



# Volume III

## *Community Resources*

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# CHAPTER 5:

## NATURAL, AGRICULTURAL, AND CULTURAL RESOURCES

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## **INTRODUCTION**

This section provides an inventory of the existing natural, agricultural and cultural resource features found within the Village of Crivitz planning area. The planning area consists of the Village of Crivitz corporate limits and 1.5 miles surrounding the village extending into the unincorporated area. For simplicity, some of the information included in this chapter will cover the entire area of T32N, R20E. The inventory provides an understanding of the physical characteristics of the county. Because they are major determinants of future development options, it is important to understand where these resources are located and how they relate to one another. Inventorying and defining them will help limit unnecessary public expenditures and minimize the negative impacts to these valued resources as development occurs.

## **NATURAL RESOURCES**

Natural resources are materials that occur in nature and are essential or useful to humans such as water, air, land, trees, animals, plants, soil and minerals. Some are replaceable; others are not. Trees and fish are renewable resources and can be replaced. Nonrenewable resources that include clean groundwater and natural gas are not replaceable once they have been consumed.

Natural resources are often a defining feature for local communities. People depend on natural resources to provide a clean and abundant supply of groundwater; assure good air quality; and provide natural landscapes that are fundamental to a healthy and diverse biological community. Despite their importance, Wisconsin's natural resources face significant threats due to increasing human demands by a growing population. Direct impacts of current and projected development patterns include habitat loss and fragmentation, threats to water quality, and changes in climate. Therefore, it is important that communities plan appropriately in order to preserve their important natural features.

The following text describe the types and locations these many resources and discusses their importance when planning for future growth of the village planning area.

### **Geology**

The geology that lies beneath the village planning area has important implications for land use. Bedrock type, overlying soil composition and depth to bedrock affects excavation; foundations; location and effectiveness of site wastewater treatment systems; residential and industrial development locations; and cost effectiveness of construction and maintenance of highways and streets. The soil composition and depth to bedrock can also have an impact on the natural infiltration of surface waters. In addition, the type of bedrock will determine whether an effective pathway will be available for groundwater recharge as well as its susceptibility to contaminates, including those that naturally occur in the bedrock.

### **Bedrock**

The majority of the planning area consists of the Upper Cambrian group of the Cambrian Era, which consists of sandstones. To the east are the sedimentary formations of the Ordovician Era, which are the Prairie du Chien group consisting of dolomite and Saint Peter sandstone, and the Platteville-Galena group consisting of dolomite with some limestone. The northern area is underlain primarily by granite and undifferentiated igneous and metamorphic rocks of Precambrian origin.

## **Glacial**

During the glacial period, the planning area was completely covered by a sheet of ice known as the Green Bay Lobe of the Labrador Ice Sheet. This sheet of ice was responsible for shaping the surface features that can be seen today throughout the area.

The glacial drift in planning area consists primarily of outwash sand and gravel and loamy till. The soils may be less than 30 feet thick in some areas and up to 300 feet in depth above the bedrock.

Some glaciofluvial deposits contained ice blocks which eventually melted and formed pits, also known as kettles. Over time many of these kettles collected and retained water, forming a number of the inland lakes that are found throughout the county.

Map 5.1 illustrates the glacial “Pleistocene” geology.

## **Topography**

Glacial events occurring in Wisconsin, along with the type of underlying bedrock, have split the planning area into two distinct regions. The northern section, known as the Northern Highlands Region, is characterized by a rough and hilly landscape. The southern section, Wisconsin’s Central Plains, is made up of gentle, rolling hills.

Overall, elevation in the planning area drops gradually from about 850 feet in the northwest to about 650 feet to the southeast. In the southwest corner of the planning area there is a small area with an elevation of about 850 feet.

In addition to the varying topography of these regions, there are also areas of steep slope that exist within the area. Steep slopes are considered areas with a slope equal to or greater than 12 percent. These steep slope areas are more susceptible to soil erosion and therefore are better left free of development. If permission to develop these areas is granted it is recommended that special building and construction restraints such as retaining walls, major grading efforts and specialized erosion control measures are used to avoid large scale erosion.

Certain soil types are characteristic of steep slope areas based on their composition. Map 5.2 illustrates potential areas of steep slope within the county based on soils characteristics.

## **Soils**

The Natural Resources Conservation Service (NRCS) provides a detailed study of all soils in Marinette County in the *Soil Survey of Marinette County, Wisconsin* which was completed in 1985. The survey provides information on the suitability and limitations of soils for a variety of natural resource and engineering uses. Listed below are descriptions of the general soil types within the County.

Glacial deposits can be divided into two types: **till** and **glaciofluvial**.

**Till**, or unstratified drift, is a mixture deposited directly by the glacier that consists of clay, sand, gravel and boulders intermingled in any proportion.

**Glaciofluvial** deposits are moved by glaciers, sorted, and deposited by streams flowing from the melting ice. The deposits are stratified and may occur in the form of outwash plains, deltas, kame eskers, and kame terraces. These deposits consist of coarse to medium-grained sand and gravel with numerous cobbles, boulders and portions of till.

## **Soils Description**

The soils of the County are principally the result of weathering of glacial deposits. There is great variation in the soils within relatively short distances, due primarily to the various bedrock formations from which the glacial drift was formed. Other soils in the County were laid down by streams and lakes. Peat and muck soils are found scattered throughout the County.

Soils are grouped into general soil associations that have similar patterns of relief and drainage. These associations typically consist of one or more major soils and some minor soils. Marinette County contains 11 diverse soil associations that are divided into three general categories. The planning area consists mainly of the Menahga and Mancelona-Emmet-Manahga associations. In the eastern part of the planning area soils dominated by organic soils appear.

Table 5.1 provides a brief description of each soil association found in Marinette County.

## **Soil Limitations**

Because certain limitations exist for various soil types, the composition and properties of soils should be evaluated prior to any development taking place. By utilizing the information provided by the *Soil Survey of Marinette County, Wisconsin* soil-related failures in various land uses can likely be avoided.

Table 5.1: Soil Descriptions, Marinette County

General Soil Category	General Description	Specific Association	Description
<b>Areas dominated by soils that formed in glacial till</b>	<ul style="list-style-type: none"> <li>Makes up about 23% of county</li> <li>Used for croplands</li> <li>Erosion and wetness are main limitations in managing</li> </ul>	Emmet-Charlevoix Association	<ul style="list-style-type: none"> <li>Deep, nearly level to steep</li> <li>Well drained to somewhat poorly drained</li> <li>Loamy soils</li> </ul>
		Menominee-Emmet Association	<ul style="list-style-type: none"> <li>Deep, nearly level to steep</li> <li>Well drained</li> <li>Sandy and loamy soils</li> </ul>
		Cunard-Emmet Association	<ul style="list-style-type: none"> <li>Moderately deep and deep</li> <li>Nearly level to steep</li> <li>Well drained</li> <li>Loamy soils</li> </ul>
		Sarona-Keweenaw Association	<ul style="list-style-type: none"> <li>Deep, nearly level to steep</li> <li>Well drained</li> <li>Loamy and sandy soils</li> </ul>
<b>Areas dominated by soils that formed in glacial outwash and till</b>	<ul style="list-style-type: none"> <li>Makes up about 68% of the county</li> <li>Primary used as woodland</li> <li>Erosion, soil blowing, and droughtiness are main limitations in managing</li> </ul>	Wainola-Deford Association	<ul style="list-style-type: none"> <li>Deep, nearly level and gently sloping</li> <li>Somewhat poorly drained to very poorly drained</li> <li>Sandy and mucky soils</li> </ul>
		Mancelona-Emmet-Menahga Association	<ul style="list-style-type: none"> <li>Deep, nearly level to steep</li> <li>Well drained to excessively drained</li> <li>Sandy and loamy soils</li> </ul>
		Menahga Association	<ul style="list-style-type: none"> <li>Deep, nearly level to steep</li> <li>Excessively drained</li> <li>Sandy soils</li> </ul>
		Pence-Padus Association	<ul style="list-style-type: none"> <li>Deep, nearly level to very steep</li> <li>Well drained</li> <li>Loamy soils</li> </ul>
		Ishpeming-Michigamme-Rock Outcrop Association	<ul style="list-style-type: none"> <li>Moderately deep, gently sloping to moderately steep</li> <li>Somewhat excessively drained and well drained</li> <li>Sandy and loamy soils</li> </ul>
<b>Areas dominated by organic soils</b>	<ul style="list-style-type: none"> <li>Makes up about 9% of the county</li> <li>Primarily used as woodland</li> <li>Wetness and low soil strength are main limitations in managing</li> </ul>	Seelyeville-Markey-Emmett Association	<ul style="list-style-type: none"> <li>Deep, nearly level to steep</li> <li>Very poorly drained and well drained</li> <li>Mucky and loamy soils</li> </ul>
		Seelyeville-Markey Association	<ul style="list-style-type: none"> <li>Deep, nearly level</li> <li>Very poorly drained</li> <li>Mucky soils</li> </ul>

Source: United States Department of Agriculture Soil Conservation Service, *Soil Survey of Marinette County, WI*, 1987.

### ***Private Sewage Systems***

Private on-site wastewater treatment systems (POWTS) are systems that discharge effluent to groundwater through a subsurface infiltration system. Success of these on-site systems (i.e., drain-fields or mounds) is based on the depth and permeability of the soils where they are installed.

The *Soil Survey of Marinette County, Wisconsin*, provides information on the limitations of each type of soil for these sanitary facilities. Soil ratings are based on soil properties, site features and observed performance of the soils. There are three classes of limitations:

- *Severe limitations* mean soil properties or site features are so unfavorable or so difficult to overcome that these systems may require a special design that results in a significant increase in construction costs or possibly costly ongoing maintenance.
- *Moderate limitations* mean soil properties or site features are not favorable for the indicated use and may require special planning, design, or maintenance to overcome or minimize these limitations.
- *Slight limitations* mean soil properties and site features are generally favorable for the indicated use and limitations are minor and therefore easily overcome.

COMM 83 health and safety code allows new technologies for private sewage systems. The code allows the use of soil absorption systems on sites with at least six inches of suitable native soil. The revised code gives property owners the opportunity and flexibility to meet environmental performance standards with several treatment technologies.

As a way to mitigate these limitations, COMM 83 allows for infill development in areas not permitted previously by the former plumbing code. Housing and population density will increase in some areas due to the revised COMM 83 code. This in turn increases the need for land use planning and integrations of environmental corridors to address the adverse impacts related to development. Planning along with land use controls (e.g. zoning) will assist in achieving more efficient development patterns.

### ***Basements***

The *Soil Survey of Marinette County, Wisconsin* provides information on the limitations of soils for building site development including the construction of dwellings with basements. These limitations are based on soil properties, site features and observed performance of the soils.

Most of the severe limitation soils found in the county occur in wetland areas and locations adjacent to surface water features.

### ***Nonmetallic Mineral Resources***

Sand, gravel and crushed stone are the primary minerals mined in the area. They are needed for constructing the sub-base for roads and are the primary components in concrete that is used for the building of foundations, basement walls and sidewalks.

There are several mining sites near the surrounding area that extract sand, gravel and/or crushed stone. The *Soil Survey of Marinette County, Wisconsin* identifies soils that would be the best sources for quality sand, gravel and crushed stone. These minerals are primarily found near river and stream channels, outwash plains, dunes and eskers.

As Marinette County and other surrounding areas experience continued growth and development, the demand for sand, gravel and crushed stone will increase. As a result, these nonmetallic mineral resources should be identified and conserved for future mining consideration. However, residential development can threaten access to these resources as competition for land increases. Therefore, it is important that land use controls are utilized to ensure the preservation of these resources so that future demands can be met.

In order to minimize land use conflicts, mining operations should show that they have little negative impact on the neighboring properties or the surrounding areas. This not only includes noise and odors, but also adverse affects on groundwater and significant wear on local roads.

#### ***Nonmetallic Mining Reclamation (NR 135)***

Any new mines need to have a permit granted by the Wisconsin Department of Natural Resources (WDNR) and are subject to the requirements of NR 135.

- A. The reclamation plan is a detailed technical document with goals to successfully reclaim the area as well as limit any long-term negative impacts to the environment once the mine is abandoned.
- B. The WDNR defines successful reclamation as “the restoration of all areas disturbed by mining activities including aspects of the mine itself, waste disposal areas, buildings, roads and utility corridors.”
- C. Restoration is defined as “returning of the site to a condition that minimizes erosion and sedimentation, supports productive and diverse plants and animal communities, and allows for the desired post-mining land use.”

Depleted mining sites can be reclaimed as parkland, wildlife habitat, recreational land or other uses.

NR 135 allows landowners to register marketable nonmetallic mineral deposits as a way to prevent future development that would interfere with the extraction of those deposits. As a result, registered sites are protected from local zoning or other decisions that permanently interfere with mining on the site for at least 20 years.

### **Water Resources**

#### **Watersheds**

The Village of Crivitz planning area consists of three watersheds; Middle Inlet and Lake Noquebay, Middle Peshtigo and Thunder Rivers, Lower Peshtigo River watersheds. They all are part of the larger Lake Michigan Basin and drain indirectly into Lake Michigan through Green Bay or one of the county’s major rivers. Map 5.3 displays the location of each watershed.

Pollution can have negative impacts on all of the county’s watersheds. It is important to evaluate any new developments and land activities to determine their potential impacts on the applicable watershed. Many of these activities may not occur in the county; however, the activities undertaken upstream in adjacent communities can adversely impact the water quality in the downstream area and pose a threat to the environment, economy and health of the county and its communities.

### **Priority and Non-Priority Watersheds**

Both point and non-point source pollution continues to have a tremendous impact on Wisconsin's watersheds. While rules can easily be put into place to regulate point source pollution, it is much more difficult to control nonpoint source pollution.

As a way to protect the state's watersheds from nonpoint source pollution, the Wisconsin Nonpoint Source Water Pollution Abatement Program (NPS Program) was created in 1978 by the State Legislature and is managed by the WDNR. This program selected priority watersheds based on numerous factors, including but not limited to, the potential for unique species to respond positively to nonpoint source controls and sensitivity to phosphorus loading. The program has provided financial and technical assistance to landowners and local governments to reduce nonpoint source pollution by addressing land management activities that contribute to urban and rural runoff. Table 5.2 lists the projects in or near the planning area that have received assistance under this program.

**Point source pollution** can be defined as that which originates from a single point such as pipes, ditches, wells, and containers, while **nonpoint source pollution** can not be traced to one definitive source. Although exact sources of nonpoint source pollution can be difficult to identify, activities such as farming, construction and mining are known to produce pollution that can be carried away by runoff into local watersheds.

Table 5.2: Village of Crivitz Planning Area Priority Watershed Projects

Watershed	County(ies)	Year Designated	Project Status
<b>Large-scale Priority Watershed Project</b>			
Middle Peshtigo/Thunder Rivers	Marinette, Oconto	1995	Unknown
<b>Priority Lake Project</b>			
Lake Noquebay	Marinette	1992	Project complete

Source: Wisconsin Department of Natural Resources, 2007.

### **Surface Water**

Lakes and streams provide an abundant supply of surface water and are important assets in the planning area. All lakes, rivers, and creeks in the planning area are listed in Table 5.3 and 5.4 below.

Surface waters in Marinette County flow almost exclusively to the southeast of the Canadian Shield and eventually into Green Bay. The major drainage in the planning area is the Peshtigo River system.

The popularity of lakes and rivers and economic expansion has lead to a considerable increase in development and re-development of waterfront property in the planning area. This increase in development has created pressure on the natural resources. Many of the impacts are immediately evident such as wildlife habitat loss. However, many of the impacts develop gradually such as changes in water quality, shoreline aesthetics, aquatic and shoreline plants, and wildlife populations. The impacts tend to be long term and often result from the cumulative effects of increased development.

According to the WDNR, Marinette County's water quality is generally good. The most serious water quality problems in the county stem from industrial waste, primarily paper mills, and municipal waste. Other pollution problems, particularly in the more intensively farmed southern part of the county, can be attributed to poor agricultural practices that promote erosion, stream

bank destruction and nutrient enrichment of surface waters. Problems may develop in lakes from excessive quantities of nutrients from septic systems, agriculture or other sources.

Table 5.3: Crivitz Planning Area Named Lakes

Name	Size (acres)	Max. Depth (ft.)	Location
Left Foot Lake	79.3	65	T32N, R20E, Sec. 33
Marl Lake	4.5	3	T32N, R20E, Sec. 30
Round Lake	3	3	T32N, R20E, Sec. 5
Rush Lake	17.1	31	T32N, R20E, Sec. 6

Source: "Surface Waters Resources of Marinette County," Wisconsin Department of Natural Resources, 1975.

### ***Wisconsin Outstanding and Exceptional Resource Waters***

Wisconsin's outstanding and exceptional resource water program is designed to maintain the quality of Wisconsin's cleanest waters. An outstanding resource water (ORW) is a lake, stream or flowage having excellent water quality, high recreational and aesthetic value and high quality fishing. ORW waters are free from point source or nonpoint source pollution. An exceptional resource water (ERW) is a lake, stream, or flowage exhibiting the same high quality resource values as outstanding waters, but may be affected by point source pollution or have the potential for future discharge from a small sewer community.

Water-based recreational opportunities are very important to the county and planning area, creating tourism related sales and jobs. One report by the Wisconsin Department of Natural Resources indicated that water-based recreational activities are important for resource users in the area and clean water is an extremely important factor for tourist. Many people support the classification of water bodies and expressed a greater likelihood of returning to an area if streams had such protection. The Crivitz planning area has one ORW and two ERW classifications. See Table 5.4 for list.

Table 5.4: Crivitz Planning Area Named Streams

Name	Length (miles)	Average Width (ft.)	ORW/ERW Designation
Smith Creek	6.1	5	ERW
Lower Middle Inlet	8.3	10	ERW
Peshtigo River	66.7	123	ORW
The Outlet	4.3	73	N/A
Left Foot Creek	6.2	11	N/A

Source: "Surface Waters Resources of Marinette County," Wisconsin Department of Natural Resources, 1975 and Wisconsin Department of Natural Resources Website.

### **Wisconsin Trout Stream Classifications**

Wisconsin Department of Natural Resources uses three categories to classify the different types of trout streams throughout the state. Trout streams are placed into three classes for fish management purposes:

**Class 1.** These are high quality trout waters, have sufficient natural reproduction to sustain populations of wild trout at or near carry capacity. Consequently, streams in this category require no stocking of hatchery trout. These streams or stream sections are often small and may contain small or slow-growing trout, especially in the headwaters.

**Class 2.** Streams in this classification may have some natural reproduction, but not enough to utilize available food and space. Therefore, stocking is required to maintain a desirable sport fishery. These streams have good survival and carryover of adult trout, often producing some fish larger than average size.

**Class 3.** These waters are marginal trout habitat with no natural reproduction occurring. They require annual stocking of trout to provide trout fishing. Generally, there is no carryover of trout from one year to the next.

Degradation of trout habitat is one of our most serious management problems. Serious loss of habitat is caused by siltation from erosion, decreased groundwater flow from irrigation, drained wetlands and poor watershed management. High oxygen demand from organic pollution, channelization, cattle grazing, and increased temperatures from both man-made and beaver-constructed dams and impoundments are other common causes of trout habitat deterioration. State laws protect trout streams from pollution and other harmful effects such as stream channelization or alteration, dam construction and excessive irrigation. Table 5.5 lists the streams in the planning area that have a trout stream classification.

Table 5.5: Crivitz Planning Area Trout Stream Classifications

Stream Name	Classification	Portion Classified	Length(mi.)	Management
Smith Creek	II	All	8.2	Naturally reproducing Brook Trout
Lower Middle Inlet	II	All	8.3	Naturally reproducing Brook Trout
Peshtigo River	II	Above CTH C	25.2	Naturally reproducing Brook Trout Naturally reproducing Brown Trout Stocked Rainbow Trout
Left Foot Creek	II	Above Left Foot Lake	2.5	Naturally reproducing Brook Trout

Source: "Wisconsin Trout Streams," Wisconsin Department of Natural Resources, April 19, 2002

### **Activities in Navigable Waters**

Placement of structures, dredging and similar activities in or adjacent to navigable waters are regulated under Chapter 30 of Wisconsin Statutes. These activities often require a permit from WDNR before they can begin. Chapter 30 provides permit exemptions for the following activities:

- Boat shelters, lifts, and hoists
- Biological shore erosion control
- Culvert replacement (previously permitted and up to 24" in diameter)
- Dry fire hydrant
- Fish habitat structures
- Intake or outfall structure
- Manual dredging
- Pier or wharf
- Pilings
- Riprap repair
- Riprap replacement
- Swim rafts
- Wildlife habitat structure

Although Chapter 30 provides some exemptions, none of these exemptions are allowed in “Areas of Special Resource Interest” (ASNRI) and many are limited in “Public Rights Features” and “Priority Navigable Waters,” all of which are defined in NR 1.05. Marinette County and the Crivitz planning area contains a large number of surface water features that fall under one of these designations. This should be considered when making decisions about development around these areas.

### ***Wisconsin’s Impaired Waters***

Section 303(d) of the Federal Clean Water Act requires each state to periodically submit to the U.S. Environmental Protection Agency (EPA) a list of impaired waters. Impaired waters are those that are not meeting the state’s water quality standards. The DNR last submitted an updated list to EPA in May 2006 and received approval in September 2006. Although none of the impaired water bodies are located in the planning area, those that are upstream can adversely impact the environment, recreation opportunities and economics of the planning area. Table 5.6 lists each of the impaired waters that are located in Marinette County.

Table 5.6: Impaired Waters of Marinette County

Water Body	Pollutant	Priority	Year Added
Bass Lake	Phosphorus	EAP	1998
Green Bay (south of City of Marinette)	Mercury	Medium	1998
Lower Menominee River (AoC)	Aresenic, Mercury, Coal tar	Low	1996
Menominee River	Mercury, PCB	Low	Before 2002
Menominee River (Pier's Gorge to Lower Scott Flowage)	Mercury, PCB	Low	Before 2002
Gilas Lake	Mercury	Low	1998
Lake Noquebay	Mercury	Low	1998
Peshtigo River at Caldron Falls Flowage	Mercury	Low	1998
Peshtigo River at High Falls Flowage	Mercury	Low	1998
Peshtigo River at Peshtigo Flowage	Mercury	Low	1998

Source: Wisconsin Department of Natural Resources, 2006.

### ***Waterfalls***

Marinette County is located on the edge of the Precambrian Shield, creating a distinct fall line for all streams that cross the boundary. The gradient and fall line make interesting whitewater rafting and provide outstanding scenery. In total, Marinette County has fourteen waterfalls, most of which can be found in the Crivitz, Amberg, Dunbar, and Pembine recreational areas and within the County Park system.

## Shorelands

Shorelands are viewed as valuable environmental resources both in rural and urbanized areas. As a result, the State of Wisconsin requires counties and incorporated communities to adopt shoreland/floodplain regulations to address the problems associated with development in shoreland and floodplain areas. Even though development within shoreland areas is generally permitted, specific design techniques must be taken into consideration. In more environmentally sensitive locations, any alteration of the shoreland is strictly regulated, and in some cases, not permitted under any circumstances.

The authority to enact and enforce shoreland and other zoning provisions is set forth in Chapter 59.692 of the Wisconsin Statutes and Wisconsin Administrative Codes NR 115,116, and 117. Chapter 21 of the *Marinette County Zoning Ordinance* establishes zoning standards for the use of all shorelands in the county located along navigable waters.

Shorelands for the planning area are illustrated by Map 5.4.

## Coastal Resources

The Lake Michigan coastline offers a variety of natural, living and cultural resources. It is important to protect these valuable assets as development in coastal areas typically leads to greater land disturbance, runoff and pollutants.

