forecasting methods were explored in order to estimate population trends for the Town of Baileys Harbor. While Baileys Harbor's population has fluctuated from decade to decade, the town has experienced an average growth rate of over 8% per decade since 1950.

A Linear Trend Series projection using the Census population data for the decades 1950-2000 predicted a Baileys Harbor population of 961 persons for the year 2010, 1,018 persons for 2020, and 1,076 persons for 2030. This depicted slowly decreasing growth rates each decade, beginning at roughly 9% and ending at roughly 7%. A Linear Trend Series projection using the Census population data for the decades 1970-2000 predicted a Baileys Harbor population of 1,086 persons for the year 2010, 1,200 persons for 2020, and 1,315 persons for 2030. This also depicted decreasing growth rates each decade, although much more rapidly, from approximately 18% to just over 9%. Both of the Linear Trend Series projection methods were rejected due to Baileys Harbor's actual Census 2000 population count, actual average growth rates per decade, residential construction trends, potential in-migration of retirees, and expectations that growth rates will remain constant or rise slightly.

A Growth Trend Series projection using the Census population data for the decades 1950-2000 predicted a Baileys Harbor population of 963 persons for the year 2010, 1,034 persons for 2020, and 1,110 persons for 2030 (growth rates steady at 7% per decade). A Growth Trend Series projection using the Census population data for the decades 1970-2000 predicted a Baileys Harbor population of 1,130 persons for the year 2010, 1,305 for 2020, and 1,508 for 2030. This represented a steady growth rate of approximately 15% per decade. Given Baileys Harbor's actual 2000 population count, actual growth rates, current zoning, construction, and other local and regional trends, a blend of these projection methods was determined to be the most accurate prediction as Baileys Harbor's future population counts. GBH Consulting thus created a modified Growth Trend Series of population projections for the town, shown in the table on the following page.

Keep in mind that conducting accurate population projections for any Door County municipality is difficult. Population projections are typically conducted using birth and death rates, and in-migration and out-migration rates, the first two usually being the most significant as predictors. In Door County, however, between 1990 and 2000, the vast majority of the county's population growth came from in-migration: 2,583 people moved to the county in that decade. The net population increase, though, between 1990-2000 was only 2,271 persons. This is because the number of deaths in the county during that time period surpassed the number of recorded births, meaning that the county actually has had a decline of 313 people in population-based natural increases (births minus deaths).

**Town and County Population Figures and Projections, 1950-2030**

	<b>Baileys Harbor</b>		<b>Door County</b>	
	<b>Number</b>	<b>% Change</b>	<b>Number</b>	<b>% Change</b>
<b>1950</b>	715		20,870	
<b>1960</b>	654	-8.5	20,685	-0.9
<b>1970</b>	615	-6.0	20,106	-2.8
<b>1980</b>	799	29.9	25,029	24.5
<b>1990</b>	780	-2.4	25,690	2.6
<b>2000</b>	1,003	28.6	27,961	8.8
<b>2005</b>	1,050*	4.7	26,967**	-3.6
<b>2010</b>	1,103*	5.0	27,101**	0.5
<b>2015</b>	1,169*	6.0	27,070**	0.0
<b>2020</b>	1,254*	7.3		
<b>2025</b>	1,313*	4.7		
<b>2030</b>	1,379*	5.0		

\* Modified Growth Trend Series Projection, GBH Consulting, February 2003.

\*\* Census Bureau Projections.

In addition to predicting population trends for its year-round residents, the Town of Baileys Harbor also needs to keep in mind its number of seasonal residents. While the potential growth in seasonal residents and visitors is dependent upon too many factors to predict accurately, University of Wisconsin-Extension Door County did calculate rough estimates as to Baileys Harbor's seasonal population for the year 1999.

*Again, these numbers should be taken as rough estimates only since they were arrived at through three other estimations: 1) seasonal population of the entire county (based on economic activity), 2) geographic distribution of the seasonal population (based on municipal share of seasonal homes, hotel and motel rooms, and campground sites), and 3) times of the year that the seasonal population is in the county (based on traffic counts).*

**1999 Estimated Seasonal Population for Baileys Harbor (All Month, Not Peak)**

<b>JAN</b>	<b>FEB</b>	<b>MAR</b>	<b>APR</b>	<b>MAY</b>	<b>JUN</b>	<b>JUL</b>	<b>AUG</b>	<b>SEP</b>	<b>OCT</b>	<b>NOV</b>	<b>DEC</b>
0*	439	530	926	1,787	2,410	3,496	3,193	2,515	2,070	798	540

\* January is considered a baseline month when looking at traffic counts; it is assumed that all traffic into and out of the county that month is local, residential traffic.

*Note: The above numbers do not include year-round residents.*

What those estimates show is that the total population for Baileys Harbor – year-round residents plus seasonal residents and visitors – is actually between 44% and 350% higher, depending on the month, than the number of Baileys Harbor's year-round residents counted in Census data.

Overall population growth trends – combining increases in year-round residents and seasonal residents – can also be examined by looking at residential construction activity in Baileys Harbor.

Land use and construction within the Town of Baileys Harbor are governed by the Door County Zoning Ordinance, which is administered by the Door County Planning Department and Door County Resource Planning Committee. While an annual average of more than 25 new housing units were authorized in Baileys Harbor by county zoning permits between 1990-2000, many zoning permits expired with the residence(s) never being constructed – Census data show an actual increase in new housing units constructed each year as averaging around ten for those years.

**Age and Sex**

The following chart shows the number and percent of male and female residents for Baileys Harbor in 1990 and 2000, the age distribution of the town’s residents for those same years (number and percent of total population), and the percent change for each group within that decade. Most noteworthy is that between 1990 and 2000 the number of residents under 5 years of age decreased by over 55% and the number of residents 25-34 years of age decreased by over 20%.

**Baileys Harbor Population, By Age and Sex, 1990 and 2000**

	1990	1990	2000	2000	Percent Change
	Number	Percent*	Number	Percent*	1990 to 2000
<b>TOTAL POP.</b>	780	100.0	1,003	100.0	28.6
<b>Male</b>	369	47.3	499	49.8	35.2
<b>Female</b>	411	52.6	504	50.2	22.6
<b>Under 5 years</b>	54	6.9	24	2.4	- 55.6
<b>5-9 years</b>	44	5.6	50	5.0	13.6
<b>10-14 years</b>	39	5.0	60	6.0	53.8
<b>15-19 years</b>	35	4.4	48	4.8	37.1
<b>20-24 years</b>	33	4.2	44	4.4	33.3
<b>25-34 years</b>	112	14.3	89	8.9	- 20.5
<b>35-44 years</b>	125	16.0	153	15.3	22.4
<b>45-54 years</b>	85	10.9	159	15.9	87.0
<b>55-59 years</b>	48	6.2	77	7.7	60.4
<b>60-64 years</b>	45	5.8	86	8.6	91.1
<b>65-74 years</b>	90	11.5	130	13.0	44.4
<b>75-84 years</b>	65	8.3	64	6.4	- 1.5
<b>85+ years</b>	8	1.0	19	1.9	137.5
<b>Median age</b>	40-44	---	47	---	17.5
<b>18 years and over</b>	622	79.7	832	83.0	33.8
<b>21 years and over</b>	606	77.7	816	81.4	34.7
<b>65 years and over</b>	163	20.1	213	21.2	30.7

\* Percent of total population.

Compare the median age of Baileys Harbor’s residents in 2000, 47 years of age, to those of the county, 42.9, the state, 36, and the nation, 33.3, for the same year. Door County as a whole in 2000 had significantly lower percentages of its population in all age brackets under 40 years of age than both the state and the nation, while it had significantly higher percentages of its population in all age brackets over 40 than either the state or the nation.

## **Race and Ethnicity**

The chart below shows that while Baileys Harbor's residents continue to be predominantly white, there are slight increases in the number of people of color and in the number of Hispanics/Latinos residing in the town.

### **Baileys Harbor Race and Ethnicity Statistics, 1990 and 2000**

	<b>1990</b>	<b>1990</b>	<b>2000</b>	<b>2000</b>
	<b>Number</b>	<b>Percent*</b>	<b>Number</b>	<b>Percent*</b>
<b>Total population</b>	780	100.0	1,003	100.0
<b>White</b>	774	99.2	985	98.2
<b>Black or African American</b>	0	0.0	1	0.1
<b>American Indian and Alaska Native</b>	0	0.0	4	0.4
<b>Asian</b>	0	0.0	3	0.3
<b>Native Hawaiian and Other Pacific Islander</b>	0	0.0	0	0.0
<b>Hispanic or Latino (any race)</b>	6	0.8	16	1.6
Mexican	6	0.8	12	1.2

\* Percent of total population.

## **Household Characteristics and Trends**

There were a total of 11,828 households in Door County in the year 2000. 483 were located in Baileys Harbor.

The following chart shows the composition of Baileys Harbor's households in 1990 and in 2000, as well as the percent change in each composition category over the decade 1990-2000. Note that while Baileys Harbor's total number of households increased by over 45% during that time period, the percent increase for family households with children under 18 was significantly smaller (1.1%) and for married-couple families with children under 18, the percent change was negative.

### Baileys Harbor's Households By Type

	1990		2000		Percent Change 1990 to 2000
	Number	Percent*	Number	Percent*	
<b>Total Households</b>	331	100.0	483	100.0	45.9
<b>Family households (families)</b>	243	73.4	302	62.5	24.3
<b>With own children under 18 years</b>	93	28.1	94	19.5	1.1
<b>Married-couple family</b>	224	67.7	263	54.5	17.4
<b>With own children under 18 years</b>	85	25.7	75	15.5	-11.8
<b>Female householder, no husband present</b>	14	4.2	25	5.2	78.6
<b>With own children under 18 years</b>	6	1.8	15	3.1	150.0
<b>Non-family households</b>	88	26.6	181	37.5	105.7
<b>Householder living alone</b>	75	22.7	157	32.5	109.3
<b>Householder 65 years and over</b>	32	9.7	61	12.6	91.0
<b>Households with individuals under 18 years</b>	93	28.1	97	20.1	4.3
<b>Households with individuals 65 years and over</b>			155	32.1	
<b>Average household size (people)</b>		---	2.08	---	
<b>Average family size (people)</b>		---	2.60	---	

\* Percent of total households.

The housing occupancy chart, below, shows total housing units, occupied and vacant, for the years 1990 and 2000, as well as the percent change in each category over that decade. It is noteworthy that while Baileys Harbor's total housing units increased by 7.9%, the number of occupied housing units increased by over 47%. Even so, nearly half (49.1%) of the town's housing units in 2000 were still "for seasonal, recreational, or occasional use".

### Baileys Harbor's Housing Occupancy

	1990		2000		Percent Change 1990 to 2000
	Number	Percent*	Number	Percent*	
<b>Total housing units</b>	954	100.0	1,029	100.0	7.9
<b>Occupied housing units</b>	328	34.4	483	46.9	47.3
<b>Vacant housing units</b>	606	63.5	546	53.1	-9.9
<b>For seasonal, recreational, or occasional use</b>	522	54.7	505	49.1	-3.3
<b>Homeowner vacancy rate</b>	---		---	1.2	
<b>Rental vacancy rate</b>	---		---	14.7	

\* Percent of total housing units.

The housing tenure chart shows which housing units were owner-occupied and which were renter-occupied during 1990 and 2000, for those housing units that were occupied. Between 1990 and 2000, Baileys Harbor experienced a significant increase in the number of renter-occupied housing units.



### Baileys Harbor's Housing Tenure

	1990		2000		Percent Change
	Number	Percent*	Number	Percent*	1990 to 2000
<b>Occupied housing units</b>	328	100.0	483	100.0	47.3
<b>Owner-occupied housing units</b>	291	88.7	402	83.2	38.1
<b>Renter-occupied housing units</b>	37	11.3	81	16.8	118.9
<b>Average household size of owner-occupied units (people)</b>		---	2.09	---	
<b>Average household size of renter-occupied units (people)</b>		---	2.00	---	

\* Percent of occupied housing units.

### Education

The following figure shows school enrollment numbers and percentages for Baileys Harbor residents 3 years of age and older for the years 1990 and 2000. (Note: Please be aware in making comparisons that the 1990 and 2000 Census data are grouped differently due to changes in question wording between the two Censuses.)

### School Enrollment, Population Aged 3 Years and Older

	2000		1990	
	<u>Number</u>	<u>Percent*</u>	<u>Number</u>	<u>Percent*</u>
<b>Population 3 years and over, enrolled in school</b>	153	100.0	128	100.0
<b>Nursery school, preschool</b>	10	6.5		
<b>Kindergarten</b>	6	3.9		
<b>Preprimary (nursery school, preschool, &amp; kindergarten)</b>			16	12.5
<b>Elementary school (grades 1-8)</b>	77	50.3		
<b>High school (grades 9-12)</b>	41	26.8		
<b>Elementary or high school (grades 1-12)</b>			95	74.2
<b>College or graduate school</b>	19	12.4	17	13.3

\* Percent of population that is 3 years and over, and enrolled in school.

The next figure shows the highest educational attainment of Baileys Harbor residents 25 years and older for 1990 and 2000.

**Educational Attainment of Population Aged 25 Years and Older**

	2000		1990	
	<u>Number</u>	<u>Percent*</u>	<u>Number</u>	<u>Percent*</u>
<b>Population 25 years and over</b>	787	100.0	576	100.0
<b>Less than 9<sup>th</sup> grade</b>	24	3.0	53	9.2
<b>9<sup>th</sup> to 12<sup>th</sup> grade, no diploma</b>	42	5.3	42	7.3
<b>High school graduate (includes GED)</b>	239	30.4	236	41.0
<b>Some college, no degree</b>	192	24.4	109	18.9
<b>Associate degree</b>	53	6.7	32	5.6
<b>Bachelor's degree</b>	156	19.8	69	12.0
<b>Graduate or professional degree</b>	81	10.3	35	6.1
<b>High school graduate or higher</b>	721	91.6	481	83.5
<b>Bachelor's degree or higher</b>	237	30.1	104	18.1

\* Percent of population that is 25 years and over.

The following chart depicts student/teacher ratios, dropout and graduation rates, and average ACT scores for the state of Wisconsin, Gibraltar (where most Baileys Harbor children will attend school), and Sevastopol (where some may attend). A dropout is defined as a student who was enrolled at some point during the school year but who was not enrolled the following year and who did not graduate. The graduation rate is the number of graduates divided by the total number of graduates and dropouts over a four-year period. The information in the chart is for the school year 1999-2000.

**Student/Teacher Ratios, Dropout & Graduation Rates, ACT Averages**

	<b>Student/Teacher Ratio</b>	<b>Dropout Rate</b>	<b>Graduation Rate</b>	<b>ACT Average</b>
<b>Wisconsin</b>	13.29	2.3%	89.3%	22.2
<b>Gibraltar</b>	10.50	1.3%	93.0%	22.1
<b>Sevastopol</b>	11.20	0.4%	98.3%	21.7

**Employment Characteristics and Trends**

The following figure shows the employment status for Baileys Harbor residents for 1990 and 2000. Note that the percentage of the population that was 16 and over and in the labor force was identical for both 1990 and 2000, and that the number of people unemployed remained relatively constant.

### Employment Status

	2000		1990	
	<u>Number</u>	<u>Percent*</u>	<u>Number</u>	<u>Percent*</u>
<b>Population 16 years and over</b>	<b>863</b>	<b>100.0</b>	<b>638</b>	<b>100.0</b>
<b>In labor force</b>	<b>558</b>	<b>64.7</b>	<b>413</b>	<b>64.7</b>
Civilian labor force	558	64.7	413	64.7
Employed	522	60.5	375	58.8
Unemployed	36	4.2	38	6.0
Percent of civilian labor force		6.5	---	9.2
Armed forces	0	0.0	0	0.0
<b>Not in labor force</b>	<b>305</b>	<b>35.3</b>	<b>225</b>	<b>35.3</b>

\* Percent of population that is 16 years and over.

The next chart shows occupations of Baileys Harbor residents who were 16 years and over and employed for the year 2000. The chart immediately following shows the same information for the year 1990. (The two are not depicted together and compared due to different wording in the 1990 and 2000 Censuses.)

### Occupations, Population 16 Years and Over, 2000

	<b>Number</b>	<b>Percent*</b>
<b>Employed population, 16 years and over</b>	522	100.00
<b>Management, professional, and related occupations</b>	132	25.3
<b>Service occupations</b>	117	22.4
<b>Sales &amp; office occupations</b>	139	26.6
<b>Farming, fishing, and forestry occupations</b>	9	1.7
<b>Construction, extraction, and maintenance occupations</b>	76	14.6
<b>Production, transportation, and material moving occupations</b>	49	9.4

\* Percent of population that is 16 years and over, and employed.

### Occupations, Population 16 Years and Over, 1990

	<b>Number</b>	<b>Percent*</b>
<b>Employed population, 16 years and over</b>	375	100.0
<b>Managerial and professional specialty occupations</b>	80	21.3
<b>Technical, sales, and administrative support occupations</b>	77	20.5
<b>Service occupations</b>	58	15.5
<b>Farming, forestry, and fishing occupations</b>	43	11.5
<b>Precision production, craft, and repair occupations</b>	70	18.7
<b>Operators, fabricators, and laborers</b>	47	12.5

\* Percent of population that is 16 years and over, and employed.

The subsequent two charts depict the industries in which employed Baileys Harbor residents 16 years and over were employed in 1990 and 2000. (Again, the data are not grouped together due to different Census wording.)

**Industry, Population 16 Years and Over, 2000**

	<b>Number</b>	<b>Percent*</b>
<b>Employed population, 16 years and over</b>	522	100.00
<b>Agriculture, forestry, fishing and hunting, and mining</b>	14	2.7
<b>Construction</b>	82	15.7
<b>Manufacturing</b>	44	8.4
<b>Wholesale trade</b>	5	1.0
<b>Retail trade</b>	81	15.5
<b>Transportation and warehousing, and utilities</b>	9	1.7
<b>Information</b>	8	1.5
<b>Finance, insurance, real estate, and rental and leasing</b>	28	5.4
<b>Professional, scientific, management, administrative, and waste management services</b>	27	5.2
<b>Educational, health and social services</b>	83	15.9
<b>Arts, entertainment, recreation, accommodation and food services</b>	106	20.3
<b>Other services (except public administration)</b>	29	5.6
<b>Public administration</b>	6	1.1

\* Percent of population that is 16 years and over, and employed.

**Industry, Population 16 Years and Over, 1990**

	<b>Number</b>	<b>Percent*</b>
<b>Employed population, 16 years and over</b>	375	100.0
<b>Agriculture, forestry, and fisheries</b>	36	9.6
<b>Mining</b>	0	0.0
<b>Construction</b>	58	15.5
<b>Manufacturing</b>	57	15.2
<b>Transportation</b>	5	1.3
<b>Communications and other public utilities</b>	5	1.3
<b>Wholesale trade</b>	8	2.1
<b>Retail trade</b>	72	19.2
<b>Finance, insurance, and real estate</b>	9	2.4
<b>Business and repair services</b>	7	1.9
<b>Personal services</b>	40	10.7
<b>Entertainment and recreation services</b>	9	2.4
<b>Health services</b>	17	4.5
<b>Educational services</b>	22	5.9
<b>Other professional and related services</b>	21	5.6
<b>Public administration</b>	9	2.4

\* Percent of population that is 16 years and over, and employed.

### County and State Wage Levels

An examination of county and state wage levels for year-round full-time workers can provide insight regarding the industries within which Baileys Harbor's residents are employed. (Data on wages are not available at the town level.)

The chart below shows Door County and state average wages for the different industries in 1999, as well as Door's percentage of the state's average wage for each industry, and the county's number and percentage of workers in each industry. (Again, please note that the industry categories differ slightly in some cases from Census data groupings.) Note that the average annual wage in 1999 for all industries in Door County was 70.9 percent of Wisconsin's overall average. In fact, Door County's annual average wages in 1999 were lower for all industry categories than those of the state.

	<b>Door Annual Average Wage</b>	<b>State Ave. Wage</b>	<b>Door's Percent of State Ave.</b>	<b>Number and % of Workers (Door)</b>
<b>All Industries</b>	\$20,998	\$29,609	70.9	12,407 (100.0%)
<b>Agriculture, Forestry &amp; Fishing</b>	\$17,303	\$21,499	80.5	244 (2.0%)
<b>Mining</b>	---	\$39,968	---	---
<b>Construction</b>	\$30,575	\$36,772	83.1	861 (6.9%)
<b>Manufacturing</b>	\$28,765	\$37,773	76.2	2,104 (17.0%)
<b>Transportation, Communication, Utilities</b>	\$23,648	\$34,523	68.5	189 (1.5%)
<b>Wholesale Trade</b>	\$24,920	\$38,048	65.5	252 (2.0%)
<b>Retail Trade</b>	\$13,405	\$15,066	89.0	3,302 (26.6%)
<b>Finance, Insurance &amp; Real Estate</b>	\$23,324	\$37,911	61.5	589 (4.7%)
<b>Services</b>	\$18,154	\$26,041	69.7	3,228 (26.0%)
<b>Total Government</b>	\$25,743	\$32,017	80.4	1,633 (13.2%)

The highest annual average wages for Door County workers are found in the construction and manufacturing industries, where a combined total of 23.9% of the county's workers were employed. In the year 2000, 24.1% of Baileys Harbor's workers (16 and over) were employed in these industries.

The lowest annual average wages for Door County workers are found in the retail trade; agriculture, forestry and fishing; and service industries. In the year 2000, 15.5% of Baileys Harbor's workers were employed in the retail trade industry, and 2.7% in agriculture, forestry and fishing. (Due to different industry groupings/labels, no accurate comparison can be made between the 1999 category of "services" with any of the year 2000 Census industry statistics for Baileys Harbor workers.)

#### Other Facts and Trends Regarding Employment and Wages in Door County

Door County consistently has a labor force participation rate above the Wisconsin average, but more than one-half the jobs in Door are in the service industry or retail trade, both of which pay significantly less than other industries.

In Door County between 1993 and 1998, the construction industry, one of the two highest paying industries in the county, experienced job growth of 44%. Between 1998 and 2001 the construction industry experienced 11.2% job growth.

In Door County between 1996 and 2001, the finance, insurance, and real estate industry experienced job growth of 62.7%.

26.6% of Door County's workers are in the retail trade industry, which accounts for 16.9 percent of the wages paid out in the county. Over 50% of this employment is part-time.

Door County has the highest seasonal jumps in unemployment of Brown, Door, Oconto, Kewaunee, and Shawano counties.

In 1998, just over ½ of the jobs in Door County paid poverty-level wages.

The total number of existing jobs in Door County that are directly dependent on tourism is just under 14,000 (this includes all jobs – seasonal and year-round, part-time and full-time). Travelers' spending in Door County in 2000 was over \$400 million.

The hourly wage needed to meet Fair Market Rent in 2001 in Door County was about \$10 an hour (minimum wage is \$5.15). Fair Market Rent (FMR) is defined as including the cost to rent a home or apartment, plus the cost of utilities. FMR in Door County between 1995 and 2001 was just over \$400/month for all years (adjusted for inflation and in 1999 dollars). The percentage of families in Door that could not afford FMR in 1999 was just over 40%.

### **Income Levels**

The following chart shows income levels for Baileys Harbor households for 1999 and 1989, and the percentage change during that decade. Note that the number of households with incomes up to \$24,999 decreased significantly between 1989 and 1999, while the number of households with incomes between \$35,000 and \$149,999 increased dramatically during that same time period. Significant increases are also apparent for median household income levels, median family income levels, the number of households with Social Security income, and the number of households with retirement income.

