

BAYFIELD, WISCONSIN COMPREHENSIVE PLAN

ANALYSES, PLANS AND DEVELOPMENT PROGRAMS

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State of Wisconsin \

DEPARTMENT OF LOCAL AFFAIRS & DEVELOPMENT

BUREAU OF LOCAL & REGIONAL PLANNING

123 WEST WASHINGTON AVENUE - ROOM 511
MADISON, WISCONSIN 53702

July, 1971

This report provides guidelines for directing Bayfield's future development in a sound and economical manner. It includes an analysis of past and present development trends, plans for future development of the community and ordinances designed to assist in implementing the program.

Bayfield is a unique community in an attractive setting richly endowed with natural beauty. Its economic base includes a tourist industry in addition to commercial, industrial and governmental activities. Social and technical change and community pride stimulate the demand for continuous improvement in public service, individual opportunities and the environment in general. The development guidelines presented in this report are in part a response to these growing changes and demands and are designed to encourage the highest and best use of local resources and talent.

We are pleased to have been able to assist the City in preparing this report and are prepared to provide additional planning assistance as needed by the City in carrying out and updating the comprehensive planning program for Bayfield.

Sincerely,

A handwritten signature in cursive script that reads 'John S. Weever'.

John S. Weever
Planning Analyst

Northwest Wisconsin Regional Planning
and Development Commission

COMPREHENSIVE PLANNING PROGRAM -- CITY OF BAYFIELD, WISCONSIN

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I. PLANNING FOR BAYFIELD

I. PLANNING FOR BAYFIELD

The City of Bayfield in recent years has experienced a declining population, unemployment, and a general lack of growth potential. In 1920 Bayfield reached a peak population of 1,441. It has been in a state of decline except for the 1930-1940 decennial period ever since. Recent occurrences, however, have promoted a community awareness of the possibility of "re-birth" of their community. If this anticipated growth does come Bayfield will need to be prepared for it with a plan for orderly development.

NEED FOR PLANNING

The impetus for planning in Bayfield is directly related to the Apostle Islands National Lakeshore and anticipated increase in tourism and recreation-oriented activities. In the past the declining economy of the community has resulted in a population decrease through out-migration. Both the community and the county have acquired numerous tax-delinquent tracts and parcels of land. In recent years, some of this land has been purchased, but left unimproved by land speculators anticipating a rising local economy. Local officials have become alarmed over this situation since they do not have adequate land use controls or a plan for community development. Consequently, they have placed a freeze on the sale of public lands until the General Development Plan and supporting development controls can be prepared and adopted.

COMPREHENSIVE PLANNING FOR BAYFIELD

The Bayfield Plan Commission became interested in a comprehensive planning program for their community in 1964. A meeting was held with a representative of the state planning assistance agency in July, 1964. There was no request for a follow-up on that preliminary meeting.

In 1968, Commission members and staff of the Northwestern Wisconsin Regional Planning and Development Commission, as well as the state planning assistance agency, were requested to assist in preparing a reconnaissance report and an accompanying application for Urban Planning Assistance Program funds.

The objectives of the proposed planning program for the community are listed below. They were determined at a Plan Commission meeting with a representative of the Wisconsin Department of Local Affairs and Development on January 8, 1968.

- To enable the community to effectively accommodate the anticipated public and private recreation-oriented developments related to the proposed Apostle Islands Lakeshore.

- To help eliminate blight and existing factors contributing to blight in the community.

- To maintain the attractive character of the community by outlining and adopting plans and regulations ensuring that new developments will be compatible with the existing settlement pattern.

- To provide adequate building sites for new residences and regulate development of mobile home parks.

- To prepare the community for increased highway and water traffic and provide guidelines for possible highway relocations and marina facilities.

- To enable the city to qualify for needed federal aids and grants for community development.

The program consists of four major elements.

1. Base Mapping. This includes preparation of reproducible maps of the community and its extraterritorial planning area.* The base maps show natural and man-made features, including streets, drainage courses, topography and property lines (as determined from available local records). These maps have many uses, including:

- Recording present use of land (residential, commercial, industrial, farm and public).

- Showing proposed developments, including street and utilizes improvements.

- Outlining present or proposed zoning districts.

2. Surveys and Analyses. This element of the program is concerned with an examination of the community's physical features, population, economy, land use, transportation and community facilities. These studies take into account past and present conditions and provide a projection of the community's future needs and development opportunities. Accordingly, they provide foundation for proposals for guiding community change for immediate and long-term (20-25 years) considerations.

3. General Development (Master) Plan. This element involves preparing the maps and text which are intended to serve as the policy statements regarding the way in which the community should develop in the next 20 to 25 years. The plan suggests the most appropriate uses of the lands in and around the community. It outlines the general location and characteristics of residential, commercial and industrial areas, and community facilities such as parks, schools, streets and utilities.

4. Implementing the Plan. This element deals to a great extent with

* Refers to the area one and one-half miles beyond the corporate limits in all directions.

ordinances needed to carry out the plan. These ordinances include:

a. Zoning Ordinance. This consists of a map and text indicating the permitted use of each parcel of land in the community. This ordinance is intended to insure that:

- Future developments are consistent with the General Development Plan.
- Land is not used in a manner which would be harmful to adjacent or nearby landowners and to the public in general.

b. Subdivision Ordinance. This ordinance gives the City Council and Planning Commission a more direct role in reviewing new subdivisions to encourage well designed developments which will not become eventual tax liabilities. This document contains provisions whereby the community can specify general design and construction standards for newly developing areas, thus assuring that adequate streets and municipal services are provided for new developments.

c. Official Map Ordinance. This identifies existing and anticipated future public lands and streets and is used to:

- Reserve appropriate land for public needs.
- Prevent needless costs and inconveniences associated with removal of structures located on sites to be acquired for public use.
- Provide an efficient circulation system to accommodate future traffic volumes.

The plan implementation element includes proposals for financing the needed public improvements recommended in the General Development Plan. It also outlines a suggested continuing planning program which would assist local officials to effectively implement development proposals.

Regularly scheduled Planning Commission meetings will be needed to:

- Explain the General Development Plan and development ordinances to residents of the community.
- Give residents an opportunity to discuss planning problems and to participate in carrying out the objectives of the planning program.
- Discuss emerging problems so that solutions can be identified and recommended to the City Council.
- Insure administration of the zoning, subdivision, and official map ordinances.
- Facilitate periodic review and updating of the General Development Plan and related ordinances to meet changing conditions. Procedures would also be outlined whereby the community would have access to continuing planning services from a public planning agency on a local or state level.

II. PHYSICAL ENVIRONMENT

II. PHYSICAL ENVIRONMENT

REGIONAL SETTING

The City of Bayfield is located approximately ten miles south of the northern tip of the state. (See Plate II-1). It is located approximately half-way between the Montreal River which forms the Wisconsin - Michigan border and the Duluth-Superior Lakehead area. Bayfield has a history of orientation to Lake Superior. The town was named after Admiral Henry Wosey Bayfield who surveyed Lake Superior between 1823 and 1825. Regional orientation to the south has been via State Highway 13 which junctions with U. S. Highway 2 near Ashland, a major east-west route from Ironwood, Michigan to the Duluth-Superior area. A spur of the Chicago and North-western Railroad connects Bayfield to points south, east and west.

Bayfield County

The northern one-half of Bayfield County forms the Bayfield Peninsula which is the northernmost part of the Wisconsin mainland. The county is the second largest in the state covering some 960,000 acres of land. Parallel to the Lake Superior shoreline the landscape consists of red clay plain, dissected by short streams that empty into the lake. The most prominent feature of the topography is a range of hills, 10 to 15 miles wide, known as the Bayfield Ridge, which extend in a southwesterly direction from the tip of the peninsula. The ridge is a massive inter-lobate moraine between the Chippewa and Superior lobes of the last period of glaciation.

The Penokee Iron Range extends into the central part of the county between the Lake Superior and Upper Mississippi Regions. The glacial cover is thin, and ancient bedrock (such as lava and traprock) outcrops provide rugged scenery. The southeastern corner of the county has morainic hills and kettles, and several sizable lakes.

Bayfield Planning Area

Plate II-2 shows the natural and manmade features of the Bayfield Planning Area. The extent of the planning area outside the corporate limits is approximately 4,005 acres. Of this area, 3,496 acres or 8 percent is forested. Significant transportation features are State Trunk Highway 13, Bayfield County Roads I and J, and the Chicago and Northwestern Rail line which terminates in Bayfield.

The most significant natural physical feature in the Bayfield Planning Area is the difference in local relief. The highest point in the planning area is in the northwest corner where the relief reaches 1,368 feet at the Bayfield Lookout Tower. The lowest point is the shoreline of Lake Superior which averages 602 feet above mean sea level. The difference between these two elevations, 766 feet, occurs in a horizontal distance of approximately two miles. This produces an average slope of 9.7 percent. The greatest vertical drop occurs within the corporate boundaries in a horizontal distance of one mile.

Approximately 15 ephemeral unnamed streams of less than one mile in length drain the lakefront area. One perennial stream approximately 2 miles in length flows through the planning area from the northwest to the southeast through the built up portion of the community. This stream, locally called the "ravine", is the most significant watercourse in the planning area. The upland in the northwestern and western sections of the planning area is drained by intermittent streams into the North Pike Creek and then south into Pikes Creek and into Lake Superior just south of the planning area at the Bayfield Fish Hatchery.

GEOLOGY AND WATER RESOURCES*

Surficial glacial deposits underlying Bayfield are mapped as glacio-lacustrine. This material consists of silt, sands, gravel, boulders and a rather high percentage of the red lacustrine clays which are common to the area. This deposition occurred during the close of continental glaciation when Lake Superior was estimated to be about 500 feet higher than its present level due to damming of its outlet by ice. The log of a well at the Bayfield Fish Hatchery, about 2 miles southwest of Bayfield indicates glacial drift to be 126 feet thick. A similar, or greater thickness can be expected at Bayfield.

The bedrock underlying glacial materials at Bayfield is a very thick sequence of sandstones, estimated at about 15,000 feet and considered to be of Precambrian age. The sandstone generally is coarse to medium grained but contains some silt and clay.

Water in Bayfield presently is supplied by private wells drilled into the Lake Superior sandstones. The wells range in depth from 300 to 650 feet. The sandstones are under artesian pressure in the area and many of the wells flow at the land surface.

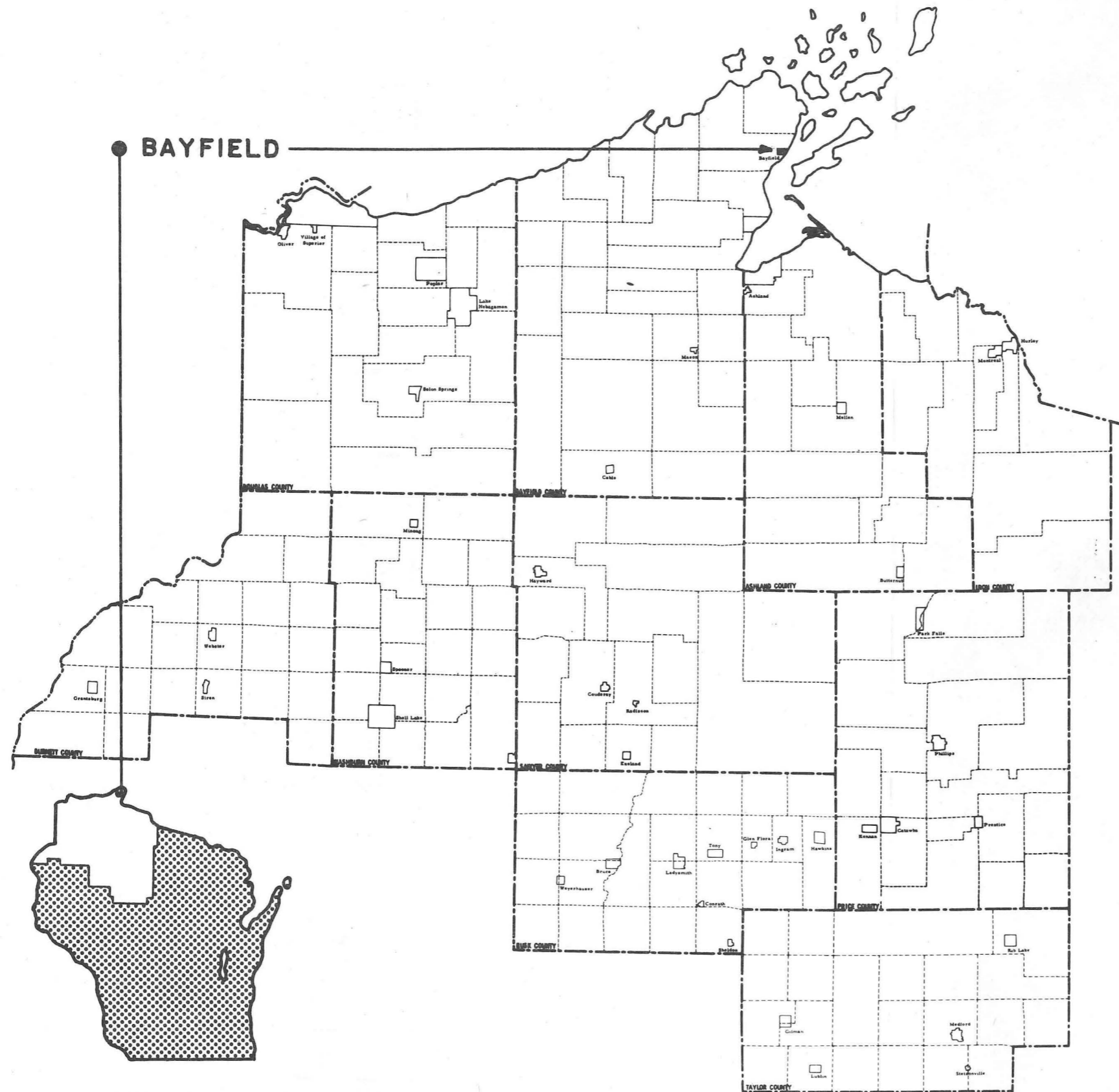
Well data is extremely sparse for the Bayfield area. Consequently, a reliable evaluation of ground water availability and quality is difficult. An 800 foot well drilled at Bayfield reported yields of 400 gallons per minute with 50 feet of drawdown. This would indicate that yields of 500 gallons per minute or more can be obtained from pumped wells.

The glacial drift may be a potential source of water for domestic wells. Water bearing sand or sand and gravel layers and lenses in the drift are indicated by the Fish Hatchery well log. These layers probably will yield several gallons of water per minute.

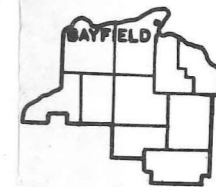
Quality of ground water from the sandstone in Bayfield appears to be acceptable for most uses and is probably quite soft. Analyses are not available but a well in Bayfield reported to be 800 feet deep yielded good quality water. Elsewhere, ground water in these sandstones is highly saline and it may be saline at depths greater than 800 feet in the Bayfield area.

* This information was furnished by the staff of the Wisconsin Geological and Natural History Survey.

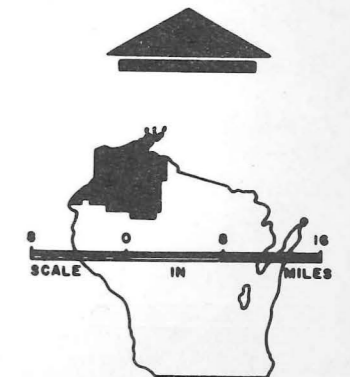
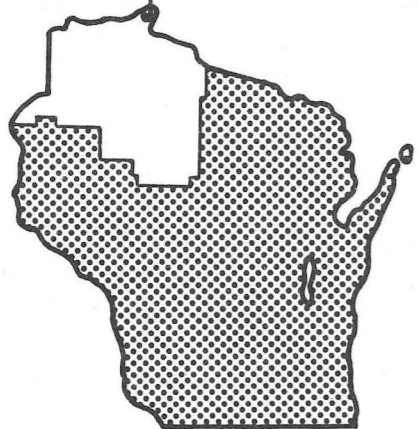
LOCATION-LOCAL AND REGIONAL SETTING



LEGEND



NORTHWESTERN WISCONSIN REGION
 (INCLUDES ASHLAND, BAYFIELD, BURNETT,
 DOUGLAS, IRON, PRICE, RUSK, SAWYER,
 TAYLOR, AND WASHBURN COUNTIES)


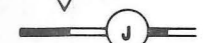











CITY PLANNING COMMISSION
 BAYFIELD, WISCONSIN 1971

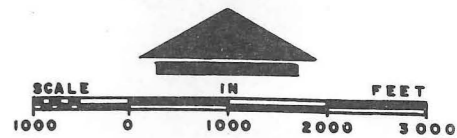
STATE OF WISCONSIN
 DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT
 BUREAU OF LOCAL AND REGIONAL PLANNING

PLANNING AREA

LEGEND

-  STATE TRUNK HIGHWAY
-  COUNTY TRUNK HIGHWAY
-  LOCAL ROADS
-  PRIVATE ROADS
-  ROADS DEDICATED BY PLAT (NOT NECESSARILY OPEN)
-  TOWN LINE
-  SECTION LINE
-  PROPERTY LINE
-  PROPERTY OWNERSHIP CONNECTING MARK
-  INTERMITTENT STREAM
-  CORPORATE LIMITS

DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT
 BUREAU OF LOCAL AND REGIONAL PLANNING
 DRAWN BY: R.L.B. JAN., 1969



CITY PLANNING COMMISSION
 BAYFIELD, WISCONSIN 1971
 STATE OF WISCONSIN
 DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT
 BUREAU OF LOCAL AND REGIONAL PLANNING

COMPREHENSIVE PLANNING PROGRAM
 BAYFIELD, WISCONSIN

II
 PLATE 2

Water from Lake Superior or Chequamegon Bay generally is of excellent chemical quality and is very soft. An analysis of water from the bay at Barsdale is as follows:

Hardness total	51.0	Manganese, total (Mn)	0.0
Alkalinity, total (CaCO ₃)	48.0	Chlorides (Cl)	3.5
Calcium (Ca)	16.3	Sulfates (SO ₄)	1.5
Magnesium (Mg)	3.4	Fluorides (F)	0.1
Iron, total (Fe)	0.0	Total Solids	66.0
		pH	7.3

(Analysis by Wisconsin State Laboratory of Hygiene, 1947, all values in parts per million except pH)

Management Considerations

Water managers in the Bayfield area should take into consideration the following criteria for developing large capacity wells.

Developing a new high capacity well should be preceded by a test drilling program. The variable water bearing nature of the Lake Superior Sandstones requires considerable exploration to find the most favorable site for location of production wells. Test drilling is relatively inexpensive and it will help assure development of a high yielding production well.

Wells should be spaced as far apart as possible to reduce the effects of interference between wells. Mutual interference between pumping or flowing wells will lower water levels or flow in each well. Pumping costs will increase with lowered water levels.

Data on rock materials, well yields, well construction and chemical quality of ground water must be carefully collected and preserved for each well in order for any future evaluation of water resources to be made.*

Sandstones, underlying Bayfield at a depth of about 125 feet, will probably yield 500 gallons per minute or more of good quality water to properly constructed wells ranging in depth to 800 feet. However, the lack of well data in the Bayfield area makes a definite assessment of ground water resources impossible. Development of new high capacity wells should include a test drilling program, and consideration should be given to well spacing.

CLIMATE

Bayfield's climate is a modified continental. The tempering influence of

* Drillers should be advised to send well cutting samples for each five foot interval drilled to the Wisconsin Geological and Natural History Survey, University Extension, 1815 University Ave., Madison, 53706. The Survey will examine the samples and prepare a well log at no charge. This information will provide a permanent record for future reference.

Lake Superior is felt in all seasons. Winters are long, snowy, and cold, while summers are warm. Spring and fall temperatures are usually warmer than those a few miles inland, resulting in a longer growing season. During the period of this summary (1930-1959) the number of days in a year with 90 degrees or higher temperatures has varied from 20 in 1937 to 1 in 1951. The number of days with 0 degrees or lower has varied from 67 in 1950 to 10 in 1931. The monthly mean varies from 13.1 degrees in January to 66.9 degrees in July. Record extremes vary from a high of 107 degrees in July, 1934 to -40 degrees in February, 1938. The growing season, defined as the number of days between the last 32 degree freeze in the spring and the first in the fall, averages 109 days.

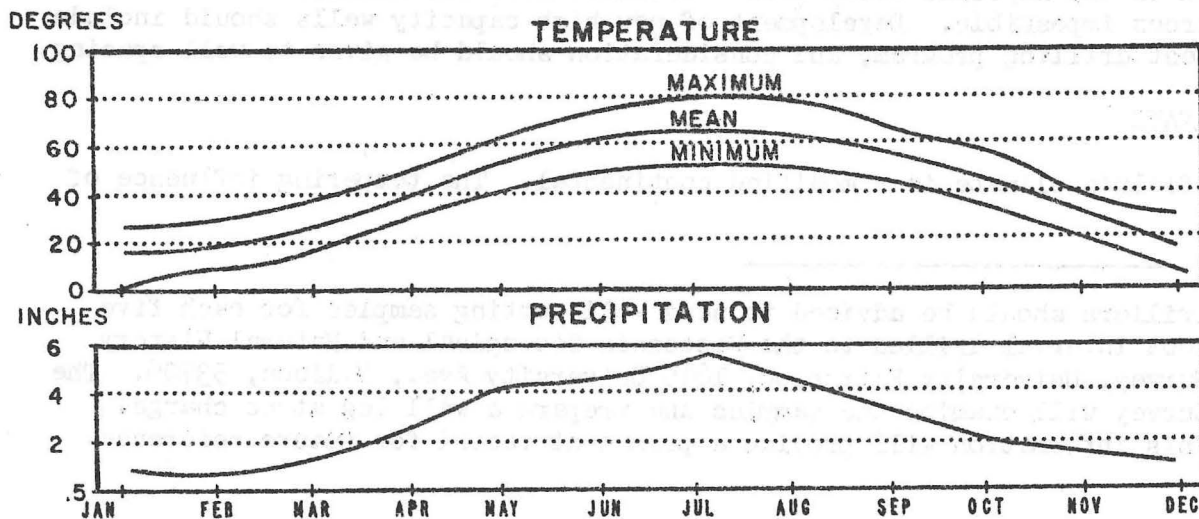
Precipitation during the 5 month period from May through September has averaged about 65.0 percent of the annual normal. The likelihood of one inch or more of rain falling in a 7 day period during the summer is greatest the last part of June and early July when the chance is 4 in 10 years. The likelihood of a 7 day dry period, trace or less, during the summer is greatest during the middle of August when the chance is one in 10 years. Intensities of about 1.25 inches in one hour, 1.85 inches in 6 hours, and 2.35 inches in 24 hours can be expected about once in two years.

Annual snowfall varied from 100 inches in 1950 to 21 inches in 1931. The average date of the first one inch or greater snowfall is November 20. The chance of this fall by October 29 is one in 10 years and by December is 9 in 10 years. During the summary period the mean yearly snowfall was 49.5 inches. The maximum monthly total occurred in January, 1950 when 28.2 inches was recorded.

Prevailing winds are westerly from early fall through early spring and easterly the remainder of the year. April is the windiest month with an average of 15 miles per hour. July and August are the least windy with averages of 11 miles per hour. Severe wind conditions are infrequent. Since 1916, three tornadoes have been observed in Ashland County and two in Bayfield County.

Chart I shows the monthly variation in temperature and precipitation for Bayfield.

Monthly Average Temperature from 1930-1959 and Precipitation from 1950-1959



SOURCE: WISCONSIN CLIMATOLOGICAL DATA, NOVEMBER, 1961

SOILS

This section contains data and interpretations for major soils of the Bayfield Planning Area. These soils are rated according to their suitability or degree of limitations for selected engineering purposes, and, urban and recreational development. This information provides a practical basis for sound land use decisions.

Suitability ratings of slight, moderate and severe are used in this section. Slight limitation ratings indicate the soil has no limitations or that the limitations for a given use are easy to overcome. Moderate limitation ratings are used for a given use that can be overcome by average management and manipulation. Severe limitation ratings are used for soils that have limitations for a given use that are difficult to overcome.

In addition to the interpretive ratings, factors such as economics, aesthetics and location will influence land use decisions. Where these factors are important, it may be feasible to overcome limitations or compensate for them in order to use the soil for specific use.

A brief description of the characteristics for private sewage disposal systems in the Bayfield Planning Area for each of the soil groups follows:

Group I. These soils have slight to moderate limitations for private sewage effluent disposal on slopes less than 12.0 percent. The soils in this group range from deep, waterlaid sandy soils to glacial till soils of loam and sandy loam textures. Within this range there are moderately deep to deep loamy sand and sandy loam soils underlain by glacial till and/or lacustrine silts and clays. Drainage of these soils range from somewhat excessive to somewhat poorly drained. (See Table II-1).

Group II. These soils have severe limitations for private sewage effluent disposal on slopes greater than 12.0 percent. This group includes the somewhat poorly to poorly drained soils which range in texture from sandy to clayey. The Beach deposits, Alluvial and Worchester soils are deep sandy soils with a high or fluctuating water table. The Rickter, Manistee, Allendale, Orienta, Pinconning and Ogemaw soils are somewhat poorly to poorly drained sandy soils from 20 to 40 inches thick overlying glacio-lacustrine or lacustrine material. The Superior, Hibbing, Ontonagon, Rudyard and Pickford soils are somewhat poorly to poorly drained shallow sandy soils (less than 23 inches) overlying glacio-lacustrine material or soils which are dominantly clays throughout their profiles. (See Table II-2).

Table II-1. Degree of Limitations of the Soils in the Bayfield Planning Area, Bayfield County, Wisconsin For Urban, Industrial and Park Development

Group I	<u>Soil Limitations for Sewage Disposal</u>	<u>Soil Limitations Affecting</u>			
	Septic tank filter field	Foundations for low buildings	Sanitary land fill	Bridle Paths, Nature and Hiking Trails	Tent and Camp Trailer Sites
209-Gogebic fine sandy loam	SLIGHT on 0-6%, MODERATE on 6-12%, and SEVERE on steeper slopes.	SLIGHT-subject to liquefaction and piping when wet.	SLIGHT on 0-6%, MODERATE on 6-12%, and SEVERE on steeper slopes.	SLIGHT, on 0-12%, MODERATE on 12-20% and SEVERE on steeper slopes; may be stoney.	SLIGHT on 0-6% MODERATE on 6-12% and SEVERE on steeper slopes; may be stoney.
215-Pence sandy loam	MODERATE on 0-12% and SEVERE on steeper slopes; danger of contaminating ground water.	SLIGHT-may liquefy and flow when wet.	SEVERE-little amelioration of leachate.	SLIGHT on 0-12%, MODERATE on 12-20% and SEVERE on steeper slopes-erosive on slopes may be gravelly.	SLIGHT on 0-6%, MODERATE on 6-12% and SEVERE on steeper slopes-erosive on slopes; slightly drouthy; may be gravelly.
216-Hiawatha loamy sand	MODERATE on 0-12% and SEVERE on steeper slopes; danger of contaminating ground water.	SLIGHT-may liquefy when wet.	SEVERE-little amelioration of leachate.	MODERATE on 0-12% and SEVERE on steeper slopes-erosive; poor stability on slopes; difficult to maintain.	MODERATE on 0-12% and SEVERE on steeper slopes-drouthy; adequate vegetative cover hard to maintain; erosive
224-Bibon sandy loam	SLIGHT on 0-6% MODERATE on 6-12%, and SEVERE on steeper slopes.	SEVERE-high shrink-swell potential, low bearing value and low shear strength.	MODERATE-partial amelioration of leachate.	MODERATE on 0-12% and SEVERE on steeper slopes-erosive; poor stability on slopes; difficult to maintain.	MODERATE on 0-6% and SEVERE on steeper slopes-erosive; drouthy; adequate vegetative cover hard to maintain.

Other Soils of the Planning Area Associated With This Group Are:

74-Vilas loamy sand	211-Hiawatha sand	257-Rousseau fine sand
182-Padus sandy loam	236-Munising fine sandy loam	278-Leonidas loam
205-Marenisco loamy fine sand	237-Munising loam	279-Leonidas sandy loam

Table II-2. Degree of Limitations of the Soils in the Bayfield Planning Area, Bayfield County, Wisconsin for Urban, Industrial and Park Development.

Group II	Soil Limitations for Sewage Disposal	Soil Limitations Affecting			
	Septic tank filter field	Foundations for low buildings	Sanitary land fill	Bridle Paths, Nature and Hiking Trails	Tent and Camp Trailer Sites
235-Hibbing silt loam	SEVERE-very slow permeability in substratum.	MODERATE-high shrink-swell potential; mod- erate bearing value and shear strength.	SEVERE-leachate ponds in pit over clayey substratum.	MODERATE on 0-12% and SEVERE on steeper slopes -- erosive on slopes; muddy and slippery when wet.	MODERATE on 0-12% and SEVERE on steeper slopes--sites remain wet and soft for short periods; surface com- pacts easily.
256-Superior loamy sand	SEVERE-very slow permeability	MODERATE-high shrink-swell potential; low bearing value; moderate shear strength.	SEVERE-leachate ponds in pit over clayey substratum	MODERATE on 0-12% and SEVERE on steeper slopes--erosive and poor stability on slopes; difficult to maintain.	MODERATE on 0-12% and SEVERE on steeper slopes, erosive; adequate vegetative cover hard to maintain.
274-Ontonagon silty clay loam	SEVERE-very slow permeability	MODERATE-high shrink-swell potential; low bearing value; moderate shear strength.	SEVERE-leachate ponds, does not move through clayey sub- stratum.	MODERATE on 0-12% and SEVERE on steeper slopes-muddy and slippery when wet; erosive on slopes.	MODERATE on 0-12% and SEVERE on steeper slopes-sites remain wet and soft for short periods.
275-Rudyard silty clay loam	SEVERE-very slow permeability; seasonal high water table	MODERATE-high shrink-swell potential; low bearing value; basements sub- ject to sea- sonal wetness	SEVERE- leachate ponds in pit over clayey sub- stratum	MODERATE-wet for moderate periods; muddy and slippery when wet	MODERATE-sites remain wet and soft for moderate periods.

Other soils of the Planning Area Associated with this group are:

04L Sedge Peat	318 Rickter fine sandy loam	228 Pinconning sandy loam	281 Hibbing silty clay loam
4 Bach	213 Manistee loamy fine sand	234 Superior loam	233 loam, a somewhat poorly drained member of Superior
5 Aluvial	214 Manistee sandy loam	239 Allendale fine sandy loam	253 sandy loam, a somewhat poorly drained member of Superior.
44 Terrace escarpments	225 Orienta loamy fine sand	240 Ogemaw loamy fine sand	
192 Worcester sandy loam	226 Allendale loamy fine sand	266 Pickford clay loam	
31C Ravines		280 Hibbing sandy loam	

PHYSICAL CONSTRAINTS TO DEVELOPMENT IN BAYFIELD PLANNING AREA

The preceding discussion has been primarily concerned with a description of the characteristics of the physical environment in the Bayfield Planning Area. These characteristics and the interactions between them tend to produce certain limitations, or constraints to development. While modern advances in science and technology can help us to overcome some of these limitations, a carefully conceived planning program must consider the physical environment and its effect on future development.

Major development constraints in the Bayfield Planning Area are location, climate, topography and drainage, geology, and soil. In some sections of the planning area development constraints present major obstacles that will severely limit or even prevent, utilization of the land for urban purposes. The extent to which each of these factors may act as a constraint to development are summarized below.

Location

Bayfield is located in the extreme northwestern area of the state on the shore of Lake Superior. While the community is served by the north-south STH 13 and County Roads I and J from the north-west, the planning area must still be regarded as being relatively remote from major metropolitan areas with their markets and cultural centers.

Climate

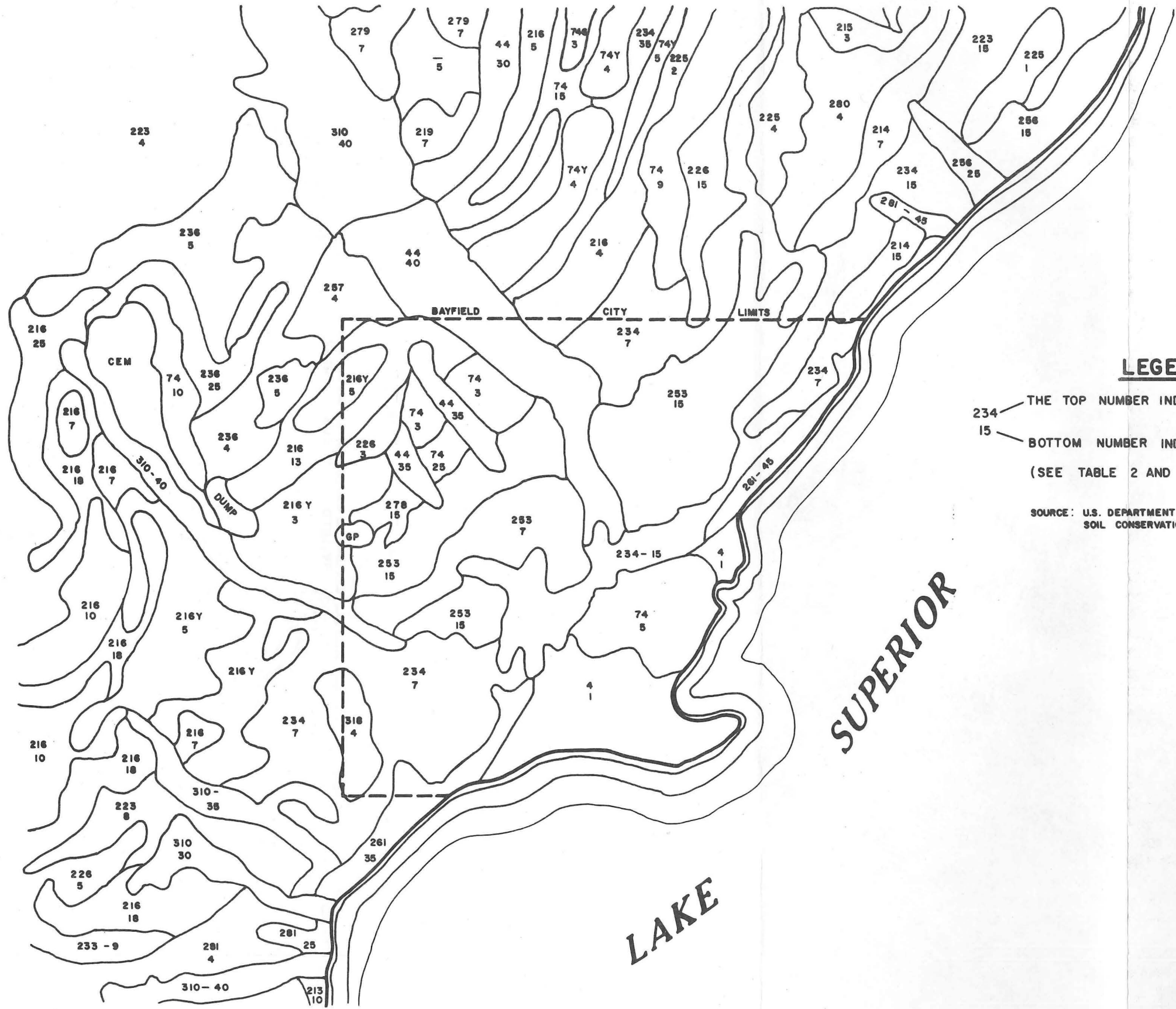
Few factors of the physical environment affect our daily lives more than weather and climate. The clothing we wear, the construction of our homes, the range of crops that can be grown and many of our outdoor work and play activities are in large measure governed by weather and climate. The effect of climate on various activities in Bayfield during the three to four month winter season is significant. Out-of-doors construction activity on homes, business structures, roads, etc. virtually comes to a standstill. Concrete cannot be poured in winter months without elaborate preparation. Sand, gravel, and rock supplies freeze and become difficult to handle. The cold winters will not prevent urban development, but consideration must always be given to this environmental constraint.

Topography

Topography and the resultant drainage pattern are major determinates of urban growth patterns. This greatly influences the location of major transportation routes, the street system, the direction in which growth will occur, and the location of various kinds of development. The distinctive lay of the land is a part of the Bayfield character, the community is built on hills, with the gridiron system of streets climbing straight up the slopes. Future street patterns should be laid out in a manner to accentuate the natural topography and picturesque nature of the community.

Another distinctive feature of Bayfield's topography is the system of ravines that are gouged out of the hillsides. These ravines, which provide a rugged variety to the "townscape", are definite constraints where any development

SOILS



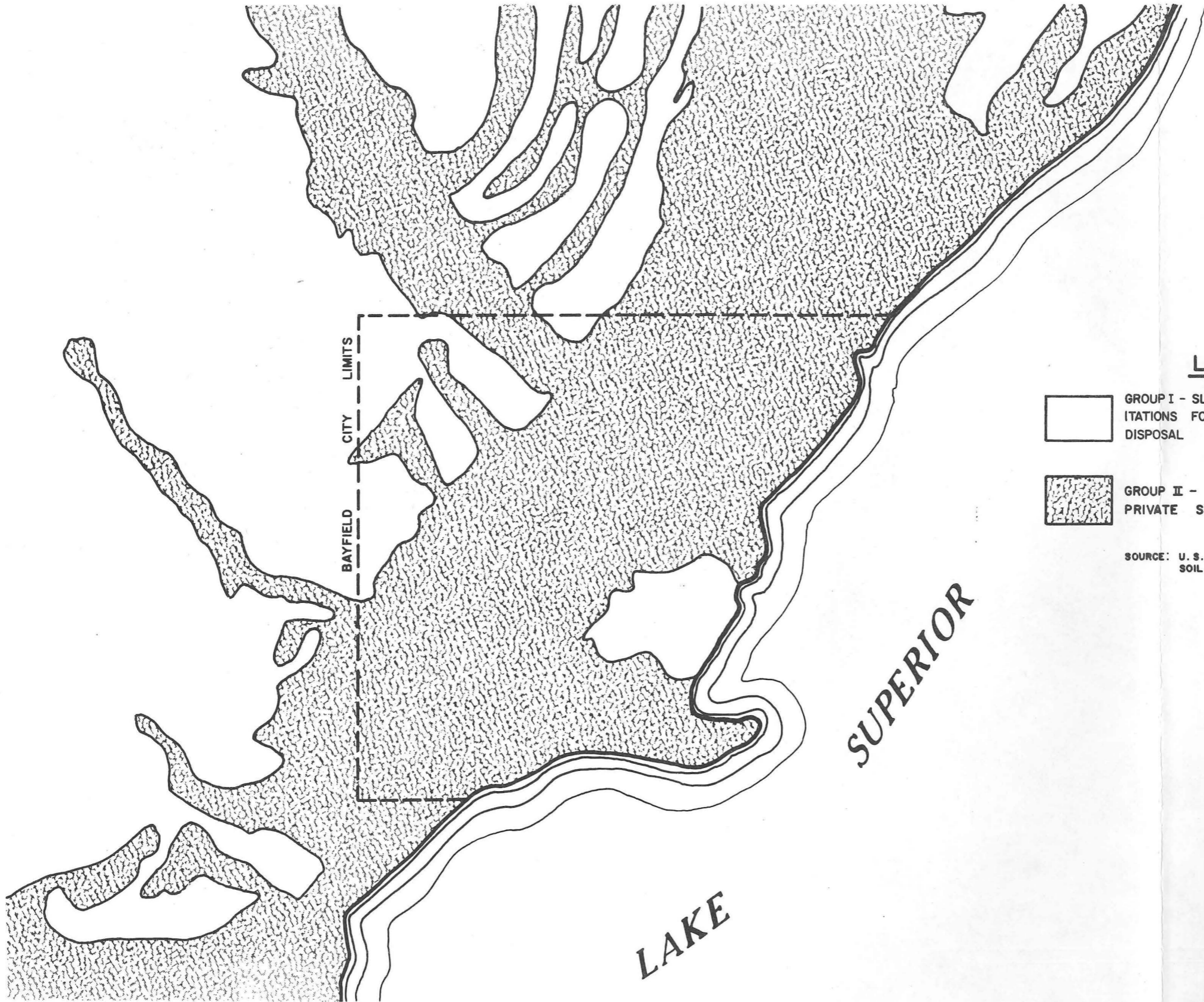
LEGEND

234 — THE TOP NUMBER INDICATES TYPE OF SOIL.
 15 — BOTTOM NUMBER INDICATES PERCENT OF SLOPE.
 (SEE TABLE 2 AND 3)



SOURCE: U.S. DEPARTMENT OF AGRICULTURE
 SOIL CONSERVATION SERVICE, 1968

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SOIL LIMITATIONS



LEGEND

-  GROUP I - SLIGHT TO MODERATE SOILS LIMITATIONS FOR PRIVATE SEWAGE EFFLUENT DISPOSAL
-  GROUP II - SEVERE LIMITATIONS FOR PRIVATE SEWAGE EFFLUENT DISPOSAL

SOURCE: U. S. DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE, 1968

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is concerned, but not when utilized as open space activities such as nature trails. Moreover, the drainage pattern associated with the ravines will tend to act as a barrier to development within the planning area.

Geology

The description of the land surface mentioned previously is an outward and visible product of the underlying geological structure and of vast ages of evolution of surface forms. While much of the geological history of the Bayfield Planning Area is yet to be unfolded, the influence of glacial geology has been a dominant factor in shaping development patterns in the planning area. One result of this youthful stage of geological development is the type of soils to be found in the planning area.

Soils

Much of the variation in soils characteristics in the planning area can be attributed to glacial geology and manner in which the parent materials were deposited. Other variations in soil have developed as a result of the passage of time and such environmental conditions as drainage, topography, natural vegetation temperature, rainfall, and soil organisms. The majority of the soil types in the area exhibit moderate to severe characteristics for septic fields and for most any other type of development the community might entertain in the future.

It is true that modern technology enables us to overcome some of the aforementioned physical constraints by draining a swamp, grading, filling, turning up a thermostat, etc. However, these are actually adaptations rather than basic changes to the environment. During the planning period careful consideration should be given to these physical constraints to ensure development will take place in the most orderly and economical manner.

POPULATION

A major objective of this comprehensive planning program is to provide Bayfield officials and citizens with guidelines that will enable them to determine how to most effectively cope with existing and emerging development problems and opportunities. Particular attention will be given to the provision of essential facilities to people in the planning area. The type, size, timing, and location of such facilities is in large measure a reflection of the needs of Bayfield residents.

This section of the report presents a description of the people of Bayfield, their number (present and future), their distribution, and selected characteristics which distinguish them.

Much of the data for this section were derived from U. S. Census statistics and are accordingly limited since the most recent census was taken in 1960. Where appropriate, and possible, an attempt has been made to update the data. It should also be pointed out that to prepare a demographic study, or make population estimates and projections for small areas is hampered by the unavailability of published detailed statistics making many types of analyses and projection methodologies impossible to perform. In the case of population projections, the degree of accuracy tends to vary directly with the time elapsed since the last census and inversely with the size of the area being studied. Trends and projections presented in this section should be carefully examined after the 1970 U. S. Census results are published.

TOTAL POPULATION

The City of Bayfield was incorporated in 1913. The 1920 U. S. Decennial Census enumerated 1,441 inhabitants in the community. Total population data for the community and selected larger geographical comparison units from 1920 to 1960 is shown on Table II-3.

Table II-3. Population and Population Change for Bayfield and Selected Comparison Areas, 1920 to 1960

	1920	1930	1940	1950	1960
<u>POPULATION: NUMBER</u>					
United States*(000's)	105,710.6	122,775.0	131,669.3	150,697.4	179,323.2
ENC Region** (000's)	21,475.5	25,297.2	26,626.3	30,399.4	36,225.0
Wisconsin (000's)	2,632.7	2,939.0	3,137.6	3,434.6	3,951.8
NW Region	185,091	173,840	186,523	172,464	158,120
Bayfield County	17,201	15,006	15,827	13,760	11,910
Bayfield	1,441	1,195	1,212	1,153	969
	1920-30	1930-40	1940-50	1950-60	1920-60
<u>POPULATION CHANGE: NUMBER</u>					
United States (000's)	17,064.4	8,894.2	19,028.1	28,625.8	73,612.6
ENC Region (000's)	3,821.6	1,329.2	3,773.0	5,825.7	14,749.5
Wisconsin (000's)	306.9	198.6	297.0	517.2	819.1
NW Region	-11,251	12,683	-14,059	-14,344	- 2,697.1
Bayfield County	- 2,195	821	- 2,067	- 1,850	- 5,791
Bayfield	- 246	17	- 59	- 184	- 472
	1920-30	1930-40	1940-50	1950-60	1920-60
<u>POPULATION CHANGE: PERCENT</u>					
United States	16.1	7.2	14.5	18.7	69.6
ENC Region	17.8	5.3	14.2	19.2	68.7
Wisconsin	11.7	6.8	9.5	15.1	31.1
NW Region	- 6.1	7.3	- 7.5	- 8.3	-14.6
Bayfield County	-12.8	5.5	-13.1	-13.4	-33.8
Bayfield	-17.1	1.4	- 4.9	-16.0	-32.8

Source: U. S. Census 1920-1960, and East North Central Regional Report.

* Population figures for the United States prior to 1960 do not include residents of Alaska and Hawaii.

** The East North Central (ENC) Region includes Illinois, Indiana, Michigan, Ohio and Wisconsin.

- During the 40 year period from 1920-1960, the total population of the United States increased by nearly 75 million persons or almost 70%. The growth rate in the ENC Region was almost the same as that of the nation; and while Wisconsin shared in this increase, the rate of growth in the state was less than half of the larger comparison units.

- Total population in the NW Region, Bayfield County and Bayfield declined consistently with the exception of the 1930-40 decade. As will be shown later this decline is primarily related to rural-urban migration.

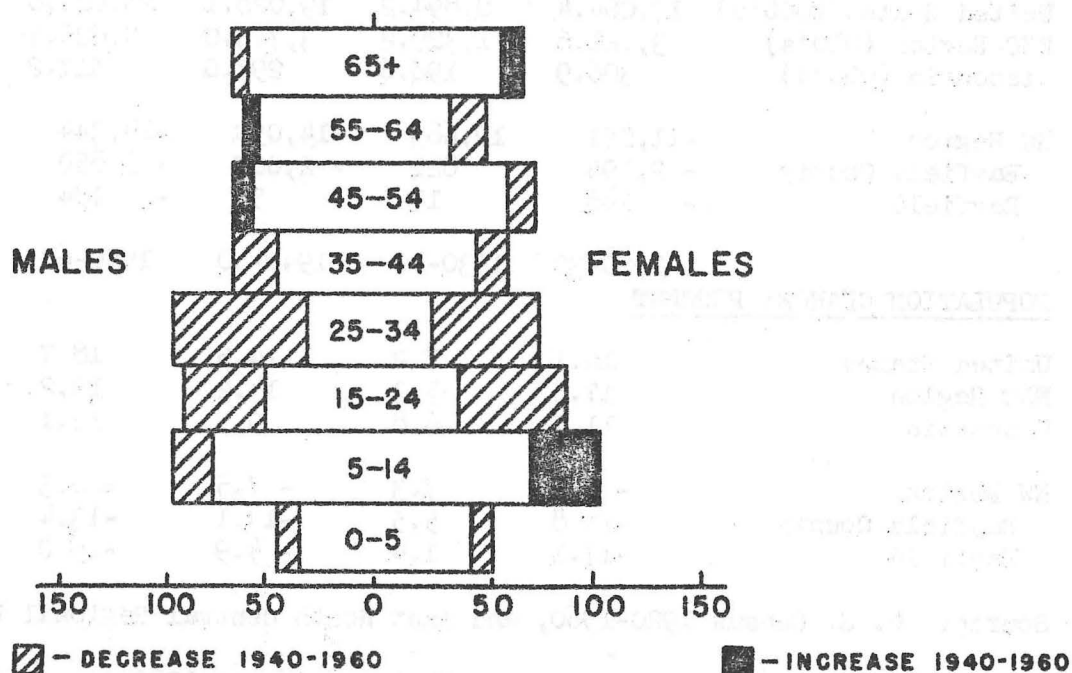
- The peak census year for population in Bayfield County and Bayfield was 1920.

A 1966 population estimate for the City of Bayfield indicated there were 980 inhabitants which represents a slight increase (11 persons) over the 1960 total*. It would appear that the decline noted in Table II-3 is beginning to level off which is perhaps a reflection of a decline in the rate of out-migration discussed later. However, the results of the 1970 Census will have to be analyzed before this trend can be established.

COMPOSITION OF THE POPULATION IN BAYFIELD

A more detailed analysis of census data from 1940 to 1960 reveals that the population losses sustained in Bayfield between these dates can overwhelmingly be attributed to a net out-migration of persons from the community. This fact is illustrated in the following population pyramid. Plate II-5 compares Bayfield's population pyramid with the county, region and state population pyramids.

Age-Sex Composition, City of Bayfield - Bayfield 1940 and 1960 (U. S. Census)



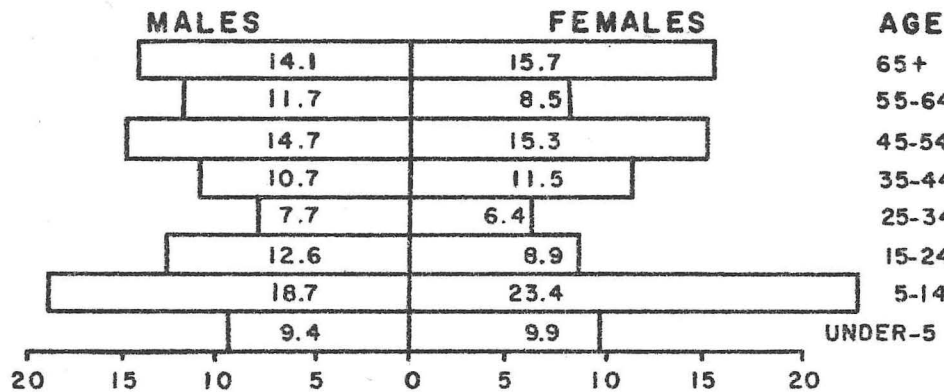
Significant changes have occurred in the age-sex composition of Bayfield's population during the last few decades. Most noteworthy in this regard is the decreasing number and proportion of young adults, and middle aged persons (15-44) -- the working population. These losses are a reflection of insufficient economic opportunities for persons in their beginning and most productive working years requiring them to leave Bayfield in search of opportunities elsewhere. This is not meant to imply that migration in itself is an undesirable factor as it can be a healthy safety valve for

* Supplement to Taxes, Aids and Shared Taxes in Wisconsin Municipalities 1966, Department of Revenue, Madison, 1968.

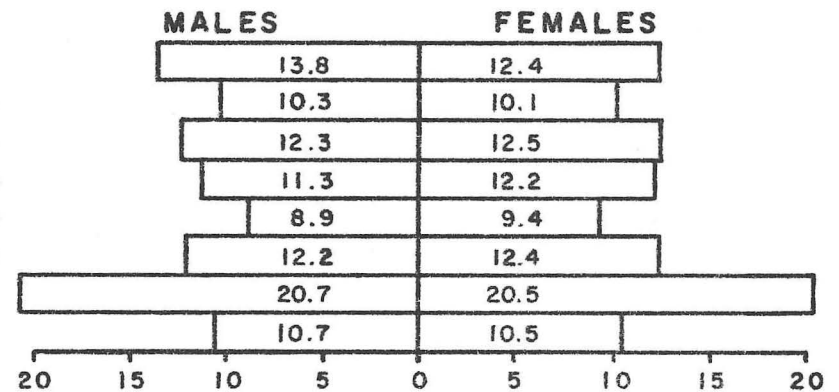
COMPREHENSIVE PLANNING PROGRAM-BAYFIELD, WISCONSIN

COMPARATIVE AGE-SEX DISTRIBUTION, 1960 BY PERCENTAGES

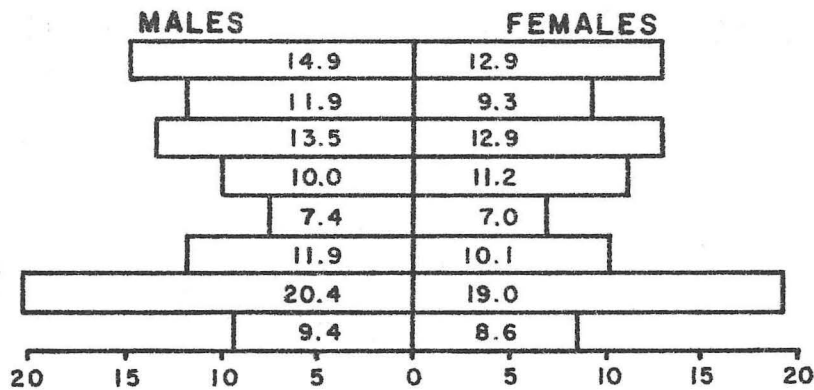
BAYFIELD



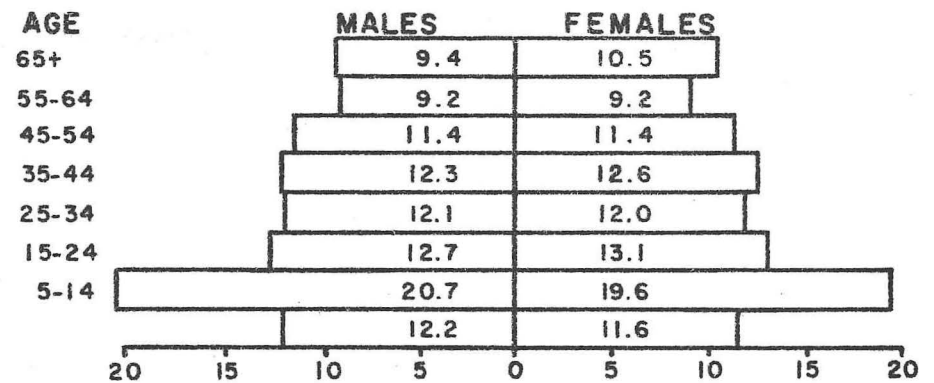
NORTHWESTERN AREA



BAYFIELD COUNTY



WISCONSIN



SOURCE: U.S. CENSUS, 1960

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II
 PLATE
 5

our society. Areas enjoying rapid economic growth usually need added manpower, and conversely areas of economic decline usually have a manpower surplus. An immobile population tied to an economic base that cannot support it would not be able to adjust to changing opportunities and needs in the region, state, and nation. Under these circumstances migration can, and does, serve a necessary and positive function.