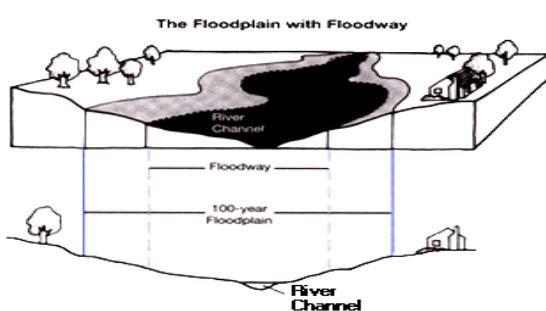
Coastal development can affect the shape and use of the shoreline. Several issues to consider when planning include shoreline/bluff erosion, impacts to coastal wetlands, fluctuating lake levels, increased non-point pollution, economic impacts, wildlife habitats, and the unique historic and archeological resources of the area.

The preservation of coastal resources will go a long way in maintaining/improving community health and safety, aesthetics and economic viability (e.g., tourism, clean parks and beaches, recreational fishing) of the county.

## Floodplains

Floodplains are normally defined as those areas, excluding the stream channel, subject to inundation by the 100-year recurrence interval flood event. This event has a one percent chance of occurring in any given year. Floodplains, as identified by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), provide for storm water retention, groundwater recharge, habitat for various types of waterfowl and wildlife and are considered a valuable recreational resource. Furthermore, floodplains serve to provide flood and

Figure 5.1: Floodplain



Source: [www.friendsoftheriver.org](http://www.friendsoftheriver.org)

erosion control by storing floodwaters, reducing flood velocities, diminishing flood peaks and reducing sedimentation.

Shorelands are land areas within the following distances from the ordinary high water mark of navigable waters:

- A. 1,000 feet from a lake, pond or flowage; and
- B. 300 feet from a river or stream or to the landward side of the floodplain, whichever distance is greater.

When buildings are constructed in the floodplain, the floodplain's storage capacity becomes reduced and other functions of the floodplain can be adversely affected. This could cause future flood events to be of higher intensity and allow the flood to overwhelm areas outside of the historic floodplain. As a way to protect floodplains, Section 87.30(1) of the Wisconsin Statutes and Wisconsin Administrative Code NR 116 require counties, cities and villages to adopt floodplain zoning ordinances to address the problems associated with development in floodplain areas.

The Marinette County Floodplain Zoning Ordinance was adopted to promote public health, safety, and general welfare, and to minimize flood losses in areas subject to flood hazards. The ordinance regulates residential development, storage of hazardous materials, and actions which may be detrimental to permitted uses in adjoining districts, sewage disposal, wells for drinking water, and wastewater ponds or facilities, except those permitted under NR 110.15 within the FEMA designated floodplain area. In addition to state and county regulations, a number of local governments have adopted floodplain ordinances to address specific concerns within their communities.

Floodplains in the planning area are generally located adjacent to major rivers and other surfaces waters. The floodplains within the Crivitz planning area are noted on Map 5.5.

### **Wetlands**

Because of their importance, there are strict regulations regarding wetlands. WDNR mandates that shoreland wetlands be protected in both the rural and urban areas of the state. Wetlands not in the shoreland zone are protected from development by the federal government through Section 404 of the Clean Water Act and Wisconsin Administrative Code NR 103. It should be noted that all wetlands, no matter how small, are subject to WDNR and possible federal regulations, if they meet the state definition.

Map 5.6 illustrates the WDNR inventoried wetlands greater than two acres. Prominent wetlands in the county include the Lower Peshtigo River, Ansul Patterned Dunes, Seagull Bar and others adjoining the many lakes and streams of the county.

### **Coastal Wetlands**

Marinette County has a number of extensive wetland complexes located within 25 miles of the Green Bay shoreline. Wetlands located within close proximity to the coast provide rich habitat for plants and animals and greatly influence the larger ecosystem processes of the Great Lakes Ecosystem. As transition zones between land and water, coastal wetlands are often rich in species diversity and provide critical habitat for migratory and nesting birds, spawning fish, and rare plants.

According to the WDNR, wetlands are areas where water is at, near, or above the land surface long enough to be capable of supporting aquatic or hydrophilic vegetation. Other common names for wetlands are swamps, bogs, and marshes. Wetlands act to provide scenic open spaces; act as natural pollution filters for lakes, streams and drinking water; act as groundwater discharge areas, and retain floodwaters; and provide valuable and irreplaceable habitat for many plants and animals.

Due to the role these lands play in improving and maintaining the health of Green Bay, Lake Michigan and the entire Great Lakes ecosystem, the WDNR has identified ecologically Significant Coastal Wetlands along Lake Michigan as a way to guide future planning efforts.

As a result of this project the Lower Peshtigo River, Ansul Patterned Dunes, West Shore Green Bay Wetlands, and Seagull Bar have all been designated Significant Coastal Wetlands. The planning area does not contain any coastal wetlands.

### **Groundwater**

Groundwater is stored in porous and permeable strata, more commonly known as aquifers. The planning area's groundwater source is part of a large aquifer system called the Cambrian-Ordovician aquifer system. According to the *Soil Survey of Marinette County, Wisconsin* the southeastern third of the county is underlain by sandstone and limestone formations which serve

as good aquifers. These areas have wells that range from 41 to 1,005 feet deep which yield 10 to 1,260 gallons of water per minute. The northwestern two-thirds of the county consist of igneous and metamorphic bedrock that yield little to no water. All areas of the county contain glacial deposits which also are aquifers that are highly permeable and yield large quantities of water. High capacity wells in this area are 30 to 308 feet deep.

**Groundwater** is the water that occupies spaces between soil particles and rocks located below the earth's surface. Groundwater, lakes, and rivers are all connected as water commonly flows between them. Groundwater is also connected to the surface of the land by rain and melted snow which carry substances from the surface down to the groundwater and nearby wells.

Overall, the *Soil Survey of Marinette County, Wisconsin* concludes that the groundwater in planning area is generally of good quality. The majority of water is hard. Iron may be detected in some areas, but is not considered a health problem.

The water used by the Village of Crivitz and in the majority of homes in the planning area comes from groundwater. Industrial water users in the planning area use groundwater. Drinking water is supplied via municipal sources or private wells. The municipal water system is comprised of three community groundwater wells and one 250,000 gallon tower. The wells have a depth of 50, 172, and 180 feet.

Fertilizers, manure, land application of sewage, pesticides, on-site sewage disposal systems, chemical spills, leaking underground storage tanks, landfills, existing land uses, and landowner practices are all potential pollutants for drinking water wells. The susceptibility of groundwater to contamination from these activities can be highly variable depending on location. Depth to bedrock, aquifer type, soil type, and depth to groundwater are all factors thought to influence susceptibility.

### **Groundwater Management**

In order to provide protection for groundwater resources, the WDNR has adopted maximum contaminant level (MCL) standards that apply to all public water supplies in the state. The standards regulate concentrations of pollutants in public water supplies (NR 809) and the operation and design of community water systems, including groundwater source development and well head protection (NR 811).

Under Wisconsin's Groundwater Standards Law (NR 160), state programs for landfills, hazardous wastes, spills, wastewater, septic tanks, salt storage, fertilizer storage, pesticides, and

underground storage tanks must comply with the established standards. In addition, Wisconsin Administrative Code chapters NR 140, 141 and 142 regulate groundwater quality, groundwater monitoring, well requirements and water management and conservation.

Despite regulation, groundwater resources in Wisconsin are still subject to contamination. As development in the area continues to increase, so does the amount of impervious surfaces such as roofs and parking lots. It is important to understand that the amount of water that infiltrates to the groundwater depends on such factors as vegetation cover, slope, soil composition, and depth to the water table. Therefore, wise land use decisions, particularly in critical groundwater recharge areas and areas of shallow soils, could help to increase groundwater recharge rates and limit contamination by minimizing the amount of impervious surface.

It is important to ensure protection of groundwater from construction and agricultural runoff events. These events can lead to contamination of private wells, fish kills and an influx of nutrients into surface waters causing harmful algal blooms. Methods to protect groundwater resources include utilizing local planning and zoning tools, advocating for best management practices, implementing wellhead protection programs, and strictly enforcing regulations on private sewage systems.

### ***Wellhead Protection Planning***

Wellhead protection plans can be an effective method of protecting groundwater quality and quantity. These plans are developed to achieve groundwater pollution prevention measures within public water supply wellhead areas. In November 2008, the Wisconsin Department of Natural Resources approved a wellhead protection plan for the Village's three water supply wells. The Wellhead Protection Areas for the municipal wells lie outside the Village limits; therefore, the Village continues to work with Marinette County and the Town of Stephenson to adopt a well head protection ordinance for these areas.

### **Runoff/Stormwater Management**

In October 2002, the State of Wisconsin established Run-off Management Administrative Rules to address uncontrolled run-off from urban and rural land use activities. These administrative rules establish a variety of best management practices, performance standards, and regulations and permit requirements that farms, cities and construction sites must follow as a way to reduce polluted runoff.

The following are the eight rules written by the WDNR and one by the Wisconsin Department of Agriculture, Trade, and Consumer Protection (DATCP) that are intended to reduce the affects of runoff:

**Runoff** refers to water from precipitation (stormwater), irrigation, or other sources that moves over and through the ground. These waters generally flow over impervious surfaces such as rooftops, driveways, sidewalks, streets and parking lots. As the water flows over these impervious surfaces it picks up and carries away natural and man-made pollutants, eventually depositing them into lakes, rivers, wetlands, coastal waters and groundwater supplies. The polluted run-off can destroy lake and river ecosystems, contaminate drinking water, and clog drainage ways with sediment which increases the likelihood of flooding.

- NR 120 Priority Watershed and Priority Lake Program
- NR 151 Runoff Management (Performance Standards and Prohibitions)
- NR 152 Model Ordinances for Construction Site Erosion Control and Post-Construction Storm Water Management
- NR 153 Targeted Runoff Management Grant Program
- NR 154 Best Management Practices and Cost-Share Conditions
- NR 155 Urban Nonpoint Source Water Pollution Abatement and Storm Water Management Grant Program
- NR 216 Storm Water Discharge Permits
- NR 243 Animal Feeding Operations
- ATCP 50 Soil and Water Resource Management Program

These rules have a direct impact on private actions and on local government activities. They require that certain local governments take specific action to control storm water. As more impervious surfaces are created, causing a decrease in the amount of land that is available for filtration, these rules may require local governments to construct costly stormwater diversion and storage facilities. Furthermore, construction and agricultural activities within the community can contribute heavily to pollution issues if these requirements are not followed properly. Therefore, it is important that these requirements are addressed through local planning activities by promoting and utilizing best management practices. These practices will help to preserve the quality of the groundwater supply, protect surface waters from pollution, and safeguard significant aquatic habitats. For more information regarding best management practices and nonpoint source pollution control, visit the WDNR's runoff management website.

**Protecting Groundwater and Surface Water Resources:  
The Marinette County Agricultural Performance Standards and Animal Waste Management  
Ordinance**

As a way to protect its groundwater and surface water resources, Marinette County has adopted an Agricultural Performance Standards and Animal Waste Management Ordinance. As part of this ordinance, animal waste storage facilities may not have: 1) overflow of manure storage structures; 2) an unconfined manure stack in a water quality management area; 3) direct runoff from a feedlot or stored manure to waters of the state; and may not allow unlimited access by livestock to waters of the state in a location where high concentrations of animals prevent the maintenance of adequate sod or self-sustaining vegetative cover. The ordinance also requires that stacking of animal waste must: 1) comply with all prohibitions set forth for animal waste storage facilities; 2) be set back a minimum of 50 feet from property lines; 3) not allow manure or contaminated leachate to enter adjoining properties; 4) not occur at a site susceptible to groundwater contamination as defined by the ordinance.

The ordinance also regulates croplands by requiring that those permitted to use and apply animal waste shall develop and implement a nutrient management plan to utilize stored animal waste in an environmentally safe manner. The ordinance also provides regulations to minimize soil erosion and to require the diversion of clean runoff within water quality management areas.

## **Woodlands**

According to the land use inventory, there are a total of 70,930 acres of woodlands within Marinette County. Aspen, in combination with paper birch and red maple, is the most common forest type comprising 43 percent of the total forest acreage. Map 5.7 illustrates the woodlands within the village.

When planning future development, keep in mind that woodlands provide aesthetic views, wildlife habitat, and offer multiple recreational choices. Woodlands also maintain watershed cover, provide shade, serve as a windbreak, help reduce soil erosion, act as a noise barrier, and screen unsightly developments.

## **State Forest**

The pressure put on area forests in late 1800's by the forest industry and homesteaders brought about much debate as to what Wisconsin forests should look like. With one failed attempt to create a state forest, two amendments in the early 1900's to the state constitution reflected the citizens' desire for the state to adopt a long-term commitment to own and manage forest resources. In 1910, the first amendment permitted the state to engage in forestry practices and in 1924 a referendum gave the state the right to appropriate money for the purpose of acquiring, preserving, and developing the state's forest. Although, the first state forest was established in 1925, Marinette County is home to the newest state forest, Peshtigo River State Forest. In 2001, the purchase of 9,239 acres from Wisconsin Public Service Corporation was approved. The land includes 25 miles of river, 3,200 acres of water, and 9,200 acres of forest. Although Peshtigo River State Forest is out of the planning area, visitors are likely to pass through the Village of Crivitz using their amenities.

## **County Forests**

Due to the barren, tax delinquent land left by the homesteaders of failed farms in the early 1900's, several new state laws were passed that promoted the conversion of the land to productive forests. In 1927, the State Legislature passed the Forest Crop Law (FCL) that authorized counties to create county forests. It was later amended in 1929 allowing counties to take ownership without paying the required taxes. The new laws allowed for trees to be grown as a crop of sorts. They also "empowered counties to adopt zoning ordinances that would prohibit certain land uses in forested areas."

In 1963, the laws were amended to create the County Forest Law, establishing a permanent program of county forest that would be managed in accordance with a 10-year Comprehensive Land Use Plan developed by the County, with the assistance of the WDNR. According to the *Marinette County Forestry 15 Year Plan* the County Forest Law has created approximately two and one third million acres of county forest in 29 counties in Wisconsin.

Marinette County was among the first counties to participate in the Wisconsin County FCL with the entry of 14,003 acres in 1930. The latest entry of 4,646 acres in September 1992 brings the present county acreages to 231,675 acres. The county forest is composed of 402 management compartments ranging in size from 140 acres to nearly 1,800 acres. Within the county forest boundaries, approximately 82 percent of the land is county-owned with most of the remaining 18 percent in small private holdings. Although, there is no county forest in the planning area, the Marinette County Forest ranks as the second largest county forest in Wisconsin.

The Marinette County Forest provides a number of opportunities for the public including hunting, fishing, hiking, camping, nature viewing and other recreational activities. These lands also provide an economic benefit to the county. According to the county website, revenues from county forest timber sales average \$1,500,000 per year which goes directly into the county operating budget. The county forest also supplies about 60,000 cords of wood a year for forest industries, providing more jobs than any other industry in the county.

### **Private Forest**

The Forest Crop Law (FCL) passed in 1927, not only allowed the creation of county forest, but was also designed to help large forest owners. Early state tax policy was creating such a burden on landowners that they were overcutting their timber to pay their tax obligation. Therefore, the FCL was a way for the State to encourage proper forest management on private lands by providing tax incentives to landowners. Contracts require a 40 acre minimum, are for 25 or 50 year lengths, and require the land owner to permit public access for hunting and recreation. In lieu of taxes, land owners are required make an annual acreage share payment along with a tax when timber is harvested and when the contract is terminated. In addition, the WDNR annually pays municipalities 20 cents per acre for FCL land within its jurisdiction. In 1954, the Woodland Tax Law (WTL) was enacted for small woodland owners to acquire tax incentives. Contracts were for 10 acres or more, 15 year contracts, and didn't require public access. There was no state contribution and land owners didn't have to pay taxes at harvest or contract termination.

Due to the creation of the Managed Forest Law (MFL) in 1985, both the FCL and WTL closed enrollment for new contracts in January 1986. Since FCL contracts can be 50 years in length, the last contracts will expire in 2035. Since WTL contracts were for 15 years, the last WTL contracts expired in 2000.

The MFL combined many aspects of both the FCL and WTL. Land owners have the option of choosing a 25 or 50 year contract period and is open to land owners owning 10 acres or more of woodlands. Land owners are required to follow a forest management plan and allow public access for hunting and recreation (however, up to 160 acres can be close to public access with no more than 80 acres being enrolled before April 28, 2004). There is a state contribution and land owners are required to pay an acreage share, a tax at harvest, along with other taxes and fees.

There are about 5,123 acres still enrolled in the FCL. Currently about 1,461 landowners, with 100,204 acres, are enrolled in the MFL. Out of the 100,204 acres only 28,323 acres are open to the public for hunting and recreation with approximately 75 of the acres being located in the planning area. These lands enrolled in both FCL and MFL provide payments, in the form of taxes, withdrawal payments, and annual aids, to the different towns of Marinette County. In 2007, payments on a county wide level totaled \$295,913 and in 2008 they totaled \$131,460.

### **School Forest**

School forests were introduced to Wisconsin in the mid to late 1920's by Dean Russell of the University of Wisconsin-Madison College of Agriculture. In 1927, Russell spearheaded legislation that permitted school districts to own land for forestry programs. Within the year, three tracts of land were donated or purchased for the first school forests in Wisconsin; Laona, Crandon, and Wabeno. They were dedicated in the spring of 1928. In 1935, legislation was passed mandating that conservation education be taught in all high schools, vocational schools, and universities or colleges. School Forests provided great outdoor classrooms for this type of education, and now seemed to have a firm place in a new and exciting educational movement.

With the arrival of World War II, many school forests disappeared when many smaller country school districts were dissolved into larger ones. However, today many school and community forests are alive and strong providing a place for education. Marinette County is home to seven school forests and five community forests. These forests are listed below.

- Goodman School Forest, 74 acres
- Coleman School Forest, 213 acres
- Wausaukee School Forest, 241 acres
- Pembine School Forest, 265 acres
- UW Marinette, 40 acres
- Equity Club Forest, 15 acres
- Marinette School Forest, 289 acres
- Crivitz School Forest, 324 acres
- Niagara School Forest, 98 acres
- Marinette County Homemakers Forest, 77 acres
- Beaver 4-H, 9 acres
- Amberg Veteran's Memorial Forest, 40 acres

### **Wildlife Habitat**

Wildlife habitat can be defined as areas that provide the arrangement of food, water, cover, and space required to meet the biological needs of an animal. Different wildlife species have different requirements and these requirements vary over the course of a year. Additionally, different plants provide fruit and food in different seasons. Maintaining a variety of habitats generally benefits a much-desired diverse wildlife. Woodlands, wetlands, floodplains and the water features within the county provide habitat for many species of wildlife. White-tailed deer, turkey, grouse, rabbits, gray squirrel, and chipmunks are some of the more well known species found in the county. The inland surface waters of the county also provide habitat for fish and migratory fowl that frequent the area.

Connectivity is essential for the survival of numerous wildlife species. Many wildlife populations are unable to flourish, and countless ecological processes will not function if natural connections are severed. A planned connection of natural landscape features and stream corridors – parks, State Natural Areas, riparian areas, wetlands, woodlands, and other green spaces – is critical to maintain fundamental ecological processes and services, and to maintain the health of wildlife populations and water quality.

### **Rare, Threatened, and Endangered Species**

Many of the living organisms found in Marinette County are considered rare because their populations and habitat are declining throughout their range. These species are of aesthetic, ecological, cultural, educational, historical, medicinal, recreational, and/or scientific importance to the land and people.

#### ***State and Federally Listed Threatened and Endangered Species***

Marinette County has 27 state endangered or threatened species and one species that is listed as a federally endangered species. As defined by WDNR, state listed endangered species are those whose continued existence as a viable component of this state's wild animals or wild plants is determined by WDNR to be in jeopardy based on scientific evidence. State listed threatened species are those that appear likely, within the near future, based on scientific evidence to become endangered. Table 5.7 lists all state and federal endangered or threatened plants and animals in Marinette County. Within or near the Crivitz planning area there are no federally listed species and one state threatened species, the Pygmy Snaketail.

### ***National Heritage Inventory***

The Wisconsin Natural Heritage Inventory (NHI) program is part of an international network of NHI programs. NHI programs focus on locating and documenting occurrences of rare species and natural communities, including state and federal endangered and threatened species.

The Wisconsin NHI Program conducts inventories around the state and works with people in business, industry, government and private conservation organizations to apply the results. The collected data are used for a variety of purposes including land management, state land master planning, community planning, conservation planning and endangered resources review of public and private activities across the state.

NHI data further reflects that Marinette County is an ecologically rich county; made evident by the fact that approximately 159 rare mammals, birds, fish, turtles, herptiles, butterflies, invertebrates, plants and communities occur within the county, including one federally listed species. In addition, the NHI data indicates occurrence of three species of special concern in the planning area. Table 5.8 lists state threatened and special concern plants and animals in the planning area.

Table 5.7: State and Federal Threatened or Endangered Species in Marinette County

Species Common Name	Species Type	Date of Last Observation	State Listing	Federal Listing
Piping Plover	Bird	2001	Endangered	Endangered
Common Tern	Bird	1977	Endangered	
Forster's Tern	Bird	1976	Endangered	
Red-shouldered Hawk	Bird	2006	Threatened	
Osprey	Bird	2005	Threatened	
Henslow's Sparrow	Bird	1985	Threatened	
Yellow Rail	Bird	1985	Threatened	
Northern Blue	Butterfly	2003	Endangered	
Swamp Metalmark	Butterfly	2005	Endangered	
Extra-striped Snaketail	Dragonfly	2002	Endangered	
Pygmy Snaketail	Dragonfly	1996	Threatened	
Greater Redhorse	Fish	1926	Threatened	
Dwarf Milkweed	Plant	2003	Endangered	
Little Goblin Moonwort	Plant	1995	Endangered	
Dwarf Huckleberry	Plant	2001	Endangered	
Lake-cress	Plant	1998	Endangered	
Wolf Spikerush	Plant	2003	Endangered	
Marsh Grass-of-parnassus	Plant	2000	Threatened	
Ram's-head Lady's-slipper	Plant	2002	Threatened	
Marsh Valerian	Plant	1993	Threatened	
Seaside Crowfoot	Plant	1991	Threatened	
Beaked Spikerush	Plant	2001	Threatened	
Arrow-leaved Sweet-coltsfoot	Plant	2001	Threatened	
Pale Green Orchid	Plant	2003	Threatened	
Northern Ribbon Snake	Snake	1949	Endangered	
Wood Turtle	Turtle	2006	Threatened	
Blanding's Turtle	Turtle	2006	Threatened	

Source: Wisconsin Department of Natural Resources, 2007.

Table 5.8: State Threatened and Special Concern Plants and Animals in the Crivitz Planning Area

Species Common Name	Species Type	State Protection Status
Least Darter	Fish	Special Concern. No laws regulating
Bald Eagle	Bird	Special Concern Fully Protected
Elfin Skimmer	Dragonfly	Special Concern. No laws regulating
Pygmy Snaketail	Dragonfly	Threatened
Bird's-eye Primrose	Plant	Special Concern

Source: Wisconsin Department of Natural Resources, Natural Heritage Inventory database, 2008.

## **Significant Natural Areas**

A number of sites located within the county may be considered significant natural features. These areas may be designated as WDNR State Natural Areas, State Wildlife and Fishery Areas, Significant Coastal Wetlands, or Land Legacy Places.

The following text offers a brief description of the significant natural features designations.

### **WDNR State Natural Areas**

The Wisconsin State Natural Areas program was established to designate sites that are in natural or near natural condition for scientific research, the teaching of conservation biology, and most of all, preservation of their natural values and genetic diversity for the future. These areas are not intended for intensive recreation use, but instead to serve the mission of the Natural Areas Program. The State Natural Areas program, established in 1951 under ss. 23.27, 23.28 and 23.29 *Wis. Stats.*, is managed by the WDNR.