**Income Statistics, 1999 and 1989**

	1989		1999		Percent Change 1989 to 1999
	Number	Percent	Number	Percent	
<b>TOTAL HOUSEHOLDS</b>	331	100.0	471	100.0	42.3
<b>Less than \$10,000</b>	40	12.1	25	5.3	-37.5
<b>\$10,000 to \$14,999</b>	38	11.5	26	5.5	-31.6
<b>\$15,000 to \$24,999</b>	82	24.8	57	12.1	-30.5
<b>\$25,000 to \$34,999</b>	63	19.0	66	14.0	4.8
<b>\$35,000 to \$49,999</b>	58	17.5	124	26.3	113.8
<b>\$50,000 to \$74,999</b>	40	12.1	89	18.9	122.5
<b>\$75,000 to \$99,999</b>	5	1.5	54	11.5	980.0
<b>\$100,000 to \$149,999</b>	3	0.9	22	4.7	633.3
<b>\$150,000 to \$199,999</b>	2*	0.6*	5	1.1	---
<b>\$200,000 or more</b>	---	---	3	0.6	---
<b>Median household income (dollars)</b>	25,809	---	41,350	---	60.2
<b>Median family income (dollars)</b>	29,453	---	49,250	---	67.2
<b>Per capita income (dollars)</b>	12,576	---	23,835	---	89.5
<b>Median earnings, males (dollars) **</b>		---	31,705	---	
<b>Median earnings, females (dollars) **</b>		---	26,458	---	
<b>Households with Social Security income</b>	120	36.3	162	34.4	35.0
<b>Households with retirement income</b>	69	20.8	101	21.4	46.4
<b>Households with public assistance income</b>	11	3.3	7	1.5	-36.4
<b>Persons with income below poverty level</b>	75	9.6***	45	4.5***	-40.0

\* For 1989, these numbers represent households with incomes of \$150,000 or more.

\*\* For full-time, year-round workers.

\*\*\* Percentage of total population rather than percentage of total households.

Comparisons with County and State Income Levels

Door County has generally had per capita income levels – as opposed to wage levels – at or above state averages since 1979. Door County’s median household income, however, is consistently lower than the Wisconsin median, and was around \$10,000 below the Brown County median for all years between 1995 and 1998.

Baileys Harbor’s income levels, in comparison with state and county levels, have fluctuated, depending on the year and the income statistic being examined:

- In 1989, the median family income in Wisconsin was \$35,081 and in Door County, \$30,913 – both were higher than Baileys Harbor’s 1989 median family income of \$29,453.
- By 1999, the median household income for Door County was \$38,812, which was lower than both the median household income and median family income levels for Baileys Harbor that same year (\$41,350 and \$49,250, respectively).
- In 2001, the Average Gross Income per income tax return filed for Baileys Harbor residents was \$32,838 and for Door County as a whole, \$35,978.

- The median family income for Door County in fiscal year 2002 was \$48,300, slightly lower than Baileys Harbor's median family income in 1999 of \$49,250. (Note: The fiscal year 2002 median family income for the state of Wisconsin was \$59,200.)

In 1999, Door County's net earnings as a component of total personal income were a much lower percentage than the state or nation. That same year, income from dividends, interest, rent and from transfer payments comprised higher percentages of total personal income for Door County residents than for the state or nation.

According to the 2000 Census, in Door County in 1999, 6.4 percent of the population was below the poverty level, compared with 4.5 percent for Baileys Harbor. (Other sources have estimated the 1998 county poverty rate at closer to 8%, with a child poverty rate of just over 12%.) In 1991, the number of AFDC recipients per 1,000 residents in Door County was just over 20, while in 1998, less than 5 residents per 1,000 received W2 payments. (Wisconsin Work 2 Welfare was implemented during that time span.)

### **Issues and Opportunities Resources and Further Information**

Door County Planning Department  
P.O. Box 670  
Sturgeon Bay, WI 54235 (920) 746-2323

Door County Chamber of Commerce  
P.O. Box 406  
Sturgeon Bay, WI 54235 (920) 746-6663

Door County Economic Development Corporation  
185 E. Walnut  
Sturgeon Bay, WI 54235 (920) 743-3113

University of Wisconsin-Extension Door County  
P.O. Box 670  
Sturgeon Bay, WI 54235 (920) 746-2260

Baylake Regional Planning Commission  
Green Bay, WI  
(920) 448-2820

WI Department of Revenue: [www.dor.state.wi.us](http://www.dor.state.wi.us)

WI Department of Administration: [www.doa.state.wi.us](http://www.doa.state.wi.us)

WI Department of Workforce Development: [www.dwd.state.wi.us](http://www.dwd.state.wi.us)

U.S. Census: [www.census.gov](http://www.census.gov)

U.S. Department of Housing and Urban Development: [www.hud.gov](http://www.hud.gov).



## Appendix 3: Agricultural, Natural, and Cultural Resources Research

### Birds

More than 90 species of birds have been recorded as potentially breeding within the Town of Baileys Harbor. These birds are dependent upon the food and protection offered by public and private conservation areas and the substantial open space currently available in the town.

#### **Birds Breeding in the Town of Baileys Harbor (Data Collected 1995-2000)**

Species	Breeding Status	Species	Breeding Status
Green Heron	Confirmed	Red-breasted Nuthatch	Probable
Canada Goose	Confirmed	White-breasted Nuthatch	Confirmed
Wood Duck	Confirmed	House Wren	Confirmed
Mallard	Confirmed	Winter Wren	Probable
Blue-Winged Teal	Confirmed	Marsh Wren	Confirmed
Northern Harrier	Probable	Blue-grey Gnatcatcher	Probable
American Kestrel	Probable	Eastern Bluebird	Confirmed
Ring-necked Pheasant	Probable	Wood Thrush	Probable
Ruffed Grouse	Confirmed	American Robin	Confirmed
Wild Turkey	Probable	Gray Catbird	Confirmed
Sora	Probable	Brown Thrasher	Probable
Sandhill Crane	Confirmed	European Starling	Confirmed
Killdeer	Confirmed	Cedar Waxwing	Confirmed
Spotted Sandpiper	Probable	Yellow Warbler	Confirmed
Upland Sandpiper	Confirmed	Chestnut-sided Warbler	Probable
Common Snipe	Probable	Black-throated Green Warbler	Probable
American Woodcock	Probable	Black-and-White Warbler	Probable
Rock Dove	Confirmed	American Redstart	Confirmed
Mourning Dove	Confirmed	Ovenbird	Probable
Black-billed Cuckoo	Probable	Northern Waterthrush	Probable
Yellow-billed Cuckoo	Probable	Mourning Warbler	Probable
Great Horned Owl	Confirmed	Common Yellowthroat	Probable
Whip-poor-will	Probable	Eastern Towhee	Confirmed
Ruby-throated Hummingbird	Probable	Chipping Sparrow	Confirmed
Belted Kingfisher	Confirmed	Clay-colored Sparrow	Probable
Red-headed Woodpecker	Confirmed	Field Sparrow	Confirmed
Downy Woodpecker	Probable	Vesper Sparrow	Probable
Hairy Woodpecker	Confirmed	Savannah Sparrow	Confirmed
Northern Flicker	Confirmed	Grasshopper Sparrow	Confirmed
Pileated Woodpecker	Probable	Song Sparrow	Confirmed
Eastern Wood-Pewee	Probable	White-throated Sparrow	Probable
Alder Flycatcher	Probable	Northern Cardinal	Confirmed
Willow Flycatcher	Probable	Rose-breasted Grosbeak	Confirmed
Least Flycatcher	Confirmed	Indigo Bunting	Confirmed
Eastern Phoebe	Confirmed	Dickcissel	Confirmed
Great Crested Flycatcher	Confirmed	Bobolink	Confirmed
Eastern Kingbird	Confirmed	Red-winged Blackbird	Confirmed
Yellow-throated Vireo	Probable	Eastern Meadowlark	Confirmed
Warbling Vireo	Confirmed	Western Meadowlark	Confirmed
Red-eyed Vireo	Confirmed	Yellow-headed Blackbird	Confirmed
Blue Jay	Confirmed	Common Grackle	Confirmed
American Crow	Probable	Brown-headed Cowbird	Probable
Purple Martin	Confirmed	Baltimore Oriole	Confirmed
Tree Swallow	Confirmed	Purple Finch	Confirmed
Northern Rough-winged Swallow	Probable	House Finch	Confirmed
Cliff Swallow	Confirmed	American Goldfinch	Confirmed
Barn Swallow	Confirmed	House Sparrow	Confirmed
Black-capped Chickadee	Probable		

Source: Wisconsin Breeding Bird Atlas, Wisconsin Society for Ornithology

**Protected Species**

The following table is compiled from information gathered by the Wisconsin Natural Heritage Inventory Project.

**Protected Species in Baileys Harbor**

GROUP	SCIENTIFIC NAME	COMMON NAME	FEDERAL	STATE
Butterfly	EUPHYES BIMACULA	TWO-SPOTTED SKIPPER		Special Concern
Butterfly	EUPHYES DION	DION SKIPPER		Special Concern
Community	BOREAL FOREST	BOREAL FOREST		N/A
Community	EMERGENT AQUATIC	EMERGENT AQUATIC		N/A
Community	GREAT LAKES ALKALINE ROCKSHORE	GREAT LAKES ALKALINE ROCKSHORE		N/A
Community	LAKE--SHALLOW; HARD; DRAINAGE	LAKE--SHALLOW; HARD; DRAINAGE		N/A
Community	NORTHERN SEDGE MEADOW	NORTHERN SEDGE MEADOW		N/A
Community	NORTHERN WET- MESIC FOREST	NORTHERN WET-MESIC FOREST		N/A
Community	OPEN BOG	OPEN BOG		N/A
Community	SPRINGS AND SPRING RUNS; HARD	SPRINGS AND SPRING RUNS; HARD		N/A
Dragonfly	CORDULEGASTER OBLIQUA	ARROWHEAD SPIKETAIL		Special Concern
Dragonfly	EPIAESCHNA HEROS	SWAMP DARNER		Special Concern
Dragonfly	LESTES EURINUS	AMBER-WINGED SPREADWING		Special Concern
Dragonfly	SOMATOCHLORA ELONGATA	SKI-TAILED EMERALD		Special Concern
Dragonfly	SOMATOCHLORA HINEANA	HINE'S EMERALD	Endangered	Endangered
Fish	FUNDULUS DIAPHANUS	BANDED KILLIFISH		Special Concern
Plant	BOTRYCHIUM LUNARIA	MOONWORT GRAPE-FERN		Endangered
Plant	BOTRYCHIUM SPATHULATUM	SPOON-LEAF MOONWORT		Special Concern
Plant	CAKILE EDENTULA	AMERICAN SEA-ROCKET		Special Concern
Plant	CALAMINTHA ARKANSANA	LOW CALAMINT		Special Concern
Plant	CARDAMINE PRATENSIS	CUCKOOFLOWER		Special Concern
Plant	CAREX CONCINNA	BEAUTIFUL SEDGE		Threatened
Plant	CAREX CONCINNA	BEAUTIFUL SEDGE		Threatened
Plant	EUPHORBIA POLYGONIFOLIA	SEASIDE SPURGE		Special Concern
Plant	GEOCAULON LIVIDUM	NORTHERN COMANDRA		Endangered
Plant	IRIS LACUSTRIS	DWARF LAKE IRIS	Threatened	Threatened
Plant	LEUCOPHYSALIS GRANDIFLORA	LARGE-FLOWERED GROUND-CHERRY		Special Concern
Plant	OPHIOGLOSSUM VULGATUM	ADDER'S-TONGUE		Special Concern
Plant	OROBANCHE UNIFLORA	ONE-FLOWERED BROOMRAPE		Special Concern
Plant	PARNASSIA PARVIFLORA	SMALL-FLOWER GRASS-OF-PARNASSUS		Endangered

Town of Baileys Harbor Comprehensive Plan, August 15, 2005

Plant	PLATANThERA HOOKERI	HOOKEr ORCHIS		Special Concern
Plant	PLATANThERA ORBICULATA	LARGE ROUNDLEAF ORCHID		Special Concern
Plant	PRIMULA MISTASSINICA	BIRD'S-EYE PRIMROSE		Special Concern
Plant	PTEROSPORA ANDROMEDEA	GIANT PINEDROPS		Endangered
Plant	RIBES HUDSONIANUM	NORTHERN BLACK CURRANT		Special Concern
Plant	SELAGINELLA SELAGINOIDES	LOW SPIKE-MOSS		Endangered
Plant	SOLIDAGO SIMPLEX VAR GILLMANII	STICKY GOLDENROD		Threatened
Plant	TANACETUM HURONSENSE	LAKE HURON TANSY		Endangered
Plant	TRISETUM MELICOIDES	PURPLE FALSE OATS		Endangered
Plant	ARETHUSA BULBOSA	SWAMP-PINK		Special Concern
Plant	CALAMAGROSTIS STRICTA	SLIM-STEM SMALL-REEDGRASS		Special Concern
Plant	CAREX CAPILLARIS	HAIR-LIKE SEDGE		Special Concern
Plant	CAREX CRAWEI	CRAWE SEDGE		Special Concern
Plant	CAREX GARBERI	ELK SEDGE		Threatened
Plant	CAREX GYNOCRATES	NORTHERN BOG SEDGE		Special Concern
Plant	CAREX LIVIDA VAR RADICAU LIS	LIVID SEDGE		Special Concern
Plant	CAREX VAGINATA	SHEATHED SEDGE		Special Concern
Plant	DESCHAMPSIA CESPITOSA	TUFTED HAIRGRASS		Special Concern
Plant	ELEOCHARIS QUINQUEFLORA	FEW-FLOWER SPIKERUSH		Special Concern
Plant	EPILOBIUM PALUSTRE	MARSH WILLOW-HERB		Special Concern
Plant	EQUISETUM PALUSTRE	MARSH HORSETAIL		Special Concern
Plant	EQUISETUM VARIEGATUM	VARIEGATED HORSETAIL		Special Concern
Plant	GENTIANOPSIS PROCERA	LESSER FRINGED GENTIAN		Special Concern
Plant	MALAXIS BRACHYPODA	WHITE ADDER'S-MOUTH		Special Concern
Plant	PLATANThERA DILATATA	LEAFY WHITE ORCHIS		Special Concern
Plant	SCIRPUS CESPITOSUS VAR CALLOSUS	TUSSOCK BULRUSH		Endangered
Plant	SOLIDAGO OHIOENSIS	OHIO GOLDENROD		Special Concern
Plant	TRIGLOCHIN MARITIMUM	COMMON BOG ARROW-GRASS		Special Concern
Plant	TRIGLOCHIN PALUSTRE	SLENDER BOG ARROW-GRASS		Special Concern
Snail	COCHLICOPA MORSEANA	APPALACHIAN PILLAR		
Snail	HENDERSONIA OCCULTA	CHERRYSTONE DROP		Threatened
Snail	PARAVITREA MULTIDENTATA	DENTATE SUPERCOIL		Special Concern
Snail	STRIATURA FERREA	BLACK STRIATE		Special Concern
Snail	VERTIGO HUBRICHTI	MIDWEST PLEISTOCENE VERTIGO		Endangered
Snail	VERTIGO IOWAENSIS	IOWA PLEISTOCENE VERTIGO		Special Concern

Source: Wisconsin Department of Natural Resources

## Sites on the State and/or National Historic Registers

The National Register is the official national list of historic properties in the United States deemed worthy of preservation. It is maintained by the National Park Service of the U.S. Department of the Interior. The State Register is Wisconsin's official listing of properties in the state determined to be significant to Wisconsin's heritage; it is maintained by the Division of Historic Preservation at the Wisconsin Historical Society. Both listings include sites, buildings, structures, objects, and districts that are significant in national, state, or local history; architecture; archaeology; engineering; and culture. Currently there are seven properties in the Town of Baileys Harbor on the State and/or National Historic Registers.

<b>Historic Name</b>	<b>Baileys Harbor Town Hall / McArdle Library</b>
<b>Address</b>	2392 County Trunk Highway F
<b>Certification</b>	Listed in the National and State Registers
<b>Certification Date</b>	04/21/00 (NRHP) 10/22/99 (SRHP)
<b>Historic Function</b>	Government, Education
<b>Architectural Style</b>	Colonial Revival
<b>Area of Significance</b>	Architecture, Education, Politics/Government
<b>Period of Significance</b>	1937-1938
<b>Historic Sub-function</b>	City Hall, Library
<b>Architect</b>	Schmitt, Sylvester J.

<b>Historic Name</b>	<b>Baileys Harbor Range Light</b>
<b>Address</b>	Roughly CTH Q, Ridges Rd., and STH 57
<b>Certification</b>	Listed in the National Register
<b>Certification Date</b>	09/21/89 (NRHP)
<b>Historic Function</b>	Domestic, Defense
<b>Architectural Style</b>	No style listed
<b>Area of Significance</b>	Transportation, Architecture
<b>Period of Significance</b>	1869-1939
<b>Historic Sub-function</b>	Single Dwelling, Coast Guard Facility
<b>Architect</b>	Breitbach, Andrew

<b>Historic Name</b>	<b>Cana Island Lighthouse</b>
<b>Address</b>	East side of Cana Island
<b>Certification</b>	Listed in the National and State Registers
<b>Certification Date</b>	11/21/76 (NRHP) 01/01/89 (SRHP)
<b>Historic Function</b>	Domestic, Transportation
<b>Architectural Style</b>	No style listed
<b>Area of Significance</b>	Transportation, Maritime History
<b>Period of Significance</b>	1900-1924, 1875-1899, 1850-1874
<b>Historic Sub-function</b>	Single Dwelling, Water-Related
<b>Architect</b>	Breitbach, Andrew

<b>Historic Name</b>	<b>Frank O'Connor (bulk carrier/shipwreck)</b>
<b>Address</b>	Lake Michigan
<b>Certification</b>	Listed in the National Register
<b>Certification Date</b>	07/01/94 (NRHP)
<b>Historic Function</b>	Transportation
<b>Architectural Style</b>	No style listed
<b>Area of Significance</b>	Engineering
<b>Period of Significance</b>	1900-1924, 1875-1899
<b>Historic Sub-function</b>	Water-Related
<b>Architect</b>	Davidson, James

<b>Historic Name</b>	<b>Globe Hotel</b>
<b>Address</b>	8090 Main Street
<b>Certification</b>	Listed in the National and State Registers
<b>Certification Date</b>	01/28/82 (NRHP) 01/01/89 (SRHP)
<b>Historic Function</b>	Domestic
<b>Architectural Style</b>	Greek Revival
<b>Area of Significance</b>	Commerce, Politics/Government, Architecture
<b>Period of Significance</b>	1875-1899, 1850-1874
<b>Historic Sub-function</b>	Hotel
<b>Architect</b>	

<b>Historic Name</b>	<b>Zahn, Albert, House / Bird's Park</b>
<b>Address</b>	8223 State Trunk Highway 57
<b>Certification</b>	Listed in the National and State Registers
<b>Certification Date</b>	05/11/00 (NRHP) 10/22/99 (SRHP)
<b>Historic Function</b>	Domestic
<b>Architectural Style</b>	Late 19 <sup>th</sup> and 20 <sup>th</sup> Century American Movement
<b>Area of Significance</b>	Architecture
<b>Period of Significance</b>	1924-1950
<b>Historic Sub-function</b>	Single Dwelling
<b>Architect</b>	Zahn, Albert

<b>Historic Name</b>	<b>Zahn, August, Blacksmith Shop and Residence</b>
<b>Address</b>	8152 State Trunk Highway 57
<b>Certification</b>	Listed in the National and State Registers
<b>Certification Date</b>	05/05/00 (NRHP) 10/22/99 (SRHP)
<b>Historic Function</b>	Domestic, Commerce/Trade
<b>Architectural Style</b>	Late 19 <sup>th</sup> and 20 <sup>th</sup> Century Revival
<b>Area of Significance</b>	Architecture, Industry
<b>Period of Significance</b>	1905-1949
<b>Historic Sub-function</b>	Single Dwelling, Specialty Store
<b>Architect</b>	Zahn, August

**Sites Listed in the Wisconsin Architecture and History Inventory (AHI)**

The Wisconsin Architecture and History Inventory contains information on sites, structures, and objects that illustrate Wisconsin's history. It has been assembled over a period of more than 25 years from a wide variety of sources. In many cases, the information is dated; some properties may be altered or no longer exist. Inclusion in this inventory conveys no special status, rights, or benefits to owners of these properties. In addition to the sites on the National and/or State Historic Registers, there are seventy properties in Baileys Harbor listed in the AHI.

<b>AHI #</b>	<b>TRS</b>	<b>Address</b>	<b>Historical Name</b>
25919	3027E-23	County Highway EE, South Side, .2 Miles East of Little Marsh Road	
25926	3028E-20	8061 State Highway 57	Miles Carrington House
25927	3028E-32	Chapel Lane, End, Near Lake Michigan	Winifred Boynton House and Chapel
25928	3028E-31	State Highway 57, East Side, .25 Miles North of Kangaroo Lake Road	
25948	3128E-31	Sumac Road, East Side, .125 Miles North of Meadow Road	
25949	3128E-35	Sunset Drive, East End	
26099	2927E-01	O'Brien Road, East End, on Kangaroo Lake	
26102	3027E-22	County Highway EE, .5 Miles West of County Highway A	
26103	3027E-24	County Highway EE, Opposite Maple Road	
26104	3028E-30	State Highway 57, .5 Miles Southwest of County Highway EE	
26105	3028E-31	7535 N. Kangaroo Lake Road	
26130	3128E-31	State Highway 57, West Side, .5 Miles South of Pioneer Road	
26131	3028E-20	8080 State Highway 57	A. Schram Building
26132	3028E-29	Unnamed Road, South Side, .25 Miles East of County Highway E and State Highway 57	
26133	3028E-29	Chapel Lane, East Side	
26134	3028E-29	Chapel Lane, East Side	
26136	3028E-28	Harbor Lane, West Side	
26137	3128E-32	Grove Road, South Side, .25 Miles East of State Highway 57	
42860	3028E-21	North Point Island	Baileys Harbor Lighthouse
43458	3028E-20	8104 State Highway 57	August and Oline Brann House
43474	3028E-20	8116 State Highway 57	Moritz and Fred Weiss Balcksmith Shop
43485	3028E-20	8112 State Highway 57	Bill Tischler House
43486	3028E-20	8078 State Highway 57	August Schram Hall
43487	3028E-20	8074 State Highway 57	Charles Prueter Garage
43488	3028E-30	8068 State Highway 57	Roger Eatough Building

*Town of Baileys Harbor Comprehensive Plan, August 15, 2005*

43489	3028E-30	8064 State Highway 57	Roger Eatough Building
43490	3028E-30	8058 State Highway 57	Frank Oldenberg House
43491	3028E-30	8054 State Highway 57	Clarence Mann Meat Market
43492	3028E-20	8040 State Highway 57	Florada Motel
43493	3028E-20	8030 State Highway 57	Jacob and Henrietta Schermer Appel House
43497	3028E-20	State Highway 57	Immanuel Lutheran Church
43499	3028E-20	State Highway 57	St. Mary's of the Lake Catholic Church
43500	3028E-20	8037 State Highway 57	Gottfried and Bertha Nelson House
43502	3028E-20	8041 State Highway 57	Andrew Brann Hardware Store
43505	3028E-20	8047 State Highway 57	Nettie and Pete Collins
43507	3028E-20	8051 State Highway 57	Grober Meat Market
43450	3028E-20	8067 State Highway 57	Johanna Jorns House
43512	3028E-20	8073 State Highway 57	Carl and Hannah Prueter
43514	3028E-20	8077 State Highway 57	William and Ida Oldenberg
43516	3028E-20	8081 State Highway 57	Lewis Prueter House
43517	3028E-20	8085 State Highway 57	
43520	3028E-20	8093 State Highway 57	Frank and Mae Scholl House
43521	3028E-20	8097 State Highway 57	Henry and Minnie Schultz House
43523	3028E-20	8099 State Highway 57	Charles Reinhard Hardware
43525	3028E-20	8107 State Highway 57	
43527	3028E-20	8111 State Highway 57	First National Bank of Sturgeon Bay
43528	3028E-20	8123 State Highway 57	Will and August Brann General Store
43531	3028E-20	8149 State Highway 57	Ivarf Anderson House
43532	3028E-20	8091 Guy Street	Baileys Harbor School House
47984	3128E-31	9279 State Highway 57	Andrew Jacobi House
47987	3128E-31	9279 State Highway 57	Andrew Jacobi Barn and Outbuildings
47989	3128E-31	9279 State Highway 57	Andrew Jacobi Animal Barn
57077	3028E-15		Tofts Point Natural Area
66480			Mary and John Christensen House
75954	3028E-05	8822 State Highway 57	J. Root Barn
75955	3128E-31	2521 Grove Road	William Zachow Barn

75956	3128E-31	2521 Grove Road	William Zachow House
75957	3128E-31	2521 Grove Road	Walter Schultz Outbuildings
120218	3027E-22	3482 County Highway E	George Meyer Farm
120219	3027E-22	3482 County Highway E	George Meyer Farmstead
120220	3027E-22	3482 County Highway E	George Meyer Farmstead
120221	3028E-20	8013 State Highway 57	St. Mary's of the Lake
120222	3028E-20	8024 State Highway 57	
120223	3028E-20	7963 Ward Street	
120224	3028E-20	Northwest Corner of Severn and Ward Streets	
120225	3028E-20	8075 State Highway 57	
120227	3028E-20	8155 State Highway 57	
120229	3028E-20	2468 County Highway F	
120230	3028E-20	8101 School Drive	
120231	3028E-20	8117 School Street	

### **Shipwrecks In and Around Baileys Harbor**

Baileys Harbor was founded by sailors, and the shipwrecks in and around Baileys Harbor provide an important link to the town's past. The following chart lists and describes each of the known shipwrecks that occurred in Baileys Harbor. Most of the ships were completely destroyed, although some of these wrecks are still visible.