Dependency Ratio

A summary measure of age distribution used in many planning studies is the dependency ratio. The dependency ratio is of particular interest with reference to the relationship between age composition of the population and economic activity, as it measures the ratio of the number of persons in non-economically active ages (in childhood, from age 0 to 14, and in old age, over 65) to the number of persons in the economically-active ages (15 to 64), i.e.,

$$\text{Dependency Ratio} = \frac{(\text{population aged 0-14}) + (\text{population 65+})}{(\text{population aged 15-64})}$$

Dependency ratios for Bayfield and selected comparison units are shown in Table II-4.

Table II-4. Dependency Ratios for Bayfield and Selected Areas in the United States: 1950 to 1960

	<u>1950</u>	<u>1960</u>
United States	53.9	67.6
ENC Region	52.3	68.9
Wisconsin	56.3	73.3
NW Region	65.6	79.4
Bayfield County	69.8	80.5
Bayfield	74.7	84.6

- The dependency ratios for all of the comparison units have all increased, and for those units in the NW Region the ratios were consistently higher.

- The increasing ratio for the state, ENC Region, and the nation, was primarily due to increasing numbers of children. In the NW Region and Bayfield the increase was caused by out-migration in the 15-64 age group and increasing numbers of persons 65 and over.

The implications of this net out-migration of persons in the prime working age group (15-44) is two fold: (1) Such persons leave the area with skills, earning capacity, and leadership potential which the area cannot afford to lose, and (2) the remaining population is faced with higher per capita costs in order to maintain essential local governmental services.

Births, Deaths, Natural Increase

The process of fertility, migration, and mortality together determine the size of the population in any given area. Population increases are shown either by births or by persons moving in from someplace else. Decreases are shown by deaths or by persons moving out. An excess of resident births over resident deaths is termed natural increase, while an excess of resident deaths over resident births, although rare, is termed natural decrease.

Table II-5. Natural Increase of the Population in Bayfield: 1950 - 1966

	<u>Births</u>	<u>Deaths</u>	<u>Natural Increase</u>
1950	46	7	39
1951	56	15	41
1952	31	6	25
1953	47	20	27
1954	44	15	29
1950-54 Annual Avg.	44.8	12.6	32.2
1955	29	14	15
1956	18	10	8
1957	38	13	25
1958	25	19	6
1959	31	12	19
1955-59 Annual Avg.	28.2	13.6	14.6
1960	29	16	13
1961	17	12	5
1962	20	15	5
1963	17	13	4
1964	12	14	-2
1960-64 Annual Avg.	19.0	14.0	5.0
1965	18	18	0
1966	14	13	1

Source: Register of Deeds, Bayfield County

- The average annual number of births declined significantly and steadily between 1950 and 1966.
- The average annual number of deaths increased slightly during the same period.
- As a result annual population gain attributed to natural increase has declined significantly. In fact, in recent years births and deaths have almost been equal, resulting in no natural increase in Bayfield's population.
- The declining number of births is related primarily to the out migration of persons discussed previously, particularly women, in the childbearing age group (15-44).

Migration

Migration is any population change not accounted for by births and deaths. A population increase caused by persons moving into an area is referred to as in-migration and a decrease caused by persons moving out of the area, out-migration. The actual population gain or loss from both movements of people into and out of the area is termed net in-migration or net out-migration.

Table II-6. Estimated Net Out-Migration - 1950-60, 1960-66, City of Bayfield

1950-60				
1950 Population	Natural Increase <u>4/1/50 - 3/31/60</u>	Expected Population	1960 Population	Estimated Net Out-Migration <u>1950-1960</u>
1153	228	1381	969	- 472
1960-66				
1960 Population	Natural Increase <u>4/1/60 - 6/30/66</u>	Expected Population	Population Estimate <u>6/30/1966</u>	Estimated Net Out-Migration <u>1960 - 1966</u>
969	23	992	980	- 12

Source: U. S. Census 1960, and Bayfield County records.

This table shows the 1950-60 period as a decade of out-migration for the community. The 1960-66 period indicates a reversal of that trend with the estimate net out-migration being fifty-two percent less than the natural increase.

- During 1950 to 1960 the community lost 472 persons with a natural increase of only 228 persons.

- From 1960 to 1966 the community lost 12 persons with a natural increase of 23.

PROJECTION CHARACTERISTICS

Subsequent to the 1960 U. S. Census of population, several agencies have attempted to project and forecast the future population of counties and various regions in the State of Wisconsin. A careful examination of each of these projections series reveals some significant differences among various sources regarding the total future population in the Northwest Region. These differences are primarily related to differing methodological

techniques and use of more current data by each of the agencies.* A common trend observed in all of the projections is that of a continuing decline in the total population for each of the region's counties.

Therefore, the degree of accuracy for a community population projection and estimate tends to vary directly with the time elapsed since the last census and inversely with the community's size. To make projections nine years after the last census (1960) for small rural communities can be very risky, even with the finest research techniques and staff available. Furthermore, trends and events could change rapidly in any given area, thereby drastically altering the projections and forecasts. It is essential to update data and make any necessary revisions on a continuing basis. Changes or adjustments in the projections used in this report will undoubtedly be necessary after the results of the 1970 census are known.

Methodology

The population projections presented in this report (See Table II-7) were developed in the following manner:

1. The first three projections consider Bayfield's population as a percentage of the large areas of which it is a part (county, region, and state). This method assumes that the migration rates for the community and for the larger areas are the same. It also assumes that all have similar birth-death rates and similar potential for both economic and population growth. This method yields approximations of current populations.

2. The fourth projection focuses on age group increments, using a standard method which considers natural increases, but does not consider migration. This method can yield fairly accurate short-run forecasts.

3. The fifth projection is based on long term past trends in the local population and economy.

Assumptions

The following assumptions were used in estimating Bayfield's future population:

1. There will be no significant change in Bayfield's birth rate, but the death rate will increase because of the rising number of older people in the community.

2. The rate of out-migration of young persons from the community will not change significantly from the 1960-66 period which was greatly reduced when compared with the 1950-60 period.

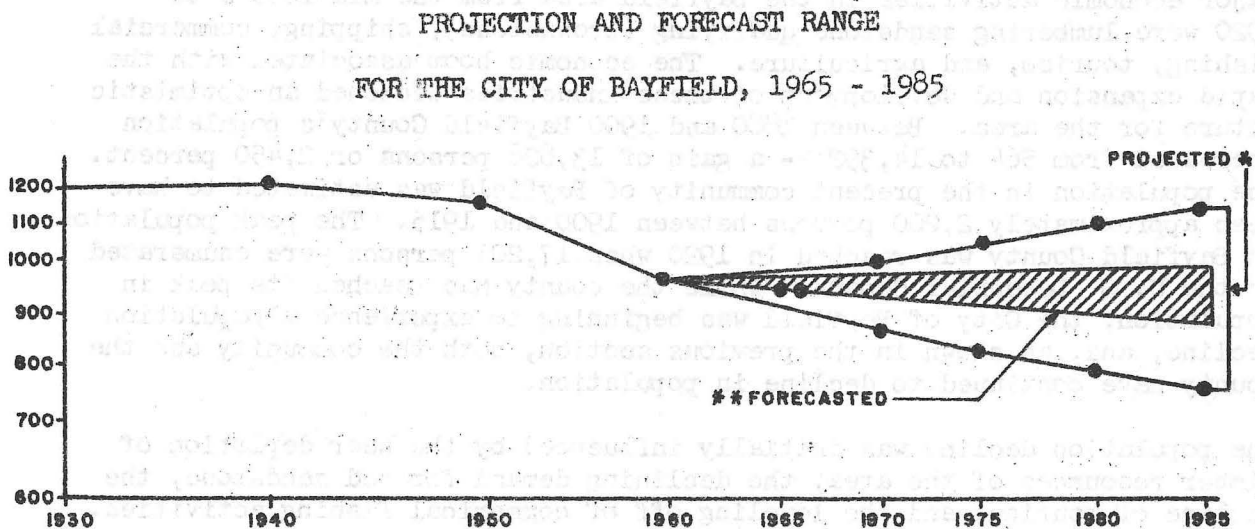
* Some of the major agencies making such projections include: The State Department of Resource Development in their Wisconsin Development Series reports; the State Highway Commission; the State Department of Health and Social Services; and the University of Wisconsin, Department of Rural Sociology.

3. Moderate gains in employment will be experienced by the community if the Apostle Island National Lakeshore Park is confirmed.

Projections

Table II-7. Composite Population Projections, Bayfield, 1970 - 1985

	<u>1965</u>	<u>1970</u>	<u>1975</u>	<u>1980</u>	<u>1985</u>
Bayfield as a percentage of:					
Bayfield County	951	919	886	870	854
Northwest Wisconsin Region	935	879	834	802	771
Wisconsin	1,018	1,043	1,079	1,132	1,181
Bayfield's Population Projection					
By Age Groups	935	900	892	892	890
From Past Trends	912	870	840	820	800
Full Range	{ 912- } (1,018)	{ 870- } (1,043)	{ 834- } (1,079)	{ 802- } (1,132)	{ 771- } (1,181)
Probable Projection Range	{ 950- } (1,000)	{ 910- } (1,050)	{ 875- } (1,100)	{ 840- } (1,150)	{ 800- } (1,200)



* Projected population range for the City of Bayfield was derived by the Northwest region and State of Wisconsin projections.

** Forecasted population range for the City of Bayfield was derived by the age group projection and the continuation of the 1960-66 rate of change using a compound interest formula.

The semi-logarithmic chart shows rates of change by the slope of the lines, the steeper the rise or fall of the line, the greater the rate of increase or decrease.

ECONOMY

Economic studies for comprehensive planning programs have as general objectives the description of the economic activities carried out in the area, identification of major population and socio-economic characteristics in relation to the area's economy, and an analysis of the relationship of the economic activities carried out in the area in relation to larger economic units of which it is a part -- the county, the region, state, or the nation.

While available statistical source materials will not permit a detailed analysis of the economy in communities the size of Bayfield, it is possible to generally describe economic activities and trends in the community in relation to larger geographic comparison units for which data is available. This section of the report contains a general description of past and present economic activities in Bayfield, identifies the area's economic resources, prospects, problems, needs, and attempts to set a strategy for an optimum economic pattern in the community.

HISTORICAL BACKGROUND

The earliest economic activities in the Bayfield area, prior to the time of permanent white settlement, were primarily related to fur trading and missionary activities between a series of French traders, missionaries and the Chippewa (Ojibwa) Indians.

Major economic activities in the Bayfield area from the mid-1850's to 1920 were lumbering sandstone quarrying (brownstone), shipping, commercial fishing, tourism, and agriculture. The economic boom associated with the rapid expansion and development of these industries beckoned an optimistic future for the area. Between 1880 and 1900 Bayfield County's population increased from 564 to 14,392 -- a gain of 13,828 persons or 2,450 percent. The population in the present community of Bayfield was estimated to have been approximately 2,000 persons between 1900 and 1915. The peak population in Bayfield County was reached in 1920 when 17,201 persons were enumerated in the U. S. Decennial Census. While the county has reached its peak in population, the City of Bayfield was beginning to experience a population decline, and, as shown in the previous section, both the community and the county have continued to decline in population.

The population decline was initially influenced by the near depletion of timber resources of the area, the declining demand for red sandstone, the decline of tourism, and the leveling off of commercial fishing activities. While some of the decline in these activities was temporarily offset by the promotion of agricultural interest in the area in the 1920's and early 1930's, this revitalization of a sagging economy was to be short lived. With the possible exception of growing berries and orchard fruits the soil and climate of the area made it unsuitable for extensive agriculture development.

From 1920 to the present the area has been beset with problems of long-term economic decline and a steady shrinking population, most of which can be traced back to the rampant exploitation of the area's resources in prior

decades. The out-migration of young people, as discussed in the previous section of this report, has adversely affected the area's capacity to rejuvenate itself. Many people of the area are convinced that this trend need not continue. The growing concern of interested citizens and governmental officials working together to strengthen the area's economy led to the establishment of the Bayfield City Planning Commission. The planning commission, and other interested persons and agencies, are preparing guidelines for directing future development of the community along sound and economical lines.*

ECONOMIC CHARACTERISTICS OF BAYFIELD'S POPULATION

From the Decennial U. S. Census of Population and other source materials it is possible to describe and analyze certain socio-economic characteristics of Bayfield's resident population. Such information provides a better understanding of the people of the community and the characteristics which distinguish them. This section summarizes key economic characteristics that are felt to be pertinent to the development of a comprehensive planning program for Bayfield.

Family Income

Family income is a reliable indicator of a community's economic status. It reflects the local economy's ability to support, through wages, the people of the community.

Table II-8. Family Income for Bayfield and Selected Areas in Wisconsin, 1960

<u>Income Group</u>	<u>Bayfield</u>	<u>Bayfield County</u>	<u>Northwestern Wisconsin Region</u>	<u>State of Wisconsin</u>
Under \$3,000	30.6	38.0	32.1	17.4
\$3,000 - \$4,999	38.5	33.4	27.6	19.7
\$5,000 - \$6,999	11.9	16.2	22.4	26.5
\$7,000 - \$9,999	11.1	8.8	12.4	22.1
\$10,000 and Over	<u>7.9</u>	<u>3.6</u>	<u>5.5</u>	<u>14.3</u>
Total	100.0	100.0	100.0	100.0
Median Income	\$3,790	\$3,712	\$4,401**	\$5,926

**Department of Local Affairs and Development estimate.

Source: U. S. Census of Population, 1960.

* A recent study entitled "Blueprint for Bayfield," prepared by the Department of Landscape Architecture, University of Wisconsin through a grant from Title I of the Higher Education Act of 1965, contains many excellent guidelines for preserving and enhancing the scenic quality of Bayfield.

- In 1960 over 65.0 percent of the families in Bayfield earned less than \$5,000.

- The largest income group in Bayfield was in the \$3,000 - \$4,999 range. In Bayfield County and the NW Region the largest income group was in the Under \$3,000 category.

- The median income for Bayfield, Bayfield County and the NW Region was considerably below that of the state.

The concentration of low-income families in the NW Region is primarily a reflection of depressed economic conditions. It is also in part related to the relatively large number of elderly and retired persons with limited and/or fixed incomes living in the area.

Family income characteristics have a variety of uses in a planning program. Such information can be particularly useful in housing market analyses. For example, information on income characteristics and trends can provide a crude picture of the under- or over-supply of housing (both owner and renter) in relation to the number of families in various income groups. In the case of Bayfield, the family income characteristics, coupled with the previously described age-sex composition, lends support to the expressed need for low-cost housing for the elderly in the Bayfield Citizen's Survey.

Equalized Value of Commercial and Manufacturing Real Estate, 1960-1967

The full value of commercial real estate in the community increased 85.3 percent between 1960 and 1967 compared to 84.8 percent for the county (see Table II-9). Although the value of both manufacturing and commercial real estate has increased, the commercial activities are clearly dominant.

Table II-9. Equalized Value of Commercial Real Estate, 1960 - 1967

<u>Year</u>	<u>Bayfield</u>	<u>Bayfield County</u>	<u>Percent of County</u>
1960	\$475,500	\$4,788,100	9.9
1961	475,500	5,134,300	9.3
1962	466,500	5,106,100	9.1
1963	503,700	5,369,400	9.4
1964	483,000	5,634,300	8.6
1965	491,400	5,831,700	8.4
1966	802,600	6,682,200	12.0
1967	881,300	8,800,000	10.0
Percent Change 1960-1967	85.3	84.8	

Source: Bayfield County Supervisor of Assessments, Annual Statistical Reports.

Table II-10. Equalized Value of Manufacturing Real Estate, 1960-1967

<u>Year</u>	<u>Bayfield</u>	<u>Bayfield County</u>	<u>Percent of County</u>
1960	\$ 79,500	\$1,938,638	4.1
1961	79,500	2,096,400	3.8
1962	48,100	1,948,100	2.5
1963	48,100	1,838,700	2.6
1964	53,200	1,784,100	3.0
1965	53,200	1,786,900	3.0
1966	63,300	1,900,200	3.3
1967	169,200	2,578,300	6.6
Percent Change			
1960 - 1967	112.8	33.0	

Source: Bayfield County Supervisor of Assessments, Annual Statistical Reports.

-The actual dollar value of commercial real estate is four and one-half times that of manufacturing in 1967 (881,000 compared to 169,200). These figures point out the service nature of Bayfield's economy and the weakness of its industry for future economic growth.

- If additional industries would locate near the community the volume of business and the number employed in sales of convenience goods and services would also increase.

Education

Educational attainment is one measure of a population's ability to perform skilled tasks. A highly educated community is usually more capable of creating a better labor market and maintaining a more stable social structure in terms of the ability of the people to support themselves economically. A less educated population is usually less stable and creates a poorer labor market. Table II-11 shows the educational level and median years of school completed for persons 25 years of age and older in Bayfield and the larger comparison areas.

Table II-11. Educational Attainment for Persons 25 and Older for Bayfield and Selected Areas in Wisconsin: 1960

<u>Area</u>	<u>Percent Grade School Graduates (Through Eighth Grade)</u>	<u>Percent High School Graduates</u>	<u>Percent College Graduates</u>	<u>Median Years Education Completed</u>
City of Bayfield	87.8	33.8	7.1	9.7
Bayfield County	78.2	32.3	4.2	9.3
Northwestern Wisconsin Region	79.9	35.0	5.4	10.1
State of Wisconsin	82.2	41.6	6.7	10.4

Source: U. S. Census of Population, 1960.

- The 1960 percentage of people in Bayfield with an eighth grade education or better was higher than the comparative areas. A similar relationship is found among those holding college degrees.

- The percentage of persons with high school diplomas in Bayfield is higher than the county but lower than the region and the state.

- The median years of education completed for Bayfield is higher than Bayfield County but lower than the region and the state.

Labor Force

The characteristics of a community's labor force in large part determines the potential it has for supporting the local economy. The major characteristics of Bayfield's labor force can be seen in Table II-12. Significant differences appear when Bayfield's labor force is compared with other areas.

Table II-12. Selected Characteristics of the Labor Force for Bayfield and Selected Areas in Wisconsin, 1960

	<u>Bayfield</u>	<u>Bayfield County</u>	<u>Northwestern Wisconsin Region</u>	<u>State of Wisconsin</u>
Participation Rate*	26.4	36.1	35.7	38.8
Employed Participation Rate	20.4	32.4	32.7	37.2
Percent of Unemployed	13.5	10.0	8.3	3.9
Percent of Women in Labor Force	28.1	28.2	28.6	31.2
Size of Labor Force	356	4,304	56,379	1,532,961

* Participation Rate - The ratio of the number of persons employed or actively seeking employment to the total population over age 14 years.

Source: U. S. Census of Population, 1960

- The labor force participation rate for Bayfield (that percentage of the total population employed or actively seeking employment) was considerably lower than the other comparison units.

- The employed participation rate for Bayfield was lower than that of any of the larger areas.

- Bayfield's 1960 Census unemployment rate (13.5) was very high in comparison to the state (3.9).

Occupation, Industry Group and Place of Work of Employed Persons

Information from the 1960 Census on occupation and industry group, provides

a picture of the types of jobs that Bayfield residents were engaged in. Since most of these persons were employed locally (See Table II-15) it also provides an indication of economic activities in the area.

Table II-13. Occupations of Employed Persons For Bayfield and Sec Areas in Wisconsin, 1960

Occupation	Bayfield		Bayfield	Northwestern	State of
	Number	Percent	County Percent	Wisconsin Region Percent	Wisconsin Percent
Professional and Technical	36	12.7	7.6	8.4	10.0
Farmers and Farm Managers	5	1.8	15.8	14.4	7.5
Managers and Proprietors	59	20.8	8.4	9.3	7.2
Clerical and Kindred	25	8.8	5.2	9.0	12.8
Sales Workers	13	4.6	2.9	5.2	7.0
Craftsmen and Foremen	22	7.7	11.5	11.7	13.7
Operatives and Kindred	50	17.6	14.3	16.5	20.4
Private Household	10	3.5	1.8	1.7	1.7
Other Services	40	14.1	9.9	9.5	8.3
Farm Laborers	5	1.8	11.8	5.4	3.6
Other Laborers	14	4.9	8.2	5.9	4.1
Not Reported	5	1.8	2.6	3.0	3.7
Total	284	100.0	100.0	100.0	100.0

Source: U. S. Census of Population and Unpublished Census Materials, 1960

- As shown in Table II-13 Bayfield has more low skill (operative and kindred) than skilled (craftsmen and foremen). This is quite an unusual occurrence is probably caused by the manufacturing done in Bayfield.

- The proportion of Bayfield people engaged in professional and technical, managers and proprietors, private household, and other service occupations are high when compared with other areas.

- Employment is relatively high in service occupations, particularly in private household services.

- Clerical employment is lower than the region and state because of the seasonal commerce in the community and county.

Table II-14. Industry Group of Employed Persons for Bayfield and Selected Areas in Wisconsin: 1960

Industry Group	Bayfield		Bayfield	Northwestern	State of
	Number	Percent	County	Wisconsin	Wisconsin
			Percent	Region	Percent
				Percent	Percent
Agriculture	10	4.2	28.7	20.2	11.4
Fisheries	13	5.5	3.2	.6	.1
Mining	--	--	.1	1.7	.2
Construction	10	4.2	6.5	4.9	4.9
Manufacturing	65	27.6	19.2	16.6	32.9
Transportation, Communications and Public Utilities	21	8.9	7.0	10.8	5.7
Wholesale-Retail	68	28.8	13.2	18.3	17.5
Business and Repair	--	--	.8	1.7	2.0
Personal Services	18	7.6	3.9	4.8	4.1
Entertainment and Recreation	--	--	.1	.5	.6
Professional and Related	9	3.8	10.4	11.0	11.1
Public Administration	17	7.2	3.6	4.3	3.5
Other and Not Reported	18	7.6	2.4	2.5	6.0
Total	236	100.0	100.0	100.0	100.0

Source: U. S. Census of Population, 1960

Table II-14 presents information supplementary to the preceding tables, in that, it indicates what industries the labor force was employed and its diversity.

- The non-industrial character of Bayfield city can be readily seen in this table, which indicates the distribution of employment by industry group for the community and larger comparison areas.

- There were few farm, construction, and professional and related workers in the community's labor force. However, the proportion of workers in manufacturing, wholesale-retail, personal services and public administration was higher than other comparison areas.

Table II-15. Place of Work for Bayfield Workers, 1960

Employment Location of Bayfield's Workers, 1960

Area	Number of Workers	Percent of Total
Bayfield County	241	87.0
Ashland County	19	6.9
Douglas County	4	1.4
Elsewhere	8	2.9
Not Reported	5	1.8

Source: U. S. Census of Population, Unpublished Materials, 1960

Where a community's labor force works is an important indicator of the ability of the community and surrounding area to provide sufficient local opportunity for employment. It should be noted that data are not available for the City of Bayfield as a place of employment.

- Eighty-seven percent of the City's workers are employed in Bayfield County.

- The remaining 11.2 percent work in nearby counties, while 1.8 percent are not reported.

- Commercial activities have experienced a gain in the last ten years while manufacturing has declined during the same period (See Table II-16). As a result, community residents are faced with limited employment opportunities unless they commute to more distant employment centers within and outside of the county.

EMPLOYMENT IN BAYFIELD

The preceding section has presented information regarding the characteristics of the resident labor force in Bayfield as found in the 1960 U. S. Census. This section is concerned with a description of major employers in Bayfield.

Employers and Employment

Table II-16. Manufacturing Firms and Employment, City of Bayfield 1958-1967

	<u>1958</u>	<u>1960</u>	<u>1962</u>	<u>1964</u>	<u>1966</u>	<u>1967</u>	<u>Percent Change 1958-1967</u>
Number of Firms*	4	4	5	3	3	2	-50.0
Employment	69	100	114	92	114	89	29.0

* Shows only those firms listed under unemployment compensation.

Commercial Firms and Employment, City of Bayfield, 1958-1967

	<u>1958</u>	<u>1960</u>	<u>1962</u>	<u>1964</u>	<u>1966</u>	<u>1967</u>	<u>Percent Change 1958-1967</u>
Number of Firms*	5	5	5	5	4	5	---
Employment	27	29	20	21	36	61	125.9

* Shows only those firms with four or more employees, listed under unemployment compensation.

Source: Wisconsin Industrial Commission, Unemployment Compensation Statistics

Bayfield has two major industries which are All-Woods Incorporated and Bodin Fisheries Incorporated. All-Woods employs approximately 90 persons and is engaged in the manufacturing of hardwood plywoods which are cut to customers specifications. It began operation during World War II making

boxes for use by the military. Between 1946 and 1956 the company made lumber core for the manufacture of plywood; in 1956 they began the manufacture of finished plywood which has continued to the present. During times of construction "boom" orders and employment are high, and conversely in slack periods employment is lower. When production is high the transportation of raw materials and finished products in and out of Bayfield is considered inadequate by the company since only one train per week is scheduled.* Bodin Fisheries -- formerly Booth Fisheries until 1963 -- employs between 8 and 20 persons. At the present time the company is preparing, freezing, and exporting fish from the Lake States and Canada. Because of the commercial fishing restriction, the fishing industry in Bayfield has declined in the last few years and the future is not promising unless government restrictions are lessened.

- Manufacturing firms have decreased from 5 in 1962 to 2 in 1967 while employment has increased by twenty-nine percent.

- The number of commercial firms has remained constant for the past ten years while employment has increased by 34 persons during the same period.

DEVELOPMENT POTENTIAL

Manufacturing and service activities, considered key economic elements affecting Bayfield's development for the projection period, are examined in this section.

Manufacturing

Total manufacturing employment, as noted previously, has gained slightly in employment and declined in the number of firms in the last few years. Thus, the community's greatest potential will be in establishing new firms in the area that are often attracted by rural locations accessible to larger urban areas and engaged in assembly operations which require lower wages, unskilled or semi-skilled workers.

Assuming the Apostle Islands National Lakeshore becomes a reality it is obvious that the community would be in an excellent position to capture a major portion of the Park's impact on the region. In terms of increased manufacturing employment the community should promote firms which would produce a type of commodity that would depict the history of the community and the various recreational activities. These small industries would have small initial investments and could expand in the future depending upon sales and marketing of the products.

Services

As noted earlier, employment in service activity has increased considerably in Bayfield in the last ten years. Based on national patterns and prospective local developments, it is believed that services offer the greatest

* A statement made by the manager of All-Woods Inc. during an interview.

potential in developing the community's economy in the period ahead. In particular, it is felt that tourism and related service industries could expand considerably.

Tourism

Whatever the standard of measurement for recreational needs, present indications are that a demand for facilities in Bayfield City, which is often referred to as the "Gateway" to the Apostle Islands, are increasing. Some of these indicators are:

- Increasing use of present harbor facilities
- A high demand for boat slips prior to the completion of Bayfield's new marina.
- Development activity on Madeline Island by private enterprise, town, county and state governments including: a marina, golf course, game preserve, camping and picnicking areas and scenic trails.
- Continuance of an early fall deer season on the Apostle Islands.
- Increasing wintertime activities with snowmobiling, skiing and ice fishing being the main activities.
- Each summer more visitors are attracted to the Bayfield Planning Area, enjoying its unique historical fishing village atmosphere located on a hillside.
- The ferry boat companies report a continual increase of passengers and automobiles.

If these indicators continue to increase in the future, the economic benefits could help to revitalize Bayfield's economy. A national research of tourist expenditures has found that 75 percent of tourist monies have gone to travel service businesses. Some of the travel service businesses are:

Commercial lodging establishments

- hotels
- motels
- camps

Eating and drinking places

- restaurants
- drive-in restaurants

Service stations

Amusements

- recreation other than movies.

In addition non-travel services may benefit because tourists frequently patronize retail establishments within the community. Thus, sales in general merchandise and other retail lines should be expanded.

A list of facilities that could be expanded or established to meet the expected demands in the area are as follows:

- Information booth for all public and private enterprises
- Marina
- Lodges, motels
- Lakeside facilities, boating, picnicking, scenic overviews
- Community Center
- Camp sites
- Nature trails

It is felt that a broad range of facilities should be fostered that are related both to Lake Superior as well as to recreation potentials available in the interior of the county. Specific guidelines for these developments are presented in the plan report for Bayfield.

Fruit and Berry Production in the Planning Area

Fruit and berry growing has been an important source of income in the planning area. Though decline has occurred on a county level the concentration of these activities in the planning area has helped to maintain Bayfield's economy.

Table II-17. Apple Production in Bayfield County 1945, 1950, 1959, and 1964

	<u>1945</u>	<u>1950</u>	<u>1959</u>	<u>1964</u>
Bushels of apples harvested	44,124*	69,842*	63,066	47,653
Apple trees of all ages	71,786	67,826	39,288	38,589
Apple trees of bearing age	---	59,001	27,512	30,262
Farms reporting apples	1,363	957	169	112

Strawberry Production in Bayfield County 1949, 1959 and 1964

	<u>1949</u>	<u>1959</u>	<u>1964</u>
Farms reporting	153	92	46
Acres	130	130	70
Quarts	167,800	201,928	143,394

Raspberry Production in Bayfield County 1949, 1959 and 1964

	<u>1949</u>	<u>1959</u>	<u>1964</u>
Farms reporting	68	36	29
Acres	68	30	25
Quarts	44,757	28,861	20,363

Fruit production is greater in the township of Bayfield. This township produces most of the apples and raspberries, and about thirty-five percent of the strawberries.*

* F. W. Altenburg. Four-County Economic Base Study, Ashland, Wisconsin, A Northland College Production, 1956.

HIGHLIGHTS

POPULATION

- Total population in Bayfield City has decreased from 1,441 in 1920 to an estimated population of 980 in 1966. Continuing decline for the community is not expected but a stabilization of the population is occurring. A total population of approximately 1150 is projected for 1990.

- Significant changes are occurring in the age-sex composition of the population in the community. The only age groups to record gains between 1940-1960 were 5-14 (Post WWII babies) and 45-65 and over.

- The community has a relatively small proportion of their female population in the childbearing years (15-44). This is reflected in the declining number of births in the period from 1950 to 1966.

- The relative increase in the tax consuming population coupled with a decrease in the tax producing age groups is a trend of considerable importance in the overall planning for the community.

- The level of educational attainment (median years) of people of the community is higher than Bayfield County but lower than the region and the state.

- There has been a steady decline in natural increase (excess of births over deaths) in the community from 1950-1966. The pattern will probably stabilize in the near future. While the total number of deaths is increasing, the total number of births has declined significantly from 1950-1966. This trend seems likely to continue in the future.

- Much of the natural increase that has occurred is being lost through out-migration. Between 1950 and 1960 there was a natural increase of 228 persons in the community. Assuming there had been no out-migration during this period, the population in 1960 would have been 1381. However, the actual population was 969 in 1960, reflecting a net out-migration of 472. Since this trend has reversed between 1960-1966, the rate of out-migration appears to be declining.

- Most of the out-migration is occurring among persons in the late teens through the middle thirty age groups, a reflection of insufficient economic opportunities for persons in their productive working years.

ECONOMY

- In 1960 over 75.0 percent of the families in Bayfield earned less than \$5,000. The largest income group in Bayfield was in the \$3,000 - \$4,999 range.

- The 1960 percentage of people in Bayfield with an eighth grade education or better was higher than the comparative areas. A similar relationship is found among those holding college degrees.

- The community's 1960 census unemployment rate (13.5) was very high in comparison to the state (3.9).

- The community has more low skill (operatives and kindred) than skilled (craftsmen and foremen).

- Manufacturing firms have decreased from 5 in 1962 to 2 in 1967 while employment increased by twenty-nine percent. The number of commercial firms has remained constant for the past ten years while employment between 1966 and 1967 increased by twenty-five persons.

- The present indications for recreational needs in the community, which is often referred to as the "Gateway" to the Apostle Islands, are increasing. If these indicators continue to increase in the future, the economic benefits could assist in revitalizing Bayfield's economy.

LAND USE

This section describes the present land development pattern of Bayfield and its outlying planning area; it identifies existing land use problems; and projects land needs for the planning period based on current and anticipated future social, economic and physical conditions and trends in the community.

RECENT DEVELOPMENT IN BAYFIELD

The moderate growth experienced by Bayfield since 1960 is reflected in the modest amount of new construction in the area. Most of the new construction has been in the form of residential, commercial and public.

Residential:

- During the last five years a few homes have been constructed throughout the community.

Commercial:

- A motel has been built just off STH 13 in the northern limit of the community.

- An inn with dining and room accommodations has been built on the east end of the central business district.

Public:

- A marina has been constructed in Bayfield's public harbor area.

MAJOR LAND DEVELOPMENT PROBLEMS

Land use developments can have short and long-range implications; some of the more notable issues which now face Bayfield include:

- Increased scattering of general commercial uses within the community.

- A need to provide space for industrial activity outside the community but more importantly, to allow for an opportunity to relocate industry now operating on an ill-suited site.

- Continuing pressure for subdivision and development of land in and adjacent to the city with corresponding strain on the community's budget for provision of needed municipal facilities and services.

- Need to provide and protect open space in the community.

- Eventual relocation of STH 13, Bayfield's primary transportation facility and a major land user, will need to be integrated with the existing transportation system and define an optimal land use pattern.

- A need to locate a trailer park site within the community that will not be in conflict with land uses in the future.

PRESENT LAND USE -- BAYFIELD

The initial development pattern of Bayfield was concentrated near the lakeshore, accenting the community's dependence upon logging and recreation in the past. The existing development is characterized by:

- Relatively dense development in older central area of the community.
- A dispersing residential pattern extending north, west and south from the center of the community.
- The development along the entire shoreline is a mixture of fisheries, a marina, mobile homes, and salvage yards. Further in from the south-east shoreline, industrial uses are located. To the north of the city limits, just off STH 13, is the community's public campground.

Approximately 47.7 of the land in the community is undeveloped. This includes wooded land (28.3 percent)(See Table II-18). Information on existing land use in Bayfield was gathered from a detailed field survey conducted in September 1969. The location of woods was obtained from aerial mosaics compiled by the Department of Local Affairs and Development. Present land use in Bayfield is shown on Plate II-7 and is also shown on Table II-18 and Chart II. Chart II compares the proportion of land in various uses in Bayfield to other communities.

Table II-18. Existing Land Use, City of Bayfield, 1969

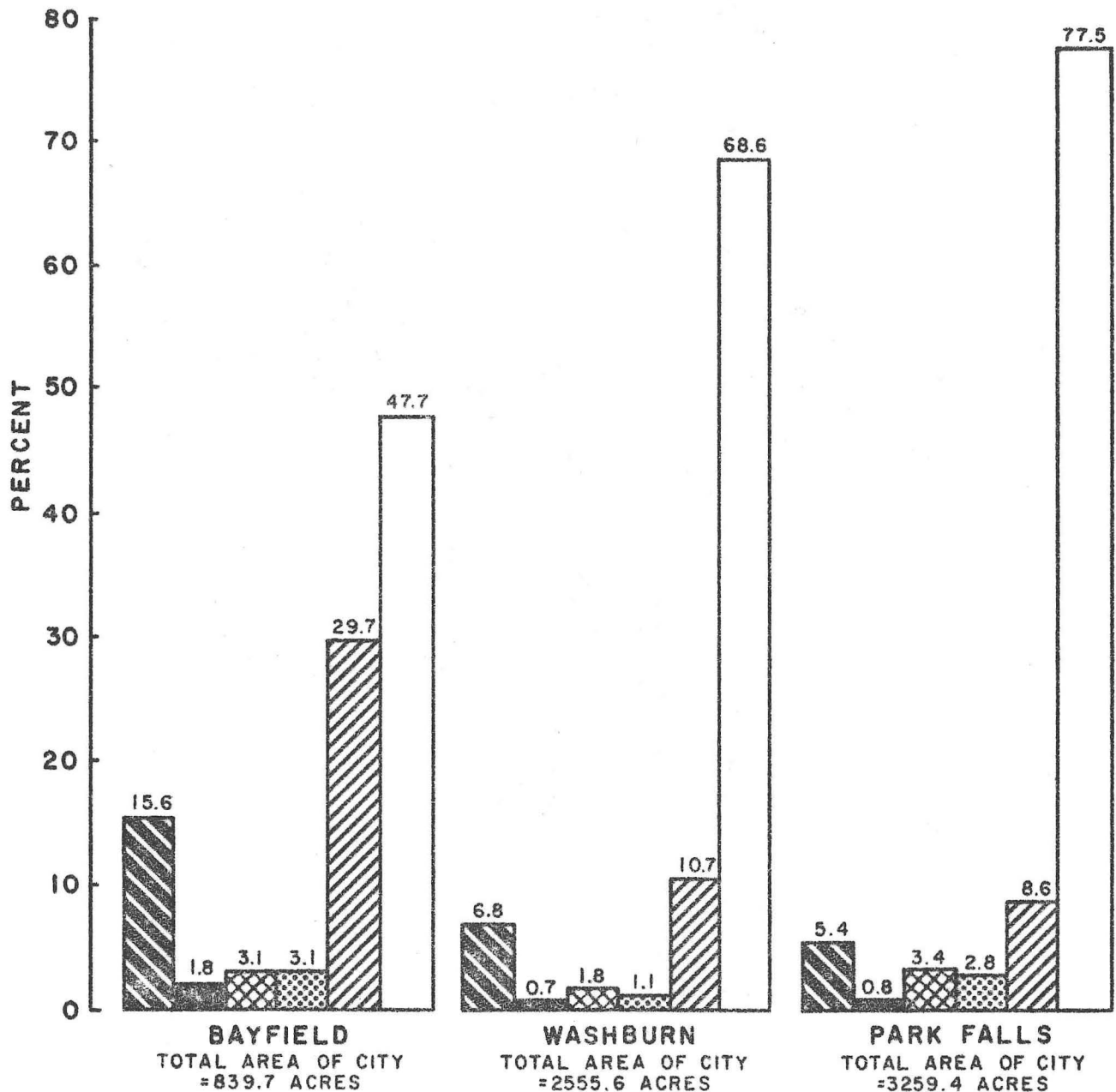
<u>Land Use Classification</u>	<u>Area In Acres</u>	<u>Percentage Distribution Total Area</u>	<u>Percentage Distribution Developed Land Area</u>
TOTAL ACRES	432.5		
DEVELOPED AREAS	228.9	53.3	100.0
Residential	65.4	15.6	28.5
Single Family	64.0	14.8	27.96
Mobile Homes	1.4	.33	.63
Commercial	8.0	1.8	3.5
Industrial	13.2	3.1	5.8
Public, Quasi-Public	12.3	2.8	5.4
Parks and Open Space	1.3	.30	.6
Railroads	6.7	1.5	2.9
Streets and Alleys	122.0	28.2	53.3
UNDEVELOPED AREAS	203.6	47.7	100.0
Woodland	122.6	28.3	61.0
Open Undeveloped Land	81.0	19.4	39.0

Source: Northwestern Wisconsin Regional Planning and Development Commission Survey, September, 1969.







COMPREHENSIVE PLANNING PROGRAM-BAYFIELD, WISCONSIN

CHART II

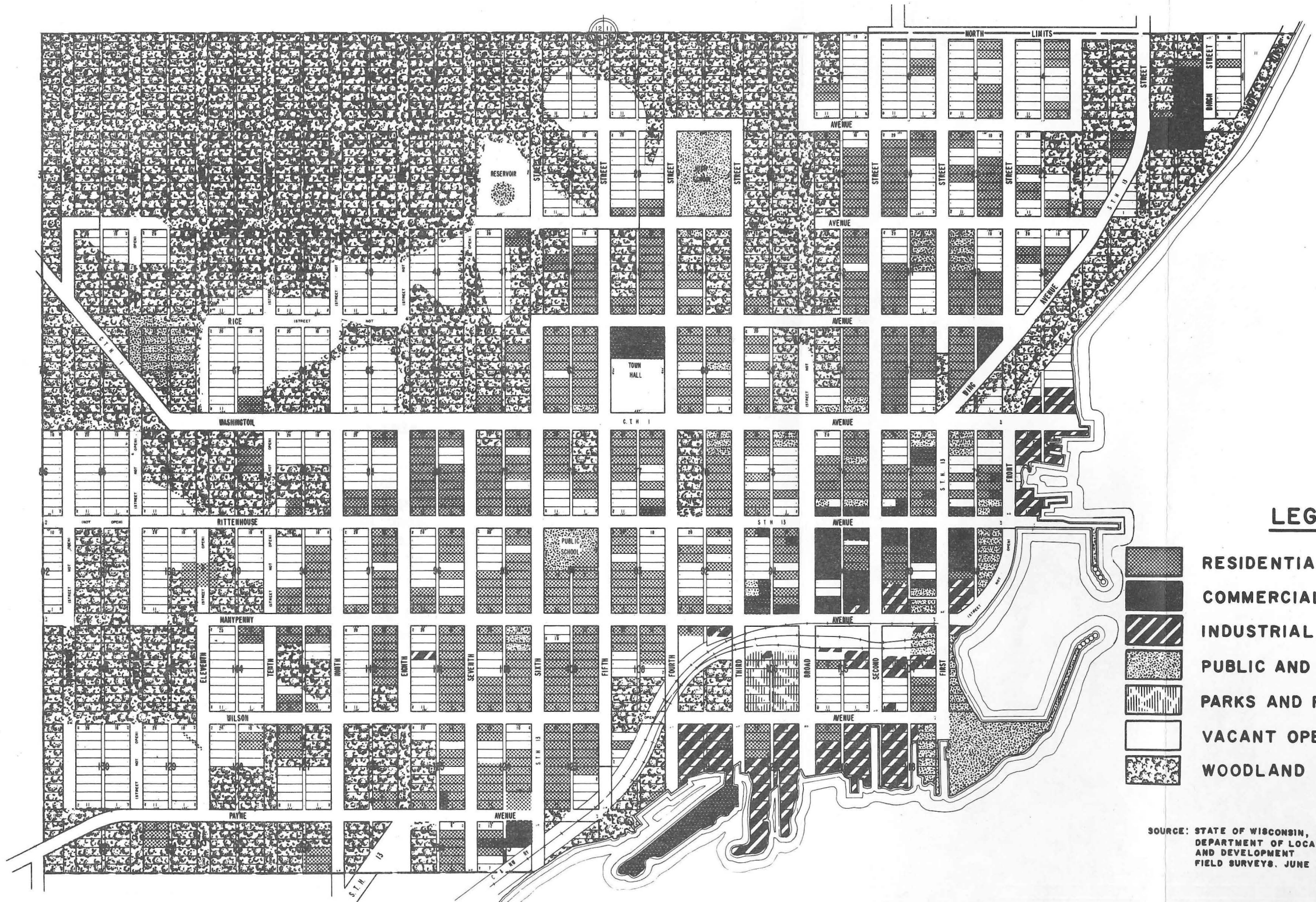
EXISTING LAND USE
BAYFIELD AND ASSOCIATED COMMUNITIES










LEGEND

-  RESIDENTIAL
-  COMMERCIAL
-  PUBLIC AND OPEN SPACE
-  INDUSTRIAL
-  STREETS AND ALLEYS AND RAILROADS
-  UNDEVELOPED

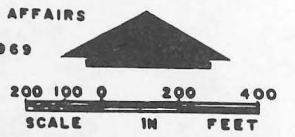
GENERALIZED LAND USE - CORPORATE AREA



LEGEND

-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC AND QUASI-PUBLIC
-  PARKS AND RECREATION AREAS
-  VACANT OPEN LAND
-  WOODLAND

SOURCE: STATE OF WISCONSIN,
DEPARTMENT OF LOCAL AFFAIRS
AND DEVELOPMENT
FIELD SURVEYS, JUNE 1969



CITY PLANNING COMMISSION
BAYFIELD, WISCONSIN 1970

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STATE OF WISCONSIN
DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT
BUREAU OF LOCAL AND REGIONAL PLANNING

COMPREHENSIVE PLANNING PROGRAM - BAYFIELD, WISCONSIN

Residential Land

Approximately 53.3 percent of the land in Bayfield is developed. Residential use, including seasonal and full time residence, account for 65.4 acres or 28.5 percent of the developed land. The majority of the development is in the form of single family units which are in good condition. There are many old homes in the community, but they are well maintained. On the southeast shore 1.4 acres are devoted to mobile homes. Bayfield does not provide a wide variety of housing types. The community will likely experience increased pressure for modest amounts of mobile homes, homes for the elderly and apartments for the low and moderate incomes.

Commercial Land

Several kinds of commercial development are found in the community. The first includes the more traditional uses found in small communities' central business areas -- grocery stores, appliance store, bank, variety store, drug store, hardware store, funeral home, and a limited number of professional services. Also included are bars and restaurants or a combination. Commercial land accounts for 1.8 percent of the land in the community and 3.5 percent of the developed land. Another type of commercial activity -- highway-oriented -- is directly related to motor vehicle use. It occurs in the community on Rittenhouse Avenue in the central business district. This type of activity is typically found along well traveled routes and depends on convenient access for an adequate volume of business. Included in this category are: service stations, drive-ins, and others.

A third kind of commercial use is that which is related to wholesale and distribution activity usually representing operations dependant on rail or truck transportation. Concentration of uses are found on Manypenny Avenue, adjacent to the railroad tracks. These buildings and yards tend to resemble industrial establishments rather than the commercial structures found in the central business district.

The condition and appearance of buildings in the central business district varies from good to poor. Some of the two-story buildings are performing a dual function -- providing ground floor space for commercial use and second floor space for residential use. Many of the buildings are too small to be adapted to new retailing techniques which require maximum stock display and self-service operation. Some of the older buildings, especially those of wood frame construction, should be renovated or removed. Other structures, of newer or more substantial construction, could be rehabilitated, possibly making use of controlled design techniques to insure that these or new structures are built in harmony with Bayfield's visual personality.

Additional off-street parking spaces should be incorporated into the central business area -- readily accessible to the entire district.

Additional major commercial developments in the community should be considered in view of the likely effect on the total central business district and should be located according to the dictates of the general land use plan.

Industrial Land

Industrial uses occupy 13.2 acres of land on 5.8 percent of developed land area. Industry is now concentrated south of the business district. This location presents problems because:

- It contains a mixture of residential, recreational and industrial uses without provisions for buffering the incompatible industrial uses.
- Industrial expansion in any direction would severely affect existing and future development of the area.

The existing industrial area is located between First and Broad Streets and Wilson and Manypenny Avenues. Its advantages include:

- Location convenient to transportation, both rail and truck.
- Served by public utilities.
- Terrain is reasonably level.

Existing or future industrial sites should be given to consolidating industry uses according to the following dictates:

- Ready access should be assured; location near interconnecting transit routes, highways and railroads. Travel through residential neighborhoods should be unnecessary.
- Dependent on product and process, sites may need to be served by large capacity utility lines.
- Power, water and waste disposal facilities are necessary.
- Relief should be reasonably level, not more than 5 percent, and capable of being graded economically.
- Sites should be easily accessible to plant workers.
- Dependent on product and process, direction of prevailing winds may be important.

Public and Semi-public Land

Schools, municipal buildings, churches, U. S. Post Office and similar uses occupy 12.3 acres or 5.4 percent of the developed land in Bayfield. These uses are scattered throughout the community.

Schools, municipal buildings and sites are examined in detail in the Community Facilities Section.

Parks and Recreation

At the present time, Bayfield does not have a community park within its

corporate limits; however, to the north of the community is located Bayfield's campground which is in the process of being updated to handle 10 to 20 overnight mobile and tent campers. This area is ideally suited for camping since it is heavily wooded and commands a scenic view of Chequamegon Bay.

Indicated on Plate II-8 is the schematic development plan for the refuge harbor and marina. In the north end of the harbor are three piers that are to be built at a future date. The remainder of the piers and shore developments shown on this plan are the first phase development for the harbor.

The overall development plan indicates a total of 238 boats, varying in size from 25 feet to in excess of 50 feet. The first phase is very nearly one-half of the total development, i.e., 118 boats. The average length of boat berthed under the first phase is 34.6 feet.

A central aisle in excess of 100 feet in width is provided from the steel cell breakwaters, past the fueling pier and to the area of the proposed Coast Guard Station and boat launching and haul-out facility. Other aisles are generally 2 to $2\frac{1}{4}$ times the length of the adjacent average boat berth. Main header piers are arranged in an east-west direction and are all parallel one with another. This will aid in navigation within the marina and minimize confusion.

Smaller boats have been provided for in the more remote areas of the harbor, whereas provisions for the larger boats have been made nearer the harbor entrance. The fuel pier and fuel station are proposed for the area near the entrance to the harbor in order that fuel traffic will be confined to this area and will not disturb the rest of the marina. It is also in a position of best accessibility from passing boats on the lake.

The fuel pier is planned to dispense multiple types of fuel. It has been assumed in the development of cost figures that an oil company would provide the necessary tanks, pumps and equipment as well as the cost of their installation. This procedure is not uncommon for marinas. Customarily, a short term lease is required to amortize the installation cost of the equipment, etc.

A sewage pump for pumping out the tanks of boats is proposed for the fueling pier area.

The main header docks are a nominal eight feet in width with finger piers four feet in width. Mooring piles between fingers will be provided for larger boats. Docks generally will be provided with light, water and electric services commensurate with the requirements of the berthed boats. It is intended that the docks constructed will be adequately equipped to provide the required services that today's modern yachts require.

In the southwest corner of the marina is shown a marine travelift pier. It is proposed that a 25 ton travelift unit be purchased. This unit can handle boats up to the 55 foot class, and will provide the means for removing boats for inspection and minor repairs, and for outdoor at grade

winter storage. Additionally, in the future, when major boat repair and boat sales facilities are provided in the area of the marina, the travelift will provide the necessary launching and haul-out capacity.

The City of Bayfield is required to provide a public landing within the basin. Accordingly, a permanent launching ramp is proposed for the area of the travelift together with parking for automobiles towing boat trailers. It is expected that in addition to daily in and out use of the ramp, that a number of the slip renters will place their boats seasonally into the water by way of this ramp. In order to provide a minimum of parking, 123 spaces for 118 boats, it is necessary to acquire additional land in the vicinity of the harbor. Park land in public ownership has not been disturbed. Improved surface development of the parking lots will be kept to a minimum.

Near the intersection of First Street and Wilson Avenue, is a toilet building. Continued use of this building will be made as a service to some of the marina customers. Additionally, a small building is proposed that would provide showers, additional toilets, a general office for a marina manager, room for miscellaneous sales of marine gear, etc., snack bar, and an area for minor repairs. This building has been situated such that an overall view from the entire harbor is provided. This building is not intended to be a major structure as would be required for the maintenance and repair of the large boats and for boat sales.

Lighting is proposed in the parking lots for security of automobiles belonging to persons staying overnight in the marina. It is planned that the parking lots will provide the necessary area for winter storage of boats that have been removed from the basin.