Source: WDNR website, 2009

### **State Wildlife and Fishery Areas**

State wildlife and fishery areas are lands that have been acquired by the WDNR in order to preserve wild lands and game for people interested in the outdoors. By managing these lands it is the intent of the WDNR to protect important habitat for wildlife while also keeping them open for public use.

### **Significant Coastal Wetlands**

The Lake Michigan shoreline contains many significant coastal wetlands that form a complex arrangement of ecosystems supporting a diversity of natural features. The Natural Heritage Inventory Program of the WDNR – Bureau of Endangered Resources (WDNR-BER) has inventoried Significant Coastal Wetlands for the Great Lakes in Wisconsin in a report titled, *A Data Compilation and Assessment of Coastal Wetlands of Wisconsin's Great Lakes*.

### **Land Legacy Places**

The WDNR has identified places that will play a critical role in meeting Wisconsin's conservation and outdoor recreation needs over the next 50 years in order to effectively plan for potential future conservation needs within the state. By designating an area as a "Legacy Place" the WDNR intends to guide future land use decisions about certain places. However, it does not supersede any existing state or local regulations. The Peshtigo River, a Land Legacy Place, runs through the planning area. Table 5.9 details the significant natural features in Marinette County along with their designation(s).

Table 5.9: Significant Natural Areas, Marinette County

Significant Natural Area	Designation			
	State Natural Area	State Wildlife and Fishery Area	Significant Coastal Wetland	Land Legacy Place
Amberg Wildlife Area		X		
Ansul Patterned Dunes			X	
Athelstane Barrens				X
Beaver Creek Fishery Area (North Branch)		X		
Bloch Oxbow and Pines	X			
Dunbar Barrens	X	X		
Johnson Falls	X			
Kirby Lake Hardwoods	X			
Lake Noquebay Wildlife Area and Conifer Swamp		X		X
Lower Peshtigo River			X	
Marinette County Beech Forest	X			
Menominee River				X
Miscauno Cedar Swamp and Wildlife Area	X	X		
Pemebonwon River				X
Peshtigo Harbor Marsh				X
Peshtigo River				X
Pike Wild River		X		X
Pine-Popple River				X
Seagull Bar	X	X	X	X
Town Corner Cedars and Wildlife Area	X	X		
West Shore Green Bay Wetlands			X	X

Source: Wisconsin Department of Natural Resources, 2007.

### **Environmental Corridors**

When considering future development, it is important to understand that environmental corridors serve many purposes such as protecting local water quality; serving as buffers between different land uses; use as a means of controlling, moderating, and storing floodwaters while providing nutrient and sediment filtration; and providing fish and wildlife habitat and recreational opportunities.

Map 5.8 illustrates the environmental corridors of the planning area as defined by the Bay-Lake Regional Planning Commission (BLRPC). In order to produce this map, the BLRPC identified valuable coastal, natural and cultural resources throughout the county consistent with Wisconsin's Comprehensive Planning legislation. These features were mapped using the Commission's Geographic Information Systems (GIS) and include:

**Environmental corridors** are areas on the landscape that contain and connect natural areas, green space and scenic, historic, scientific, recreational, and cultural resources. They often lie along waterways and other natural features.

Environmental corridors are complex ecosystems that provide many ecological and human-valued services, such as improved water quality, means for wildlife movement, protection of natural resources, groundwater recharge, recreation areas and stormwater management, to name a few.

- Navigable waters with a 75-foot setback;
- Wetlands with a 50-foot buffer;
- 100-year FEMA floodplains; and
- Steep slopes (12 percent or greater);

Other features that can be considered part of the environmental corridor definition on an area-by-area basis include unique and isolated woodland areas, scenic viewsheds, unique geologic features, wetland mitigation sites and exceptional wildlife habitats.

Environmental corridors are strictly an advisory tool that can be utilized in various community planning efforts as a way to promote preservation of areas with environmental significance.

### **Parks and Open Space**

Various natural settings in the planning area are utilized as recreational sites by the public. Refer to Chapter 9, Parks and Recreation Section and Map 9.2 of this document for more detailed information of each of the following parks and open space areas.

#### **Parks**

- Lilac Park
- Triangle Street Park
- Don Parks Memorial Park
- Crivitz Youth Complex
- Knights of Columbus Augie Oleck Memorial Park
- Village Square
- Crivitz Community Veteran's Park
- Fireman's Park
- Village of Crivitz School Recreation Facilities

#### **Recreation**

- Snowmobile Trails
- Bicycling Trails

#### **Undeveloped/Unimproved Parks**

- North Star Wetlands Observatory Park
- South River Ridge Main Avenue Park
- South River Ridge Kloppmann Street Park

#### **State Parks**

- Governor Thompson State Park
- Peshtigo River State Forest

In addition to the facilities listed, there are a number of other recreational facilities located throughout the county that are owned by the county, state, or other local municipalities. For a full inventory of all the park and recreation areas located in Marinette County see the *Marinette County Comprehensive Outdoor Recreation Plan* which is available on the Marinette County website.

## AGRICULTURAL RESOURCES

**Prime farmland** is considered land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses. It has the combination of soil properties, growing season and moisture supply needed to produce sustained high yields of crops in an economic manner if it is treated and managed according to acceptable farming methods.

**Farmland of statewide importance** is land not identified as prime farmland on a nationwide basis but is important in Wisconsin for the production of various food, feed, fiber and forage crops.

**Prime farmland only where drained** are areas where soils have wetness limitations, but can be or are used effectively for agricultural production with installation of a tile drainage system.

According to the 2007 US Census of Agriculture, Marinette County farmers own and manage the resources on 144,303 acres of land, or 16 percent of all land in the county. This includes pastures, cropland and tree farms.

### **Prime Agricultural Soils**

The USDA, Natural Resources Conservation Service defines prime agricultural soils as lands that have the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed and other agricultural crops, with minimum inputs of fuel, fertilizer, pesticides and labor, and without intolerable soil erosion.

According to the NRCS prime agricultural soils cover approximately 11 percent of Marinette County. Map 5.9 illustrates areas in the planning area that can be classified as prime agricultural soils based on the soil types found there.

The October 2007 Marinette County Nominal Group exercise identified the preservation of prime farmland as an important issue/concern. Since agriculture plays an important role in the economic, cultural and social structure of the area, it will be important to preserve these areas from future development. Once agricultural land is disturbed or replaced by another land use, it cannot be effectively returned to agricultural production.

### **Farm Numbers and Types**

The US Census of Agriculture is conducted by the US Department of Agriculture (USDA) National Agricultural Statistics Service every five years with the latest census occurring in 2007. According to the 2007 census Marinette County had 746 farms that were on average 1934 acres in size. These farms support a variety of agricultural activities. Table 5.10 lists the types of farms that exist in Marinette County according to the 2007 Census of Agriculture. This table illustrates the number of farms that were operating in 1997, 2002, and 2007 by type, as well as the number of animals, or acres of land, that could be attributed to each particular farm type.

Table 5.10: Farm Numbers and Types in Marinette County, 1997, 2002, and 2007

Livestock and Poultry						
Type	Number of Farms			Total Animals		
	1997	2002	2007	1997	2002	2007
Cattle and Calves	388	344	300	33,213	28,404	29,746
Hogs and Pigs	37	31	51	1,485	794	778
Poultry*	26	50	119	1,268	1,369	5,745
Horses and Ponies	-	138	245	-	698	1,313
Sheep and Lambs	13	27	30	497	537	403
Harvested Crops						
Type	Number of Farms			Total Acres		
	1997	2002	2007	1997	2002	2007
Corn for grain	250	191	170	17,066	17,948	25,890
Corn for silage or greenchop	191	167	122	9,406	9,643	7,181
Wheat	-	31	30	-	1,421	1,507
Oats	111	75	60	2,310	1,643	1,290
Barley	-	20	5	-	464	160
Soybeans for beans	21	58	50	907	6,885	6,127
Forage**	402	420	380	37,188	34,302	31,151
Vegetables harvested for sale	35	20	31	2,535	1,643	2,602
Land in orchards	-	7	20	-	33	57

"-" indicates lack of data availability

\*Layers 20 weeks and older

\*\*Land used for all hay and all haylage, grass silage, and greenchop.

Source: USDA National Agricultural Statistics Service, Census of Agriculture, 1997, 2002, and 2007.

### Concentrated Animal Feeding Operations (CAFO)

Over the past ten years, Wisconsin has become home to an increasing number of Concentrated Animal Feeding Operations (CAFOs). In order to ensure proper management of animal waste from these facilities, WDNR requires that CAFOs have a Wisconsin Pollutant Discharge Elimination System (WPDES) CAFO permit. These permits are designed to ensure that operations use proper planning, construction, and manure management to protect water quality from adverse impacts. All livestock and poultry operations that expand to 1,000 or more animal units must apply for a WPDES permit at least 180 days (six months) before reaching that size.

According to WDNR a CAFO is any livestock or poultry operation with 1,000 or more animal units.

As of January 2008, there were two CAFO permittees located in Marinette County, both are located outside of the Crivitz planning area.

### Forest Management

Modern forest management usually involves the practice of sustainable forestry. Sustainable forestry is a proactive form of management that provides for multiple uses of the forest by balancing a diversity of both present and future needs. It is a process of informed decision-making that takes into account resource needs, landowner objectives, site capabilities, existing regulations, economics, and the best information available at any given time. In order to ensure

that all of Wisconsin's forest resources supply a range of ecological, economic and social benefits for years to come, the Wisconsin Department of Natural Resources, Division of Forestry has dedicated itself to helping forest landowners and has many programs available to help them sustainability manage their lands. For a complete list see <http://dnr.wi.gov/forestry/LP-sustaining.htm>.

### **Forest Certification**



Forest Certification means that Wisconsin landowners are managing their forests to meet strict standards for ecological, social and economic sustainability and are subject to an independent third party inspection. Forest certification is not only a responsible management choice, but helps Wisconsin remain competitive in global markets. In recent years manufactures have expanded the use of certified wood in their products, due to customer concerns of forest products being grown and produced in a sustainable fashion.

There are three certification programs available to state, county, and private forest lands: Forest Stewardship Council (FSC) standards, Sustainable Forest Initiative (SFI) standards and the American Tree Farm System (ATFS) Group Certification.

Source: WDNR      Details on each of the certifications can be found on the Wisconsin website, 2009      Department of Natural Resources, Division of Forestry website.

### **State Land**

State forests are managed on the principles of sustainable forestry and in accordance with a master plan. In addition, state forests are dual certified in both FSC and SFI. As part of forest management, trees are periodically harvested. Timber harvesting on state forestlands plays an important role in the economies of local communities and the state. Annual revenues from logging activities on the forest are expected to average about \$134,000 per year at a harvest rate of about 200 acres per year. The revenue from timber sales is placed in a general forestry account for the State which funds programs such as fire control and forest health protection.

In addition, to managing for forest products that support local and regional economies, the Peshtigo River State Forest provides high quality wildlife habitat and water quality; and provides abundant recreation opportunities that aim to strike a balance between the many types of public ownership in the region and the services in the immediate vicinity.

### **County Land**

County forests are governed by the County Forest Law, which states in s. 28.11(1) Wis. Stats. that the purpose of the county forestry plans are:

“...To provide the basis for a permanent program of county forests and to enable and encourage the planned development and management of the county forests for optimum production of forests products together with recreational opportunities, wildlife, watershed protection and stabilization of stream flow, giving full recognition to the concept of multiple-use to assure maximum public benefits; to protect the public rights, interests and investments in such lands; and to compensate the counties for the public uses, benefits and privileges these lands provide; all in a manner which will provide a reasonable revenue to the towns in which such lands lie.”

The county forests are also required to update their forest plans every 15 years, a process that includes approval both by each forest's county board and the DNR. In order to ensure Wisconsin remains competitive in the global forest products industry, the County Forest Program are also managed in a cooperative framework with DNR to attain group certification under the two most widely accepted forest certification standards in North America: the Sustainable Forestry Initiative (SFI) and the Forest Stewardship Council (FSC). County forests became third-party certified in March 2005 and confirms the excellent management of our county forests and their importance to the social, ecological and economic health of Wisconsin.

DNR currently holds the certificate for 27 of Wisconsin's 29 county forest. Individual counties are free to choose either or both Sustainable Forestry Initiative (SFI) and Forest Stewardship Council (FSC) standards.

According to the *Marinette County Forestry 15 Year Plan*, 2006 to 2015, the county has a commitment to manage the forest using practices that promote sustainability and multiple use of the forest. Management will include the sustainable harvest of forest products, the protection of special sites, wildlife, plants, water quality and aesthetics. Their commitment has led to Marinette County having 230,866 acres of forest land certified by SFI.

According to the county website, revenues from county forest timber sales average \$1,500,000 per year which goes directly into the county operating budget. The county forest also supplies about 60,000 cords of wood a year for forest industries, providing more jobs than any other industry in the county. Table 5.11 illustrates the number of sales made, volume and acres cut, and the value of timber sales from Marinette County Forests between 1996 and 2005. As shown by Table 5.11, on average the County conducts 65 sales on an annual basis resulting in the cutting of about 3,500 acres with 48,000 cords of wood for a sales value of approximately \$1.8 million.

Table 5.11: Timber Sales from County Forest, Marinette County, 1996 – 2005

Year	# of Sales	Volume (cords)	Acres cut	Sales value
1996	53	45,221	3,209	\$1,216,749
1997	54	50,530	3,598	\$1,405,346
1998	49	37,867	3,071	\$1,329,689
1999	66	47,590	3,760	\$1,682,892
2000	48	33,828	2,407	\$1,274,824
2001	76	55,076	3,605	\$2,084,661
2002	76	63,323	4,260	\$2,427,089
2003	76	50,084	3,782	\$2,187,910
2004	68	43,095	3,405	\$1,767,302
2005	86	53,802	3,927	\$2,933,775
Total	652	480,416	35,024	\$18,310,205
Average	65	48,042	3,502	\$1,831,021

Source: Marinette County, *Marinette County Forestry 15 Year Plan*, 2005.

## Private Forest Lands

While private landowners are primarily responsible for the management of their land, help is available from the DNR and other public and private sources. DNR foresters work with about 9,000 landowners every year, providing personalized, on-site service. They administer a number of planning, management, property tax incentive and cost-sharing programs. Guidance for private landowners is available from private Cooperating Foresters. Other partners, which can be found at <http://dnr.wi.gov/forestry/private/assist/othrassis.htm>, also offer informational bulletins, conferences about forestry and help organizing local forestry associations.

Many private landowners opt to certify their forestland. Certification gives them the ability to sell their timber in the certified marketplace, to participate in carbon markets, and an opportunity to educate neighbors and the public about the importance of well-managed private forests. To help landowners the Department of Natural Resources manages a Group Certification program for non-industrial forestland enrolled in the Managed Forest Law (MFL). As part of the program third-party auditors determine if the MFL Group conforms to American Tree Farm System® (ATFS) and Forest Stewardship Council (FSC) principles and performance measures. ATFS and FSC recognition of MFL creates the largest group certification program for private landowners in North America. Membership in the state includes over 42,000 MFL orders of designation on 2 million acres. The MFL Certified Group Program is free and entirely voluntary for landowners with 10 to 2,470 total acres under MFL. Individual MFL participants may elect to deactivate affiliation with the Certified Group without dropping out of MFL. Currently only two percent of the eligible landowners decided against participating. Out of the 100,204 acres enrolled in MFL in Marinette County, 79,248 acres of forest land is in the MFL Certified Group.

Large industrial-owned tracts in MFL are not included in the MFL Certified Group, but many are certified on their own. In addition, there are a number of timber sales that are made from forests held by these private owners. Table 5.12 and 5.13 shows the volume of timber products harvested from land enrolled in both the MFL and FCL program between 2001 and 2007. As shown by the table most of the volume cut is in logs. Additional information shows that approximately 45 percent of that harvested for logs on MFL land is sugar maple and 47 percent on FCL land is red oak.

Table 5.12: Products Harvested from Land Enrolled under MFL in Marinette County

Timber Product (unit)	2001	2002	2003	2004	2005	2006	2007	Grand Total
Cordwood (cords)*	25,287	19,186	12,936	26,758	19,405	33,854	29,853	167,279
Fuelwood (cords)	163	594	563	407	2,277	818	1,236	6,058
Logs (board feet)**	3,152,814	1,482,853	1,386,430	1,547,261	356,432	2,136,094	1,457,917	11,519,801
Poles 7- 8 FT. (each)***			113		7,770			7,883
Sheared Xmas TR (each)		318		340	540	612		1,810

\* Cord is equal to a volume of 128 cubic feet, 4' x 4' x 8'.

\*\* A board foot is equal to the volume of 144 cubic inches, 12" x 12" x 1".

\*\*\* Each indicates the count, products not sold by volume.

Source: Wisconsin DNR, 2009

Table 5.13: Products Harvested from Land Currently Enrolled under FCL in Marinette County

Timber Product (unit)	2001	2002	2003	2004	2005	2006	Grand Total
Cordwood (cords)*	949	1,460	1,396	806	1,517	1,170	7,298
Fuelwood (cords)	27	20			24		71
Logs (board feet)**	8,283	27,125	9,000	2,045	17,690	28,390	92,533

\* Cord is equal to a volume of 128 cubic feet, 4' x 4' x 8'.

\*\* A board feet is equal to the volume of 144 cubic inches, 12" x 12" x 1".

Source: Wisconsin DNR, 2009

### **Trends in Agriculture and Forestry**

As noted by Marinette County UW-Extension in their report, *Marinette County Agriculture: Value and Economic Impact*, agriculture is an important economic force in the County, which includes hundreds of family-owned farms, related businesses industries, services, markets, and consumers. Over the past ten years, the County has experienced significant changes in its agricultural community. One of the most significant changes is the increase in farming activity throughout the county. According to the US Census of Agriculture, the total number of farms in the County has increased from 551 in 1997, 729 in 2002 to 749 in 2007. Furthermore, the US Census of Agriculture indicates that harvested cropland in Marinette County increased from 69,049 acres in 1997, 73,645 in 2002, to 76,525 in 2007.

### **Livestock Operations**

In terms of livestock, dairy farms have traditionally been the primary operations in Marinette County. According to the *2007 Census of Agricultural*, in that year Marinette County had 93 dairy herds that consisted of 11,757 milk cows. This is a significant decrease from the number of herds that were reported in 1997 when the County contained 159. Despite the decrease in the number of dairy herds, the number of actual dairy cows increased from 10,795 in 1997 to 11,800 in 2007. This reflects a nation-wide trend in agricultural production of consolidation of smaller farms into larger farming operations which is not restricted to just diary cows.

### **Harvested Cropland**

The amount of harvested grain production in the county has been on the rise over the past five years. The US Census of Agriculture indicates that the number of harvested cropland farms has rose from 484 in 1997 to 523 in 2002, but then declined slightly to 489 in 2007. However, the number of acres being utilized for crop production has increased by about 7,500 acres over that same time. Corn production, for either grain or silage and greenchop, dominates crop production in the County. Here the same trend is seen where the number of farms harvesting corn in 2007 decreased by 66 farms from 2002, but the total acres increased approximately 5,000 acres.

### **Horticulture**

According to Marinette County UW- Extension, the production of landscape trees and plants are fast growing segments of Marinette County's agricultural community. One indicator of this is the fact that the county ranks in the top ten counties in the state for production of cut Christmas trees for both 2002 and 2007.

### **Farm Ownership**

According to the USDA, of the 746 farms in Marinette County in 2007 approximately 90 percent are owned by individuals or families while an additional six percent are owned by family partnerships. Family-owned and non-family owned corporations account for about three and half

percent of the farms in the county. These ownership trends have stayed steady from 2002 to 2007. In addition, of the 746 farms, operators are full owners of approximately 74 percent of the farms. And only 304 (approximately 41 percent) of the farms are the primary occupation of the operator. This is down from 58 percent in 2002.

### Agricultural Land Use Trends

The amount of agricultural land sold over time is a good indicator of how much development has taken place. As illustrated by Table 5.14, 4,605 acres of agricultural land was sold between 2002 and 2007 in Marinette County. Between 2002 and 2007, 1,121 acres, or about 24 percent of the total agricultural land sold in the county during that time, was converted to non-agricultural uses. According to the USDA, the value of each acre diverted from agriculture to non-agriculture use has risen from \$1,628 per acre in 2002 to \$5,902 per acre in 2007.

In each of the years covered by Table 5.14 the amount of agricultural land sold and preserved as such has remained higher than the amount of land that was converted to non-agricultural uses. Further, in 2002 approximately 23 percent of the total agricultural land sold was converted to non-agricultural related land. This number dropped significantly to six percent in 2006, but rose slightly in 2007 to 17 percent. Overall, the numbers illustrate a decreasing trend in loss of agricultural land for non-agricultural uses.

Despite this, Marinette County and its communities are encouraged to plan for continued growth of urbanized areas along with concentrated development of rural lands. This will help keep the cost of services down and assist with the preservation of Marinette County's valuable farmlands and rural landscape. For instance, farmlands provide revenues to local governments and require very few services. Conversely, residential land uses may cost communities more to provide services than gained through local property tax increases. This becomes evident in areas of widespread development as infrastructure additions and maintenance, school transportation, police service and fire protection will likely increase the overall cost of services throughout the entire community.

Table 5.14: Marinette County Agricultural Land Sales, 2002 - 2007

Year	Acres Continuing as Agricultural Land	Average Cost per Acre	Acres Diverted from Agricultural Land	Average Cost per Acre	Agricultural Acres Sold
2002	710	\$2,099	215	\$1,628	925
2003	539	\$2,348	238	\$2,555	777
2004	901	\$1,775	528	\$2,067	1,429
2005	514	\$1,928	51	\$815	565
2006	560	\$3,206	36	\$5,289	596
2007	260	\$2,727	53	\$5,902	313
Total	3,484	\$14,083	1,121	\$18,256	4,605
Average	581	\$2,347	187	\$3,043	768

Source: Wisconsin Agricultural Statistical Service, 2003 - 2007.

### Forestry Land Use Trends

From 2005 to 2007, approximately 6,000 acres of forest land was sold in Marinette County. Of that only 572 acres, or about 10 percent, was diverted from forest related land use. This is a good indicator that the county is retaining its forest resources and preventing those lands from being sold and developed as residential, commercial, or industrial uses.

Table 5.15: Marinette County Forest Land Sales, 2005 - 2007

Year	Acres Continuing as Forest Land	Average Cost per Acre	Acres Diverted from Forest Land	Average Cost per Acre	Total Forest Acres Sold
2005	3,044	\$2,200	49	\$790	3,093
2006	2,343	\$2,126	523	\$2,673	2,866
2007	1,220	\$2,199	361	\$2,357	1,581
Total	5,387	\$4,326	572	\$3,463	5,959
Average	2,694	\$2,163	286	\$1,732	2,980

Source: Wisconsin Agricultural Statistical Service, 2006 - 2007.

Although, at this time there is not a high percentage of forest land being converted, does not mean there is no need for concern. According to WDNR, one of the biggest challenges facing Wisconsin woodlands is the inevitable shift in forest ownership that will be taking place in the very near future. Presently, almost 60 percent of all family forest landowners in Wisconsin are 55 years or older, about half of Wisconsin's forestland owners (49 percent) are already retired, and more than 10 percent of Wisconsin's privately owned forest lands will be sold, subdivided, or converted to non-forest uses in the next 5 years. Meaning that over the next 20 years, most of Wisconsin's privately owned woodlands will be passed on to another generation whose views are only beginning to be understood and whose opinions may come into conflict with the realities of their lives.

In addition, as land is sold and converted to other uses care has to be taken so that future development does not fragment the forest landscapes. Fragmentation leads to a numbers of factors that can significantly affect forest health and modify the goods and services provided by forest ecosystems. Some of these factors include: loss wildlife and plant habitat, more susceptibility to invasive species, decreased forest health, and increased difficulty in managing lands for forest products, wildlife and recreation.