<b>Vessel Name</b>	<b>Vessel Type</b>	<b>General Location</b>	<b>Wreck Date</b>	<b>General Details</b>
Janette	Schooner	Baileys Harbor	May 1, 1851	In a late snowstorm, the ship mistook Baileys Harbor for Mud Bay and ran aground, eventually breaking apart.
Forest Queen	Unknown	Baileys Harbor	November 1960	Bound for Buffalo from Milwaukee, the ship ran aground in a storm and broke apart.
Agnes Wille	Unknown	Baileys Harbor	November 4, 1862	Bound from Green Bay, the ship capsized seven miles off of Baileys Harbor. She drifted ashore and was a total loss.
H. Mitchell	Schooner	Baileys Harbor	May 1863	The ship went ashore at Baileys Harbor. The crew was able to escape to shore.
J.C. Fremont	Schooner	Baileys Harbor	June 26, 1865	The ship sank in the fog after a collision with the barque <i>American Union</i> . The crew was rescued by the <i>American Union</i> .



Lewis Cass	Schooner	Baileys Harbor	September 1865	The ship went ashore on the reef opposite the lighthouse. A tug from Milwaukee was unable to pull her off.
Ocean Wave, #18912	Schooner	Baileys Harbor	September 23, 1869	The ship struck a piece of wreckage or floating timber and sank fifteen or twenty miles southeast of Baileys Harbor, twelve miles offshore.
Fairfield, #1995	Schooner	Baileys Harbor	September 30, 1869	The ship ran up on the reef off the north point on her way to pick up a cargo of wood. After an exhaustive rescue effort she was abandoned and eventually broke apart.
Unnamed	Sailboat	Cana Island	September 1872	Captain Jackson of the Cana Island Lighthouse was out for a sail with several others when the boat capsized and they were forced to swim for shore. The boat presumably sank.
Joseph Cochrane, #12755	Schooner	Baileys Harbor	October 23, 1873	Traveling from Michigan to Chicago, the ship began taking on water. She was able to make Baileys Harbor, but became stranded on the reef. The crew was rescued, but the ship broke apart within two weeks.
Illinois, #12082	Schooner	Baileys Harbor	October 29, 1873	The ship ran aground and sank in a gale near Smith's Pier.
Warren, #26223	Schooner	Baileys Harbor	November 21, 1879	The ship ran ashore while trying to set sail with a cargo of wood. She was leaking badly and was allowed to sink.
Free Democrat, #9310	Schooner	Baileys Harbor	December 13, 1879	The ship hit a boulder on the east side of the harbor, punching a large hole in her bottom. She was declared a total loss. The crew was rescued and taken to Chicago.
William Livingstone, Jr., #80411	Tugboat	Cana Island	October 4, 1880	The ship sank off Cana Island when her shaft broke, opening a fourteen-inch hole in her hull. The crew escaped in the two barges she was towing.

Ebenezer, #7518	Schooner	Mud Bay	October 16, 1880	The vessel was totally wrecked during the "big blow."
Josephine Lawrence, #12976	Schooner	Baileys Harbor	October 16, 1880	The ship was driven ashore during the "big blow," about a half-mile east to the range lights. She eventually worked her way down into the sand and was abandoned.
Unnamed	Schooner	Baileys Harbor	September 31, 1881	The vessel was found capsized off Baileys. No sign of the crew was found.
Christine Nilson, #125293	Schooner	Baileys Harbor	October 24, 1884	The ship ran aground on Baileys Harbors' outer reef during an autumn gale. She sank almost immediately and began to break apart.
Lily Hamilton	Schooner	Cana Island	August 21, 1885	Bound for Milwaukee, the ship sank in heavy seas twenty miles south east of Cana Island. The crew barely escaped in the ship's yawl.
Windsor, #62523	Schooner	Cana Island	September 30, 1893	Bound for Chicago, the ship developed a leak and headed for North Bay. Off Cana Island, she capsized. The crew was rescued by the Sturgeon Bay lifesaving crew.
South Side, #115334	Scow- Schooner	Baileys Harbor	December 9, 1893	Carrying a load of Christmas trees to Milwaukee, the ship developed a leak. Trying to reach Baileys Harbor, she hit bottom and eventually broke apart.

### **Preservation Planning and Historic Preservation Ordinances**

Preservation planning is an important component of local historic preservation efforts, and should be incorporated into other planning efforts such as planning for housing, economic development, transportation, and public improvements.

Historic preservation plans articulate the goals of historic preservation for the local community and provide an organizing framework for efforts to preserve historic properties. Preservation plans often include a survey of historic resources in the community. The plans also help to eliminate uncertainty about the meaning of historic preservation ordinances and form the legal basis for the adoption of an historic preservation ordinance.

Wisconsin communities have had specific statutory enabling authority to enact such ordinances for many years, with historic preservation ordinances first appearing in Wisconsin communities in the 1960s.

Cities, villages, towns, and counties can have their historic preservation ordinances certified by the Wisconsin State Historical Society. Certification of an ordinance provides the community with certain benefits, such as the use of the Wisconsin Historic Building Code for locally designated historic buildings. The Historic Building Code, administered by the Department of Commerce, permits a flexible and cost-effective approach to rehabilitating historic buildings. Without this code, the application of the standard state building codes may make the rehabilitation of historic buildings prohibitively expensive or more difficult.

To qualify for certification of an ordinance, Wisconsin Statutes provides that the local ordinance must contain the following: 1) criteria for designation of a local register of historic places which are substantially similar to the criteria for inclusion in the National Register; 2) a procedure for the designation of historic structures or districts which includes a nomination process, public notice of nominations, and an opportunity for oral and written comment on the nominations; 3) provisions for local control necessary to achieve the purpose of preserving and rehabilitating historic structures and districts; and 4) creation of an historic preservation commission.

Once a city, village, town, or county has established a local preservation program, it can apply to the State's Historic Preservation Officer and the U. S. Department of the Interior to become a Certified Local Government (CLG). A CLG may apply for matching grants for eligible projects such as identifying and evaluating significant historic properties or preparing nominations to the state and national registers of historic places. CLGs may also permit use of the Historic Building Code for locally designated historic buildings.

Cities, villages, towns, and counties are required by the Wisconsin Statutes to determine how their actions may affect properties listed on the federal, state, or local registers of historic places when planning for facilities development or when taking any action to preserve, rehabilitate, demolish, maintain, lease, or convey any historic property they own. The State Historic Preservation Officer must be notified of any proposed action that would affect any historic property. School boards have similar duties. Negotiations may be required between the State Historic Preservation Officer and the city, village, town, county, or school board to mitigate the adverse affects of the proposed project on the historic property.

There are substantial tax incentives to rehabilitate historic buildings. For owners of properties listed in either the state or national registers of historic places, Wisconsin provides two rehabilitation income tax credits. One is a five percent investment tax credit for a depreciable, or income-producing, historic building rehabilitated under the federal investment tax credit program. The other is a 25 percent investment tax credit for the approved rehabilitation of an historic owner-occupied personal residence. In addition, for depreciable, or income-producing, properties listed on the national register, the federal government offers a 20 percent investment tax credit. Matching development sub-grants are also sometimes available to owners of historic and prehistoric properties for rehabilitation, restoration, and stabilization.

## **Community Design**

Community design plays an important part in the planning process. Every community has its own distinct character. Defining and addressing community design issues can help to develop and maintain a community's distinct character – its "sense of place."

Many communities in Wisconsin have adopted design review processes. These processes usually involve the review of individual development proposals by a special body such as the

plan commission, an architectural review board, a design review committee, or an historic preservation commission.

Design review allows a community to influence the layout and appearance of buildings and open space as an area is developed. Traditional zoning and planning only addresses community character and design in very limited and indirect ways, such as setback requirements.

The concept of design review has changed since it was first introduced in planning. The shift has been away from strict regulations concerning building facades, materials, and colors, to more general design guidelines. These design guidelines are meant to be less rigid than previous specific aesthetic controls. However, design guidelines still allow a comprehensive review of proposed project components, such as overall site design, landscaping, architecture, signage, and public spaces. Instead of listing exactly what can and cannot be done, like aesthetic controls, design review now has a broader orientation. It encourages the creative application of design principles to best suit the site of the development.

Design review processes require that the community outline the purpose for the guidelines and also the steps of the review to improve the objectivity, consistency, and fairness of the design review process. The following points are recommended in crafting design guidelines:

- Design guidelines should clearly define what each community means by compatibility with its character or harmony with existing surroundings.
- A community-wide design study should precede the determination of community character or image that is to be protected, enhanced, or created.
- Surveys of citizens' perceptions of the character or image of the community should be conducted to form a basis for design guidelines.
- Except for smaller communities, application of public design control should be limited to specially designated areas.
- The content and organization of design guidelines should be simple and focused, with clear priorities for criteria and standards, but they should not be overly specific.
- Design guidelines should include non-aesthetic standards for things like public safety.
- Descriptive design criteria and standards should be illustrated.
- The interpretation of compatibility with community character or harmony should be broad enough to include various contextual relationships.

To be successful, design review programs need to have the support of the community. Members of the design review committee need to involve the entire community in the development of the guidelines.

### **Contaminated Sites and Waste Disposal Sites**

The Wisconsin Department of Natural Resources (DNR) has identified 6 waste disposal sites within the Town of Baileys Harbor, two of which DNR records consider active (below). There are currently no contaminated sites that have not undergone remediation or been cleaned to the satisfaction of the DNR.

### Waste Disposal Sites within the Town of Baileys Harbor

Facility Name	Legal Description
Town of Baileys Harbor	SW NW S05 30N 28E
Parent, Inc. – One Time Disposal	NW SE S10 29N 27E

Source: Registry of Waste Disposal Sites in Wisconsin, Wisconsin DNR, June 1999

### **Agricultural, Natural, and Cultural Resources References and Further Information**

#### Websites

[www.baileysharbor.com](http://www.baileysharbor.com). This site provides a useful history of Baileys Harbor by MaryAnn Johnson and other relevant cultural information.

[www.shsw.wisc.edu](http://www.shsw.wisc.edu). The official site of the Wisconsin State Historical Society, it includes information on historical sites, AHI survey results, and planning for historical conservation.

#### Books

Charles, Craig. Exploring Door County. Minnetonka: NorthWord Press, 1999.

Creviere, Paul J. Wild Gales and Tattered Sails. Green Bay: Paul J. Creviere, 1997.

Hale, James B. Going for the Mail: A History of Door County Post Offices. Green Bay: Brown County Historical Society, 1996.

Holand, Hjalmar R. History of Door County Wisconsin: The County Beautiful. Ellison Bay: Wm Caxton, Ltd., 1993.

Kahlert, John M. Pioneer Cemeteries: Door County Wisconsin. Baileys Harbor: Meadow Lane Publishers.

----- Early Door County Buildings and the People Who Built Them. Baileys Harbor: Meadow Lane Publishers, 1978.

National Oceanic and Atmospheric Agency, Climatology of the United States, No. 60.

Ohm, Brian W. Guide to Community Planning in Wisconsin. Madison: Department of Urban & Regional Planning, University of Wisconsin-Madison/Extension, 1999.

Temple, Stanley; Cary, John R.; and Rolley, Robert. Wisconsin Birds: A Seasonal and Geographic Guide. Madison: University of Wisconsin Press, 1997.

Wisconsin Department of Natural Resources. Lakeshore State of the Basin Report. Madison: Wisconsin Department of Natural Resources, 2001

Wisconsin Department of Natural Resources. A Guide to Significant Wildlife Habitat and Natural Areas of Door County. Madison, 2003.

#### Other Sources

Baileys Harbor Public Library. The library houses a collection of videotapes of lectures and presentations on Baileys Harbor's history.

## **Appendix 4: Land Use Research**

### **General Information**

#### Door County Development Plan

The Door County Board of Supervisors adopted a “Door County Development Plan” in 1995 that discussed and made recommendations regarding a wide variety of issues in the county. The Plan also included some specific comments regarding each of the municipalities within the county. The primary remarks regarding Baileys Harbor are as follows:

“The Town of Baileys Harbor approved a town plan in 1993. This plan contains an evaluation of future uses and improvements for town owned buildings, an assessment of the town’s recreation facilities, the general town land use plan, and design guidelines. It provides a good planning base for the town and many of the recommendations are already being undertaken. Important land use concerns for Baileys Harbor are:

- Encouraging retail businesses and major government and social institutions to remain relatively concentrated within a well defined central business district.
- Preserving of the entrances to the community of Baileys Harbor, particularly by avoiding commercial sprawl beyond the core business district.
- Redevelopment of the old school site and development of a town center.
- Locating light industrial uses, such as contractors shops, storage facilities, and light manufacturing, in a planned nonretail business park area northwest of the town core area.
- Encouraging medium and higher density residential land uses to locate near the town core area where they can be efficiently and economically served by public sanitary sewers, while limiting residential density in other parts of the town to maintain rural character.
- Promoting continued agricultural usage of productive farmlands, particularly in the southeast sector of the town.” (Door County Development Plan, pages 98-99.)

The Door County Development Plan has primarily been implemented through the Door County Zoning and Land Division Ordinances, administered by the county Planning Department and County Resource Planning Committee. The county also administers a Floodplain Ordinance. All three are in effect in the Town of Baileys Harbor. They may be viewed at or ordered through the Door County Planning Department (746-2323).

#### Baileys Harbor Town Plan

As noted above, the Town of Baileys Harbor adopted a town plan in 1993. That plan considered town-owned buildings and recreational facilities as well as land use and design issues. That plan was then modified slightly a few years later to reflect goals and objectives that had subsequently been met. The primary means identified within the plan to reach the goals outlined were the Door County Zoning Ordinance and town-instigated and -financed improvement of town buildings and recreational areas.

GBH Consulting reviewed the plan for the town in 2002 to provide a comparison of its contents to Wisconsin’s “Smart Growth” legislation’s requirements. Both the plan and the comparison may be viewed or copied at the town hall office, (920) 839-9509.

## **1992 Land Use Inventory**

Door County Planning Department staff conducted a land use inventory and created land use maps for each of the towns in 1992. (The map is available for viewing or copying at the Planning Department.)

According to that inventory/mapping process, Baileys Harbor's land uses at that time were as follows:

<b>Land Use Category</b>	<b>Acres</b>	<b>Percent of town's total land area</b>
Residential	834.3	4.2
Commercial	100.1	0.5
Industrial/Extractive	115.3	0.6
Governmental/Institutional	25.9	0.1
Communications/Utilities	2.5	< 0.1
Landfills/Dumps	11.5	0.1
Transportation Related (not including roads)	19.7	0.1
Public Recreation	56.1	0.3
Private Recreation	252.7	1.3
Public Road Rights-of-Way	526.5	2.7
Cropland Active	2,228.0	11.3
Orchards Active	333.3	1.7
Idle Croplands and Orchards	2,323.5	11.7
Plantation Forests	412.6	2.1
Woodland (not including parkland)	10,643.4	53.8
Other Natural Lands	794.4	4.0
Vacant Lots (in essentially "downtown" area)	13.5	0.1
Inland Bodies of Water	1,086.1	5.5
<b>TOTAL</b>	<b>19,779.4</b>	<b>100.0</b>

## **Current Parcel and Land Use Information**

*All of the information in this section was taken from or calculated using the Door County Real Property Listing Office tax parcel information on record on August 22, 2003. All dollar amounts listed are for "value year" 2003, except for real estate and special taxes that were paid for 2002.*

The Town of Baileys Harbor has 2,433 recorded tax parcels. This number includes lots as well as individual condominium "limited common element" areas.

### Property Values

#### Land Values

The total value for tax purposes of all the land – improvements excluded – in Baileys Harbor is \$142,804,500. Note that no value is included in that figure for tax-exempt lands.

The following shows the ranges of land values of the tax parcels in Baileys Harbor.

- 1,674 parcels in Baileys Harbor have land values under \$50,000. (That number includes the 190 tax-exempt parcels and also individual condominium limited common element areas, all considered to have land values of “\$0” for tax purposes.)
- 474 parcels have land values between \$50,000 and \$150,000
- 206 parcels have land values between \$150,001 and \$250,000
- 73 parcels have land values between \$250,001 and \$500,000
- 6 have land values of over \$500,000

#### Improvement Values

The total value for tax purposes of all the improvements – excluding land – in Baileys Harbor is \$145,277,900. (Note: Tax-exempt properties that contain buildings are given an improvement value of \$0.)

The following depicts the ranges of improvement values for tax parcels in Baileys Harbor.

- 1,235 parcels are listed as having \$0 in improvements. (Tax-exempt parcels are included in that number. So, things like churches or park buildings will be found on some of those parcels. The vast majority, however, are vacant parcels.)
- 60 parcels have improvements valued between \$500 and \$19,999
- 169 parcels have improvements valued between \$20,000 and \$50,000
- 183 parcels have improvements valued between \$50,001 and \$75,000
- 175 parcels have improvements valued between \$75,001 and 100,000
- 309 parcels have improvements valued between \$100,001 and \$150,000
- 215 parcels have improvements valued between \$150,001 and \$250,000
- 87 parcels have improvements valued over \$250,000

#### Total Property Values

The total value of Baileys Harbor real estate for tax purposes, land and improvements, is \$288,082,400.

The estimated fair market value (EFMV) of Baileys Harbor real estate, land and improvements, is \$326,233,299.

The difference between the two is \$38,150,899.

(Again, all figures exclude tax-exempt land and improvements. Also note that the EFMV listed in the Door County Real Property Listing Office records is typically much lower than the amount actually asked and paid for real estate in the county.)

### Taxes

#### Overall Real Estate Taxes

The total real estate tax paid by Baileys Harbor property owners in 2002 was \$3,585,536. This includes taxes paid to the state, county, and town; local school districts; and Northeast Wisconsin Technical Colleges.

Real estate taxes paid in 2002 by non-Door County residents:	\$2,099,305
Real estate taxes paid in 2002 by Door County residents:	\$1,486,231

“Residency” determined by zip code to which tax bill is mailed.



### Special Taxes

The total amount paid as “special taxes” in 2002 was \$68,473. These taxes include special assessments added to the bill such as delinquent sewer charges.

### Tax-Exempt Properties

190 parcels in Baileys Harbor are exempt from property taxes. These parcels comprise a total of 4,757.00 acres. Of that number:

- 2,346.04 acres are owned by the Wisconsin Department of Natural Resources
- 1,098.41 acres are owned by The Ridges Sanctuary
- 774.36 acres are owned by the University of Wisconsin
- 319.51 acres are owned by The Nature Conservancy
- 62.178 acres are owned by the Town of Baileys Harbor, which includes:
  - the treatment plant (26.82 acres)
  - the town cemetery (2.75 acres)
  - the town hall (0.81 acres)
  - parks
- 57.00 acres are owned by the Girl Scouts
- 56.80 acres are owned by the Door County Land Trust
- 35.03 acres are owned by the County of Door (29.38 acres of that is leased by The Ridges Sanctuary)
- 6.97 acres are owned by churches and private cemeteries
- 0.55 acres are owned by WI RSA#10 Limited Partnership
- 0.15 acres are owned by GTE
- Cana Island is owned by the U.S.A. (no acreage shown in tax records)

### Parcel Size

Baileys Harbor contains 18,391.66 acres. This includes all parcels – exempt and not, lots and lands in condominium ownership.

360 of the town’s 2,433 parcels contain 20 or more acres. There are 168 owners of those 360 parcels. There are 89 property owners in the town that have 40 or more acres. The following illustrates the range of parcel sizes in the town.

- 482 parcels are listed as containing 0 acres. (6 are tax-exempt properties; the remainder are individual condominium limited common element sites, subdivision lots, or others.)
- 200 parcels contain 0.01999 acres to 0.50 acres.
- 335 parcels contain 0.500001 to 1.00 acres.
- 455 parcels contain 1.00001 to 2.00 acres.
- 286 parcels contain 2.00001 to 5.00 acres.
- 187 parcels contain 5.00001 to 10.00 acres.
- 157 parcels contain 10.00001 to 20.00 acres.
- 121 parcels contain 20.00001 to 39.95 acres.
- 210 parcels contain 40 acres or more.

### Property Owner Residency

Below are the states where tax bills are mailed for Baileys Harbor property owners. It is assumed that the address where a tax bill is sent reflects permanent residency.

- 1 Alaska
- 1 Georgia
- 1 Louisiana
- 1 Nevada
- 1 South Dakota
- 1 Alabama
- 1 Colorado
- 1 New Jersey
- 1 Tennessee
- 1 Maine
- 2 Oklahoma
- 2 Kansas
- 2 Maryland
- 2 New York
- 3 Oregon
- 3 Washington (state)
- 3 Kentucky
- 3 New Mexico
- 4 Ohio
- 5 Mississippi
- 6 South Carolina
- 7 Indiana
- 7 Virginia
- 7 Minnesota
- 9 Michigan
- 9 Missouri
- 11 Texas
- 13 California
- 15 Arizona
- 34 Florida
- 59 Iowa
- 433 Illinois
- 1763 Wisconsin

Also, 15 tax bills are sent outside the USA (to Canada and Grand Cayman Island, BWI).

Zip codes to which tax bills are sent:

54202 (Baileys Harbor):	909
Other Door County zip codes:	204
Total in county:	1,113
Total out of county:	1,320

Assessed Land Use Categories

The table below shows the land use assessment categories used by the Wisconsin Department of Revenue, the number of parcels and the acreage in each category for Baileys Harbor, and the percentage each category is of the total land area in the town. Tax-exempt lands are not included in the assessment categories, number of parcels, or category acreages, but the percent of total land area for each category was calculated using the entire acreage of the town.