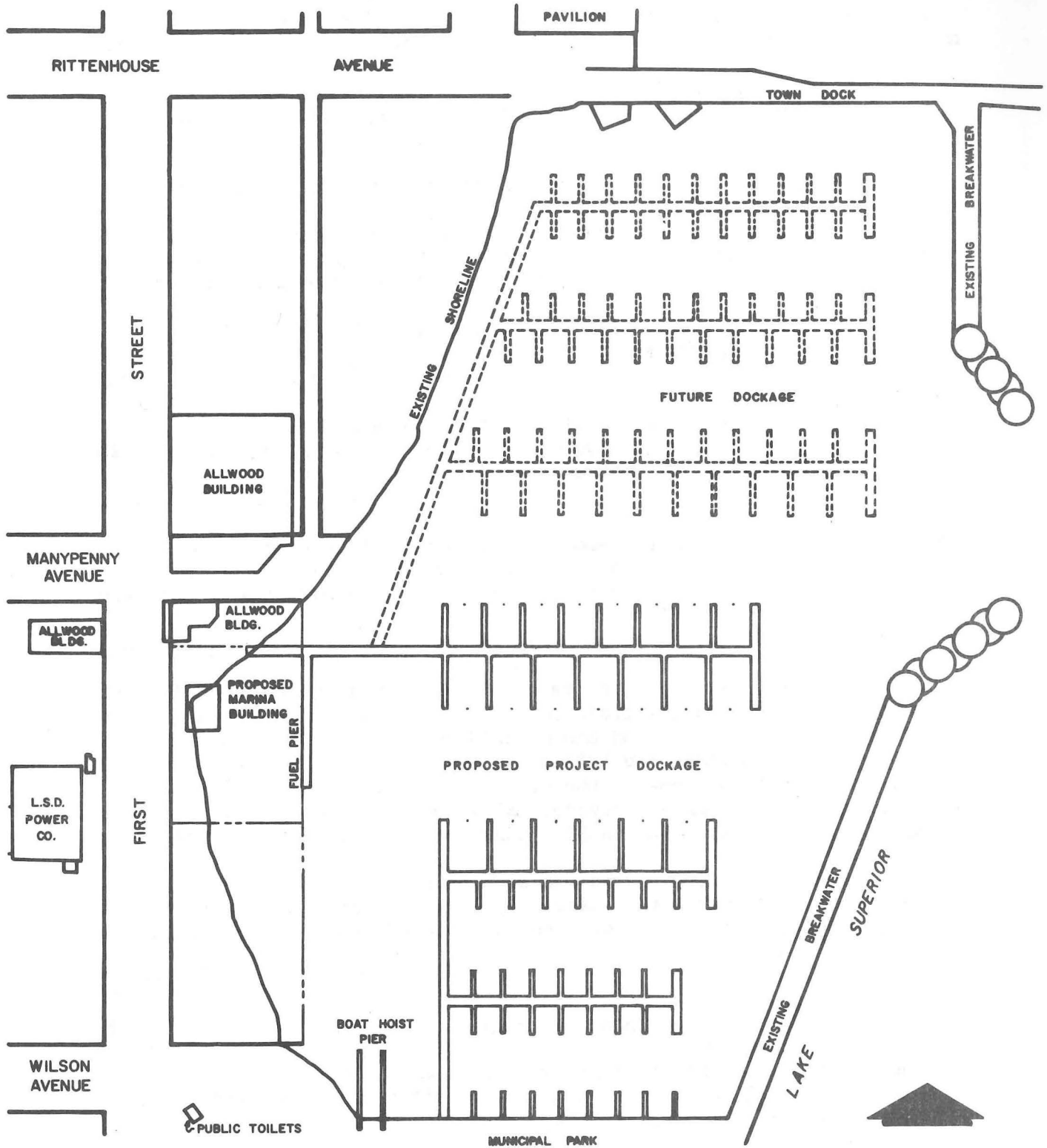
FUTURE LAND NEEDS - BAYFIELD

It is not entirely possible to determine precisely what the land needs of a community will be at any time in the future. However, estimates must be made of future land needs during the planning period to provide the foundation for proposals and programs in the community's General Development Plan. The basis for such estimates are:

- Population forecasts
- Anticipated economic and land use trends
- Application of generally accepted standards to these forecasts and trends.

It should be noted that a planning program becomes more usable if a measure of flexibility is introduced which recognizes that certain population and economic changes may occur in accordance with estimated amounts or by certain estimated dates. It is better to view the time period covered by various estimates as subject to expansion or contraction, influenced by the actual pace of the future development. This means that the development pattern which might now be anticipated to occur by 1990 could actually occur five or ten years ahead of or after that date without necessarily affecting the validity of the General Development Plan.

BAYFIELD REFUGE HARBOR AND MARINA



SOURCE: WARZYN ENGINEERING AND SERVICE CO., INC.
 CONSULTING ENGINEERS, MADISON, WIS.
 NOV. 1969

CITY PLANNING COMMISSION
 BAYFIELD, WISCONSIN 1971

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STATE OF WISCONSIN
 DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT
 BUREAU OF LOCAL AND REGIONAL PLANNING

COMPREHENSIVE PLANNING PROGRAM BAYFIELD, WISCONSIN

Residential Land

By 1990, approximately 20 to 25 acres of additional land will be needed for residential development. Several basic assumptions have been made in arriving at this estimate.

- Bayfield could approximate 1200 in population by the end of the planning period.

- Average household size will range from 3.0 to 3.2 persons.

- Average density of residential development will decrease to approximately 4.0 dwelling units per residential acre (this figure does not include streets or public easements).

- Although new subdivision activity will occur, platted vacant lands will absorb approximately ninety percent of the estimated total residential growth during the planning period.

- Single family quarter acre lots will reflect popular tastes in subdivision design; however, increased acceptance of new types of living environments (cluster development and ideas not yet tried) will become obvious in the 1970's.

- The community will experience a moderate demand for multi-family units in the area of public housing, although it is not likely that this use will exceed two percent of total residential land.

Commercial Land

General Commercial: A moderate increase in commercial land use is anticipated. Expansion that does occur should be concentrated between First and Broad Streets and Washington and Manypenny Avenues. Further expansion of service and general commercial uses should occur as far north as Washington (County Highway I) and between the same streets mentioned above. Highway commercial activities should locate in zoned areas to the north and south along STH 13 as one enters or leaves Bayfield.

Resort Commercial: At present or in the near future existing resort-motels in the city are not likely to expand their facilities. Additional resort locations should be coordinated with Bayfield's Development Plan.

Industrial Land

Bayfield has approximately 13.2 acres of land presently devoted to industrial use with a ratio of 6.5 workers per acre of industrial land. Even with an expected increase in population by the end of the planning period a major portion of this population increase will represent families with wage earners living in Bayfield but working elsewhere.

Assuming few new plants or little expansion of the existing industry, then one acre of land would be needed for each 10 to 15 workers. Based on this standard, Bayfield will need an industrial park of about 30 to 50 acres to meet all future demands.

Vacant and Undeveloped Land

Most of the vacant and undeveloped land is located to the northwest, west and south of the existing residential areas of the community. Most of this land is unsuitable for development due to topographic drainage, and utility problems. Much of this area is wooded and provides an exceptional scenic view of Chequamegon Bay. It should be maintained for its aesthetic qualities or cautiously developed for residential and recreational uses -- providing the area is adequately served by city utilities.

The developed area of Bayfield has approximately 36.2 acres of vacant lots which are or can be served with city utilities. The development of this space should be encouraged by realtors and the community before other thoughts are given to development of the above mentioned areas.

Streets and Highways

A large portion of developed lands in Bayfield is devoted to street and highway use (122.0 acres or 53.3 percent). While this portion is not unusual, it does reflect the characteristics of land subdivision practices and street patterns prevalent in the community gridiron street pattern which requires substantial amounts of land for streets and alleys, resulting in less private property on the tax base, more hazardous, and more expensive street maintenance programs.

Streets and highways are considered in detail in the Transportation Analysis Section.

PRESENT LAND USE - BAYFIELD PLANNING AREA




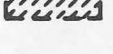
Bayfield's extraterritorial planning area, as defined by statute, extends one and one-half miles in all directions from its corporate limits. As shown on Plate II-9 approximately 1,071.2 acres or 37.6 percent of the planning area is in agricultural use. The primary agricultural use is orchards which occupies 420 acres. The remainder of this category is pasture or open space which accounts for 1,251.2 acres. Commercial uses in the planning area occupy 1.5 acres which is the smallest use. The planning area also contains about 2,068 acres of undeveloped woodland. Most of this land cannot be developed because of one or more physical limitations: including soil, topography and drainage. This land should be left in its natural state as a distinctive feature in the development pattern.

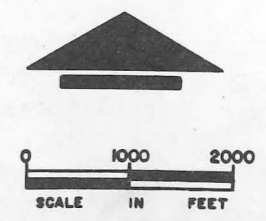
Seasonal residences occupy few acres and are found mostly north of the community along Lake Superior shorelines. None of the residences are served by a sewage disposal system other than private septic tanks.

Other significant land uses in the planning area include year around farm dwellings (29.6 acres), and highways (110.8 acres). Additional data on land use in the planning area are included in Table II-19.

PLANNING AREA GENERALIZED LAND USE

LEGEND

-  SEASONAL-RESIDENTIAL
-  YEAR ROUND-RESIDENTIAL
-  COMMERCIAL
-  ORCHARD
-  FARMSTEAD
-  PUBLIC AND QUASI-PUBLIC
-  WOODLANDS
-  PARK
-  INDUSTRIAL
-  OPEN SPACE
-  SANITARY LAND FILL



CITY PLANNING COMMISSION
BAYFIELD, WISCONSIN 1971

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COMPREHENSIVE PLANNING PROGRAM
BAYFIELD, WISCONSIN

II
PLATE 9

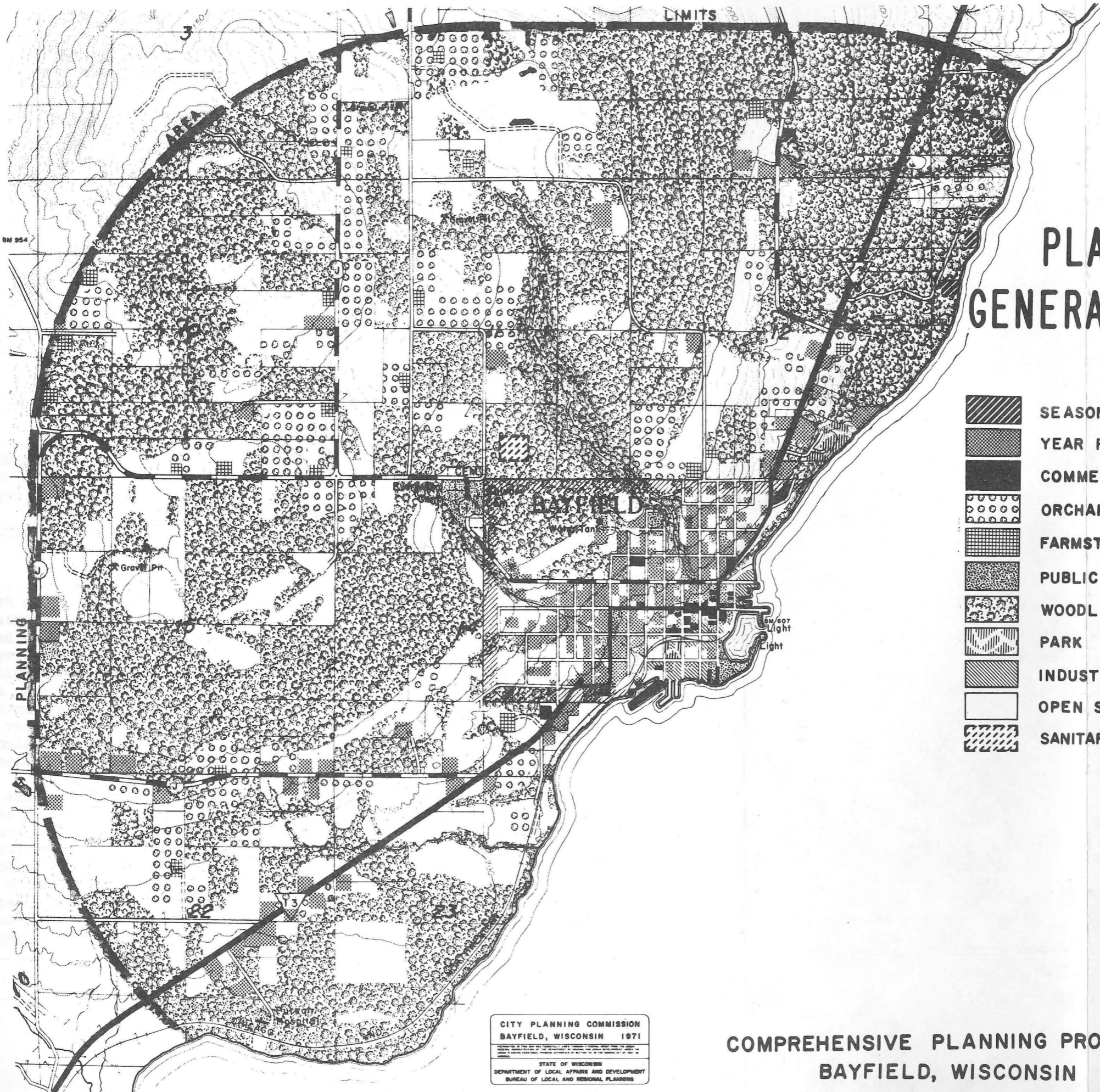


Table II-19. Existing Land Use, Bayfield Planning Area

<u>Land Use Classification</u>	<u>Area in Acres</u>	<u>Percentage Distribution Total Area</u>	<u>Percentage Distribution Developed Land Area</u>
TOTAL ACRES	4444.00		
DEVELOPED AREAS	700.8	15.8	100.0
Residential	111.4	2.5	15.9
Single Family	81.8	1.8	12.8
Mobile Homes	29.6	0.67	3.1
Commercial	1.5	0.04	0.21
Orchard	420.0	9.5	59.9
Public, Quasi-Public	19.7	0.45	2.8
Railroads	12.0	0.27	1.7
Roads and Highways	110.8	2.5	15.8
			<u>Percentage Distribution Undeveloped Land Area</u>
UNDEVELOPED AREAS	3739.2	84.2	100.0
Woodland	2068.0	46.6	55.3
Open Undeveloped Land	1671.2	37.6	44.7

Source: Northwestern Wisconsin Regional Planning and Development Commission Survey, September 1969.

Most of the planning area is in agriculture (orchards, farmsteads and pasture) and undeveloped (woodland) land. Developmental pressure on this land has been slight even in the areas along the lake front because of the physical limitation. Since the City of Bayfield contains ample area for anticipated development during the planning period, the area within one and one-half miles from the community should be closely controlled to prevent random development. Cluster development along the lake front is recommended, and extensive development elsewhere in the planning area should be discouraged. This can possibly be achieved by adopting an extraterritorial zoning ordinance covering the planning area.

In addition to the land well suited for development, the planning area also contains a considerable amount of land unsuited for development because of extreme relief or poor drainage. Both types of areas should be preserved in their existing use except for controlled development. The woodlands provide aesthetic and recreational values and are very important in watershed management and planning by helping prevent flooding and erosion and in maintaining the groundwater table. This is especially true on the steep slopes of the planning area where much of the forest cover is located.

COMMUNITY APPEARANCE

An attractive physical appearance can enhance a community's growth prospects. A prospective resident or business man is influenced by his first impressions of a community. Poor development practices or inadequate maintenance discourage new investment and potential residents. Bayfield's appearance could be improved in several ways:

- Repair or replacement of blighted buildings such as those in the existing commercial and industrial districts.

- Consideration should be given to establishing architectural or design controls over all new buildings in the central part of the community by professional design assistance.

- Adequate building setbacks need to be provided (from streets as well as neighboring structures).

- Curb and gutters and additional sidewalks should be provided at least in the more densely developed sections of the community.

- Vacant properties should be well maintained and free of debris.

All new developments should be compatible with the natural setting of the community. Views of the lake should be preserved or enhanced through careful landscaping and building design. Overhead wires and poles should eventually be placed underground.

The general scenic setting of the community can also be preserved if much of the existing vegetation is retained and if most of the undeveloped rolling lands north and west of the community center are left in a natural state or cautiously developed.

The entrances into Bayfield should be made as attractive as possible. Extensive billboards, sign displays and scattered or concentrated poorly designed highway-oriented uses can give the community an adverse image; accordingly, specific attention should be given to adequately regulating land uses along all roads.

Table II-20. Existing Land Use -- Summary -- Bayfield, Wisconsin

<u>Findings</u>	<u>Remarks</u>	<u>Implications</u>
1. Development in Bayfield is compact and centrally located.	Several incompatible land uses have developed in the community.	Unless future growth activity is guided and controlled--existing desirable land use patterns may be destroyed.
2. New residential development is scattered throughout the community.	A large percentage of vacant or undeveloped land in the community should not be developed unless city utilities are provided.	Strict enforcement of reasonable zoning controls will be necessary to prevent incompatible land use activities.
3. Most commercial activity is located in the Central Business District.	Bayfield can not support more than one major commercial center.	Scattered commercial activity generally has adverse effect on surrounding land uses.
4. Existing industry is located near transportation facilities, but not compatible with other uses in the area.	An industrial park should be designated for existing and future industrial expansion.	Successful industrial expansion requires a- vailable well conceived sites (Industrial Park) and stable industrial enterprises.
5. Bayfield does not have public housing for the elderly and low and moderate income	Land for this type housing should be secured by the community in the very near future.	The age-sex pyramid for Bayfield indicates an aging population--the community should initiate action in the area of public housing for this increasing population.
6. The existing location of the community swimming area is not providing safe or adequate facilities for the people.	The community should provide a public pool in the area south of the new marina as indicated in <u>The Blue Print For Bayfield.</u>	The present location of the community swimming area is in conflict with surrounding uses and in the future this conflict will definitely increase.
7. The existing route of STH 13 results in congestion in the Central Business District.	Rerouting of STH 13 is needed to alleviate traffic congestion and hazards to pedestrians.	Rerouting will lessen congestion of traffic and pedestrian hazards and provide more space for highway services and a scenic route through the community.

NEIGHBORHOOD ANALYSIS

INTRODUCTION

Cities and towns, large and small, are finding themselves caught in a complex web of physical deterioration. Homes and business structures, which may have served their users well for many decades, become obsolete because of the need for extensive repairs and remodeling. Public facilities, geared to an earlier era, also become outmoded. Deterioration reduces the assessed values of properties and consequently results in declining tax revenues at a time when the demand for public services is continually increasing. The intangible qualities which make a city or community the gathering place for people and activities are also affected by the decay and deterioration which comes with age.

PURPOSE

The purpose of this analysis is to determine the causes, extent and intensity of blight within the community and to identify possible remedial measures. Recommendations and proposals are matched to the development problems facing the community.

BOUNDARIES

Because of Bayfield's small size it will be treated as one neighborhood for the purpose of this analysis. To divide the community into more than one neighborhood would be meaningless, since the character of the community is homogeneous despite the extreme topography. All residents make use of the same shopping area and public facilities regardless of the location of their homes. The boundaries of the Bayfield neighborhood, therefore, are considered to be coterminous with the corporate boundaries.

BLIGHT

The major goal of a neighborhood analysis is the identification and eradication of blight. Blight is a catchall term describing the condition of an area that for one or more reasons is not of the quality it should be. At the same time, blight refers to the process by which an area deteriorates into an undesirable economic, physical and social environment.

Blight's most obvious manifestation is a reduction in physical quality and economic value of buildings and properties. Other, more subtle characteristics of a blighted area are: concentrations of low-income families, low real estate values, lack of potential for physical improvement, absence of needed community facilities (such as parks and playgrounds), and a generally unpleasant (and often unsafe) living environment.

Blight is caused by a number of factors acting separately or in unison. These include: indiscriminate land use mixtures, poor building construction or maintenance resulting from the absence of appropriate municipal codes and enforcement programs, excessively high residential densities, lack of adequate landlords and a captive housing market of low-income families who cannot afford to rent or buy dwellings in a higher quality neighborhood. A

municipality with a weak or failing economy will often experience blight because its inhabitants cannot afford to maintain or improve their physical environment.

Blight begets blight. An area already suffering from poor building conditions, low property values, etc., will find these problems compounding as it attracts or produces still more blighting factors, such as mixed land use development and a lowering of the tax base. The logical conclusion of this process is a slum, but Bayfield, because it is a community as well as a neighborhood, would likely become a vacant community before this occurred.

There is no one point at which blight, per se, appears in a neighborhood. It is a variable factor which may range from mild to severe. Less serious cases of blight, such as houses needing minor repairs or painting, can be remedied by applying appropriate code enforcement measures to the problem area. An advanced case of blight, such as dilapidated buildings unfit for habitation, may require more drastic measures like clearance and renewal. The important point is that if the correct measures are applied, blight can be arrested and the blighting influences eliminated.

CRITERIA FOR NEIGHBORHOOD EVALUATION

The deterioration of a community's housing is due, not only to the age and structural characteristics of the buildings, but also the surrounding environment. The neighborhood must provide suitable and stable living conditions before home owners will be interested in rehabilitating old houses or removing dilapidated structures. Any analysis of the neighborhood, therefore, must consider a number of environmental factors in its evaluation of the existing situation. These factors include: social characteristics of the residents, compatibility of existing land uses, building conditions, adequacy of existing community facilities, and traffic and related street conditions.

Social Characteristics

The characteristics of families in a neighborhood determine, to a large degree, the quality of an area. Poor housing for example, is often the result of an owner's economic inability to properly maintain it. At the same time, existing substandard housing, being cheaper to buy or rent, attracts low-income families who cannot afford anything better. Elderly people, living in older houses, rarely have funds or the physical stamina necessary to repair or maintain their homes.

In 1960, according to U. S. Census figures, there were 252 families in Bayfield, of this number there were 242 married couples. Thirty-four families earned more than \$3,000 but less than \$5,000. Many of these families are composed of elderly couples who are living on limited fixed incomes. Often these couples live in substandard housing out of necessity, or live in homes they have occupied for years, being financially unable to move to smaller and more convenient quarters. This problem may be alleviated if in the near future the City of Bayfield constructs low-income and elderly housing.

The high incidence of low and fixed income families in Bayfield provides a partial explanation for the existence of much of the community's sub-standard housing. If the income of the residents can be improved and if low-cost housing is made available to the elderly and low-income groups, Bayfield will have made significant progress in improving its physical and social character.

Land Uses

The quality of a neighborhood is dependent, in part, on the community's land use patterns. Incompatible adjoining land uses, such as a residence between commercial and industrial uses, reduces the value of the residential use.

In a predominantly residential area, the interjection of an incompatible land use will reduce the attractiveness of the area, cause a decline in property values, and possibly constitute a health or safety hazard for the residents.

The greatest amount of land use conflict occurs in and round the central business district. Here commercial, industrial and residential land uses are highly intermingled. This mixture of land uses has an adverse effect on the central area or vice versa. Residential units break the continuity and weaken the commercial character of the area. Industrial land uses, bordering the business district, discourage the use of adjacent properties for commercial purposes and lend an unsightly physical appearance to the area.

Public and semi-public land uses, such as schools, churches and utilities are scattered throughout the community. These uses, are for the most part, suitably located and present no land use problems.

Because land use conflicts have adversely affected the business district, Bayfield should discourage the continuance or expansion of mixed land use development in this area. Removal and prevention of land use conflicts will contribute to the improvement of the community's living environment.

Housing Conditions

Another factor considered in this analysis was structural conditions. In rating building conditions the U. S. Census Bureau definitions were used and are as follows:

- Sound. Those units which have no physical defects or only slight defects which normally are corrected during the course of regular maintenance such as lack of paint.

- Deteriorating. Those units requiring more than normal maintenance, if they are to continue to provide safe and adequate shelter. Some of the defects which may cause a structure to be classified as deteriorating are cracks in chimney, walls, or foundation of the building, several broken or missing window panes, and shaky or unsafe porches.

- Dilapidated. Those units that do not provide safe and adequate

shelter in their existing condition endanger the health, safety, or well being of the occupants are usually structures that have one or more critical defects, such as rotted, loose, or missing siding or roofing and sagging floors, walls, or roofs.

Table II-21 summarizes the findings of the survey. The majority of the structures in Bayfield were found to be sound, but a moderate proportion were classified as deteriorating and dilapidated.

Table II-21. Condition of Structures, Bayfield, 1970

<u>Condition</u>	<u>Numbers</u>	<u>Percent</u>
Sound	209	80.3
Paint-up-Fix-up	18	6.9
Deteriorating	22	8.2
Dilapidated	12	4.6
Total	261	100.0

Source: Northwestern Wisconsin Regional Planning and Development Commission Survey, September 1969.

The structural conditions of Bayfield's dwelling units vary greatly as evidenced by data in Table II-21. While poor housing is not concentrated in any particular section, it appears that poor housing is due to one or more of the following factors: (1) age of the structures, (2) development of new homes in the periphery of the community, (3) social and financial characteristics of Bayfield's residents, such as low-income levels. Another problem may be that Bayfield's reliance on other communities for employment which does not give its residents the economic confidence they need before they will invest in good quality housing, or that the community, as a whole, cannot economically justify investments in residential improvements.

Most of the nonresidential structures in Bayfield are used for commercial or industrial purposes. The buildings that house commercial activities are generally in below average conditions. Most of these structures are old and probably reaching the end of their useful life -- several buildings are vacant and exert a depressing influence upon the commercial district.

Bayfield's industrial buildings are numerous but owned by only two corporations. Bodines Fisheries covers a large percent of Bayfield's water front. Most of its structures are in fair to average condition. Since fishing in Lake Superior is limited, causing the industry to stand idle, these structures receive little upkeep.

South of the Commercial area, at the intersection of First and Manypenny, All-Woods Inc. is located. Further south, across the railroad tracks, exists a number of dilapidated non-residential structures which appear to be related to railroad use. All-Woods Inc. location contributes to the blighting influence of the area because of its deteriorating structure, emissions of saw dust pollutants, and location in relation to Bayfield's new marina.

Most of the factors which contribute to the poor condition of non-residential structures in Bayfield are the same ones which contribute to poor housing but with the additional element of a low economic return from businesses, which disallows extensive investment in new or remodeled buildings.

Public Housing*

Bayfield is interested in obtaining federal aid to construct public housing facilities for its elderly and low-income residents. If the community does apply for and obtain federal funds to construct public housing units, the location of these dwellings will be critical to the project's success.

Because the elderly and low-income groups are often physically or financially unable to drive automobiles, it is essential that public housing for these people be located within short walking distance of the central business district in order to allow them to do their shopping with a minimum of inconvenience. In addition, the elderly and low-income groups often feel they do not really belong in the community and therefore tend not to participate in community activities. Location of public housing near the center of the community would help these people feel more a part of the community and would encourage them to take part in its activities.

Moreover, a housing project site in proximity to the business district would help to strengthen the shopping area by providing a new and nearby source of customers, not only the housing project residents but also their visitors. A well designed project would also help to upgrade the physical appearance of the business district.

Community Facilities

The availability of community facilities and services, such as parks and utilities, plays a significant role in determining the quality of a neighborhood. Absence or inadequacy of these facilities will make an area less convenient and attractive to live in, resulting in a reduction of property values and a lower development potential. Provision of these facilities will not guarantee a good living environment, but will aid in maintaining the neighborhood's quality.

The community facilities of Bayfield are, for the most part, inadequate for its needs. The major problems are lack of a municipal office, a sanitary land fill and up-to-date utilities.

Bayfield's present municipal functions are conducted at the library and offices are located at the mayor's home, the clerk's home and the police chief's home. A site for municipal offices will be designated and discussed in the General Development Plan.

Refuse disposal is a major problem in Bayfield. The community at present has a dumping site but no garbage collection. All refuse must be disposed of by individual citizens. The problem should be quickly solved. A number of unfortunate consequences could arise out of this situation, such as inadequate burial of garbage and possible attraction of rodents, collection of trash and garbage around the house, especially where elderly people

* Actual site determination will be designated in the Land Use Plan.

reside, and possible reluctant decline of environmental quality of the neighborhood and a decline in property values.

A serious health hazard could develop unless Bayfield provides: (1) regularly scheduled garbage collection, (2) weekly collection of rubbish other than garbage, and (3) a suitable, well maintained dump site.

Bayfield's utilities are probably of the most concern to the community. The State of Wisconsin Division of Environmental Protection has ordered Lake Superior District Power Company to up-date its water system to meet the state's standards by October 1970. While the lack of adequate water services presently does not create any visual problems, this situation should be remedied because of the potential health hazards it creates.

Existing Transportation Conditions

Transportation is treated in detail in the transportation section of of this report. It would be sufficient to say that traffic problems are minor (except for routing of STH 13) consisting mainly of poorly paved streets and lack of curbs, gutters and sidewalks. In general, street conditions appear to be related to traffic volumes, with the most heavily traveled streets receiving the best maintenance. In their present condition these poorly maintained streets damage the image of the entire community and, where found, reduce the appeal of such areas.

Much of the cost could be assessed by frontage to property owners. The improvement of street conditions and the installation of curbs, gutters, and sidewalks will upgrade the community's appearance and probably increase property values.

Conclusions and Recommendations

Bayfield, because of its size and character, constitutes a single neighborhood, but unlike a large metropolitan area neighborhood which usually has only one major function, such as residential usage, the Bayfield neighborhood serves a variety of functions; public, commercial, industrial and residential in nature. Because it has a multi-functional nature, the problems facing the Bayfield neighborhood are complex and diverse. These problems include: conflicting land uses, poor structural conditions of many buildings, an aging and declining central business district, a large percentage of low or fixed income families and a shortage of sound housing.

Bayfield must act swiftly to meet these problems. Action must be community wide since all areas are affected. The need for housing is especially acute, in view of characteristics of the local families. The community, therefore, should undertake a public housing program to meet the needs of the disadvantaged and elderly.

At the same time other actions must be taken. Bayfield's physical conditions need to be upgraded. This can be done by embarking upon a community-wide improvement program involving conservation, rehabilitation, or, in a few cases, clearance of structures within the corporate limits.

Most of the community can be treated in the conservation state which means it is in basically good condition, but requires action so that it does not slip into a deteriorated state. Conservation programs would aim at combating the influences of obsolescence and deterioration. The two major features of a neighborhood conservation program are citizen involvement in local clean-up, fix-up and paint-up campaigns, and the adoption and rigid enforcement by the community of strict housing, plumbing, electrical, fire prevention and zoning codes.

In these areas threatened by incipient blight, rehabilitation is recommended. A rehabilitation program will involve the owners of the deterioration structures to renovate their structural units. The main financial burden of rehabilitation falls upon the property owner, but there does exist some federal loans and grants which are available to help property owners. In addition, Wisconsin State law allows property tax freezes for a period of five years on all types of improvements to properties located in areas officially designated for rehabilitation by the local government. The only limitations are that the minimum value of such improvements must be \$200.00 and the maximum value of excluded improvements must not exceed either \$1,000 or ten percent of the value of the improved property. To take advantage of this law, Bayfield would have to officially designate areas for rehabilitation and accept affidavit or improvements from affected property owners.

In those areas of the community where it is not economically feasible to repair or renovate blighted structures to the degree necessary to meet present standards for acceptable housing quality, these structures should be demolished and the site developed. In Bayfield's case, selective clearance is needed. This would involve purchase by the community of the blighted properties, destruction of substandard buildings, installation of needed site improvements, and the sale of the land for redevelopment. Much of this cost could be covered by a federal urban renewal or demolition grant.

As part of a community-wide improvement program, Bayfield should consider the construction or acquire a municipal building, housing not only the city officer, but also the police and possibly the fire departments.

Other community improvements that should be undertaken by Bayfield include:

- Updating of sewage facilities.
- Obtaining a suitable site for a city dump which complies with State standards.
- Installing curbs, gutter, storm sewers and sidewalks where needed.
- Providing more water front space for citizen and tourist activities.

The full range of programs recommended in this analysis are necessary if Bayfield is to improve its physical, social and economic environment. These efforts by Bayfield should be coordinated with the policies and proposals of the General Development Plan. Federal assistance is available and a list of programs that the community might explore are found in the appendix of this Comprehensive Plan.

Table II-22. Neighborhood Analysis -- Summary -- Bayfield, Wisconsin

<u>Findings</u>	<u>Remarks</u>	<u>Implications</u>
1. Compared to other communities in the county, Bayfield has a low proportion of dilapidated housing.	Most dilapidated and deteriorating housing is located throughout the community	Blight is not a serious problem in Bayfield but existing blight should be checked before it spreads to other areas.
2. Bayfield has a low vacancy rate and a low proportion of rental units.	Vacancy rates tend to be higher in areas which have highest percentage of blight.	Increasing housing demands (both rental and owner--occupied) will favorably influence building construction activities in the future.
3. The main cause of blight in Bayfield is the deterioration of old structures.	The majority of older substandard structures are scattered throughout the community.	Blight is infectious-- unless it is reasonably controlled it can adversely affect property values and environmental values.
4. Some incompatible land use situations exists.	Most of these situations involve the intermixing of commercial, industrial and residential use.	Incompatible land development has a negative effect on the immediate uses as well as on the surrounding neighborhood.
5. Neighborhood improvement programs supplemented with sound code and ordinance enforcement policies are necessary to improve specific areas in the community.	Citizen participation is a necessary ingredient in successful local improvement programs.	Local improvement programs not only upgrade neighborhood areas, but they intensify the feeling of pride and cooperation in the community.
6. Various federal assistance programs are available to the community including code enforcement, demolition, housing assistance and urban renewal programs.	Urban conservation would probably be the most effective federally assisted program in Bayfield.	Local efforts supplemented by federally assisted programs can go far to upgrade specific areas in the community.

COMMUNITY FACILITIES

This section considers the municipal facilities and services provided in Bayfield for government administration, police and fire protection, education, health, library, refuse disposal, communications and recreation. It reviews the adequacy of these facilities and services for present and anticipated future needs of the community's population during the planning period. Facilities and service needs are discussed in general terms; detailed engineering, architectural and financial studies would be required to outline and program specific improvement projects.

GOVERNMENT

The center for Bayfield's government administrative functions are the Mayor's home and public library where council and commission meetings are held. Both the Mayor's and Clerk's home are used for filing of city papers and places of business for community affairs.

A new city hall is needed to adequately serve several needs of the community including: a public meeting room, office space, a police station and a garage to house emergency vehicles. A site for this facility is recommended in the General Development Plan.

POLICE AND FIRE PROTECTION

Police

Bayfield, with less than 1,000 population, has no independent court or correctional facility and virtually no incidents of crime as compared to national averages. Bayfield has a budget of less than fifteen thousand dollars and has three officers on full or part-time duty. Police personnel spend fifty percent or more of their time on matters not related to law enforcement. Presently, police personnel have no training, but the community is generally satisfied with their performance.

The city has one vehicle. As a result of a recent questionnaire, it appears that this vehicle is in communication with the base station and its base of operations has point to point contact under the sheriff's office. This would indicate that the local operations is in radio communications with the county.

In terms of numbers of police per thousand persons policed and in terms of low incident of crime, present policing forces appears sufficient. Mere additions of manpower without accompanying efforts to make the best use of existing staff, would only serve to aggravate the existing problems the police force now encounters. It would be meaningless to discuss increasing the police without upgrading efficiency of existing police, both by adequate equipment and training. This is particularly true in light of the fact that present staff is not being utilized full time conducting police work.

It has been recommended in the past, as a result of studies, and it is now

recommended again that law enforcement activities in the county-communities be dispensed with and that municipalities contract with county for law enforcement services. This suggestion is made even though most city-county pooling proposals have been defeated in the past at the polls. Citizens should be made aware that in many cases a partial or complete consolidation of police services can result in vastly improved law enforcement for lower or essentially the same cost.

The heretofore suggestions were based on the anticipated growth of Bayfield. In the event that radical changes take place in tourism or in growth, a different and more regimented approach should be made. In the event that these unforeseen conditions occur, the personnel at the Northwestern Wisconsin Regional Planning and Development Commission should be consulted to outline and suggest methods of approach.

Fire

Bayfield has a 22-man volunteer fire department which responds to the community and town fire alarms. All of the fire equipment is in good condition. The City of Bayfield has a cooperative agreement with the Town of Bayfield to provide fire protection for the area.

Fire protection equipment includes:

1946 Chevrolet Fire Truck

200 gal. water tank with a 150 ft.
 1 in. hose
 1400 ft. - 2½ in. hose
 300 ft. 1½ in. hose
 1 20# dry chemical extinguisher
 1 5# dry chemical extinguisher
 1 Ice chisel
 2 Fire axes
 1 36 ft., 3 section aluminum ladder
 2 Hand lamps
 2 Foam extinguishers
 8 Hard hats
 3 Indian boat tanks
 1 Pumper, 500 gal. per minute
 30 ft. - 4 in. suction hose
 1 Crow bar
 6 Fire pails
 1 Shovel
 1 Hook ladder
 1 30 ft. wood ladder, 3 sections
 6 Spanner wrenches
 2 Hydrant wrenches
 1 30 in. pipe wrench
 2 ¾ in. nozzle with 2½ in. hose
 1 Spray nozzle with 2½ in. hose

1946 Tank Truck - 800 gal.

1 24 ft. ladder
 1 8½ H.P. Briggs and Stratton
 Air Cooled Motor
 20 ft. 2½ in. suction hose
 250 ft. 1½ in. hose
 1 Foam maker
 20 gal. foam
 1 1350 watt generator
 50 ft. drop cord
 8 Back tanks
 1 Spray nozzle - 1½ in.
 18 Rain coats
 18 Boots

The community has a Class 7 fire insurance rating which is average for a volunteer fire department. This rating directly effects insurance premiums on all types of structures, generally a lower rating results in higher insurance premiums.

Bayfield is lacking in fire hydrants. Water pressure is quite low in the northern portion of the community. If development of the 2nd Ward and the north-east area of the community occurs, an additional reservoir will be needed. Water pressure in the Marina area is quite high (125 psi) and an additional water supply system to the 2nd Ward should not increase the pressure in the downtown area.

EDUCATION

The Joint School District No. 1 includes the City of Bayfield and Town of Russel located in Bayfield County Wisconsin (See Plate II-10).

Physical assets of Joint School District No. 1 are as follows:

- Estimated insurable value of buildings as determined by Mr. Rudolph Engholm, Ashland, Wisconsin, as of February 8, 1969, is \$475,000.

- Estimated value of Lots 14, 15, 18, 19, 20 in Block 28 is regarded as nil due to inaccessibility.

- Estimated value of Lots 1-19 in Block 29 is regarded as nil due to inaccessibility.

- Estimated value of Lots 1-10 and 16-20 is regarded as \$7000.

The school district operates a kindergarten through high school system. The main facility was constructed at the turn of this century and has had several additions since then; the most current one being in 1968. This addition included: four classrooms, a kindergarten room, a board room and a boiler room.

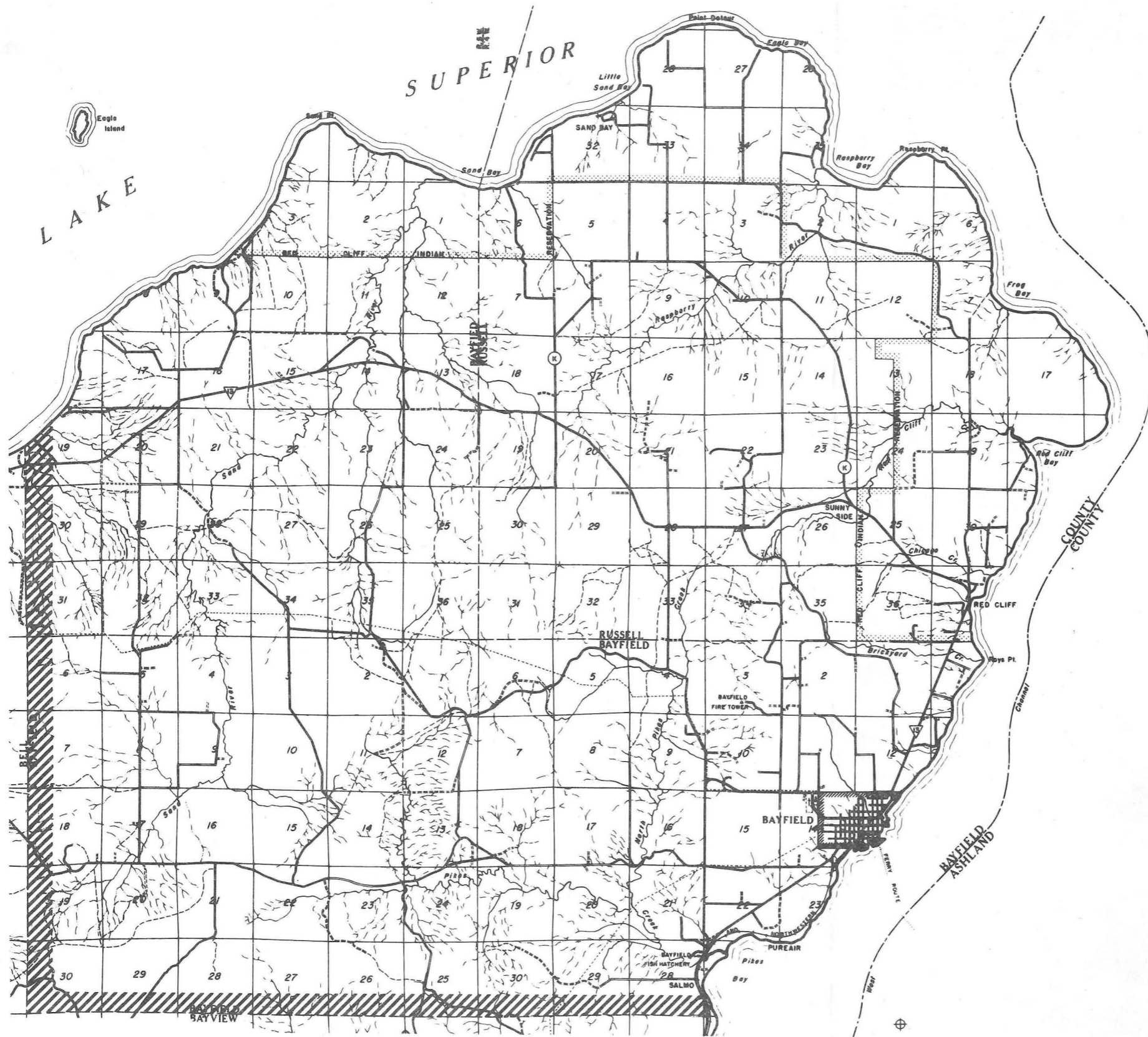
The entire facility is situated on approximately five acres of land in the north central area of the community. To the south of the site, across Sweeny Avenue, the school board owns another three to four acres of undeveloped land. This area will probably be the site of additional school facilities (prefab) in the near future. At present 50 by 240 feet across Sweeny Avenue is used as a parking lot by the school.

Projections and thoughts on possible development of the School District owned land.*





Title to Lots 4-10 and 16-17 in Block 28 should be transferred by the City of Bayfield and Bayfield County to the School District. A soil

* The following conveys no authorization or acceptance of any ideas engendered by anyone other than Mr. D. Anderson

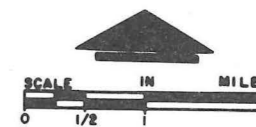
SCHOOL DISTRICT



LEGEND

-  JOINT SCHOOL DISTRICT NO. 1
-  DISTRICT BOUNDARY
-  TOWNSHIPS OF BAYFIELD & RUSSELL
-  VILLAGES OF SAND BAY, SALMO, RED CLIFF & SUNNYSIDE

SOURCE: DEPARTMENT OF PUBLIC INSTRUCTION 1969



CITY PLANNING COMMISSION
BAYFIELD, WISCONSIN 1971

STATE OF WISCONSIN
DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT
BUREAU OF LOCAL AND REGIONAL PLANNING

COMPREHENSIVE PLANNING PROGRAM - BAYFIELD, WISCONSIN

II
PLATE 10

and water conservation plan was developed in 1970 by the Ashland Soil and Water Conservation District relative to Blocks 28 and 29. The first bench area as depicted should be developed with stairways and flume to avoid deterioration of the hillside play area. There are also areas of bare sand in need of grass development. The physical education field area at the extreme top of the hill is in relatively good condition. Complete development of the plan could approach \$5000. Funding prospects under Concentrated Employment Program, Green Thumb, Department of Natural Resources, etc. should be explored.

The School District holds title to Lots 1-10 and 16-20 in Block 44. Lots 9, 10, 19, 20 constitute a parking lot. Retainers, such as cedar posts, should be installed before any area below the parking lots is developed. Consideration for development of the additional lots, as yet undeveloped, could include the following:

- A minimum of two tennis courts, enclosed by fencing, for use by the School District and the community. Estimated cost is approximately \$5500.00.

- A portion of the area could be utilized as a combination playground and vest pocket park. The potential of this area to be used in conjunction with the Ravine Nature Trail is not to be minimized. Estimated cost of landscaping, playground equipment, tables, etc. is approximately \$4000.00.

- Future school facility use must be considered. Justification is noted at the present time for the need of at least one additional classroom in the public school. In the event the parochial school were closed the present building could not adequately house the additional students. An application for federal funds under Public Law 815 has been submitted. An additional three or four classrooms could adequately serve future needs if school reorganization did not occur. If none of the aforementioned items were considered a mobile classroom is feasible.

- Lots 11-15 in Block 44 are not School District owned, nor has any mention ever been made of this possibility. However, in the event of future projection of this area it may be deemed suitable to raze the one house and use the other for some combination of school-community endeavor.

The following tables are statistical summaries which compare Bayfield's School District with other districts in the region and reveals past trends in school censuses and enrollments.

Table II-23. Comparison of Selective Educational Data of Bayfield, Washburn and Ondossagon School Districts, 1969

	<u>Bayfield</u>	<u>Ondossagon</u>	<u>Washburn</u>	<u>Total</u>
Classification	Int.	Int.	Int.	State Average
Total H.S. Units Offered	33	40	41	H.S. = (500-999) = 63 H.S. = (over (1,000) = 85
Teachers-1 field only	100%	55% (6)	56% (5)	
Teachers-2 fields	--	45% (5)	44% (4)	
Teachers-1 field and 3 or less preparations	57% (4)	18% (2)	22% (2)	
ADM*				
K	22	0	17	142
1-8	288	414(2)	281	2,346(11)
9-12	146	244	171	1,494(4)
Summer School	<u>21</u>	<u>2</u>	<u>4</u>	<u>101</u>
TOTAL	477(2)	660(2)	473	4,083(15)
Professional Staff				
Elem.	15.30	22.11	17.39	139.70
H.S.	<u>12.28</u>	<u>15.34</u>	<u>13.95</u>	<u>100.47</u>
TOTAL	27.58	37.45	31.34	240.17
Staff/Pupil Ratio				
Elem.	1-20.3	1-18.7	1-17.1	1-17.8
H.S.	<u>1-11.9</u>	<u>1-15.9</u>	<u>1-12.3</u>	<u>1-14.9</u>
TOTAL	1-17.3	1-17.6	1-15.1	1-17.0
Academic Class Size				
Below 14	28%(11)	19%(9)	37%(17)	
Professional Staff				
Permit or Spec License	3%(1)	3%(1)	6%(2)	--
Non-degree	14%(4)	8%(3)	6%(2)	--
Master degree	14%(4)	26%(10)	15%(5)	--
1st Year in Service	28%(8)	8%(3)	21%(7)	--

* Number in parenthesis is non-resident students which are not included in total.

Source: Wisconsin Department of Public Instruction, January 1970.

Table II-24. Bayfield's Joint District No. 1 School Census (K-12), 1962-1969

<u>Age</u>	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>	<u>1968</u>	<u>1969</u>
Under 1 yr.	35	30	40	32	35	29	35	28
1 yr.	43	31	32	44	34	35	35	34
2	34	46	35	33	50	35	42	35
3	50	28	52	33	32	47	35	39
4	40	42	31	47	45	37	51	34
5	47	39	43	30	38	34	38	53
6	45	41	47	42	34	51	42	38
7	42	40	47	45	53	33	46	37
8	40	41	43	45	42	41	31	56
9	38	40	39	42	44	44	47	31
10	40	38	43	46	47	48	47	46
11	35	39	41	41	41	45	39	42
12	50	33	43	40	42	41	44	46
13	36	46	37	42	36	35	45	41
14	54	39	42	34	41	36	37	41
15	44	52	42	46	35	39	40	39
16	38	41	50	39	46	35	41	36
17	33	38	43	50	38	37	28	38
18	35	32	32	37	42	24	30	18
19	24	31	25	22	25	22	19	20
TOTAL (0-4)	162	135	159	142	151	146	147	136
TOTAL (4-20)	641	632	628	647	649	602	625	617
TOTAL (0-20)	803	767	787	789	800	748	772	753

Source: Bayfield School System

Table II-25. Bayfield Joint District No. 1 School Enrollment, 1962-1969

	End of Year					Beginning of Year		
	1962	1963	1964	1965	1966	1967	1968	1969
K							44	43
1	28	18	31	25	32	30	25	39
2	19	28	28	42	27	31	36	32
3	21	22	26	20	26	28	32	35
4	29	20	26	32	40	29	28	39
5	21	29	20	27	19	40	30	32
6	19	20	31	22	28	23	38	34
7	24	20	21	31	23	31	22	43
8	23	23	20	20	24	27	32	34
TOTAL	184	180	203	219	219	239	287	331
Grades 1 through 8								
Percent Change			<u>1962-1966</u>		<u>1967-69</u>		<u>1962-69</u>	
			+19.0		+31.5		+56.5	
9	55	37	42	37	38	39	39	44
10	42	48	38	38	42	41	37	39
11	29	38	48	38	34	41	35	33
12	23	27	39	49	36	32	36	32
TOTAL	149	150	167	162	150	153	147	148
Grades 9 through 12								
Percent Change			<u>1962-1966</u>		<u>1967-69</u>		<u>1962-69</u>	
			+8.7		-1.3		-0.6	

Source: Bayfield School System

Evaluating the above statistical summaries, it is apparent that Bayfield and the other school districts functioning independently, cannot provide the resources in terms of students and tax monies to enable each district to provide and support the quality and comprehensive education program deemed desirable at a reasonable and justifiable cost to local taxpayers and the state.

Furthermore, to operate effectively and efficiently, an administrative unit should serve a sufficient number of students to make possible the establishment of adequate attendance centers at all grade levels.

The effectiveness of a district is also evidenced in its relationship with staff members and the general public. Recognition of areas of concern and action taken to alleviate such problems also reflect effectiveness. Following are some such areas that might be explored by school committees in working with boards of education and administrators evaluating school districts:

- Districts employment record over past years
 1. Administrator
 2. Teachers and other staff members.
- Recognized program deficiencies.
- Curriculum improvements made in recent years or contemplated for the future.
- Long-range plans for development of the educational program.
- Building needs and plans for meeting them.
- Evidence of public support for the schools and the public relations program.

A great deal of research has been done to determine the relationship between the size of school districts in terms of enrollments, the effectiveness of the education program, efficiency of operation, and utilization of personnel and facilities. Summary conclusions drawn from such research can be found in the report, "Three reorganization Plans For The Chequamegon Area -- CESA No. 1" by the Wisconsin Department of Public Instruction, 1967.

A careful study of the factors which determine the effectiveness of school districts such as can be found in the above report shows that there are wide variations in the extent and quality of educational opportunities available to children and the cost of such programs to local taxpayers and to the state. Too often the pattern is clear. Generally the smaller administrative units with limited enrollments and resources are providing educational programs which fall far short of desirable minimum standards. Because they are not efficient units, these programs provide the least in terms of educational opportunities and services but they cost local taxpayers and the state more to operate and maintain. Taxpayers in such districts do not get as much for their school tax dollar, but the real losers are the children deprived of the types of educational experiences and services they should have to prepare them for a place in tomorrow's complex world. Alternative plans are suggested in the Community Services Plan.

Vocational Schools

Vocational, Technical and Adult Education, District 17 main office is located in Superior with agency offices located in Rice Lake and Ashland.

The Ashland school presently offers a one year diploma course in the following areas of Business Education and Trade and Industry:

Business Education

Account Clerk
Clerk Typist
Stenographer

Trade and Industry

Automobile Mechanic
Food Service-Short Order Cook
Machine Tool Operation

The Superior school offers Associate Degrees in the following field of Applied Science:

- Accounting
- Marketing
- Secretarial Science
- Industrial Electronics
- Mechanical Design

Additional information concerning the above or new classes may be obtained from either the Superior or Ashland offices.

HEALTH

Bayfield has no hospital. The community is served by two Bayfield County general practitioners from the Washburn hospital; they maintain part-time offices in the community on Rittenhouse Avenue.

Dental facilities are located at Washburn - 13 miles to the south of Bayfield. Bayfield does have a pharmacy which provides adequate service to the community.

Three hospitals in the area provide medical services to Bayfield. Emergency treatment is provided at Reese Sanitorium immediately south of the community. The nearest hospital which provides in-patient medical or surgical care of the sick and injured -- including obstetrics is at Washburn. Ashland's Trinity Hospital also serves Bayfield residents and other communities in the surrounding area.