### **Environmental Impacts of Agriculture**

Most of the agricultural lands within the county are interspersed with water features, wetlands, steep slopes and other natural features that makeup much of Marinette County's landscape. The integration of agriculture and natural resources can raise concerns.

Soil erosion from farm fields and surface runoff of crop nutrients and agricultural chemicals can impact the quality of streams, rivers, lakes and underground aquifers, ultimately impacting drinking water supplies. Specific crop rotations, livestock and tillage practices all affect the amount of soil erosion and nutrient losses.

As a result, farm operators are encouraged to work with their local land conservation and UW-Extension staff to identify and implement specific resource conservation practices to better protect the environmental features in and around farms.

If properly managed, agricultural lands and those areas not cropped such as woodlots and stream corridors have a positive impact on a community. These lands provide balanced habitat for wildlife and waterfowl, in addition to providing open space lands.

## CULTURAL RESOURCES

Cultural resources are typically sites, structures, features and/or objects of some importance to a culture or community for scientific, aesthetic, traditional, educational, religious, archaeological, architectural or historic reasons.

### Historic and Archeological Sites

The National Register of Historic Places is the Nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archeological resources. Properties listed in the Register include districts, sites, buildings, structures and objects that are significant in American history, architecture, archeology, engineering and culture. Table 5.16 is a listing of sites in the county that appear on the National Register of Historic Places.

Table 5.16: National Register of Historic Places, Marinette County

Resource Name	Location	Date Listed
Amberg Town Hall	Amberg	3/20/1981
Bijou Theatre Building	Marinette	3/11/1993
Chautauqua Grounds Site	Marinette	4/29/1997
Dunlap Square Building	Marinette	2/24/1992
Independent Order of Odd Fellows--Lodge #189 Building	Marinette	1/7/1999
Kena Road School	Pound	4/26/2002
Lauerman Brothers Department Store	Marinette	2/24/1992
Lauerman, F.J., House	Marinette	8/14/1979
Milwaukee Road Depot	Marinette	1/12/2005
Peshtigo Fire Cemetery	Peshtigo	10/15/1970

Source: National Park Service, National Register Information System, 2007.

The State Historical Society of Wisconsin's Architecture and History Inventory (AHI) is a list compiled by many individuals on the belief that various structures contain historical significance. The planning area has one structure in the inventory, the Main Avenue Bridge, a metal pony truss bridge built in 1948.

In addition to sites officially listed in different registers or inventories, there are usually places that residents of an area find significant to their identity and history. Preservation of historical and archeological sites located within a region can be important in retaining the character of the area. These sites help to educate the public about the history of the county while also providing tourism and recreation opportunities. Historical and cultural sites that residents feel are significant to the Village are listed below:

- Railroad Depot  
414 Hall Avenue
- Don Brooks Memorial Park  
Main Avenue and Peshtigo River
- Crivitz Community Veteran's Park  
Louisa Street and Hall Avenue
- Newcare Residence, CBRF  
903 Main Avenue
- Green Thumb  
913 Mira Ave
- Crivitz Elementary/Middle School  
718 Hall Hay
- U.S. Post Office  
1210 FJ Street
- Fire Station  
1211 F.J. Street
- Grace Evangelical Lutheran  
716 Henriette Avenue

### **Community Design**

Community design (character) deals with the large-scale organization and design of the county. An evaluation of community design is often subjective and requires personal judgment. In an effort to remove this subjectivity, the community design resources of the county have been inventoried that represent the building blocks and language of community design:

#### **Landmarks**

Landmarks are important reference points that represent a prominent feature of the landscape and have the ability to distinguish a locality, mark the boundary of a piece of land, or symbolize an important event or turning point in the history of the planning area.

- Earthen dam at Main Ave. and Kloppman St.

#### **Pathways**

Pathways are linear features that represent both vehicular and pedestrian movement. Pathways provide connections between places, as well as along them. Whether a major arterial, local street, or undefined woodland trail, pathways are hierarchical and represent a degree of usage. The following pathways should be considered important aspects of the planning area character.

- HWY 141
- CHWY W
- CHWY A
- Louisa Street
- Rosa Avenue
- Hall Avenue
- First Street

#### **Edges**

Like pathways, edges are linear. Edges are important organizing elements that represent boundaries that can be soft or hard, real or perceived. They become increasingly important as a community grows so as to visually distinguish the edges of the planning area. These edges do not necessarily coincide with jurisdictional boundaries.

- Peshtigo River
- Smith Creek Swamp

## **Districts**

Districts encompass areas of commonality. These areas represent buildings and spaces where clearly defined and separate types of activities take place.

- Old Downtown / Main Street Area

## **Nodes**

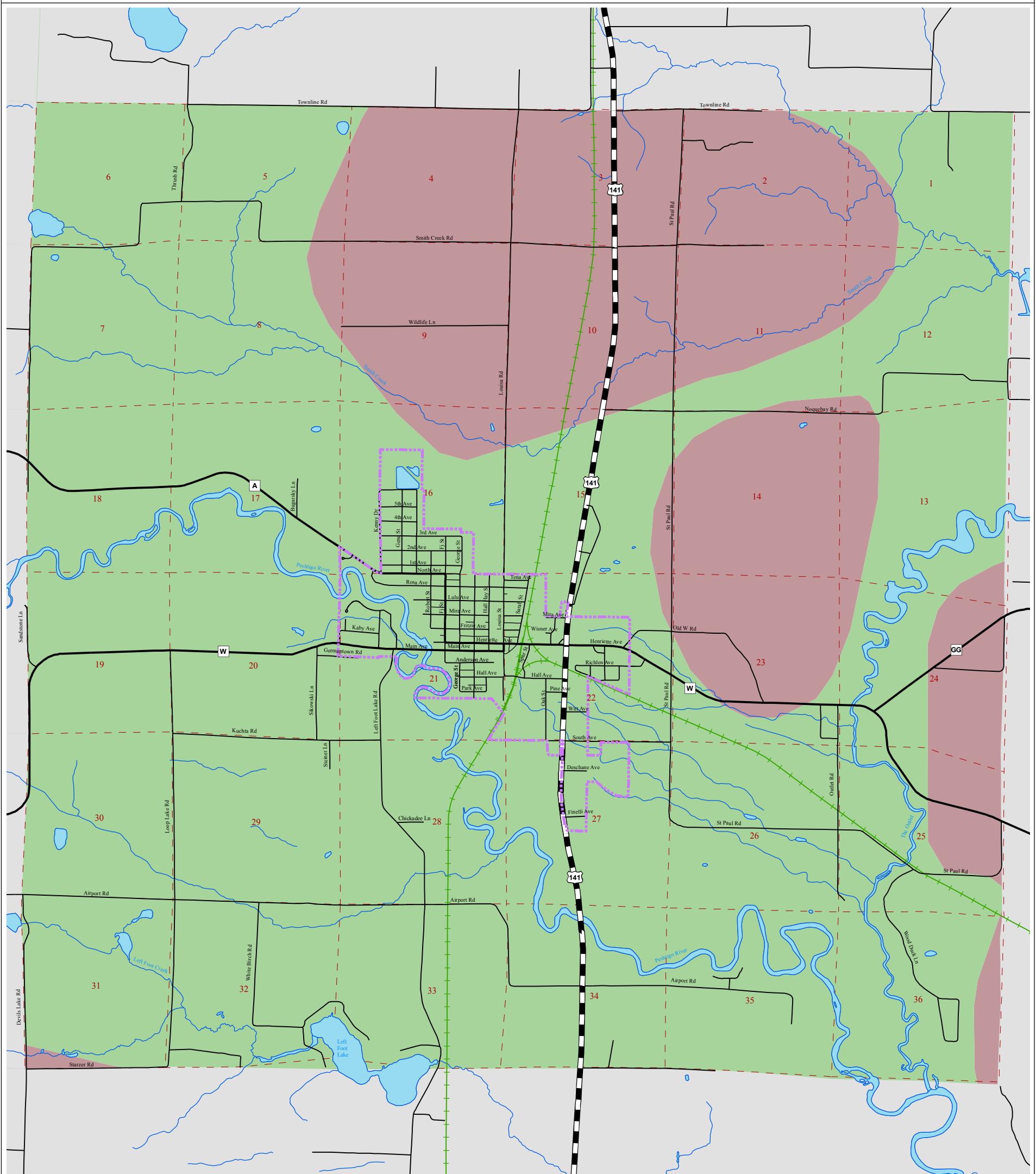
Nodes are specific points of recognition. They are destinations and very often represent the core or center of a district. In addition, nodes are closely associated with pathways as they provide access to and from districts.

- HWY 141 and CHWY W intersection
- CHWY A and CHWY W split

# Pleistocene Geology

## Village of Crivitz Planning Area

### Marinette County

**Base Map Features**

- Village Boundary
- U.S. Highway
- County Highway
- Local Roads
- Alley
- Section Line
- Railroad
- Surface Water



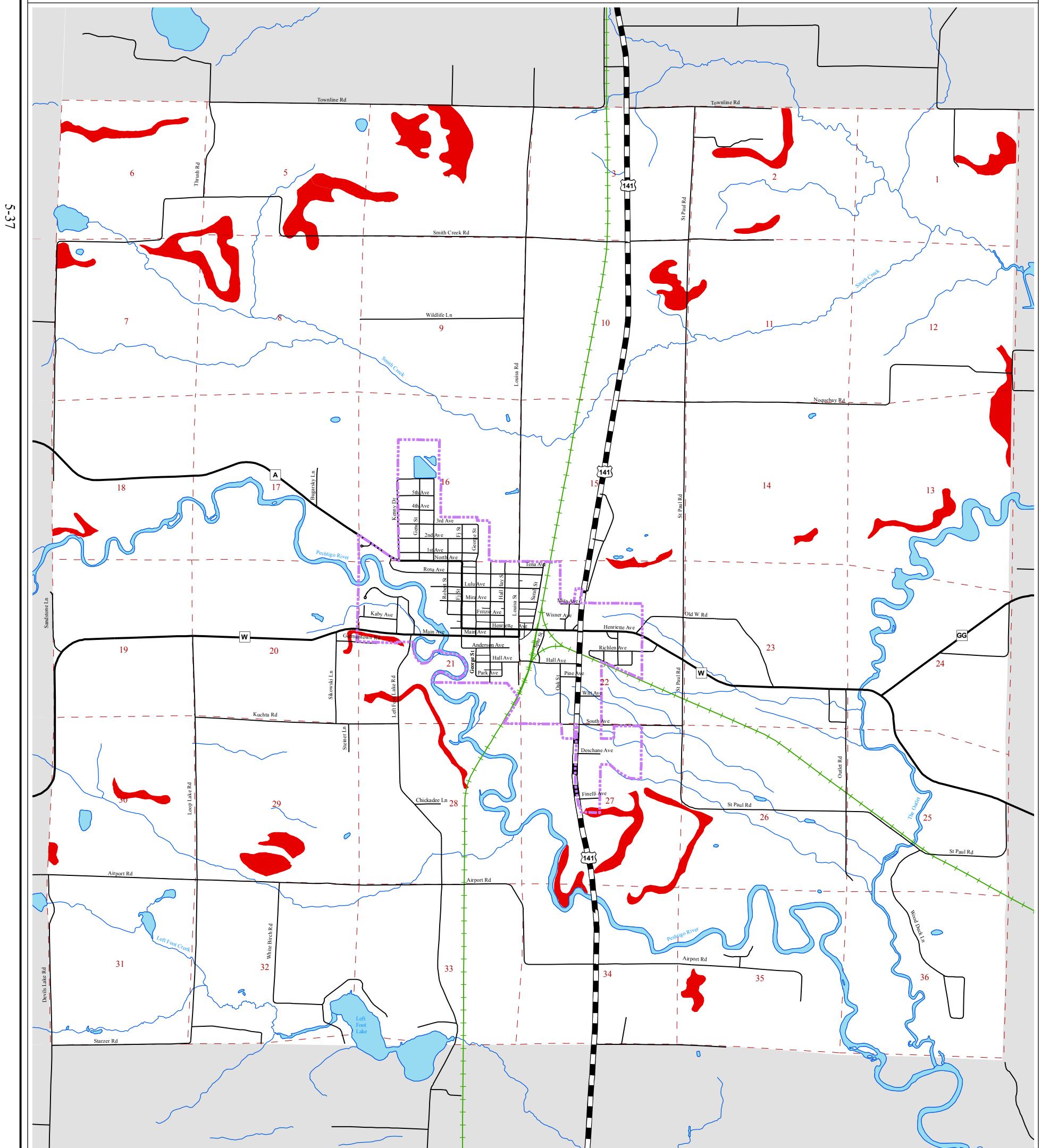
0 0.25 0.5 1 1.5  
Miles

Loamy Till  
 Outwash Sand and Gravel

This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.

Source: USGS, 2001; Village of Crivitz; Marinette County; Bay-Lake Regional Planning Commission, 2009.

# Steep Slope Village of Crivitz Planning Area Marinette County



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Source: NRCS, 2004; Village of Crivitz; Marinette County; Bay-Lake Regional Planning Commission, 2009.

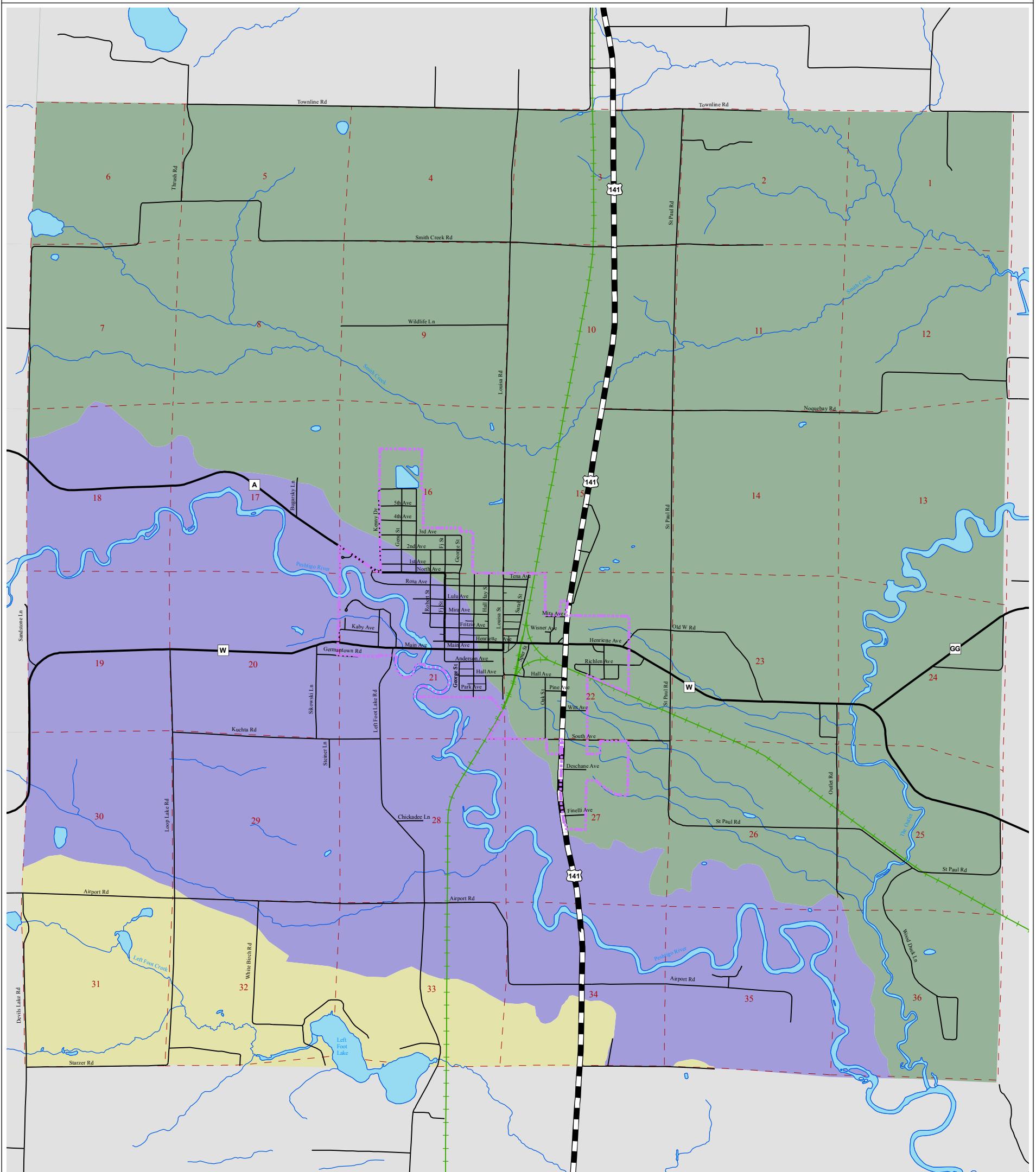
# Watersheds

## Village of Crivitz Planning Area

### Marinette County

# Village of Grivitz 20-Year Comprehensive Plan

5-39



## **Base Map Features**

-  Village Boundary
  -  U.S. Highway
  -  County Highway
  -  Local Roads
  -  Alley
  -  Section Line
  -  Railroad
  -  Surface Water



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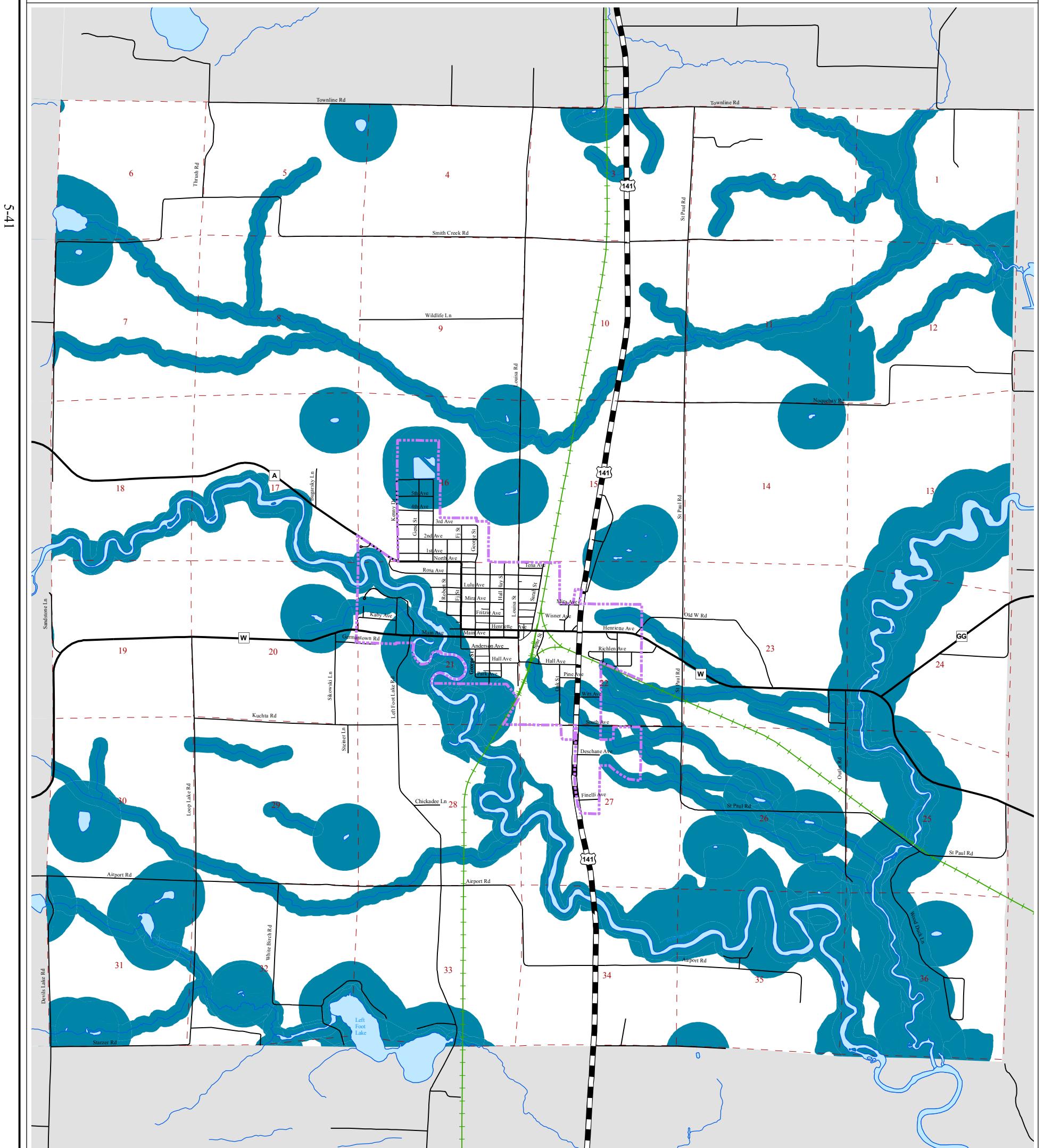
Source: WDNR, 1992; Village of Crivitz; Marinette County; Bay-Lake Regional Planning Commission, 2009.

Volume I: Village Plan

# Shorelands

## Village of Crivitz Planning Area

### Marinette County

**Base Map Features**

- Village Boundary
- U.S. Highway
- County Highway
- Local Roads
- Alley
- Section Line
- Railroad
- Surface Water



0 0.25 0.5 1 1.5  
Miles

Shorelands

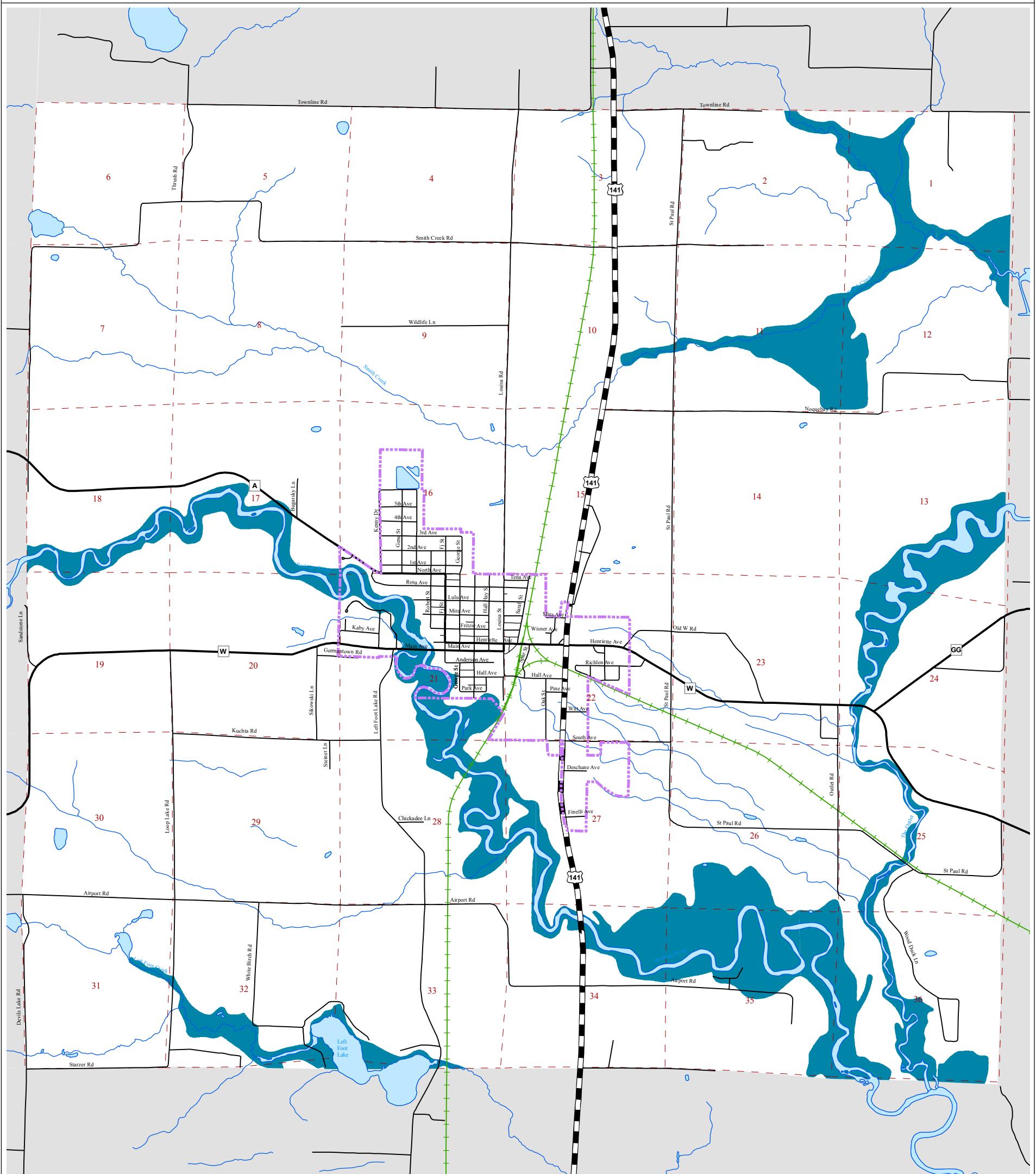
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.