Assessment Category	# of Tax Parcels	Acreage	Percent total land area
Residential	1,825	7,488.27	40.72
Commercial	146	274.53	1.49
Manufacturing	0	0.00	0.00
Agricultural (without non-ag. buildings)	86	2,128.19	11.57
Agricultural (with non-ag. buildings)	17	34.00	0.18
Swamp/waste	94	1,664.72	9.05
Forested (private, not enrolled in state program)	44	977.35	5.31
Managed forest land open to public for hunting	4	72.00	0.39
Managed forest land closed to public for hunting	27	679.54	3.69
Productive forest cropland (enrolled before 1972)	1	40.00	0.22
<b>ALL ASSESSED CATEGORIES</b>	<b>2,244</b>	<b>13,358.60</b>	<b>72.63</b>

Notes on above table:

A tax parcel may be assessed in more than one category.

Both types of managed forests are lands that owners have enrolled in a state program.

The productive forest cropland state program no longer exists; when these contracts expire, the owners may however enroll the lands in one of the managed forest programs.

The chart on the following page shows for each assessment category, improved and unimproved: the number of parcels, the total acres, the percent of the total land area of the town, the total value of land, the total value of improvements, the total estimated fair market value, and the total real estate taxes paid in 2002.

Assessment Category	# of Parcels	Acres *	% Total Land Area of Town	Value of Land	Value of Improvements	Estimated Fair Market Value **	Real Estate Taxes Paid in 2002
Residential, improved	1,046	3,336.20	18.14	\$86,728,600	\$124,548,200	\$237,924,348	\$2,615,205
Residential, unimproved ***	779	4,152.07	22.58	\$42,534,800	---	\$49,193,748	\$540,425
Commercial, improved	138	224.35	1.22	\$8,947,800	\$19,578,000	\$32,123,646	\$353,100
Commercial, unimproved	8	50.18	0.27	\$255,900	---	\$810,134	\$8,903
Manufacturing, improved	0	---	---	---	---	---	---
Manufacturing, unimproved	0	---	---	---	---	---	---
Agricultural (w/o non-ag. buildings), improved	33	765.97	4.16	\$1,093,000	\$2,880,800	\$4,475,002	\$49,183
Agricultural (w/o non-ag. buildings), unimproved	53	1,362.22	7.41	\$1,640,000	---	\$1,846,848	\$20,274
Agricultural (w/ non-ag. buildings), improved	17	34.00	0.18	\$393,800	\$1,316,100	\$1,925,563	\$21,161
Agricultural (w/non-ag. buildings), unimproved	0	---	---	---	---	---	---
Swamp/waste, improved	34	387.45	2.11	\$1,605,100	\$3,253,100	\$5,470,947	\$60,130
Swamp/waste, unimproved	60	1,277.27	6.94	\$2,782,400	---	\$3,133,339	\$34,420
Forested private, improved	4	9.00	0.04	\$99,400	\$337,700	\$492,230	\$5,410
Forested private, unimproved	40	968.35	5.27	\$3,229,400	---	\$3,636,712	\$39,959
Managed forest open to hunting, improved	0	---	---	---	---	---	---
Managed forest open to hunting, unimproved	4	72.00	0.39	\$175,000	---	\$197,072	\$2,166
Managed forest closed to hunting, improved	11	243.53	1.32	\$777,500	\$1,482,900	\$2,545,495	\$27,980
Managed forest closed to hunting, unimproved	16	436.01	2.37	\$267,800	---	\$301,577	\$3,311
Forest cropland, improved	0	---	---	---	---	---	---
Forest cropland, unimproved	1	40.00	0.22	---	---	---	---

\* Acres are for those portions of the parcels assessed in each category, not necessarily the total acreage of the parcels.

\*\* Estimated Fair Market Value includes land and improvements.

\*\*\* "Unimproved" parcels are those with improvement values listed as \$0.

**Trends in the Supply, Demand, and Price of Land**

**Baileys Harbor Properties Sold, 1999 – 2003**

All of the information regarding properties sold in Baileys Harbor between 1999 and 2003 was taken from or calculated using information from the Door County Board of REALTORS Multiple Listing Service sales records as of September 9, 2003. (Roughly 90% of all real estate sold in Door County is listed with the Multiple Listing Service.) Figures for 1999 and 2003 are for partial years: 1999, August 23 through December 31; and 2003, January 1 through September 5.

**General Real Estate Sales Information**

Total Baileys Harbor Real Estate Sales, 1999 – 2003

1999:	39*
2000:	64
2001:	67
2002:	59
2003:	39*

\* 1999 and 2003 figures are for partial years.

The following chart shows, by year, the total original (listing) price of all real estate sold, the total sold price, the difference between the two, the average days on the market for all sales, the median number of days on the market for all sales, the range of days on the market for all sales, and the total acres sold. Again, figures for 1999 and 2003 are for partial years.

YEAR	TOTAL ORIGINAL PRICE	TOTAL SOLD PRICE	DIFFERENCE, ORIGINAL MINUS SOLD	AVERAGE DAYS ON MARKET	MEDIAN DAYS ON MARKET	RANGE, DAYS ON MARKET	TOTAL ACRES SOLD *
1999	\$5,006,400	\$4,859,050	\$147,350	304	136	22 – 2,277	198.53
2000	\$8,606,200	\$8,278,900	\$327,300	283	205	17 – 1,052	659.46
2001	\$11,836,200	\$10,918,750	\$917,450	277	190	29 – 996	608.34
2002	\$9,024,100	\$8,613,200	\$410,900	196	119	7 – 948	300.08
2003	\$5,825,700	\$5,333,245	\$492,455	323	277	26 – 1,087	164.31
<b>OVERALL</b>	<b>\$40,298,600</b>	<b>\$38,003,145</b>	<b>\$2,295,455</b>	<b>271**</b>	<b>180**</b>	<b>---</b>	<b>1,930.72</b>

\* All years had condominium sites and some other properties sold listed as containing zero acres.

\*\* Overall average and median days on market were calculated from original database.

The next chart shows real estate sales in Baileys Harbor between 1999 and 2003 by real estate class (commercial/industrial, condominium, land, residential) and type (inland, waterfront, category of condominium).

### Number of Real Estate Sales By Real Estate Class and Type

Real Estate Class and Type	1999	2000	2001	2002	2003	TOTAL
Commercial/industrial	1	1	1	1	0	4
Condominium, Residential	2	9	9	5	4	29
Condominium, Hotel	0	5	3	4	2	14
Condominium, Dockominium	0	1	0	1	0	2
Condominium, Storage	0	0	0	0	1	1
Condominium, Other *	4	0	0	0	0	4
Land, Inland **	21	32	28	21	21	123
Land, Waterfront **	1	1	2	4	0	8
Residential, Inland	6	10	16	15	8	55
Residential, Waterfront	4	5	8	8	3	28
<b>TOTAL</b>	<b>39</b>	<b>64</b>	<b>67</b>	<b>59</b>	<b>39</b>	<b>268</b>

\* All four "condominiums, other" were commercially zoned properties.

\*\* Land, inland and waterfront, is vacant land.

The chart below shows the approximate acreages of the properties sold in Baileys Harbor between 1999 and 2003.

### Real Estate Sales by Acreage

LOT SIZE	1999	2000	2001	2002	2003	TOTAL
Zero acres	5	8	4	8	5	30
0.01 – 1.00 acres	5	8	19	14	9	55
1.01 – 2.00 acres	15	15	14	14	17	75
2.01 – 5.00 acres	8	15	9	11	4	47
5.01 – 10.00 acres	3	4	9	4	0	20
More than 10 acres *	3	14	12	8	4	41
<b>TOTAL</b>	<b>39</b>	<b>64</b>	<b>67</b>	<b>59</b>	<b>39</b>	<b>268</b>

\* Of the total lots sold between 1999 and 2003 that were over ten acres, 12 contained 27 acres each and 22 contained 40 or more acres.

In the chart on the following page, the total number of real estate sales in each zoning district is shown for each year; the number in parentheses is the combined acreage of those sales. Full zoning district names are listed below the table.

## Real Estate Sales by Zoning District

ZONING DISTRICT	1999	2000	2001	2002	2003	TOTAL SALES
SF20	11 (23.58)	11 (17.74)	17 (49.25)	18 (16.10)	8 (7.32)	65 (113.99)
R1*	2 (3.97)	---	1 (10.00)	1 (0.00)	---	4 (13.97)
SF20 & W	---	1 (0.75)	---	1 (1.00)	---	2 (1.75)
SF30	---	---	---	1 (0.60)	8 (5.60)	9 (6.20)
SE	11 (18.70)	19 (34.11)	17 (38.59)	12 (22.15)	9 (14.47)	68 (128.02)
SE & W	---	3 (15.45)	2 (15.04)	---	---	5 (30.49)
HD	3 (81.50)	5 (200.00)	7 (240.00)	3 (80.00)	2 (80.00)	20 (681.50)
CC	4 (1.28)	3 (0.00)	3 (0.40)	1 (0.00)	1 (0.00)	12 (1.68)
MC	---	---	2 (0.67)	4 (5.51)	1 (0.00)	7 (6.18)
RC	---	8 (138.40)	3 (81.00)	6 (108.00)	2 (27.00)	19 (354.40)
LI	---	---	---	---	1 (2.40)	1 (2.40)
HL3.5	3 (23.70)	5 (19.82)	5 (27.02)	5 (20.48)	---	18 (91.02)
ES	1 (1.40)	4 (46.82)	3 (16.30)	3 (24.82)	6 (24.52)	17 (113.86)
ES & W	---	1 (7.48)	---	---	---	1 (7.48)
CS	1 (1.80)	1 (12.99)	6 (90.07)	4 (21.42)	1 (3.00)	13 (129.28)
NA	---	1 (5.00)	---	---	---	1 (5.00)
NA & W	---	2 (160.90)	1 (40.00)	---	---	3 (200.90)
W	3 (42.60)	---	---	---	---	3 (42.60)
<b>TOTAL</b>	<b>39</b> <b>(198.53)</b>	<b>64</b> <b>(659.46)</b>	<b>67</b> <b>(608.34)</b>	<b>59</b> <b>(300.08)</b>	<b>39</b> <b>(164.31)</b>	<b>268</b> <b>(1,930.72)</b>

\* There has not been an R1 zoning district since 1996. These lots were probably actually zoned SF20, the closest zoning district in terms of lot size and uses to the former R1 district.

Zoning district names:

SF20 = Single Family Res. 20,000

R1 = Residential One

SF30 = Single Family Res. 30,000

SE = Small Estate

HD = High Density

CC = Commercial Center

MC = Mixed Use Commercial

RC = Recreational Commercial

LI = Light Industrial

HL3.5 = Heartland 3.5

ES = Estate

CS = Countryside

NA = Natural Area

**W = Wetland**



Detailed Information on Real Estate Sales by Real Estate Class and Type

Following is detailed information relating to sales in each real estate class and type for the properties sold in Baileys Harbor between 1999 and 2003.

**Commercial/Industrial Properties (One Sold Each Year, 1999-2002)**

	1999	2000	2001	2002	2003
<b>PRICE SOLD AT</b>	\$155,000	\$850,000	\$121,000	\$260,000	---
<b>ORIGINAL PRICE</b>	\$128,500	\$899,900	\$149,900	\$299,900	---
<b>DAYS ON MARKET</b>	2,277	322	207	100	---
<b>ACRES</b>	3.00	0.00	0.40	3.88	---
<b>ZONING</b>	SF20	CC	CC	MC	---

**Condominium, Residential**

	1999	2000	2001	2002	2003
<b>Number Sold</b>	2	9	9	5	4
<b>Acres Sold</b>	80.00	200.00	240.00	80.00	80.00
<b>Sold Price Range</b>	\$195,000 and \$211,500	\$114,000 to \$290,000	\$140,500 to \$306,000	\$139,900 to \$330,000	\$185,000 to \$297,500
<b>Median Price</b>	\$203,250	\$215,000	\$237,000	\$215,000	\$229,648
<b>Average Price</b>	\$203,250	\$214,372	\$236,689	\$232,180	\$235,449
<b>Median Days on Market</b>	121	340	663	181	522
<b>Average Days on Market</b>	121	296	504	325	534

**Condominium, Hotel**

	1999	2000	2001	2002	2003
<b>Number Sold</b>	---	5	3	4	2
<b>Acres Sold</b>	---	135.00	81.00	108.00	27.00
<b>Sold Price Range</b>	---	\$77,900 to \$160,000	\$65,000 to \$70,500	\$77,000 to \$115,000	\$80,000 and \$140,000
<b>Median Price</b>	---	\$144,900	\$70,000	\$97,250	\$110,000
<b>Average Price</b>	---	\$121,520	\$68,500	\$96,625	\$110,000
<b>Median Days on Market</b>	---	138	556	203	\$80,000 one was on market 261 days
<b>Average Days on Market</b>	---	262	516	278	\$140,000 one was on market 26 days

### Condominium, Dockominium

One dockominium was sold in 2000 for \$29,500. It had been on the market for 352 days. The original asking price was \$26,900.

One dockominium was sold in 2002 for \$11,150. It had been on the market for 369 days. The original asking price was \$20,000.

Both were located in the Recreational Commercial zoning district.

### Condominium, Storage

One "condominium, storage" was sold in 2003 for \$22,000. It had been on the market for 381 days. The original asking price was \$23,500. The property was 2.40 acres and zoned Light Industrial.

### Condominium, Other

All four real estate sales in Baileys Harbor categorized as "Condominium, Other" between August 1999 and September 2003 were in 1999. All were zoned commercially.

Range of sold prices:	\$155,900 to \$168,900
Median sale price:	\$164,000
Average sale price:	\$163,200
Median days on market:	60
Average days on market:	68
Total acres for four sales:	1.28

### Land, Inland

	1999	2000	2001	2002	2003
<b>Number Sold</b>	21	32	28	21	21
<b>Acres Sold</b>	92.25	252.64	244.79	63.06	38.44
<b>Sold Price Range</b>	\$10,500 to \$85,000	\$20,000 to \$235,000	\$28,500 to \$305,500	\$26,000 to \$105,000	\$26,000 to \$76,000
<b>Median Price</b>	\$26,500	\$30,000	\$51,250	\$37,000	\$42,000
<b>Average Price</b>	\$34,012	\$43,095	\$67,525	\$42,407	\$45,417
<b>Median Days on Market</b>	252	233	142	98	324
<b>Average Days on Market</b>	347	341	259	203	363

**Land, Waterfront**

	1999	2000	2001	2002	2003
<b>Number Sold</b>	1	1	2	4	---
<b>Acres Sold</b>	0.95	5.00	1.69	5.05	---
<b>Sold Price Range</b>	\$197,000	\$520,000	\$10,000 and \$295,000	\$225,000 to \$283,000	---
<b>Median Price</b>	---	---	---	\$234,500	---
<b>Average Price</b>	---	---	---	\$244,250	---
<b>Median Days on Market</b>	Actual days: 476	Actual days: 35	\$10,000 parcel, actual days: 162	159	---
<b>Average Days on Market</b>	---	---	\$295,000 parcel, actual days: 214	198	---

**Residential, Inland**

	1999	2000	2001	2002	2003
<b>Number Sold</b>	6	10	16	15	8
<b>Acres Sold</b>	13.96	61.05	34.14	36.18	14.72
<b>Sold Price Range</b>	\$79,000 to \$285,000	\$54,000 to \$215,000	\$50,000 to \$275,000	\$59,900 to \$302,000	\$122,500 to \$239,900
<b>Median Price</b>	\$148,500	\$143,750	\$170,950	\$149,000	\$179,950
<b>Average Price</b>	\$161,000	\$142,090	\$174,716	\$160,553	\$180,400
<b>Median Days on Market</b>	78	136	132	136	122
<b>Average Days on Market</b>	128	209	160	153	157

**Residential, Waterfront**

	1999	2000	2001	2002	2003
<b>Number Sold</b>	4	5	8	8	3
<b>Acres Sold</b>	7.09	5.77	6.32	3.91	1.75
<b>Sold Price Range</b>	\$345,000 to \$548,500	\$81,000 to \$499,000	\$269,900 to \$717,500	\$145,000 to \$550,000	\$370,000 to \$825,000
<b>Median Price</b>	\$437,000	\$299,500	\$396,250	\$281,200	\$557,500
<b>Average Price</b>	\$441,875	\$308,500	\$433,863	\$314,850	\$584,167
<b>Median Days on Market</b>	130	81	227	89	367
<b>Average Days on Market</b>	136	86	258	126	301

Baileys Harbor Properties Listed For Sale

All of the information on properties listed for sale in Baileys Harbor was taken from or calculated using the Door County Board of REALTORS Multiple Listing Service records as of September 17, 2003.

Overall Information

- total of 294 properties listed for sale
- total original listing price: \$55,449,950
- total current listing price: \$54,843,450
- average days on market: 285
- median days on market: 154
- total of 1,436.45 acres for sale

Class and Type of Real Estate Listings

- 7 Commercial/industrial
- 49 Condominium, hotel
- 102 Condominium, residential
- 5 Condominium, storage
- 88 Land, inland
- 9 Land, waterfront
- 1 Multi-family, inland
- 21 Residential, Inland
- 12 Residential, waterfront

Detailed Information on Real Estate Listings by Real Estate Class and Type

*Commercial/industrial*

Number listed: 7

Total acres: 22.09

Average acres: 3.16

Median acres: 3.21

Original listing price, total: \$3,846,750

Current listing price, total: \$3,806,750

Current listing price, range: \$149,900 to 1,550,000

Current listing price, average: \$543,821

Current listing price, median: \$349,900

Days on market, range: 41-334

Days on market, average: 173

Days on market, median: 27

*Condominium, residential*

Number listed: 102

Total acres: 573.43

Average acres: 5.62

Median acres: 0.00

*(Note: 14 properties are 40 acres, 8 are between 1.29 and 3.4 acres, and the rest are zero)*

Original listing price, total: \$26,018,400

Current listing price, total: \$25,922,400

Current listing price, range: \$25,900 to 369,900

Current listing price, average: \$254,141

Current listing price, median: \$264,900

Days on market, range: 14-1159

Days on market, average: 262

Days on market, median: 154

*(Note: 77 have been on market 154 days)*

*Condominium, hotel*

Number listed: 49

Total acres: 243

Average acres: 4.96

Median acres: 0.00

*(Note: 9 properties are 27 acres and the rest are zero)*

Original price, total: \$4,808,500

Current listing price, total: \$4,805,400

Current listing price, range: \$72,500 to 164,900

Current listing price, average: \$98,069

Current listing price, median: \$97,900

Days on market, range: 65-661

Days on market, average: 112

Days on market, median: 65

*(Note: 40 have been on market 65 days)*

*Condominium, storage*

Number listed: 5

Total acres: 12.00

Average acres: 2.4

Median acres: 2.4

Original price, total: \$117,500

Current listing price, total: \$117,500

Current listing price: Each is listed at \$23,500

Days on market: Each has been listed 393 days

*Land, inland*

Number listed:	88
Total acres:	402.46
Average acres:	4.57
Median acres:	1.60
Original price, total:	\$6,193,000
Current listing price, total:	\$6,257,800
Current listing price, range:	\$26,900 to 289,000
Current listing price, average:	\$71,111
Current listing price, median:	\$64,900
Days on market, range:	10-1305
Days on market, average:	426
Days on market, median:	441

*Land, waterfront*

Number listed:	9
Total acres:	8.54
Average acres:	0.95
Median acres:	0.46
Original price, total:	\$1,706,600
Current listing price, total:	\$1,662,600
Current listing price, range:	\$94,900 to 319,000
Current listing price, average:	\$189,622
Current listing price, median:	\$195,000
Days on market, range:	20-700
Days on market, average:	359
Days on market, median:	232

*Multi-family, inland*

1 listed	
Total acres:	0.00
Original price:	\$349,900
Current listing price:	\$349,900
Days on market:	41

*Residential, inland*

Number listed: 21

Total acres: 161.60

Average acres: 7.70

Median acres: 3.30

Original price, total: \$5,878,800

Current listing price, total: \$5,858,800

Current listing price, range: \$95,000 to 694,900

Current listing price, average: \$278,990

Current listing price, median: \$244,900

Days on market, range: 2-763

Days on market, average: 130

Days on market, median: 73

*Residential, waterfront*

Number listed: 12

Total acres: 13.33

Average acres: 1.11

Median acres: 0.65

Original price, total: \$6,530,500

Current listing price, total: \$6,062,300

Current listing price, range: \$189,900 to 985,000

Current listing price, average: \$505,192

Current listing price, median: \$425,450

Days on market, range: 13-1054

Days on market, average: 403

Days on market, median: 388

## **Current Zoning Information**

The Town of Baileys Harbor has chosen to adopt county zoning. The county Planning Department, county board Resource Planning Committee, and county Board of Adjustment administer the ordinance.

### **Zoning Maps**

Current zoning maps for the Town of Baileys Harbor are at the Town Hall and also the county Planning Department.

### **Zoning Districts**

Following are the descriptions from the Door County Zoning Ordinance as to the purpose and intent of each of the zoning districts currently found in Baileys Harbor.

“Wetland (W). This district is intended to prevent the destruction and depletion of Door County's wetlands; to protect water courses and navigable waters and the public rights therein; to maintain the purity of water in lakes and streams and to prevent pollution thereof; and to protect spawning grounds, fish, and habitats for wild flora and fauna. Furthermore, this district is intended to prevent the changing of the natural character of wetlands. Lot sizes of at least 10 acres are required for new lots.

Commentary: Except as may be altered by zoning district amendment, the Wetland district boundaries coincide with the wetland boundaries shown on the most recent version (as of January 1, 1995) of the Wisconsin Wetland Inventory maps for Door County which have been prepared by the Wisconsin Department of Natural Resources.”

“Natural Area (NA). This district is intended to conserve the existing, mostly undeveloped natural areas of Door County. The district may be used in upland areas adjacent to, or surrounded by, wetland areas, or in other areas where natural features are considered significant. To conserve these areas, commercial and industrial uses are disallowed, but general agriculture, very low density residential, recreational, and institutional uses are permitted. Lot sizes of at least 15 acres are required for new lots.”

“Countryside (CS). This district is intended for mostly rural areas of the interior of the county where a mixture of low density residential, agricultural, and rural commercial activity exists or is desirable. The district provides for residential development at modest densities consistent with a generally rural environment and allows for nonresidential uses which require relatively large land areas and/or which are compatible with surrounding rural land. The district also accommodates agricultural uses and, hence, can serve as a transitional district between the Exclusive Agricultural, Prime Agricultural, and General Agricultural districts and more intensely developed areas. Lot sizes of at least 10 acres are required for new lots.”

“Heartland-3.5 (HL3.5). This district is intended for mostly rural areas of the interior of Door County where agricultural activity has been declining, or where a mixture of rural residential and agricultural activity is desirable or existing. The district primarily provides for residential development at modest densities consistent with a generally rural environment and also provides for certain nonresidential uses that require relatively large land areas and/or which are compatible with surrounding residential uses. This district secondarily provides for continued agricultural uses of land. Lot sizes of at least 3.5 acres are required for new lots.”

“Estate (ES). This district is intended to provide for single family residential and planned residential developments on large lots. Lot sizes of at least 5 acres are required for new lots. The low density requirements are intended to provide for areas where the presence of vegetation and open areas helps create quiet and visually attractive residential areas.”

“Single Family Residential-20,000 (SF20). This district is intended to provide for exclusive single family residential and planned residential development at fairly high densities. Lot sizes of at least 20,000 square feet are required for new lots which are not served by public sewer. Generally, these districts will be located along the waterfront and in or near existing communities where smaller lots are the norm. The permitted uses are restricted in order to maintain the strictly residential character of these areas.”