A long-term medical care facility is available at Washburn (Bayfield County Nursing Home). This facility which conforms to state standards has twenty beds. The home is adequate for present local needs -- although additional facilities should be considered during the planning period; since the aging population in this region is increasing at a substantial rate.

REFUSE DISPOSAL

Presently Bayfield maintains a dump just north of Washington Avenue within the city limits. Refuse at the dump has not been treated according to state standards.

Bayfield is currently under state orders to establish a sanitary land fill that will meet current state laws. A site located north of the present facilities has been selected by the city and complies with state standards which are enforced by the Division of Environmental Protection.

Further compliance with Wisconsin's Solid Waste Disposal Standards is covered in detail in the Community Services Plan for Bayfield.

LIBRARY

Bayfield's public library located at the corner of Washington and Broad Streets is a large two-story brownstone building. The main floor is used as the library which total 1200 square feet in area. It includes a librarian's desk and approximately six tables that can accommodate 40 library patrons.

The library's book collection contains 3,778 volumes of which 2,049 are adult and 1,629 are juvenile selections. The library subscribes to 11 periodicals. Books not available at this facility can be obtained from Ashland's Vaughn Library within a day or from Madison and Milwaukee Libraries which usually take two or three weeks per request. The staff consists of a librarian with a 10 hour schedule per week throughout the year.

Bayfield's library is included in the statewide library plan -- consisting of three levels of libraries plus library service outlet (See Table II-26). This system designates the existing 19 larger libraries located throughout the state in larger cities as Class I Facilities (the nearest being Superior). Type II and III libraries would serve smaller areas (a Type II library is located at Ashland while Bayfield is a Type III). The state library system is intended to enable persons using the smallest facilities to have ready access to all material at the larger libraries. Bayfield's facilities are adequate for the planning period.

COMMUNICATIONS*

Communications for Bayfield include postal and telephone service.

Postal

Bayfield's post office is new, completed in November 1969 south of Rittenhouse on South Broad Street. The one-story structure (2100 square feet) has adequate loading and parking space. Four employees service the Bayfield area which has a Star Route (45 boxes), rural route (271 boxes) and city (320 boxes). According to postal ratings, the Bayfield office is classed as a number two. Service should serve the community for the duration of the planning period.

Telephone

The Wisconsin Telephone Company with home offices in Ashland provides telephone service to Bayfield. Of the approximately 509 phones in the community, 450 are residential and 59 are business, public and semi-public or pay.

Toll-free calls can be placed to Washburn and Ashland. In June of this year residents of Bayfield will be able to place calls to Madeline Island toll-free. Telephone service is adequate for present and anticipated future needs of the community

* Information for this section was obtained from Bayfield's Postmaster and the Wisconsin Telephone Company in Ashland.

RECREATION

Bayfield is surrounded by recreational facilities. The county, state and national forests and Lake Superior provide citizens of Bayfield and tourists of the nation with hunting, fishing, boating, camping, skiing, and snowmobiling.

Even though Bayfield has readily accessible recreational land adjacent to its limits, the community should emphasize parks and open space within the community. Emphasis should be on development of new recreational uses in the community.

Presently community recreational facilities include:

- Public school grounds consisting of several acres (5.0 acres).
- A community beach (1 acre) located at the end of Washington Avenue (Lake Superior).
- A community park (17 acres) located north of the city limits off STH 13. This park is primarily thought of as a tourist park rather than a community park for the people of Bayfield.
- A public marina (6.5 acres) which includes boat launching and automobile parking facilities. The site is located southeast of First Street. Proposed landscaping is provided on Plate II-17.
- A ravine (18 acres) which has been designated by the City as a nature trail.

Recreational development occurring during the planning period should be in the nature of a buffer between incompatible land uses, residential, public parks and scenic views of Bayfield and the Apostle Islands.

At the present time at least half of the above mentioned recreational facilities are not adequately providing the citizens of Bayfield or are capable of providing the needs of tourists expected to visit the Apostle Island National Lakeshore. In the past, they were somewhat adequate for a small Northwestern Wisconsin community not related to a National Lakeshore.

The future Bayfield will have to earnestly employ a system of acquisition of land in order that land which has been designated in the General Development Plan and especially along the water front is developed as recreational; if not, the community may experience unwarranted development in these areas which would be irreversible for all practical or economical purposes.

Table II-26. Public Libraries: General Standards of Location and Service

Type of Library	Location and Linkage	Number of Volumes and Annual Replacement	Number of Records	Number of Periodicals and Newspapers	Personnel	Hours of Service, per Week, Including Evening Hours
I	Within one hour's drive of most of the people in the region. Should be the central library of a system.	100,000 including extensive research and reference materials. 4,000 separate titles should be added annually.	5,000 long-playing discs (not including duplicates). 500 new discs should be purchased annually.	400 periodicals, plus duplicates as needed. Local, regional, and at least two nationally recognized newspapers.	One experienced professional librarian in each of the following specialties: administration, adult information and advice, youth information and advice, child information and advice, organization and control of materials, extension services. Subject specialists as needed. Clerical staff as needed.	At least 69 hours.
II	Located so as to serve an area of 20 miles radius, or a densely populated urban area. Should be linked to a Type I library for specialized resources and services.	20,000 or two per person served, whichever is larger. 2,000 volumes should be added annually. About five per cent of the collection should be discarded annually.	500 long-playing discs.	140 periodicals. Local, regional, and at least one nationally recognized newspaper.	One professional librarian. Two additional full time staff members with college degrees and library training. Clerical staff as needed.	At least 56 hours.
III	Located so as to serve a small area. Should be linked to a Type I library for specialized resources and services.	5,000 or two per person served, whichever is larger. 50 volumes should be added annually. About five per cent of the collection should be discarded annually.	Rotating collection from central library.	20 periodicals, not generally included in family subscriptions. Local and regional newspapers.	At least one supervisor with formal library training. Clerical staff as needed.	At least 20 hours.
Library Service Outlets	Located in small communities or neighborhoods. Must be linked to a major library.	30 basic and up-to-date reference works. Rotating book collections from a Type I, II, or III library.	Rotating collection from central library.	No basic requirement.	At least one paid supervisor.	At least eight hours.

Note: More comprehensive standards are available in Wisconsin (Pres) Library Commission, A DESIGN FOR PUBLIC LIBRARY DEVELOPMENT. . . , 1963.

Source: State of Wisconsin Department of Local Affairs and Development and Wisconsin Library Commission.

TRANSPORTATION

A transportation system is the circulation system of a community. It brings people and goods into the community and provides the means by which people and goods move about within the community from one type of facility to another. Circulation takes place over permanent facilities-- streets of all types and the separate rights-of-way of certain transportation systems. The facilities occupy about 55.0 percent of the total developed land in the community. They determine the shapes of land uses in blocks and help fix the boundaries of residential areas and other major land uses. The transportation system can therefore be considered as the major structural element of the community.

The different elements of a transportation system should be planned together and in conjunction with the land-use plan of the community. Automobile, bus, truck, rail and air transportation are all simply different kinds of travel facilities. They all exist to serve homes, businesses, factories, and other activities spaced throughout the community. Shifts in the proportions of persons and goods moving over these different kinds of facilities are probably inevitable as land use patterns change and technological developments take place.

The purpose of transportation planning is to secure faster, safer, and more pleasant travel, as limited by the financial ability of the community to pay for it. These are specialized goals. They must be balanced at all times with the over-all goal of the community planning which include the goal of developing the community into more desirable forms and generally improving the community as a pleasant and productive social unit.

Elements of Bayfield's Transportation System

Bayfield should understand the functions performed by the different elements of their transportation system. These elements -- auto, bus, truck, rail, air, and especially streets and highways which are the bricks and mortar used in building a transportation system. Much of the present difficulties of moving people and goods to and within the community is brought about because the transportation systems are called on to do jobs they were not designed to undertake or that they are not available to the community. Good community planning should provide for the present and future uses of these facilities. "Form follows function" has long been a truism in the field of architecture; it applies equally well to transportation design of a city.

Rail Transportation

The Chicago and Northwestern (Omaha) Railroad provides freight service once a week. Several switch lines parallel the northern boundary of the community's industrial area. Direct access to rail service is important to many types of industry as well as certain commercial uses, especially the more extensive type such as lumberyards.

Bus Transportation

Bayfield is not located on any through route of the major bus companies

such as Greyhound or Trailways bus lines. At Ashland (23 miles distance) major bus companies offer service to most major urban areas in the state and nation. Bus transportation from Ashland to Bayfield is not available.

Truck Transportation

Common truck carrier service is provided by Glendenning Motorways, Inc. Truck service is considered adequate for present needs but may need to be expanded with increased commercial growth in the community.

Air Transportation

In this area there are two airports in the Wisconsin Air System Plan located at Ashland and on Madeline Island.

The nearest airport to the planning area open throughout the year is the John F. Kennedy Memorial Airport located two miles southwest of Ashland. Currently 12 aircraft are based at Ashland. The ultimate size of the airport planned by the state at Ashland is Class 4 with a principal runway length of 5700 feet. The National Airport Plan recommends an ultimate runway length of 5400 feet. Land acquisition for development to a Class 4 airport is programmed for 1974. A 2100 foot runway extension and other Class 4 development is planned for 1976.

The Madeline Island Airport is located three miles southeast of Bayfield on Madeline Island. A crosswind runway, an overlay of the present runway and a 700 foot extension is programmed for 1974. Ultimate development is planned to a Class 2 airport with a principal runway length of 3700 feet. The National Airport Plan also recommends an ultimate runway length of 3700 feet.

These projects require sponsor origination and a public hearing to justify their needs. Commuter air carrier service is provided at Ashland plus non-scheduled commercial air taxis and private planes make use of the facilities at both airports.

There is also a seaplane base located off shore near Madeline Island southwest of La Point and a heliport south of La Point. Air taxi service is provided on an irregular basis from Madeline Island to the Twin Cities in the summer months. North Central Airlines which is a regional carrier provides scheduled passenger, air freight and air express service from Duluth-Superior and Ironwood, Michigan.

Street and Highways

Bayfield, like most communities, is primarily dependent upon streets and highways for internal circulation and for external trips to and from the community by workers, shoppers and visitors. As shown on Plate II-11, State Trunk Highway 13 is the prime connector between Bayfield and other communities of the area. It is the most heavily traveled street in the community. Some external traffic movement is carried by County Trunk I.

The local street pattern is predominantly a grid system with short streets, rectangular blocks, and numerous fourway intersections. The system has been modified somewhat to accommodate shoreland development and the excessive slope to the north and west of the community. The primary function of local streets is to provide access to property.

At present, no new subdivision has been developed in the community. If development does occur, which is likely, consideration should be given to introducing curvilinear streets to blend with existing land contours and to provide larger blocks. This would offer several advantages including:

- Less land would be needed for streets, resulting in reduced construction and maintenance costs.
- Scenic fractions of the landscape would be better related to the street system.
- Since the streets would conform to the contours of the land, surface water drainage could be more easily controlled.
- The number of four-way intersections in new developments would be reduced resulting in greater traffic safety.
- Curvilinear street design discourages through traffic from entering residential neighborhoods.

Street and Highway Planning Considerations

In planning the street system for Bayfield, three basic analysis are required:

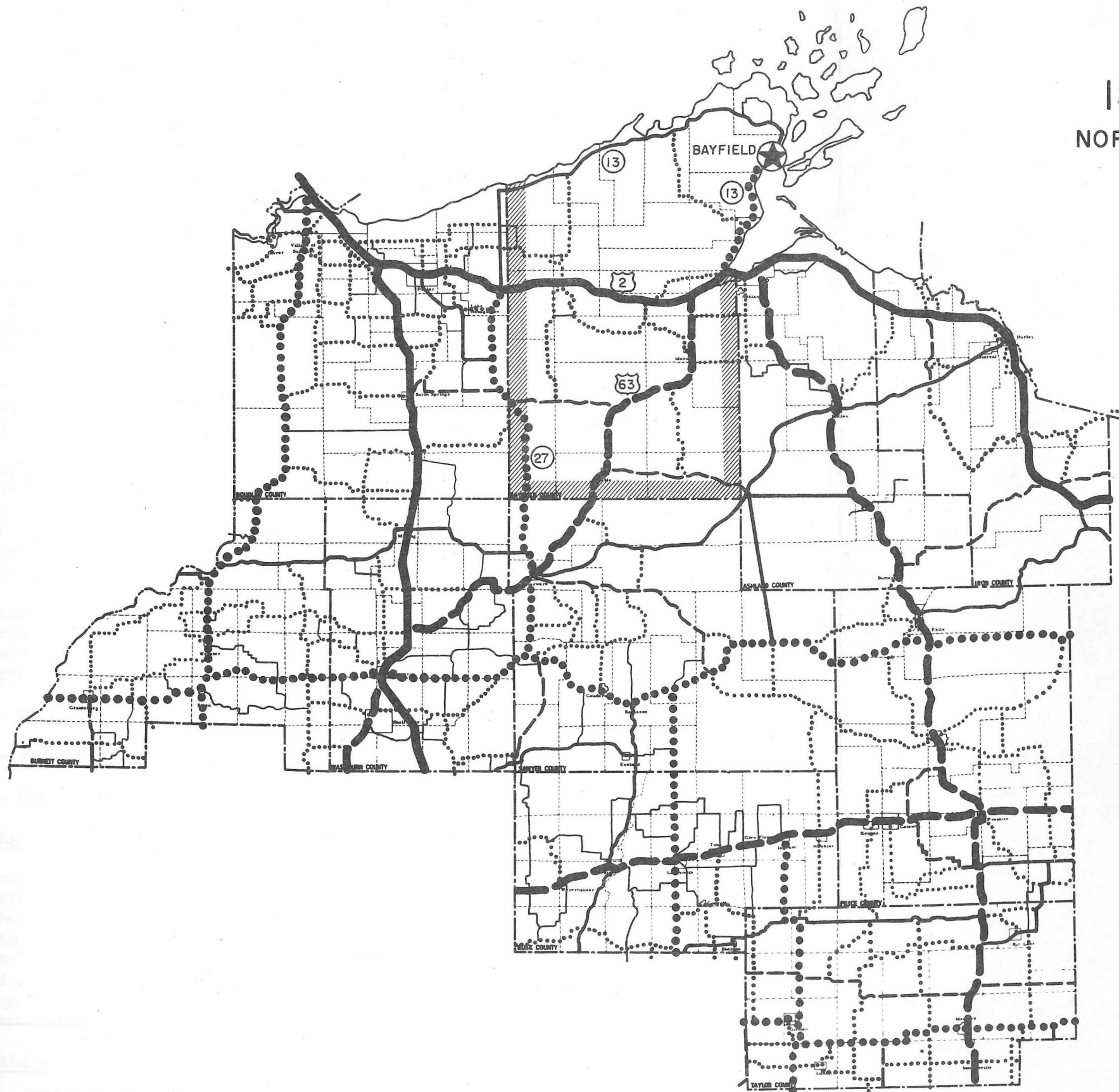
- Functional classification of existing street and highway system.
- Evaluation of the system's design as related to the street capacities and future traffic volumes in the community.
- Examination of the effect of present and proposed land development of the system.

These analyses are needed to indicate the improvements which may be required to maintain an adequate circulation system during the planning period.








Functional Classifications of Streets and Highways

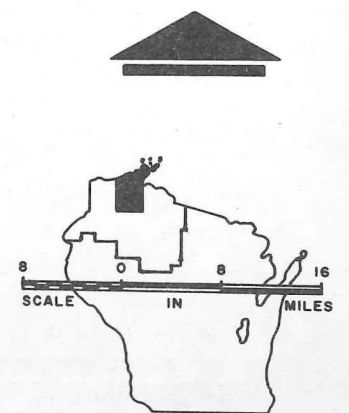
Community development is obviously dependant upon a street system functioning as it is intended to function. Specific design standards and traffic control methods can be utilized which will assist in functional control and provide desired traffic movement characteristics. However, a totally interrelated and predictable system of streets and highways can best be accomplished by following a formal community street classification plan and state functional classifications of highways (See Plate II-11).

STATE HIGHWAY PLAN 1990 FUNCTIONAL SYSTEMS NORTHWESTERN WISCONSIN REGION



LEGEND

-  PRINCIPAL ARTERIAL
-  PRIMARY ARTERIAL
-  STANDARD ARTERIAL
-  MINOR ARTERIAL
-  HIGH COLLECTOR
-  LOW COLLECTOR
-  LOCAL ROAD



CITY PLANNING COMMISSION
BAYFIELD, WISCONSIN 1971

REPRODUCTION OF THIS MAP WAS FINANCED BY THE STATE OF WISCONSIN THROUGH THE WISCONSIN DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT UNDER THE WISCONSIN STATE HIGHWAY PLAN ACT, CHAPTER TRANS. 100, WISCONSIN STATUTES. THE STATE OF WISCONSIN DOES NOT WARRANT THE ACCURACY OF THIS MAP.

STATE OF WISCONSIN
DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT
BUREAU OF LOCAL AND REGIONAL PLANNING

The functional system of street planning will promote efficient traffic handling, adequate traffic routing, economical system development, and adequate service to various land uses. At least three principal types of streets should be considered for the basic functional street systems. They are:

- Arterial Streets. This type of street is a continuous route connecting various areas of the community and high traffic generation points. It provides higher speeds, wider roadways and higher design standards than the succeeding two types. Truck traffic and bus traffic can be expected to make up part of the traffic volume. The arterials should define the limits of the subdivision. Elimination of curb parking and access from adjacent property will increase the arterial street.

- Collector Streets. This type of street carries traffic from the local streets to the arterial routes and provides direct access to the subdivision from arterial streets. Moderate amounts of low speed traffic, including some bus traffic can be carried.

- Local Streets. This type of street serves only as a means of access to abutting residential property. It is meant to be a low speed, low traffic, and short trip facility.

As shown on Plate II-11, Bayfield is served by STH-13, a primary arterial (See Table II-27) and County Trunk Highway I classified as a high collector. The county highway performs a collector traffic function and provides a connection to STH 13. State Highway 13 and County Highway I within the community and planning area handles most of the traffic movement within and through the community.

The remaining streets serve as local access routes to adjoining residences, businesses and public uses. The following streets were surveyed during September 1969 and traffic volumes for the average annual 24 hour period were recorded as follows:

- Rittenhouse Avenue and First Street averaged 1360 vehicles.
- STH 13 from Washington Avenue averaged 1110 vehicles.
- Washington Avenue to First Street and STH 13 averaged 395 vehicles.

Parking

Parking is an integral part of the automotive transportation system; it is the terminal storage of vehicles while drivers and passengers are occupied elsewhere. Where terminal storage capacity is inadequate, backups in streets and excessive hunting for parking spaces may affect the street system. It is one object of a good transportation plan to determine and provide a balance between circulation of motor vehicles and terminal storage with due regard for other types of transportation and for buildings and land values.

Bayfield's original form of parking has been curb parking, free and

Table II-27. Rural Highway Function Descriptions

	<u>SYSTEM</u>	<u>FUNCTION</u>
A R T E R I A L	Principal	Serves <u>longest</u> trips with <u>highest</u> mobility (70 m.p.h.) Connects states, regions or metropolitan areas Serves cities over 50,000 population by 1950 Continuous, interconnected system with uninterrupted maximum level of service
	Primary	Serves <u>long</u> trips with good mobility (65 m.p.h.) Connects regions or important cities Serves communities over 5,000 population by 1990 Continuous system in combination with Principal Arterials High level of service with only slight variation
	Standard	Serves <u>long</u> trips with good mobility (60 m.p.h.) Intra-regional and inter community connections Serves communities over 1,000 population Generally continuous system in combination with Principal and Primary Arterials Good level of service under varying operating conditions
	Minor	Serves mixed trips with moderate mobility and considerable land access (50 m.p.h.) Intra-regional traffic carrier Serves communities over 500 population Variable level of service with mixed operating conditions
C O L L E C T O R	High	Serves mixed trips with moderate mobility and provides land access (50 m.p.h.) Intra-area traffic carrier Serves communities over 200 population Moderate level of service and traffic volume
	Low	Serves mixed trips and provides land access (40 m.p.h.) Intra-area traffic carrier De-emphasized mobility service and lower traffic volumes
	LOCAL	Serves short trips and provides land access (40 m.p.h.) Local traffic carrier Negligible mobility and traffic volumes

Source: Urban Planning Section, Division of Highways, State of Wisconsin Department of Transportation, 1966.

unregulated. With increasing use of automobiles and trucks (and hence greater demand for parking), regulations of curb usage will become necessary. At present Bayfield has approximately 250 unrestricted parking spaces within a one block radius of the central business district. Other sites that provide parking space are: Marina (120), Front Street and Washington Avenue (40), and the Ravine Trail entrance (15).

Problems affecting street access and safety result from this high volume of on-street parking. High traffic volume on STH 13 and in the existing central business district creates many points of conflict between pedestrians, consumers, and through traffic.

Ample off-street parking, storage and loading and unloading space will be needed in the commercial area of Bayfield.

FUTURE STREET DESIGN CHARACTERISTICS

Local Street Design

The local street should encourage and enhance the safe, quiet, and attractive qualities of the residential sections of the community. Speeds greater than 25 mph should not be permitted on these streets. Through traffic should be discouraged. The abutting parcels should be provided with off-street parking facilities if at all possible. The absence of parking eliminates many sight obstructions and unexpected vehicle movements which cause accidents.

Local Standards

Design Speed Maximum	25 mph
Right-Of-Way Width	66 feet
Maximum Grade	52-58 feet minimum
Minimum Grade	10% (may need exceptions in Bayfield)
Minimum Centerline Radius	0.5% (for good drainage)
Minimum Stopping Distance	100 feet
Sidewalk Width	175 feet
Sidewalk Distance from Curb Face	5 feet
Pavement Width Without Parking	6 feet min. (except in suburban type development)
Occasional Parking Both Sides	28 feet curb to curb
Parking Land Width	34 feet curb to curb
Curb Height	4 feet (both sides)
	6 inch minimum

When lot size is small and direct off-street parking cannot be provided for, alleys may be implemented to gain parking in the rear of the dwellings. Alleys, however, should be a last resort because of inherent problems such as additional pavement to maintain, additional policing, and a tendency to be trash collectors.

Minimum alley width should be 20 feet.

The cul-de-sac design can be a valuable addition to subdivision street

systems. It has the desirable features of providing one entrance and no through movement. A maximum 1,000 foot length or a provision for a maximum of 20 dwelling units should guide the development of the cul-de-sac. The cul-de-sac should be adequate size to handle winter maintenance equipment. Off setting the bulb on a cul-de-sac will require further design consideration to assure ease of vehicular movement.

The street design standards implemented on the local street system should permit marking and signing to be held to a minimum in control of traffic movements. Generally, the low speeds and low volumes of traffic using these streets should not generate enough conflict points to require extensive marking and signing.

Collector Street Design

The collector street standards are of a higher type than local street standards. They have higher functional assignments of serving traffic being collected from the arterial streets and distributed to the local streets.

Parking generally is permitted along collector streets but it should be held to a minimum, as on local streets, by providing sufficient off-street parking. The effect, obstruction due to parking will have on collector street capacity should be considered carefully to prevent overflowing on to local streets. (Regardless of the parking provisions on the local streets as opposed to the collector streets, the collector width shall always be greater than the intersecting local streets.) Moderate traffic and higher speeds on these streets will require greater sidewalk setback from the face of a curb for the safety of pedestrians.

Collector Standards

Design Speed Maximum	30 mph
Right-of-way Width	80 feet desirable 64-72 feet minimum
Maximum Grade	5%
Minimum Grade	0.5%
Minimum Centerline Radius	230 feet
Minimum Stopping Sight Distance	200 feet
Sidewalk Width	5 feet
Pavement Width Without Parking	36 feet curb to curb
With Parking (both sides)	44 feet curb to curb
Parking Lane Width	10 feet
Curb Height	6 inches minimum

The lighting of collector streets shall as a minimum include intersection and intermediate block lighting conforming to an average horizontal footcandle output (lumens per square foot of 0.6). The lowest footcandle value at any point on the pavement should not be less than one-third.

Arterial Street Design

The arterial street system of a community should be designed to move traffic quietly and efficiently as possible with the least amount of interruptions. Direct residential access to arterials should be eliminated by backing lots up to the arterial streets and providing access to local streets. Direct commercial access should also be minimized. Parking should not be permitted unless there is no other recourse and then an additional 10 feet of pavement width should be provided for each parking land. Parking will reduce the desired running speed and capacity on the arterial street.

Right-of-way reserved for this type of street, regardless of little initial usage, should be generous in width. In the past, communities have selected too narrow right-of-way widths and outgrew the facility early in the development of the area. The use of inadequate right-of-way width, to meet unexpected volume increase can produce traffic conflicts which are difficult and expensive to correct.

Street lighting on this type of street shall, as a minimum provide 0.9 average horizontal footcandle (lumens per square foot) with the lowest footcandle value at any point on the pavement not less than one-third the average value. This condition shall exist at the lowest output and with the luminaire in its dirtiest condition.

Arterial Standards

Design Speed	30 - 40 mph
Right-of-Way Width	100 ft. minimum 125 ft. desirable
Maximum Grade	6%
Minimum Grade	0.5%
Minimum Centerline Radius	230-450 ft.
Minimum Stopping Sight Distance	200-300 ft.
Sidewalk Width	5 ft.
Sidewalk Distance from Curb	10 ft.
Pavement Width Without Parking	52 ft.
Pavement Width With Parking	68 ft.
Pavement Lane Width	10 ft.
Curb Height	6 inches

Highway-Rail Crossing

These things must be considered for a proposed railroad crossing to make it safe:

- The driver must obey signals when they are present or look for trains when there are no signals.
- A sight distance quadrant formula must be determined so that a driver can see a train when no signal exists.
- A crossing frequented by slow-moving trains during the hours of darkness should be lighted.

Drainage

Street drainage should never be permitted to cross the streets of an intersection. The water should be intercepted prior to the near corner by inlets of sufficient capacity to remove the drainage. Drainage, if permitted to cross the intersection, can create very hazardous icing problems during the winter months. It is important to consider carefully the natural drainage features of the development and the limits of the flood water level.

LAND USE CONSIDERATIONS

Proposals for improving traffic circulation in Bayfield must consider the present development pattern and likely future development trends including:

- A more concentrated commercial development on Rittenhouse Avenue between First and Broad Streets.
- Additional residential development most of which should occur in the second ward north of CTH I and west of Sixth Street; east of the ravine and west of Seventh Street in the southern portion of the community.
- A decrease in tourist and recreation-oriented business directly west of the new public marina.
- Additional parking facilities within the central business district to accommodate citizens and tourists while site-seeing in the community.

CONCLUSIONS AND RECOMMENDATIONS

In order to provide for better internal flow of traffic, consideration should be given to STH 13 and those streets (First, Wilson and Broad) in regard to traffic flow without congestions and providing additional off-street parking there and in the business area.

Generally, there are no serious traffic problems in Bayfield during the winter months. However, summer brings thousands of people and automobiles into the community causing extreme auto and pedestrian congestion. Maintenance and improvement of existing streets and construction (design) and maintenance for new streets as growth occurs should be a primary concern of Bayfield.

If an alternate to the private automobile were provided on Madeline Island, motor or horse coach for example, this would help reduce congestion in Bayfield. It would require more off-street parking, however.

Bayfield should support the idea of a local bus line to link itself to Ashland and Washburn.

Table II-28. Transportation -- Summary -- Bayfield, Wisconsin

<u>Findings</u>	<u>Remarks</u>	<u>Implications</u>
1. State Trunk Highway 13 route is classified as a principal arterial.	The principal arterial is designed to provide the highest level of traffic movement.	The State's designation of State Highway 13 as a principal arterial should enhance Bayfield's tourist economy in the future.
2. The original street layout in Bayfield was based on a rigid "grid" design.	A more contemporary approach to street design (curvilinear) should be used in future developments.	If more imagination is given to street design-- a safer, more interesting and efficient circulation network will result.
3. Existing traffic capacities on major routes in Bayfield are not adequate to accommodate future traffic volumes.	Some on-street parking restrictions in the commercial area so that adequate traffic capacities can be maintained.	The combination of State Highway 13 rerouting and existing streets, modified off-street parking requirements-- and future street improvements should adequately meet future traffic demands.
4. The traffic volumes will increase on State Trunk Highway 13.	Volumes are expected to exceed capacity.	More sufficient routing of through traffic in a safer, more enjoyable living environment.
5. Additional off-street parking facilities are needed in downtown area.	On-street parking cannot adequately meet demands during tourist season in the commercial area.	Adequate, well located off-street parking areas will enhance the desirability of the commercial area.
6. Most areas do not have sidewalk improvements.	Sidewalks should be provided (and improved where necessary) throughout all the built-up areas of the community.	Sidewalks provide an element of safety as well as being a desirable circulation and aesthetic improvement in the existing neighborhood areas.

III. GENERAL DEVELOPMENT PLAN

III. GENERAL DEVELOPMENT PLAN

INTRODUCTION

The General Development Plan for Bayfield presented in this section is intended to provide guidelines for making decisions regarding future development in the Community. It is based on projections of development trends, current and anticipated physical, social and economic conditions in the community and anticipated needs of the village populace. The General Development Plan is composed of two basic elements: A discussion of planning principles and policies as they can be applied to the Bayfield area, and an illustration of these principles and policies in the form of a General Plan for the area. In both elements long range guidelines for ensuring sound, orderly growth of the community are emphasized. These guidelines will help the community to:

- Adjust more readily to impending major developments that will affect the community.
- Avoid major mistakes in many areas of government related to facilities and services to people.
- Outline ways of eliminating existing development and service problems.

The following pages will present the development plan for Bayfield.

DEVELOPMENT CONSIDERATIONS

Several conclusions were reached in earlier sections of this report; each involves factors that will influence the development of Bayfield in the future. These factors are briefly discussed in Table III-29.

Table III-29 shows three items: existing conditions, forecasted conditions and proposals, and the implications of these for the community. The recommendations outlined in the second column are those which the development plan will seek to refine and implement. The information is drawn from the analyses sections of the first report and will serve as a base for the development plan.

URBAN GROWTH PATTERN

Due to the recreational nature and setting of Bayfield, the community should experience a more rapid growth pattern; assuming the Apostle Islands National Lakeshore Park becomes a reality in the very near future. Therefore, it is important that the community regulate, through policy and plan, the shape of this growth. A distinct development plan should emerge as a result; one that is compact but not overly dense, and one that is contiguous to existing development. Certain economies will arise from such a pattern, among them utility costs, street and road expenditures, and other municipal services. Development outside the community should be discouraged until municipal services can logically and economically be provided to areas of undeveloped land.

Table III-29. Existing Conditions, Forecasts and Proposals, and Their Implications, Bayfield, 1965-1985

	<u>Existing</u>	<u>Forecast/Proposed</u>	<u>Implications</u>
1. Physical Features	Favorable climate, poor drainage, good recreational potential, development constraints in the planning area.	Preservation of the Natural state, development contingent on physical features.	Development potential good in unconstrained areas. Soil conservation practices should be followed. Woodland must be preserved.
2. Population Characteristics	Stabalizing growth in recent years, substantial proportion of children and large number of retirement age people, high median age, average fertility ratio, high education level	Population forecast of 1000-1300 by 1990, slow population growth based on in-migration of all ages.	Increasing demand for all types of municipal services, especially social services. Local employment, housing, recreation and social opportunities must be increased.
3. Economic Characteristics	Low median family income, low labor participation rate, little local employment, limited retail trade area.	Industrial development on local scale proposed, expansion of retail sector needed, Central Business District needs revitalization.	Need for an industrial corporation to promote Bayfield, industrial regulation--especially pollution control--will increase. Central Business District rejuvenation appears vital.
4. Land Use Characteristics	About 55% of the community land developed, some land use mix and scattered uses, "CBD" is in only fair condition, fair housing but little variety, few parks.	By 1990, 30 acres additional residential land, about 10 acres commercial, and 50 acres additional industrial. Accessory parks, open space, and community facilities needed.	Land Use controls needed, building and housing regulations needed, expansion of local housing market.

Table III-29 (cont.)

	<u>Existing</u>	<u>Forecast/Proposed</u>	<u>Implications</u>
5. Transportation Network Considerations	Major community traffic carrier is overcrowded for it's capacity, "gridiron" pattern wasteful, local congestion in CBD, curbside parking, and poorly graded streets.	Relocation STH 13, new local street patterns, off-street parking in CBD area.	Easier traffic flow through community, incentive for industrial settlement, less traffic-pedestrian congestion in CBD.
6. Community Facilities	No city hall, no police station. School district is costly, school is overcrowded pleasant but small library, poor refuse disposal area and few parks.	New city hall center containing administrative and police, K-12 school consolidation district, parking space at library, new refuse disposal site and more parks.	Vastly increased services will be needed to meet growth (Apostle Island National Lakeshore), good facilities will attract new people, commerce and industry.
7. Utilities	Sewer mains are not sufficient, treatment plant undersized, unserved areas for sewer and water, water system presently adequate, inefficient storm sewers.	Sewer mains to be extended as appropriate areas develop, treatment plant and water distribution system should be enlarged in future, better storm sewer system needed.	City must meet utility needs of population but must not incur excessive costs by expansion into undevelopable areas, pollution must be prevented, storm sewers will improve environment.

LAND USE PLAN

INTRODUCTION

The land use development program for Bayfield will be a key factor in the future well-being of the community, especially when viewed in the context of increasing urban pressures for recreation land in the Northwestern portion of the state. City officials should consider the formulation and implementation of planning policies as broad-based means of coping with development pressures. These officials must keep in mind that pressures will be growing, and left uncontrolled, they can vastly reduce the physical appeal and economic potential of the community. Use of land development policies and a land use plan will provide local officials with several of the tools they need to meet the challenge of these pressures.

RESIDENTIAL LAND USE PRINCIPLES

A basic goal of residential development is to provide a pleasant and rewarding living environment for the inhabitants of the area. This type of environment must be fostered and preserved in all residential development, whether single-, or multi-family housing, seasonal housing, mobile home parks or even transient resort-hotel housing. Although specific needs of these different types of residential development may differ, some basic considerations, or planning principles, apply equally to all:

- Residential developments should be designed to promote the health, safety and welfare of the inhabitants.
- They should be conveniently located in relation to all community facilities and services.
- They should be within easy access to commercial, industrial and primary transportation facilities.
- They should blend with the overall community pattern, and make wise use of the land.

While the above principles apply to all types of residential development, there are some differences in proper development of particular types of residential areas. For example, there is often a need to prevent haphazard mixture of residential uses such as single-family homes, multi-family homes (usually apartment buildings), mobile homes, and seasonal or transient housing. Indiscriminate mixture of these four uses can be detrimental to all of them.

The specific requirements of these four types of residential development need to be considered separately. Some of the basic considerations are:

- Single-family residential areas generally require fairly large lots, a street system which does not carry large traffic volumes and which provides safe and easy access.

- Multiple-family dwellings may require larger lots, central parking areas, easy access to shopping and recreational facilities, centralized play areas and special land controls. Because the families live closer together than in single-family residential areas, sufficiently large parks should be nearby for common use.

- Mobile homes should be restricted to a well-designed park that offers all the amenities (such as recreation, parking, ready access to public facilities, etc.) available to residents of other types of high-density developments. To remove traffic hazards, the park should not be located immediately adjacent to major traffic carriers. Mobile homes, in keeping with these needs, should not be scattered throughout the community.

- Seasonal residences are not necessarily incompatible with year-round residences. However, because seasonal residences rarely require year-round services, such as schools, it is not as important that they be located near these facilities. Seasonal residences should be near vacation-type recreational facilities and convenience goods shopping areas. Services such as winter garbage collection are often not necessary for winter-vacant homes, but off-season police and fire protection are essential. Finally, seasonal residences should not be allowed to divide permanent residential areas, since it then becomes difficult and expensive to service a scattered permanent residential population.

RESIDENTIAL LAND USE OBJECTIVES

Recommended objectives, or short-range goals, for future residential land use in the Bayfield area are as follows:

- New residential development should be encouraged in areas contiguous to existing development.

- New multi-family dwellings (public housing) should be encouraged in areas of residential use bordering the commercial district.

- Vacant areas within the community that are located within existing residential areas should be developed.

- Development should be staged, to facilitate utility expansion and prevent random development.

- Residential development should not encroach upon lakefront land, which is best reserved for public and commercial uses.

- Bayfield will have to prepare for development in the residential land use sector due to increasing urbanizing pressures for seasonal and year-round homes. This will require strengthening and enforcement of local land use regulatory controls (such as zoning and subdivision control ordinances).

- In order to insure a high-quality neighborhood, building and housing codes will have to be developed, strengthened and enforced.

RESIDENTIAL LAND USE PROPOSALS

Several proposals for residential land development in the Bayfield area are listed below. These are general proposals, derived from the principles and objectives stated earlier, and will be discussed in more detail in the following paragraphs. It should be emphasized that these proposals are but one application of the principles and objectives adopted to the community situation. The Planning Commission may alter these proposals in the future, based on its judgment of needs at the time and again applying the stated principles and objectives.

- The need for additional land during the planning period is based upon the projected increase of 300 people over the 1960 population. To accommodate this additional population, Bayfield will need to utilize approximately twenty-five to thirty acres of vacant or condemned structures within the community limits and the existing residential area.

- As pressures for single-family residential growth increases it should be staged with adjacent areas developing as existing ones are filled in, if sufficient densities of new development warrants extension of utilities to these areas.

- Single dwellings or random development in the open or wooded areas within the community should be discouraged.

- Multi-family or public housing should be developed in those areas as designated in Plate III-12. These sites will provide residents with easy access to the commercial district, post office, library and park facilities.

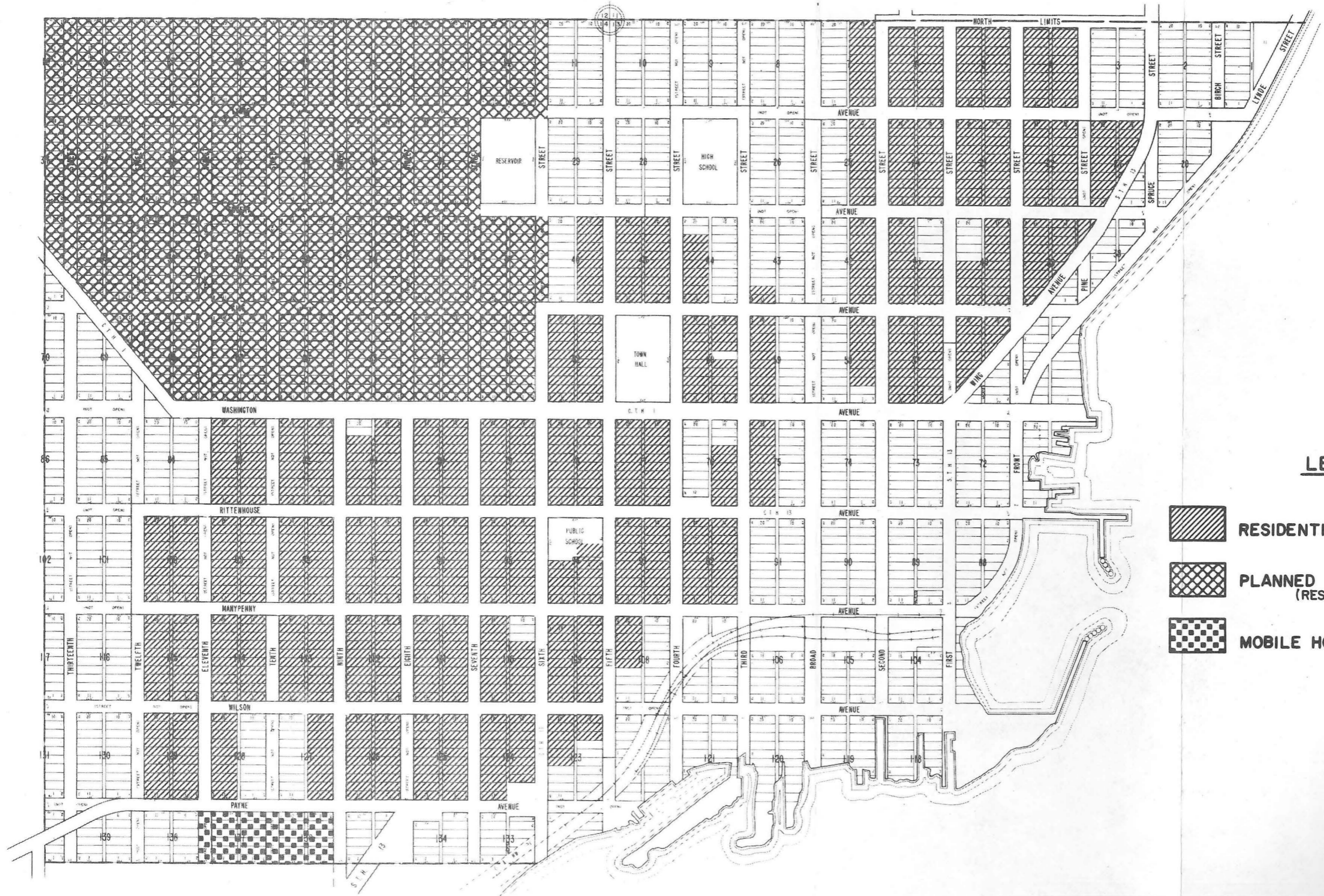
- Other factors that should be considered in selecting residential growth areas are soil suitability, drainage, topography, traffic circulation, adjacent land uses, and economy of providing utilities and services. When considering all or some of these factors, the areas left for residential expansion in Bayfield are quite limited for individual development.

- Contingent upon the above factors and rerouting of State Highway 13, most of the residential growth should occur in vacant areas of the existing residential area. Or, within approximately one block of existing utilities; unless the open or wooded area within the city limits is properly subdivided by a developer or private dwelling densities are sufficient to warrant the extension of municipal services.




Plate III-13 shows a planned residential subdivision design which is suggested for the area north of Washington Avenue and west of Sixth Street. If developed by the community the following factors should be considered:

- Slope and soil limitations (drainage).
- Site of existing water reservoir.
- Distance or costs from existing utilities.
- Existing platting or cost of replatting of an area.

PROPOSED LAND USE



LEGEND

-  RESIDENTIAL
-  PLANNED UNIT DEVELOPMENT (RESIDENTIAL)
-  MOBILE HOME PARK

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SECOND WARD-PROPOSED REPLATTING PLAN



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 BAYFIELD, WISCONSIN 1970

REPLATMENT OF THIS MAP MAY BE PERMITTED BY THE CITY PLANNING COMMISSION, BAYFIELD, WISCONSIN, UPON THE SUBMISSION OF A PETITION TO THE COMMISSION AND THE PAYMENT OF A FEE OF \$10.00 PER ACRE. THE COMMISSION SHALL HAVE THE RIGHT TO REVIEW AND APPROVE OR DISAPPROVE ANY SUCH PETITION. THE COMMISSION SHALL HAVE THE RIGHT TO REVIEW AND APPROVE OR DISAPPROVE ANY SUCH PETITION. THE COMMISSION SHALL HAVE THE RIGHT TO REVIEW AND APPROVE OR DISAPPROVE ANY SUCH PETITION.

STATE OF WISCONSIN
 DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT
 BUREAU OF LOCAL AND REGIONAL PLANNING

SOURCE: UNIVERSITY OF WISCONSIN
 DEPARTMENT OF LANDSCAPE ARCHITECTURE
 DRAWN BY TOM CHURCHILL

In areas outside the city limits that the community considers desirable residential areas, the community should consider annexation of these areas before or as development occurs so that it can use special assessments and property tax revenues to help pay for municipal services. As a result of annexation, the City of Bayfield could apply zoning, subdivision control and official map ordinances, as well as building quality control ordinances (building and housing codes).

COMMERCIAL LAND USE PRINCIPLES

A basic goal for commercial land use is to promote a commercial area that contains a full variety of goods and services, fulfilling the needs of the community without becoming a liability to it. Some general principles apply to commercial development in Bayfield:

- For a community shopping center location within walking distance (one-half miles maximum) of the market population.
- Sufficient off-street parking and safe and efficient traffic access, egress and interior flow.
- Varied sites useful for several types of commercial activities.
- Expansion space.
- Safe, attractive and functional design of shopping complex.
- Minimum conflict with other urban activities; intelligent use of physical and topographical features of the land.
- Compactness, with a full range of goods and services available within short walking distance of one another.
- Adequate shipping, loading and storage areas.

Different types of commercial activities, such as business services, retail outlets, highway-oriented and recreation-oriented commercial activities, industrial services, and wholesaling have different types of requirements:

- Retail and service outlets depend on ready access by foot or car, and their location should reflect this need. Off-street parking, compactness, and attractiveness are prime considerations.
- Industrial, business and other specialized services are best located near their customers, with general public access a secondary consideration. Banking and financial services follow a similar pattern, but with more emphasis on public access. Centralized locations are not as important for these as for retail commercial activities.
- Highway commercial uses should be located in compact clusters near major traffic carriers, with safe access a prime factor. Resort commercial uses should follow a similar cluster pattern with regard to environmental features, such as bodies of water. In both cases, attractiveness, aesthetic appeal, and efficient utility systems are vital.

- Wholesaling and warehousing are best located as buffers between commercial and industrial areas, on land of less than top market value. Loading and shipping facilities are necessary, as is proximity to rail and truck transit.

COMMERCIAL LAND USE OBJECTIVES

Bayfield's objectives for commercial land development should be as follows:

- A compact efficient central business district that would provide the day-to-day needs of the community residents.

- Grouping of highway-oriented commercial development in a non-central business district location, but as near major traffic carriers as practicable.

- Discouragement of additional "spot" or "strip" commercial development in the community or planning area and elimination of existing development of this type.

COMMERCIAL LAND USE PROPOSALS

Commercial land use proposals as listed below embody the planning principles and objectives expressed above. As in the other types of land use activities, these proposals are only one illustration of the principles and objectives, and can be altered as changing needs require. Considering current conditions and needs in Bayfield, these proposals are appropriate:

- The CBD should continue as in the past except development should occur as presented:

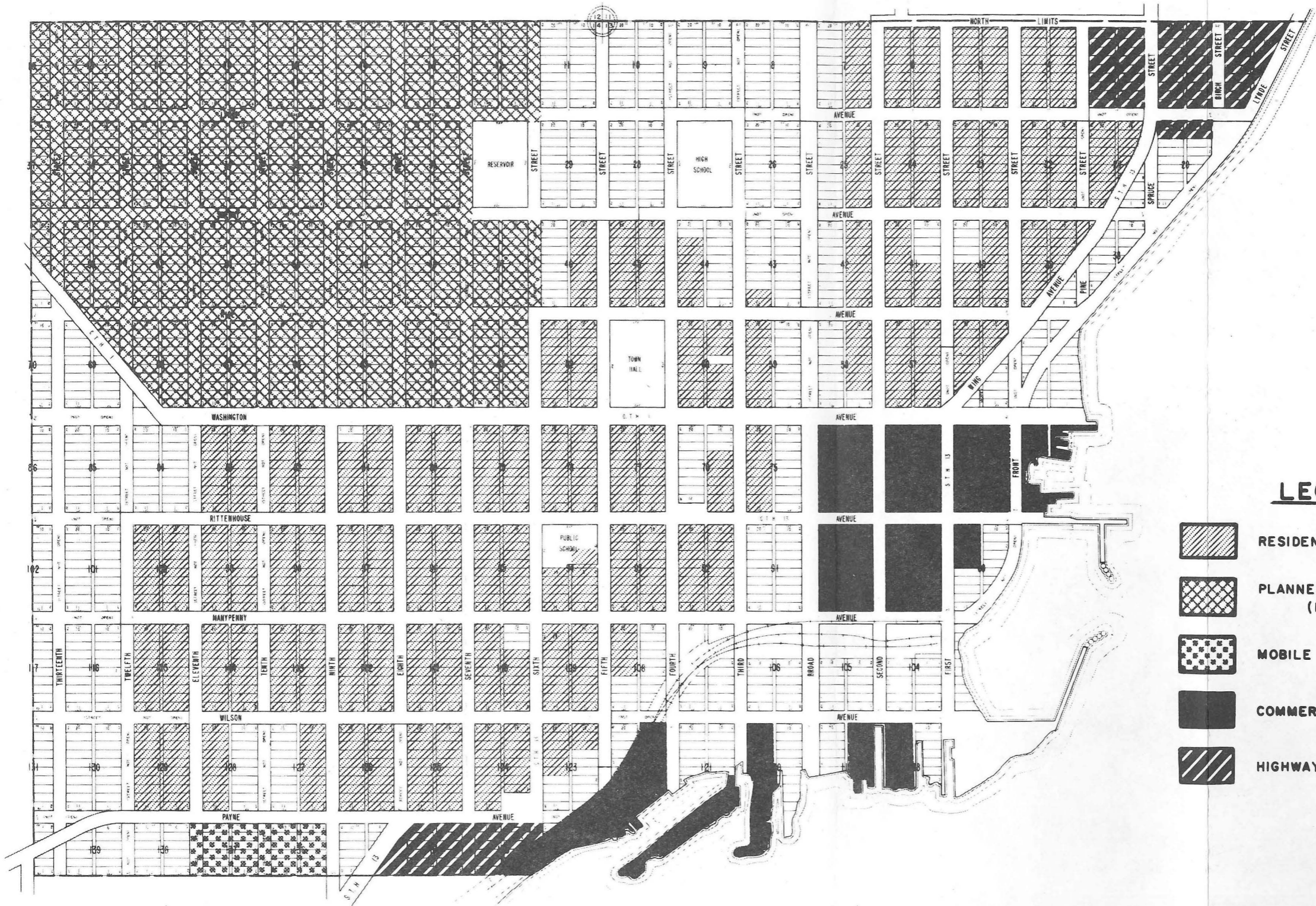
1. Gaps should not be opened up along Rittenhouse Avenue by the removal of buildings to provide needed parking lots, but these lots should occur on side streets.
2. Other commercial activities as stated in "Principles" should be concentrated in areas designated in Plate III-14. These proposals should solve most of the problems of grouping compatible commercial uses and lessen the degree of pedestrian and automobile congestion in the future.

Highway-oriented commercial areas as shown on Plate III-14 should be compactly and pleasantly designed, would likely contain service and repair stations, and drive-ins catering to travelers and local people. Such an area would probably require two to three acres of land including parking. Plate III-14 identifies suggested locations for such activities.




- Wholesaling, warehousing, business, and industrial services will likely be located in the industrial park development.

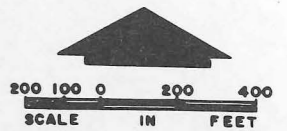
The community will have to actively enforce land use controls and building quality controls in order to ensure sound, non-offending commercial development, free from "spot" or "strip" developments, shoddy structural

PROPOSED LAND USE



LEGEND

-  RESIDENTIAL
-  PLANNED UNIT DEVELOPMENT (RESIDENTIAL)
-  MOBILE HOME PARK
-  COMMERCIAL
-  HIGHWAY COMMERCIAL



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conditions, garish lights, and so forth. The overall welfare and appearance of the community should be of prime concern. A decorative motif might be employed in the design of the CBD; an architectural control ordinance based on the recommendations of a professional architect may be useful here.

The process of CBD redevelopment could be lengthy since the community is not in a position to undertake a massive renewal project in the near future. As an alternative, a policy of enticing new and local businesses to set up operations in the recommended locations perhaps through some form of subsidy, should be followed. Land use controls such as zoning can also be employed.

INDUSTRIAL LAND USE PRINCIPLES

Bayfield lacks a viable industrial base. Development of an industrial base in the face of the community location in relation to metropolitan areas will be difficult, but steps in this direction may nonetheless be followed. As with other types of land use, certain planning principles apply to the development of land for industrial use.

- Industrial development should be in one or two compact areas well buffered from conflicting land uses, such as residential, and close to regional and local transportation facilities, public utilities, and commercial business services. In some cases, proximity to a labor force is important.

- An adequate supply of industrial land, usually in the form of an industrial park, is necessary for existing industrial activity and future expansion.

- Industrial sites and structures must be closely regulated and maintained to prevent blight and declining property values. Potential pollution hazards (e.g., smoke, water pollution) must be regulated and taken into account in location of industrial land uses.

- Industrial uses can occupy land of less than top market value; they should not take up land better used for residential or park uses, for example, and should be located with reference to proper soil types, topography, and natural features.

- Industrial development should occur on land within the corporate area or on land due to be annexed, so that the municipality will have control over development conditions and receive tax benefits from the industries.

INDUSTRIAL LAND USE OBJECTIVES

Recommended objectives of the community about potential industrial development are listed below. The basic one is to attract industry; this can best be considered an overall goal in the light of the other objectives:

- Industrial development should take place in an industrial park as shown on Plate III-15.

- Scattered location of new industry outside the park area should be discouraged.

- The community should make every effort, without placing itself in a financially difficult position, to create an attractive environment for industrial development.