Source: FEMA, 1997; Village of Crivitz; Marinette County; Bay-Lake Regional Planning Commission, 2009.

# Floodplains

## Village of Crivitz Planning Area

### Marinette County

**Base Map Features**

- Village Boundary
- U.S. Highway
- County Highway
- Local Roads
- Alley
- Section Line
- Railroad
- Surface Water

100-Year Floodplains



0 0.25 0.5 1 1.5  
Miles

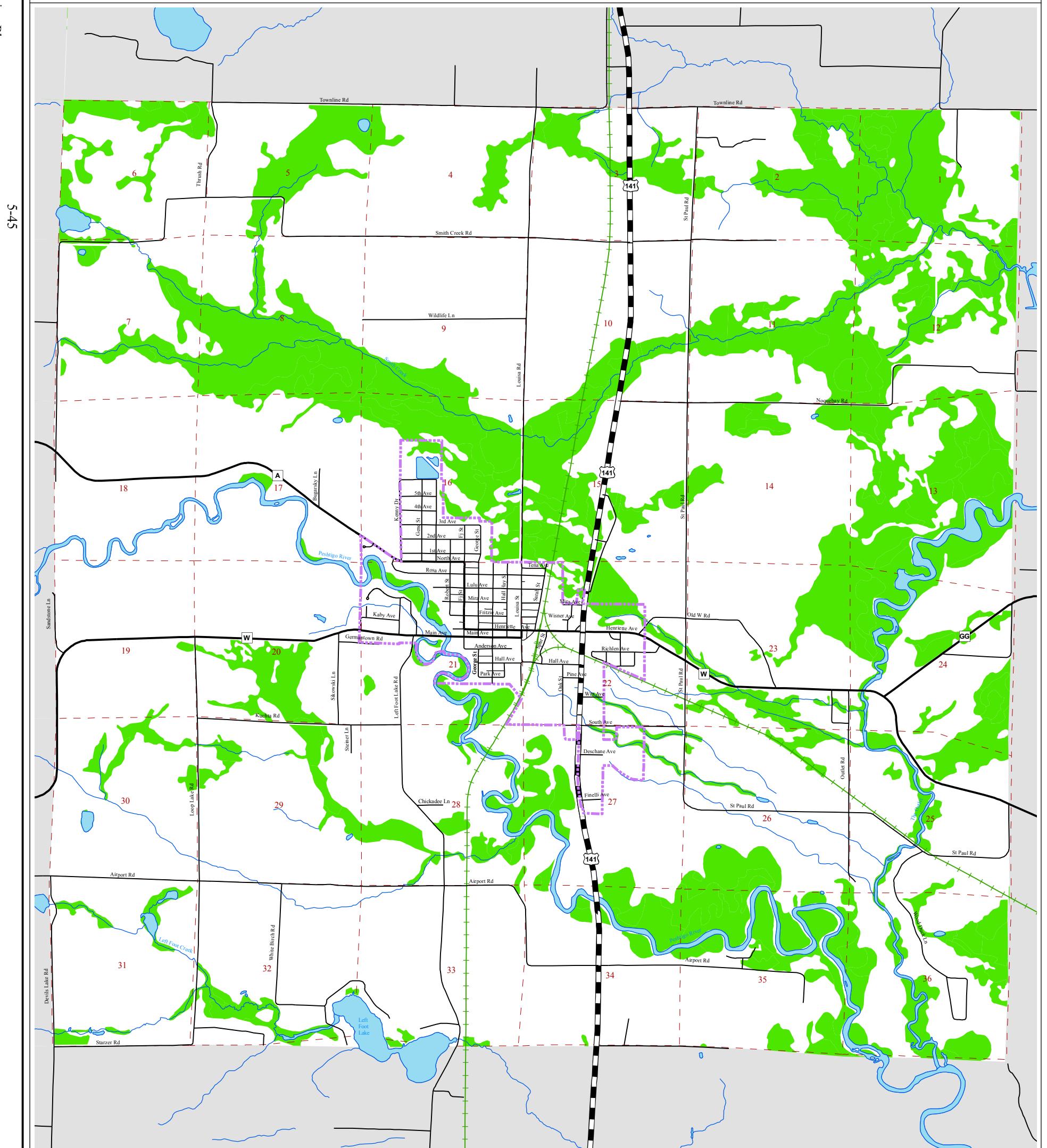
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.

Source: FEMA, 1997; Village of Crivitz; Marinette County; Bay-Lake Regional Planning Commission, 2009.

# Wetlands

## Village of Crivitz Planning Area

### Marinette County



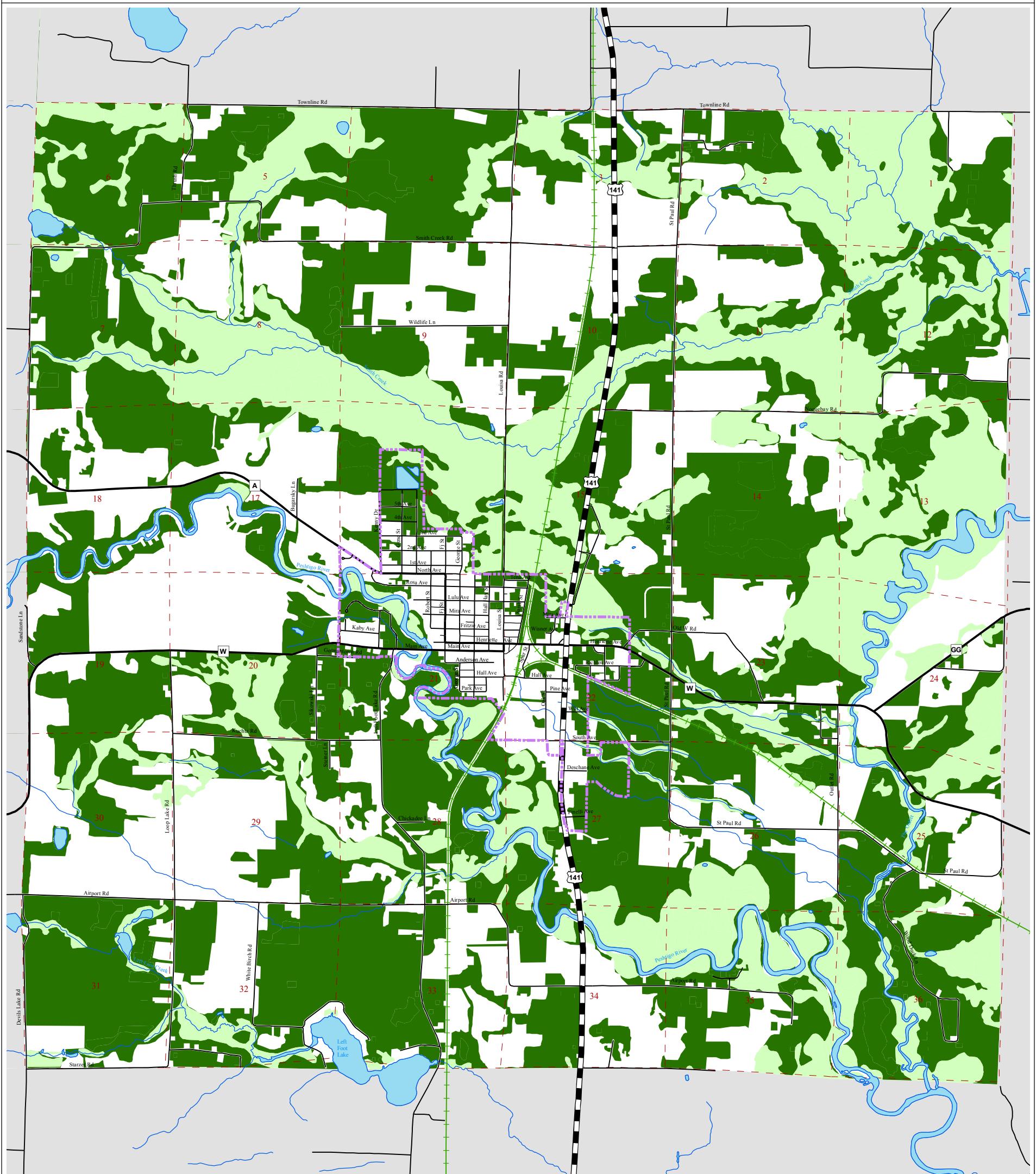
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Source: WDNR, 1991; Village of Crivitz; Marinette County; Bay-Lake Regional Planning Commission, 2009.

# Woodlands

## Village of Crivitz Planning Area

### Marinette County

**Base Map Features**

- Village Boundary
- U.S. Highway
- County Highway
- Local Roads
- Alley
- Section Line
- Railroad
- Surface Water



0 0.25 0.5 1 1.5

Miles

Lowland Woodlands

Upland Woodlands

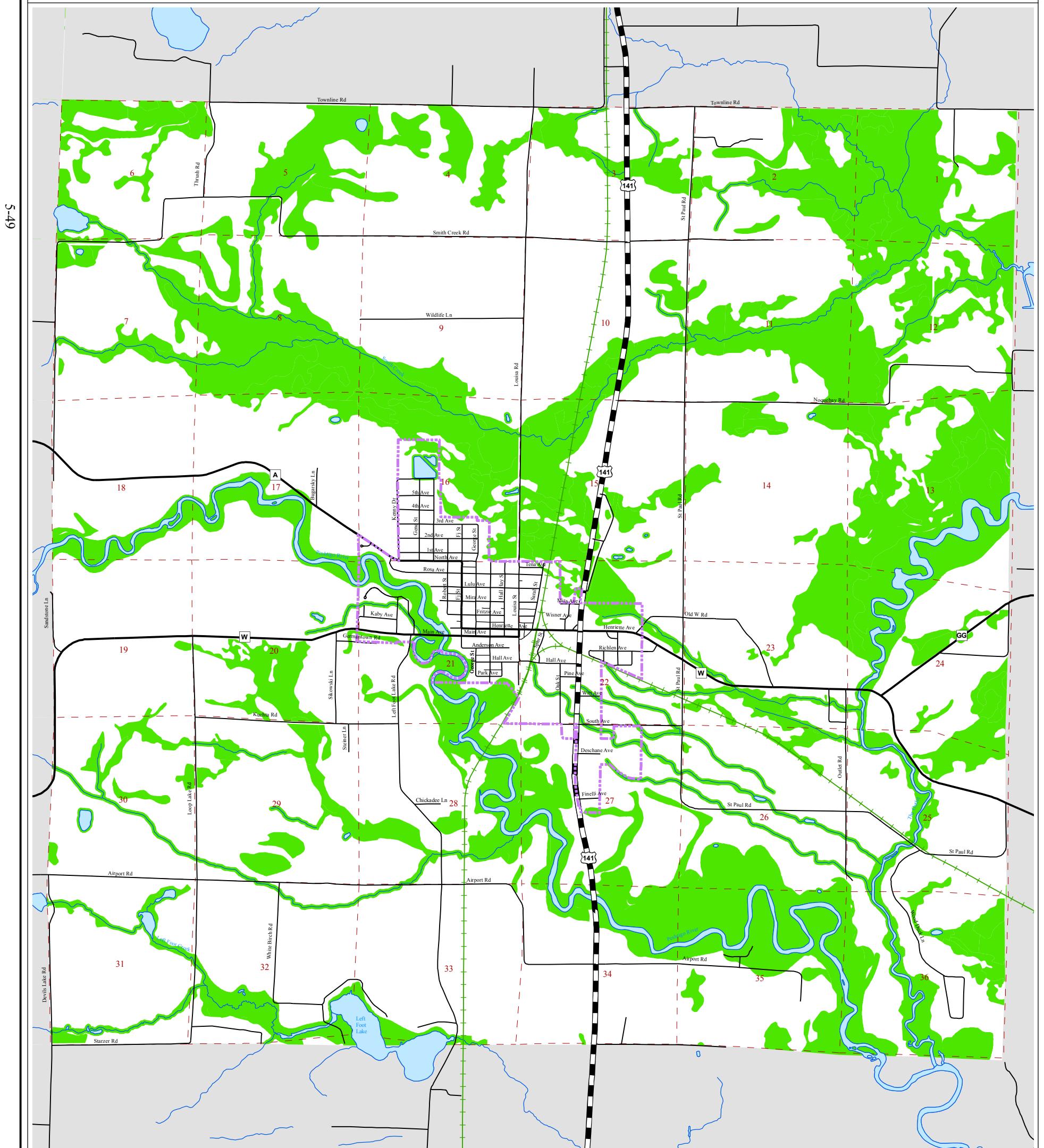
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.

Source: WDNR, 1991; Village of Crivitz; Marinette County; Bay-Lake Regional Planning Commission, 2009.

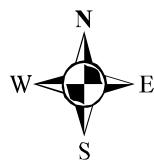
# Environmental Corridors

## Village of Crivitz Planning Area

### Marinette County

**Base Map Features**

- Village Boundary
- U.S. Highway
- County Highway
- Local Roads
- Alley
- Section Line
- Railroad
- Surface Water



0 0.25 0.5 1 1.5  
Miles

Environmental Corridors

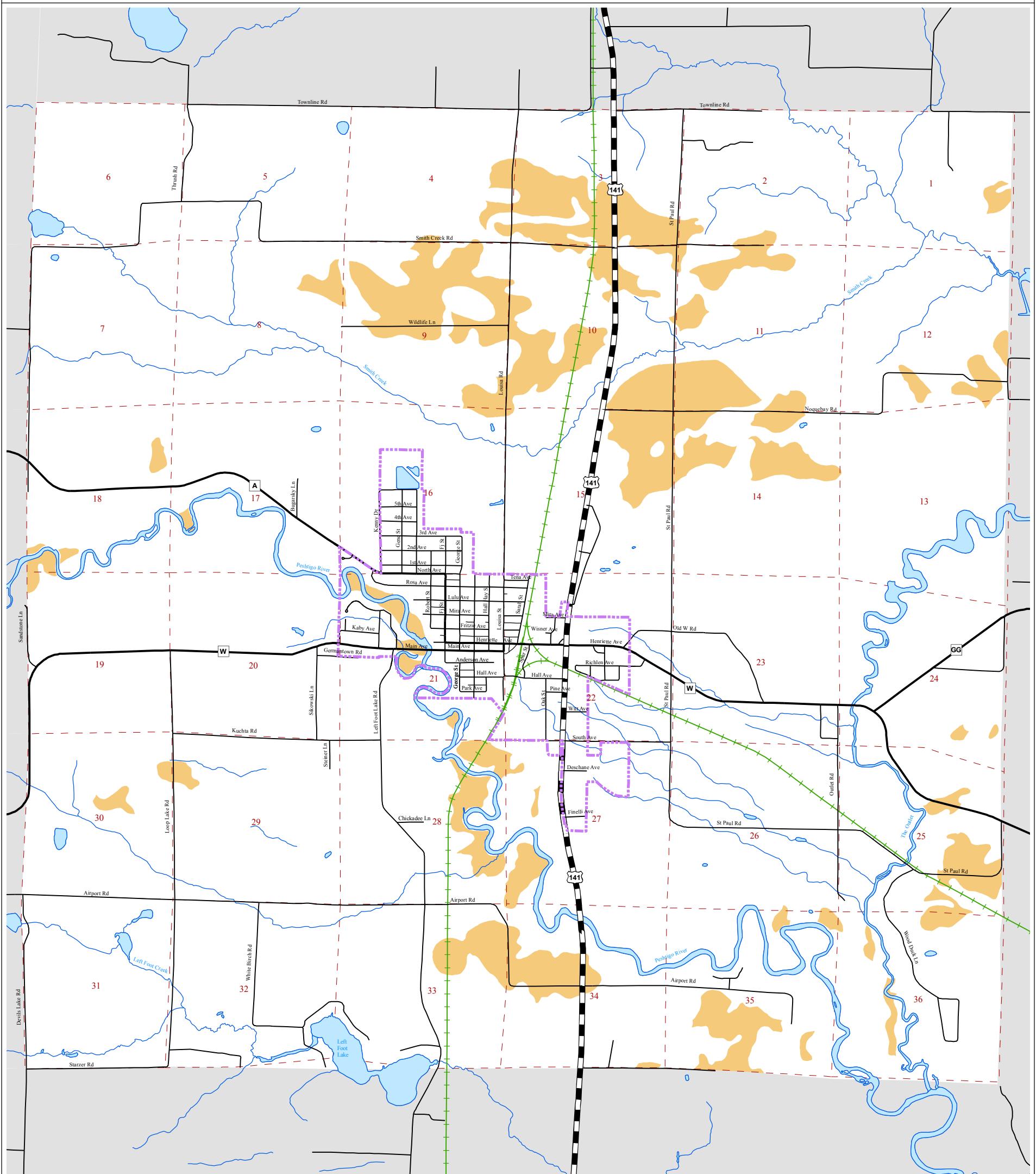
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.

Source: WDNR, 1991; FEMA, 1997; NRCS, 2004; Village of Crivitz; Marinette County; Bay-Lake Regional Planning Commission, 2009.

# Prime Agricultural Soils

## Village of Crivitz Planning Area

### Marinette County

**Base Map Features**

- Village Boundary
- U.S. Highway
- County Highway
- Local Roads
- Alley
- Section Line
- Railroad
- Surface Water



0 0.25 0.5 1 1.5  
Miles

Prime Agricultural Soils

This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.

Source: NRCS, 2004; Village of Crivitz; Marinette County; Bay-Lake Regional Planning Commission, 2009.

# **CHAPTER 6:**

## **POPULATION AND HOUSING**

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## INTRODUCTION

Changes in population numbers and characteristics are instrumental in tracking the past growth patterns of a community in addition to predicting future population trends. Over time, the population characteristics of the County will directly influence housing, educational, community and recreational facility capacities and needs and will play an important role in the county's future economic development.

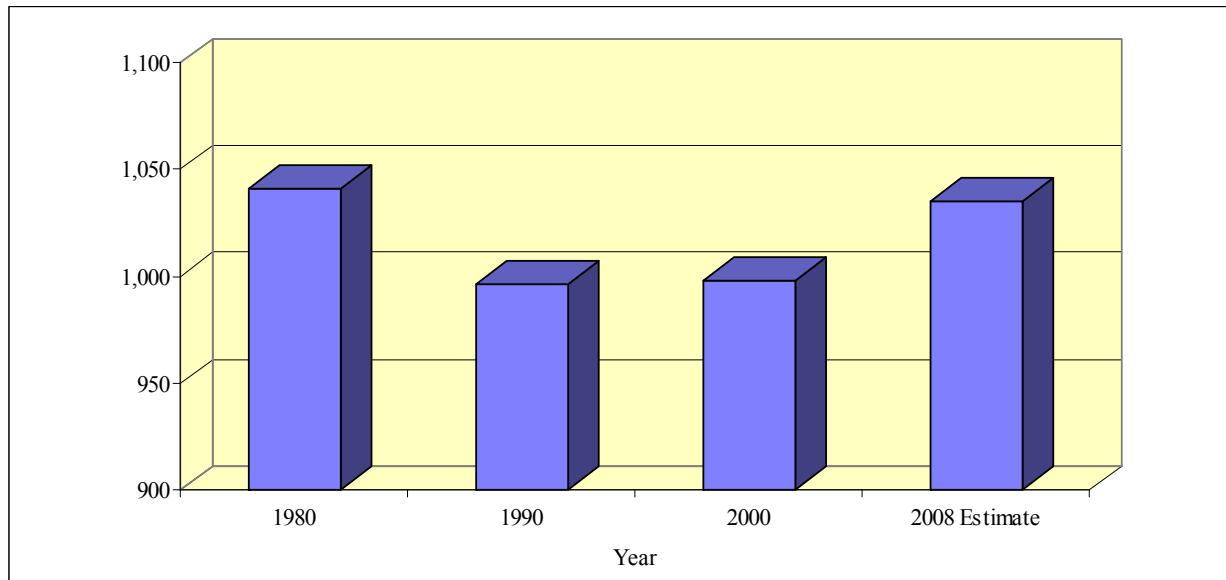
The housing portion of this chapter includes information about the current housing stock, structural and occupancy characteristics as well as details on future housing demand based on demographic projections. These housing related issues assisted in the development of strategies to help Marinette County become more prepared to meet future countywide housing needs.

## POPULATION CHARACTERISTICS

### Historical Population Trends

The Village of Crivitz experienced its highest population level in the Census taken after its incorporation in 1980 with a population of 1,041. Figure 6.1 illustrates the change in population in the village of Crivitz and the Wisconsin Department of Administration's 2008 Population Estimate.

Figure 6.1: Census Population 1980 – 2000 and WDOA Population Estimate, 2008, Village of Crivitz



Source: U.S. Bureau of the Census, General Population Characteristics 1840-1990 and U.S. Census 2000; and the Bay-Lake Regional Planning Commission, 2009.

Table 6.1 displays the change in the Village, Town of Stephenson, County and State population levels since 1980, in addition to the *Population Estimates for 2008* released by the Wisconsin Department of Administration in the spring of 2009. The historical population levels for all Marinette County communities can be found in Table 6.13 at the end of this chapter.

Table 6.1: Historical Population Levels, Village of Crivitz, Town of Stephenson, Marinette County and State of Wisconsin, 1980 - 2000, and WDOA 2008 Population Estimates

Geographic Location (Date of Incorporation)	Census			2008 WDOA
	1980	1990	2000	Estimate
Village of Crivitz (1974)	1,041	996	998	1,035
Town of Stephenson	2,137	2,288	3,065	3,517
Marinette County	39,314	40,548	43,384	44,823
State of Wisconsin	4,705,642	4,891,769	5,363,715	5,675,156

Source: U.S. Bureau of the Census, General Population Characteristics 1840-1970, Bay-Lake Regional Planning Commission, December 1975; Census 2000; and Bay-Lake Regional Planning Commission, 2009.

### School Age, Working Age, and Retirement Age

Table 6.2 divides the population of the Village of Crivitz into four age groups: preschool age (0-4), school age (5-17), working age (16-64) and those of retirement age (65+). Similar information for each of the communities in Marinette County can be found in Table 6.14 at the end of this chapter.

The working age group (16 years to 64 years old) accounted for nearly 80 percent of the village's total population in 2000. The school age groups (5 years old to 17 years old) accounted for more than 18 percent of the total population and the retirement age group (65 years old and older) accounted for more than 25 percent of the total population compared to 17.6 percent of the total County population and just slightly more than 13 percent of the population statewide.