“Single Family Residential-30,000 (SF30). This district is intended to provide for single family residential and planned residential development at slightly lower densities than in Single Family Residential-20,000 district. Lot sizes of at least 30,000 square feet are required for new lots.



Generally, this district will be located along the waterfront and in or near existing communities. The permitted uses are the same as those in the Single Family Residential-20,000 district.”

“Small Estate Residential (SE). This district is intended to provide for single family residential and planned residential development on smaller lots than allowed in the Estate district. Lot sizes of at least 1½ acres are required for new lots. The district is intended for residential areas where high density is inappropriate or undesirable and for transitional areas that are beginning to convert from undeveloped land to residential uses.”

“High Density Residential (HD). This district is intended to provide areas for a variety of residential uses, including multiple occupancy developments, manufactured home parks, and single family residential development at fairly high densities. This district is intended to be located in areas with an existing mixture of residential types, certain regions which are served by public sewer, and other locations where high density residential developments are appropriate. This district is not intended to develop into centers of commercial activity and, thus, most commercial uses are not permitted. Lot sizes of at least 20,000 square feet are required for new lots which are not served by public sewer.”

“Commercial Center (CC). This district is intended to provide centers for commercial and mixed use development and redevelopment. The district permits a wide variety of retail, service, and office uses and is intended to maintain the vitality of Door County's commercial centers. It should be established for the main business districts of existing communities. Lot sizes of at least 20,000 square feet are required for new lots which are not served by public sewer.”

“Mixed Use Commercial (MC). This district permits both residential and commercial uses and is designed to accommodate those areas of Door County with an existing desirable mixture of uses, or where such a mixture of uses is wanted. Typically, this district will be located within or near existing communities, but it is also intended for outlying or smaller nodes of development. In addition, this district can be used as a transition between business centers and strictly residential areas. Lot sizes of at least 20,000 square feet are required for new lots which are not served by public sewer.”

“Recreational Commercial (RC). This district is intended for Door County's resort areas, particularly areas where high concentrations of recreational uses are located or are appropriate. These areas are not intended to develop into business districts and, thus, many retail, office, and service uses are restricted or prohibited in favor of recreational uses such as golf courses, ski resorts, multiple occupancy developments, marinas, and restaurants. Lot sizes of at least 20,000 square feet are required for new lots.”

“Light Industrial (LI). This district is intended to provide for manufacturing, warehousing, and other light industrial operations. It is also intended that this district be used for the location of trade or contractor establishments, commercial storage facilities, and similar businesses. Such uses should not be detrimental to the surrounding area or to the county as a whole by reason of noise, dust, smoke, odor, traffic, physical appearance, degradation of groundwater, or other nuisance factors. Such uses may be subject to requirements which will reasonably ensure compatibility. This district can also be used for industrial or business parks. Lot sizes of at least 60,000 square feet are required for new lots.”

**Land Use Resources and Further Information**

Door County Planning Department	(920) 746-2323
Door County Soil and Water Conservation Department	(920) 746-2214
Door County Sanitarian	(920) 746-2308
Door County Real Property Listing Office	(920) 746-2287
Door County Information Systems Department	(920) 746-2498
University of Wisconsin-Extension Door County	(920) 746-2260

*All of the above have the following address:*

Door County Courthouse  
421 Nebraska Street  
P.O. Box 670  
Sturgeon Bay, WI 54235

Door County Board of Realtors  
325 N. 3<sup>rd</sup> Avenue  
Sturgeon Bay, WI 54235 (920) 743-9651

Door County Co-op Agronomist  
317 Green Bay Road  
Sturgeon Bay, WI 54235 (920) 743-6555

Baylake Regional Planning Commission  
Green Bay, WI (920) 448-2820

Wisconsin Department of Natural Resources: [www.dnr.state.wi.us](http://www.dnr.state.wi.us)

Wisconsin Department of Revenue: [www.dor.state.wi.us](http://www.dor.state.wi.us)

## Appendix 5: Housing Research

Please note that Appendix 1, Issues and Opportunities Research, and Appendix 4, Land Use Research, also contain information on housing issues.

### **Baileys Harbor Housing Unit Characteristics**

There were a total of 19,587 housing units in Door County in 2000. 11,828 of those housing units were occupied.

1,036 of the county's housing units were located in Baileys Harbor. 477 of those units were occupied.

The table below shows the years during which Baileys Harbor's housing units were constructed.

#### **Year Structure Built, 2000**

	<b>Number</b>	<b>Percent*</b>
<b>1999 to March 2000</b>	47	4.5
<b>1995 to 1998</b>	154	14.9
<b>1990 to 1994</b>	56	5.4
<b>1980 to 1989</b>	128	12.4
<b>1970 to 1979</b>	140	13.5
<b>1960 to 1969</b>	86	8.3
<b>1940 to 1959</b>	204	19.7
<b>1939 or earlier</b>	221	21.3
<b>TOTAL HOUSING UNITS</b>	<b>1,036</b>	<b>100.0</b>

\* Of total housing units.

*Median year housing structures were built in Baileys Harbor: 1971.*

The table below shows how Baileys Harbor's housing units were configured in 2000.

#### **Units in Structure, 2000**

	<b>Number</b>	<b>Percent*</b>
<b>1-unit, detached</b>	907	87.5
<b>1-unit, attached</b>	8	0.8
<b>2 units</b>	38	3.7
<b>3 or 4 units</b>	6	0.6
<b>5 to 9 units</b>	29	2.8
<b>10 to 19 units</b>	0	0.0
<b>20 or more units</b>	6	0.6
<b>Mobile home</b>	42	4.1
<b>TOTAL HOUSING UNITS</b>	<b>1,036</b>	<b>100.0</b>

\* Percent of total housing units.

11.8% of Baileys Harbor's housing units in 2000 were in multi-unit structures, nearly identical to the percentage of Door County's housing units in multi-unit structures (11.9%).

The following table shows the number of rooms in Baileys Harbor's housing units in 2000.

### Rooms in Housing Units, 2000

	Number	Percent
<b>1 room</b>	8	0.8
<b>2 rooms</b>	22	2.1
<b>3 rooms</b>	78	7.5
<b>4 rooms</b>	196	18.9
<b>5 rooms</b>	307	29.6
<b>6 rooms</b>	199	19.2
<b>7 rooms</b>	130	12.5
<b>8 rooms</b>	45	4.3
<b>9 or more rooms</b>	51	4.9
<b>Median (rooms)</b>	5.2	--
<b>TOTAL HOUSING UNITS</b>	<b>1,036</b>	<b>100.0</b>

According to 2000 Census data, all 1,036 housing units in the town had "complete plumbing facilities." 1,030 had "complete kitchen facilities" while 6 were "lacking complete kitchen facilities." Six housing units also lacked telephone service.

The following shows how Baileys Harbor's occupied housing units were heated in 2000.

### House Heating Fuel

	Number	Percent*
<b>Utility gas</b>	6	1.3
<b>Bottled, tank, or LP gas</b>	253	53.0
<b>Electricity</b>	100	21.0
<b>Fuel oil, kerosene, etc.</b>	91	19.1
<b>Coal or coke</b>	0	0.00
<b>Wood</b>	24	5.0
<b>Solar energy</b>	0	0.0
<b>Other fuel</b>	3	0.6
<b>No fuel used</b>	0	0.0
<b>TOTAL OCCUPIED HOUSING UNITS</b>	<b>477</b>	<b>100.00</b>

\* Percent of occupied housing units.

**Baileys Harbor Housing Information – Owner-Occupied**

The following table shows the range of values for all of Baileys Harbor’s owner-occupied housing units in 2000. “All owner-occupied housing units” includes units in any configuration, single- or multi-family; mobile homes; housing units on all sizes of lots; and housing units containing or connected to business or medical offices.

**Value for All Owner-Occupied Housing Units in 2000**

Housing Unit Value	Number	Percent*
Less than \$10,000	2	0.5
\$10,000 to \$14,999	3	0.8
\$15,000 to \$19,999	2	0.5
\$20,000 to \$24,999	0	0.0
\$25,000 to \$29,999	6	1.5
\$30,000 to \$34,999	0	0.0
\$35,000 to \$39,999	0	0.0
\$40,000 to \$49,999	4	1.0
\$50,000 to \$59,999	2	0.5
\$60,000 to \$69,999	9	2.3
\$70,000 to \$79,999	6	1.5
\$80,000 to \$89,999	32	8.0
\$90,000 to \$99,999	27	6.8
\$100,000 to \$124,999	36	9.0
\$125,000 to \$149,999	36	9.0
\$150,000 to \$174,999	26	6.5
\$175,000 to \$199,999	47	11.8
\$200,000 to \$249,999	51	12.8
\$250,000 to \$299,999	35	8.8
\$300,000 to \$399,999	39	9.8
\$400,000 to \$499,999	19	4.8
\$500,000 to \$749,999	14	3.5
\$750,000 to \$999,999	2	0.5
\$1,000,000 or more	0	0.0
<b>TOTAL</b>	<b>398</b>	<b>100.0</b>

\* Percent of all owner-occupied housing units.

The median value for all owner-occupied housing units in Baileys Harbor in 2000 was \$179,300, far above either Door County’s median value of owner-occupied housing units that same year – \$120,800 – or the state median of \$112,200.

The median value of owner-occupied mobile homes in Baileys Harbor in 2000 was \$55,000.

The following shows the range of values for “specified” owner-occupied housing units in Baileys Harbor in 2000; this includes only 1-family houses on less than 10 acres without a business or medical office on the property. The data for "specified units" also excludes mobile homes.

**Value for Specified Owner-Occupied Housing Units**

	<b>Number</b>	<b>Percent*</b>
<b>Less than \$10,000</b>	0	0.0
<b>\$10,000 to \$14,999</b>	0	0.0
<b>\$15,000 to \$19,999</b>	2	0.7
<b>\$20,000 to \$24,999</b>	0	0.0
<b>\$25,000 to \$29,999</b>	4	1.5
<b>\$30,000 to \$34,999</b>	0	0.0
<b>\$35,000 to \$39,999</b>	0	0.0
<b>\$40,000 to \$49,999</b>	4	1.5
<b>\$50,000 to \$59,999</b>	0	0.0
<b>\$60,000 to \$69,999</b>	4	1.5
<b>\$70,000 to \$79,999</b>	4	1.5
<b>\$80,000 to \$89,999</b>	24	8.8
<b>\$90,000 to \$99,999</b>	25	9.1
<b>\$100,000 to \$124,999</b>	26	9.5
<b>\$125,000 to \$149,999</b>	30	10.9
<b>\$150,000 to \$174,999</b>	24	8.8
<b>\$175,000 to \$199,999</b>	32	11.7
<b>\$200,000 to \$249,999</b>	36	13.1
<b>\$250,000 to \$299,999</b>	25	9.1
<b>\$300,000 to \$399,999</b>	19	6.9
<b>\$400,000 to \$499,999</b>	13	4.7
<b>\$500,000 to \$749,999</b>	2	0.7
<b>\$750,000 to \$999,999</b>	0	0.0
<b>\$1,000,000 or more</b>	0	0.0
<b>TOTAL SPECIFIED OWNER- OCCUPIED HOUSING UNITS</b>	<b>274</b>	<b>100.0</b>

\* Percent of total specified owner-occupied housing units.

The median value for specified owner-occupied housing units in Baileys Harbor in 2000 was \$164,600, compared to \$120,800 for Door County overall.

The table below shows the mortgage status of specified owner-occupied housing units in Baileys Harbor in 2000.

**Mortgage Status for Specified Owner-Occupied Housing Units in 2000**

	<b>Number</b>
<b>Housing units with a mortgage, contract to purchase, or similar debt:</b>	<b>158</b>
With either a second mortgage or home equity loan, but not both:	61
<i>Second mortgage only</i>	10
<i>Home equity loan only</i>	51
Both second mortgage and home equity loan	0
No second mortgage and no home equity loan	97
<b>Housing units without a mortgage</b>	<b>116</b>
<b>Total Owner-Occupied Housing Units</b>	<b>274</b>

\* Percent of specified owner-occupied housing units.

The “selected monthly owner costs” for housing units with mortgages in the following table include mortgage and related payments, real estate taxes, homeowners’ insurance, utilities, and fuels. Again, figures are for specified owner-occupied housing units in Baileys Harbor in 2000.

**Selected Monthly Owner Costs for  
Specified Owner-Occupied Housing Units With Mortgages**

	<b>Number</b>
Less than \$200	0
\$200 to \$299	0
\$300 to \$399	4
\$400 to \$499	9
\$500 to \$599	13
\$600 to \$699	17
\$700 to \$799	13
\$800 to \$899	7
\$900 to \$999	24
\$1,000 to \$1,249	39
\$1,250 to \$1,499	16
\$1,500 to \$1,999	11
\$2,000 to \$2,499	3
\$2,500 to \$2,999	0
\$3,000 or more	2
<b>Total Housing Units with a Mortgage</b>	<b>158</b>

The median selected monthly owner costs for specified owner-occupied housing units with a mortgage in Baileys Harbor in 2000 was \$967. For Door County overall, the median was \$894.

For the 116 owner-occupied housing units in Baileys Harbor in 2000 without a mortgage, 64 paid less than \$300 in monthly housing costs, 48 paid between \$300 and \$499, and 4 paid \$500 or more. The median was \$291, compared to the county’s median of \$296.

This next table shows the selected monthly costs for housing units with mortgages as a percentage of income for specified owner-occupied housing units in Baileys Harbor in 2000.

**Selected Monthly Owner Costs as a Percentage of Income for  
Specified Owner-Occupied Housing Units With Mortgages**

<b>Monthly Costs as Percent of Household Income</b>	<b>Number</b>
Less than 10 percent	4
10 to 14 percent	20
15 to 19 percent	24
20 to 24 percent	18
25 to 29 percent	36
30 to 34 percent	18
35 to 39 percent	5
40 to 49 percent	9
50 percent or more	24
Not computed	0
<b>Total Housing Units With A Mortgage</b>	<b>158</b>

Of the 116 specified owner-occupied housing units without mortgages in Baileys Harbor in 2000:

- 60 spent less than 10 percent of their household income on selected monthly owner costs,
- 28 spent 10 to 14 percent,
- 8 spent 15 to 19 percent,
- 6 spent 20 to 24 percent,
- 2 spent 25 to 29 percent,
- 5 spent 35 to 39 percent,
- 3 spent 50 percent or more, and
- 4 were not computed.

The following table shows the range of real estate taxes paid by all specified owner-occupied housing units in Baileys Harbor in 1999.

**Real Estate Taxes Paid By Specified Owner-Occupied Housing Units in 1999**

Real Estate Taxes Paid	Number	Percent*
Less than \$200	5	1.8
\$200 to \$299	0	0.0
\$300 to \$399	2	0.7
\$400 to \$599	10	3.6
\$600 to \$799	26	9.5
\$800 to \$999	27	9.9
\$1,000 to \$1,499	87	31.8
\$1,500 to \$1,999	48	17.5
\$2,000 to \$2,999	44	16.1
\$3,000 to \$3,999	21	7.7
\$4,000 to \$4,999	4	1.5
\$5,000 to \$7,499	0	0.0
\$7,500 to \$9,999	0	0.0
\$10,000 or more	0	0.0
No real estate taxes paid	0	0.0
Total Owner-Occupied Housing Units	274	100.0

\* Percent of total number of specified owner-occupied housing units.

The median real estate tax paid by specified owner-occupied housing units in Baileys Harbor in 1999 was \$1,385.

**Baileys Harbor Housing Information – Rental**

In 1999, four in ten families in Door County could not afford Fair Market Rent (FMR). FMR is defined as the market cost to rent a home or apartment, plus the cost of all utilities, heat, etc.

FMR in Door County between 1995 and 2001 was just over \$400/month for all years (adjusted for inflation and in 1999 dollars). The hourly wage needed to meet FMR in 2001 in Door County overall was about \$10 an hour.



The table following shows contract rent for specified renter-occupied housing units – all housing units which were occupied, but not by owners – for Baileys Harbor in 2000. Contract rent figures do not include utilities, heat, etc.

**Contract Rent for Specified Renter-Occupied Housing Units  
in Baileys Harbor in 2000**

Monthly Contract Rent	Number of Units	Percent*
\$250 to \$299	2	2.9
\$300 to \$349	3	4.3
\$350 to \$399	10	14.5
\$400 to \$449	7	10.1
\$450 to \$499	7	10.1
\$500 to \$549	10	14.5
\$550 to \$599	2	2.9
\$600 to \$649	6	8.7
\$650 to \$699	6	8.7
\$1,000 to \$1,249	4	5.8
Total with cash rent	57	82.6
Total no cash rent	12	17.4
Total	69	100.0

\* Percent of total number of renter-occupied housing units.

Median contract rent for Baileys Harbor's 69 renter-occupied housing units in 2000 was \$496. For the county overall, it was \$388.

Of the 69 specified renter-occupied housing units in 2000, 52 paid extra for one or more utilities. (The remaining 17 that did not pay extra for any utilities included the 12 units that paid no cash rent.) Gross rent, which includes the contract rent plus the estimated average monthly cost of utilities and fuel costs paid by the renter, is shown on the following chart for Baileys Harbor's renter-occupied housing units in 2000.

**Gross Rent for Specified Renter-Occupied Housing Units  
in Baileys Harbor in 2000**

Gross monthly rent	Number of Units	Percent*
\$350 to \$399	2	2.9
\$400 to \$449	11	15.9
\$450 to \$499	5	7.2
\$500 to \$549	10	14.5
\$550 to \$599	9	13.0
\$600 to \$649	6	8.7
\$650 to \$699	10	14.5
\$1,000 to \$1,249	4	5.8
Total with cash rent	57	82.6
Total no cash rent	12	17.4
Total Units	69	100.0

\* Percent of total renter-occupied housing units.

Median gross rent for specified renter-occupied housing units in Baileys Harbor in 2000 was \$553. For Door County overall, it was \$481.

The table following shows gross rent paid as a percentage of household income in 1999 for specified renter-occupied housing units in Baileys Harbor.

**Gross Rent as Percentage of 1999 Household Income**

Percent of Household Income	Number of Units	Percent*
Less than 10 percent	7	10.1
10 to 14 percent	14	20.3
15 to 19 percent	7	10.1
20 to 24 percent	14	20.3
25 to 29 percent	4	5.8
30 to 34 percent	5	7.2
35 to 39 percent	2	2.9
40 to 49 percent	0	0.0
50 percent or more	4	5.8
Not computed	12	17.4
<b>Total Units</b>	<b>69</b>	<b>100.0</b>

\* Percent of total specified renter-occupied housing units.

**Gross Rent Levels and Income Levels**

18 specified renter-occupied housing units in Baileys Harbor earned \$50,000 or more in 1999. 16 of those paid less than 20 percent of their household income for gross rent. (The other two didn't have gross rent as a percentage of household income computed.) For the remaining 51 renting households that earned \$49,999 or less:

- 12 paid less than 20 percent of household income for gross rent,
- 14 paid 20 to 24 percent,
- 4 paid 25 to 29 percent,
- 5 paid 30 to 34 percent, and
- 6 paid 35 percent or more. (10 were not computed.)

The 2 renting households in Baileys Harbor that earned less than \$10,000 in 1999 paid no cash rent. Of the 9 renting households that earned between \$10,000 and \$19,999 in 1999, 4 paid cash rent:

- 2 between \$600 and \$699, and
- 2 between \$1,000 and \$1,249.

Of the 27 renting households that earned between \$20,000 and \$34,999 in 1999, all 27 paid cash rent:

- 6 between \$400 and \$499,
- 10 between \$500 and \$599, and
- 11 between \$600 and \$699.

Of the 13 renting households that earned between \$35,000 and \$49,999 in 1999, 10 paid cash rent:

- 2 between \$300 and \$399,
- 3 between \$400 and \$499,
- 2 between \$500 and \$599, and
- 3 between \$600 and \$699.

Of the 14 renting households that earned between \$50,000 and \$74,999 in 1999, all paid cash rent:

- 7 between \$400 and \$499, and
- 7 between \$500 and \$599.

(Note: no renting households earned \$75,000 to \$99,999.)

Of the 4 renting households earning \$100,000 or more in 1999, 2 paid cash rent, both between \$1,000 and \$1,249.

In 2000 at the time the Census was taken, there were a total of 11 vacant-for-rent housing units in Baileys Harbor.

**Rent Asked, Specified Vacant-for-Rent Housing Units  
in Baileys Harbor in 2000**

<b>Rent Asked</b>	<b>Number</b>
\$250 to \$299	2
\$500 to \$549	3
\$600 to \$649	3
\$2,000 or more	3
<b>Total Units</b>	<b>11</b>

*Median rent being asked for specified vacant-for-rent housing units: \$608.*

**Housing Resources and Further Information**

Door County Board of Realtors  
325 N. 3<sup>rd</sup> Avenue  
Sturgeon Bay, WI 54235 (920) 743-9651

Door County Chamber of Commerce  
P.O. Box 406  
Sturgeon Bay, WI 54235 (920) 746-6663

Door County Economic Development Corporation  
185 E. Walnut  
Sturgeon Bay, WI 54235 (920) 743-3113

Habitat for Humanity  
Door County Chapter  
Baileys Harbor, WI 54202 (920) 839-9651

Lakeshore-CAP  
131 S. 3<sup>rd</sup> Avenue  
Sturgeon Bay, WI 54235 (920) 743-0192

University of Wisconsin Extension-Door County  
Door County Courthouse  
P.O. Box 670  
Sturgeon Bay, WI 54235 (920) 746-2260

Wisconsin Housing and Economic Development Authority (WHEDA)  
Madison, WI (800) 334-6873

Bureau of Housing, WI Department of Commerce: <http://commerce.wi.gov/cd-boh.html>  
Madison, WI (608) 266-1018

USDA Wisconsin Rural Development Programs: [www.rurdev.usda.gov/wi](http://www.rurdev.usda.gov/wi)

U.S. Department of Housing and Urban Development: [www.hud.gov](http://www.hud.gov)

Institute for Community Economics: [www.iceclt.org](http://www.iceclt.org).

## Appendix 6: Economic Development Research

Please note that Appendix 1, Issues and Opportunities Research, also contains additional information related to economic development issues.

### Economic Base

#### General Information on Wisconsin and Northeast Wisconsin

Between 1995 and 2002, Wisconsin lost 80,000 manufacturing jobs.

As of December 2003, the Northeast Wisconsin region, including Door County, had in the past 24 months experienced a job loss of approximately 35% in the manufacturing industry. Replacement wages for re-employed displaced workers were at levels less than 85% of previous wages.

Wisconsin per capita income is roughly \$4,000 below per capita income levels of both Minnesota and Illinois residents.

Wisconsin is also trailing other Midwest states badly in venture capital investment. 70% of all venture capital in the state right now is in Dane County (Madison area). Northstar Economics – [www.northstareconomics.com](http://www.northstareconomics.com) – has information on the various “angel” groups in the state: there are 8 now, and none are located in Northeast Wisconsin.

Wisconsin ranks near the bottom in federal money returning to the state – the state was “short” \$950 million in 1997.

#### Baileys Harbor’s Economic Base

The following table shows Baileys Harbor’s male and female workers by industry category.

**Baileys Harbor’s Workers – Industry by Sex, 2000**

<b>Industry</b>	<b>Both Sexes</b>	<b>Males</b>	<b>Females</b>
Agriculture, forestry, fishing and hunting, mining	14	8	6
Construction	82	73	9
Manufacturing	44	27	17
Wholesale trade	5	4	1
Retail trade	81	36	45
Transportation and warehousing, and utilities	9	5	4
Information	8	6	2
Finance, insurance, real estate, and rental and leasing	28	11	17
Professional, scientific, management, administrative, and waste management services	27	18	9
Educational, health, and social services	83	15	68
Arts, entertainment, recreation, accommodation, and food services	106	32	74
Other services (except public administration)	29	13	16
Public administration	6	2	4
<b>Total employed civilian population 16 years and over</b>	<b>522</b>	<b>250</b>	<b>272</b>

Below find Baileys Harbor's classes of workers in 2000.