INDUSTRIAL LAND USE PROPOSALS

Proposals involving industrial land use are contingent upon the community's efforts to attract these activities. Assuming such development takes place, the following proposals will be viable:

- The existing industrial site (size: about six acres) is in conflict with surrounding land uses. Industry in this area should be relocated and further use of this area by industry should be prohibited.

- Any prospective development should be confined to the industrial park (40 acres) on the south side of the community, utility extensions, intensive police and fire protection and rail/highway transportation facilities exist there or would be readily available (See Plate III-15).

- At present the pending situation at the Barksdale industrial site (Du Pont) suggests the possibility of Bayfield, Washburn, and Ashland communities to coordinate resources and possibly obtain this site as a joint industrial park. Further investigations of this matter should be continued by the local officials of these communities.

- Adequate control of the land, buildings and industrial operations in the industrial park should be provided through zoning, private restrictions incorporated as legal requirements in deeds of sale or leases, and the provision of continuing management.

PUBLIC FACILITIES LAND USE PRINCIPLES

Public facilities, consisting of any building or space that is used by and for general public uses, include all government buildings, schools, libraries, public protective facilities, parks and open spaces (also included are public utilities, to be discussed separately).

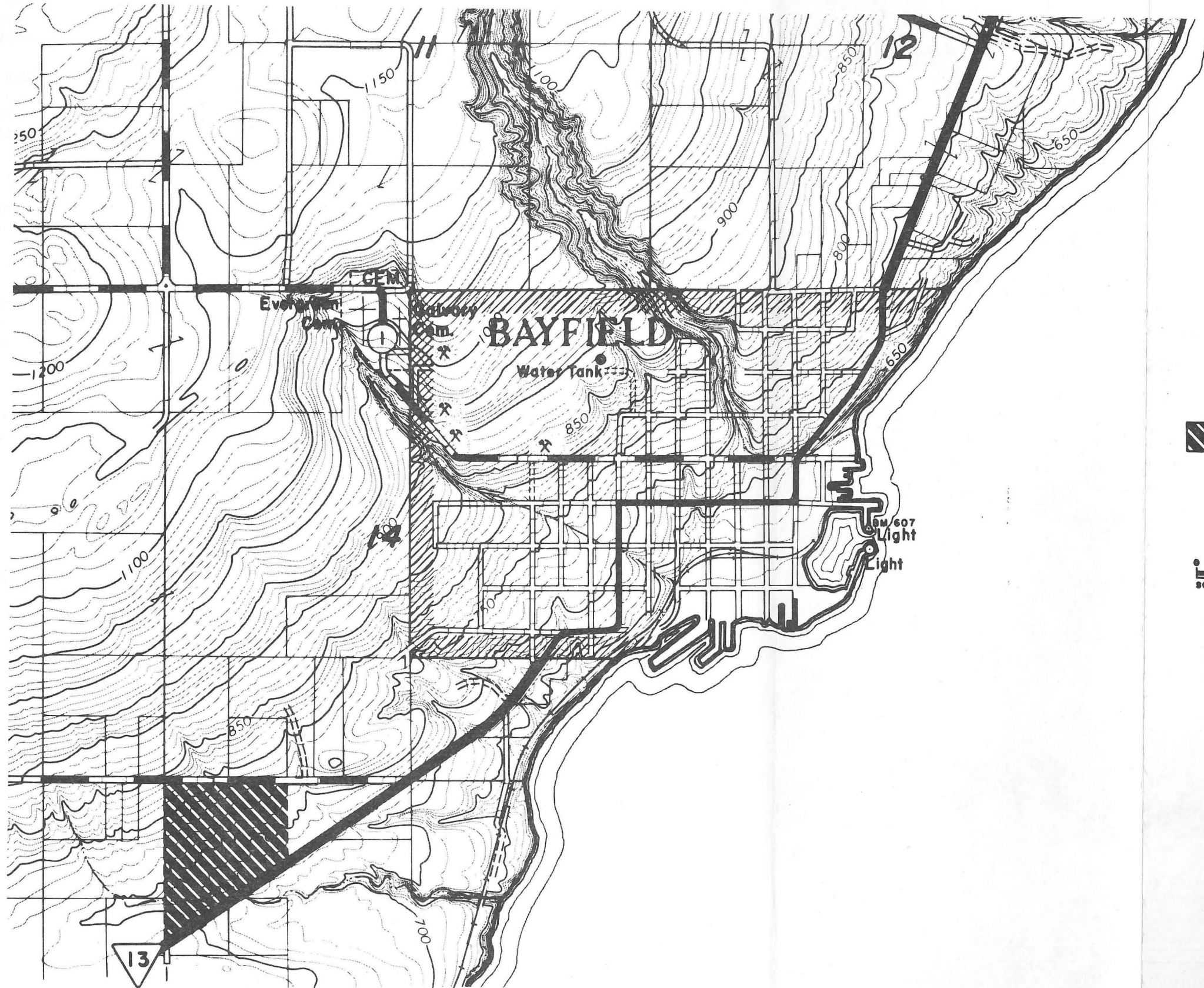
Like other types of land use, the community must develop and regulate public land within the framework of sound planning principles:

- Public facilities should be accessible to all citizens, insuring equal benefits for those whose taxes are supporting the cost of facilities.

- They should be of a size adequate for existing needs and be flexible to allow adjustment as needs change.

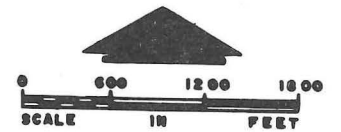
- Most public facilities should be centrally located in a community, preferably in a "civic center" adjacent to the CBD; schools, parks, and open spaces are best located near residential areas. Service areas should determine in large part the location of facilities -- they are best located in the center of the service area.

PROPOSED LAND USE



LEGEND

 INDUSTRIAL



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APPROVED BY THE BOARD OF SUPERVISORS OF THE CITY OF BAYFIELD, WISCONSIN, ON APRIL 15, 1971. THE BOARD OF SUPERVISORS HAS REVIEWED THE MAP AND FINDS IT TO BE IN ACCORDANCE WITH THE CITY CHARTER AND ORDINANCES. THE BOARD OF SUPERVISORS HAS RESOLVED TO ADOPT THIS MAP AS THE OFFICIAL MAP OF THE CITY OF BAYFIELD, WISCONSIN.
 STATE OF WISCONSIN
 DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT
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- Public facilities, housing and complementary services are often best combined, such as administrative, police and fire protection facilities.

- While public facilities (parks and open spaces excepted) usually do not conflict with other land uses to the same degree as do commercial or industrial uses, they are best confined to separate areas to minimize any detrimental influences.

- Because major public facilities represent large capital outlays by the municipality, their construction must be programmed ahead of time, and site selection should be based on general principles of land use planning.

PUBLIC FACILITIES LAND USE OBJECTIVES

Recommended objectives for Bayfield in determining the sites and physical characteristics of its public facilities center around the basic goal of providing adequate community services. These services, in part, require good physical facilities. Hence, the following objectives:

- To upgrade all existing public facilities to meet area-wide standards.

- To develop new facilities as needed in appropriate areas.

- To centralize complementary facilities so as to provide for an efficient range of services.

- To design and locate facilities with reference to anticipated community growth pattern.

PUBLIC FACILITIES LAND USE PROPOSALS

A number of proposals are made below concerning public facility improvements. These proposals are based on the needs of the community at this time, needs that will likely become greater as the community grows (See Plate III-16):

- The old Town Hall should house the community administrative offices, an adequately sized meeting room, police station and storage and maintenance area.

- The existing fire station should be maintained as needed and expand on site with acquisition of additional adjacent sites.

- Police protection should be upgraded as suggested in the community facility analyses section of this report. The community may wish to consider supplying the police department with a city-owned patrol car. The police station in the new city hall should contain administrative facilities, storage and maintenance facilities (if a car is provided), and possibly detention facilities.

- Operation of the city library should continue as suggested in the Community Facilities Analyses and Plan (Chapters II and III respectively).

- Bayfield cemetery ravine watershed, located diagonally from the cemetery to the city's flat land has been evaluated as a potential flood hazard to the community and demonstrated in the past. It is recommended, based on a feasibility study report conducted by Soil Conservation Board in October, 1968, that Bayfield should apply for planning assistance under Public Law 566, and this area be conserved in the future by the community.

- The ravine area should be developed as proposed by local citizens and with the consent of the planning commission. This should become one of Bayfield's unique tourist attractions during the planning period.

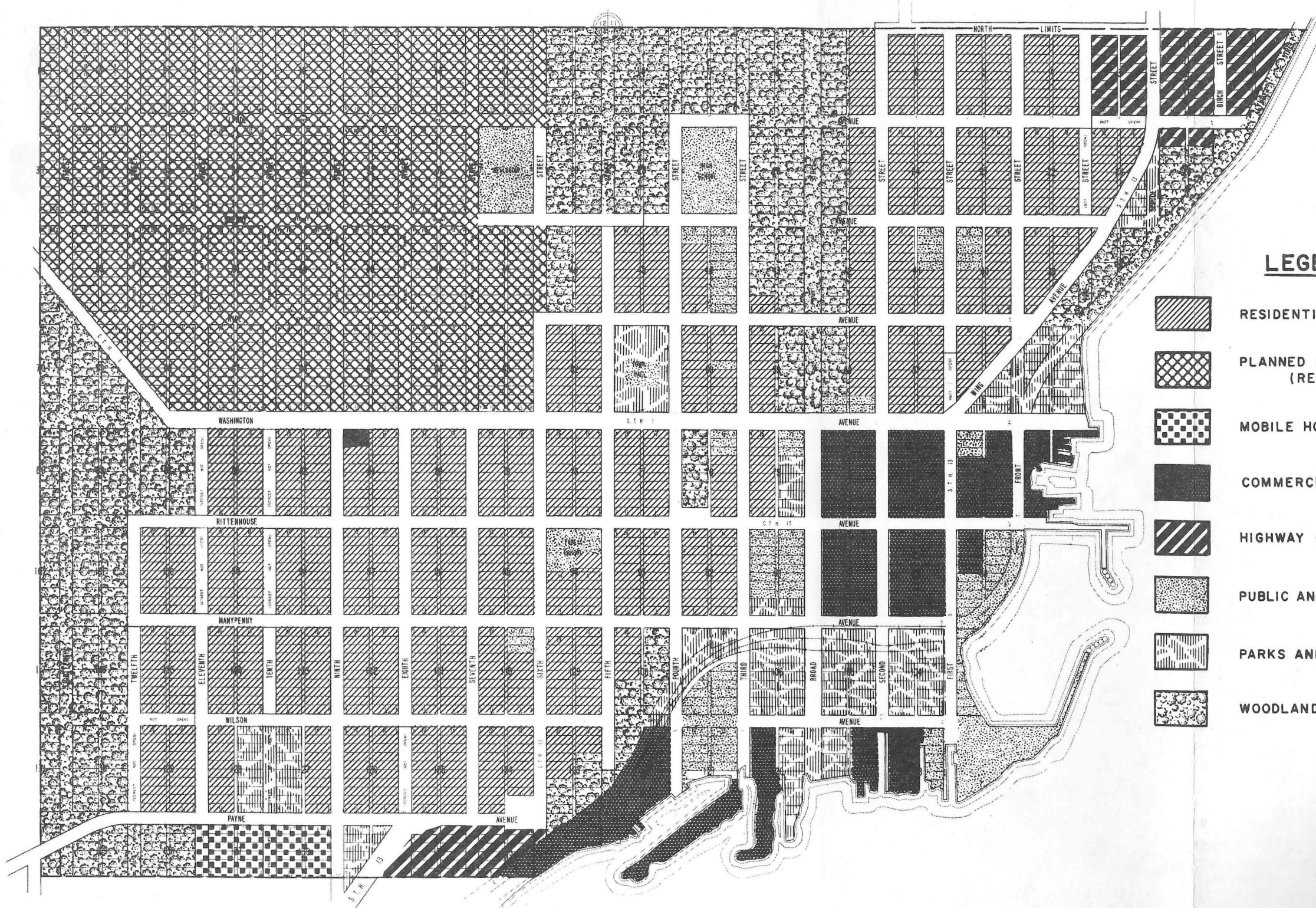
- Park land and open space should be acquired in various sections of the community to provide citizens and tourists adequate recreational facilities in the future -- tourists have been included because Bayfield's principal economy will most likely be tourists.

The following is a list of recreational priorities established by the planning commission:









1. Block 104 -- acquire lots 1 through 20 and improve by tearing down cannery building, restoring existing power company building and landscape entire block to compliment the new marina.
2. Block 55 -- acquire lots 1 through 4 and 10 through 13 and improve by restoration of Cooper Shop building providing a parking area and landscaping.
3. Block 56 -- acquire lots 6, 11 and 12 and improve by landscaping.
4. Block 61 -- acquire entire block and improve by restoration of the old Town Hall with parking facilities, playground and tennis courts.
5. Block 21 -- acquire lots 1 through 5 and improve by providing railings, benches and landscaping for observation drive.

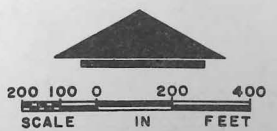
- The public marina one of the city's largest capital investments should be landscaped as shown on Plate III-17. This final act will give the entire facility a more compatible appearance with the shoreline and most probably enhance its visitor appeal.

PROPOSED LAND USE



LEGEND

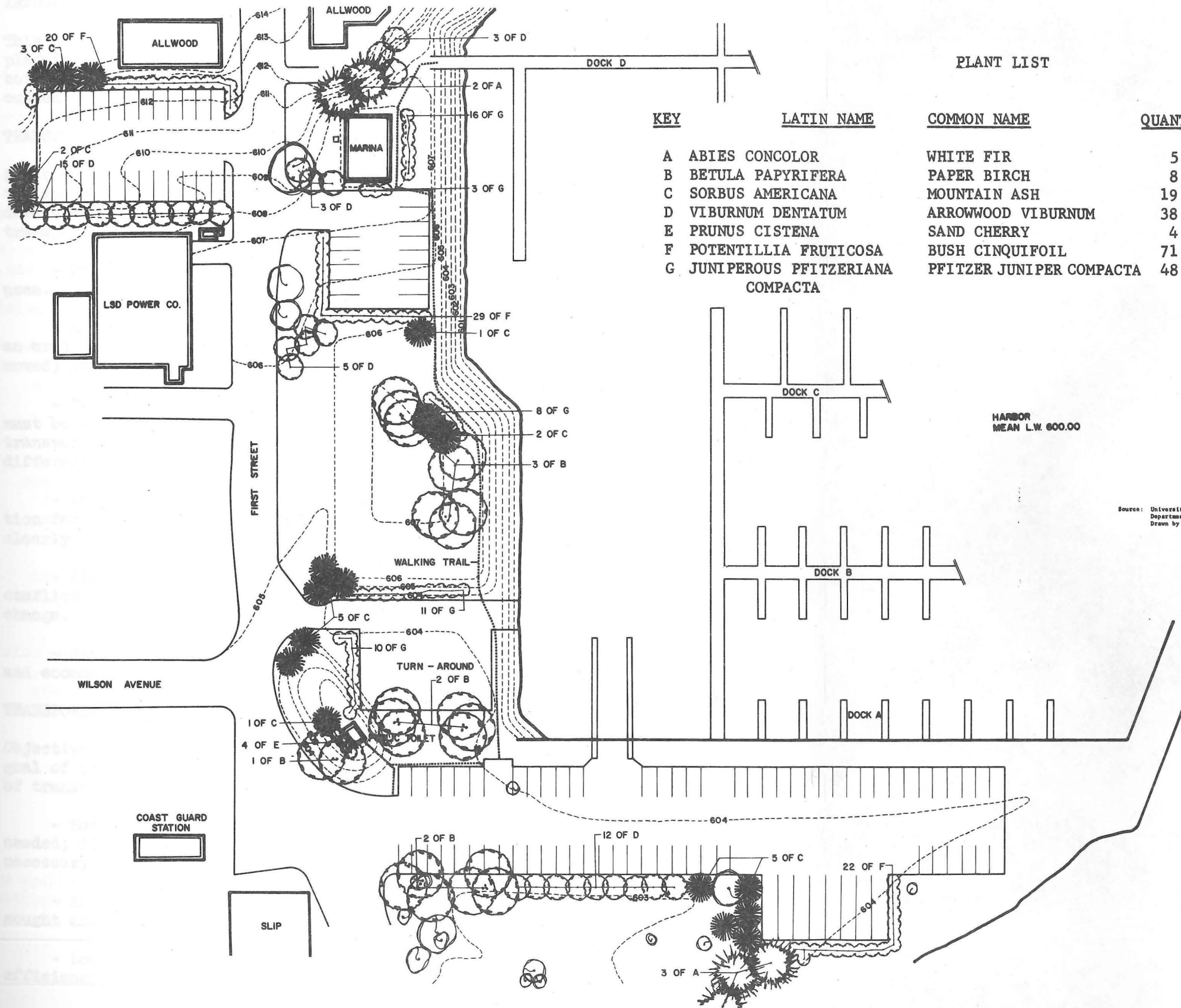
-  RESIDENTIAL
-  PLANNED UNIT DEVELOPMENT (RESIDENTIAL)
-  MOBILE HOME PARK
-  COMMERCIAL
-  HIGHWAY COMMERCIAL
-  PUBLIC AND QUASI-PUBLIC
-  PARKS AND RECREATION
-  WOODLANDS



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STATE OF WISCONSIN
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HARBOR LANDSCAPING AND PLANTING



PLANT LIST

KEY	LATIN NAME	COMMON NAME	QUANTITY	PRICE	TOTAL
A	ABIES CONCOLOR	WHITE FIR	5 @	\$22.50	\$ 112.50
B	BETULA PAPYRIFERA	PAPER BIRCH	8 @	20.00	160.00
C	SORBUS AMERICANA	MOUNTAIN ASH	19 @	11.75	223.25
D	VIBURNUM DENTATUM	ARROWWOOD VIBURNUM	38 @	3.60	136.50
E	PRUNUS CISTENA	SAND CHERRY	4 @	3.85	15.40
F	POTENTILLA FRUTICOSA	BUSH CINQUIFOIL	71 @	2.90	206.90
G	JUNIPEROUS PFITZERIANA COMPACTA	PFITZER JUNIPER COMPACTA	48 @	4.75	228.00
					\$1,082.55
					TOTAL COST

Source: University of Wisconsin
Department of Landscape Architecture
Drawn by Tom Churchill

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BAYFIELD, WISCONSIN 1971
STATE OF WISCONSIN
DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT
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TRANSPORTATION PLAN

INTRODUCTION

This section of the General Development Plan outlines transportation planning principles, objectives and proposals for Bayfield. While both mass transportation systems and street/highway systems are discussed here, emphasis is on the latter.

TRANSPORTATION PRINCIPLES FOR SMALL COMMUNITIES

Basic principles of transportation planning in Bayfield are similar to land use principles in their function as guidelines for overall development. The following principles apply in most situations of transportation facility development:

- Transportation facilities should not conflict with other land uses.
- A principal purpose of a transportation facility is to provide an area with a link to other areas, over which people and goods may be moved; maintenance of efficient links is necessary.
- The rationale for a particular type of transportation facility must be determined and its development needs considered -- railroad transportation is different from highway transportation, and has a different set of requirements.
- An urban area's activities require various types of transportation facilities to serve their needs -- facility service areas must be clearly defined and fully served.
- All types of transportation facilities must complement, not conflict with one another; they must be flexible as needs and technology change.
- Standards of transportation networks, such as efficiency, safety and economy, must always be met.

TRANSPORTATION OBJECTIVES

Objectives for Bayfield's transportation network focus on the overall goal of providing the area with a safe, reliable and efficient variety of transportation facilities:

- Bus, rail, truck transit facilities should be strengthened as needed; direct community intervention in doing so probably will be necessary.
- An adequate link between Bayfield, Washburn and Ashland should be sought and maintained in all forms of transit.
- Local street patterns should conform to the objectives of safety, efficiency, and attractiveness.

- The expenses of constructing and maintaining the local street/highway network should be held to a reasonable minimum by utilizing programmed development and economical street layouts.

TRANSPORTATION PROPOSALS

Several proposals concerning Bayfield's transportation network are possible at this time. Most proposed transportation improvements are in the street and highway system, although the other modes of transportation are considered as well.

- Air transportation: Bayfield will likely not have a need for an airport in the foreseeable future. Airport facilities in the Ashland area should adequately meet the community's needs throughout the planning period. If demands for an airport in the planning area do arise, city officials could consider the development of a small one -- but only in the event that development of such a facility would be economically feasible.

- Rail transportation: Rail service in Bayfield will likely remain adequate during the planning period. In the event that the line is abandoned the community should move to acquire the routes; if they are not abandoned, they should be buffered through selective tree planting. Any industrial park developed in the planning area should have access to the railroads.

- Truck transportation: Much as in the case of the railroads, community truck transportation facilities will likely remain adequate during the planning period. Demands for this service may well increase, and trucking firms may be expected to meet these demands. Truck and rail transportation will probably combine, "piggyback" fashion, to a greater extent in the future for long-distance hauling.

- Bus transportation: Bus service to Ashland should be explored with the City of Ashland. This could be accomplished by a joint study of the busing in the Bayfield-Washburn-Ashland area.

- Streets and Highways: Much of the background for these proposals is discussed in the transportation analysis and following paragraphs, along with general recommendations for an improved street and highway system. Plates III-18, -19, -20, and -21 illustrates these proposals.

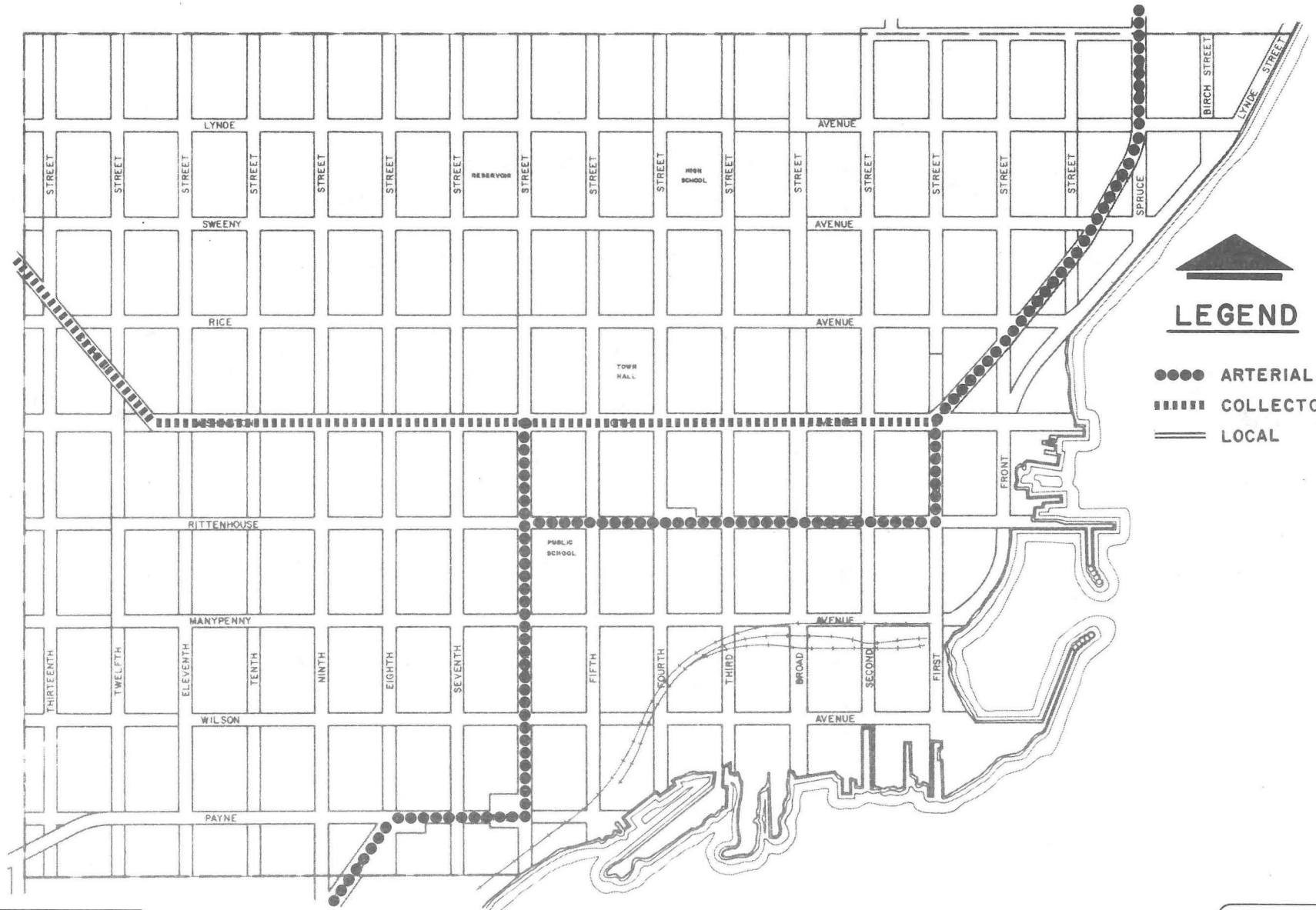
Arterials

Four future functional networks were considered. A brief description of each is as follows:

Alternate Network (1)

This system is essentially the existing network. It has the advantage of serving the existing commercial land uses fairly well. Also no immediate capital improvements are needed.

TRANSPORTATION-ALTERNATE I



LEGEND

- ARTERIAL
- ▤▤▤▤ COLLECTOR
- LOCAL

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 BAYFIELD, WISCONSIN 1971

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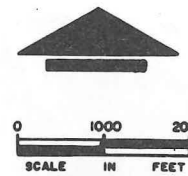
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ALTERNATE 2 - TRANSPORTATION



LEGEND

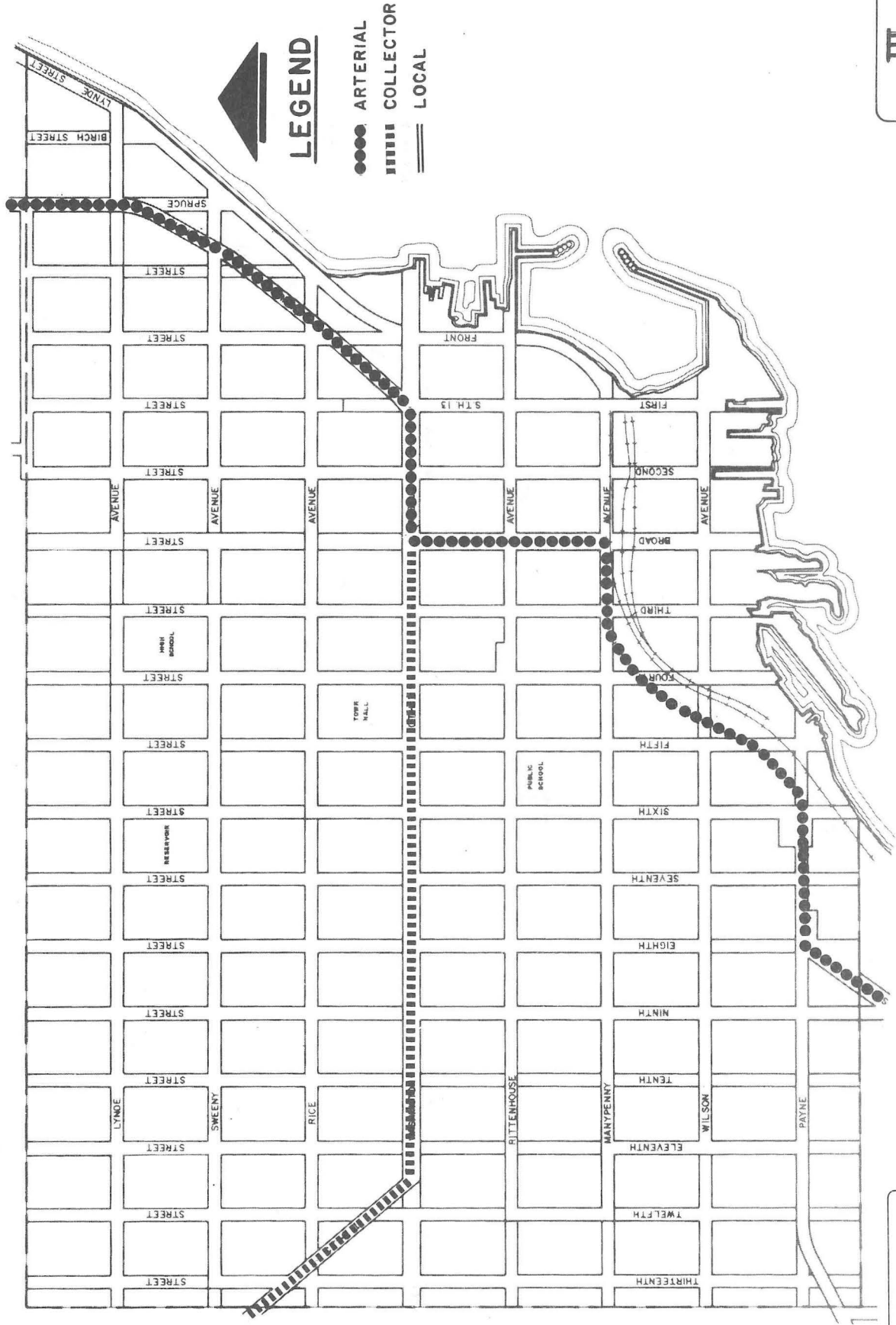
- S.T.H. 13 BYPASS
- - - - - COLLECTOR
- BUSINESS ROUTE



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 BAYFIELD, WISCONSIN 1970

STATE OF WISCONSIN
 DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT
 BUREAU OF LOCAL AND REGIONAL PLANNING

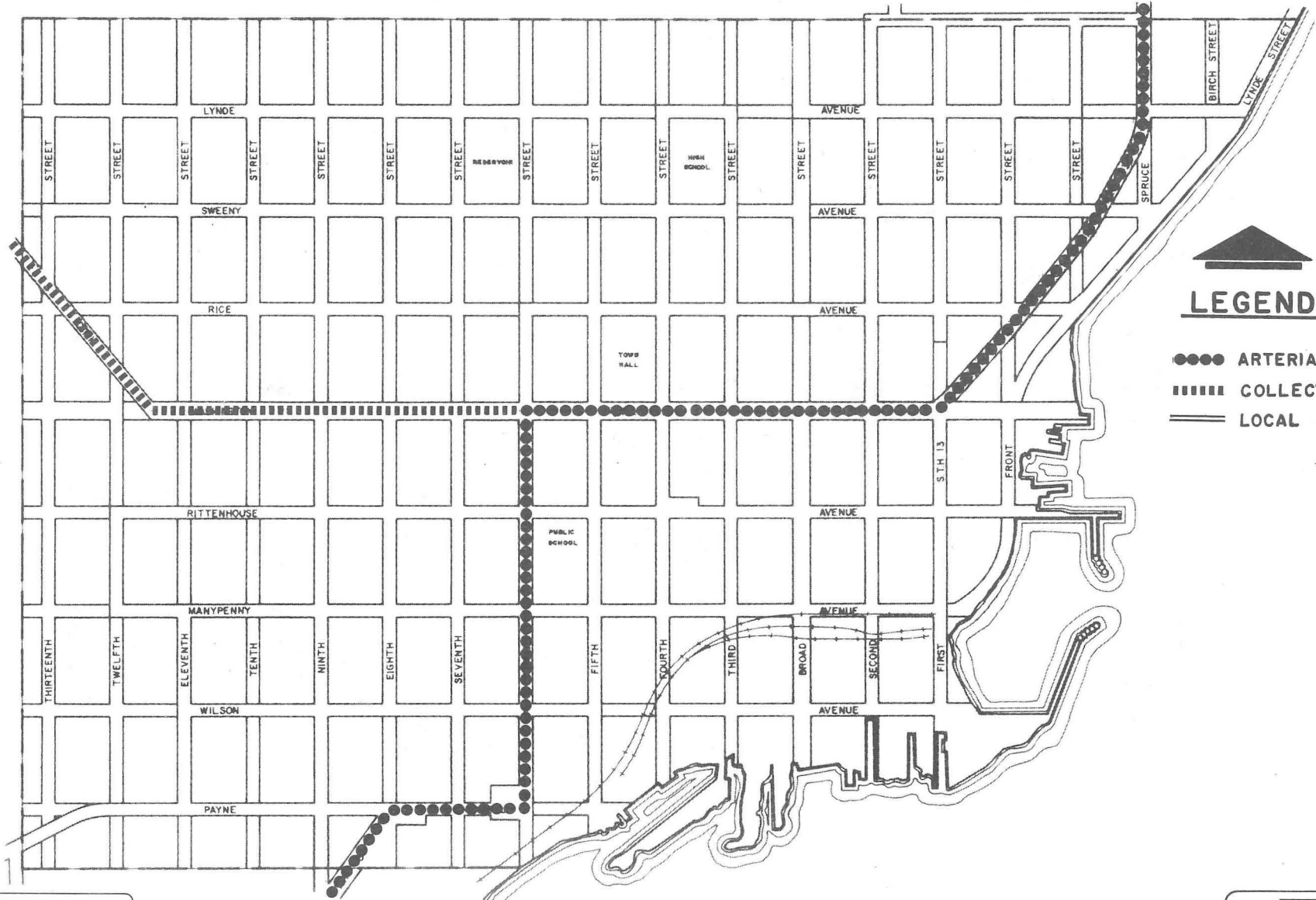
TRANSPORTATION - ALTERNATE 3



LEGEND

- ARTERIAL
- ▬▬▬ COLLECTOR
- ▬▬▬ LOCAL

TRANSPORTATION-ALTERNATE 4



LEGEND

- ARTERIAL
- COLLECTOR
- LOCAL

CITY PLANNING COMMISSION
 BAYFIELD, WISCONSIN 1971

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This system would not eliminate the congestion in the CBD near the ferry boat landings. The sharp corners would remain as well as the steep grades. There is not adequate storage for cars waiting to get to the ferries.

Alternate Network (2)

This alternate was developed to provide relief from congested and poor operating characteristics of the existing STH 13. Should the Apostle Island National Lakeshore be developed with a main entrance north of Bayfield, this alternate might have considerable merit. It would serve by-passable traffic quite well.

As time passes the development of the Red Cliff unit of the proposed lakeshore seems less and less feasible.

The route would be quite expensive to build and downtown Bayfield would not be served directly by an arterial road.

In view of the recent political opposition to the use of Indian lands in the Apostle Island National Lakeshore, this alternate has limited merit at this time.

Alternate Network (3)

This alternate shows a relocation of the STH 13 (arterial) starting near the intersection of 6th Street and Payne Ave. going generally northeast parallel to the C & NW Railroad to Broad Street. The alternate relocation would go up Broad Street to Washington Avenue. Then west on Washington Avenue to the intersection of Washington and Wing Street.

This alternate would help relieve congestion in the lower Rittenhouse Street area. It would bring the state highway to the central business district, but not through the business district. It would also provide reasonably good access to the water front area.

With this alternate the restriction of vehicular traffic on Rittenhouse from Broad to 1st Street, as suggested in "Blueprint for Bayfield", would also be feasible. This alternate would provide good service to the proposed land use plan and provide an excellent view of the harbor area. It is also quite well suited to stage construction.

This alternate network will require the acquisition of about 6 dwelling units which would be a disadvantage compared to other networks. This network would cost approximately \$350,000 and probably require approximately \$70,000 in local funds.

Alternate Network (4)

Plate III-21 shows the arterial STH 13 proceeding up 6th Street pass Rittenhouse to Washington Avenue and then west, also Washington to the intersection of Washington and Wing Street. This alternate relieves congestion from the CBD. There are some serious problems with this route

because it tends to separate the school from a large part of the community. It also penetrates a residential area next to an arterial highway.

Design wise, the grades would be quite severe on 6th near Washington.

Conclusions:

Of the 4 networks discussed, alternate 1 and 3 seem the most feasible. Alternate 1 seems to use land fairly well, while alternate 3 serves the proposed land use best of the 4 alternates discussed. Alternate 2 and 4 have limited potential at this time.

Assuming that alternate network 3 is the most compatible network with the proposed land use, a discussion of staged construction seems in order.

Stage 1. Reroute STH 13 from intersection of Broad and Rittenhouse up Broad to Washington Avenue and then west over Washington to the intersection of Washington and Wing Streets.

Stage 2. Construct hillside location from intersection of Payne and 6th to Broad Street.

Stage 3. Construct the piece from Broad and Manypenny Street to Rittenhouse.

Collectors

One basic traffic carrier in the Bayfield planning area serves a collector function: County Trunk I or Washington Avenue, which enters the northwest portion of the community. This route is classified as a low collector (serving mixed trips and providing land access-- speed, 40 miles per hour), and will remain so until at least 1990. A collector street will likely have a recommended pavement width of 44 feet with a right-of-way of 80 feet to reach desired operating capacity by 1990.

Since no actual route change of the Washington Avenue is anticipated, the effect on community development will be much the same as it is now-- community development should be directed so as to create as few incompatibilities as possible with this street.

Local Streets

All streets in the community and planning area not designated as arterial or collector streets are considered as local streets -- these include most streets and roads in the Bayfield area. Most local streets are in adequate operating condition and with routine maintenance will function well during the planning period.

Because the community street system is a gridiron one, and because it is proposed that commercial land use activities be grouped, some street

changes would create a more desirable pattern. These changes include primarily one-way streets within the central business district to create a smoother and safer traffic flow.

No new streets are proposed; future proposed development will occur in areas that are already platted and should follow suggestions proposed in the transportation analysis. The street system resulting from the above changes should lend itself to more efficient and less hazardous operation. Recommended minimum widths for local streets are 32 feet (pavement width) and 66 feet (right-of-way); new or reconstructed streets should conform to these specifications.

Parking

As mentioned in Chapter II, parking at the curb should be eliminated from major community streets, such as Washington, Rittenhouse and Many-penny Avenues. To compensate for this loss of parking area, off-street parking space should be provided in the central business district. A minimum of two acres, or space for about 200-250 cars, will likely be needed in the near future to serve the central business district retail shopping area. Suggested sites are shown on Plate III-20.

Pedestrian Circulation

Pedestrian circulation in the community will likely be facilitated by a reduction of traffic through the CBD, development of a compact shopping area in the CBD, and provisions of greenways along the railroad tracks that can be used as foot or cycle paths. Provision of open spaces in newly subdivided lands will also improve pedestrian circulation. The eventual relocation of STH 13 will remove most traffic (in a north-south direction) from the CBD and will ease potential pedestrian hazard.

Conclusion

Bayfield should seek to implement these proposals during the planning period. An improved internal circulation system, along with an improved areawide transportation network, will benefit the community by making it more pleasant and easier for people to move to and from Bayfield to work, shop and live.

COMMUNITY SERVICES PLAN

INTRODUCTION

This chapter of the General Development Plan investigates quality of existing community services -- in terms of facilities and of services offered to the public -- and makes recommendations concerning future needs in these areas. Some of the information contained here is a reiteration of the community facilities proposals of the Land Use Plan; however, the Land Use Plan is primarily concerned with aspects of community environment which can be described in physical terms. The Community Services Plan concentrates on services to people; facilities are secondary.

Much of the basic information in this section was obtained from the state agencies, including the Department of Revenue and the Department of Public Instruction, and from local officials.

THE FUNCTIONS OF A COMMUNITY

Before investigating the services of a community or making proposals about services that ought to be provided, the basic functions of a community must be defined to serve as base against which to measure these items. These functions are listed below:

- Provide facilities and means for local governmental processes and administrative activities.
- Provide individual and property protection against fire, crime and other dangers.
- Provide transportation routes and facilities.
- Provide means and services for waste treatment and disposal.
- Provide educational facilities and services.
- Provide for public health.
- Provide recreational facilities and services
- Provide social services for its people.
- Provide for the best use of the environment.

The following section will deal with community services by analyzing them and projecting anticipated future needs.

General Government Administrative

As proposed in the Land Use Plan a city hall civic center will be needed in the next few years. Most city services should be located in the building, which will house all city administrative functions by the

latter part of the planning period. The present power building located on First Street or the old Town Hall should be acquired by the city. Either of these buildings should house the city's administrative offices and police station. Parking space should be located adjacent to Second Street, possibly in the existing railroad area north of the power company building or on the north side of the Town Hall parcel.

Public Protection

Public protection is generally confined to two areas: Police protection and fire protection. Of the two, the latter is probably more expensive, but both will require increased service levels in Bayfield.

The present fire department in Bayfield is adequate in terms of space. As existing equipment becomes too old or obsolete for proper performance, it should be replaced by new equipment -- both vehicle and accessory equipment.

Bayfield is currently a one-man police force; an additional man is needed now. Using a ratio of 1.75 - police officers per 1,000 population, the community should anticipate the hiring of an additional policeman and by the end of the planning period -- at least one more officer.

Transportation

While transportation has been previously discussed in great detail in the Analysis and Plan, one principle concerning city transportation should be mentioned here.

This principle is based on one general goal: to provide the best possible transportation service at the lowest cost, while efficiently using the various modes of transportation available. In order to achieve this goal Bayfield must entertain a new policy from that of improving existing facilities to meet current demands to one of planning to meet anticipated needs.

This will require a programming of improvements well ahead of time, if the community is to avoid excessive expenditures at any given time. In addition, this type of programming will enable the community to solicit state and federal aids well in advance of any necessary improvements.

Public Library

Bayfield should not invest heavily in improving its library facility. However, this is not to say that normal day-to-day maintenance of the facility and continued services by the library should be reduced. Bayfield should seek to maintain at least the current level of library service for its citizens. If STH 13 is rerouted in the future, parking for library patrons should be provided on the same site as the structure.

Education*

The most important single factor which determines the ability of a district to provide a quality, comprehensive, educational program at a reasonable and justifiable cost to local taxpayers and the state is the number of students in the district. Unless a district has sufficient enrollments and its attendance centers are organized into effective industrial units, providing a modern, quality educational program is impractical if not impossible. While there is no magic minimum number of students necessary to develop a good educational program today, experiences in schools throughout the state and country have suggested some very practical guidelines.

The following educational plans are suggested for reorganizing the various school districts in the region. In suggesting organizational patterns several factors have been taken into consideration, such as:

- Developing attendance centers, both elementary and secondary, that would have sufficient enrollments to make it possible and practical to provide enriched and more comprehensive educational programs and services and to make most effective and efficient use of staffs and their resources.

- Making the best use of present facilities and to minimize the necessity for additional building.

- Keeping distances that must be traveled by students to attendance centers as reasonable as possible.

It must be remembered that other patterns are also possible and further study at the local levels might very well suggest variations that would be more desirable. It should also be remembered that all objectives in the reorganized districts need not be realized in a single step, but perhaps might best be accomplished in several steps over a period of time. The important thing is to recognize that districts, such as Bayfield, Ondossagon, and Washburn, with limited enrollments and financial resources, operating alone and independently, cannot provide the types of educational experiences and opportunities that are needed by boys and girls today to prepare them for the world of tomorrow, and that education can be improved if such districts work together and pool their resources to create larger more effective and efficient administrative units.

The following are suggested ways that the proposed reorganized districts could be set up:

Plan I - Bayfield, Ondossagon, and Washburn districts plus the Towns of Bell and Clover. One central high school (9-12) in Washburn. K-6 elementary centers in the present three centers (Bayfield Ondossagon and Washburn) and a lower elementary center in Herbster. Junior high centers (7-8) in Bayfield and Ondossagon. Although a

* Wisconsin Department of Public Instruction, Madison, Wisconsin. Additional information relating to each plan is available upon request.

minimum number of attendance centers is recommended to make best use of staffs and resources, a single K-6 elementary center in the Benoit-Mason area might be considered.

Plan II - Ashland, Bayfield, Ondossagon, and Washburn districts plus the towns of Bell and Clover. One central high school (9-12) in Ashland. K-6 elementary attendance centers in Ashland and as outlined in Plan I plus a possible center in Marengo Valley. Junior high (7-8) centers in Ashland and Washburn.

Plan III - Two District Plan

District I - Bayfield and Washburn Districts plus a portion of the Ondossagon district and the Towns of Bell and Clover. A single high school (9-12) at Washburn, a single junior high (7-8) center in Bayfield and K-6 elementary centers in Bayfield and Washburn and a lower elementary center (K or 1-3) in Herbster.

District II - Ashland and most of the Ondossagon district. Single high school (9-12) and junior high school (7-8) attendance centers in Ashland and elementary (K-6) attendance centers in Ashland and Ondossagon with other smaller elementary centers in the Benoit-Mason and Marengo Valley areas.

Public Health

Bayfield's proximity to Washburn and Ashland is advantageous with respect to public health services since regional hospitals and long-term-care facilities are located in those cities. Because it is near these regional facilities, the community should not plan the development of a hospital.

The local outpatient clinic facility should be expanded according to needs, and before 1990 the city should hire a public health officer on at least a half-time basis. This person would administer local medical programs and coordinate them with area programs.

Social Services

Although Bayfield's function in providing social services is confined to old age or indigent relief payments to the county, the community does not financially support other types of social programs.

Community involvement in social services has been minimal, as Bayfield grows, there will be a need for more active community participation in these matters. This participation need not be direct, nor does it necessitate large expenditures by the community although both might be helpful. However, it will require active policy support by the city officials.

Some suggested programs, as examples of possible community social activity are:

- Maintenance of a Senior Citizen's Club. Such a club should not be just a "games group", but should seek to broaden the lives of the community's senior citizens. Concerts, picnics, and organized activities should be a part of its program. A senior citizen's center containing facilities for various activities would be very helpful; this the community could finance in conjunction with park development.

- Establishment of a young peoples organization, using new or existing facilities. Such an organization would provide recreational and social activities for teenagers. These could include everything from regularly sponsored dances to sport events or sponsorship of an auto drag strip. The objective here is to provide attractive, needed activities under proper supervision. Some activities of this type are being sponsored by the high school but more are and will be needed. These organizations would help encourage young people to remain in the community.

- Educational and social programs for people of all ages, including nature study field trips, debating and speech competitions, and beautification drives (such as Clean up - Fix Up - Paint Up Week). Imagination is the only limitation on activities of this type. Existing or proposed community facilities could be used; school district participation should be encouraged.

- Public housing for the aged, handicapped, or the impoverished could be funded in part with federal money. The community would be responsible for identifying need, administering housing projects and supplying necessary public services and utilities. Public housing projects are popular in communities in all areas of the state.

These five suggested programs are only a small proportion of those that could be sponsored, at least indirectly, by Bayfield. The relatively small investment of effort and funds would go far toward making the community a more attractive place to live.

Waste Treatment and Disposal

Bayfield will need several modifications to its sewage collection and treatment system by the end of the planning period. This is discussed in more detail in the following chapter, the Utilities Plan. Adequate city sewage collection and treatment are of high priority to the city and surrounding area.

A new site and type of rubbish collection-disposal are needed now. The city has selected a site (See Plate II-9) which should meet state standards, but more effort is needed by the city in securing the necessary equipment and program for an adequate landfill collection procedure.

In order for the community to comply with the State of Wisconsin Solid Waste Disposal Standards adopted March 12, 1969 by the Wisconsin Natural Resources Board, the city should follow these minimum requirements for operating modified sanitary landfills when appropriate :

1. When the disposal operation serves the population equivalent of 2,500 or less.
2. When the disposal operation is located at least one-fourth mile from the nearest residence or place of public gathering.
3. When animal carcasses and large quantities of spoiled foods are promptly buried.
4. When the fill area is compacted and covered with six inches of earth on a regular schedule, which may be no less than once per month when the ground is unfrozen.
5. When precautions are taken to protect the surrounding area from accidental fires occurring at the disposal site.
6. When an adequate insect and rodent control program is followed.
7. When the site is maintained in an orderly and sanitary manner, with appropriate measures to prevent the spread of wind-blown debris.
8. When burning is conducted only under supervision and with the approval of the local fire control agency, provided such burning will not conflict with any local or state air pollution control requirements.

The preceding requirements are subject to approval by the State Department of Natural Resources, but the community should be able to meet them at the newly selected site. More rigid standards are required for larger communities and the added expense to meet them does not appear to be warranted in Bayfield. Since the majority of those who use the waste disposal area will have at least once a week pick-up service it should not be necessary to leave it open to the public except once or twice a week. Supervised dumping and burning may also save money in the long run. An uncontrolled fire could result in extensive local expense. Serious consideration should be given to putting a gate across the road and opening the area only once or twice a week.

Another section of the administrative code should be noted by the city. It states that the quoted exemption applies only, "when the disposal operation is located at least one-fourth mile from the nearest residence or place of public gathering". This requirement must be considered whenever building permits are applied for in this part of the community or if the sanitary land fill operation is ever moved. The present disposal site is located within one-fourth mile from the last residence on Washington Avenue. There should be sufficient open space at the new site to accommodate solid waste disposal for the remainder of the planning period.

Environmental Protection

Environmental protection by the community centers around enforcement of land use regulations and around general policy regarding the development

of city property. The former activity, enforcement of land use regulations refers to the adoption and enforcement of regulatory ordinances such as a Zoning Ordinance, Subdivision Regulations or an Official Map Ordinance. The latter activity refers to the city propensity to follow good development principles in planning for community facilities, its attitude toward the regulation of private development, and its perceived objectives in the overall development of the community.

Subdivision plat approval is also carried out by the city, which bases its approval on local subdivision regulations. These regulations should also be modified (See Appendix) for more effective subdivision control within the community and planning area.

The community has no Official Map Ordinance at this time; one should be adopted in the future. An Official Map Ordinance would allow the community to reserve sites for roads, streets and public land within the planning area. Chapter IV suggests a proposed ordinance suitable for Bayfield's needs.

Building quality control in Bayfield has been regulated in the past through state building, plumbing, electrical and fire prevention codes. There are no city housing codes. Enforcement of state codes have been moderate. More inspection and enforcement activities will be needed as the community grows. In order to ensure good quality housing, city housing codes governing the condition and safety of existing homes and other structures should be adopted in the near future.

Past city policy toward land use regulation has been based on individual problems, with no overall adherence to planning principles. The community has, however, made an effort to concentrate public buildings (except schools) in the central area. Enforcement of land use regulatory ordinances has been only fair, and the community has not involved itself in private development programs. This may have to change as pressures and the need for regulations increase.

Questions of shoreline development, have long existed in Bayfield. The Zoning Ordinance limits shoreline encroachment by development through zoning portions of it as conservancy. Similar efforts in other problem areas will be needed.

City officials should encourage the development of autonomous organizations dedicated to improving the local environment through persuasion and political pressures. Amateur conservationists and ecologists and others sensitive to change and environmental problems many times form the nucleus of such groups.

Cost of environmental protection are difficult to determine; they will likely increase when the Official Map Ordinance is adopted and as enforcement of all regulatory ordinances intensifies.

UTILITIES

ANALYSIS

This section includes analysis of and plan (proposals) for Bayfield's utilities. In part, data for this section were provided by John Strand Consulting Engineers and Davy Engineering Company for the city and Northwestern Wisconsin Regional Planning and Development Commission, respectively.

WATER SYSTEM

The water system was originally installed in 1886 by the Bayfield Hydraulic Company. The City of Bayfield obtained the water works in 1894. The system was acquired by the Northern Wisconsin Paper Company in 1926. The Lake Superior District Power Company obtained the system in 1953 and is the present owner. The cooperation of the Power Company in the preparation of this report is appreciated.

Existing System

The existing water distribution system is shown on Plate III-22. The water supply is presently being taken from two wells labeled well No. 1 and well No. 2 on the above Plate. Well No. 1 is 8 inches in diameter and 340 feet deep. The pump in well No. 1 is rated at 200 gpm. Well No. 2, which is 627 feet deep and 8 inches in diameter is located approximately 100 feet north of well No. 1. It was drilled in 1928. The pump in well No. 2 is rated at 400 gpm.

Storage is provided by a covered masonry reservoir. The reservoir interior was refinished and a new roof added in 1965. The capacity is 156,000 gallons.

Consumers

In 1969, an average of 270 residential, 48 commercial, and 6 public authority consumers were connected to the system for a total of 324 services. Metered service is provided to all consumers except private and public fire protection.

Consumption*

In 1968 a total of 33,078,300 gallons were pumped. The daily use is as follows:

	<u>Total</u>	<u>Per Consumer</u>	<u>Per Capita</u>
Average	90,625	287	92
Maximum	264,200	836	270
Minimum	46,200	146	47

* From Department of Natural Resources report of August 15, 1969.

The maximum daily pumpage occurred on December 18, 1968; the minimum daily pumpage occurred on February 2, 1968. Both wells are metered. The daily pumpage is usually high during the last months of each year when the fisheries use large quantities of water in processing.

Distribution System

The most reliable information that could be obtained on the distribution system is as follows:

1/2 inch to 4 inches diameter - galvanized pipe, 12,352 feet.

3/4 inch to 4 inches diameter - welded steel, 7,348 feet.

3 inches to 8 inches diameter - cast iron, 19,947 feet.