Table 6.2: Population by Age Groups and Sex, Village of Crivitz, 2000

Age Groups	Total	Male Population	Female Population	Village of Crivitz % of Total Population	Marinette County % of Total Population	Wisconsin % of Total Population
				Total Population	Total Population	Total Population
<b>Preschool Age</b>						
Birth - 4	61	25	36	6.1	5.12	6.38
<b>School Age</b>						
5-11 ( <i>Grade School</i> )	96	50	46	9.6	9.0	10.1
12-14 ( <i>Middle School</i> )	40	19	21	4.0	4.6	4.5
15-17 ( <i>High School</i> )	34	18	16	3.4	4.7	4.5
<b>Working and Voting Age</b>						
16+	792	346	446	79.4	79.6	77.5
16-64	541	266	275	54.2	62.0	64.4
18+	767	332	435	76.9	76.5	74.4
18-64	516	252	264	51.7	58.9	61.4
<b>Retirement Age</b>						
65+	251	80	171	25.2	17.6	13.1
<b>Total Population</b>	<b>998</b>	<b>444</b>	<b>554</b>			

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing, STF 1A, General Profile and Table P012; and Bay-Lake Regional Planning Commission, 2009.

### Median Age

Table 6.3 displays the gradual increase of median age for the Village of Crivitz, Marinette County and the State of Wisconsin from 1980 to 2000. Similar information for each community within Marinette County can be found in Table 6.15 at the end of this chapter.

The village's median age has risen from 34.7 years in 1980 to 41.3 years in 2000. This increase in median age is indicative of an aging population and when compared to the county and state, indicates that the village's median age is increasing at a rate that is faster than both the county and the state. This trend of an increasing median age should be considered when planning for the future needs of the village as an aging population generally demands additional community and specialized services.

Table 6.3: Median Age, Village of Crivitz, Marinette County and State of Wisconsin, 1980 - 2000

Geographic Location	1980	1990	2000
Village of Crivitz	34.7	39.9	41.3
Marinette County	32.1	35.6	40.5
Wisconsin	29.4	32.9	36.0

Source: U.S. Bureau of the Census, Census of Population, General Population Characteristics, Wisconsin, 1970, Tables 33, 35; 1980 Table 14; 1990 STF 1A, General Profile; Census 2000 and Bay-Lake Regional Planning Commission, 2009.

### **Seasonal Population**

In 2000, the village had a total of 15 seasonal housing units, along with an average number of persons per household of 2.23. The result is an estimated 15 additional people in the village that would be considered seasonal residents. A large majority of those individuals maintain seasonal homes in the northern part of the county. More significant is the projected population for the Town of Stephenson. With more than 2,300 seasonal cottages counted in the 2000 Census and with an estimated 2.23 persons per household, the projected seasonal population for the town is more than 5,200 persons. That projected total represents nearly 1/3 of the projected seasonal population or the county. Similar information for each community within Marinette County can be found in Table 6.17 at the end of this chapter.

Table 6.4: Estimated Seasonal Population, Village of Crivitz, Marinette County and State of Wisconsin, 2000

	Village of Crivitz	Town of Stephenson	Marinette County	Wisconsin
US Census Population	998	3,065	43,384	5,363,675
Person Per Household	2.23	2.23	2.38	2.50
Seasonal Housing Units*	15	2,335	7,586	142,313
Estimated Seasonal Population	33	5,207	18,055	355,783

\*Seasonal housing includes seasonal, recreational, or occasional use units, but does not include other vacant

\*\*Estimated Seasonal Population = (Total Seasonal Housing Units \* Marinette County's 2000 Census - Persons per Household)

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing and Bay-Lake Regional Planning Commission, 2009.

### **Population Projections**

Population projections are an important factor in assessing the area's future need for housing, community facilities, transportation, and other population-influenced facilities. They can also be used to forecast each individual community's as well as county's future expenditures, revenues, and tax receipts.

In 2009, the Wisconsin Department of Administration (WDOA) Demographic Services Center released population projections to the year 2030 for each community and county in the state by utilizing figures from three varying time periods.

According to the WDOA formula, the Village of Crivitz is projected to have a population of 970 persons by 2030. This represents a decrease of nearly 3.0 percent from the village's 2000 Census count of 998 persons.

Table 6.5 identifies WDOA projections for the village, Marinette County and the state. Population trends and WDOA projections for all communities within Marinette County can be found in Table 6.16 at the end of this chapter.

Table 6.5: Wisconsin Department of Administration Population Projections, Marinette County and State of Wisconsin, 2005 - 2030

Geographic Location	2000 Census Population	WDOA Projections						# Change 2000 - 2030	% Change 2000 - 2030
		2005	2010	2015	2020	2025	2030		
Village of Crivitz	998	1009	1002	999	996	986	970	(28)	-2.81
Marinette County	43,384	43,875	44,557	45,024	45,251	45,193	44,710	1,326	3.06
Wisconsin	5,363,715	5,563,896	5,751,470	5,931,386	6,110,878	6,274,867	6,415,923	1,052,208	19.62

Source: U.S. Bureau of the Census, Census of Population and Housing, 1970 - 2000; Wisconsin Department of Administration, Official Population Projections, 2009; and Bay-Lake Regional Planning Commission, 2009.

In an effort to establish a range of possible population growth for the next 20 years, the Village of Crivitz utilized two additional population projections along with the previously mentioned 2008 WDOA projections. These additional projections are:

- A *Growth Trend* using the 1980, 1990 and 2000 Census figures and creating an exponential “growth trend” series to the year 2030. According to projection, the 2030 population for Marinette County would be 930 persons, which is a decrease of 68 persons, or approximately 6.9 percent, from the 2000 Census population count of 998.
- A *Linear Trend* utilizing the 1980, 1990 and 2000 Census figures and creating a “linear trend” series to the year 2030. This method identified a 2030 population of 926 people for the village, which is an decrease of 72 people, or -7.25 percent, from the 2000 Census population count of 998.

It should be noted that the growth and linear trend population projections assume that the village will continue to grow (or decline in population) based on past trends.

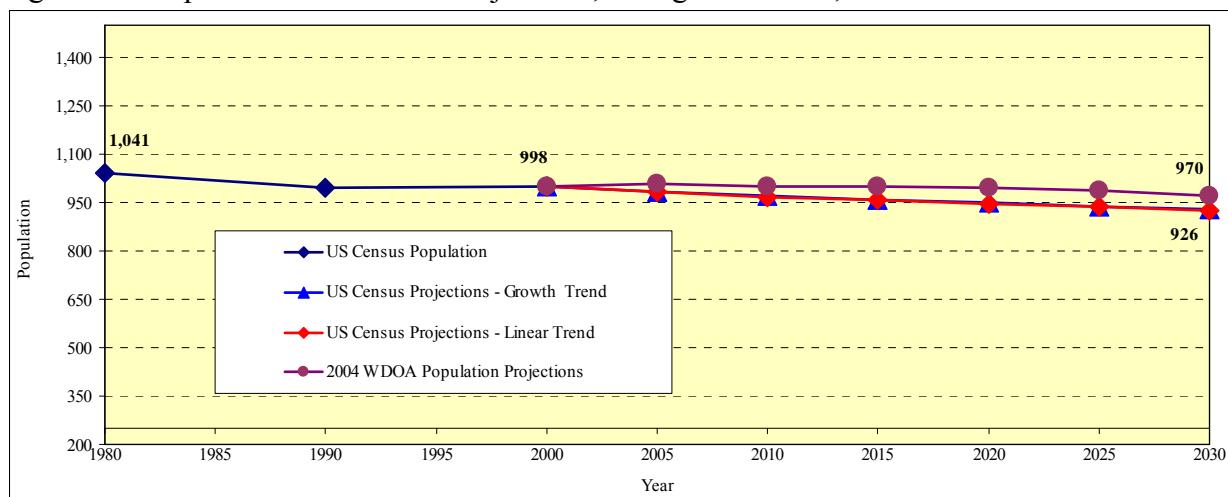
Table 6.6 and Figure 6.1 display the village’s actual 1980-2000 U.S. Census counts, the 2009 WDOA projections, and growth and linear trend projections based on past population trends.

Table 6.6: Population Projections, Village of Crivitz, 1980 - 2030

Village of Crivitz	1980	1990	2000	2005	2010	2015	2020	2025	2030	# Change	% Change
										2000 - 2030	2000 to 2030
US Census Population	1,041	996	998								
US Census Projections - Growth Trend		998	984	970	960	949	940	930		-68	-6.85
US Census Projections - Linear Trend		998	983	969	958	947	936	926		-72	-7.25
2004 WDOA Population Projections		998	1009	1002	999	996	986	970		-28	-2.81

Source: U.S. Department of Commerce, Bureau of the Census, 1970, 1980, 1990, 2000; Wisconsin Department of Administration, Official Municipal Population Projections 2005-2025, 2004; Bay-Lake Regional Planning Commission, 2008.

Figure 6.2: Population Trends and Projections, Village of Crivitz, 1980 - 2030



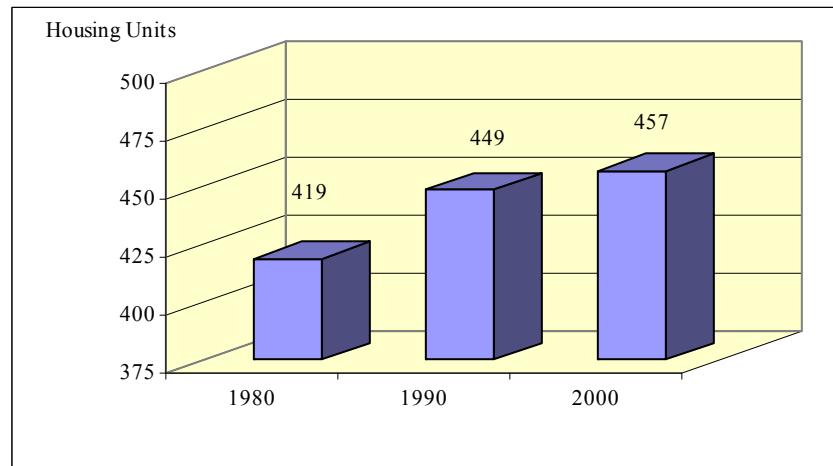
Source: U.S. Bureau of the Census, Census of Population and Housing, 1980-2000; Wisconsin Department of Administration, Official Population Projections, 2009; and Bay-Lake Regional Planning Commission, 2009.

## HOUSING CHARACTERISTICS

### Total Housing Unit Levels by Decade

The total number of housing units within the Village of Crivitz has increased by more than 16 percent from 1980 to 2000 (Figure 6.3 and Table 6.7). During this same time period, total housing units have increased by 25.5 percent in the County and by nearly 20 percent statewide. Between 1990 and 2000, both the village and the county experienced very slow growth in total housing units (1.78 and 2.38 percent respectively) compared to the State's double digit growth (nearly 20 percent). Total housing units between 1970 and 2000 for all communities within Marinette County can be found in Table 6.18 at the end of this chapter.

Figure 6.3: Historic Housing Unit Levels, Village of Crivitz, 1980 - 2000



Source: 1980 Census of Population and Housing, Table 45; 1990 Census of Population and Housing, STF 1A; State of Wisconsin Demographic Services Center, Table DP-1; and Bay-Lake Regional Planning Commission, 2009.

Table 6.7: Total Housing Units and Percent Change, Village of Crivitz, Marinette County and State, 1980 - 2000

Locatiion	1980	1990	2000	Percent Change		
				1980-1990	1990-2000	1980-2000
Village of Crivtz	419	449	457	7.16	1.78	16.41
Marinette County	22,559	25,650	26,260	13.70	2.38	24.53
Wisconsin	1,863,897	2,055,774	2,321,144	10.29	12.91	19.70

Source: U.S. Bureau of the Census, 1970 Census of Population and Housing, Series 100, Table 2; 1980 Census of Population and Housing, Table 45; 1990 Census of Population and Housing, STF 1A; Census 2000; and Bay-Lake Regional Planning Commission, 2009.

### **Housing Occupancy and Tenure**

According to the 2000 Census the Village of Crivitz had 406 occupied housing units of which, 242 or 59 percent were owner occupied and 164 or 41 percent were renter occupied. Marinette County had 17,585 occupied housing units of which 67 percent (13,951 units) were owner occupied and 33 percent (3,634 units) were occupied by renters.

Table 6.8: Housing Occupancy and Tenure, Marinette County, 2000

Geographic Location	Occupied			Vacant			Total Units	Percent Occupied	Percent Vacant
	Owner	Renter	Total	Seasonal, Recreational or Occasional Use	Other	Total			
Village of Crivtz	242	164	406	15	36	51	457	88.8	11.2
Marinette County	13,951	3,634	17,585	7,586	1,089	8,675	26,260	67.0%	33.0%
State of Wisconsin	1,426,361	658,183	2,084,544	142,313	94,287	236,600	2,321,144	89.8%	10.2%

Source: U.S. Bureau of the Census, and Bay-Lake Regional Planning Commission, 2008.

### **Age of Housing**

Approximately 22 percent of the housing structures in Marinette County were built prior to 1940 (Table 6.9). Between 1940 and 1990 an average of 2,934 housing units were added each decade. The structures added over this 50 year span account for about 60 percent of the housing structures in the county.

In more recent decades, there has been a surge in homes being built throughout the county. The most significant decade of housing growth in Marinette County occurred between 1970 and 1980 when nearly 5,200 units were constructed representing an increase of nearly 40 percent between 1970 and 1980. Between 1990 and the spring of 2000, approximately 4,200 units were constructed. This number represents nearly a 19 percent increase in the total housing stock in a span of a little more than 10 years.

Table 6.9: Housing Units by Year Structure Built, Village of Crivitz and Marinette County, 2000

Location	Built 1990 to 1999	Built 1980 to 1989	Built 1970 to 1979	Built 1960 to 1969	Built 1950 to 1959	Built 1940 to 1949	Built 1939 or earlier	Total Housing Units 2000
Village of Crivitz	34	71	92	93	54	45	58	447
Marinette County	4,171	3,631	5,171	2,797	2,797	1,913	5,780	26,260

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing, SF- 3; and Bay-Lake Regional Planning Commission, 2009.

### **Housing Values**

In 2000, approximately 36 percent of the village's occupied housing was valued between \$50,000 and \$79,999, while 32 percent was valued between \$80,000 and \$149,999. At the County level, nearly 50 percent were valued between \$50,000 and \$99,999 (Table 6.10). The

median value of specified owner-occupied housing units was \$69,800. In comparison, Wisconsin has a median value of \$112,200 with more than twice the percentage of homes falling within the \$150,000 and \$500,000 than Marinette County.

Table 6.10: Values of Specified Owner-Occupied Housing Units, Village of Crivitz and Marinette County, 2000

Location	Less than \$30,000	Less than \$50,000	Less than \$80,000	Less than \$100,000	Less than \$150,000	Less than \$200,000	\$200,000 or more
Village of Crivitz	22	48	91	40	41	11	-
Marinette County	1,594	2,570	3,979	2,123	2,202	1,697	1,520

\*Note: Census housing values may not be the actual assessed values; they are based on what the homeowner perceives the housing unit is worth.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing, SF-3; and Bay-Lake Regional Planning Commission, 2009.

### Housing Costs - Rents and Mortgage

Providing affordable housing which meets the needs of current and future Village residents is an important element of planning. Housing number, type, and location greatly impacts the economic development, transportation, utilities, natural features, and various other aspects of a comprehensive plan.

According to the U.S. Department of Housing and Urban Development (HUD), housing affordability is defined as paying no more than 30 percent of household income for housing.

#### Rent and Income Comparison

According to the 2000 Census, the median gross rent for renter-occupied housing units in the Marinette County was \$429.

The 2000 Census also reported that 497, or 24 percent, of 2,113 specified renter-occupied housing units paid more than 30 percent of their 1999 household income in gross rent. These occupants are considered to be living in non-affordable housing.

#### Owner Costs and Income Comparison

For owner-occupied housing units with a mortgage in 2000, the median monthly owner cost in the county was \$853. For owner-occupied units without a mortgage, the median monthly cost was \$264.

The 2000 census indicates that 1,235 owners out of 7,428 (17 percent) specified owner-occupied housing units paid more than 30 percent of their 1999 income for monthly owner costs. This 17 percent are considered to be living in non-affordable housing.

### Housing Projections

#### Projected Occupied Housing Units

The following three methods were used to determine the most likely housing projection scenarios to the year 2030 for Marinette County. Table 6.11 illustrates each of these projections.

- *WDOA Final Household Projections for Wisconsin Municipalities* – These projections were prepared by WDOA in January 2004 and indicate an increase of 2,899 housing units or approximately 16 percent by 2030.

Table 6.11: Occupied Housing Unit Trends &amp; Projections 1980 - 2030

Village of Crivitz	1980	1990	2000	2005	2010	2015	2020	2025	2030
US Census Occupied Housing Units	419	449	406						
2008 WDOA Household Projections			406	425	439	449	456	455	451
Persons per Household			2.38	2.31	2.24	2.19	2.15	2.12	2.10

\*2000 occupied housing unit values reflect corrections made by the Wisconsin Department of Administration (WDOA)

Source: Wisconsin Department of Administration, 2009 and Bay-Lake Regional Planning Commission, 2009.

### Projected Seasonal Housing Units

As noted earlier in this chapter, The 2000 Census indicates that nearly 29 percent or a total of 7,586 of the total of 26,260 housing units in Marinette County are classified as seasonal housing. Therefore, it is important to consider the number of additional housing units that may potentially be built throughout the county for seasonal, recreational, or occasional use.

By utilizing WDOAs final household projections for Wisconsin municipalities, the number of future seasonal housing units can be estimated. Assuming the 2000 ratio of seasonal housing units to occupied housing units stays constant, the number of future seasonal housing units can be projected using this ratio:

$$\text{projected occupied housing units} * \text{ratio of seasonal housing units to occupied housing units} = \text{projected seasonal housing units.}$$

Table 6.12 illustrates seasonal housing unit projections for the village, the Town of Stephenson and Marinette County for 2010 – 2030. Seasonal housing unit projections for all communities within Marinette County can be found in Table 6.20 at the end of this chapter. Although the number of seasonal housing units located within the village are minimal (17 units in 2030) the Town of Stephenson is projected to have nearly 4,000 units by 2030. With a projected persons per household of slightly more than 2.0 – the impact on the village in terms of service industry businesses is significant.

Table 6.12: Projected Seasonal Housing Units, Village of Crivitz, Town of Stephenson, and Marinette County, 2010 - 2030

Geographic Location	2000 Total Occupied Housing Units	2000 Seasonal Housing Units	Projected Seasonal Housing Units				
			2010	2015	2020	2025	2030
Village of Crivitz	406	15	16	17	17	17	17
Town of Stephenson	1,369	2,335	2,889	3,178	3,437	3,653	3,829
Marinette County	17,585	7,586	8,434	8,816	9,106	9,285	9,363

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing, Table DP-1; WDOA Final Household Projections for Wisconsin Municipalities, 2000 – 2025, January 2009; WDOA Final Household Projections for Wisconsin Counties, 2000 – 2035, January 2009; and Bay-Lake Regional Planning Commission, 2009.

### Subsidized and Special Needs Housing

Within Marinette County, there exists a variety of agencies to help locate, finance, and develop housing for persons with various physical and mental disabilities or other special needs. The Marinette County Department of Human Services has information on what is available through several organizations such as WHEDA, NEWCAP, and the Veteran's Administration.

### **Housing Development Environment**

Due to the overall rural nature of the area and rather small incorporated communities, Marinette County has a limited number of public utilities and services. However, the county more than makes up for those deficiencies by offering current and future residents some excellent quality of life features. The entire county has a wonderful scenic landscape that is comprised of thousands of acres of publicly owned land, lakes and streams, rich farming fields; long stretches overlook Green Bay of Lake Michigan; has access to major highways- US Highways 141 and 41 and State Highways 8, 64, and 181; boasts a competitive tax rate; and is situated just north of one of the most dynamic metropolitan areas in the state. These features, in addition to the trend in which people desire more open space to live, make Marinette County a very desirable place to live.



Marinette County  
And Community Level  
Population and Housing Tables



Table 6.13: Historical Population Levels, Marinette County Municipalities, Marinette County and State, 1900 - 2000

Geographic Location (Date of Incorporation)	U.S. Census										
	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000
Town of Amberg	1,375	2,816	1,004	680	891	811	641	665	852	917	854
Town of Athelstane		536	710	348	377	275	229	330	364	437	601
Town of Beaver		1,208	1,484	1,224	1,217	1,084	1,015	995	1,042	1,041	1,123
Town of Beecher				255	294	356	320	279	521	626	783
Town of Dunbar				317	349	353	309	359	522	838	1,303
Town of Goodman			1,266	1,443	1,390	1,037	870	750	803	758	820
Town of Grover	1,860	2,099	1,967	1,679	1,751	1,640	1,521	1,575	1,709	1,670	1,729
Town of Lake		617	711	678	764	828	766	741	915	989	1,064
Town of Middle Inlet			478	459	547	483	378	457	681	744	831
Town of Niagara			322	443	508	485	476	561	717	891	924
Town of Pembine			363	429	563	561	539	654	773	817	1,036
Town of Peshtigo	4,228	1,493	1,558	1,510	1,840	2,214	2,719	2,951	3,566	3,564	3,819
Town of Porterfield	956	1,510	1,015	1,069	1,094	1,131	1,236	1,405	1,857	1,805	1,991
Town of Pound	2,545	2,050	2,320	1,526	1,464	1,314	1,264	1,297	1,412	1,386	1,367
Town of Silver Cliff				176	224	148	136	189	267	259	529
Town of Stephenson	842	1,379	1,290	1,592	1,876	1,771	1,762	2,202	2,137	2,288	3,065
Town of Wagner			471	458	593	580	473	500	624	660	722
Town of Wausaukee	1,685	1,956	1,553	582	560	564	476	497	753	937	1,196
Village of Coleman (1903)				407	562	668	718	683	852	839	716
Village of Crivitz (1974)									1,041	996	998
Village of Pound (1914)				246	310	354	273	284	407	434	355
Village of Wausaukee (1924)				663	655	612	608	557	648	656	572
City of Marinette (1887)	16,195	14,610	13,610	13,734	14,183	14,178	13,329	12,696	11,965	11,843	11,749
City of Niagara (1913 and 1992)				1,946	2,033	2,266	2,022	2,098	2,347	2,079	1,999
City of Peshtigo (1903)		1,975	1,440	1,579	1,947	2,279	2,504	2,836	2,807	3,154	3,357
Marinette County	30,822	33,812	34,477	33,530	36,225	35,748	34,660	35,810	39,314	40,548	43,384
State of Wisconsin	2,069,042	2,333,860	2,632,067	2,939,006	3,137,587	3,434,575	3,951,777	4,417,731	4,705,642	4,891,769	5,363,715

Note: Date of Incorporation in Parenthesis.

Note: The City of Niagara was incorporated as a village in 1913 and a city in 1992.

Source: U.S. Bureau of the Census, General Population Characteristics 1840-1970, Bay-Lake Regional Planning Commission, December 1975; Census 2000; and Bay-Lake Regional Planning Commission, 2008.