**Class of Worker, Baileys Harbor's Workers in 2000**

Private wage and salary workers	385
Government workers	64
Self-employed workers in own not incorporated business	69
Unpaid family workers	4

**Labor Force Information**

Education

24.7% of Wisconsin's workforce members aged 25 or older have a 4-year degree, compared to 30.5% of Minnesota's workforce and 27.3 percent of the Illinois workforce. (The U.S. average is 26.2%.) Nationally, in 2001, people with high school educations earned \$26,176 on average; people with bachelor's degrees, \$50,325 on average; and people with master's degrees, \$63,461 on average.

Wisconsin had a net migration of college graduates of 50,772 people between 1989 and 1999. Montana, North Dakota, and South Dakota also experienced loss of college graduates during that time period, although none except North Dakota's anywhere near as large as Wisconsin's (North Dakota lost around 45,000). Minnesota had a net gain of college graduates during that same time period of 141,055 people.

Income

Wisconsin's per capita income in 2001 was \$29,270, which placed the state at 21<sup>st</sup> in the nation. The U.S. average per capita income was \$30,472 that year. Also in 2001, Minnesota's per capita income was \$33,101 (9<sup>th</sup> in the nation) and Illinois' was \$33,023 (10<sup>th</sup> in the nation).

The national forecasted per capita income for 2024 is \$48,803. Wisconsin's per capita income forecast for 2024 is \$40,598, which would be 83% of the U.S. average. States that are currently at 83% or less of U.S. per capita income are Idaho, Kentucky, Oklahoma, Alabama, Utah, Louisiana, Montana, Arkansas, New Mexico, West Virginia, and Mississippi.

The following table shows Baileys Harbor's households' income sources in 1999.

**Household Income Sources, 1999 – Baileys Harbor**

<b>Households</b>	<b>Number</b>	<b>Percent*</b>
With earnings	359	76.2
Mean earnings (dollars)	\$43,693	--
With Social Security income	162	34.4
Mean Social Security income (dollars)	\$12,064	--
With Supplemental Security income	5	1.1
Mean Supplemental Security income (dollars)	\$11,600	--
With public assistance income	7	1.5
Mean public assistance income (dollars)	\$357	--
With retirement income	101	21.4
Mean retirement income (dollars)	\$23,551	--
<b>TOTAL HOUSEHOLDS</b>	<b>471</b>	<b>100.0</b>

\* Percent of total households.

The next chart depicts income distribution for all Baileys Harbor households and families in 1999.

**Income Distribution – Households and Families – Baileys Harbor, 1999**

	<b>Households, TOTAL*</b>	<b>Non-family households</b>	<b>Families, TOTAL**</b>	<b>Married-couple families</b>	<b>Families with female householder, no husband present</b>
<b>Less than \$24,999/year</b>	108	81	29	23	4
<b>\$25,000 to \$49,999/year</b>	190	70	124	108	11
<b>\$50,000 to \$99,999/year</b>	143	19	118	116	2
<b>\$100,000 to \$149,999/year</b>	22	4	18	16	2
<b>\$150,000 to \$199,999/year</b>	5	0	5	5	0
<b>\$200,000 or more/year</b>	3	0	3	3	0
<b>Median Income</b>	\$41,350	\$27,143	\$49,250	\$52,708	\$29,375
<b>Mean Income</b>	\$49,316	\$30,621	\$59,645	\$61,883	\$42,205
<b>Total Number</b>	<b>471</b>	<b>174</b>	<b>297</b>	<b>271</b>	<b>19</b>

\* "Households, total" includes non-family and family households.

\*\* "Families, total" includes married-couple families and families with female householder, no husband present.

*Note that for Households, Total making less than \$24,999/year, the total number of households is two less than the combined total of non-family and family households. No explanation can be discerned for this even after reviewing the Census data again. For Households, Total making between \$50,000 and \$99,999/year, the total number of households is six higher than the number of non-family and family households combined. This, however, could be due to the existence of family structures that did not fit into the two categories offered by this chart.*

The following table shows the number of weeks and the hours per week worked as well as wages earned by Baileys Harbor's male and female workers in 1999.

**Work Status and Earnings in 1999 of Baileys Harbor’s Workers**

	<b>All Workers</b>	<b>Males</b>	<b>Females</b>
<b>16 years and over, worked in 1999</b>	<b>630</b>	<b>303</b>	<b>327</b>
50 to 52 weeks	377	194	183
48 and 49 weeks	28	18	10
40 to 47 weeks	75	33	42
27 to 39 weeks	49	21	28
14 to 26 weeks	63	22	41
1 to 13 weeks	38	15	23
<b>Usually worked 35 or more hours per week</b>	<b>456</b>	<b>240</b>	<b>216</b>
40 or more weeks	384	217	167
<b>Usually worked 15 to 34 hours per week</b>	<b>124</b>	<b>46</b>	<b>78</b>
40 or more weeks	82	23	59
<b>Usually worked 1 to 14 hours per week</b>	<b>50</b>	<b>17</b>	<b>33</b>
40 or more weeks	14	5	9
<b>Earned \$24,999 or less</b>	<b>100</b>	<b>39</b>	<b>61</b>
<b>Earned \$25,000 to \$49,999</b>	<b>168</b>	<b>111</b>	<b>57</b>
<b>Earned \$50,000 to \$99,999</b>	<b>45</b>	<b>30</b>	<b>15</b>
<b>Earned \$100,000 or more</b>	<b>5</b>	<b>2</b>	<b>3</b>
<b>Median earnings</b>	<b>\$30,556</b>	<b>\$31,705</b>	<b>\$26,458</b>
<b>Mean earnings</b>	<b>\$35,914</b>	<b>\$40,144</b>	<b>\$30,254</b>

**Work and Home Locations and Travel Times to Work**

Of the 13,614 people living in Door County in 2000 who were employed:

- 12,058 worked in Door County
- 728 worked in Brown County
- 430 worked in Kewaunee County
- 43 worked in Outagamie County
- 42 worked in Cook County, Illinois
- 38 worked in Manitowoc County
- 31 worked in Milwaukee County
- 21 worked in St. Louis County, Missouri
- 17 worked in Oconto County
- 15 worked in Dane County
- 15 worked in Sheboygan County
- 11 worked in Lake County, Illinois
- 10 worked in Kankakee County, Illinois
- 155 worked elsewhere

*A total of 1,556 people, or 11.4% of all Door County residents who were employed, worked outside Door County in 2000.*



Of the 13,080 people employed in Door County in 2000:

- 12,058 traveled from within Door County to work
- 548 traveled from Kewaunee County
- 294 traveled from Brown County
- 24 traveled from Milwaukee County
- 21 traveled from Outagamie County
- 21 traveled from Dane County
- 18 traveled from DuPage County, Illinois
- 17 traveled from Manitowoc County
- 14 traveled from Winnebago County
- 12 traveled from Oconto County
- 10 traveled from Waupaca County
- 43 traveled from elsewhere

*A total of 1,022 people, or 7.8% of all people who worked in Door County, lived outside Door County in 2000.*

Baileys Harbor's working residents' (age 16 and over) means of transportation to work in 2000:

- 454 – car, truck, or van (407 of those drove alone; 47 carpooled)
- 0 – public transportation (obviously!)
- 2 – motorcycle
- 2 – bicycle
- 9 – walked
- 2 – other means
- 35 – worked at home

Of Baileys Harbor's 469 workers who did not work at home:

- 74 traveled less than 10 minutes to work
- 122 traveled 10 to 14 minutes to work
- 99 traveled 15 to 19 minutes to work
- 58 traveled 20 to 24 minutes to work
- 22 traveled 25 to 29 minutes to work
- 55 traveled 30 to 34 minutes to work
- 11 traveled 35 to 44 minutes to work
- 5 traveled 45 to 59 minutes to work
- 4 traveled 60 to 89 minutes to work
- 19 traveled 90 or more minutes to work

*Mean travel time to work: 23.6 minutes.*

## **Economic Development Resources and Further Information**

Baileys Harbor Community Association

Call the town office at (920) 839-9509 for contact information for the current president.

Door County Chamber of Commerce

P.O. Box 406

Sturgeon Bay, WI 54235 (920) 746-6663

Door County Economic Development Corporation

185 E. Walnut

Sturgeon Bay, WI 54235 (920) 743-3113

Door County Job Center: [dcjc@charterinternet.net](mailto:dcjc@charterinternet.net)

Sturgeon Bay, WI 54235 (920) 743-6915

Lakeshore-CAP

131 S. 3<sup>rd</sup> Avenue

Sturgeon Bay, WI 54235 (920) 743-0192

University of Wisconsin Extension-Door County

Door County Courthouse

P.O. Box 670

Sturgeon Bay, WI 54235 (920) 746-2260

Women's Employment Project

1009 Egg Harbor Road

Sturgeon Bay, WI 54235 (920) 743-7273

Northstar Economics – [www.northstareconomics.com](http://www.northstareconomics.com)

Wisconsin Department of Workforce Development: [www.dwd.state.wi.us](http://www.dwd.state.wi.us)

Wisconsin Housing and Economic Development Authority (WHEDA)

Madison, WI

(800) 334-6873

Bureau of Housing, WI Department of Commerce: <http://commerce.wi.gov/cd-boh.html>

Madison, WI

(608) 266-1018

U.S. Department of Housing and Urban Development: [www.hud.gov](http://www.hud.gov)

USDA Wisconsin Rural Development Programs: [www.rurdev.usda.gov/wi](http://www.rurdev.usda.gov/wi)

## Appendix 7: Transportation Research

### Functional Classification of Roadways

Roads are divided into three categories: arterial, collector, and local. The category for a particular road is determined by the function that the road serves in relation to traffic patterns, land use, land access needs, and traffic volumes.

#### Arterial Roads

The function of an arterial road is to move traffic over medium to long distances – often between regions as well as between major economic centers – quickly, safely, and efficiently. To improve safety and to enhance efficiency, land access from arterial roads should be, as much as is possible, limited. Arterial roads are further categorized into either principal or minor arterial roads based on traffic volumes. There is one minor two lane arterial highway located within the Town of Baileys Harbor: State Trunk Highway (STH) 57.

#### Collector Roads

The primary function of those roads classified as collectors is to provide general area-to-area routes for local traffic. Collector roads typically serve low to moderate vehicle volumes and medium trip lengths between commercial centers at moderate speeds. In addition, collector roads serve to distribute traffic between local roads and arterial roads. There are six roads, all county trunk highways (CTH), classified as collector roads in the Town of Baileys Harbor.

#### Local Roads

The primary function of local roads is to provide direct access to land adjacent to the road. Local roads are constructed to serve individual parcels of land and properties. All roads not classified as either arterial or collector roads in the Town of Baileys Harbor are classified as local roads.

### Road Classification and Mileage in Baileys Harbor

Road Name	Gross Miles	County Miles	Town Miles	County Jurisdiction			Town Jurisdiction		
				Arterial	Collector	Local	Arterial	Collector	Local
1st Lane	0.69		0.69						0.69
Anclam Beach	0.05		0.05						0.05
Anclam Road	0.17		0.17						0.17
Beach Road	1.88		1.88						1.88
Birch Road	0.89		0.89						0.89
Bluff Road	1.11		1.11						1.11
Bues Pt. Road	1.24		1.24						1.24
Cana Cove Road	0.32		0.32						0.32
Cana Island Road (1)	0.28		0.28						0.28
Cana Island Road (2)	2.20		2.20						2.20
Cattle Lane	0.28		0.28						0.28
Cedar Road	0.98		0.98						0.98
Chapel Lane	0.40		0.40						0.40
Cherry Road	1.52		1.52						1.52
CTH A	3.01	3.01			3.01				
CTH E	4.40	4.40			4.40				
CTH EE	2.12	2.12			1.61	0.51			
CTH F (1)	0.15	0.15			0.15				

Town of Baileys Harbor Comprehensive Plan, August 15, 2005

Road Name	Gross Miles	County Miles	Town Miles	County Jurisdiction			Town Jurisdiction		
				Arterial	Collector	Local	Arterial	Collector	Local
CTH F (2)	2.56	2.56			2.56				
CTH Q	5.73	5.73			5.73				
Elm Road	0.44		0.44						0.44
Fairview Road	2.25		2.25						2.25
Goodnow Road	0.15		0.15						0.15
Grove Road	0.98		0.98						0.98
Guy Street	0.25		0.25						0.25
Harbor Lane	0.47		0.47						0.47
Highland Road	0.62		0.62						0.62
Honold Road	0.50		0.50						0.50
Howard Avenue	0.10		0.10						0.10
Kangaroo Lake Dr. S	0.40		0.40						0.40
Kangaroo Lake Rd. S	0.12		0.12						0.12
Kangaroo Lake Rd. W	1.35		1.35						1.35
Kita Road	0.12		0.12						0.12
Lake Shore Drive	0.88		0.88						0.88
Lakeview	0.05		0.05						0.05
Maple Road N	1.02		1.02						1.02
Maple Road S	1.57		1.57						1.57
Meadow Road E	0.62		0.62						0.62
Meadow Road W	1.84		1.84						1.84
Moonlight Bay Dr.	1.00		1.00						1.00
Nearing Road	0.25		0.25						0.25
N Kangaroo Lake Dr	0.62		0.62						0.62
Northcote Lodge	0.09		0.09						0.09
O'Brien Road	0.17		0.17						0.17
Old County Q	0.10		0.10						0.10
Old Logging Trail	0.34		0.34						0.34
Park Road	0.18		0.18						0.18
Piehl Street	0.06		0.06						0.06
Pine Drive	0.45		0.45						0.45
Point Drive	0.96		0.96						0.96
Point Lane	0.02		0.02						0.02
Ridges Road	2.26		2.26					1.72	0.54
Ridges Road (RR 39)	0.26		0.26					0.26	
School Street	0.12		0.12						0.12
Schultz Lane	0.51		0.51						0.51
Severn Street	0.10		0.10						0.10
South Lane	0.06		0.06						0.06
Stieglitz Road	0.15		0.15						0.15
Summach Road	0.62		0.62						0.62
Summit Road	1.07		1.07						1.07
Sun Plaza Drive	0.25		0.25						0.25
Sunset Drive	2.53		2.53						2.53
Toft Point	0.15		0.15						0.15
Ward Street	0.48		0.48						0.48
Wooded Lane	1.01		1.01						1.01
<b>TOTAL MILES</b>	<b>57.52</b>	<b>17.97</b>	<b>39.55</b>	<b>0.00</b>	<b>17.46</b>	<b>0.51</b>	<b>0.00</b>	<b>1.98</b>	<b>37.57</b>

## Roadway Conditions

The following table illustrates the overall condition of roads in Baileys Harbor, including number of lanes, road and shoulder widths, and the year the road was last surfaced.

Road Name	Gross Miles	Length in Miles	Number of Lanes	Road Width	Shoulder Width	Year Surfaced
<b>1st Lane</b>	0.69					
Termini to STH 57		0.30	1	12	104	1976
Termini to STH 57		0.36	2	16	202	1999
<b>Anclam Beach</b>	0.05	0.05	2	18	101	1971
<b>Anclam Road</b>	0.17	0.17	2	18	0	1987
<b>Beach Road</b>	1.88					
Termini to CTH A		0.50	2	20	202	1994
CTH A to Maple Rd S		1.02	2	20	201	1989
Maple Rd S to Kangaroo Lake Rd W		0.27	2	20	102	1971
Kangaroo Lake Rd W to Termini		0.05	2	20	102	1971
Ridges Rd (RR 39) to Termini		0.04	2	50	0	1971
<b>Birch Road</b>	0.89					
CTH Q to Sunset Drive		0.52	2	20	102	1971
CTH Q to Sunset Drive		0.15	2	20	102	1991
CTH Q to Sunset Drive		0.09	2	20	103	1971
Sunset Drive to Termini		0.13	2	20	103	1971
<b>Bluff Road</b>	1.11					
STH 57 to Ward St.		0.04	2	20	201	1999
Ward St. to Guy St.		0.03	2	20	201	1999
Guy St. to Cherry Rd.		0.29	2	20	201	1999
Guy St. to Cherry Rd.		0.75	2	20	101	1972
<b>Bues Pt. Road</b>	1.24		2	20	202	1994
<b>Cana Cove Road</b>	0.32					
Termini to Cana Island Rd. (2)		0.03	1	10	0	1971
Cana Island Rd. (2) to Termini		0.29	1	12	0	1971
<b>Cana Island Road (1)</b>	0.28		2	20	102	1972
<b>Cana Island Road (2)</b>	2.20					
CTH Q to Bues Pt. Rd		0.95	2	20	101	1972
Bues Pt. Rd. to Termini		1.25	2	20	102	1974
<b>Cattle Lane</b>	0.28		1	8	0	1974
<b>Cedar Road</b>	0.98					
STH 57 to Meadow Rd. W		0.27	2	20	101	1990
STH 57 to Meadow Rd. W		0.31	2	20	201	1973
STH 57 to Meadow Rd. W		0.40	2	20	201	1993
<b>Chapel Lane</b>	0.40		2	12	202	1988
<b>Cherry Road</b>	1.52					
CTH E to Summit Rd		0.48	2	22	202	1993
CTH E to CTH EE		1.04	2	22	303	1991
<b>CTH A</b>	3.01					
Honold Rd. to Wooded Ln.		1.49	2	22	203	2001
Wooden Ln. to CTH E		0.50	2	22	203	1999
CTH E to CTH EE		1.02	2	22	203	2001
<b>CTH E</b>	4.40					
Lake Shore Dr. to Cherry Rd.		0.73	2	22	202	1988
Cherry Rd. to Elm Rd.		0.50	2	22	203	1999
Elm Rd. to CTH A		1.34	2	22	202	1988
Maple Rd. N to CTH A		0.82	2	22	204	1971
CTH A to Memorial Dr.		1.01	2	22	102	1979
<b>CTH EE</b>	2.12					
Kita Rd. to Maple Rd. N		1.52	2	22	102	1971
High Ridge Rd. to CTH F		0.60	2	22	203	1990
<b>CTH F (1)</b>	0.15		2	22	203	1990

Town of Baileys Harbor Comprehensive Plan, August 15, 2005

Road Name	Gross Miles	Length in Miles	Number of Lanes	Road Width	Shoulder Width	Year Surfaced
<b>CTH F (2)</b>	2.56					
STH 57 to CTH F (1)		0.98	2	22	203	1990
CTH F (1) to CTY F		1.62	2	22	203	1996
<b>CTH Q</b>	5.73					
N. Bay Dr. to Moonlight Bay Dr.		2.70	2	22	104	1971
Moonlight Bay Dr. to STH 57		0.67	2	22	104	1971
Moonlight Bay Dr. to STH 57		1.20	2	22	104	1981
Moonlight Bay Dr. to STH 57		0.32	2	22	104	1971
Moonlight Bay Dr. to STH 57		0.49	2	20	202	1971
Moonlight Bay Dr. to STH 57		0.35	2	20	102	1981
<b>Elm Road</b>	0.44		2	18	101	1972
<b>Fairview Road</b>	2.25					
Kangaroo Lake Rd W to Maple Rd. S		0.25	2	20	103	1971
Maple Rd. S to CTH A		1.02	2	20	102	1983
CTH A to Memorial Dr.		0.22	2	20	103	1983
CTH A to Memorial Dr.		1.52	2	20	103	1986
<b>Goodnow Road</b>	0.15		1	10	102	1971
<b>Grove Road</b>	0.98					
Termini to STH 57		0.59	2	20	202	2000
STH 57 to Summach Rd.		0.13	1	14	101	1971
STH 57 to Summach Rd.		0.52	2	24	202	1999
<b>Guy Street</b>	0.25		2	20	101	1988
<b>Harbor Lane</b>	0.47					
Ridges Rd. to Ridges Rd.		0.12	2	24	202	1999
Ridges Rd. to Ridges Rd.		0.35	2	18	0	1971
<b>Highland Road</b>	0.62		2	20	201	1999
<b>Honold Road</b>	0.75					
Elm Dr. to CTH A	0.25		2	22	202	1993
Elm Dr. to CTH A	0.50		2	20	101	1974
<b>Howard Avenue</b>	0.10		2	42	0	1988
<b>Kangaroo Lake Dr. S</b>	0.40		2	20	102	1971
<b>Kangaroo Lake Rd. S</b>	0.12		1	12	0	1971
<b>Kangaroo Lake Rd. W</b>	1.35		2	20	101	1971
<b>Kita Road</b>	0.12		1	10	0	1971
<b>Lake Shore Drive</b>	0.88		2	20	101	1971
<b>Lakeview</b>	0.05		1	10	104	1971
<b>Maple Road N</b>	1.02		2	20	102	1974
<b>Maple Road S</b>	1.57					
Logerquist to Beach Rd.		1.00	2	20	202	1998
Beach Rd. to CTH E		0.57	2	20	102	1971
<b>Meadow Road E</b>	0.62		2	20	103	2000
<b>Meadow Road W</b>	1.84		2	20	103	2000
<b>Moonlight Bay Dr.</b>	1.00		2	20	102	1974
<b>Nearing Road</b>	0.25		1	8	102	1976
<b>N Kangaroo Lake Dr</b>	0.62					
STH 57 to S Kangaroo Lake Dr.		.40	2	20	101	1979
STH 57 to S Kangaroo Lake Dr.		.17	2	20	101	1971
S Kangaroo Lake Dr. to Termini		.05	2	20	101	1971
<b>Northcote Lodge</b>	0.09		1	8	0	1971
<b>O'Brien Road</b>	0.17		1	12	102	1971
<b>Old County Q</b>	0.10		2	20	102	1974
<b>Old Logging Trail</b>	0.34		2	20	101	1974
<b>Park Road</b>	0.18		2	20	101	1988
<b>Piehl Street</b>	0.06		1	12	0	1999
<b>Pine Drive</b>	0.45		2	18	101	1971
<b>Point Drive</b>	0.96		1	12	103	1971
<b>Point Lane</b>	0.02		1	8	105	1971

Road Name	Gross Miles	Length in Miles	Number of Lanes	Road Width	Shoulder Width	Year Surfaced
<b>Ridges Road</b>	2.26					
Beach Rd. to Toft Pt.		0.27	2	20	202	1988
Beach Rd. to Toft Pt.		0.25	2	20	202	1991
Beach Rd. to Toft Pt.		0.79	2	20	102	1988
Toft Pt. To Harbor Ln.		0.05	2	20	201	1991
Harbor Ln. to Harbor Ln.		0.23	2	20	201	1991
Harbor Ln. to Harbor Ln.		0.13	2	20	102	1988
Harbor Ln. to Point Dr.		0.54	2	20	201	1984
<b>Ridges Road (RR 39)</b>	0.26		2	20	202	1988
<b>School Street</b>	0.12		2	20	0	1988
<b>Schultz Lane</b>	0.51		2	24	202	1998
<b>Severn Street</b>	0.10		2	20	0	1981
<b>South Lane</b>	0.06		2	18	103	1971
<b>Stieglitz Road</b>	0.15		2	20	202	1998
<b>Summach Road</b>	0.62		2	20	102	1971
<b>Summit Road</b>	1.07					
Termini to Cherry Rd.		0.14	2	24	202	1998
Cherry Rd. to Stieglitz Rd.		0.25	2	20	202	1993
Stieglitz Rd. to STH 57		0.18	2	20	202	1993
Stieglitz Rd. to STH 57		0.50	2	24	202	1989
<b>Sun Plaza Drive</b>	0.25		2	20	201	1999
<b>Sunset Drive</b>	2.53					
CTH Q to Birch Rd.		0.57	2	20	101	1971
CTH Q to Birch Rd.		0.53	2	20	102	1991
Birch Rd. to CTH Q		0.83	2	20	102	1991
Birch Rd. to CTH Q		0.46	2	20	102	1971
CTH to Termini		0.14	2	16	101	1971
<b>Toft Point</b>	0.15		1	8	0	1971
<b>Ward Street</b>	0.48					
STH 57 to Hill		0.15	2	20	102	1975
STH 57 to Hill		0.09	2	18	102	1989
Hill to Private		0.03	2	18	102	1989
Private to Bluff		0.05	2	18	102	1989
Private to Bluff		0.16	2	18	102	1975
<b>Wooded Lane</b>	1.01					
Maple Rd. S to CTH A		0.34	2	20	101	1980
Maple Rd. S to CTH A		0.67	2	24	102	1987

## Transit Services

Following is an inventory of the limited available transit options in the Town of Baileys Harbor.