A total of 39,677 feet or 7.51 miles.*

A large portion of the distribution system is sub-standard. Current standards suggested by the Wisconsin Department of Natural Resources, Division of Environmental Protection require a minimum of 6 inch if both fire protection and domestic water service are supplied from the same main. Hydrants should provide at least 500 gpm with a residual pressure of 20 psi.

SEWER SYSTEM

The existing sewer system is shown on Plate III-23. The most reliable information that could be obtained on the distribution system is as follows:

34.9 percent of 4 inch pipe

32.2 percent of 6 inch pipe

12.9 percent of 8 inch pipe

11.9 percent of 10 inch pipe

4.3 percent of 12 inch pipe

3.8 percent of 15 inch pipe

A total of 6.39 miles of pipe.

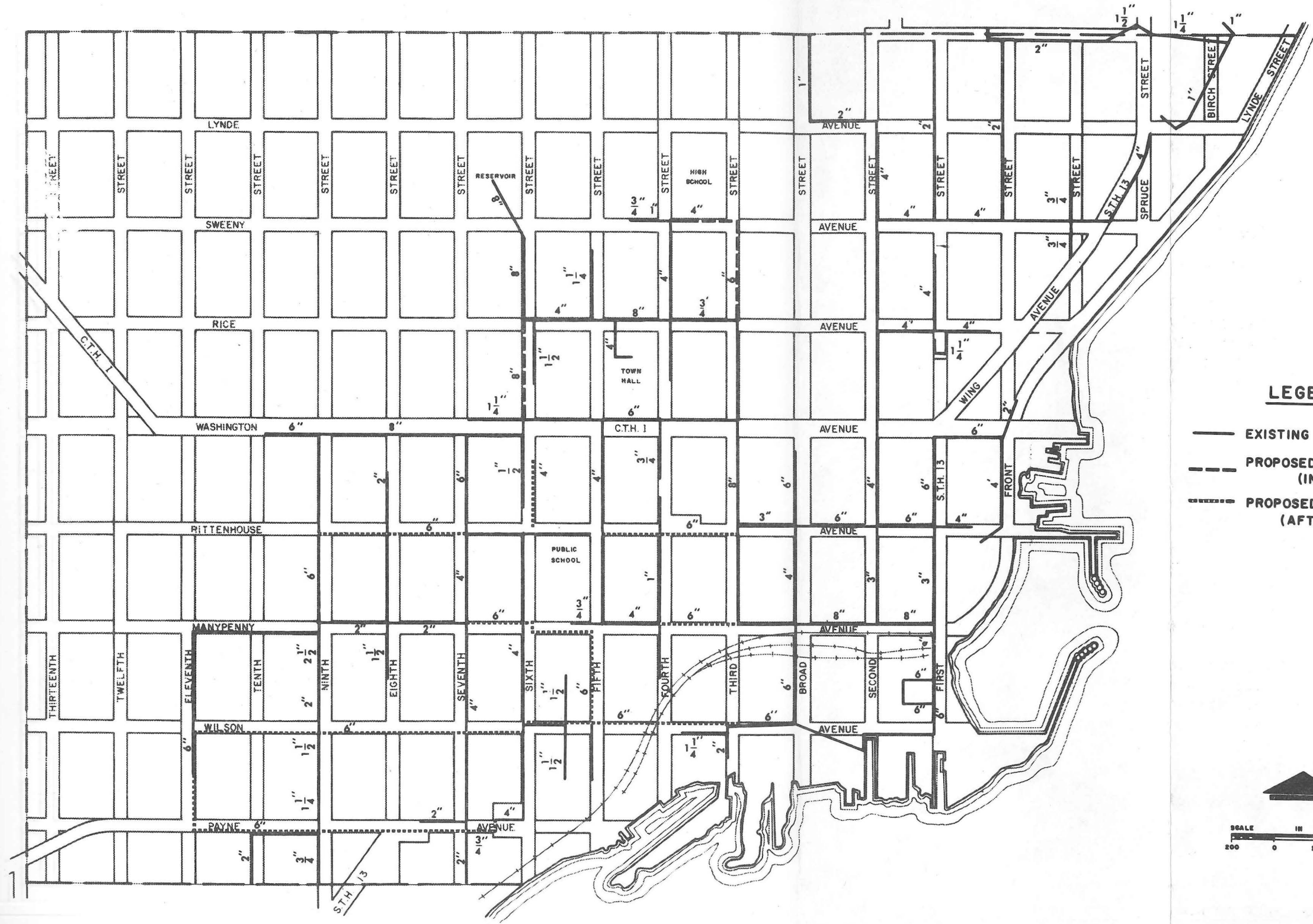
A large portion of the distribution system is substandard. Current standards suggested by the Wisconsin Department of Natural Resources, Division of Environmental Protection, are replacement of smaller mains with 8 inch mains.

Customers and Usage

In 1969 there were the following class of customers and connections:

* From Department of Natural Resources report of August 15, 1969.

WATER SYSTEM - EXISTING AND PROPOSED



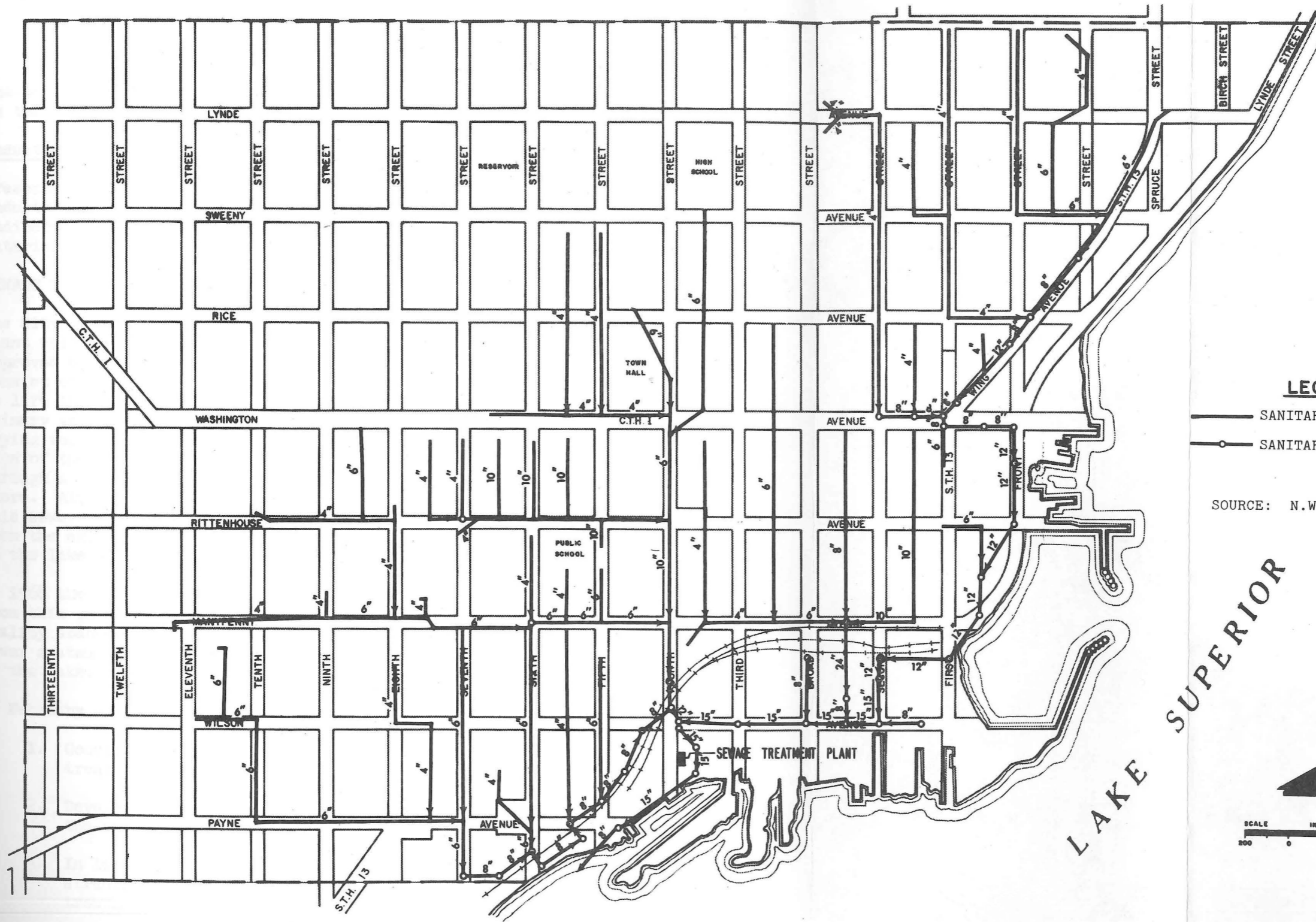
LEGEND

- EXISTING WATER MAINS
- PROPOSED WATER MAINS (IN 1970)
- PROPOSED WATER MAINS (AFTER 1970)





CITY PLANNING COMMISSION
 BAYFIELD, WISCONSIN 1971
 STATE OF WISCONSIN
 DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT
 BUREAU OF LOCAL AND REGIONAL PLANNING

SEWER SYSTEM - EXISTING AND PROPOSED

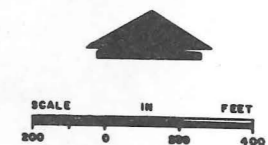


LEGEND

-  SANITARY SEWER
-  SANITARY SEWER MANHOLE

SOURCE: N.W.R.P. AND D.C.

LAKE SUPERIOR



CITY PLANNING COMMISSION
BAYFIELD, WISCONSIN 1971

STATE OF WISCONSIN
DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT
BUREAU OF LOCAL AND REGIONAL PLANNING

<u>Customers</u>	<u>No of Connections</u>
Residential	271
Commercial	62
Industrial	0
Public	5

The total number of units within the community not connected to utility is ten. No additional units were connected to the system in 1969.

Industrial Waste Treatment

Presently, both fisheries -- Bodin and Bay -- are disposing of their industrial waste through the city system. Current engineering reports indicate connection to new sewage plant is inadequate and any solid material should be disposed of by these industries.

SEWAGE TREATMENT PLANT

The City of Bayfield is presently served by a primary sewage treatment plant which was constructed in 1958. The plans for this facility were approved by the State Board of Health in June 1951. The plant units consist of a comminutor for grinding sewage solids, wet well and pumps to lift the raw sewage to the settling tanks, two mechanically cleaned primary settling tanks, a heated sludge digester and sand beds for drying the digested sludge. A gas chlorinator provides for disinfection of the plant affluent. The treatment waste flows to the lake through a submerged outfall line terminating about 400 feet off shore. Along with the plant an intercepting sewer was installed. This sewer followed the shoreline of the lake and collected flow from the existing sewer system which had previously flowed directly to the lake at a number of points.

In 1968 the State Department of Natural Resources ruled that the effluent from this plant was not treated sufficiently to comply with current water quality standards. It also determined that excess clear waters in the sewer system necessitated the occasional bypassing of raw sewage directly to the lake.

In February of 1968 an order was issued to the City requiring the following:

1. Construction of sewage treatment facilities capable of secondary treatment by October 1970.
2. Development of a program for the exclusion of clear waters from the sanitary sewers.
3. In lieu of excluding clear waters from the sanitary sewers, construction of a treatment plant capable of providing secondary treatment for the total flow received at the plant.

DRAINAGE SYSTEM

Storm Sewers

The storm sewer system is shown on Plate III-24. The system is adequate for the current needs of Bayfield.

Cemetery Ravine

The Cemetery Ravine watershed is located in the western portion of the City of Bayfield.

The major watershed problem is floodwater damage to the City of Bayfield. Other problems include sediment control and stream bank stabilization.

The City of Bayfield has a history of floodwater damage. Major floods occurred in the city in 1942 and 1953. Minor floods from spring runoff events caused by snowmelt and high rates of precipitation occur frequently. The major flood events have historically occurred in the snow free portion of the year.

A Works Progress Administration structure was constructed in the 1930's above the City of Bayfield but this dam was washed out during the flood of 1942. The steepness of the channel as well as the entire watershed contributes to the damages caused by these events.

Siltation is a continual problem in the diversion channel constructed to protect the sewage treatment plant. The removal of silt from the channel and railroad culverts is done annually.

Damages in the watershed have been primarily to roads and bridges in the City of Bayfield. Other damages have been to the Bayfield cemetery, the railroad track and culvert, boat houses, and at a trailer court in the floodplain near the outlet of the ravine.

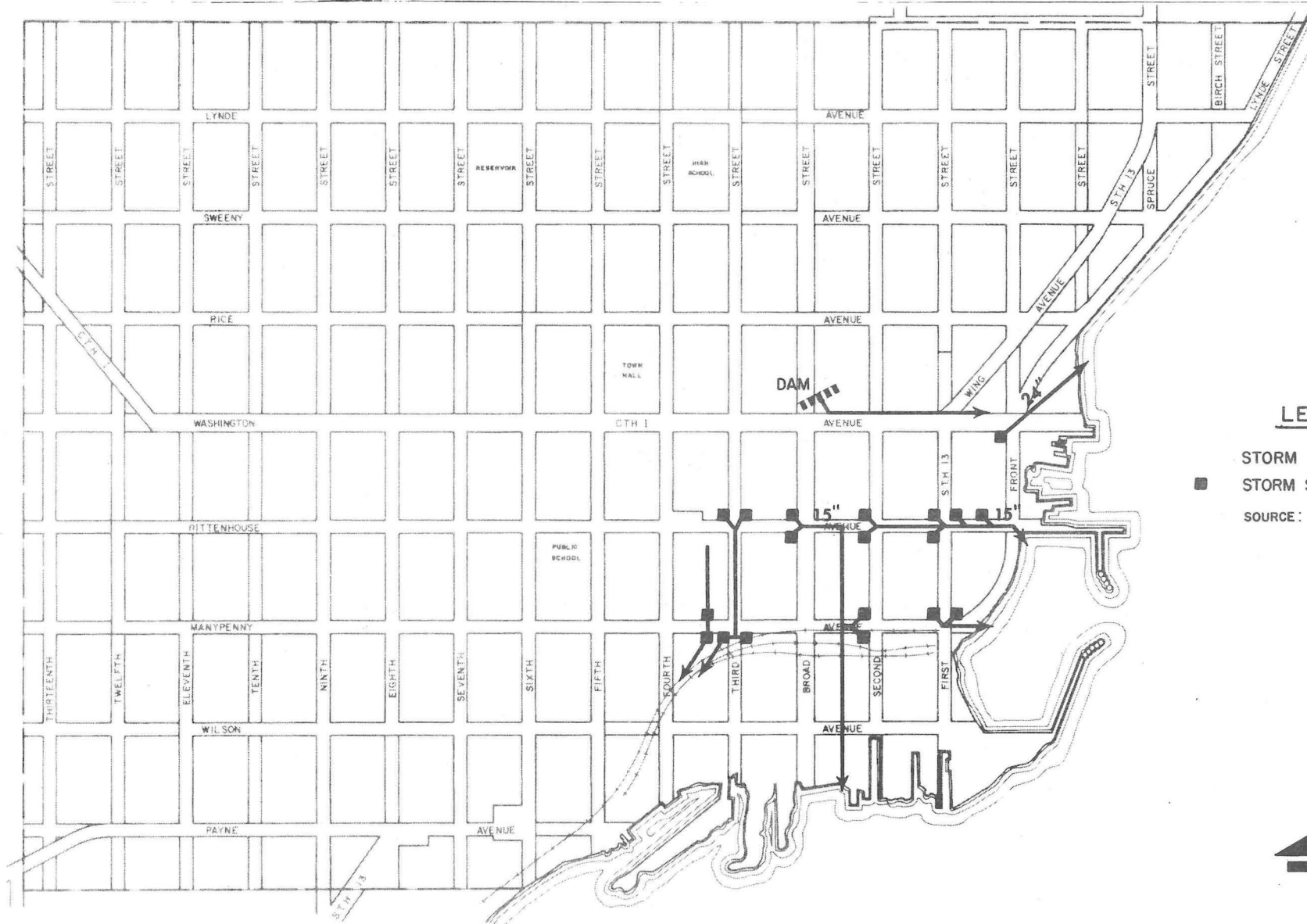
PLAN

The Plan is intended to provide broad proposals and suggestions for improving Bayfield's utility systems. These are based on a number of utility principles and objectives, which the city can apply when considering these and other proposals.

UTILITY PLANNING PRINCIPLES

While a community should always be sympathetic to the needs of developing areas that require new utility service extensions, it should at the same time follow a policy of controlling its investments in new facilities. This is because utility extensions are normally very expensive, and their construction or nonconstruction influences the manner and direction in which development occurs. The city must therefore be aware of the implications of extending utility services to an area. Several principles of utility services apply in communities such as Bayfield:

STORM SEWER SYSTEM — EXISTING AND PROPOSED



LEGEND

- STORM SEWER
- STORM SEWER CATCH BASIN
- SOURCE: N.W.R.P. AND D.C.



CITY PLANNING COMMISSION
 BAYFIELD, WISCONSIN 1971

APPROVED BY THE BOARD OF SUPERVISORS, BAYFIELD COUNTY, WISCONSIN, ON FEBRUARY 1, 1971. THE BOARD OF SUPERVISORS HAS REVIEWED AND APPROVED THE PLAN AND SPECIFICATIONS FOR THE STORM SEWER SYSTEM AND HAS ORDERED THE ENGINEER TO PROCEED WITH THE CONSTRUCTION OF THE SAME.

STATE OF WISCONSIN
 DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT
 BUREAU OF LOCAL AND REGIONAL PLANNING

COMPREHENSIVE PLANNING PROGRAM — BAYFIELD, WISCONSIN

III	24
PLATE	

- Because the existence of utilities in an area makes development of the area easy, and the absence of them makes it difficult, the city has at its disposal an effective tool for controlling development (particularly if local subdivision regulations or soils conditions prohibit development in unserved areas).

- Because of the expense involved, utility extensions should follow a compact pattern, not "leapfrogging" over large areas of undeveloped land to reach outlying developments.

- Utility projects must be designed (capacity, alignment, etc.) to serve projected development.

- To help contain development within the corporate limits (a policy consistent with the Land Use Plan) the city should follow a policy of limiting service extensions only to special areas outside the city, such as special sanitary districts.

- To maintain a high level of service within the city, existing utility systems should be continually improved as the need arises.

- Special assessment programs changing the improvements to those directly benefiting should be followed.

UTILITY PLANNING OBJECTIVES

As in planning for other types of facilities, Bayfield officials should formulate and work toward specific objectives in planning for utilities systems. Some suggested objectives follow:

- The sanitary sewage plant must be upgraded to serve anticipated domestic and industrial demands throughout the planning period.

- Utility mains (sanitary sewer and water in particular) should be extended in an orderly, logical manner to areas set aside for development.

- The storm sewer system should be upgraded to eliminate drainage problems.

UTILITY PLANNING PROPOSALS

Several proposals for Bayfield's utility system can be made, conforming to the above stated principles and objectives. These proposals were provided by the Davy Engineering Company for the Northwestern Regional Planning and Development Commission and John A. Strand, consulting engineers for the City of Bayfield.

These are relatively broad proposals and will require much more refined engineering and financial information before actual construction. City officials should consider these proposals as policy guides and should adapt them to their needs at the appropriate time. The fact that these proposals appear in this report does not mean that they are all absolutely necessary to the city's welfare; they constitute not only policy

guides, but a range of choices for local officials. As city needs change, new proposals should be formulated and obsolete ones discarded.

Water System Proposals

- Mains be constructed as shown in Flate III-22. These recommendations are based on a July 1968, report by Barr Engineering Company for the Lake Superior District Power Company.

- Provisions be made for emergency chlorination of the water supply.

- Ultimately an additional well be added to the system at a location which will not interfere with existing wells.

- The distribution system be valved so that a break or repair will require shutting off only limited portion of the service area.

- The City give serious consideration to acquiring the water utility. Under private ownership, the stockholders of Lake Superior District Power Company are entitled to fair return on their investment. What is a fair return and what rates are necessary to obtain a fair return on the investment base are determined by the Public Service Commission of Wisconsin. Because the Power Company is a corporation which pays dividends to stockholders, it must pay State and Federal corporate income taxes. The Public Service Commission uses the after-tax earnings to determine rates. The Bayfield water user, therefore, must bear the cost of service which includes a return on the investment for Power Company stockholders plus State and Federal income taxes. If the water utility were municipally owned the cost of corporate income taxes would not have to be born by the Bayfield water user.

The City could also apply for federal assistance in acquiring the water works. It is recommended that the City make a cost study comparing rates under municipal and private ownership. The rates determined from April 2, 1970, hearing should be used as a base for the study.

- Service should normally be given only where 35 pounds per square inch pressure is available.

- If the area south and west of Bayfield along the lake is developed, an additional well should be considered in that area.

- Much of the area in the 2nd Ward cannot be served by the existing water system. Water could be provided by secondary pumping from the existing system. Consideration could be given to a high well in this area. Test wells and test pumping would be necessary before any well could be developed. Detailed engineering studies would be necessary, however, to determine the best method of supplying water to the upper 2nd Ward area.

* Approval of the Wisconsin Department of Natural Resources is needed on changes in the system.

- If the development were substantial in the 2nd Ward a high reservoir or pneumatic tank may also be necessary.

- In general, water service could be provided more economically in the area southwest of Bayfield than the high area in the 2nd Ward.

- Davy Engineering (consultants to the Northwestern Wisconsin Regional Planning and Development Commission) has prepared an analysis and projected estimates (See Table III-30). These estimates should give the City the approximate cost needed in the next five to ten years for improvements to the existing system.

Sanitary Sewer System Proposals

The existing sewer main system (See Plate III-23) is substandard and should be completely rebuilt. Most of the system that goes into the interceptor lines are inadequate (4 and 6 inch pipes).

As indicated on Table III-31 the urgent need is for a secondary treatment. Second priority is indicated in 1975 at a cost of \$360,000 for new sewer mains, plus \$50,000 to rebuild laterals for a total cost of \$410,000 to the City.

These figures do not include any expansion into the City's 2nd Ward area, since the city feels this area can only be developed by a developer at his cost.

Sewage Treatment Plant Proposals

At present the City is updating its waste treatment facilities from a primary to a secondary facility in order to comply with state orders. The cost of this project is estimated to be \$400,000.

It will involve enlargement of the existing site, but no appreciable change in land use to the site.

This secondary treatment plant should be adequate in design to handle the anticipated increase of commercial users the city expects from increased tourism.

Drainage

The new dam portion of the Cemetery Ravine Watershed improvements should be supported as recommended by the City of Bayfield in order to reduce anticipated flooding.

It is recommended the City replace the culverts on Cemetery Ravine as they wear out, with the exception of the culverts under 5th Street and 8th Street which are seriously under capacity. Table III-32* shows recommended replacement size with reinforced concrete culvert pipes. It is recommended that the culverts under 5th and 9th Streets be replaced in the near future.

* Bayfield Cemetery Ravine Watershed -- August, 1970 U. S. Soil Conservation Service.

The culverts should be upgraded in the Cemetery Ravine on a pay-as-you-go basis. The culverts on 5th and 8th Streets should be replaced with recommended sizes in the near future (not more than 4 years). The other culverts should be upgraded as they wear out.

Electricity

Electricity for Bayfield is generated and distributed by the Lake Superior District Power Company. No major problems exist at this time. The Power Company has under construction new distribution sub-station at Bayfield to supply additional capacity to Bayfield and Madeline Island. The Company does not contemplate any major expansion in the near future. If additional power is required it would be procured from a power pool under agreement with other utility companies in this pool.

The service is more than adequate for present needs. Distribution extensions are readily constructed when required.

Natural Gas

The Lake Superior District Power Company owns and operates the natural gas distribution system in Bayfield. The present service area is shown in Plate III-25. This service is considered adequate and is readily expandable on demand.

Table III-30. Water System

			Estimated Replacement Costs	1970 Adequacy	Estimated Cost to Meet 1970 Needs	1975 Needs	1980 Needs	1990 Needs	Estimated Cost to Meet 1990 Needs
Source:	Well No. 1	Well No. 2							
Year const.	1916	1928							
Type well	Artes.	Artes.	\$60,000	Inadequate New well, pumphouse and accessories	\$33,000	None Anticipated	None Anticipated	None Anticipated	--
Total depth	340'	627'							
Cased to Size	8"	156' 6"							
Rated GPM	93	200							
Quality of Water									
ph	7.1	7.2							
Iron	0.04	0.07	--	--	--	--	--	--	--
Total Hardness	79	79							
Manganese	0.04	0.04							
Treatment									
None			--	--	--	--	--	--	--
Storage:									
Covered masonry reservoir 150,000 gallons			\$30,000	Adequate	--	None Anticipated	None Anticipated	None Anticipated	--

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Table III-30. Water System (Cont.)

	Estimated Replacement Costs	1970 Adequacy	Estimated Cost to Meet 1970 Needs	1975 Needs	1980 Needs	1990 Needs	Estimated Cost to Meet 1990 Needs
Distribution System:							
Approx. 5.44 mi. of pipe	\$219,000	Sub-standard.	\$176,000	None Anticipated	None Anticipated	Additional mains	\$ 8,000
4.1% of 1"	6.9% of 3"	Additional mains to strengthen system & furnish water to NE part of city					
1.0% of 1 1/4"	41.3% of 4"						
0.4% of 1 1/2"	13.7% of 6"						
13.0% of 2"	19.4% of 8"						

Average Consumption:	\$ 47,000	Sub-standard. Additional connections	\$ 3,000	None Anticipated	None Anticipated	Additional Connections	\$ 2,000
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Customers	No. Meters	Gals. Sold	Income	Per meter/yr.	per meter/day
Residential	274	10,838,000	8,692.68	39,555	108
Commercial	53	11,994,000	4,299.41	226,302	620
Industrial					
Public		2,021,000	478.72	404,200	1,107
Other					
39 Hydrants			2,822.40		

Metered sales account for 51 % of water pumped
 Number of units within community not connected to utility 16
 Additional units connected to system in 1969 --
 Average consumption per capita 30.3 gallons/day (Residential)
 Average consumption per capita, based on total water sold 69.5 gallons/day
 Average consumption per capita, based on total water pumped 136.3 gallons/day

Source: Northwestern Wisconsin Regional Planning and Development Commission

Table III-31. Sewer System

	Estimated Replacement Costs	1970 Adequacy	Estimated Cost to Meet 1970 Needs	1975 Needs	Estimated Cost to Meet 1975 Needs	1980 Needs	1990 Needs
Distribution System:							
Approx. <u>6.39</u> Mi. of pipe	\$231,000	Sub-standard See 1975	--	New mains and manholes	\$360,000	None Anticipated	None Anticipated
34.9% 4"	11.9% 10"						
32.2% 6"	4.3% 12"						
12.9% 8"	3.8% 15"						
Lift Stations							
None	--	--	--	None Anticipated	--	None Anticipated	None Anticipated
Treatment:							
Primary	\$180,000 Inclusive of out-fall line	Inadequate new secondary plant with out-fall line	\$324,000	None Anticipated	--	None Anticipated	None Anticipated
Customers and Usage:							
Customers	No of Connections						
Residential	271	Sub-standard See 1975	--	New service laterals	\$ 50,000	None Anticipated	None Anticipated
Commercial	62						
Industrial							
Public	5						
Other							
Number of units within the community not connected to utility <u>10</u>							
Additional units connected to system in 1969 <u>--</u>							

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Table III-31. Sewer System (Cont.)

	Estimated Replacement Costs	1970 Adequacy	Estimated Cost to Meet 1970 Needs	1975 Needs	Estimated Cost to Meet 1975 Needs	1980 Needs	1990 Needs
Industrial Waste Treatment:							
Bodin Fisheries							
Fresh and frozen fish							
		Inadequate					
		connection					
		to new plant					
Bay Fisheries							
Mainly herring wastes,							
wash water and salt							
brine							
City water and sewer							

Source: Northwestern Wisconsin Regional Planning and Development Commission

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Table III-32. Bayfield Cemetery Ravine, Culvert Replacement Summary*

Street Name	Pipe Size	Length of Pipe Needed	Present Capacity	Capacity w/Project Measures	With Dam Replacement**	Present Capacity 2/Replacement Only	Capacity 2/Project Measures and Replacements (Freq. & Quantity)
9th Street	48" CMP	80 ft.	10 yr.	20 yr.	48" R/C	30 yr.	100 yr.- 120 cfs
8th Street	36" CMP	90 ft.	3 yr.	5 yr.	54" R/C	50 yr.	100 yr.- 175 cfs
7th Street through 6th Street	48" CMP	438 ft.	19 yr.	33 yr.	48" R/C	50 yr.	100 yr.- 175 cfs
5th Street	36" CMP	150 ft.	4 yr.	6 yr.	48" R/C	48 yr.	100 yr.- 210 cfs
RR	48" CMP 42" Conc.	61 ft. 61 ft.	17 yr.	63 yr.	2-42" R/C	52 yr.	100 yr.- 215 cfs

* Capacity - Recurrence interval of flood which would overtop road way

** Replacement pipe is of reinforced concrete construction with end walls to improve hydraulics

CMP = Corrugated Metal Pipe

R/C = Reinforced Concrete

Conc. = Concrete

cfs = Cubic Feet per Second

NATURAL GAS - EXISTING AND PROPOSED



CITY PLANNING COMMISSION
BAYFIELD, WISCONSIN 1971

STATE OF WISCONSIN
DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT
BUREAU OF LOCAL AND REGIONAL PLANNING

COMPREHENSIVE PLANNING PROGRAM - BAYFIELD, WISCONSIN

IV. IMPLEMENTING THE PLAN

IV. IMPLEMENTING THE PLAN

The implementation of Bayfield's General Development Plan involves commitments by both the officials and citizens of the community. These commitments will be measured by a willingness to undertake substantial investments, a strong concern for the welfare of the community, and a realization that certain procedures must be followed to ensure a continued high-quality living environment. Among these measures are:

- The adoption and enforcement of regulatory ordinances based on the objectives of the plan.
- The adoption and application of a capital improvements program.
- The establishment of a continuing planning program including provisions for periodic review and updating of the plan, regulatory ordinances, and the capital improvements program by a qualified professional planner.
- The support of an economic development committee and other citizens committees as needed to sponsor specific community improvements.

DEVELOPMENT ORDINANCES

Zoning, subdivision and official map ordinances are required to effectively promote and enforce the land use recommendations of the General Development Plan. Continued updating and enforcement of the local building codes will ensure a high standard of future development by prohibiting use of inadequate construction methods and materials. The proposed zoning, subdivision and official map ordinances are presented in this chapter. The objectives of these regulations are outlined below.

Zoning Ordinance

This ordinance is designed to implement the policies to attain the goals of Bayfield's General Development Plan and is intended to:

- Ensure that the land use proposals of the General Development Plan are carried out.
- Establish zoning districts within which only compatible land uses would be permitted.
- Establish minimum standards governing lot size, placement and size of buildings and other related improvements to ensure that adequate setbacks, yards and off-street parking facilities are provided.
- Reserve an adequate amount of suitable land to accommodate each type of anticipated future land use.

Zoning power is authorized by Section 62.23 of the Wisconsin Statutes for the purpose of promoting health, safety, morals and the general welfare of the community. A zoning ordinance cannot generally be used to correct past mistakes since it is not retroactive (except through limited powers of the nonconforming use provisions). The ordinance is, however, one of the best ways of preventing repetition of past mistakes.

The establishment of zoning districts should be attempted only after careful consideration of the development patterns indicated in the General Development Plan. (Wisconsin legislation states that, "regulations shall be made in accordance with a Comprehensive Plan...".) Amending the zoning district boundaries had the effect of changing the plan and, therefore, it is reasonable to assume that indiscriminate changes may result in weakening or failure of the plan. The City Council makes the final decisions on the content of the zoning ordinance and the district map. These decisions are preceded by public hearings and recommendations of the Plan Commission.

It is recommended that the administration of this ordinance be lodged in three areas of the city government:

- The City Plan Commission, an advisory body to the City Council on matters relating to community development as provided by Section 62.23 of the Wisconsin Statutes. The Plan Commission becomes involved in zoning matters when amendments to the ordinance or conditional uses are proposed. The Plan Commission hears, studies and makes recommendations to the City Council on these and other matters.

- The Building Inspector, who is responsible for issuing all zoning permits, maintaining records, conducting inspections and administering the zoning ordinance.

- The Board of Appeals, which hears and decides appeals on actions of the Building Inspector. The Board also considers applications for variances and other matters, as prescribed in Section 62.23 of the Wisconsin Statutes.

It is recommended that the City of Bayfield adopt the proposed zoning ordinance and provide for administrative personnel as required by the ordinance. The zoning ordinance presented in this report is designed to meet the needs of the Bayfield Comprehensive Plan.

Subdivision Ordinance

This ordinance will help the Plan Commission and City Council to control the quality of subdivision in and around the community. Through subdivision regulations, city officials can play a stronger role in ensuring the orderly development of all well designed and serviced subdivisions and discourages those which are poorly designed and which may become a liability to the community.

Official Map Ordinance

This ordinance will enable the city to prevent developments on lands anticipated to be needed for future public uses, such as streets and parks, and prevents the City from being liable for any structures built on such lands as are shown on the official map. The City is not obligated to obtain the sites shown on the official map but has, in a sense, a "first option" on them at the time of their sale or subdivision.

Building, Housing, Plumbing, Electrical and Fire Prevention Codes

The City of Bayfield should review and adopt the following codes:*

- The Building Officials Conference of America, Inc. which is commonly referred to as BOAC Basic.
- The National Plumbing Code which represents minimum requirements for plumbing and is published by the American Society of Mechanical Engineers.
- The Fire Prevention Code which is recommended by the American Insurance Association successor to the National Board of Fire Underwriters.

These codes, if adopted, will provide for safe and sanitary housing, commercial and industrial conditions and if properly enforced will ensure the citizens of Bayfield of having protected property values.

The Planning Commission and the Council should continue to oversee the enforcement of these codes. They should also review and update them as new recommendations are made by the Building Officials Conference of America, the International Conference of Building Officials, the American Insurance Association and other national organizations that strive to maintain uniform, up-to-date building codes.

ECONOMIC DEVELOPMENT

Since improvement of the tax base, as well as a general upgrading of economic opportunities, is a necessary and desirable program for the community to undertake, new industries and businesses should be attracted by Bayfield whenever possible. The community can improve its attractiveness by:

- Making available and protecting suitable industrial and business sites. (Appendix A outlines procedures for industrial park development.)
- Initiating improvements in the Central Business District (discussed in the Land Use and Transportation Plans).

* For further information contact the Northwestern Wisconsin Regional Planning and Development Commission

- Fostering, through local development groups such as the existing ones, the compilation and distribution of information regarding local, industrial and business opportunities.

CAPITAL IMPROVEMENTS PROGRAM

This is a long-range financial program intended to help put planning proposals into effect. It identifies needed public improvements, estimates their costs, discusses means of financing them, and establishes priorities for them over a six-year period.

CONTINUING PLANNING PROGRAM

To be effective a planning program has to be on a continuing basis. Continued planning includes:

- Regular Planning Commission meetings to study and resolve planning, zoning, subdivision control and other related issues and problems.
- Keeping the citizenry informed of local planning policies and issues.
- Periodic review and updating of the General Development Plan and development ordinances
- Continued administration and enforcement of these ordinances.
- Keeping abreast of changing planning concepts and procedures, through association with other communities administering a planning program or through membership in a citizens planning association, such as the Association of Wisconsin Planners.
- Maintaining contact with local, county, state and federal agencies to take advantage of their various programs of technical advice and financial assistance.

It would not be feasible for a community the size of Bayfield to hire a full-time planner to attend to its planning and development matters; rather it would seem that the city should investigate the possibility of working with the Northwestern Wisconsin Regional Planning and Development Commission to obtain continuing planning assistance.

REQUIRED ACTION

The following steps should be taken to implement the planning program.

Planning Commission

- A. Formally adopt the General Development Program and recommend its adoption by the City Council as a statement of public policy on the physical, social and economic development of Bayfield.
- B. Recommend to the Council means of developing the policies and carrying out the proposals and recommendations of the plan, including

adoption of the proposed ordinances, establishment of the capital improvements program, and the fostering of a continuing planning program.

City Council

- A. Review the General Development Plan, modify it where necessary in joint meetings with the Planning Commission, and adopt it as a statement of public policy.
- B. Review, adopt and provide for the administration and enforcement of the development ordinances.
- C. Establish and actively sponsor a continuing planning program.
- D. Adopt, administer and update yearly the capital improvements program.

CONCLUSION

The City of Bayfield has shown a slight decline during the last decade. The plan is based on the premise that future growth will continue at a moderate rate. New or expanded business (tourist) and industrial operations could drastically change this trend. Loss or reduction of existing operations would also affect growth rate.

Regardless of what course future development does take in Bayfield, demands for public services and increased pressures for unsuitable development of land will continue. Without some control over future development the city will not be able to effectively and economically meet these demands. This could result in various problems for the city's taxpayers, including: land use and traffic problems, high taxes, minimal municipal services, low and declining property values and congested and blighted environmental conditions. Bayfield officials have recognized the city's problems and potential and are preparing for its orderly development. Part of this program, the preparation of a General Development Plan and a program for its implementation, has now been accomplished.

This is only the first step, however. The plan can either become a static policy statement gathering dust on a shelf, or it can be transformed into a dynamic action program for orderly, efficient and rewarding city development. The first alternative will do nothing to improve the stature of the community; the second will. Given a concerned city government and citizenry, the planning program can become a blueprint for growth that will change as the community changes, but will always give the community considered objectives to reach. The choice is up to the City of Bayfield.

PROPOSED ZONING ORDINANCE

BAYFIELD, WISCONSIN

PROPOSED ZONING ORDINANCE

BAYFIELD, WISCONSIN

Section

I	INTRODUCTION: AUTHORITY, PURPOSE AND INTERPRETATION
II	DEFINITIONS
III	ZONING DISTRICTS
IV	GENERAL PROVISIONS
V	REGULATION OF SPECIAL USES
VI	CONDITIONAL USES
VII	SIGNS
VIII	NONCONFORMING USES
IX	BOARD OF APPEALS
X	ENFORCEMENT AND PENALTIES
XI	AMENDMENTS
XII	SEPARABILITY
XIII	ANNEXATION
XIV	CONFLICTING PROVISIONS REPEALED
XV	EFFECTIVE DATE

PROPOSED ZONING ORDINANCE
BAYFIELD, WISCONSIN

SECTION I: INTRODUCTION: AUTHORITY, PURPOSE AND INTERPRETATION

The City Council of the City of Bayfield in the County of Bayfield under the authority of Wisconsin Statutes, Section 62.23, hereby ordains, enacts and publishes as follows:

An ordinance regulating and restricting the location, construction and use of buildings, structures, and the use of land in the City of Bayfield and for said purposes dividing the City into districts.

This ordinance shall not repeal, impair or modify private covenants or public ordinances, except that it shall apply whenever it imposes stricter regulations on land use.

SECTION II: DEFINITIONS

For the purpose of this ordinance certain terms or words herein shall be interpreted or defined as follows:

Words used in the present tense include the future tense.

The singular includes the plural.

The word "persons" includes a corporation as well as an individual.

The word "lot" includes the word "plot" or "parcel".

The term "shall" is always mandatory.

The word "used" or "occupies" as applied to any land or building shall be construed to include the words "intended, arranged, or designated to be used or occupied".

ACCESSORY USE: A use customarily incidental and subordinate to the principal use or building and located on the same lot with such principal use or building.

ALLEY: A narrow servicerway providing a secondary public means of access to abutting properties.

ALTERATIONS, STRUCTURAL: Any change in the supporting members of a building such as bearing walls, columns, beams, or girders.

BOARDING HOUSE: Any dwelling in which more than three persons individually or as families are housed or lodged for hire with or without meals. A rooming house or a furnished rooming house shall be deemed a boarding house.

BUILDING: Any structure having a roof supported by columns or by walls and intended for the shelter, housing or enclosure of persons, animals or chattel.

BUILDING HEIGHT: The vertical distance measured from the average elevation of the proposed finished grade at the front of the building to the highest

point of the roof for flat roofs, to the deck line of mansard roofs, and to the mean height between eaves and ridge for gable, hip and gambrel roofs.

CAMPING GROUND. A parcel of land used or intended to be used, let or rented for occupancy by campers or for occupancy by or of trailers, tents or movable or temporary dwellings, rooms or sleeping quarters of any kind.

COVERAGE: That percentage of the plot or lot area covered by the building area.

DWELLING: A building designed or used exclusively as the living quarters for one or more families.

DWELLING, MULTI-FAMILY: A dwelling or groups of dwellings on one plot containing separate living units for two or more families, but which may have joint services or facilities or both.

FAMILY: One or more persons living, sleeping, cooking and eating on the same premises as a single housekeeping unit.

HOME OCCUPATION: An occupation for gain or support conducted only by members of a family residing on the premises and conducted within the dwelling, providing that no article is sold or offered for sale except such as may be produced by members of the immediate family residing on the premises.

HOSPITAL: Unless otherwise specified, the term "hospital" shall be deemed to include sanitarium, sanitorium, preventorium, clinic, rest home, nursing home, convalescent home and any other place for the diagnosis, treatment or other care of ailments, and shall be deemed to be limited to places for the diagnosis, treatment or other care of human ailments.

HOTEL: A building containing rooms intended or designed to be used or which are used, rented or hired out to be occupied or which are occupied for sleeping purposes by guests and where only a general kitchen and dining room are provided within the building or in an accessory building.

JUNK YARD: A lot, land or structure, or part thereof, used primarily for the collecting, storage and sale of waste paper, rags, scrap metal or discarded material; or for the collecting, dismantling, storage and salvaging of machinery or vehicles not in running condition and for the sale of parts thereof.

LOT: A parcel of land occupied or capable of being occupied by one building and the accessory buildings or uses customarily incident to it, including such open spaces as are required by this ordinance.

LOT, DEPTH OF: A mean horizontal distance between the front and rear lot lines, measured in the general direction of its side lot lines.

LOT, WIDTH OF: The mean width measured at right angles to its depth.

LOT LINES: Any line dividing one lot from another.

MOBILE HOME: See TRAILER.

NONCONFORMING USE: A building, structure or use of land existing at the time of enactment of this ordinance, and which does not conform to the regulations of the district or zone in which it is situated.

STORY: That portion of a building included between the surface of any floor and the surface of the floor next above it, or, if there be no floor above it, the space between any floor and the ceiling next above it.

STREET: A public or private way which affords the principal means of access to abutting properties.

STRUCTURE: Anything constructed or erected, the use of which requires location on the ground, or attachment to something having location on the ground.

TRAILER: A vehicle

- a. Used for living or sleeping purposes, and
- b. Standing on wheels or on rigid support.

TRAILER CAMP: A tract of land

- a. Where two or more trailers are parked, or
- b. Which is used or held out for the purpose of supplying to the public a parking space for two or more trailers.

USE: The specific purpose for which land or a building is designed, arranged, intended, or for which it is or may be occupied or maintained. The term "permitted use" or its equivalent shall not be deemed to include any nonconforming use.

YARD, FRONT: An open unoccupied space on the same lot with the building between the front line of the building and the front line of the lot extending the full width of the lot.

YARD, REAR: An open unoccupied space on the same lot with the building between the rear line of the building and the rear line of the lot and extending the full width of the lot.

YARD, SIDE: An open unoccupied space on the same lot with the building situated between the building and the sideline of the lot and extending from the front yard to the rear yard. Any lot line not a rear line or a front line shall be deemed a side line.

SECTION III: ZONING DISTRICTS

For the purpose of promoting the public health, safety, morals and general welfare of the City of Bayfield, the City is hereby divided into the following types of districts:

1. R-1 Districts: Single Family Residential Districts.
2. R-2 Districts: Multi-Family Residential Districts.
3. C-1 Districts: General Commercial Districts.
4. C-2 Districts: Highway Commercial Districts.
5. I-1 Districts: Industrial Districts.
6. A-1 Districts: Agricultural-Forestry Districts.
7. W-1 Districts: Conservancy Districts.

Said districts are bounded as shown on a map entitled "Zoning Map of the City of Bayfield" adopted _____ and certified by the City Clerk, which accompanies and which with all explanatory matter thereon, is hereby made a part of this ordinance.

A. INTERPRETATION OF DISTRICT BOUNDARIES.

Where uncertainty exists with respect to the boundaries of any of the aforesaid districts as shown on the zoning map, the following rules shall apply:

1. Where district boundaries are indicated as approximately following the center lines of streets or highways, street lines, or highway right-of-way lines, such center lines, street lines, or highway right-of-way lines shall be construed to be such boundaries.

2. Where district boundaries are so indicated that they approximately follow the lot lines, such lot lines shall be construed to be said boundaries.

3. Where district boundaries are so indicated that they are approximately parallel to the center lines or street lines of streets, or the center lines of right-of-way lines of highways, such district boundaries shall be construed as being parallel thereto and at such distance therefrom as indicated on the zoning map. If no distance is given, such dimension shall be determined by the use of the scale shown on said zoning map.

4. Where the boundary of a district follows a railroad line, such boundary shall be deemed to be located in the middle of the main tracks of said railroad line.

5. Where the boundary of a district follows a stream, lake or other body of water, said boundary lines shall be deemed to be at the limit of jurisdiction of the City unless otherwise indicated or specified in this ordinance or on the zoning map.

B. APPLICATION OF REGULATIONS

Except as hereinafter provided:

1. No building or land shall hereafter be used or occupied and no building or part thereof shall be erected, moved, or altered unless in conformity with the regulations herein specified for the district in which it is located.

2. No building shall hereafter be erected or altered

- a. To exceed the height,
- b. To accommodate or house a greater number of families,
- c. To occupy a greater percentage of lot area, or
- d. To have narrower or smaller rear yards, front yards, side yards, than is specified herein for the district in which such building is located.

3. No part of a yard or other open space about any building required for the purpose of complying with the provisions of this ordinance shall be included as a part of a yard or other open space similarly required for another building.

C. DISTRICT REGULATIONS

R-1: Single Family Residential District - This district is intended to provide for single family year round development in areas which are or can be economically and readily served by utilities and municipal facilities.

1. Permitted Uses

- a. Single family year round dwellings.
- b. Churches and similar places of worship.
- c. Elementary, junior and senior high schools
- d. Public parks, playgrounds, recreational and community center buildings and grounds.
- e. Municipal buildings, except sewage treatment plants, garbage incinerators, warehouses, garages, shops or storage yards, penal or correctional facilities, and asylums.
- f. One private garage.
- g. Home occupations subject to the provisions in Section IV.
- h. Other customary accessory uses provided such uses are clearly incidental to the principal use and that no such use generates traffic or noise that would create a public or private nuisance.

2. Dimensional Requirements

Building Height Limit	35 feet
Required Lot Area	
With public sewer	9600 square feet
Minimum Lot Width	
With public sewer	80 feet
Yards Required	
Front yard	25 feet
Side yard	
Principal building	7 ft. gable or 9 ft eave on one side; 20 feet total
Accessory building	Same as principal building
Rear yard	35 feet
Percentage of Lot Coverage	25% including all buildings
Parking	
Off-street residential	1 per family
Places of public gathering	1 per 5 seats
Minimum Floor Area	1,000 square feet for all floors

R-2: Multi-Family Residential District - This district is intended to provide for multi-family year round residential development in areas which are served by utilities and municipal facilities.

1. Permitted Uses

- a. Any use permitted in the R-1 District.
- b. Multi-family year round dwellings.
- c. Rooming and boarding homes, tourist homes.
- d. Hospitals, clinics, rest homes, homes for the elderly and similar uses.
- e. Other customary accessory uses provided such uses are clearly incidental to the principal use.
- f. Mobile home parks.

2. Dimensional Requirements

Building Height Limit	35 feet
Required Lot Area	
Single Family dwellings	9,600 square feet
Two-family dwellings	9,600 square feet per family
Multi-family (over 2)	4,800 square feet per family
Minimum Lot Width	80 feet
Yards Required	
Front yard	25 feet
Side yards	
Principal Building	7 ft for Gable or 9 ft for eave 20 feet total
Accessory Buildings	Same as for principal building
Rear yard	30 feet from main structure
Percentage of Lot Coverage	60 percent

2. Dimensional Requirements con't.

Parking

Off-street residential

1 per family and 1 per 2 boarders or guests

Places of Public Gathering

1 per 5 seats

Minimum Floor Area

1,000 square feet for 3 bedroom apartments; 800 square feet for 2 bedroom apartments; 600 square feet for 1 bedroom apartments.

C-1: General Commercial District - This district is intended to provide for the orderly and attractive grouping of retail stores, shops, offices and similar establishments for the business and commercial needs of the City.

1. Permitted Uses

- a. Retail stores and shops offering convenience goods and services.
- b. Business and professional offices including governmental offices.
- c. Hotel.
- d. Commercial entertainment facilities provided such uses do not generate noise, smoke or odors that would create a public or private nuisance.
- e. Mortuary.
- f. Restaurants, taverns and cocktail lounges.
- g. Laundromats.
- h. Clubs, lodges and fraternal organizations.
- i. Parking Lots.
- j. Other uses and accessory uses which, in the opinion of the Board of Appeals, are of the same general character of those listed or incidental to such uses, and which will not be detrimental to the character of the commercial district.

2. Dimensional Requirements

Building Height Limit

45 feet

Required Lot Area

6,000 square feet

Yards Required

Front yard

15 feet

Side yards

Principal Building

9 feet; except on corner

Accessory Building

3 feet

Rear yard

25 feet

Minimum Lot Width

60 feet

Percentage of Lot Coverage

40 percent

Parking

Commercial

1 per 200 square feet of floor area

Places of Public Gathering

1 per 5 seats

Off-street Unloading Area

Sufficient space so that no streets or alleys need be blocked.

In blocks in the business districts which are already developed, the dimensional requirements of this ordinance can be modified if in the opinion of the Board of Appeals, as provided in Section VI, such action would be in keeping with the purpose of this ordinance where a practical difficulty or hardship would result from a literal enforcement of the requirements.

C-2: Highway Commercial District - This district is intended to provide for an orderly and attractive grouping at appropriate locations of the commercial establishments that are oriented to highway use.

1. Permitted uses (Subject to the provisions of Section VI.)
 - a. Any use permitted in the C-1 District.
 - b. Automobile sales and service establishments and public garages.
 - c. Service stations, washing and repair stations and garages provided all gas pumps are not less than 30 feet from any existing or proposed street line.
 - d. Motels.
 - e. Drive-in establishments serving food or beverages for consumption on the premises.
 - f. Other uses similar to or customarily incident to any of the above uses.

2. Dimensional Requirements

Building Height Limit	35 feet
Side Yard	
Principal building	20 feet on each side
Accessory building	3 feet on each side
Front Yard Setback	50 feet
Rear Yard Setback	20 feet
Minimum Lot Width	60 feet
Parking	
Commercial Off-street	1 per 200 square feet of floor space for service establishments 1 per sleeping unit or room
Places of Public Gathering	1 per 5 seats
Off-street Unloading area	Same as C-1 District

I-1: General Manufacturing District - This district is established to accommodate existing industrial uses and to preserve and protect lands, designated on the comprehensive plan for industrial development and use, from the intrusion of certain incompatible uses which might impede the development and use of lands for industrial purposes. All types of industrial uses are permitted in the district and because of the possible nuisance feature of certain industrial uses, a distance limitation from Residence District is provided.

1. Permitted Uses (Subject to the provisions of Section VI)
 - a. Manufacturing, assembly fabricating, and processing, plants and similar type industrial operations consistent with the purposes of this district.
 - b. General Warehousing.
 - c. Accessory uses clearly incidental to a permitted use.

2. Uses permitted in the I-1 District are subject to the following conditions:
 - a. All business, servicing, or processing, except for off-street parking or loading, display of merchandise for sale to the public, and establishments of the "drive-in" type, shall be conducted within completely enclosed buildings unless otherwise indicated hereinafter.
 - b. All storage within 100 feet of a Residence District, except for motor vehicles in operable condition, shall be within completely enclosed buildings or effectively screened.*

3. Dimensional Requirements

Yard Required	
Front Yard	25 feet
Side Yard	
Principal Building	9 feet on one side; 20 feet total
Accessory Building	35 feet
Rear Yard	35 feet

* Subject to the provisions of Section VI, Paragraph D.

A-1: Agricultural-Forestry District - This district is intended to provide for the continuation of forestry and related programs, conserve those areas best suited for agricultural development, and to prevent the untimely scattering of residential, commercial and industrial uses in areas not served by utilities and municipal facilities.

1. Permitted Uses (Subject to the provisions of Section VI).
 - a. General farming, provided that buildings in which farm animals are kept shall be at least 100 feet from the nearest residential or commercial district.
 - b. One and two family farm residences, but only when occupied by owners and/or persons engaged in farming activities on the farm on which it is located.
 - c. Woodlots and tree farms.
 - d. Production of forest crops, including tree plantations.
 - e. Harvesting of wild crops such as marsh hay, moss, berries, tree fruits and tree seeds.
 - f. Hiking trails, wildlife refuges.
 - g. Hunting and fishing unless prohibited by ordinances or laws.