Table 6.14: Population by Age Groups, Marinette County Municipalities, 2000

Geographic Location	School Age						Working and Voting Age						Retirement Age		Total Population		
	5-11		12-14		15-17		16+		16-64		18+		18-64		65+		
	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	
Town of Amberg	50	5.9%	41	4.8%	47	5.5%	711	83.3%	525	61.5%	685	80.2%	499	58.4%	186	21.8%	854
Town of Athelstane	37	6.2%	24	4.0%	25	4.2%	504	83.9%	385	64.1%	488	81.2%	369	61.4%	119	19.8%	601
Town of Beaver	109	9.7%	40	3.6%	63	5.6%	893	79.5%	700	62.3%	853	76.0%	660	58.8%	193	17.2%	1,123
Town of Beecher	74	9.5%	32	4.1%	27	3.4%	615	78.5%	484	61.8%	599	76.5%	468	59.8%	131	16.7%	783
Town of Dunbar	92	7.1%	34	2.6%	36	2.8%	1,139	87.4%	1,028	78.9%	1,109	85.1%	998	76.6%	111	8.5%	1,303
Town of Goodman	59	7.2%	33	4.0%	30	3.7%	692	84.4%	502	61.2%	667	81.3%	477	58.2%	190	23.2%	820
Town of Grover	191	11.0%	92	5.3%	83	4.8%	1,316	76.1%	1,072	62.0%	1,266	73.2%	1,022	59.1%	244	14.1%	1,729
Town of Lake	101	9.5%	52	4.9%	53	5.0%	852	80.1%	694	65.2%	816	76.7%	658	61.8%	158	14.8%	1,064
Town of Middle Inlet	51	6.1%	40	4.8%	36	4.3%	698	84.0%	522	62.8%	673	81.0%	497	59.8%	176	21.2%	831
Town of Niagara	121	13.1%	51	5.5%	55	6.0%	700	75.8%	590	63.9%	658	71.2%	548	59.3%	110	11.9%	924
Town of Pembine	87	8.4%	58	5.6%	70	6.8%	822	79.3%	618	59.7%	781	75.4%	577	55.7%	204	19.7%	1,036
Town of Peshtigo	347	9.1%	171	4.5%	176	4.6%	3,044	79.7%	2,488	65.1%	2,924	76.6%	2,368	62.0%	556	14.6%	3,819
Town of Porterfield	164	8.2%	92	4.6%	128	6.4%	1,579	79.3%	1,346	67.6%	1,493	75.0%	1,260	63.3%	233	11.7%	1,991
Town of Pound	137	10.0%	70	5.1%	88	6.4%	1,031	75.4%	851	62.3%	977	71.5%	797	58.3%	180	13.2%	1,367
Town of Silver Cliff	59	11.2%	19	3.6%	17	3.2%	419	79.2%	332	62.8%	405	76.6%	318	60.1%	87	16.4%	529
Town of Stephenson	208	6.8%	132	4.3%	110	3.6%	2,566	83.7%	1,933	63.1%	2,495	81.4%	1,862	60.8%	633	20.7%	3,065
Town of Wagner	78	10.8%	29	4.0%	36	5.0%	554	76.7%	443	61.4%	539	74.7%	428	59.3%	111	15.4%	722
Town of Wausaukee	126	10.5%	71	5.9%	54	4.5%	921	77.0%	733	61.3%	886	74.1%	698	58.4%	188	15.7%	1,196
Village of Coleman	69	9.6%	32	4.5%	34	4.7%	565	78.9%	417	58.2%	545	76.1%	397	55.4%	148	20.7%	716
Village of Crivitz	96	9.6%	40	4.0%	34	3.4%	792	79.4%	541	54.2%	767	76.9%	516	51.7%	251	25.2%	998
Village of Pound	44	12.4%	17	4.8%	21	5.9%	275	77.5%	238	67.0%	258	72.7%	221	62.3%	37	10.4%	355
Village of Wausaukee	66	11.5%	28	4.9%	25	4.4%	438	76.6%	313	54.7%	422	73.8%	297	51.9%	125	21.9%	572
City of Marinette	1,057	9.0%	531	4.5%	555	4.7%	9,339	79.5%	7,144	60.8%	8,966	76.3%	6,771	57.6%	2,195	18.7%	11,749
City of Niagara	197	10.5%	118	6.3%	90	4.8%	1,430	76.1%	1,079	57.4%	1,377	73.2%	1,026	54.6%	351	18.7%	1,880
City of Peshtigo	306	9.1%	155	4.6%	158	4.7%	2,638	78.6%	1,928	57.4%	2,534	75.5%	1,824	54.3%	710	21.1%	3,357
Marinette County	3,926	9.0%	2,002	4.6%	2,051	4.7%	34,533	79.6%	26,906	62.0%	33,183	76.5%	25,556	58.9%	7,627	17.6%	43,384
State of Wisconsin	538,337	10.0%	241,078	4.5%	240,922	4.5%	4,157,030	77.5%	3,454,362	64.4%	3,996,289	74.5%	3,293,621	61.4%	702,668	13.1%	5,363,675

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing, STF 1a, General Profile and Table P012; and Bay-Lake Regional Planning Commission, 2008.

Table 6.15: Median Age, Marinette County Municipalities, Marinette County and Wisconsin, 1970 - 2000

Geographic Location	1970	1980	1990	2000
Town of Amberg	38.5	36.1	39.3	45.8
Town of Athelstane	33.5	35.8	40.2	48.9
Town of Beaver	31.1	31.6	35.8	41.4
Town of Beecher	51.3	35.7	39.5	42.3
Town of Dunbar	40.4	26.1	23.9	21.3
Town of Goodman	38.2	33.7	39.0	45.4
Town of Grover	26.9	28.0	33.5	37.8
Town of Lake	31.4	29.4	35.3	41.6
Town of Middle Inlet	38.4	35.6	40.8	46.4
Town of Niagara	27.0	28.9	31.5	38.3
Town of Pembine	35.3	31.6	35.9	41.9
Town of Peshtigo	33.3	31.5	34.9	41.4
Town of Porterfield	26.5	26.1	33.0	39.8
Town of Pound	26.5	29.1	32.6	37.5
Town of Silver Cliff	43.5	38.8	44.2	46.4
Town of Stephenson	37.3	38.5	42.3	48.5
Town of Wagner	31.2	30.9	36.5	39.9
Town of Wausaukee	40.1	33.4	36.4	42.9
Village of Coleman	33.5	29.4	33.9	41.7
Village of Crivitz	-	34.7	39.9	41.3
Village of Pound	40.0	26.4	28.3	34.5
Village of Wausaukee	34.0	35.4	37.3	39.6
City of Marinette	31.3	32.5	34.7	38.8
City of Niagara	30.7	33.5	35.6	38.6
City of Peshtigo	35.1	35.8	38.9	39.7
Marinette County	33.5	32.1	35.6	40.5
State of Wisconsin	27.2	29.4	32.9	36.0

Source: U.S. Bureau of the Census, Census of Population, General Population Characteristics, Wisconsin, 1970, Tables 33, 35; 1980 Table 14; 1990 STF 1A, General Profile; Census 2000 and Bay-Lake Regional Planning Commission, 2008.

Table 6.16: WDOA Population Projections, Marinette County Municipalities, Marinette County and State of Wisconsin, 2000 - 2030

Geographic Location	US Census 2000	BLRPC Population Projections						# Change 2000-2030	% Change 2000-2030
		2005	2010	2015	2020	2025	2030		
Town of Amberg	854	856	839	840	824	803	774	-80	-9.4%
Town of Athelstane	601	655	695	753	797	835	866	265	44.1%
Town of Beaver	1,123	1,147	1,147	1,173	1,174	1,169	1,152	29	2.6%
Town of Beecher	783	849	899	971	1,024	1,072	1,108	325	41.5%
Town of Dunbar	1,303	1,471	1,613	1,794	1,944	2,082	2,198	895	68.7%
Town of Goodman	820	834	830	844	841	833	817	-3	-0.3%
Town of Grover	1,729	1,747	1,728	1,747	1,730	1,702	1,658	-71	-4.1%
Town of Lake	1,064	1,102	1,117	1,158	1,176	1,186	1,185	121	11.3%
Town of Middle Inlet	831	873	898	943	970	991	1,002	171	20.6%
Town of Niagara	924	962	981	1,022	1,043	1,057	1,062	138	14.9%
Town of Pembine	1,036	1,105	1,152	1,226	1,276	1,319	1,349	313	30.2%
Town of Peshtigo	3,819	3,918	3,935	4,042	4,066	4,065	4,025	206	5.4%
Town of Porterfield	1,991	2,057	2,080	2,152	2,179	2,193	2,187	196	9.8%
Town of Pound	1,367	1,365	1,334	1,332	1,302	1,263	1,213	-154	-11.3%
Town of Silver Cliff	529	602	665	744	810	871	923	394	74.5%
Town of Stephenson	3,065	3,283	3,436	3,671	3,836	3,977	4,079	1,014	33.1%
Town of Wagner	722	749	761	790	804	812	813	91	12.6%
Town of Wausaukeee	1,196	1,300	1,378	1,489	1,573	1,647	1,705	509	42.5%
Village of Coleman	716	692	651	625	584	539	490	-226	-31.5%
Village of Crivitz	998	1,047	1,075	1,128	1,159	1,183	1,195	197	19.7%
Village of Pound	355	344	326	314	296	275	252	-103	-29.0%
Village of Wausaukee	572	556	528	510	482	450	414	-158	-27.6%
City of Marinette	11,749	11,677	11,349	11,268	10,946	10,553	10,066	-1,683	-14.3%
City of Niagara	1,880	1,826	1,731	1,673	1,577	1,471	1,352	-528	-28.1%
City of Peshtigo	3,357	3,452	3,475	3,577	3,607	3,613	3,586	229	6.8%
Marinette County	43,384	43,875	44,557	45,024	45,251	45,193	44,710	1,326	3.1%
State of Wisconsin	5,363,715	5,563,896	5,751,470	5,931,386	6,110,878	6,274,867	6,415,923	1,052,208	19.6%

Source: U.S. Bureau of the Census, Census of Population and Housing, 1980-2000; Wisconsin Department of Administration, for years cited; Wisconsin Department of Administration, Official Population Projections, 2004; and Bay-Lake Regional Planning Commission, 2008.

Table 6.17: Seasonal Population Estimates and Projections, Marinette County Municipalities, 2000 - 2025

Geographic Location	Estimated 2000 Seasonal Population	Projected Seasonal Population				
		2005	2010	2015	2020	2025
Town of Amberg	1,138	1,101	1,068	1,030	990	944
Town of Athelstane	1,583	1,676	1,776	1,870	1,940	2,004
Town of Beaver	167	173	179	185	189	191
Town of Beecher	1,402	1,489	1,575	1,658	1,730	1,783
Town of Dunbar	1,293	1,293	1,389	1,509	1,570	1,537
Town of Goodman	650	660	672	683	689	691
Town of Grover	73	74	75	76	76	76
Town of Lake	230	236	244	251	256	259
Town of Middle Inlet	606	636	667	695	719	736
Town of Niagara	253	259	267	274	278	281
Town of Pembine	976	1,035	1,098	1,152	1,199	1,239
Town of Peshtigo	287	284	283	282	278	273
Town of Porterfield	127	131	135	139	142	144
Town of Pound	38	38	38	38	37	37
Town of Silver Cliff	1,806	1,983	2,162	2,327	2,479	2,604
Town of Stephenson	5,207	5,557	5,920	6,245	6,530	6,758
Town of Wagner	247	264	281	297	311	321
Town of Wausaukee	1,392	1,463	1,538	1,601	1,656	1,698
Village of Coleman	18	17	17	16	15	15
Village of Crivitz	33	34	35	36	36	36
Village of Pound	17	16	15	14	14	13
Village of Wausaukee	43	41	39	37	35	33
City of Marinette	101	99	97	95	92	89
City of Niagara	10	9	9	9	8	8
City of Peshtigo	48	51	54	57	60	61
Marinette County	18,055	18,250	18,555	18,781	18,880	18,819

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing, Table DP-1; WDOA Final Household Projections for Wisconsin Municipalities, 2000 – 2025, January 2004; WDOA Final Household Projections for Wisconsin Counties, 2000 – 2030, January 2004; and Bay-Lake Regional Planning Commission, 2007.

Table 6.18: Total Number of Housing Units and Percent Change for the Years Cited,  
Marinette County Municipalities, 1980 - 2000

Geographic Location	Housing Units			Percent Change		
	1980	1990	2000	1980-1990	1990-2000	1980-2000
Town of Amberg	784	922	942	17.6%	2.2%	20.2%
Town of Athelstane	801	999	995	24.7%	-0.4%	24.2%
Town of Beaver	541	615	542	13.7%	-11.9%	0.2%
Town of Beecher	599	809	971	35.1%	20.0%	62.1%
Town of Dunbar	579	771	793	33.2%	2.9%	37.0%
Town of Goodman	629	648	680	3.0%	4.9%	8.1%
Town of Grover	613	652	676	6.4%	3.7%	10.3%
Town of Lake	663	704	524	6.2%	-25.6%	-21.0%
Town of Middle Inlet	661	748	643	13.2%	-14.0%	-2.7%
Town of Niagara	308	418	453	35.7%	8.4%	47.1%
Town of Pembine	639	826	871	29.3%	5.4%	36.3%
Town of Peshtigo	1,349	1,490	1,567	10.5%	5.2%	16.2%
Town of Porterfield	721	780	848	8.2%	8.7%	17.6%
Town of Pound	486	527	537	8.4%	1.9%	10.5%
Town of Silver Cliff	733	880	963	20.1%	9.4%	31.4%
Town of Stephenson	3,255	3,786	3,777	16.3%	-0.2%	16.0%
Town of Wagner	425	503	384	18.4%	-23.7%	-9.6%
Town of Wausaukee	660	947	1,036	43.5%	9.4%	57.0%
Village of Coleman	352	361	352	2.6%	-2.5%	0.0%
Village of Crivitz	419	449	457	7.2%	1.8%	9.1%
Village of Pound	156	171	174	9.6%	1.8%	11.5%
Village of Wausaukee	314	333	294	6.1%	-11.7%	-6.4%
City of Marinette	5,057	5,268	5,553	4.2%	5.4%	9.8%
City of Niagara	763	826	812	8.3%	-1.7%	6.4%
City of Peshtigo	1,052	1,217	1,416	15.7%	16.4%	34.6%
Marinette County	22,559	25,650	26,260	13.7%	2.4%	16.4%

Source: U.S. Bureau of the Census, 1970, Series 100, Table 2; 1980 Census of Population and Housing, STF 1A, Table 4; 1990 Census of Population and Housing, STF 1A; 2000 Census; WDOA Revised Census Counts, 2000 and 2003; and Bay-Lake Regional Planning Commission, 2008.

Table 6.19: Occupied and Vacant Housing Units, Marinette County Municipalities, Marinette County and State of Wisconsin, 2000

Geographic Location	Occupied			Vacant			Total Units	Percent Occupied	Percent Vacant
	Owner	Renter	Total	Seasonal, Recreational or Occasional Use	Other	Total			
Town of Amberg	343	52	395	527	20	547	942	41.9%	58.1%
Town of Athelstane	245	25	270	710	15	725	995	27.1%	72.9%
Town of Beaver	354	90	444	66	32	98	542	81.9%	18.1%
Town of Beecher	282	52	334	599	38	637	971	34.4%	65.6%
Town of Dunbar	211	63	274	509	10	519	793	34.6%	65.4%
Town of Goodman	298	62	360	285	35	320	680	52.9%	47.1%
Town of Grover	546	87	633	27	16	43	676	93.6%	6.4%
Town of Lake	385	33	418	90	16	106	524	79.8%	20.2%
Town of Middle Inlet	336	30	366	267	10	277	643	56.9%	43.1%
Town of Niagara	321	27	348	95	10	105	453	76.8%	23.2%
Town of Pembine	354	75	429	405	37	442	871	49.3%	50.7%
Town of Peshtigo	1,336	80	1,416	110	41	151	1,567	90.4%	9.6%
Town of Porterfield	704	66	770	49	29	78	848	90.8%	9.2%
Town of Pound	441	58	499	14	24	38	537	92.9%	7.1%
Town of Silver Cliff	206	10	216	737	10	747	963	22.4%	77.6%
Town of Stephenson	1,224	145	1,369	2,335	73	2,408	3,777	36.2%	63.8%
Town of Wagner	263	20	283	97	4	101	384	73.7%	26.3%
Town of Wausaukeee	428	41	469	546	21	567	1,036	45.3%	54.7%
Village of Coleman	220	96	316	8	28	36	352	89.8%	10.2%
Village of Crivitz	242	164	406	15	36	51	457	88.8%	11.2%
Village of Pound	96	53	149	7	18	25	174	85.6%	14.4%
Village of Wausaukee	142	109	251	19	24	43	294	85.4%	14.6%
City of Marinette	3,485	1,610	5,095	45	413	458	5,553	91.8%	8.2%
City of Niagara	592	168	760	4	48	52	812	93.6%	6.4%
City of Peshtigo	897	418	1,315	20	81	101	1,416	92.9%	7.1%
Marinette County	13,951	3,634	17,585	7,586	1,089	8,675	26,260	67.0%	33.0%
State of Wisconsin	1,426,361	658,183	2,084,544	142,313	94,287	236,600	2,321,144	89.8%	10.2%

Source: Source: U.S. Bureau of the Census, 1970, Series 100, Table 2; 1980 Census of Population and Housing, STF 1A, Table 4; 1990 Census of Population and Housing, STF 1A; 2000 Census; WDOA; and, Bay-Lake Regional Planning Commission, 2008

Table 6.20: Seasonal Housing Unit Projections, Marinette County Municipalities, 2005 - 2025

Geographic Location	Estimated 2000 Seasonal Population	Projected Seasonal Population				
		2005	2010	2015	2020	2025
Town of Amberg	1,138	1,101	1,068	1,030	990	944
Town of Athelstane	1,583	1,676	1,776	1,870	1,940	2,004
Town of Beaver	167	173	179	185	189	191
Town of Beecher	1,402	1,489	1,575	1,658	1,730	1,783
Town of Dunbar	1,293	1,293	1,389	1,509	1,570	1,537
Town of Goodman	650	660	672	683	689	691
Town of Grover	73	74	75	76	76	76
Town of Lake	230	236	244	251	256	259
Town of Middle Inlet	606	636	667	695	719	736
Town of Niagara	253	259	267	274	278	281
Town of Pembine	976	1,035	1,098	1,152	1,199	1,239
Town of Peshtigo	287	284	283	282	278	273
Town of Porterfield	127	131	135	139	142	144
Town of Pound	38	38	38	38	37	37
Town of Silver Cliff	1,806	1,983	2,162	2,327	2,479	2,604
Town of Stephenson	5,207	5,557	5,920	6,245	6,530	6,758
Town of Wagner	247	264	281	297	311	321
Town of Wausaukee	1,392	1,463	1,538	1,601	1,656	1,698
Village of Coleman	18	17	17	16	15	15
Village of Crivitz	33	34	35	36	36	36
Village of Pound	17	16	15	14	14	13
Village of Wausaukee	43	41	39	37	35	33
City of Marinette	101	99	97	95	92	89
City of Niagara	10	9	9	9	8	8
City of Peshtigo	48	51	54	57	60	61
Marinette County	18,055	18,250	18,555	18,781	18,880	18,819

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing, Table DP-1; WDOA Final Household Projections for Wisconsin Municipalities, 2000 – 2025, January 2004; WDOA Final Household Projections for Wisconsin Counties, 2000 – 2030, January 2004; and Bay-Lake Regional Planning Commission, 2008.

Table 6.21: Housing Occupancy and Tenure, Marinette County Municipalities, 2000

Geographic Location	Occupied			Vacant			Total Units	Percent Occupied	Percent Vacant
	Owner	Renter	Total	Seasonal, Recreational or Occasional Use	Other	Total			
Town of Amberg	343	52	395		527	20	547	942	41.9%
Town of Athelstane	245	25	270		710	15	725	995	27.1%
Town of Beaver	354	90	444		66	32	98	542	81.9%
Town of Beecher	282	52	334		599	38	637	971	34.4%
Town of Dunbar	211	63	274		509	10	519	793	34.6%
Town of Goodman	298	62	360		285	35	320	680	52.9%
Town of Grover	546	87	633		27	16	43	676	93.6%
Town of Lake	385	33	418		90	16	106	524	79.8%
Town of Middle Inlet	336	30	366		267	10	277	643	56.9%
Town of Niagara	321	27	348		95	10	105	453	76.8%
Town of Pembine	354	75	429		405	37	442	871	49.3%
Town of Peshtigo	1,336	80	1,416		110	41	151	1,567	90.4%
Town of Porterfield	704	66	770		49	29	78	848	90.8%
Town of Pound	441	58	499		14	24	38	537	92.9%
Town of Silver Cliff	206	10	216		737	10	747	963	22.4%
Town of Stephenson	1,224	145	1,369		2,335	73	2,408	3,777	36.2%
Town of Wagner	263	20	283		97	4	101	384	73.7%
Town of Wausaukee	428	41	469		546	21	567	1,036	45.3%
Village of Coleman	220	96	316		8	28	36	352	89.8%
Village of Crivitz	242	164	406		15	36	51	457	88.8%
Village of Pound	96	53	149		7	18	25	174	85.6%
Village of Wausaukee	142	109	251		19	24	43	294	85.4%
City of Marinette	3,485	1,610	5,095		45	413	458	5,553	91.8%
City of Niagara	592	168	760		4	48	52	812	93.6%
City of Peshtigo	897	418	1,315		20	81	101	1,416	92.9%
Marinette County	13,951	3,634	17,585		7,586	1,089	8,675	26,260	67.0%
									33.0%

Source: U.S. Bureau of the Census, and Bay-Lake Regional Planning Commission, 2008

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## CHAPTER 6 - POPULATION AND HOUSING

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# **CHAPTER 7:**

## **ECONOMIC DEVELOPMENT**

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## INTRODUCTION

The Economic Development chapter of the *Village of Crivitz 20-Year Comprehensive Plan* provides a thorough assessment of the county's labor force and economic base. This includes information on labor force characteristics such as educational attainment, unemployment rates, and industry and employment forecasts. A review of the economic base consists of revenues by industry, location quotient analysis, and an analysis of community finances. Many of these characteristics and trends are compared to the State of Wisconsin as a way to measure the county's economic standing against the state as a whole. This chapter also contains a summary of the village's economic strengths and weaknesses with respect to attracting and retaining businesses, and whether or not there is sufficient land and sites for such businesses and industries. In addition, there is an identification, evaluation and promotion of environmentally contaminated sites for redevelopment as potential future commercial and industrial sites.

The purpose of this economic inventory and analysis is to establish a set of strategies to promote the stabilization, retention, and expansion of the village's and the county's economy. These strategies consist of a set of goals, objectives, policies, and programs that work in conjunction with the implementation of the future land use plan presented in Chapter 3.

## ECONOMIC DEVELOPMENT COMPONENTS

Economic development activities must function within the context of the entire socio-economic environment. This is accomplished through the development of strategies linked to four primary economic development components: 1) infrastructure; 2) business development; 3) workforce development; and 4) community cash flow. These components in-turn consist of several individual elements that influence the quality and effectiveness of economic development within the county. This section describes each of these four core economic development components.

### **Infrastructure**

Infrastructure provided by both government and private business is the support system needed for producing and delivering goods and services. Examples of infrastructure include:

- Utilities (e.g., water, sanitary and storm sewer, gas, electric, natural gas, telecommunications)
- Transportation (e.g., roads, parking lots, airports, ports, rail, signage, sidewalks, trails)
- Social (e.g., schools, fire, emergency, hospitals, libraries)
- Communications (e.g., telephone, radio, television, computer, satellite, cellular)

The Village of Crivitz must be able to identify current and future needs and work with both local communities and the private sector to ensure adequate infrastructure is in place to support future business growth.

### **Business Development**

Business development refers to business retention, expansion, attraction, and start-up activities.

- A *business retention and expansion program* identifies and monitors existing and changing needs of current employers. It is important to appropriately remove or offset any obstacles that restrict growth of existing businesses to allow them to remain competitive through the

establishment of workforce development programs, integration of technology, and expansion/upgrades to infrastructure.

- *Business attraction* activities are designed to encourage businesses looking to expand or relocate to do so in Marinette County. In order to attract new businesses, a community must provide a competitive and attractive environment. It is essential to market a community's unique features, attributes that make it a positive business climate, key quality of life elements, skill level of the workforce, and available services that businesses are searching for when making relocation or expansion plans.
- *Entrepreneurship and new business development* helps diversify the economic base through the creation of new jobs that have a tendency to stabilize the local economy. Building an effective support system for promising businesses is an important responsibility of the county economic development organization. To adequately assist emergency businesses, there should be land available with public infrastructure (e.g., streets and utilities), inexpensive incubator space with services, a range of transportation options, high speed internet access, and easy permitting of home-based businesses.