### Public Transportation Systems

There are currently no public transportation systems available in the Town of Baileys Harbor or Door County. Intercity bus service (i.e. Greyhound) is available from Green Bay to Milwaukee, Madison, and Minneapolis with stops in additional urban areas in Wisconsin. Over the years, there have been several taxi services that have operated in Door County, although there are none currently available in the Town of Baileys Harbor.

### Senior and Disabled Transportation Systems

There are several transportation programs senior and disabled residents in the Town of Baileys Harbor may use. Funds are provided by the state through the Special Transportation Program for Counties, county matching funds, and fares collected from passengers.

Door County Senior Resource Center

**Type of Organization:** Public agency

**Vehicles:** Fifteen-passenger minibus

**Description of Services:** The bus operates on a fixed schedule, door-to-door, and demand-responsive basis for senior citizens throughout the county. Residents of northern Door County are provided service on Tuesdays. Trips are provided for medical appointments, nutritional programs, personal business, and to various service agencies.

**Cost:** Donations, which range in cost depending on the distance of the trip, are requested from riders, although not required.

Sunshine House

**Type of Organization:** Private non-profit, providing a sheltered employment facility in Sturgeon Bay to persons 16-years and older with mental or physical disabilities.

**Vehicles:** Two passenger buses, both wheelchair-accessible; two vans, one of which is wheelchair-accessible.

**Description of Services:** Service is provided within the framework of a fixed route system, with the route determined by the home location of Sunshine House clients. Although service is primarily confined to the immediate Sturgeon Bay area, clients throughout Door County benefit from this program.

There are also three for-profit organizations that will provide transportation services to senior and disabled residents of the Town of Baileys Harbor, primarily for medical purposes. Costs are borne by fares and supplemented by state/federal medical assistance.

Northeast Wisconsin Transportation Service, Inc. (NEW Transport)

**Vehicles:** Four wheelchair-accessible vans

**Services:** NEW Transport is under contract with the Door County Senior Resource Center to provide rides to senior Door County residents to medical facilities in Sturgeon Bay and Green Bay.

Medivan of Green Bay

**Vehicles:** Four wheelchair-accessible vans.

Para-Tran of Sturgeon Bay

**Vehicles:** One van and one wheelchair-accessible minivan.

## **Air Transportation**

This inventory of air transportation services includes both public and private airfields serving the commercial and recreational interests of the residents of the Town of Baileys Harbor. The Wisconsin Department of Transportation Bureau of Aeronautics classifies airport facilities according to the function they serve and the size and type of aircraft they are capable of handling. Those classifications as well as other pertinent information follows.

Austin Straubel International Airport – Green Bay

**Functional Classification:** AC/AC (Air Carrier/Air Cargo – virtually all sizes and types of aircraft)

**Ownership:** Brown County

**Description of Services:** Austin-Straubel is a full-service regional connector airport providing regular flights to Milwaukee, Wisconsin; Chicago, Illinois; Detroit, Michigan; and Minneapolis,



Minnesota. Flights are provided by approximately six carriers with an average of 32 flights daily. **Planned Improvements:** A \$2,210,013 project at Austin Straubel International Airport will reimburse for security-related improvements and complete design work for planned expansion of the terminal building concourses. The state is providing \$107,790 to help complete the work, Brown County is contributing \$110,391, and the Federal Aviation Administration is providing \$1,991,832. Planned improvements to the terminal building concourses include the addition of four aircraft boarding gates to cover anticipated passenger growth over the next 5-10 years. Jet bridges will be installed on all 12 boarding gates to shield passengers from the weather while boarding or departing aircraft. Actual terminal building construction work associated with this project was scheduled to begin in spring 2003 and is part of a planned three-year terminal expansion effort.

#### Door County Cherryland Airport – Sturgeon Bay

**Classification:** T/C (Transport/Corporate – corporate jets, small passenger and cargo jets, small airplanes [piston or turboprop])

**Ownership:** Door County

**Description of Services:** Cherryland Airport provides regional cargo and passenger services and commuter air services. The major providers are: Door County Aviation, LLC, (920) 743-7550, and Orion Flight Services, (920) 743-6952. The facility currently has two asphalt runways, 4,600 feet and 3,200 feet in length.

**Planned Improvements:** According to the Wisconsin Department of Transportation 5-Year Airport Improvement Plan (see below for more details), Cherryland Airport is scheduled for improvements in 2003, 2005, 2006, and 2007. In 2003, a \$50,000 (\$25,000 state funding, \$25,000 sponsor funding) design project for a proposed new taxiway, apron, and automobile parking lot will take place. In 2005, the construction of these projects is scheduled to begin (\$430,000 total cost: \$240,000 block grant, \$95,000 state funding, \$95,000 sponsor funding). In 2006, Phase 1 of the installation of deer fencing, development of an east hangar area, and reconstruction and extension of the primary runway and parallel taxiway are planned (\$5,700,000 total cost: \$3,420,000 block grant, \$1,140,000 state funding, \$1,400,000 sponsor funding). In 2007, Phase 2 of this project is scheduled (\$5,000,000 total cost: \$3,000,000 block grant, \$1,000,000 state funding, \$1,000,000 sponsor funding).

#### Ephraim-Gibraltar Airport

**Classification:** BU-A (Basic Utility-A – accommodating aircraft of less than 6,000 pounds gross weight, with approach speeds below 91 knots and wingspans less than 49 feet)

**Ownership:** Village of Ephraim, Town of Gibraltar

**Description of Services:** Two runways, one asphalt (2,700 feet) and one turf (2,324 feet).

**Planned Improvements:** According to the Wisconsin Department of Transportation 5-Year Airport Improvement Plan (see below for more details), there are improvements scheduled at the Ephraim-Gibraltar Airport in 2003 and 2005. In 2003, the construction of a hangar taxiway and automobile parking lot and the relocation of the terminal building are planned (\$220,000 total cost: \$158,000 state funding, \$62,000 sponsor funding). In 2005, the expansion of the apron, construction of a partial parallel taxiway to the primary taxiway, and clearing of runway approaches are planned (\$300,000 total cost: \$180,000 block grant, \$60,000 state funding, \$60,000 sponsor funding).

#### Privately-Owned Airstrips

In addition to the two public-use airport facilities, there are eight privately-owned airstrips or helicopter landing pads in Door County. None of these are located in the Town of Baileys Harbor. These facilities, with turf runways 2,000 to 3,000 feet long, are primarily used by recreational pilots and in the case of medical emergencies.

## **State and Regional Transportation Plans**

The following is an inventory of existing transportation plans generated by state and regional agencies that may affect transportation planning for the Town of Baileys Harbor.

### Wisconsin State Highway Plan 2020

Wisconsin's State Trunk Highway (STH) system, consisting of approximately 11,800 miles of roads, is aging and deteriorating at the same time traffic congestion is increasing. In response to this critical issue, the Wisconsin Department of Transportation (WisDOT), in partnership with its stakeholders, developed the State Highway Plan 2020, a 21-year strategic plan which considers the highway system's current condition, analyzes future uses, assesses financial constraints, and outlines strategies to address Wisconsin's preservation, traffic movement, and safety needs. The plan is updated every six years to reflect changing transportation technologies, travel demand, and economic conditions in Wisconsin.

### 6-Year Highway Improvement Plan

WisDOT developed the 6-Year Highway Improvement Plan to prioritize highway projects within the state. There are no projects forecasted during the planning period for the Town of Baileys Harbor.

The major project within the county is the development of STH 57 as a four-lane divided highway, with access management, allowing for uninterrupted travel from Green Bay to Sturgeon Bay. This project begins one mile north of the intersection of STHs 54 and 57 in Brown County and extends to the intersection of STHs 57 and 42 south of Sturgeon Bay in Door County. The STH 57 expansion project represents an estimated \$72.5 million investment in eastern Wisconsin's transportation system.

### Wisconsin State Airport System Plan 2020

The Wisconsin State Airport System Plan 2020 provides a framework for the preservation and enhancement of the state's system of public-use airports in order to meet the current and future aviation needs of the State of Wisconsin. This plan determines the number, location, and type of aviation facilities required to adequately serve the state over a 21-year planning period, 2000 through 2020. The plan defines the State Airport System and establishes the current and future role of each airport in the system. The plan also forecasts the level of public investment required to:

- upgrade substandard features of the system, such as widening existing runways and taxiways to meet federal and state standards;
- preserve the airport system in the future, such as replacing existing pavements and lighting systems to meet federal and state standards; and
- enhance the system in the future, such as constructing runway extensions and new runways in order to meet forecasted increases in aviation demand.

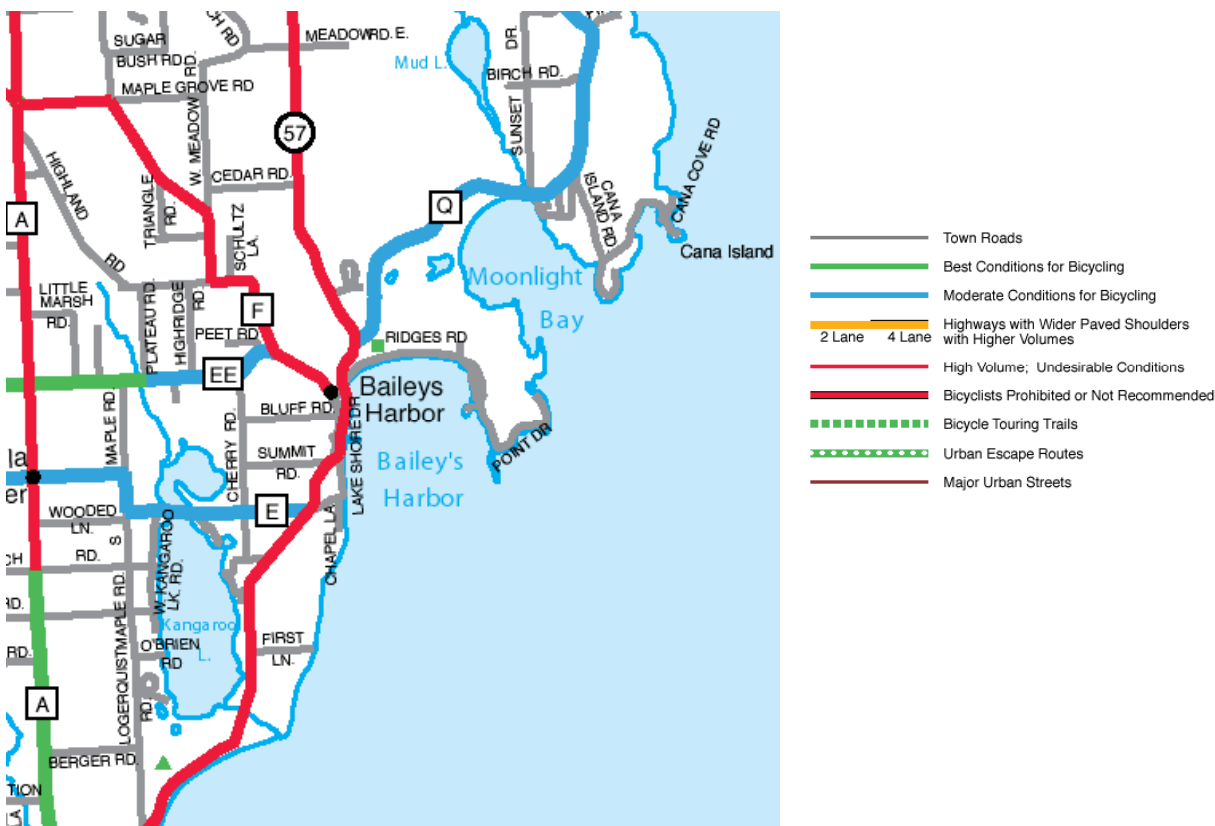
This plan is used by WisDOT's Bureau of Aeronautics to pre-qualify airport improvement projects submitted by airport sponsors for funding consideration. If a proposed airport project is not in conformance with the plan, the sponsor will need to satisfactorily demonstrate how the proposed project meets the state's planning and design guidelines. If this is done, the plan will be amended accordingly.

WisDOT 5-Year Airport Improvement Plan 2002

The Wisconsin Department of Transportation schedules airport improvement projects based on state and federal priority ratings, state and federal funding availability, and the time necessary to prepare a project for construction. The WisDOT creates a new 5-Year Airport Improvement Plan every five years. The first 2 years of the program primarily include projects that have been formally initiated by airport owners. Many of the projects in the last 3 years of the program are tentative. The programs are always changing as additional project requests are made, airport owner priorities change, project cost estimates are updated, and funding, particularly federal funding, fluctuates.

Wisconsin Bicycle Transportation Plan 2020

The plan establishes WisDOT goals, objectives, and policies regarding bicycle accommodations in Wisconsin. The plan does not make any recommendations for improvements in the Town of Baileys Harbor, but does provide a map of suggested bicycle routes and conditions in the town (below).



Door County Bicycle Transportation Capital Improvement Plan

This plan was prepared by the Door County Highway Department in cooperation with the Door County Chamber of Commerce Trails Committee and revised in January 2003. The plan aims to provide safe bicycle transportation routes in Door County and encourage bicycle use for transportation and recreation in the county. The Chamber of Commerce also distributes the *Back Roads Bicycle Map*. Currently, the plan recommends County Highway Q, County Highway F, County Highway EE, County Highway E, and Logerquist Road as bicycle routes in and around the Town of Baileys Harbor. Highway 57 and County Highway A are considered difficult routes due to traffic levels and/or terrain.

### Wisconsin State Rail Plan 2020

Upon completion, the Wisconsin State Rail Plan 2020 (SRP 2020) will provide the policy framework for the preservation and enhancement of the Wisconsin State Rail System. This will be a long-range plan with a horizon year of 2020.

The SRP 2020 will define the rail system's role in the movement of people and goods within the context of Wisconsin's multi-modal transportation system. The plan will assess the rail system's current condition and determine a course for the future considering performance objectives, needed improvements, and alternatives to fund them.

The final SRP 2020 will be used to communicate the condition of Wisconsin's rail system, the rationale for proposing certain improvements, and the financial needs and system-wide implications of proposed funding levels.

The State Rail Plan will include six major components:

- Intercity passenger rail
- Freight rail
- Highway-rail crossings
- Funding
- Economic benefits
- Environmental evaluation

### Wisconsin Pedestrian Policy Plan 2020

WisDOT developed the Wisconsin Pedestrian Policy Plan 2020 to provide a long-range vision addressing Wisconsin's pedestrian needs. The Pedestrian Plan is one of several plans recommended in Translinks 21, WisDOT's comprehensive transportation plan released in 1994.

The Pedestrian Plan provides a basic description of existing and emerging pedestrian needs over the next 20 years, with a set of recommendations to meet those needs. WisDOT's efforts ensure that this plan complements both existing and future long-range transportation plans.

## **Current Transportation Funding Programs**

### Competitive Transportation Funding Programs

#### Local Transportation Enhancements (TE) Program

**Program Objective:** To promote activities that would "enhance" the surface transportation system. Program funds are intended to accomplish something "above and beyond" what is normally done on highway projects. The Local Transportation Enhancements (TE) Program is designed to fund projects that enhance traditional highway facilities and promote multi-modal activities. The Local TE program is intended to promote the development of a range of activities that complement or enhance a project or an area served by a transportation project.

**Program Eligibility:** Projects must meet federal and state requirements. Local governments with taxing authority, state agencies, and Indian tribes are eligible for funding. Projects costing \$100,000 or more that involve construction are eligible for funding, as are non-construction projects costing \$25,000 or more. Additionally, the project must be usable when it is completed and not staged so that additional money is needed to make it a useful project. A project sponsor must pay for a project and then

seek reimbursement for the project from the state. Federal funds will provide up to 80% of project costs, while the sponsor must provide at least the other 20%. The Enhancements Program funds the following twelve categories of eligible activities:

- provision of facilities for pedestrians and bicycles;
- provision of safety and educational activities for pedestrians and bicyclists;
- acquisition of scenic easements and scenic or historic sites;
- scenic or historic highway programs, including the provision of tourist and welcome centers;
- landscaping and other scenic beautification;
- historic preservation;
- rehabilitation and operation of historic transportation buildings, structures, or facilities;
- preservation of abandoned railway corridors;
- control and removal of outdoor advertising;
- archaeological planning and research;
- mitigation of water pollution due to highway runoff or reduction of vehicle caused wildlife mortality; and
- establishment of transportation museums.

A transportation enhancement project must also meet both of the following federal criteria:

- meet the criteria for one of the above 12 categories as described in federal guidelines; and
- relate to surface transportation.

**Application cycle:** Projects are solicited in even-numbered years with applications available in January and due in April. Two years of funding is made available to projects for the three fiscal years following the calendar year in which projects are selected. For example, in 2002 projects are developed for FY 2003-2005 funding. Funding for the TE program is on a competitive basis with a 12-person committee ranking projects and making funding recommendations to the Wisconsin Department of Transportation Secretary.

**Annual Federal Amount Appropriated:** \$6,730,200

#### Surface Transportation Discretionary Program (STP-D)

**Program Objective:** To encourage projects that foster alternatives to single-occupancy vehicles (SOV) trips, such as facilities for pedestrian and bicycles, purchase of replacement vehicles for transit systems, and other transportation demand management (TDM) projects.

**Program Eligibility:** Local government with taxing authority and a population of 5,000 or more are eligible for funding. Projects must meet federal and state requirements. Local governments with taxing authority, state agencies, and Indian tribes are eligible for funding. Projects costing \$100,000 or more that involve construction are eligible for funding, as are non-construction projects costing \$25,000 or more. Additionally, the project must be usable when it is completed and not staged so that additional money is needed to make it a useful project. A project sponsor must pay for a project and then seek reimbursement for the project from the state. Federal funds will provide up to 80% of project costs, while the sponsor must provide at least the other 20%.

**Application Cycle:** Projects are solicited in even-numbered years with applications

available in January and due in April. Two years of funding is made available to projects for the three fiscal years following the calendar year in which projects are selected. For example, in 2002 projects were developed for FY 2003-2005 funding. Funding for the STP-D program is on a competitive basis.

**Annual Federal Amount Appropriated:** \$2,720,000

TDM Grant Program

**Program Objective:** To provide funding to successful grant recipients to implement projects that encourages innovative solutions and alternatives to reducing single occupant vehicle (SOV) trips.

**Program Eligibility:** Eligible applicants may include local governments, chambers of commerce, and others as defined by the program. The program requires a 20% local match.

**Application Cycle:** WisDOT accepts applications annually.

Wisconsin Employment Transportation Assistance Program (WETAP)

**Program Objective:** As a joint program between the Wisconsin Department of Workforce Development (DWD) and WisDOT, it provides funding to help low-income people access, retain, or advance in employment with the goal of meeting the entire population's transportation needs. This program is funded with combined federal and state dollars and requires a local match.

**Program Eligibility:** Application requirements include the development of a regional job access plan that identifies the need for transportation services and illustrates the alternatives proposed for the program. Plans should be developed between public transit providers, local units of government, transportation planners, human services agencies, low-income individuals, and other interested parties.

Transportation Economic Assistance (TEA)

**Program Objective:** The Transportation Economic Assistance (TEA) program provides 50% state grants to governing bodies, private businesses, and consortiums for road, rail, harbor, and airport projects that help attract employers to Wisconsin, or encourage business and industry to remain and expand in the state. The businesses cannot be speculative and local communities must assure that the number of jobs anticipated from the proposed project will materialize within three years from the date of the project agreement and remain after another four years.

**Program Eligibility:** Grants of up to \$1 million are available for transportation improvements that are essential for an economic development project. It must begin within three years, have the local government's endorsement, and benefit the public. The program is designed to implement an improvement more quickly than normal state programming processes allow. The 50% local match can come from any combination of local, federal, or private funds or in-kind services.

**Application Cycle:** Applications are first-come, first-served, and funded when all eligibility information is complete and satisfactory.

**2002-2003 Funding:** \$7,250,000, state funds; \$7,250,000, local matching funds

The Airport Improvement Program

**Program Objective:** The Airport Improvement Program combines federal, state, and local resources to help fund improvements to over 100 public-use airports throughout the state primarily owned by counties, cities, towns, and villages. Improvements may include runway construction and reconstruction, land acquisition, navigational aids, and lighting.

### Competitive/Formula-Based Transportation Funding Programs

#### Surface Transportation Rural Program (STP-Rural, STP-R)

**Program Objective:** The objective of the STP-Rural Program is to improve federal aid eligible highways outside of urban areas (primarily county trunk highways).

**Program Eligibility:** Projects must meet federal and state requirements. Funding is provided under the Transportation Equity Act for the 21st Century (TEA-21). Eligible projects include a wide range of transportation-related activities, including projects on higher-function local roads not on the State Trunk Highway system, and local safety improvements.

**Application Cycle:** WisDOT District Offices solicit STP-Rural projects in the spring of odd-numbered years; approvals are granted in the summer of the odd-numbered years. Beginning in 1997, a three-year program was developed for 1999-2000-2001. The 2003-2005 program is currently in effect and WisDOT District Offices are soliciting projects for the 2005-2007 program cycle.

**Annual Federal Amount Appropriated:** \$25,927,400

### Formula-Based Transportation Funding Programs

#### General Transportation Aids (GTA)

**Program Objective:** To provide local governments with a partial reimbursement of funds to offset the cost of county and municipal road construction, maintenance, traffic, and police costs. The GTA Program is the largest single line-item in WisDOT's budget. It returns to local governments roughly 30% of all state-collected transportation revenues. Under this program, 1,922 local governments (all counties, cities, villages, and towns) receive quarterly payments based on local road mileage and aidable local costs. Aidable local costs generally include the local share of all road and street construction and maintenance costs within roadway rights-of-way. Expenditures on county forest roads are aided under another, separate program.

**Program Eligibility:** The GTA funds are distributed to all Wisconsin counties, cities, villages, and towns. Within a given annual funding level, the major determinants of the amount of aid a local government will receive are the road mileage under its jurisdiction (used to calculate rate-per-mile payments) and the amount of its own resources it has spent on that mileage over an average of six years (used in determining "share of costs" payments). The rate-per-mile is statutorily specified and is \$1,825 in CY 2003. The "share of costs" percentage floats from year to year based on the costs reported and whatever funding remains in the appropriation after rate-per-mile entitlements are subtracted. There are two appropriations, one for counties and one for municipalities. Municipalities are limited to receiving state aid equivalent to no more than 85% of their three-year average aidable costs under either the rate-per-mile or "share of costs" formulas. The "cushions" in the formula ensure that:

- local governments can receive increases from their previous year's payments up to 15%;
- for counties, payment reductions are limited to 2% of the previous year's payment; and
- for municipalities, payment reductions are limited to 5% of the previous year's payment.