- h. Customary accessory buildings including not more than one roadside stand for the sale of farm products produced on the premises. Any such roadside stand shall be set back 50 feet from the center line of the road or highway and no more than two non-lighted signs no larger than 24 square feet in area advertising the sale of said products may be erected within 100 feet of the stand. The Board of Appeals may order the removal of a farm stand if said board determines that it constitutes a traffic hazard or nuisance.
- i. Airports including terminal facilities and necessary concessions.

2. Dimensional Requirements

Building Height Limit	
Residential	35 feet
Agricultural	Not applicable
Required Lot Area	5 acres
Minimum Lot Width	300 feet
Yards Required	
Front Yard	40 feet
Side Yard	
Principal Building	10 feet
Accessory Building	3 feet
Rear Yard	30 feet
Parking	
Off-street Residential	1 per family

W-1: Conservancy District - The W-1 District is intended to preserve the natural state of scenic areas in the city and to prevent uncontrolled, uneconomical spread of residential development, and to help discourage intensive development of marginal lands so as to prevent potential hazards to public and private property. The 2,000 foot restricted development radius around the sewage lagoon is also included in this district.

- 1. Permitted Uses: (Subject to the provisions of Section VI)
 - a. Management of forestry, wildlife, and fish.
 - b. Harvesting of tame hay and wild crops, such as: marsh hay, ferns, moss, berries, tree fruits, and tree seeds.
 - c. Hunting, fishing, and trapping.
 - d. Parks and general recreational areas.
 - e. Uses similar and customarily incident to any of the above uses.

There are no set-back, lot size or other dimensional requirements applicable to the W-1 District.

SECTION IV. GENERAL PROVISIONS

A. After adoption of this ordinance, the use of any land; the size shape and placement of lots; the use, size, height, type and location of structures thereon; and the provisions for open spaces shall be in compliance with the regulations set forth in the text of this ordinance and on the "Official Zoning Map, Bayfield Wisconsin."

B. Every building hereafter erected or relocated shall be of a lot or parcel created in accordance with the provisions of the "Subdivision Control Ordinance, City of Bayfield Wisconsin." Except as otherwise specifically authorized, only one principal structure shall be permitted on a lot.

C. Setback Requirements

1. All state and federal highways are hereby designated Class A highways. The setback line for Class A highways and on other roads designated as principal arterials, primary arterials, and standard arterials on official maps in effect in the city shall be 125 feet from the center line of the highway or 60 feet from the right-of-way line, whichever is greater.

2. All county trunk highways not otherwise designated as Class A highways are hereby designated as Class B highways. The setback for Class B highways and for roads designated as minor arterials and high collectors on official maps in effect the city shall be 100 feet from the center-line of the highway or 42 feet from the right-of-way line, whichever is greater.

3. All other roads in the city are hereby designated as Class C highways. The setback for Class C highways shall comply with the front yard requirements as specified in Section III measured from the right-of-way lines of such highways.

4. A setback equal to the average setback of existing principal buildings located within 500 feet of a proposed building site and on the same side of the street, shall be permitted where five of these buildings do not conform with the appropriate setback line.

5. Minor, readily removable structures such as open fences or signs permitted by this ordinance may be placed within setback lines. Public utility equipment without permanent foundation is also permitted. When deemed necessary by the Plan Commission in connection with development such as highway improvement programs, property owners and public utilities may be required to remove, at their own expense and without right of compensation any structures erected within setback lines.

6. In each quadrant of every street intersection there shall be designated a visual clearance triangle, bounded by the inner street right-of-way lines and a line connecting them 35 feet from their intersection. Within this triangle no object shall be allowed above a height of two and one-half feet above the street grade if it obstructs the view across the triangle. This provision shall not apply to tree trunks, posts or wire fences.

7. Access driveways to highways from abutting properties shall comply with the following requirements:

<u>Class of Highway</u>	<u>Minimum Distance Between Driveways</u>	<u>Minimum Distance From Highway Intersection</u>
Class A Highways	800 feet	250 feet
Class B Highways	300 feet	150 feet
Class C Highways	75 feet	100 feet

Where there is more than one lot abutting on Class A or Class B highways between access driveways, a service road not less than 50 feet wide, shall be provided across the entire frontage of each lot.

8. Setback requirements from navigable waters shall be measured from the normal high waterline of such waters as determined by the Building Inspector. A setback equal to the average setback of existing principal buildings located within 300 feet of a proposed building site shall be permitted where five of these buildings do not conform with the required setback line. A minimum setback of 75 feet shall be required on sewered lots and a minimum setback of 125 feet on unsewered lots shall be required in all cases.

D. Heights of the following structures may exceed ordinance limits for the district in which it is to be located with the approval of the Plan Commission; cooling towers, stacks, lookout towers, silos, windmills, water towers, spires, radio and television aerials, mast, antennae and necessary mechanical appurtenances.

E. After adoption of this ordinance, no lot shall be so reduced that the dimensional requirements of this ordinance cannot be met. Existing substandard lots of record at the time of the adoption of this ordinance may be devoted to uses permitted in the district provided the setback and yard requirements can be met. If two or more substandard lots with continuous frontage have the same ownership as of the effective date of this ordinance, the lots involved shall be considered to be an individual parcel for the purposes of this ordinance.

F. Existing lots and lots created after the adoption of this ordinance which are not served by public sewer shall meet minimum area requirements of the Bayfield County Sanitary Code, applicable provisions of the Wisconsin Administrative Code, and any additional requirements imposed by this ordinance.

G. Open Space Requirements

Every part of the required area of a yard shall be opened to the sky, unobstructed except for ordinary projections of sills, cornices, steps, porches, and ornamental features. Unenclosed fire escapes may project into a required yard area not more than five feet.

H. Structures not Buildings

Structures which are not buildings and which are six inches or more in height from the surface of the ground shall be subject to the setback, and other dimensional requirements of this ordinance.

I. Accessory Uses and Structures

1. Any permanent structure if attached to the principal building, shall be considered a part of the principal building. If such a structure is a building and is not attached to the principal building, it shall conform to the setback, and other dimensional requirements of the district within which it is located.

2. Walks, drives, garden accessories, game courts, and similar facilities shall not be closer than three feet to an abutting property line other than a street.

3. Fences, walls, and similar screening devices not over two and one-half feet high are permitted anywhere on a lot. Any such structure over two and one-half feet high is permitted provided it conforms to the setback, height and other dimensional requirements of the district within which it is located.

4. Private garages permitted in residential districts or on lots where the principal use is residential shall conform to the following requirements:

- a. No more than one garage shall be permitted on a lot.
- b. No detached garage shall have a floor area greater than 60% of the floor area of the principal building on the lot.
- c. No detached garage shall have a floor area in excess of 10% of the total lot area.
- d. Unenclosed storage. No large object other than one passenger motor vehicle, or major recreational equipment, may be stored on a lot in a residential district, except within a garage.

SECTION V. REGULATION OF SPECIAL USES

A. CLUSTER AND PLANNED UNIT DEVELOPMENTS:

1. Purpose

This section affords a means whereby the minimum residential lot sizes in the R-1, R-2 Districts may be reduced without lowering the density standards for the district as a whole.

2. Requirements

Proposed cluster developments shall include a minimum of 5 acres and shall be platted in accordance with the Bayfield Subdivision Control Ordinance. The permitted number of lots in such developments shall be determined by dividing the total area of the development, excluding streets, by the minimum permitted lot size of the zoning district in which it is located, provided that the minimum lot sizes and sanitary facilities are consistent with applicable rules, regulations and laws as set forth in the Wisconsin Administrative Code and other applicable codes and ordinances.

B. MOBILE HOME PARKS AND TRAILER PARKS:

1. Mobile Home Parks

Except as otherwise specifically authorized, no mobile home intended for occupancy shall be located in the City of Bayfield except in a mobile home park, the plan of which has been approved by the Plan Commission. Such parks shall meet the following requirements:

- a. Minimum size -- two acres.
- b. Maximum number of mobile home sites -- eight per acre.
- c. Minimum width of a mobile home site -- 40 feet.
- d. Maximum height of a mobile home trailer -- 15 feet.
- e. Minimum distance between mobile home trailers -- 20 feet.
- f. Minimum distance between mobile home and service road -- 10 feet.
- g. Each mobile home site shall be connected to a public or common water supply system and a public or common sewage disposal system.
- h. All drives, parking areas and walkways shall be hard surfaced. There shall be one parking space for each mobile home and additional parking spaces for automotive vehicles within the park, totaling not less than one and a quarter spaces for each mobile home space.
- i. No mobile home sales office or other business or commercial use shall be located on the mobile home site. However, laundries, wash rooms, recreation rooms, maintenance equipment storage and one office are permitted.
- j. Minimum side yard setback -- 40 feet at all front, side and rear lot lines of the mobile home park.
- k. Each mobile home park shall be completely enclosed, except for permitted entrances and exits; (subject to the provisions of Section VI, Paragraph D.)
- l. All mobile homes shall meet the construction standards of the Mobile Homes Manufacturing Association.
- m. Mobile home parks shall comply with the sanitation regulations of the Bayfield County Sanitary Code and the appropriate requirements of the Wisconsin Administrative Code.

2. Trailer Camps

Except that a trailer may be located on a residential lot for not more than one month in any one calendar year, no trailer shall be located within the City of Bayfield except in a federal, state, town, or county camp or in a private campsite, the plan of which has been approved by the City Zoning Committee.

- a. Each trailer site shall be plainly marked and surfaced.
- b. Maximum number of trailer sites shall be 25 per gross acre.
- c. All drives and parking areas other than those at individual trailer sites shall be hard surfaced.
- d. Central toilet, shower and washing facilities shall be provided in sufficient quantity, as determined by the State Department of Health and Social Services requirements.

- e. Water supply and the manner of sewage disposal shall comply with regulations of the Bayfield County Sanitary Code and the appropriate requirements of the Wisconsin Administrative Code.
- f. No trailer shall be less than 50 feet from the front, side or rear lot lines of the camp.
- g. Marshland and shoreline areas shall not be altered.
- h. The screening provisions for mobile home parks shall be met.

3. Major Recreational Equipment

The parking, storage, or use of major recreational equipment shall not be subject to the provisions of this section, except that no major recreational equipment shall be parked or stored on any lot in a residential district except in a garage or carport or behind the nearest portion of a building to a street. Such equipment may be parked anywhere on residential premises for a period not to exceed 24 hours during loading or unloading. No such equipment shall be used for living or housekeeping purposes when parked or stored on a residential lot, or in any location not approved for such use.

C. OFF-STREET PARKING AND SERVICE AREAS:

1. Spaces Required: Any building hereafter erected or placed on a lot shall be provided with off-street vehicle parking for those using such building in accordance with the following regulations:

- a. Each parking space required shall be at least 200 square feet in area, laid out in such manner as to accommodate one automobile.
- b. Residential uses shall be provided with at least one (1) parking space for each dwelling unit.
- c. Commercial and industrial uses as listed and permitted in the zoning district, shall be provided, except as noted below with one parking space for each 200 square feet of floor area. However, restaurants, taverns, and similar establishments shall be provided with at least one space for each 5 seats devoted to patron use; motels, tourist cabins and similar establishments shall be provided with at least one space for each unit; drive-in eating stands offering in-car service shall be provided with at least 5 spaces for each person employed to serve customers.
- d. Public gathering uses shall be provided with at least one space for each 5 patrons to be accommodated on the premises.

2. Paving: Paving or hardsurfacing is required of any non-residential off-street parking area having a capacity of more than 4 vehicles or located within 500 feet of a residential district.

3. Offset: In any off-street parking area, other than that provided for a residence which abuts a residential district, no vehicle shall be allowed to park closer than 10 feet to the abutting residential lot line.

4. Setback: No vehicle shall be parked within 10 feet of the existing street line.

5. Off-Street Loading and Unloading: Any commercial or industrial building hereafter erected or placed on a lot, shall be provided with sufficient off-street loading and unloading space so that no public streets or alleys need be blocked by such activities. In the Industrial District such buildings shall be provided with a minimum of 400 square feet of off-street loading and unloading space.

6. Landscaping: The Plan Commission may require landscaping in connection with established off-street parking and service areas.

D. QUARRIES AND MINES

Quarrying and mining includes the removal of rock, slate, gravel, sand, topsoil, or other natural material from the earth by excavating, underground mining, stripping, leveling, or any other process and shall be restricted as follows:

1. General Provisions:

Except as added to or altered hereafter in this section, the procedures and requirements of Section VI, governing conditional uses shall apply.

2. Application Required:

Applications requesting Plan Commission approval of a proposed quarrying activity shall be accompanied by:

- a. A description of all phases of the contemplated operation including types of machinery and equipment which will or might be necessary to carry on the operation. Where the operation is to include sand and gravel washing, the estimated daily quantity of water required, its source and its disposition shall be identified.
- b. A legal description of the proposed site.
- c. A topographic map (at a minimum contour interval of five feet) of the proposed site and the area extending beyond the site to a minimum distance of 300 feet on all sides.
- d. A restoration plan as hereinafter required.

3. Consideration of Compatibility: In reviewing a proposal for a quarrying activity, the Plan Commission shall take into consideration:

- a. The effect of the proposed operation on drainage and water supply, particularly in connection with sand and gravel washing.
- b. The possibility of soil erosion as a result of the proposed operation.
- c. The most suitable land use for the area.

4. Restoration Plan and Financial Guarantee Required: No grant to carry on a quarrying operation shall be given until the Plan Commission approves a restoration plan and the owner agrees to restore the quarried area to a condition of practicable usefulness and reasonable physical attractiveness as soon as practicable after the quarrying operations have ceased. The owner shall provide sufficient financial guarantee to secure the performance of the restoration agreement. The agreement and financial guarantee shall be in a form approved by the City Attorney.

5. Conditions for Approval: The Plan Commission may set forth conditions regarding appropriate setback and other dimensional requirements, particularly with reference to avoiding a nuisance effect on surrounding residential uses. Suitable fencing and landscaping may be required.

6. Duration of Conditional Grant: The initial grant to carry on a quarrying operation shall not be effective for more than five years. Authorization may be extended for 5 additional years, subject to conditions specified by the Plan Commission.

7. Existing Quarry Operations:

- a. Within 60 days after the effective date of this ordinance, the owners of all existing quarrying operations shall submit to the Plan Commission the names of the quarry owners and operators and information regarding its operation.
- b. Within one year after adoption of this ordinance, the owners shall submit to the Plan Commission a plan for restoration of the quarrying site in accordance with paragraph 4 of this section. The restoration plan shall not impose requirements which are economically or engineeringly unreasonable with respect to conditions resulting from operations prior to enactment of this ordinance.
- c. Within three years after the effective date of this ordinance any such existing operation shall be subject to the provisions of paragraphs 4, 5, and 6 of this section.

E. SALVAGE YARDS

No salvage yards shall be permitted in Bayfield except in conformance with a plan approved by the Plan Commission.

1. General Provisions:

- a. Salvage materials shall not be located within 600 feet of public roads, streets and highways, and all establishments of this kind shall have minimum side and rear yards of 100 feet each.
- b. Salvage material shall not be located in the R-1, R-2, C-1, C-2 and W-1 districts.
- c. Salvage materials shall be enclosed by a suitable fence or planting screen so that the materials are not visible from other property in the vicinity of the salvage yard, nor from a public right-of-way such as roads, streets, highways and

- waterways. The fence or planting screen shall be a minimum of eight feet in height and shall be kept in good repair.
- d. Salvage materials shall not be piled higher than the height of the fence or planting screen, nor against the fence.
 - e. For fire protection, an unobstructed firebreak shall be maintained, one rod in width and completely surrounding the salvage yard.

F. GARBAGE AND RUBBISH DISPOSAL SITES

1. General Provisions:

No garbage or rubbish disposal site or closely related operation shall be permitted in Bayfield except in conformance with a plan approved by the Plan Commission. Such sites shall comply with the following requirements:

- a. Garbage or rubbish disposal sites shall not be located in the R-1, R-2, C-1, or C-2 Districts.
- b. All such disposal sites shall have minimum front, side, and rear yards of 100 feet each.
- c. The disposal site shall be enclosed by a suitable fence or planting screen so that the materials are not visible from other property in the vicinity of the disposal site, nor from a public right-of-way such as roads, streets, highways, and waterways.
- d. A permit shall be obtained from the State Division of Environmental Protection that the disposal site will not pollute the ground and surface waters in the area and further complies with the state rules and regulations.
- e. A one rod wide unobstructed firebreak completely surrounding the disposal site shall be maintained for fire protection.
- f. No disposal site in which burning activities are planned at the site shall be permitted to pollute the air of nearby populous areas.

G. HOME OCCUPATIONS

1. General Provisions:

Home occupations and professional offices when incidental to the principal residential use, situated in the same building and carried on by the residential occupant shall comply with the following requirements:

- a. Such use shall not occupy more than 25 percent of the classified floor area of the principal building in which it is located.
- b. Such use shall not employ more than one person not a resident on the premises.
- c. Any off-street parking area provided shall be maintained reasonably dustless, and adequately screened from adjoining residential properties.

- d. Such use shall not include the conduct of any retail or wholesale business on the premises, nor the removal of sand, gravel, stone, topsoil, or peat moss for commercial purposes.
- e. Such use shall not include the operation of any machinery; tools or other appliances, or the outside storage of materials or other operational activity, any of which would create a nuisance or be otherwise incompatible with the surrounding residential area.
- f. A name plate not in excess of six square feet in area shall be permitted.

H. AIRPORT SAFETY ZONES

Except for field crops and fences under five feet high, the maximum height of any object located within 500 feet of either side of the centerline of a landing strip, and extended to a distance of 2 miles from the end of the runway shall be no higher than $1/40$ of the distance of the object to the landing strip.

SECTION VI: CONDITIONAL USES

A. The plan Commission may authorize the building inspector (as referred to in the Enforcement and Penalties section of this ordinance) to issue a conditional use permit for conditional uses specified in this ordinance after a review and a public hearing, provided such uses are in accordance with the purpose and intent of this ordinance.

B. Application for conditional use permits shall be submitted to the building inspector on forms provided by the inspector and shall be accompanied by a plan showing the location, size, and shape of the lot(s) involved and of any proposed structures, and the existing and proposed use of each structure and lot. The cost of land use permits shall be established by the Bayfield City Council.

C. The Plan Commission shall review the site, existing and proposed structures, architectural plans, neighboring uses, parking areas, driveway locations, highway access, traffic generation and circulation, drainage, sewerage and water systems and the proposed operation.

D. Conditions related to landscaping, architectural design, type of construction, construction commencement and completion dates, sureties, lighting, fencing, operational control, hours of operation, traffic circulation, deed restrictions, access restrictions, increased yards, parking requirements, may be required by the Plan Commission upon its findings that such conditions are necessary to fulfill the purpose and intent of this ordinance.

E. Conditional uses shall comply with all other provisions of this ordinance such as lot width and area, yards, height, parking and loading.

F. The following are conditional uses:

1. Home occupations in the R-1 and A-1 Districts.
2. Mobile homes in the R-2 District.
3. All uses in the C-2 District including the following:
 - a. Drive-in establishments serving food and beverages for consumption on the premises.
 - b. Motels, motor lodges and inns.
 - c. Recreational establishments including drive-in theaters, golf or baseball driving ranges, archery fields, miniature golf courses or similar uses.
 - d. Uses clearly similar in character or customarily incident to any of the above uses.
4. Any use in the I-1 District:
5. The following use in the A-1 District.
 - a. Churches, schools, cemeteries, community parks and recreation areas, public and semi-public buildings, water storage and sewage disposal facilities and power stations (provided they are enclosed by an eight (8) foot or more protective screened fence).
 - b. Single family residences provided they are located on five (5) acres or more tracts and that soils analyses indicate a suitability for private sewer and water systems.
 - c. Dumping grounds, sanitary land fill, and related operations provided sufficient setback screening and protective fencing are provided.
6. The following uses in the W-1 District:
 - a. Sewage disposal plants, sanitary land fill, water storage and pumping facilities, golf course, and public parks.

SECTION VII: SIGNS

A. No sign shall hereafter be located, erected, moved, reconstructed, extended, enlarged, converted, or structurally altered without a land use permit except those signs excepted below and without being in conformity with the provisions of this ordinance.

B. All signs are prohibited in the R-1, R-2, A-1, and W-1 Districts except the following:

1. Signs over show windows or doors of a nonconforming business establishment announcing without display or elaboration only the name and occupation of the proprietor and not to exceed four (4) square feet.

2. Real estate signs not to exceed four (4) square feet in area which advertise the sale, rental, or lease of the premises upon which said signs are temporarily located.

3. Name, occupation, and warning signs not to exceed two (2) square feet located on the premises.

4. Bulletin boards for public, charitable, or religious institutions not to exceed eight (8) square feet in area located on the premises.

5. Memorial signs, tablets, names of buildings, and date of erection when cut into any masonry surface or when constructed of metal and affixed flat against a structure.

6. Official signs, such as traffic control, parking restrictions, information, and notices.

7. Temporary signs or banners when authorized by the Plan Commission.

C. Signs are permitted in the C-1, C-2 and I-1 Districts subject to the following restrictions:

1. Wall signs placed against the exterior walls of buildings shall not extend more than six (6) inches out from a building's wall surface; shall not exceed one hundred (100) square feet in area of the wall surface for any one premise, and shall not extend above the wall on which it is placed.

2. Ground signs shall not exceed ten (10) feet in height above the mean centerline street grade, shall meet all requirements for the district in which it is located, shall not exceed thirty (30) square feet. No advertising sign shall be designed and erected so as to be seen or read from any water area.

3. Window signs shall be placed only on the inside of commercial buildings and shall not exceed twenty-five (25) percent of the glass area of the pane upon which the sign is displayed.

4. Any sign qualifying as more than one of the above listed types shall meet the requirements for each type.

D. Signs shall not resemble, imitate, or approximate the shape, form or color of traffic or railroad signs, signals, or devices. Signs shall not obstruct or interfere with the effectiveness of traffic or railroad signs, signals, or devices. No sign shall be erected, relocated, or maintained so as to prevent free ingress to or egress from any door, window, or fire escape, and no sign shall be attached to a standpipe or fire escape. No sign shall be placed so as to obstruct or interfere with traffic visibility.

E. No flashing intermittent or moving lights or moving parts shall be used with any sign.

F. Not more than one sign of one hundred (100) square feet in area shall be permitted on any one premises.

G. Signs lawfully existing at the time of the adoption or amendment of this ordinance may be continued although the size, use, or location does not conform to the provisions of this ordinance. However, it shall be deemed a nonconforming use or structure, and the provisions of Section VI shall apply.

H. Present use of signs may be continued even though they do not conform to the restrictions of this ordinance. However, structural repairs or alterations of such signs shall not exceed 50 percent of their assessed value at the time they become nonconforming unless conforming to this ordinance results. Any nonconforming use that is abandoned for one year shall be discontinued permanently.

SECTION VIII: NONCONFORMING USES

Present uses of buildings, signs and premises may be continued even though they do not conform to the restrictions of this ordinance. However, structural repairs or alterations of such buildings, signs or premises shall not during its life exceed 50 percent of their assessed value at the time they become nonconforming unless a building, sign or premise conforming to this ordinance results. Any nonconforming use that is abandoned for one year shall be discontinued permanently.

SECTION IX: BOARD OF APPEALS

A Board of Appeals shall be appointed as specified in Sections 60.74 and 62.23, Wisconsin Statutes. The members shall serve without compensation and shall be removable by the President for cause upon written charges and after public hearing. The Board of Appeals shall make and file in the office of the City Clerk its own rules of procedure consistent with the statutes. It shall have the following powers:

1. To hear and decide appeals where it is alleged that the building inspector has made an erroneous finding or order.
2. To hear and decide special exceptions to the terms of this ordinance upon which the board is required to pass.
3. To grant specific variances from the terms of this ordinance where it is shown that unique physical circumstances applying to a lot cause hardship to the owner under the ordinance, and that the variance still will be in fundamental harmony with surrounding uses. The board may reverse or affirm wholly or in part or may modify any order, requirement, decision or determination appealed from or to decide in favor of the applicant on any matter on which it is required to pass or to effect a variance. The grounds of every such determination shall be stated and recorded.

No action of the Board of Appeals shall have the effect of permitting in any district uses prohibited in such district by this ordinance. The

minutes of proceedings and hearings before the board and all variances and special exceptions granted by it shall be filed promptly at the office of the City Clerk and shall be open for public inspection during office hours.

SECTION X: ENFORCEMENT AND PENALTIES

1. The City Council, City of Bayfield shall designate that the building inspector enforce this ordinance by means of land use permits, the cost of which shall be established by the City Council.

2. The inspector shall not issue a permit for a structure or a use that is not allowed by this ordinance. No structures shall be built, moved, or altered, and no land use shall be substantially altered, until a land use permit has been issued, except that no permit shall be required for farm structures that are not intended to shelter humans.

3. Application for any land use permit shall be accompanied by a map showing the location, size and shape of the lot(s) involved, and of any proposed structures, and the existing and proposed use of each structure and lot, and in the case of residential development, the number of families expected to be accommodated.

4. Under rules established by the City Council, City of Bayfield the inspector may issue temporary permits of up to one year's duration.

5. Any person who violates this ordinance shall be subject to a fine of not less than \$10 or more than \$200, plus the cost of prosecution, or by imprisonment in the county jail for a term of not more than 30 days, or until such judgment is paid. Every day of violation shall be a separate offense.

SECTION XI: AMENDMENTS

The City Council, City of Bayfield may amend this ordinance following the procedures prescribed by Section 62.23, Wisconsin Statutes.

SECTION XII: SEPARABILITY

Invalidation of any part of this ordinance by a court shall not invalidate the rest of the ordinance.

SECTION XIII: ANNEXATION

All territory annexed by the City of Bayfield shall become part of the A-1 District until definite boundaries and regulations are recommended by the Plan Commission and adopted by the City Council, City of Bayfield, such adoption to be completed within 90 days of the annexation.

SECTION XIV: CONFLICTING PROVISIONS REPEALED

All ordinances or parts of ordinances in conflict with any of the provisions of this ordinance are hereby repealed.

SECTION XV: EFFECTIVE DATE

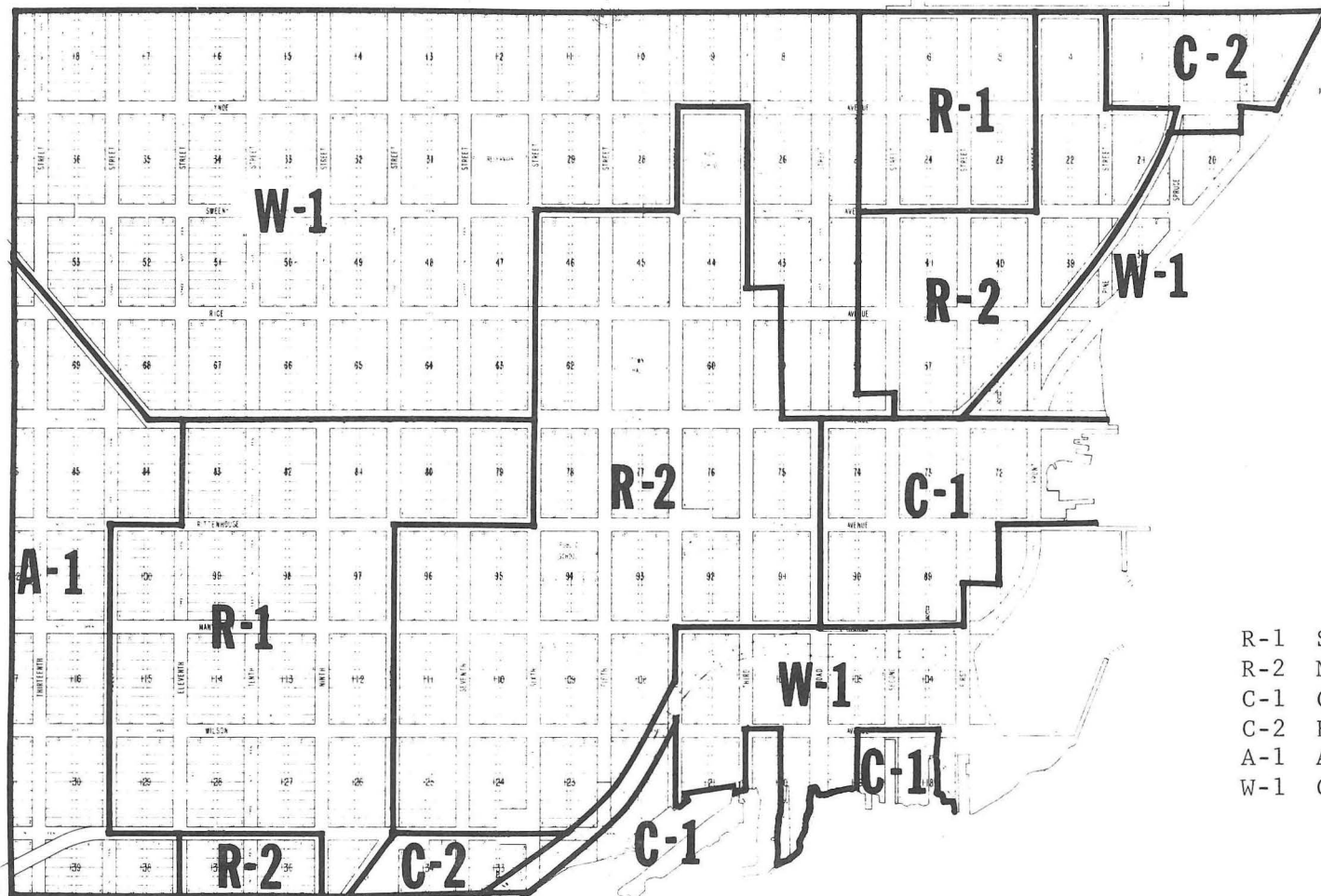
This ordinance shall be in force from and after its passage, approval, publication, and recording according to law.

AS PROVIDED BY STATUTES

Adopted this _____ day of _____, 19____.

ATTESTED _____

OFFICIAL ZONING MAP CITY OF BAYFIELD, BAYFIELD COUNTY, WISCONSIN



LEGEND

- R-1 SINGLE-FAMILY RESIDENTIAL
- R-2 MULTI-FAMILY RESIDENTIAL
- C-1 GENERAL COMMERCIAL
- C-2 HIGHWAY COMMERCIAL
- A-1 AGRICULTURE
- W-1 CONSERVANCY AREA



CITY PLANNING COMMISSION
BAYFIELD, WISCONSIN 1971

PRODUCTION OF THIS MAP WAS FINANCIALLY ASSISTED THROUGH A GRANT FROM THE GREAT PLAINS ADMINISTRATION OF THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT UNDER THE GREAT PLAINS HOUSING PROGRAM. APPROX. 50 PERCENT OF THE COSTS OF THIS MAP WERE COVERED.

STATE OF WISCONSIN
DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT
BUREAU OF LOCAL AND REGIONAL PLANNING

COMPREHENSIVE PLANNING PROGRAM—BAYFIELD, WISCONSIN

IV
PLATE 26

PROPOSED OFFICIAL MAP ORDINANCE

BAYFIELD, WISCONSIN

PROPOSED OFFICIAL MAP ORDINANCE

BAYFIELD, WISCONSIN

Section

I	PURPOSE
II	EFFECT
III	SUBDIVISION PLATS AND BUILDING PERMITS
IV	APPEALS
V	PENALTY
VI	EFFECTIVE DATE
VII	SEPARABILITY
VIII	FILING

PROPOSED OFFICIAL MAP ORDINANCE

BAYFIELD, WISCONSIN

As provided in Section 62.23 of the Wisconsin Statutes, the City Council ordains:

SECTION I: PURPOSE

To provide for orderly, safe and economical expansion of the built-up area of the community by designating the location and extent of existing and proposed streets, highways and parks on an official map. Also, to ensure proper legal descriptions and monumenting of land; to facilitate adequate provision for transportation, parks, playgrounds and storm water drainage; and to facilitate further subdivision of larger tracts into smaller parcels of land.

SECTION II: EFFECT

The official map is intended to be final and conclusive with respect to the location and extent of streets, highways and parks shown on the map. The City Council may change or add to the map if it is determined to be in the public interest. Changes and additions shall be made in accordance with procedures in Section 62.23 of the Statutes. The placing of proposed streets, highways or parks upon the official map shall not constitute or be deemed to constitute the opening or establishment of such streets, highways, or parks, or the taking or acceptance of any land for such purposes.

SECTION III: SUBDIVISION PLATS AND BUILDING PERMITS

The City Plan Commission shall require that all subdivision plats conform to the official map. All streets within recorded subdivisions approved by the Plan Commission and City Council shall become a part of the official map. No building permit shall be issued for any structure in the bed of any street or highway shown on the official map, and no permit for the erection of any structure shall be issued unless a street or highway giving access to the structure has been duly placed on such map, except as provided in Section 62.23 of the Statutes. The Building Inspector shall require each applicant to submit a plat plan (unless the site is a lot in a recorded subdivision or certified survey plat), certified by a registered surveyor, showing accurately the location of any proposed building with reference to adjacent streets, highways or parks shown on the official map.

SECTION IV: APPEALS

The Board of Zoning Appeals shall have the power to grant relief from the requirements of this ordinance in accordance with the provisions of Section 62.23 (6) (d), (f), and (g) of the Wisconsin Statutes.

SECTION V: PENALTY

Any person, firm or corporation failing to comply with this ordinance shall be subject to a fine up to \$200, plus costs of prosecution, for each day of violation.

SECTION VI: EFFECTIVE DATE

This ordinance shall be in force from and after its passage, approval, publication and recording according to law.

SECTION VII: SEPARABILITY

Invalidation of any part of this ordinance by a court shall not invalidate the rest of this ordinance.

SECTION VIII: FILING

Immediately upon this ordinance becoming effective, the City Clerk shall file a certificate with the Register of Deeds for Bayfield County showing that the city has adopted the official map.

AS PROVIDED BY STATUTE

ADOPTED this _____ day of _____ 19 _____.

ATTESTED _____
(Mayor)

(City Clerk)

OFFICIAL MAP

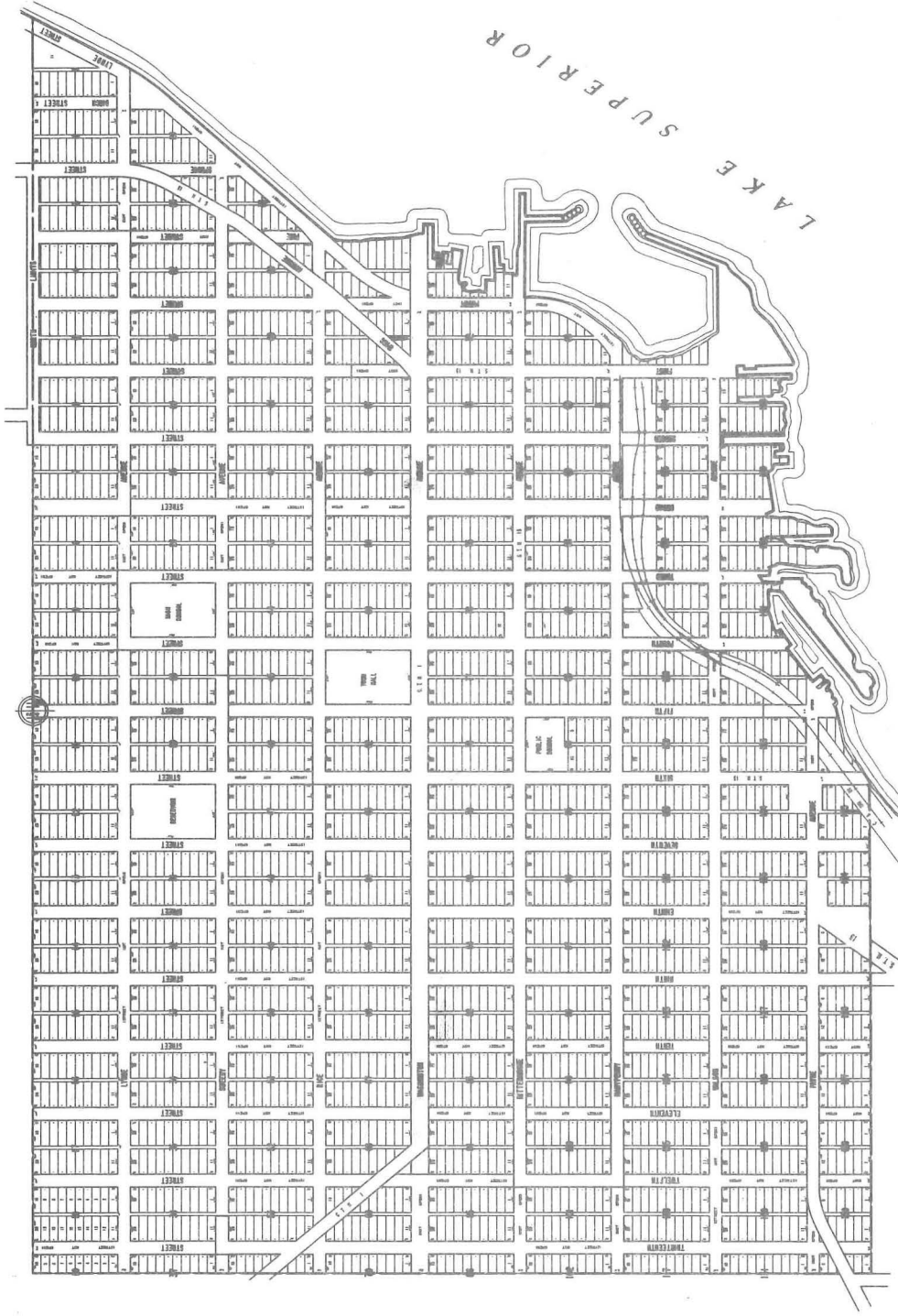
CITY OF BAYFIELD

BAYFIELD COUNTY

WISCONSIN

THIS MAP IS A REPRODUCTION OF THE MAP OF THE TERRITORY OF THE STATE OF WISCONSIN, AS THE SAME APPEARED IN THE YEAR 1848, AND WAS REPRODUCED UNDER THE AUTHORITY OF THE LEGISLATURE OF THE STATE OF WISCONSIN, IN THE YEAR 1850, AND WAS REPRODUCED UNDER THE AUTHORITY OF THE LEGISLATURE OF THE STATE OF WISCONSIN, IN THE YEAR 1850, AND WAS REPRODUCED UNDER THE AUTHORITY OF THE LEGISLATURE OF THE STATE OF WISCONSIN, IN THE YEAR 1850.

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IV
PLATE
27

CITY PLANNING COMMISSION
BAYFIELD, WISCONSIN 1971

STATE OF WISCONSIN
DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT
BUREAU OF LOCAL AND REGIONAL PLANNING

COMPREHENSIVE PLANNING PROGRAM
BAYFIELD, WISCONSIN

PROPOSED SUBDIVISION ORDINANCE

BAYFIELD, WISCONSIN

PROPOSED SUBDIVISION ORDINANCE

BAYFIELD, WISCONSIN

Section

- I INTRODUCTION: AUTHORITY, PURPOSE AND INTERPRETATION
- II GENERAL PROVISIONS
- III DEFINITIONS
- IV PROCEDURE FOR SUBMITTING SUBDIVISIONS
- V DESIGN STANDARDS
- VI IMPROVEMENTS
- VII EASEMENTS
- VIII PUBLIC RESERVATION
- IX VARIANCES
- X ENFORCEMENT, PENALTIES AND REMEDIES
- XI SEPARABILITY
- XII EFFECTIVE DATE AND APPLICATION

PROPOSED SUBDIVISION ORDINANCE

BAYFIELD, WISCONSIN

SECTION I: INTRODUCTION: AUTHORITY, PURPOSE AND INTERPRETATION

In accordance with the authority granted by Section 236.45 of the Wisconsin Statutes and for the purposes listed in Sections 236.01 and 236.45 of the Wisconsin Statutes, the City Council ordains:

The provisions of this ordinance shall be held to be minimum requirements adopted to promote the health, safety, comfort, prosperity and general welfare of the residents of Bayfield.

It is not intended by this ordinance to repeal, abrogate, annul, impair, or interfere with any existing easements, covenants, deed restrictions, agreements, ordinance, rules, regulations, or permits previously adopted or issued pursuant to law. However, whenever this ordinance imposes greater restrictions, the provisions of this ordinance shall govern.

In their interpretation and application, the provisions of this ordinance shall be held to be minimum requirements and shall be liberally construed in favor of the City of Bayfield and shall not be deemed a limitation or repeal of any other power granted by the Wisconsin Statutes.

SECTION II: GENERAL PROVISIONS

A. Subdivision. The division of a lot, parcel or tract of land by the subdivider thereof for the purpose of sale or of building development where the act of division creates three (3) or more parcels or building sites of five (5) acres each or less in area are created by successive division within a period of five (5) years.

B. Minor Subdivision. Certified Survey Maps shall be used for all other divisions of land; only one Certified Survey Map shall be allowed on a single tract of land within a five (5) year period. Certified Survey Maps shall be prepared in accordance with Section 236.34, Wisconsin Statutes, and the provisions of this ordinance as they may be reasonably applied. Ten (10) copies and the original of the map shall be filed with the Plan Commission ten (10) days prior to the meeting of the Plan Commission at which action is desired. If not recorded in the office of the register of deeds within 30 days, approved Certified Survey Maps shall be submitted to the Plan Commission for reapproval.

1. The map shall include a certificate by the owners of record in substantially the same form as required by s. 236.21 (2) (a), Wisconsin Statutes.
2. A certificate of approval of the Plan Commission shall be typed, lettered or reproduced legibly on the face of the map.

C. No division of land with the City or within its extraterritorial jurisdiction shall be permitted if it results in a subdivision, unless a plat of the subdivision is submitted and approved in accordance with this ordinance and Chapter 236 of the Wisconsin Statutes.

D. In addition to the provisions of this ordinance and Chapter 236 of the Wisconsin Statutes, all subdivisions shall conform to the Zoning ordinance, the Official Map Ordinance and the Comprehensive Plan for the City of Bayfield and its extraterritorial planning area.

E. For all subdivision improvements required to be installed by the subdivider, the subdivider shall provide satisfactory proof that he has contracted to install such improvements or shall file a performance bond ensuring installation of such improvements within the time required by the Plan Commission.

F. All improvements shall be inspected and found to have been installed according to specifications, prior to either acceptance of the improvement by the city or release of the subdivider's bond.

G. Any person aggrieved by an objection to a plat or failure to approve a plat may appeal therefrom, as provided in sections 236.13 (5) and 62.23 (7) (e) 10 to 15 of the Wisconsin Statutes, within 30 days of notification of the rejection of the plat. Where failure to approve is based on an unsatisfied objection, the agency making the objection shall be made a party to the action. The court shall direct that the plat be approved if it finds that the action of the approving or objecting agency is arbitrary, unreasonable or discriminatory.

SECTION III: DEFINITIONS

A. Alley. A special public way affording only secondary access to abutting properties.

B. Arterial Street. A street used, or intended to be used, primarily for fast or heavy through traffic. Arterial street shall include freeways and expressways as well as standard arterial streets, highways and parkways.

C. Building Line. A line parallel to a lot line and at a distance from the lot line to comply with the Bayfield Zoning Ordinance's yard requirement.

D. Certified Survey Map. See Section II (2).

E. Collector Street. A street used, or intended to be used, to carry traffic from minor streets to the major system of arterial streets including the principal entrance streets to residential developments.

F. Community. A town, municipality, or a group of adjacent towns and/or municipalities having common social, economic or physical interests.

G. Comprehensive Plan. The extensively developed plan, also called a master plan, adopted by the Plan Commission and certified to the City Council pursuant to Section 62.23 of the Wisconsin Statutes, including proposals for future land use, transportation, urban redevelopment and public facilities. Devices for the implementation of these plans, such as zoning, official map, land division, and building line ordinances and capital improvement programs shall also be considered a part of the comprehensive plan.

H. County Planning Agency. Any agency created by a county board and authorized by Statute to plan land use, such as a rural planning committee, a park commission, a zoning committee or a planning commission.

- I. Cul-De-Sac Street. Minor street closed at one end with a turnaround provided for passenger vehicles.
- J. Division of Land. The creation of a parcel(s) or tract(s) of land, having an area of five (5) acres or less for purposes of sale or building development.
- K. Extraterritorial Plat Approval Jurisdiction. The unincorporated area within one and one-half (1½) miles of a fourth class city or a village and within three (3) miles of all other cities.
- L. Frontage Street. A minor street auxiliary to and located on the side of an arterial street for control of access and for service to the abutting development.
- M. Minor Street. A street used, or intended to be used, primarily for access to abutting properties.
- N. Minor Subdivision. See Section II (2).
- O. Municipality. An incorporated village or city.
- P. Planning Commission. That official body as provided for in Section 62.23 (1) Wisconsin Statutes.
- Q. Public Way. Any public road, street, highway, walkway, drainage way or part thereof.
- R. Replat. The changing of the boundaries of a recorded subdivision plat or part thereof.
- S. Subdivider. Any person, firm or corporation or any agent thereof, dividing or proposing to divide land resulting in a subdivision, minor subdivision or replat.
- T. Subdivision. See Section II (1).

SECTION IV: PROCEDURE FOR SUBMITTING SUBDIVISIONS

Preliminary Meeting

Before filing a preliminary plat the subdivider is encouraged to consult the Plan Commission and/or its staff for advice regarding general requirements affecting the proposed development. A sketch of the proposed subdivision drawn on a topographic survey map shall be submitted. The subdivider shall also submit a location map showing the relationship of the proposed subdivision to traffic arteries and existing community facilities.

Preliminary Plat

The subdivider shall submit to the Plan Commission sufficient copies of the preliminary plat for its review and transmittal of the City Clerk to those agencies having the authority to object to the plat under the provisions of Section 236.12, Wisconsin Statutes. The preliminary plat shall be based upon an accurate exterior boundary survey made by a registered land surveyor which shall clearly show the proposed subdivision at a scale of not more than one inch per 100 feet having two-foot contour intervals, shall identify the improvements (grading, tree planting,

paving, installation of facilities, and dedications of land) which the subdivider proposed to make, the easements to be granted, and shall indicate by accompanying letter when the improvements will be provided. Any proposed restrictive covenants for the land involved shall be submitted.

The Plan Commission shall reject, approve or conditionally approve the preliminary plat within 40 days after submission, as provided by Statute.

If the final plat conforms substantially to the layout shown in the preliminary plat as approved, including any conditions of the approval, it shall be entitled to approval with respect to such layout.

Final Plat

If the final plat is not submitted within six months of the preliminary plat approval the Plan Commission may refuse to approve the final plat. The final plat shall conform to the preliminary plat as approved and to the requirements of all applicable ordinances; the Wisconsin Statutes and the Wisconsin Administrative Code and shall be submitted for certification of those agencies having the authority to object to the plat as provided by Section 236.12, Wisconsin Statutes. The final plat shall be presented to the Plan Commission at least ten work days prior to the meeting which it is to be considered and shall be accepted or rejected by the Plan Commission and the City Council within 60 days of its submission, unless the time is extended by an agreement with the subdivider. Reasons for rejection shall be stated in the minutes of the City Council meeting and a copy thereof or a written statement of such reasons shall be given to the subdivider. Approved final plats shall be recorded in accordance with the statutory requirements prior to the time that lots are offered for sale, reference is made to the map for sale purposes, or use is made of lot and block numbers shown on the plat.

If the original of the final plat has been submitted to another approving authority, the subdivider may file a true copy of such plat in lieu of the original. However, before approval of the Plan Commission and City Council will be inscribed on the original of the final plat, the surveyor of subdivider shall certify the respects in which the original of the final plat differs from the true copy, and all modifications must first be approved. All approvals must be in writing and a copy attached to the final plat.

Waivers for the interior staking of plats may be granted under the provisions of Subsection 236.15 (1) (h), Wisconsin Statutes.

Subdivisions Outside the City of Bayfield (Within the City of Bayfield Extra-territorial Plat Approval Jurisdiction.

In planning and developing a subdivision in an unincorporated area within one and one-half ($1\frac{1}{2}$) miles of the corporate limits of the City of Bayfield, as provided by sections 236.02 (2) and 236.10 (1) (b) (2), Wisconsin Statutes, the subdivider or his agent shall follow the procedures outlined in Section IV of this ordinance.

SECTION V: DESIGN STANDARDS

Streets and Lots

- A. The subdivider shall dedicate land and improve streets as provided herein. Streets shall conform to the Official Map Ordinance of Bayfield. Streets shall be located with due regard for topographical conditions, natural features, existing and proposed streets, utilities and land uses and public convenience and safety.
- B. All lots shall have sufficient frontage on a public street to allow access by emergency and service motor vehicles.
- C. Street locations shall be consistent with any street plans officially adopted by the city. All street right-of-way widths, radii of curvature and grades shall conform to the following requirements:

<u>Street Type</u>	<u>Right-of-Way Minimum Width</u>	<u>Minimum Radius of Curvature</u>	<u>Maximum Grade</u>
Arterial Highway	120 Feet	300 Feet	6%
Collector (Carries traffic from minor streets to arterials or highways)	80 Feet	200 Feet	7%
Minor (provides access to individual lots)	66 Feet	100 Feet	10%

Streets located in the extraterritorial plat jurisdiction of the City of Bayfield must also comply with the minimum town road standards of Section 86.26, Wisconsin Statutes.

- D. Streets shall be laid out to provide for possible continuation where ever topographic and other physical conditions permit.
- E. Minor streets shall be so laid out as to discourage their use by through traffic.
- F. The number of intersections of minor streets with major streets shall be reduced to the practical minimum consistent with circulation needs and safety requirements.
- G. Where a subdivision abuts or contains an existing or proposed arterial highway, the Plan Commission shall require a frontage road; non-access reservation along the rear of the property contiguous to such highway, or such other treatment as may be necessary to insure safe efficient traffic flow and adequate protection of residential properties.
- H. Reserve strips controlling access to streets shall be prohibited.
- I. A tangent at least 100 feet long shall be required between reverse curves on arterial and collector streets.
- J. Streets shall afford maximum visibility and safety and shall intersect at right angles, where practicable.

K. Half-streets. Where, on the date of enactment of this Ordinance, an existing dedicated or platted half-street is adjacent to the tract being subdivided, the other half of the street shall be dedicated by the subdivider. The platting of new half-streets is prohibited.

L. Permanent dead-end streets or cul-de-sacs shall not be longer than 600 feet, shall have a minimum width of 50 feet and terminate with a turnaround having minimum radii of 30 feet for roadway and 40 feet for a street line.

M. Where possible, lot lines shall be perpendicular to straight street lines and radial to curved street lines.

N. Lots shall follow, rather than cross, municipal boundary lines whenever practicable.

O. No street names shall be used which will duplicate or may be confused with the names of existing streets. Street names shall be subject to the approval of the Plan Commission.

P. Subdivision lots in the City of Bayfield and the extraterritorial plat jurisdiction area shall be in conformance with the area and width requirements of the Bayfield Zoning Ordinance, town and county zoning ordinances and Division of Health, Department of Health and Social Services, Chapter H 65, Wisconsin Administrative Code.

Block Design

A. The lengths, widths, shapes of blocks shall be appropriate for the topography and the type of development contemplated.

B. Wherever possible, right angle street intersections should be encouraged.

C. To provide adequate access and circulation to community facilities, the Plan Commission may require that sidewalks be provided, either along streets or through the center of blocks. Center crosswalks shall not be less than ten feet wide.

D. The Plan Commission may require that certain species of trees be planted on both sides of all streets.

SECTION VI: IMPROVEMENTS

A. General Provisions: The following provisions shall apply to the subdivisions platted within the city and may apply to subdivisions platted within the extra-territorial plat approval jurisdiction of the city.

1. The improvements required under these regulations shall be constructed by the subdivider and at the subdivider's expense prior to the filing with the Plan Commission and City Council of the final plat for final approval, in accordance with the specifications and under the supervision of the officials having jurisdiction; or

2. In lieu of construction the improvements as required in paragraph a. above, the subdivider shall furnish the City Council with a surety performance bond or other form of surety running to the City of Bayfield sufficient to cover the subdivided cost of such required improvements, as

estimated by the City Engineer, thereby to secure the actual construction and installation of such improvements immediately after final approval of the plat or at a time in accordance with the requirements of the City Council.

3. In the event the procedure under paragraph 2. is followed, the construction of all improvements required by these rules and regulations must be completed within two years from the date of approval of the final plat by the City Council unless good cause can be shown for the granting of an extension of time by authority of the City Council. If no extension is granted the City, at its option, may cause all uncompleted required work to be constructed, and the parties executing the bond shall be firmly bound for the payment of all necessary costs thereof.

4. The approval of the final plat by the City Council shall constitute acceptance of all public dedications including parks, streets, roads or highways, public access, etc.

5. Where unusual or exceptional factors or conditions exist, the written statement of the reasons for such modification shall be attached to all copies of the construction plans.

B. Improvements that shall be required at the expense of the subdivider:

1. Streets rough-graded from property line to property line, and terrace top-soiled to conform to specifications established by the City Council and on file in the City Clerk's office.

2. A public sanitary sewer system adequate to provide the subdivision with a complete sanitary sewer system, including a lateral connection for each lot, and connected in a satisfactory manner to the community sanitary sewer system.

3. A complete water distribution system adequate to serve the area platted including connections for each lot. The entire system shall be designed to meet the approval of the City Council and the City Engineer. The City shall pay for and install all necessary fire hydrants, provided that the developer appropriately advises the City from time to time when the system is ready for the installation of said hydrants.

4. A storm water sewer or drainage system adequate to serve the area being platted and otherwise meeting the approval of the City Council and the City Engineer.

5. If a pumping station is required to pump either sanitary wastes or storm water into the existing public sewer mains, the subdivider shall install, at no expense to the City, a pumping station and force main approved by the City Engineering Department and adequate to service a subdivision, and shall deed said pumping station, force main, equipment and site to the City of Bayfield prior to acceptance of the final plat. If a greater capacity system is desired by the City the subdivider shall be required to pay only that portion of the total costs attributable to his subdivision.

6. All bridges and culverts.

7. Improvements that may be required at the expense of the subdivider:

a. Concrete curb and gutter constructed to conform with specifications established by the City Council.

b. Concrete sidewalks of such width and type of construction as required by the City Council.

C. Construction Plans and Inspection Required

1. Whenever any improvements are required by the City, construction plans for improvements to be installed shall be furnished in accordance with the specifications of the officials having jurisdiction and shall receive approval of these officials before improvements are installed. The following plans may be required:

a. The profile of each proposed street with tentative grades indicated.

b. The cross section of each proposed street showing the width of pavement, curb and gutter; the location and width of sidewalks and terraces; and the location and size of the utility mains.

SECTION VII: EASEMENTS

A. The Plan Commission may require easements for poles, wires, conduits, storm and sanitary sewers, gas, water and head mains or other utility lines.

It is the interest of this Ordinance to protect all established easements so as to assure proper grade, assure maintenance of the established grade, prohibit construction of permanent fences or retaining walls over underground installation and prevent the planting of trees in the easement area.

B. The Plan Commission may require the easements or drainways be provided where a subdivision includes a segment or segments of watercourses, drainageways, channels, or streams.

SECTION VIII: PUBLIC RESERVATION

The Plan Commission may require that suitable sites of adequate area be dedicated (or that a similar cash sum be provided in lieu of dedicated land area) for future public use such as parks, playgrounds and open spaces. In locating such sites consideration shall be given to preserving scenic and historic sites and fine trees, marshes and shorelines.

SECTION IX: VARIANCES

A. The City Council and Plan Commission may grant variances from the provisions of this ordinance, but only after determining that:

1. Because of the unique conditions of the subdivision involved, literal application of the Ordinance would impose a hardship.

2. The variance will not violate the purpose of the Ordinance or the provisions of Chapter 236 of the Wisconsin Statutes.

B. The requirement of filing and recording a plat for subdivision shall not be waived.

SECTION X: ENFORCEMENT, PENALTIES AND REMEDIES

The Building Inspector shall have primary responsibility for enforcing this Ordinance. No land use permit shall be issued for construction on any lot until the provisions of this Ordinance have been complied with.

Any person, firm or corporation who fails to comply with the provisions of this Ordinance shall, upon conviction thereof, forfeit not less than \$25 nor more than \$200 and the costs of prosecution for each violation, and in default of payment of such forfeiture and costs shall be imprisoned in the county jail until payment thereof, but not exceeding 30 days. Each day a violation exists or continues shall constitute a separate offense. In addition, the remedies provided by Sections 236.30 and 236.31 of the Wisconsin Statutes shall be available to the City.

SECTION XI: SEPARABILITY

Invalidation of any part of this Ordinance by court shall not invalidate the rest of this Ordinance.

SECTION XII: EFFECTIVE DATE AND APPLICATION

This Ordinance shall be in force from and after its passage, publication and recording according to law.

Nothing in this Ordinance shall be construed as creating for the City of Bayfield any liability for any injuries, loss or damage caused by a compliance or failure to comply of any subdivider or developer to maintain all improvements in a safe condition until relieved of such responsibility.

All ordinances, parts of ordinances, resolutions inconsistent with this Ordinance are hereby repealed.

AS PROVIDED BY STATUTE

ADOPTED this _____ day of _____, 19 ____.

ATTESTED _____

(Clerk)

PROPOSED CAPITAL IMPROVEMENTS PROGRAM

PROPOSED CAPITAL IMPROVEMENTS PROGRAM

"Capital improvements" or "public improvements" are major projects requiring the expenditure of public funds, over and above annual operating expenses, for the purchase, construction, or replacement of the physical assets of the community. The purchase of land needed for community use is a capital improvement, as is the acquisition or construction of facilities, such as:

City Hall	Police Station
Civic Center	Sanitary Landfill
Fire Station	School
Hospital	Sewage Treatment Plant
Library	Sewer System
Park	Street Lighting System
Playground	Swimming Pool

Capital improvements programming is the preparation and updating of a proposed schedule of public works and related equipment to be built or purchased by local governments during the next few years. To be effective, it should cover the community's entire range of public facility and service requirements. In the program, all future projects are listed in order of construction priority together with cost estimates and the anticipated means of financing each project.

The capital improvements program is generally based on the locality's comprehensive plan. In the absence of such a plan, however, it is based on community objectives as defined by the city or county government and upon proposals submitted by various officials and departments.

A six-year programming period is generally considered to be most suitable. Two or three years is too short for effective programming because planning and financing of major facilities usually take a longer period of time. A period of seven or more years may project the program too far into the future to be of practical value.

Bayfield can derive considerable benefits from a systematic approach to planning capital projects. These benefits, of course, do not come automatically. They are dependent upon a strong commitment to the program and firm leadership in carrying it out.

Some of the most important advantages of capital improvements programming are the following:

Focusing Attention on Community Goals, Needs, and Capabilities -- Capital projects can be brought into line with community objectives, anticipated growth, and financial capabilities. By planning ahead for projects, those that are needed or desired the most will be constructed first. Maximum satisfaction will thereby be gained from the money spent.

Achieving Optimum Use of the Taxpayer's Dollar -- Advance programming of public works on an orderly basis will help avoid the possibility of costly mistakes. The program will guide local officials in making sound annual budget decisions. In addition, a listing of anticipated future construction projects may encourage the selection of needed land well in advance of actual construction, and then permit acquisition at lower costs.

Serving Wider Community Interests -- The capital improvements program, once accepted, keeps the public informed about future construction plans of the community and helps reduce the pressures on local officials for projects far down on the priority list. In addition, knowledge about the future physical needs of the community and the financial ability of the local government to fulfill these needs is a valuable aid to private investors.

Improving the Basis for Intergovernmental and Regional Cooperation -- Capital improvements programming offers public officials of all governmental units -- city, county, and special district -- an opportunity to plan the location, timing and financing of needed improvements in the interest of the community as a whole. Furthermore, because many public works services and facilities do not stop at the city or county boundaries, adequate planning and cooperation by the various agencies and governments through a capital improvements program could help reduce duplication of effort and the cost of such projects, and avoid public inconveniences.

Maintaining a Sound and Stable Financial Program -- Sharp changes in the tax structure and bonded indebtedness may be avoided when the projects to be constructed are spaced over a number of years. Where there is ample time for planning, the most economical means of financing each project can be selected in advance. Keeping planned projects within the financial capacity of the community helps to preserve its credit rating and makes the area more attractive to business and industry.

Enhancing Opportunities for Participation in Federal or State Grant-In-Aid Programs -- There are many Federal and state programs that a local government may draw upon for planning, construction, and financing capital improvements. The preparation of a capital program improves the local government's chance of obtaining such aid.

ALTERNATE METHODS OF FINANCING CAPITAL IMPROVEMENTS

Pay-As-You-Go

This is the financing of improvement projects from current revenues. Such revenues may come from general taxation, fees, charges for services, special funds, or special assessments. Advantages of this method include the saving of interest costs on borrowed money and providing for greater future budget flexibility. The major disadvantage is the need to have uncommitted cash available, which often precludes the financing of extensive capital improvements in a small community. Reserve fund

financing is a variation of the pay-as-you-go method. Under this procedure, funds are accumulated in advance for the construction of capital projects. The accumulation may result from surplus or "ear-marked" operational revenues that are set aside, depreciation accounts, or from the sale of capital assets.

General Obligation Bonds

Projects providing community-wide benefits may be financed by general obligation bonds. Through this method the taxing power of the jurisdiction is pledged to pay interest upon and retire the debt. General obligation bonds can be sold to finance permanent types of improvements such as schools, municipal buildings, parks, and recreation facilities. General obligation bonds may require the approval of the electorate and are issued as either sinking fund or, more commonly, serial bonds.

Revenue Bonds

Revenue bonds frequently are sold for such projects as water and sewerage systems, stadiums, swimming pools, airports, and other revenue-producing facilities. Such bonds usually are not included in state-imposed debt limits, as are general obligation bonds, because they are not backed by the full faith and credit of the local jurisdiction. For this reason, interest rates are almost always higher than are general obligation bond interest rates and voter approval is seldom required. However, care must be taken to assure that estimated net earnings of new facilities are realistic.

Lease-Purchase

Local governments utilizing the lease-purchase method prepare specifications for a needed public works project and take steps to have it constructed by a private company or authority. The facility is then leased by the municipality without any future payments. The rental over the years will have paid the total original cost plus interest. Localities in some states have used this method to avoid the necessity of calling bond elections or to avoid debt limits. This type of financing has sometimes proved to be excessively costly. In addition, its legality has been questioned in some states; in others the obligation is considered as part of the municipal debt.

Authorities and Special Districts

Authorities and special districts are created in most cases to manage facilities that are supported by user charges. Toll roads and water and sewerage systems are examples of such facilities. Special districts with power to tax are also created for the purpose of issuing bonds and constructing facilities that may not be self supporting. Sometimes they are necessary to avoid restrictive debt limits. The authority device may offer a convenient method of financing interjurisdictional facilities; however, its use also creates many problems. Chief among these is the scattering of governmental responsibility. Moreover, it must be remembered that the debt incurred by an authority or special district is still a part of a community's total financial obligation even where it is

not counted in the debt limit of a general purpose government.

Special Assessments

Public works programs financed most equitably by special assessments are those that benefit certain properties more than others. Local improvements often financed by this method include street paving, sanitary sewers, and water mains.

Joint Financing

The proposed program might be surveyed to determine whether certain projects are equally beneficial to other governmental agencies, authorities, or special districts and if joint financing can be arranged. Such cooperation may bring about projects that would otherwise have to be deferred for many years and thus can result in better service and lower costs for the area.

Outside Sources

State and Federal grants-in-aid programs are frequently available to plan, construct, and finance capital improvements. The possibility of obtaining private gifts for certain facilities -- parks, community centers, or libraries -- from individuals, corporations, and foundations should be provided by the Government, an effort should be made to discover if some non-public group can provide a service or parts of a needed program. For example, private groups or business leaders may be persuaded to build offstreet parking structures or provide lots if the local government has insufficient funds. Civic associations have provided parks and playgrounds in many communities.

CURRENT FINANCIAL STATUS OF THE CITY OF BAYFIELD, FEBRUARY 1971

In order to determine the appropriate level of capital improvement planning for the City of Bayfield, a look at the current situation is needed. Bayfield has an equalized valuation of \$4,065,000 (rounded), and assessed valuation of \$1,900,000. Wisconsin statutes limit the general obligation indebtedness of a city to 5% of its equalized valuation. This means Bayfield is currently limited to a total of \$203,000 in general obligation debt. \$103,000 is currently outstanding as a general obligation debt. There is \$100,000 in available indebtedness. Presently Bayfield is being reassessed with preliminary indications that the equalized valuation will increase which will also increase the statutory debt limit. The amount of the increase is unknown at this time.

The City also has \$18,000 of revenue bonds outstanding. There is no statutory limit to revenue debt. There are some very real practical limits on revenue bonds, however. First is the amount of user charges that the customers will bear. There is a limit to which water and sewage charges can be raised because large raises are resisted by customers. The second limiting factor is the risk that bondholders

are willing to take on revenue bond (or revenue note) issues. If the revenue to cover debt service is questionable, the interest rate may be high and the bonds may be difficult to market.

SEWAGE TREATMENT PLANT

The cost of financing a treatment plant addition has a heavy influence on capital planning for Bayfield for the next 5-10 years.

The City of Bayfield is under orders from the State of Wisconsin to bring its sewage treatment up to standards established for Lake Superior. The cost of improving the treatment plant to meet the current water quality standards is estimated at \$413,000.

A critical factor in the financing of the treatment plant is the percentage of the project that can be funded with grants-in-aid.

With the least favorable financing, Bayfield might expect 55% of the cost of the treatment project -- 25% from the Wisconsin ORAP 200 Aid Program and 30% from the Federal Water Quality Agency. Bayfield would have to raise 45% of the cost or about \$186,000.

With more favorable funding, say Wisconsin ORAP 200, 25% and 50% from Federal Water Quality Agency, or a total of 75% in grants-in-aid, Bayfield would have to raise 25% or \$103,000.

Assuming the local share for the treatment plant construction will be raised through the issuance of revenue bonds, the following estimates of rate increases are made based on current sewage revenues of \$13,000 per year. Current debt service on Revenue bonds amounts to \$2,650 annually. John L. Strand & Associates estimates the operation and maintenance (O&M) costs of the new treatment plant at \$13,500 annually. It is assumed the bondholders will require a minimum of 25% excess revenue over debt service requirements. It is further assumed that 30 year bonds can be sold at a 6% interest rate. Rate changes based on these assumptions are as follows:

	<u>55% Grants</u>	<u>75% Grants</u>
Annual O & M cost	\$13,500	\$13,500
Old Debt Service	2,650	2,650
New Debt Service	13,500	7,500
New Debt Service x 125%	16,900	9,400
 Total Annual Cost O & M and Debt Service	 \$33,050	 \$25,550
 Percent Sewage Rate Increase Needed	 125%	 100%

In view of this substantial obligation yet to be financed, with final costs and interest rates unsettled, it would seem appropriate for Bayfield to move cautiously on any commitment of its \$100,000 of available general obligation debt.

Once the treatment plant obligation has been financed, Bayfield could move ahead with the following capital improvements.

CAPITAL IMPROVEMENT PRIORITIES

The City of Bayfield should consider the following capital improvements as listed below:

<u>Priority</u>	<u>Project Description</u>	<u>Total Estimated Cost</u>	<u>Possible Method of Funding</u>
<u>Group I</u> Urgent projects which should not be postponed	Sewer treatment facilities	\$413,000	Revenue, utility bonds, bank loans, grants
	Water system	220,000	Revenue, utility bonds, bank loans, grants
	Acquisition of water front land	To be determined	Bank loans, general obligation bonds, Pay as you go, ORAP 200, LAWCON progress
	Acquisition of Old Town Hall land and building	To be determined	General obligation, bonds, grants
<u>Group II</u> Necessary projects which should be carried within five years to meet anticipated needs or replacement of unsatisfactory facilities	Transportation (STH 13) Alt. 3	238,000	Cost sharing with state, federal monies
	Culverts	To be determined	Pay as you go
	Renovation of Old Town Hall	To be determined	General obligation, bonds, grants
	Replat 2nd Ward	To be determined	Pay as you go
<u>Group III</u> Desirable projects needed for an expansion of city development program	Acquisition of park lands	To be determined	Pay as you go, LAWCON, ORAP 200 program
	New streets and maintenance of existing	To be determined	Pay as you go

APPENDIX

APPENDIX A
INDUSTRIAL PARK DEVELOPMENT

APPENDIX A

INDUSTRIAL PARK DEVELOPMENT

An industrial park is a highly restricted type of planned industrial district in which special emphasis and attention are given to aesthetics and community compatibility. Subdivided and developed according to a comprehensive plan which includes detailed provision for streets (and in many cases rail) and all necessary utilities, the park provides serviced sites for a community of industrial and industrial-oriented uses.

Adequate control of the land, buildings and industrial operations is provided through zoning, private restrictions incorporated as legal requirements in deeds or sale or leases, and the provision of continuing management--all for the purpose of assuring attractive and efficient uses within the park, and the harmonious integration of the industrial area into the community in which it is located.

The creation of an industrial park includes at least five basic considerations:

1. Preliminary Analysis
2. Land Acquisition
3. Planning and Land Use Controls
4. Land Improvement
5. Management and Marketing

PRELIMINARY ANALYSIS (FACTORS TO CONSIDER)

A. Market potential, economic conditions, economic profile? Rate and trend of industrial land absorption? Types of industries in area? Condition of existing structures? Is there a shortage of industrial land? Which industries likely to be attracted to industrial park? Total development costs? What are comparable industrial land costs? Can sites in the park be competitive? What is the financial strength and development "know-how" of the sponsor?

B. Attitude of residents? Steps taken to encourage industrial development? What effect will these steps have on the proposed industrial park?

C. Labor supply (quantity, quality, availability and skills)? Labor-management relations? Wage rates? Unions? Level of labor productivity?

D. Quantity and quality of public services? Water, storm and sanitary sewer services? Electricity and gas? Fire, police, mail delivery and telephone? Are truck and rail facilities and services available at reasonable rates? Master plan for community? Planning staff available?

E. Political and business climate? Tax policies--fair or arbitrary?

F. State and municipal codes on voluntary or involuntary incorporation

of the proposed industrial district? Join municipal corporation of the community? Annexation to the larger community? Incorporate district as separate political subdivision?

G. Tax treatment under existing state and federal regulations?

H. Area-wide zoning, land ownership patterns, scheduled highway improvements, other developments affecting land?

LAND ACQUISITION

Site must be:

- Reasonably level, flood-free, well drained, and capable of bearing heavy loads.

- Accessible to transportation facilities -- highway, rail, air, water (if needed).

- Free of encumbrances and conflicting easements.

- Protected by zoning from residential encroachment and incompatible industrial neighbors.

- Available in parcels large enough to subdivide for modern horizontal plants with parking facilities, loading areas, and landscaping.

- Served by, or capable of being efficiently provided with, all necessary utilities.

- Reasonable in price relative to cost of other development in the area, and the property's future market potential for industrial park uses at a rate sufficient to support the investment.

- Preferably under a single ownership or relatively few owners.

PLANNING AND LAND USE CONTROLS

The following considerations are for the so-called "light" or "clean" industries:*

Planning Physical Layout

Flexibility:

This is very important. Can be achieved through: a) block planning, b) phase development.

* Light or clean industries:

- Wholesaling and distribution
- Light manufacturing and assembly
- Service
- Research development

Under block planning the overall size of the block is determined, but the side lot lines within the block are set later to meet the purchaser's exact requirements. Access streets and rail spurs are staggered or spaced at irregular intervals to allow lot depth variety.

- Length of blocks are approximately 1,200 feet.
- Lot depths range from 200 to 500 feet.

Directly related to block planning is phase development--the entire park is planned as a comprehensive unit but is developed in economically feasible stages.

Building and Lot Sizes:

The most popular plant site size in industrial parks have proved to be one-acre to five-acre sites.

Buildings are usually in the 10,000- to 50,000-square foot range, using 20 to 50 percent of the site.

Streets:

Consideration must be given to: traffic circulation, access to lots, width of right-of-way and pavement, load bearing capacity and paving materials, grades, storm drainage, curbs and sidewalks, location of utility easements, corner radii at intersections and turns, etc.

Streets should not be used for parking or loading.

Rail Leads and Spurs:

Considerations include: location, widths of right-of-way, curvature standards, gradient, clearance, payment arrangement for lead track installation and spur trackage, etc. (Considerable assistance may be available from area railroads, who may have industrial development services.)

- Utilities

Five basic factors:

1. adequacy
2. efficiency
3. maintenance
4. flexibility
5. economy

- Easements are generally placed within street or railroad right-of-way or to the rear of lots.

- Water pressure--high enough to maintain sprinklers and satisfy fire insurance ratings.

- Sanitary sewers.
- Storm drainage.
- Gas.
- Telephone.

Landscaping

There should be a basic landscaping scheme for the entire park with specific standards set forth in the restrictive covenants.

Cost Considerations

Includes:

Preliminary Analysis Costs:

Feasibility; planning and engineering studies; land ownership reports; land surveys--topography, soil, drainage maps; etc.

Acquisition Costs:

Payment for land may be deferred until development is well underway.

Development Costs:

Development costs vary although generally they will range between \$3,000 to \$10,000 per net salable acre. The developer can expect to lose between 10 to 25 percent of the gross area to street and rail right-of-way, utilities easements, etc. These development costs usually run in relation to site depths--the shallower the site depths the greater the loss of property to right-of-way easements.

Building Construction Costs:

Important if building is speculative or building is to be leased. Costs include: actual construction, site improvements, rail spurs, landscaping, engineering services, financing charges, insurance, permit fees, performance bonds, etc.

Promotion Costs:

Costs include: brochures, direct mailings, sales kits, travel, staff, commissions on sales, sales closing costs, entertainment, and other public relations costs such as openings and announcements.

Prices and Profits:

Must be established after review of competitive industrial developments in nearby areas.

Planning Land Use Controls:

Protective restrictions (usually in the form of covenants carried in deeds and leases) will help assure compatibility among plants and between the park and the surrounding area.

Covenants:

- Types of operations permitted.

- Uses permitted are usually listed by type of product manufactured or are governed by performance standards (i.e., qualitative and quantitative measurement of external influences). Such standards usually apply to: smoke, noise, odor, vibration, heat, light, industrial waste, etc.

Site Size:

In excess of one acre is highly questionable because it excludes too many potentially desirable park occupants.

Site Coverage:

Usually 25 to 50 percent. Site coverage restrictions, however, should not be considered as substitutes for requiring the purchaser to buy adequate land for future plant expansions (if maximum coverage is permitted initially, the site will be inadequate for any future building expansion).

Building Line Setbacks:

Usually 30 to 100 feet front yard.

Usually 20 to 30 feet side yard.

Parking and Loading Areas:

- All parking and loading off-street.

- Usually no parking in front yard (screened visitor parking may be an exception).

- Employee parking space may be based on total employed or building floor space.

Outdoor Storage:

Open outdoor storage is usually prohibited, unless properly screened or fenced.

Landscaping:

Front and side yard areas must be satisfactorily landscaped.

Building Construction and Design:

Specific building standard should be set -- performance standards would probably be best because of the many new building materials constantly coming out.

Sign Control:

Definitely necessary.

Other Provisions:

- Period of time within which building construction must start.
- Duration of covenants must be spelled out.
- Procedure for altering or reviewing restrictions.
- Enforcement of covenants.
- Traffic circulation.
- Waste disposal.
- Mineral reservations.
- Approval of fences and walls.

Land Improvements

Involves local consideration as to hiring contractors. Physical development and promotional programs go hand in hand.

Management and Marketing

Should not make unusual concessions to first occupants which may prove difficult to overcome with later prospects.

Descriptive material must include a property map and aerial photo. Park developers may have many allies: (1) industrial development professionals working for railroads, utilities companies, etc., (2) chambers of commerce, (3) banks, (4) State Department of Local Affairs and Development: Bureau of Local and Regional Planning, Economic Development Division.

Developer must establish the conditions under which he will make land available to industry -- sale, leaseback, or other combinations. Ground rules for dealing with local realtors who also deal in industrial real estate must be set -- realtors should be encouraged to participate.

INDUSTRIAL DISTRICTS: PARTIAL BIBLIOGRAPHY OF SOURCES

An Analysis of Planned Industrial Districts, Charles W. Hackett, Jr. Seattle, Washington, Bureau of Business Research, College of Business Administration, University of Washington, June, 1956. p. 54 (Occasional Paper No. 4).

Exclusive Industrial and Commercial Zoning, American Society of Planning Officials. Chicago, October, 1956. p. 34 (Planning Advisory Service Information Report No. 91).

Industrial Districts Restudies; An Analysis of Characteristics, Robert E. Boley, Washington, D.C., Urban Land Institute, April, 1961. p. 77 (Technical Bulletin No. 41). \$5.00.

Organized Industrial Districts, T. K. Pasma, U.S. Department of Commerce. (Washington, D.C., Government Printing Office, 1954. p. 112, 65 cents.

Planned Industrial District Zoning, American Society of Planning Officials, Chicago, March, 1959. p. 27 (Planning Advisory Service Information Report No. 120).

Planned Industrial Districts: Their Organization and Development, Urban Land Institute, Washington, D.C., October, 1952. p. 56 (Technical Bulletin No. 19). \$5.00.

The Prohibition of Residential Developments in Industrial Districts, Seward H. Mott and Max S. Wehrly, Washington, D.C., Urban Land Institute, November 1948. p. 7 (Technical Bulletin No. 10). \$1.50.

Rx for Successful Industrial Park Development, Robert E. Boley, Washington, D.C., Urban Land Institute, June, 1967. p. 12 (News and Trends in City Development Volume 26, No. 6).

SUGGESTED INFORMATION SOURCES FOR INDUSTRIAL PARK DEVELOPMENT

Wisconsin Department of Local Affairs and Development (Madison):

The Division of Economic Development of the Department of Local Affairs and Development offers a variety of services to communities and industries. Among these are the following:

- Community data
- Available building information
- Site data
- Financing data
- Economic base studies
- Industrial parks
- Market studies
- Labor studies
- Natural resource data
- Special surveys
- Transportation data
- Tax studies
- Personal contact service
- Small business assistance
- Legislative assistance
- Counseling industry
- Arranging community visitation
- Government-industry liaison
- Promotion-public relations
- Utility reports

These services can be used to advantage by communities such as Bayfield that are considering or involved in industrial park development.

The Division of State and Local Affairs of the Department of Local Affairs and Development also provides general planning services, through the Bureau of Local and Regional Planning, to communities considering industrial park development.

Other Communities

Bayfield may be well advised to contact other communities in the state that have or are developing industrial parks, to learn of their experiences in this area. Some suggested communities to contact are:

- Barron
- Brown Deer
- Chippewa Falls
- Marinette
- North Prairie
- Pewaukee
- Rice Lake
- Viroqua

Consulting these communities may prove useful to Bayfield industrial park developers.

APPENDIX B

STATE AND FEDERAL AID PROGRAMS

APPENDIX B

STATE AND FEDERAL AID PROGRAMS

- Federal Water Pollution Control Act
- Basic Water and Sewer Facilities
- Rural Sewer and Water Facilities
- Water Pollution Prevention and Abatement
- Advance Acquisition of Land
- Public Facility Loans
- Low-Rent Public Housing
- Federal Senior Citizen Housing Program
- Library Services and Construction Act
- Outdoor Recreation Act
- Urban Beautification Program
- Open Space Acquisition
- Land and Water Conservation Fund Program
- Public Access to Lakes and Streams
- Section 14. 1946 Flood Control Act
- Code Enforcement
- Demolition of Unsound Structures
- Urban Renewal Demonstration Grants
- Urban Renewal Projects
- Technical Floodplain Delineation Assistance Programs

FEDERAL WATER POLLUTION CONTROL ACT

This Act provides for grants-in-aid for construction of waste treatment facilities including interceptor and outfall sewers. Grants-in-aid are limited to 30 percent of the cost of construction, which includes engineering, legal and administrative costs. Maximum grant limitation on any one project is \$1,200,000 or 30 percent, whichever is less.

The proposed project must be approved by the Division of Environmental Protection and the Secretary of Health, Education and Welfare. The project must be certified for priority by the Division in accordance with financial and pollution control need.

Information and Assistance

Wisconsin Department of Natural Resources
Division of Environmental Protection
501 Hill Farms State Office Building
Madison, Wisconsin 53705

GRANTS FOR BASIC WATER AND SEWER FACILITIES HOUSING AND URBAN DEVELOPMENT ACT

This Act authorizes grants for construction of basic public water and sewer facilities other than treatment works defined in the Federal Water Quality Act. The grants may not exceed 50 percent of the development cost of the project. No grant will be authorized unless the Secretary of Health, Education and Welfare certifies that waste material carried by the sewer facilities will be adequately treated before discharge to a public waterway.

Every proposed project must be designed with adequate capacity to serve reasonable foreseeable growth needs of the area and it must be consistent with a program for unified or officially coordinated area-wide systems as part of comprehensively planned development of the area.

Information and Assistance

Department of Housing and Urban Development
360 North Michigan Avenue
Chicago, Illinois 60601

RURAL SEWER AND WATER FACILITIES

This Act authorizes grants to finance specific projects in sewers and waste treatment facilities and for storage, treatment, purification or distribution of water in rural areas. For the purposes of this Act "rural areas" are defined as those areas primarily engaged in or associated with agriculture and not having a population in excess of 5,500.

Grants under this Act may not exceed 50 percent of the development cost of the project necessary to serve the area and it must serve an area which will not decline in population below that for which the facility was designed.

The project must be necessary for orderly community development consistent with a comprehensive community water development plan and not inconsistent with state, county or municipal plans. A county-wide sewer and water plan is a prerequisite to receiving a grant.

Information and Assistance

U. S. Department of Agriculture
Farmers Home Administration
4601 Hammersley Road
Madison, Wisconsin 53711

WATER POLLUTION PREVENTION AND ABATEMENT

State support of local efforts to eliminate pollution is available to accelerate construction of municipal prevention and abatement facilities. There are two alternatives for assistance: (1) the State may reimburse a municipality which finances an approved project through bond issues or other forms of borrowing to the approximate extent of net interest costs incurred over the term of the bond issue or other borrowing program; or (2) the State may assist a municipality to acquire an approved project when it is impractical for the municipality to finance such approved project through its municipal borrowing authority. In either case State participation cannot exceed 33 1/3 percent of the approved project cost.

Information and Assistance

Wisconsin Department of Natural Resources
Division of Environmental Protection
501 Hill Farms State Office Building
Madison, Wisconsin 53705

ADVANCE ACQUISITION OF LAND

This program encourages and assists local public bodies or agencies to acquire, in a planned and orderly fashion, land and interest in land to be utilized in connection with future construction of public works and facilities.

The applicant agency must be a local public body or agency of one or more states, an Indian tribe, or a board or commission established by state law to finance water and sewer improvement projects.

Information and Assistance

Wisconsin Department of Local Affairs and Development
123 West Washington Avenue, Fifth Floor
Madison, Wisconsin 53702

Community Facilities Administration
U. S. Department of Housing and Urban Development
360 North Michigan Avenue
Chicago, Illinois 60601

PUBLIC FACILITY LOANS

This program provides long-term construction loans to local public agencies for needed public works for which financing is not otherwise available on reasonable terms and conditions.

Loans may be able to finance up to 100 percent of the project cost for a wide range of nonfederal public works including sewage treatment and disposal facilities, hospital construction, water treatment and distribution facilities, recreation facilities, fire stations and street improvements.

Information and Assistance

Wisconsin Department of Local Affairs and Development
123 West Washington Avenue, Fifth Floor
Madison, Wisconsin 53702

Regional Director
U. S. Department of Housing and Urban Development
360 North Michigan Avenue
Chicago, Illinois 60601

LOW-RENT PUBLIC HOUSING

This federal program provides for financial and technical assistance to communities seeking to secure safe, sanitary, low-rent dwellings for low-income families.

It calls for establishment of a local public housing authority which is empowered to set rent scales, select eligible families and perform property management functions such as repair and maintenance of structures.

This program provides direct benefits for low-income people. The federal share of matching funds is 90 percent; the nonfederal share is 10 percent in cash or in kind.

Information and Assistance

Wisconsin Department of Local Affairs and Development
123 West Washington Avenue, Fifth Floor
Madison, Wisconsin 53702

Regional Office
Public Housing Administration
360 North Michigan Avenue
Chicago, Illinois 60601

FEDERAL SENIOR CITIZEN HOUSING PROGRAM

This program provides 50-year, three and three-eighths percent interest loans for the construction of housing and provision of services for lower middle-income persons age 62 and over. Rents from the project can be used to retire principal and interest.

Information and Assistance

Wisconsin Department of Local Affairs and Development
123 West Washington Avenue, Fifth Floor
Madison, Wisconsin 53702

Regional Office
Public Housing Administration
360 North Michigan Avenue
Chicago, Illinois 60601

LIBRARY SERVICES AND CONSTRUCTION ACT

A federal program which provides matching funds for up to approximately 50 percent of the costs of improving and extending public library services where such services are inadequate according to the state's standards. Improvements need to be in accordance with a state library plan to be eligible for federal funds.

Information and Assistance

Wisconsin Department of Public Instruction
Division for Library Services
126 Langdon Street
Madison, Wisconsin 53703

STATE OF WISCONSIN OUTDOOR RECREATION ACT

This \$50,000,000, ten-year program began in 1961 to accelerate acquisition and development of outdoor recreation and open space lands in the state. Some provisions of the program include:

- Acquisition of scenic easements
- Development of youth conservation camps
- Land acquisition for fish management projects
- Preservation of game habitat areas
- Park and forest recreation areas

Information and Assistance

Wisconsin Department of Natural Resources
Bureau of Planning Aid Programs
Hill Farms State Office Building
Madison, Wisconsin 53702

URBAN BEAUTIFICATION GRANT PROGRAM

This program provides grants to assist local programs of urban beautification and improvement of open space and other public land in urban areas.

Grants may be used for park development, such as basic water and sanitary facilities, paths and walks, landscaping, shelters and recreation equipment; upgrading and improvement of public areas, such as malls, squares, and waterfronts; street improvements such as lighting, benches and tree plantings; and activities on behalf of the arts, such as facilities for outdoor exhibits.

Information and Assistance

Wisconsin Department of Local Affairs and Development
123 West Washington Avenue, Fifth Floor
Madison, Wisconsin 53702

Urban Renewal Administration
U. S. Department of Housing and Urban Development
360 North Michigan Avenue
Chicago, Illinois 60601

OPEN SPACE LAND PROGRAM

This program provides 50 percent matching grants to public bodies for acquiring, developing, and preserving open space land for permanent public use, including lands for parks, recreation, conservation, and scenic areas.

Information and Assistance

Regional Office
Department of Housing and Urban Development
360 North Michigan Avenue
Chicago, Illinois 60601

LAND AND WATER CONSERVATION FUND PROGRAM

This program provides grants-in-aid to states and their political subdivisions for planning, acquiring and developing outdoor recreation areas and facilities. Federal grants of not over 50 percent are provided and are administered through the State Bureau of Planning and Aid Programs to counties for distribution to eligible localities.

Unless the Bureau of Planning and Aid Programs receives a request or a letter to the effect that a request is being prepared, these funds will be reassigned to the counties in the area. A basic requirement for establishing eligibility is to initiate and have underway an outdoor recreation plan.

PUBLIC ACCESS TO LAKES AND STREAMS

Under state law a petition for state aid in providing public access to water can be made to the Wisconsin Division of Environmental Protection. The statute provides that the state may finance 50 percent of the cost of the project.

Information and Assistance

Wisconsin Department of Natural Resources
Division of Environmental Protection
Hill Farms State Office Building
Madison, Wisconsin 53705

SECTION 14 OF THE 1946 FLOOD CONTROL ACT

This program provides special authority to the Chief of Engineers, Corps of Engineers to construct bank protection works to protect endangered highways, highway bridge approaches and other essential, important public works such as municipal water supply systems and sewerage disposal plants which are endangered by flood-caused bank erosion.

Each project constructed must be economically justified and the maximum federal expenditure per project is limited to \$50,000. If the project cost exceeds the \$50,000 federal cost limit, the difference must be provided by local cash contribution.

Information and Assistance

District Engineer
U. S. Army Engineer District
Corps of Engineers
1217 U.S.P.O. Custom House
180 East Kellogg Boulevard
St. Paul, Minnesota 55101

CODE ENFORCEMENT

This program provides technical assistance and grants for planning, reviewing, and administering concentrated code enforcement programs in selected local areas. These programs are both remedial and preventative, such as restoring properties and their environments to decent and standard conditions and arresting future deterioration.

Grants can be made up to two-thirds of program cost for localities with 50,000 or more population, and up to three-fourths for those with population under 50,000. Eligible project expenses include planning and administration and such environmental improvements as streets, sidewalks, curbs, gutters, lighting work, landscaping, plants, signs and fire and police communication systems.

Additional financial assistance is provided via absorption or relocation costs for displacees; availability of FHA mortgage insurance to residential property owners for rehabilitation work; and direct low-interest loans and grants to property owners in the selected code enforcement area for rehabilitation purposes.

Information and Assistance

Department of Housing and Urban Development
360 North Michigan Avenue
Chicago, Illinois 60601

DEMOLITION OF UNSOUND STRUCTURES

This program provides technical assistance and grants to cities, other municipalities, and counties to finance up to two-thirds of the cost of demolishing structures which state or local law determine to be structurally unsound. The structures may be located either within or outside of urban renewal areas. The locality must assure that displaced persons are re-located into decent, safe, and sanitary dwellings within their means.

Information and Assistance

Department of Housing and Urban Development
360 North Michigan Avenue
Chicago, Illinois 60601

URBAN RENEWAL DEMONSTRATION GRANTS

This program provides grants to public bodies to foster projects that demonstrate, develop, and test improved techniques for preventing and eliminating slums and urban blight. Grants may cover up to two-thirds of the demonstration project's cost.

In addition, grants may cover the full cost of writing and publishing reports on completed demonstration projects and on activities and undertakings that further the purpose of this program. Preference is given to activities and undertakings that: (1) contribute to improvements of methods for eliminating and preventing slums and blight, and (2) serve best to guide renewal programs in other communities.

Information and Assistance

Department of Housing and Urban Development
360 North Michigan Avenue
Chicago, Illinois 60601

URBAN RENEWAL PROJECTS

This program provides grants, planning advances, and temporary loans and guarantees to help public agencies eliminate blight in urban areas through surveys and planning, land acquisition and clearing, rehabilitation of

existing structures, new building construction, and the installation of public improvements including streets and sidewalks, utilities, incidental recreational areas, flood protection, preservation of historic structures, etc. Technical assistance is available to local public agencies.

Special assistance is available for displaced residents and businesses (including loans to small businesses) and priorities for home purchase or rent by displaced people. Public agencies may include local hospital and university expansion programs as part of their local contributions.

Information and Assistance

Department of Housing and Urban Development
360 North Michigan Avenue
Chicago, Illinois 60601

TECHNICAL FLOODPLAIN DELINEATION ASSISTANCE PROGRAMS

In accordance with floodplain management standards (Wisconsin Administrative Code, Chapter RD 16), the evaluation of the flooding potential, floodplain delineation and flood-proofing levels in local zoning ordinances are ultimately required to be based on the regional flood (100-year flood). The U. S. Army Corps of Engineers, U. S. Geological Survey, Wisconsin Department of Natural Resources and other agencies have programs which can provide this information to communities.

Floodplain information studies by these agencies are initiated upon request from the interested local unit of government. Requests for studies or assistance are to be directed to and will be coordinated by the Department of Natural Resources. These studies will be accomplished in accordance with a statewide priority for floodplain studies and the availability of topographic maps for the particular area. The engineering portion of these studies is generally done at the expense of the state and federal agencies. However, the communities have the responsibility to provide the necessary topographic maps and, if possible, assistance in field surveys.

Floodplain information studies can also be done through joint local-state efforts. If the communities can furnish, among other things, cross-sections at locations needed for hydraulic calculations, the Department of Natural Resources, with the aid of a computer program, can provide the communities with flood profile information. In addition to providing data that are immediately compatible with floodplain standards, such studies provide the communities with:

1. A sound technical base to meet the legal requirements of floodplain regulations.
2. A tool to analyze the effects upon flood flows of future floodplain uses on a comprehensive basis instead of a piecemeal basis.
3. Assurance that floodplain uses by all governmental agencies and private interests (such as transportation, water and sewer systems, real estate appraisals, and grant, loan or mortgage insurance programs involving construction on the floodplains) will be compatible with a comprehensive floodplain development plan.

4. Assurances to be eligible for flood insurance authorized under the National Flood Insurance Act of 1968.

5. Information needed for a flood emergency preparedness plan. Flood hydrographs developed for a study area will indicate the duration of flooding and available warning time. Profiles and flood maps will illustrate the depth and horizontal extent of flooding. The maps will also be helpful in selecting the most critical location of temporary dikes or levees and emergency transportation routes.

Information and Assistance

Department of Natural Resources
Floodplain Management Section
Box 450
Madison, Wisconsin 53702

Further information on the preceding programs and other state aid and technical assistance programs are outlined in a recent Department of Local Affairs and Development publication titled, "Financial Aid and Technical Assistance Available to Wisconsin Communities".* This 316 page loose-leaf document describes 192 state sponsored assistance programs. Copies are presently being mailed to county and municipal clerks, resource agents, community action and regional planning agencies throughout the state. This guide will be updated every two years and additional assistance may be obtained from the Department of Local Affairs and Development in Madison or the Northwestern Wisconsin Regional Planning Commission in Spooner.

* Information about this publication was taken from:
DLAD #2 -- Official Newsletter of the Department of Local Affairs and Development.

APPENDIX C
CITIZEN SURVEY

CITIZEN SURVEY

In December, 1968, the Bayfield City Planning Commission with the assistance of the Bayfield High School civics class conducted a questionnaire designed to provide more recent information about the community. There were 155 completed questionnaires with 9 returned blank. These 155 questionnaires covered 492 persons. This represents 51.0 percent of the 1960 population of 969.

The results of the survey are shown below. The question is given with the responses given in parentheses. Rarely will the number of responses add up to the total of 155. This is due to some questions not being answered. Representative answers to two of the "open ended" opinion questions are included after question 40.

1. SEX:	AGE:	MARITAL STATUS:
Male <u>106</u>	Under 25 <u>5</u>	Single <u>16</u>
Female <u>65</u>	25-34 <u>29</u>	Married <u>118</u>
	35-44 <u>22</u>	Divorced <u> </u>
	45-54 <u>25</u>	Widowed <u>15</u>
	55-64 <u>32</u>	Separated <u>1</u>
	65 + <u>39</u>	Widower <u>5</u>

Age of youngest child living at home range 1 yr. - 59 yrs.; Average 10.3 years

Number of children living at home 195; Average 2.6 years

Age of children living at home How many of your children have left home for school or work? 126

Under 5 years	<u>52</u>
6 - 9	<u>20</u>
10 - 14	<u>49</u>
15 - 19	<u>18</u>
20 and over	<u>19</u>

Do they plan to return to Bayfield to live? No 56, Yes 6

Does wife work outside the home? Yes 34, No 74

2. How many years have you lived in Bayfield?

Less than one year	<u>10</u>
1 - 2	<u>10</u>
3 - 5	<u>11</u>
6 - 10	<u>10</u>
Over 10	<u>104</u>

3. In what city, county, and state did you live previously? Bayfield County 23
Other in state 38; other out of state 26.

The above information indicates that Bayfield has an older than average population and that their ties to the community are quite strong. The young persons, however, are leaving the community and not planning to return.

4. What was the total income of our family before taxes (or of yourself if single) during 1967?

Under \$2,000	<u>25</u>	\$4000 - \$4999	<u>13</u>
\$2000 - \$2999	<u>14</u>	\$5000 - \$5999	<u>20</u>
\$3000 - \$3999	<u>18</u>	\$6000 and over	<u>40</u>

5. Does your income include old age assistance: 8 Social Security Benefits: 63 Veterans Pension 16 Other 12

6. Where do you do most (over 60%) of your regular shopping:

City or Town	Bayfield	Ashland	Duluth
A. Groceries	<u>127</u>	<u>16</u>	<u>-</u>
B. Other Goods	<u>52</u>	<u>75</u>	<u>6</u>

7. What are your principal reasons for doing most of your shopping (Question 6) in the above communities?

	<u>Prices</u>	<u>Selection</u>	<u>Convenience</u>	<u>Attractiveness of stores</u>	<u>Other</u>
A. Groceries	40	32	79	15	6
B. Other Goods	35	56	37	12	6

8. In your opinion, what problems, if any, exist in local shopping facilities in Bayfield?

Poor selection of goods	<u>63</u>	Parking	<u>5</u>
No problems	<u>20</u>	No delivery	<u>5</u>
High prices	<u>13</u>	Shop-keeper apathy	<u>3</u>

Selection of goods other than groceries is the predominant complaint regarding shopping in Bayfield. Most Bayfield shoppers buy their groceries in Bayfield for convenience but go to Ashland or Duluth for clothing and other goods.

9. What is your occupation?

Retired	<u>23</u>	Housewife	<u>10</u>
Teacher	<u>11</u>	Commercial Fisherman	<u>10</u>
Laborer	<u>10</u>		

10. Where exactly do you work?

In Bayfield	<u>20</u>
School	<u>8</u>
All-Wood	<u>12</u>

11. When you travel to work daily, about how far do you go, one way?

Less than 1 mile	<u>63</u>
1-5 miles	<u>14</u>
6-10 miles	<u>3</u>
11-20 miles	<u>7</u>
Over 20 miles	<u>6</u>

12. Do you drive to work? 67 walk? 30 ride with others? 7
use public transportation? 7

13. Are you employed full time (8 hours a day and over 36 weeks a year)?
Yes 81 No 30

14. Do you feel that in or around the community there are adequate employment opportunities?

Yes 38 No 95

If "No", Why?

Lack of Industry 26

Low wages 8

No future for the young 10

Unemployment 10

The above information reveals that a large percentage of Bayfield's employees work within the community. Unemployment as well as under-employment are major problems for the community.

15. What year did you move into your present housing unit?

1910 - 1920	<u>2</u>
1920 - 1930	<u>6</u>
1930 - 1940	<u>8</u>

1940 - 1950	<u>13</u>
1950 - 1960	<u>22</u>
1960 - 1964	<u>17</u>
1965 - 1969	<u>41</u>

16. Do you own your own home? 112 Rent? 36

17. If you rent, do you rent a house? 24 Apartment? 11

18. About how old is the building you live in (house, apartment building, etc.)?

Less than 5 years	<u>8</u>
5 - 10 years	<u>4</u>
11 - 20 years	<u>12</u>
21 - 30 years	<u>15</u>
Over 30 years	<u>107</u>

19. Are there enough homes for sale in Bayfield that a person can buy a decent one when he wants to?

Yes 18 No 106

If "no" what in your opinion is the reason for this?

No new homes available	<u>23</u>	Elderly in large homes	<u>8</u>
High prices	<u>16</u>	No vacancies	<u>10</u>
No profit to build	<u>11</u>	Old dilapidated houses	<u>7</u>

20. Is your housing modern? 56 Not modern, but adequate? 82
Inadequate? 3

21. What arrangement do you prefer? Efficiency apartments? 2
one bedroom, kitchen, bath, living room? 9 two bedrooms,
kitchen, bath, living room? 44 three bedroom, kitchen, bath,
living room? 59

22. Are there enough homes and apartments for rent in Bayfield to meet
the need of prospective tenants?
Yes 19 No 98

If "no", why do you think not?

No vacancies	<u>30</u>	High rent	<u>6</u>
No profit to build	<u>7</u>	Old houses	<u>7</u>

23. In your opinion is there sufficient housing in Bayfield for those
families making less than \$3,000 per year?
Yes 25 No 79 Why?

High rent	<u>25</u>
No apartments	<u>6</u>
Low income	<u>9</u>

24. Is there sufficient housing for the elderly?
Yes 30 No 80 Why?

Low incomes	<u>13</u>
Housing for the elderly needed	<u>6</u>
Smaller units needed	<u>5</u>

25. If housing were available, and if rent included water, heat, but not
electricity, what amount of rent would you be willing to pay?

\$ 50 - \$ 60	<u>37</u>
\$ 60 - \$ 70	<u>32</u>
\$ 70 - \$ 80	<u>23</u>
Over \$80	<u>19</u>

26. Would you be willing to move in if such an apartment is available?
Yes 45 No 63

27. Would you want to maintain a flower garden? Yes 64
 your own yard? Yes 75

The information on housing conditions in Bayfield reveals that a high percentage of persons own their own homes and that most of those homes are over 30 years old and classed as not modern, but adequate. Many of these large homes are occupied by elderly couples. Forty-five respondents would be willing to move to an apartment if it were available. Low wages, high construction costs, and the lack of profit for contractors were sighted as the reason for the lack of new homes.

28. Does your household receive adequate public and private service as listed below:

	Yes	No
1. Water Supply	<u>140</u>	<u>3</u>
2. Sewer Service	<u>139</u>	<u>3</u>
3. Power Supply	<u>140</u>	<u>1</u>
4. Telephone	<u>139</u>	<u>2</u>
5. Road and Street Quality Access and Maintenance	<u>119</u>	<u>14</u>
6. Police and Fire Protection	<u>112</u>	<u>24</u>
7. Refuse Disposal	<u>62</u>	<u>75</u>
8. Library Service	<u>110</u>	<u>19</u>
9. Medical Facilities	<u>42</u>	<u>100</u>
10. Dental Facilities	<u>37</u>	<u>103</u>

If you checked a "no" above, please explain what the exact problem is:
 No medical or dental facilities are located in Bayfield 80
 Bayfield does not have a refuse pick up service 26

29. How many years of school have you completed?
 1 - 8 years 35 1 - 3 years of college 12
 9 - 11 years 23 4 years or more
 12 years 46 of college 24

30. Are you and your children's educational opportunities (including elementary, high school and vocational school) sufficient:
 Yes 74 No 20
 Can they be improved?
 Education can always be improved 9
 Better curriculum needed 4
 Adult education needed 5

31. What forms of recreation do you usually undertake?
 Swimming 41 Bowling 14
 Fishing 28 Boating 12
 None 26 Skiing 10
 Hunting 22 Hiking 9

32. Do you think that local recreational facilities are adequate?

Yes 32 No 85 Why?

Youth center needed 26

Beach and/or swimming pool 13

33. Are there adequate recreational facilities for the elderly in Bayfield?

Yes 36 No 66

In the area of community facilities Bayfield citizens sighted the lack of medical and dental facilities as a major concern. Young families with adequate mobility find the trip to Washburn and Ashland inconvenient but not intolerable. The elderly persons find going to Washburn a major difficulty. Some do not have cars or are too old to drive and must depend on relatives. Refuse disposal was also sighted as a difficulty. Here again, the elderly have more of a problem disposing of their own trash at the dump than do the younger people.

34. What, in your opinion, is the general appearance of Bayfield?

Attractive 67 Fair 71 Poor 9 Why? _____

Dilapidated structures 22 Empty lots 4

Needs a general clean-up 8 Too many signs 3

35. Do you feel there is a need for land use control (zoning, etc.) in Bayfield?

Yes 79 No 35 Why? _____

Bayfield needs orderly development 14

Small towns don't need zoning 7

36. What problems are there in the community that you feel should be given attention?

Youth activity 24 General clean-up 9

Police protection 11 Unemployment 8

37. Do you think Bayfield has any serious social problems (large number of poor, unemployment, minority group conflicts, alcoholism, juvenile delinquency, etc.)?

Unemployment 24 No activities for youth 7

Juvenile delinquency 20 Low incomes 6

No problems 18 Indian minority 6

Alcoholism 11

38. Does Bayfield suffer from area-wide problems (air pollution, water pollution, depressed economy, etc.)?

Depressed economy 39

No problems 27

Water pollution in future 17

39. What do you like most about Bayfield?

Friendly small town	<u>69</u>
Clean air and water	<u>20</u>
Natural Beauty	<u>18</u>
Location	<u>12</u>
Waterfront	<u>6</u>

40. What do you like least about Bayfield?

Small town politics	<u>18</u>
Town apathy	<u>8</u>
No medical or dental facilities	<u>10</u>

Respondents

Comments on question 39, "What do you like most about Bayfield?"

The comment which appeared more often than any other was, "We like the friendly, small town atmosphere here in Bayfield." Other favorable points were the general aesthetic appeal of "hillside Bayfield" on the shores of clean Lake Superior. The following were taken from some of the representative responses:

"The friendly people."

"Beauty of the location."

"It's a quiet little town, you don't have to be afraid to walk down the street at night."

"I was born here and like it, I intend to stay."

"It sure beats the city life and still offers a good environment to raise a family."

"We are new but we felt welcomed right away."

"Clean air and water and even clean snow!"

Respondents

Comments of question 40, "What do you like least about Bayfield?"

The comment which appeared most frequently dealt with the dislike for "small town emotional politics." Other dislikes were expressed for "small town apathetic citizens", unemployment, and poor business services. The following were taken from some of the representative responses:

"Our youth are forced to leave Bayfield to find work."

"No one wants anything new, most everyone rejects whatever new is suggested."

"Too much griping without workable ideas to do the job or a willingness to pay for them."

"The ugly dilapidated buildings no longer in use."

"The mayor, city council, planning commission, and election board."

"Winter."

"No medical or dental facility, and no refuse pick-up."

"The sometimes petty bickering among groups (not constructive disagreement)."

"The lack of understanding and cooperation between the city government and the citizens for whom it operates."

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