**Application Cycle:** Each spring, local governments file revenue and expenditure reports with the Wisconsin Department of Revenue. WisDOT then uses the highway-

related portions of that data to determine a local government's aidable spending. Since the reports are based on calendar-year data, there is a lag in its effect on transportation aid payments, e.g., costs incurred during 2001 are submitted in 2002 and first used in the calculation of 2003 aid amounts.

**FY 2003 Appropriation:** \$373,335,700

Connecting Highway Aids (CHA)

**Program Objective:** To assist municipalities with the costs associated with increased traffic and maintenance on streets and highways that connect segments of the State Trunk Highway system.

**Program Eligibility:** Funds are distributed to municipalities with marked routes of the State Trunk Highway system over the streets and highways within their jurisdiction. 119 Municipalities receive quarterly Connecting Highway Aids payments on a per lane mile basis, with rates varying according to population. Municipalities receive the entire aid rate per mile for the two center lanes on a connecting highway, 75% of the aid rate per mile for the next two lanes, and 50% of the aid rate per mile for any additional lanes. No payment is made for lanes in which parking is allowed. The lane mile rates are specified in the state budget. Municipalities' Lane Mile Rates for CY 2003 are as follows:

- Over 500,000 population: \$11,724
- 150,001 – 500,000 population: \$10,860
- 35,001 – 150,000 population: \$9,678
- 10,001 – 35,000 population: \$8,525
- Under 10,000 population: \$7,345

**Annual Amounts Appropriated:** \$12,851,900

Flood Damage Aid (FDA)

**Program Objective:** Assists local governments with replacing or improving roads and roadway structures that have had major damage caused by flooding by providing help to defray the costs of repairing any public highway, street, alley, or bridge not located on the State Trunk Highway system.

**Program Eligibility:** Within two months of the date of the flood a county highway committee or the governing unit having jurisdiction over road maintenance may apply for FDA. On claims over \$15,000, an applicant may receive 75% of replacement costs, plus 50% of improvement costs. On claims of less than \$15,000, the applicant has the option of accepting payment equal to 75% of the total amount of the Department's estimate or submitting final costs and receiving payment as described above for claims larger than \$15,000. An applicant must submit final costs within two years of the flood damage. If it appears that federal disaster aid may be forthcoming, the Department may extend the two-month petition deadline. If federal aid is granted for damage to a particular facility, the federal aid shall be in lieu of aid otherwise available for such damage under the state FDA Program.

**Annual Amounts Appropriated:** \$600,000

Local Roads Improvement Program (LRIP)

**Program Objective:** The Local Roads Improvement Program (LRIP) was established in 1991 to assist local units of governments in improving seriously deteriorating county highways, town roads, and municipal streets in cities and villages under the authority of the local unit of government. LRIP provides state funds for local roads improvement projects not currently eligible for funding under any other federal or state highway



improvement program. LRIP is a reimbursement program and pays up to 50% of the total eligible project costs, with the balance matched by the local unit of government. All LRIP projects are locally let and are reimbursed by WisDOT upon project completion. The program has three basic components that provide funding for road improvements. Counties are eligible for funding under the County Highway Improvement component (CHIP), towns under the Town Road Improvement component (TRIP), and cities and villages under the Municipal Street Improvement component (MSIP). In addition, three discretionary programs allow towns, counties, cities, and villages to apply for additional funds for high-cost projects. Under these discretionary programs, towns with high cost projects totaling \$100,000 or more in total eligible costs are eligible for the Town Road Discretionary component (TRIP-D), counties with high cost projects totaling \$250,000 or more in eligible costs are eligible for the County Road Discretionary component (CHIP-D), and cities and villages with high cost projects with total eligible costs of \$250,000 or more are eligible for the Municipal Street Improvement Discretionary component (MSIP-D).

**Program Eligibility:** Only work on existing county trunk highways, town roads, and city and village streets, under the authority of the local unit of government, are eligible – no new construction, alleys, or parking lots. Eligible projects include but are not limited to:

- design or feasibility studies,
- reconstruction,
- resurfacing,
- bridge replacement or rehabilitation, and
- asphalt purchasing.

Ineligible projects include but are not limited to:

- new roads,
- seal coats,
- chip seals,
- ditch repairs,
- storm sewer,
- curb and gutter,
- crack and pothole repair,
- utility work,
- small culvert replacements,
- parking lots, and
- guard rails.

**Application Cycle:** LRIP is a biennial program and all funds are distributed the first year of the biennium. Applicants submit project applications for projects meeting the eligibility requirements through the County Highway Commissioner by November 15 of the odd-numbered years. County Highway Commissioners serve as the program coordinators and advisors at the county level. They also act as the administrative contacts between the state and the local LRIP recipients in each county. All LRIP projects are prioritized and selected at the local level by town road committees and municipal street committees for municipalities with populations of less than 20,000. Counties and municipalities with populations of 20,000 or more select their own projects. TRIP-D project selections are made by a statewide committee, which consists of six Wisconsin Towns Association district directors and six members at large appointed by the Secretary of Transportation. MSIP-D project selections are made by a statewide

advisory committee consisting of members of the League of Wisconsin Municipalities and the Wisconsin Alliance of Cities, appointed to the committee by the Secretary of Transportation. CHIP-D projects are selected by CHIP-D committees established in each of the eight Transportation Districts. The eight district committees are made up of all county highway commissioners within the district. The LRIP budget for the entitlement program is distributed among the program components as follows: 43% to CHIP, 28.5% to TRIP, and 28.5% to MSIP. The TRIP-D, CHIP-D, and MSIP-D components receive a direct dollar allocation determined by each biennial budget. **2002-2003 Funding:** State Segregated: \$46,931,400; Local Matching: \$46,931,400, minimum (Total: \$93,862,800)

Local Bridge Improvement Assistance (Local Bridge Program)

**Program Objective:** The objective of the Local Bridge Program is to rehabilitate and replace, on a cost-shared basis, the most seriously deficient existing local bridges on Wisconsin's local highway and road systems. Local units of government are responsible, by Administrative Rule Trans.(213), for the maintenance and inspection of local bridges.

**Program Eligibility:** Projects must meet federal and state requirements. Counties, cities, villages, and towns are eligible for rehabilitation funding on bridges with sufficiency rating less than 80, and replacement funding on bridges with sufficiency rating less than 50. Each county is responsible for reviewing and prioritizing bridge projects within that county, subject to meeting eligibility standards for the program. Bridges are rated based on a federal bridge rating methodology, which is designed to measure the relative adequacy of a bridge in terms of structural and safety aspects, serviceability and functional obsolescence, and suitability for public use. Both federal and state funds for local bridges are allocated by formula to each county, based on its proportional share of bridge replacement costs. Counties then select which projects will be constructed each year. Federal and state funds cover 80% of specific individual project costs. They are matched by 20% local funds.

**Application Cycle:** WisDOT District Offices solicit Local Bridge projects in spring of odd-numbered years, with the approval in the summer of the odd-numbered years. Beginning in 1997, a three-year program was developed for 1999-2000-2001. The 2003-2005 program is in effect and WisDOT District Offices are currently soliciting projects for the 2005-2007 program cycle.

**Annual Amounts Appropriated:** \$34,760,000 (\$26,290,000 federal; \$8,470,000 state)

Rural Transportation Assistance Program (RTAP)

**Program Objective:** To further the development of the skills and abilities of persons involved in providing passenger service to the state's rural and small urban areas; to encourage the development of professional networks among Wisconsin's rural transportation providers; and to offset some of the costs for rural transportation providers of attending national, state, and local transit training and educational programs.

**Annual Funding Allocation:** 2001: \$118,989; 2000: \$103,073

Specialized Transportation Assistance Program for Counties

**Program Objective:** Allocations are set by formula, based on the proportion of the state's senior and disabled population located in each county, subject to the following minimums:

- No county can receive less than 1/2% of the total annual appropriation (\$37,208 in 1999).

- No county can receive an allocation smaller than they received in 1992.

A local match of 20 percent is required.

**Program Eligibility:** All counties are eligible and eligible expenditures include:

- directly provided services;
- purchase of transportation service from any public or private organization;
- directly subsidized senior or disabled passengers for their use of transportation service (user-side subsidy);
- volunteer driver escort reimbursement;
- reimbursement of senior or disabled persons for use of their personal means of transportation, when prior approval of such transportation has been given by the county based on qualification standards which the county establishes;
- performing or purchasing planning or management studies on transportation;
- coordinating transportation services;
- performing or purchasing in-service training relating to transportation service; and
- purchase of capital equipment for transportation service.

**Annual Amounts Allocated:** FY 2000: \$6,890,400; FY 2001: \$7,441,600

### **Transportation Resources and Further Information**

Bicycle Federation of Wisconsin: [www.bfw.org](http://www.bfw.org)

Bicycle Federation of America: [www.bikefed.org](http://www.bikefed.org)

Door County Chamber of Commerce  
Trails Committee  
P.O. Box 406  
Sturgeon Bay, WI 54235 (920) 743-4456

Door County Highway Department  
916 14<sup>th</sup> Avenue  
Sturgeon Bay, WI 54235 (920) 743-4291

Transportation Development Association of Wisconsin  
22 N. Carroll Street, #102  
Madison, WI 53703 (608) 256-7044  
[www.tdawisconsin.org](http://www.tdawisconsin.org)

Wisconsin Department of Transportation: [www.dot.state.wi.us](http://www.dot.state.wi.us)

Wisconsin Department of Transportation District 3  
944 Vanderperren Way  
Green Bay, WI 54324-0080  
Phone: (920) 492-5643  
Fax: (920) 492-5640

Maritime Administration (Great Lakes Region)  
2860 S. River Road, Suite 185  
Des Plaines, IL 60018 (847) 298-4535  
[www.marad.dot.gov](http://www.marad.dot.gov)

Federal Aviation Administration (Minneapolis Airport District Office)  
6020 28<sup>th</sup> Avenue, South  
Minneapolis, MN 55450 (608) 713-4350  
[www.faa.gov/arp/app600/5054a/landuse.htm](http://www.faa.gov/arp/app600/5054a/landuse.htm)

Federal Aviation Administration (Great Lakes Region)  
4301 International Lane  
Madison, WI 53704 (608) 244-7774  
[www.faa.gov](http://www.faa.gov)

Federal Highway Administration (FHWA)  
Wisconsin Division Office  
Highpoint Office Park  
567 D'Onofrio Drive  
Madison, WI 53719 (608) 829-7500  
[www.fhwa.dot.gov/widiv/](http://www.fhwa.dot.gov/widiv/)

Federal Transit Administration Region 6  
200 W. Adams Street, Suite 2410  
Chicago, IL 60606 (312) 353-2789  
[www.fta.dot.gov](http://www.fta.dot.gov)

U.S. Department of Transportation: [www.dot.gov](http://www.dot.gov)

## **Appendix 8: Utilities and Community Facilities Research**

### **Utilities and Community Facilities Resources and Further Information**

Door County Chamber of Commerce  
P.O. Box 406  
Sturgeon Bay, WI 54235 (920) 746-6663

Door County Parks Department  
3538 Park Drive  
Sturgeon Bay, WI 54235 (920) 746-9959

Door County Information Systems Department (920) 746-2498

Door County Sanitarian Department (920) 746-2308

Door County Soil and Water Conservation Department (920) 746-2214

*All of the above have the following address:*

Door County Courthouse  
421 Nebraska  
P.O. Box 670  
Sturgeon Bay, WI 54235

Wisconsin Public Service Electrical Engineer (920) 794-3214

Verizon Manager of External Communications and Public Affairs (715) 847-1226

## **Appendix 9: Intergovernmental Cooperation Research**

### **Agencies and Organizations That May Impact Baileys Harbor**

Following are many of the different municipal jurisdictions, quasi-governmental units, and private service organizations that may impact Baileys Harbor's planning efforts.

#### **Federal-Level Agencies**

- U.S. Army Corps of Engineers
- U.S. Coast Guard
- U.S. Fish and Wildlife Service
- U.S. Environmental Protection Agency

#### **State-Level Agencies**

- State of Wisconsin
- Wisconsin Department of Revenue
- Wisconsin Department of Natural Resources
- Wisconsin Department of Transportation
- Wisconsin Department of Commerce
- State Historic Preservation Office
- Wisconsin Housing and Economic Development Authority (WHEDA)

#### **Regional Planning Commissions**

- Baylake Regional Planning Commission

#### **County-Level Agencies**

- County of Door
- Door County Soil and Water Department
- Door County Planning Department
- Door County Chamber of Commerce
- Door County Economic Development Corporation

#### **Local-Level Agencies**

- Village of Ephraim
- Town of Jacksonport
- Town of Liberty Grove
- Town of Egg Harbor
- Town of Gibraltar
- Ephraim-Gibraltar Airport

#### **Public Schools**

- Gibraltar Area School District
- Sevastopol School District
- Northeast Wisconsin Technical College
- University of Wisconsin

## **Means for Cooperating with Other Government Entities**

### **Sharing Services**

Wisconsin's Smart Growth legislation requires that the Intergovernmental Cooperation Element of the plan address the issue of shared services. Wisconsin law provides communities with tremendous flexibility and opportunity for creativity. Towns, cities, villages, counties, state and federal agencies, and all other governmental units may cooperate on:

- Planning
- Ordinance enforcement such as zoning, land division, building code, traffic, etc.
- Police protection
- Fire protection
- Emergency medical response
- Hazardous materials response and rescue services
- Dispatch systems for police, fire, and emergency medical services
- Employee services, such as building inspectors, clerks, attorneys, mechanics, engineers, assessors, zoning administrators, and planners
- Recycling, landfills, and solid waste collection
- Road and street construction and maintenance, including snow removal, mowing, patching, signage, and grading
- Property tax collection
- Employee pension pools
- Liability insurance pools
- Street cleaning
- Court and parole supervision
- Tax collection
- Buildings for meeting space, storage, administrative offices and equipment, etc.
- Libraries
- Economic development
- Recreational programs and facilities
- Maintenance of grounds, vehicles, buildings, etc.
- Transit systems
- Storm water management
- Acquisition of parks and open space
- Housing
- Animal control
- Emergency management
- Public health
- Historical resources
- Elections
- Mapping
- Cemeteries
- Airports
- Training personnel
- Cooperative purchasing
- Purchasing and owning equipment
- Sewer and water

## Means for Sharing Services

### Voluntary Assistance

Baileys Harbor, or another government agency, could voluntarily agree to provide a service to its neighbors because doing so makes economic sense and improves service level. For example, mutual aid agreements, like the one the Baileys Harbor Fire Department has with neighboring communities, provide that in the event of an emergency the departments will assist one another to the extent necessary.

### Trading Services

Baileys Harbor and another community could agree to exchange services, i.e., exchange the use of different pieces of equipment, or equipment for labor, or labor for labor.

### Renting Equipment

Baileys Harbor could rent equipment to or from neighboring communities and other governmental units.

### Contracting

Baileys Harbor could contract with another community or jurisdiction to provide a service.

### Routine County Services

Some services are already paid for through taxes or fees. Examples are police protection services from the county sheriff's department, county zoning, county public health services, and county parks.

### Sharing Municipal Staff

Baileys Harbor could share staff with neighboring communities and other jurisdictions for both municipal employees or independently contracted professionals, such as building inspectors, assessors, planners, engineers, zoning administrators, surveyors, accountants, drivers, mechanics, grounds crew, etc.

### Consolidating Services

Baileys Harbor could agree with one or more other communities or governmental units to provide a service together rather than each providing the service individually.

### Joint Use of a Facility

Baileys Harbor could use a public facility along with another jurisdiction. The facility could be jointly owned or one jurisdiction could rent space from the other. Examples of facilities that can be shared are municipal buildings, school buildings and grounds, garages, jails, parks, campgrounds, education/job training centers, marinas, landfills, theatres, stadiums, swimming pools, golf courses, and neighborhood centers.

### Special Purpose Districts

Special purpose districts are created to provide a particular service, unlike municipalities, which provide many different types of services. Like municipalities, though, special purpose districts are separate and legally independent entities. They have their own governing bodies, boundaries, ordinances, and taxing authority. This distinguishes them from municipal financing tools such as Tax Incremental Financing (TIF) districts or sidewalk districts that are not legally separate. Autonomy is one of the advantages of special purpose districts, but it can also be a disadvantage.



Because they have their own boundaries, special purpose districts may include more than one municipality, or may include parts of municipalities. Some examples of the kinds of services that a special purpose district could provide are sewer and water, transportation, utilities, storm water management, lake protection, solid waste disposal, and recycling.

#### Joint Purchase and Ownership of Equipment

Baileys Harbor could agree with other jurisdictions to jointly purchase and own equipment such as pothole patching machines, mowers, rollers, shoulder-shaping machines, snowplows, street sweepers, and crack-sealers.

#### Cooperative Purchasing

Cooperative purchasing, or procurement, is where jurisdictions purchase supplies and equipment together to gain more favorable prices. In addition to saving money, cooperative purchasing reduces staff time in researching products, comparing prices, writing bid specifications, and administering the contract. Cooperative purchasing can also include buying used or surplus equipment from other jurisdictions.

#### Formal Agreements

There are two statutory methods for formalizing intergovernmental agreements for services:

##### General Agreements under §66.0301, Wis. Stats.

This is the type of intergovernmental agreement that is most commonly used for sharing services. These agreements are called general agreements because §66.0301, Wis. Stats., grants municipalities authority to cooperate on a very broad range of subjects. Specifically, §66.0301, Wis. Stats. authorizes municipalities to cooperate together for the receipt or furnishing of services or the joint exercise of any power or duty required or authorized by law. The only limitation is that municipalities with varying powers can only act with respect to the limit of their powers. This means that a general agreement cannot confer upon the community more powers than it already has.

##### Cooperative Boundary Agreements under §66.0307, Wis. Stats.

If a community's service sharing arrangement is part of a larger agreement about municipal boundaries, then it can utilize the cooperative boundary agreement statute. Section 66.0307, Wis. Stats. requires that a plan be developed that describes, among other things, how services will be provided to the agreement area.

#### Cooperating with Regulations

Cities, villages, towns, counties, the state, the federal government, and other types of jurisdictions may all create and administer laws and regulations. The kinds of regulations will vary. For example, cities, villages, towns, and counties may develop ordinances, while the state has statutes and administrative rules. Examples of the kinds of laws and ordinances that municipalities could cooperate on include:

- General zoning ordinances
- Land division ordinances
- Building permits
- Municipal violations such as speeding, parking, and stray animals
- Lake management ordinances
- Official maps

- Certified survey maps
- Impact fees
- Non-metallic mining ordinances
- Shoreland, wetland, and floodplain ordinances
- Airport zoning ordinances
- Agricultural preservation ordinances
- Erosion control and construction site ordinances
- Sanitary sewer/private septic system ordinances
- Drainage district rules

#### Cooperating by Sharing Revenue

Revenue sharing has been ongoing between state and local governments for many years. Local municipalities can also enter into revenue sharing agreements with each other. The kinds of revenue that could be addressed are local taxes and fees, state shared revenue, school aids, and state and federal grants and loans. There are several types of intergovernmental agreements that can be used for revenue sharing:

##### Municipal Revenue Sharing Agreements under §66.0305, Wis. Stats.

This is the only type of agreement specific to revenue. It allows adjacent communities to share taxes and fees and requires:

- a public hearing,
- a non-binding referendum (if requested),
- specifics about the duration of the agreement,
- which revenues are to be shared and how, and
- the dates for which the agreement will be effective.

##### Stipulations and Orders under §66.0225, Wis. Stats.

This type of agreement is used for resolving boundary conflicts. Using a Stipulation and Order, a municipality could agree to exchange revenue for territory.

##### Cooperative Boundary Agreements under §66.0307, Wis. Stats.

This type of agreement is used to resolve boundary conflicts. Using a Cooperative Boundary Agreement, a municipality could agree to exchange revenue for territory, revenue for services, or any number of other arrangements.

### **Altering Municipal Boundaries and Resolving Boundary Disputes**

Wisconsin's Smart Growth legislation requires communities to address boundary issues in the Intergovernmental Cooperation Element of the plan if they are a source of conflict. Baileys Harbor does not have any existing or foreseeable boundary issues with any neighboring or overlapping jurisdictions.

Below are descriptions of the means a Wisconsin municipality may use to alter municipal boundaries or resolve boundary disputes.

#### Annexation

Annexation is the process of transferring parcels of land from unincorporated areas to adjacent cities or villages. It involves: 1) at least one landowner, 2) a town, 3) a city or village, and, in

counties with 50,000 or more persons, 4) a Municipal Boundary Review. Annexation in Wisconsin is a landowner-driven process. A landowner may petition a city or village to annex a parcel of land because they desire a higher level of service than provided by the town or for other reasons. Cities and villages may only react to annexation petitions. They cannot initiate them. An exception is where the territory petitioned for annexation is owned by the city or village.

#### Detachment

Detachment is a process where territory is detached from one municipality and transferred to another. Detachment can be between cities and villages and also between cities/villages and towns. Detachment between a city/village and a town is essentially the opposite of annexation. Detachment occurs much less frequently than annexation. Wisconsin Statutes §66.0227 authorizes detachment from a city or village to an adjacent city, village, or town and §62.075, Wis. Stats. authorizes detachment from a city or village to a town. Ideas for how to use detachment include:

##### Land Exchange

Agreeing that a city/village will be allowed to grow into a particular area through annexation in exchange for other lands reverting to the town using detachment.

##### Irregular Boundaries

Reconfiguring irregular boundaries to improve the efficiency of service delivery and also improve community identity.

#### Consolidation

Consolidation is where a town, village, or city joins together with another town, village, or city to form one jurisdiction where before there were two or more.

#### Intergovernmental Agreements

There are two types of agreements for altering municipal boundaries:

##### Cooperative Boundary Agreements

Authorized under §66.0307, Wis. Stats., these are the most thorough and complete method for developing boundary agreements. Requirements include:

- Providing broad notice to area residents and jurisdictions.
- Preparing a cooperative plan that describes the public services, facilities, and infrastructure that will be provided, the layout of neighborhoods, the boundary changes agreed to, conditions, and the duration of the agreement.
- Holding a public hearing on the proposed agreement.
- Providing for a comment period.
- Holding an advisory referendum, if requested.
- Gaining approval by Municipal Boundary Review (MBR) – Department of Administration.

Cooperative Boundary Agreements under §66.0307, Wis. Stats. provide communities the flexibility to determine the issues to be resolved, the size of the agreement area, the responsibility for services, the duration of the agreement, and how boundaries are to be determined. With a Cooperative Boundary Agreement, the rules of annexation need no longer apply.

### Stipulations and Orders

Section 66.0225, Wis. Stats. provides a boundary agreement procedure for municipalities that are locked in a lawsuit over a boundary dispute. The statute provides the litigants a chance to settle their lawsuit by entering into a written Stipulation and Order that is subject to approval by the judge. A referendum may be held if requested by area residents. If the residents vote to approve the agreement, the Stipulation and Order becomes binding. There are a few things to be aware of with Stipulations and Orders under §66.0225, Stats.:

- Because they require litigation, Stipulations and Orders are often more reactive and limited in nature than Cooperative Boundary Agreements under §66.0307, Wis. Stats.
- Their use is limited to adjacent municipalities that are in court over boundaries.
- If a referendum is held, it is a binding referendum. There is a chance that area residents will reject the stipulation.
- Enforcement depends on continued judicial interest and involvement.

### General Agreements

Until 1991, when statutory authority for Cooperative Boundary Agreements was enacted, communities relied on General Agreements under §66.0301, Wis. Stats. to agree to boundaries. General agreements are still commonly used for cooperating with services.