### **Workforce Development**

Marinette County needs a well-rounded workforce to stay competitive, keep existing businesses strong, retain young people in the county, and raise the area's general standard of living. Workforce development programs are primarily provided through partnerships with local job centers, local school districts, and institutions of higher education. Occasionally, local employers will provide instructors and equipment for use in these training programs. Companies have found it more economical to share training resources and facilities with other employers. The result is a better working relationship among those businesses participating in such collaborative training programs.

### **Community Cash Flow**

As Marinette County pursues new dollars coming into the county, it can look at two primary sources: those brought in by individuals, and those brought in by organizations, businesses or governments.

- New dollars brought in by individuals consist of earned income (wage and salary) and transfer income (government payments and investment dividends).
- New dollars brought in by entities or institutions include tourism revenue, aids for roads and human services, shared revenue, and government contracts or grants.

### **STRENGTHS, OPPORTUNITIES, ASPIRATIONS, AND RESULTS**

Strategic planning for economic development requires identification of the economic opportunities within the village and Marinette County and to fully examine the county's economic climate. This was done through the analysis of the county's economic Strengths, Opportunities, Aspirations, and Results (S.O.A.R.), which provides a broad overview of where the county is currently and what its economic composition may be in the future. If the village and Marinette County are to develop and maintain a vibrant and diversified economic foundation, they need to maximize their strengths, take advantage of their opportunities, offset their weaknesses, and strive for their aspirations.

On September 15, 2008, individuals representing the Marinette County Planning Advisory Committee (M.C.C.P.A.C.), local community and county officials, business leaders, and key civic and non-profit organizations participated in an economic S.O.A.R. workshop. The complete results of the S.O.A.R. workshop can be found in Appendix B of *Volume II: Community Resources*. The results of the economic development S.O.A.R. workshop were instrumental in drafting the economic development goals and identifying appropriate tools for implementation of the Comprehensive Plan. The following illustrates some of the top economic strengths and weakness for the village. For a more complete listing refer to Appendix B of *Volume II: Community Resources*

**Strengths:** Strengths are existing resources and capabilities that can be used as a basis for developing a successful growth plan.

- Safe Community
- Family Oriented
- Year round recreational opportunities
- Have a Downtown Redevelopment Plan

**Weaknesses:** A weakness is a limitation or the absence of certain strengths that may prevent the community from achieving its objectives.

- Lack of hi-tech jobs
- Loss of young people
- Lack of marketing and promotion for new and existing businesses

## **LABOR FORCE CHARACTERISTICS**

A key component to economic development is the quality and quantity of the area's labor force. The overall skill level of the workforce dictates what types of businesses Marinette County will be able to attract and support in the future. This section focuses on several characteristics of the county's labor force including general information on education levels; incomes; the types of occupations in which individuals are employed; the types of business in which people are working; commuting patterns; unemployment rates; labor participation rates; and a review of how these characteristics influence the region's employment forecast.

### **Educational Attainment**

The education levels attained by village and county residents are often a good indicator of the type of jobs and the general standard of living found in those areas. Counties with higher percentages of people with a post high school education will be able to attract employers offering higher paying professional and technical positions. Table 7.1 illustrates the levels of educational attainment for individuals age 25 and over in the Villages of Crivitz and Wausaukee, Marinette County and the State.

Table 7.1: Educational Attainment (Age 25 and Over), Village of Crivitz, Village of Wausaukee, Marinette County and State of Wisconsin, 2000

Education Level	Village of Crivitz		Village of Wausaukee		Marinette County		Wisconsin	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Less than 9th Grade	55	8.3	29	8.0	1,803	6.1	186,125	5.4
9th to 12th grade, no diploma	114	17.1	45	12.4	3,364	11.4	332,292	9.6
High school graduate (includes equivalency)	301	45.2	172	47.5	13,221	44.7	1,201,813	34.6
Some college, no degree	114	17.1	65	18.0	5,666	19.2	715,664	20.6
Associate degree	28	4.2	23	6.4	1,706	5.8	260,711	7.5
Bachelor's degree	34	5.1	19	5.2	2,683	9.1	530,268	15.3
Graduate or professional degree	20	3.0	9	2.5	1,132	3.8	249,005	7.2
Percent high school graduate or higher		74.6		79.6		82.5		85.1
Percent bachelor's degree or higher		8.1		7.7		12.9		22.4

Source: U.S. Bureau of the Census, 2000 Census, DP-2; and Bay-Lake Regional Planning Commission, 2009.

As shown by Table 7.1, the percentage of individuals who have a high school diploma is slightly more than 45 percent, which is significantly better than the state average of 35 percent. Overall, Crivitz and Marinette County compare less favorably to Wisconsin when it comes to the number of individuals holding a Bachelor's Degree or higher. Slightly more than eight percent of village residents and fewer than 19 percent of the county's residents have a Bachelor's, Graduate or Professional degree compared to Wisconsin at 30 percent. Limited access to the Northeast Wisconsin Technical College branch located in the City of Marinette or the low demand for post secondary degrees or certification by local employers may be a couple of reasons for such a low percentage.

### **Median Household Income**

Table 7.2 provides a comparison of median household incomes for the Villages of Crivitz and Wausaukee, Marinette County and State of Wisconsin for 1989 and 1999. The 1999, median household income for village residents was \$26,250 compared to \$18,088 in 1989. Both figures are significantly below the County and the State of Wisconsin for these same time periods. However, it does represent an encouraging 45 percent increase for the village during that 10 year time span. The county's median income of \$35,256 in 1999 was 81 percent of the state's median income for the same year.

**Median household** income is one measure of average household income. It divides the household income distribution into two equal parts: one-half of the households fall below the median line while the other one-half are above it. The median household income is a good indicator of the general economic well-being of all households in the county.

Table 7.2: Median Household Income, Village of Crivitz, Village of Wausaukee, Marinette County and State of Wisconsin, 1989 and 1999

Location	1989	1999	% Change 1989 - 1999
Village of Crivitz	\$ 18,088	\$ 26,250	45.1
Village of Wausaukee	\$ 15,208	\$ 25,313	66.4
Marinette County	\$ 27,916	\$ 35,256	26.3
Wisconsin	\$ 29,442	\$ 43,791	48.7

Source: U.S. Bureau of the Census, 1990 Census of Population and Housing, STF 3A Table P080A; U.S. Bureau of the Census, 2000, DP-3; and Bay-Lake Regional Planning Commission, 2009.

### **Occupation**

Table 7.3 lists the employed persons by occupational classification for the Village of Crivitz, the Village of Wausaukee, Marinette County and the State in 2000. The employment opportunities for many of the county's residents are located within the cities of Peshtigo, Marinette, and Menominee, Michigan.

In 2000, the majority of the village residents were employed in the service industries or the production, transportation, and material moving occupations (both were at 24.1 percent). The county's public school systems, Marinette County, hospital and medical clinics, and several larger manufacturers may explain why another 24 percent of the county's residents work in occupations within the management, professional, and sales fields.

Table 7.3: Employed Persons by Occupation, Marinette County and State of Wisconsin, 2000

Occupation	Village of Crivitz		Village of Wausaukee		Marinette County		Wisconsin	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Sales and office	75	19.8	26	10.7	4,427	22	690,360	25
Service	91	24.1	52	21.4	3,308	16	383,619	14
Management, professional, and related	74	19.6	56	23.0	4,981	25	857,205	31
Farming, fishing, and forestry	4	1.1	9	3.7	372	2	25,725	1
Construction, extraction, and maintenance	43	11.4	36	14.8	2,107	10	237,086	9
Production, transportation, and material moving	91	24.1	64	26.3	5,141	25	540,930	20
Total	378	100.0	243	100.0	15,909	100	2,044,565	100

Source: U.S. Bureau of the Census, 2000 Census, DP-3; and Bay-Lake Regional Planning Commission, 2009.

### **Industry**

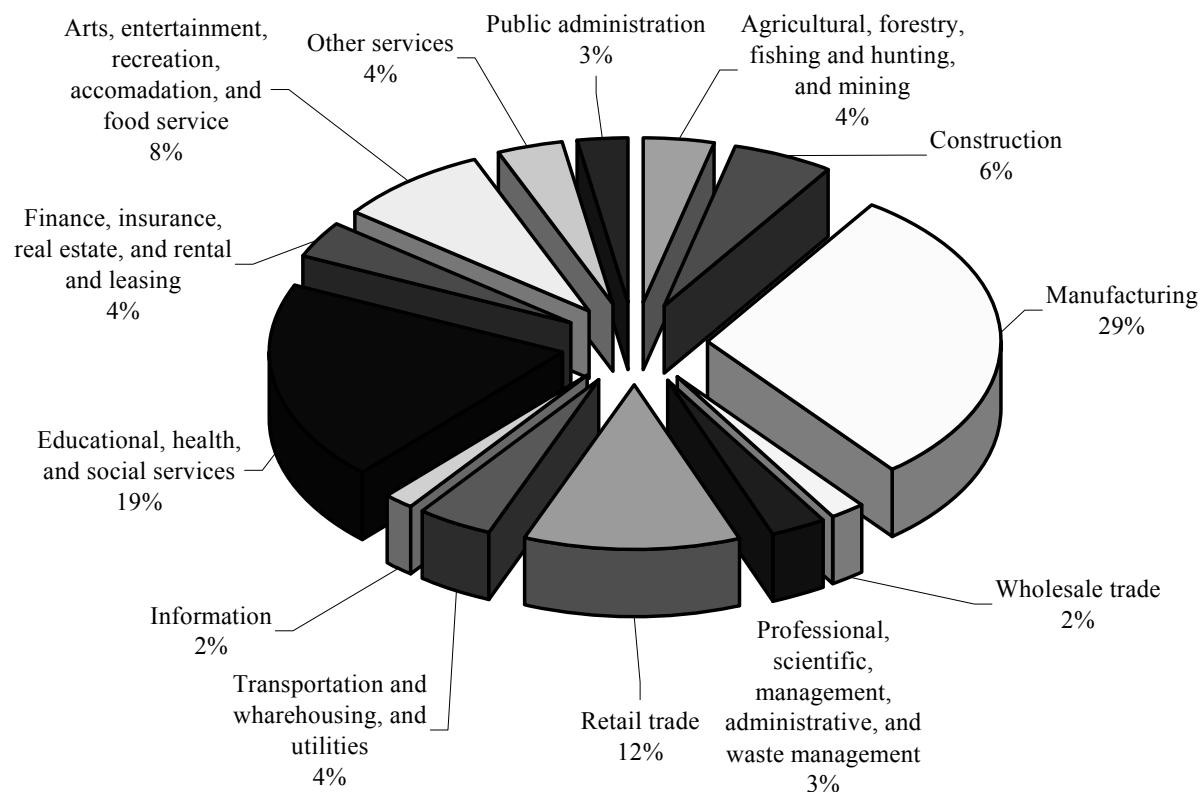
Table 7.4 and Figure 7.1 show employment by major industry group for Marinette County. In 2000, nearly 30 percent of employed county residents worked in manufacturing followed by educational, health and social services at approximately 20 percent, and retail at 12 percent. The remaining 38 percent of the employed population was evenly distributed among the other 10 industries. These percentages are similar to those of the state. Manufacturing remains the economic engine for the county and is supported strongly by the educational, health and social services industry.

Table 7.4: Employed Persons by Industry Group, Marinette County and State of Wisconsin, 2000

Industry	Marinette County		Wisconsin	
	Number	Percent	Number	Percent
Agricultural, forestry, fishing and hunting, and mining	800	3.9	75,418	2.8
Construction	1,137	5.6	161,625	5.9
Manufacturing	6,017	29.6	606,845	22.2
Wholesale trade	408	2.0	87,979	3.2
Retail trade	2,410	11.9	317,881	11.6
Transportation and warehousing, and utilities	853	4.2	123,657	4.5
Information	334	1.6	60,142	2.2
Finance, insurance, real estate, and rental and leasing	749	3.7	168,060	6.1
Professional, scientific, management, administrative, and waste management	629	3.1	179,503	6.6
Educational, health, and social services	4,015	19.7	548,111	20.0
Arts, entertainment, recreation, accomadation, and food service	1,700	8.4	198,528	7.3
Other services (except public administration)	713	3.5	111,028	4.1
Public administration	571	2.8	96,148	3.5
Total	20,336	100.0	2,734,925	100.0

Source: U.S. Bureau of the Census, 2000 Census, DP-3; and Bay-Lake Regional Planning Commission, 2008.

Figure 7.1: Percent Employment by Industry Group, Marinette County, 2000



Source: U.S. Bureau of the Census, 2000 Census, DP-3; and Bay-Lake RPC, 2008.

## **Commuting Patterns**

Identifying and tracking commuting patterns is a labor market concept that refers to worker flows between municipalities and/or counties. In 2000, approximately 75 percent (15,050) of the 19,991 employed Marinette County residents worked within Marinette County (Table 7.5). In that same year, 4,941 working residents of Marinette County commuted out of the county for work, whereas 5,161 workers from other counties traveled into Marinette County to work. The result is a net gain of 220 working residents coming from other counties to Marinette County for employment.

Commuting patterns highlight the counties that have a strong economic base and are able to attract workers from surrounding communities and counties. Conversely, they also identify areas that lack local employment opportunities for their residents or perhaps serve as "bedroom" communities that may offer a greater number of, and perhaps more affordable, housing options in comparison to other locations.

Marinette County's residents primarily traveled to area counties of Brown and Oconto in Wisconsin and Menominee and Dickinson in Michigan; and Oconto for work. Furthermore, 151 residents of Marinette County traveled to Outagamie and Milwaukee counties, and even further distances to work. In comparison, only 37 individuals from those same areas traveled to Marinette County for employment. This is a good indication that the state's well maintained highway and road system make traveling long distances safer and more efficient.

Table 7.5: County-to-County Worker\* Flow, Marinette County, 2000

County	County Residents Commute to	County Workers Commute from	Net Commute
Menominee, MI	1,550	3,267	1,717
Brown	1,060	156	-904
Dickinson, MI	974	458	-516
Oconto	712	701	-11
Forest	81	110	29
Outagamie	80	13	-67
Milwaukee	71	24	-47
Florence	36	151	115
Elsewhere	377	281	-96
Total	4,941	5,161	220
Work w/in Marinette	15,050		

\*Workers 16 years old and older

Source: U.S. Census Bureau, 2000; WDOA; Bay-Lake Regional Planning Commission, 2008.

## **Unemployment Rate**

Table 7.6 and Figure 7.2 highlight the fluctuations in Marinette County's civilian labor force since 1990. Variations in the number of persons in the labor force are the result of many factors including shifts in the age and sex characteristics of the population; the proportion of citizens age 16 and over working or seeking employment; and seasonal occupations.

The unemployment rate is the proportion of the civilian labor force (age 16 and older) that is currently unemployed and actively seeking employment. It excludes persons in the armed forces and those residents under age 16. Persons not employed and not looking for work are not counted as part of the labor force; therefore, they are not counted as unemployed.

Based on WDOA population estimates, the civilian labor force comprised 48 percent of Marinette County's population in 1995 and 50 percent in 2005. Further, the county's labor force increased by 1,937 workers, or nearly 10 percent, from 1995 to 2006.

Table 7.6: Average Civilian Labor Force Estimates, Marinette County, 1995 - 2006

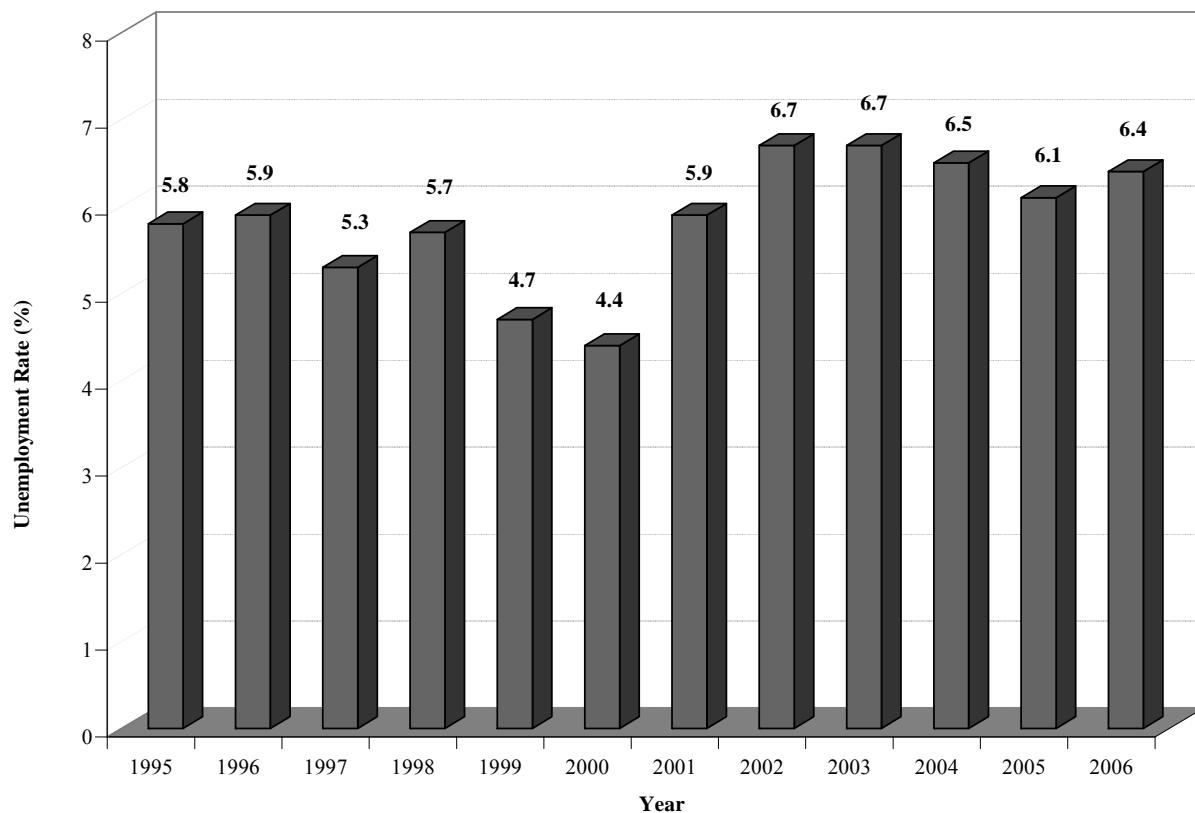
Year	Total Civilian Labor Force	Employed	Unemployed	% Civilian Labor Force Unemployed
1995	20,146	18,980	1,166	5.8
1996	20,384	19,173	1,211	5.9
1997	20,885	19,775	1,110	5.3
1998	21,469	20,247	1,222	5.7
1999	21,354	20,360	994	4.7
2000	22,568	21,586	982	4.4
2001	22,771	21,423	1,348	5.9
2002	22,838	21,314	1,524	6.7
2003	22,838	21,314	1,524	6.7
2004	22,802	21,312	1,490	6.5
2005	22,441	21,068	1,373	6.1
2006	22,083	20,659	1,424	6.4

Source: Wisconsin Department of Workforce Development, Civilian Labor Force Estimates, for years cited; and Bay-Lake Regional Planning Commission, 2008.

Between 1995 and 2006 the county's unemployment rate amongst the civilian labor force averaged 5.8 percent. The county's unemployment rate of 4.4 percent in 2000 was the lowest during this time span, whereas the 2002 and 2003 unemployment rates of 6.7 percent were the highest (Figure 7.2). It is important to note that continued high unemployment rates can be the result of a much greater problem that may indicate an under-skilled or under-educated workforce or an area that lacks sufficient infrastructure or capital investment to support economic expansion.

The number of employed Marinette County residents rose from 18,980 to 20,659 between 1995 and 2006, which reflects an additional 1,679 workers. This translates to a nine percent increase in employment within this time period.

Figure 7.2: Unemployment Rate, Marinette County, 1995 - 2006



Source: Wisconsin Department of Workforce Development, Civilian Labor Force Estimate, 1990-2005; and Bay-Lake Regional Planning Commission, 2008.

Companies looking to expand operations frequently inquire about areas with higher unemployment rates, or excess labor, from which to draw labor. With rapidly growing economies in many parts of the Upper Midwest, one of the major criteria companies use in selecting an area in which to locate is the amount of available labor that is already skilled, or has, the potential for obtaining the skills the employers are seeking for their particular operations.

## **Labor Participation Rate**

The fraction of the working-age population, generally 16 years and older, that is employed or seeking employment is referred to as the **labor force participation rate (LFPR)**. The LFPR is a strong economic measure that is sometimes a better indicator of the area's labor market health than its unemployment rate.

According to the 2006 *Marinette County Workforce Profile* completed by the Wisconsin Department of Workforce Development, approximately 63 percent of Marinette County's population are in the labor force which is lower than 66 of Wisconsin's 72 counties. Marinette's LFPR is slightly below Wisconsin's LFPR of 71 percent and the national rate of 65 percent. Like the state and nation, the county's LFPR is projected to decrease over the coming decades due to an aging, retiring population.

As outlined in "Chapter 6: Population and Housing" of this Comprehensive Plan, Marinette County has a slightly older than average population in comparison to the State of Wisconsin. This is projected to continue as individuals age 65 and over comprise a larger percentage of the population while the younger portion of the population decreases

proportionately. From a labor market perspective, the implications of a declining labor force participation rate due to a growing and aging population could be continued labor shortages in certain industries and occupations.

## **Industry and Employment Forecast**

Industry and employment projections have been developed for the ten county Bay Area Workforce Development district which consists of Brown, Door, Florence, Kewaunee, Manitowoc, Marinette, Menominee, Oconto, Shawano, and Sheboygan counties. According to a Wisconsin Department of Workforce Development analysis conducted in August 2006 for industry employment projections for 2014, the following is likely to occur in this region:

- Overall total non-farm employment in the region will increase by 10 percent or 30,670 new jobs.
- Manufacturing is currently the largest employing industry sector in the region and will remain the largest industry sector through 2014. However, the total number of manufacturing jobs will continue to decrease by nearly 10 percent by 2014 due in part by the downsizing or closing of several paper manufacturing plants.
- Occupations in manufacturing are expected to move away from general labor positions to more semi-skilled and skilled operator and technician jobs. This is due primarily to production processes that have integrated more efficient technology.
- The education and health services sector is projected to show the largest numeric employment growth by adding 11,690 jobs from 2004 to 2014.
- Goods producing industry sectors such as construction, mining, natural resources, and manufacturing will continue its strong growth by adding 2,810 jobs by 2014 or a solid 18 percent increase.
- The leisure and hospitality industry will demonstrate strong growth as well by adding nearly 4,520 new jobs by 2014.

## Local Employment Forecast

- From 1990 to 2000, the manufacturing and educational, health, and social services industries continued to have the largest share of employment for residents of Marinette County as seen in Table 7.4. This county trend does follow the regional trend and is expected to continue for the next several years.
- According to the Wisconsin Department of Workforce Development, there are a number of occupations that will be in great demand by the year 2014. They include:
  - Teachers
  - Registered Nurses
  - Nursing Aids, Orderlies, and Attendants
  - Welders, Cutters, Solderers, and Brazers
  - Machinists
  - Truck Drivers
- Northeast Wisconsin Technical College, Bay de Noc Community College, the University of Wisconsin-Green Bay, and the University of Wisconsin-Marinette will be important components in educating the area's workforce for these growing fields.

## ECONOMIC BASE

### Revenues by Industry

Table 7.7 and Figure 7.3 provide an overview of how much each industry contributes to the overall Marinette County economy. Please note this does not include agriculture or forestry. Manufacturing continues to be one of the cornerstones for the county's economy by contributing over \$278 million, or just over 43 percent, of the total income provided by all seven industries. The services and construction industries grew a healthy 401 and 341 percent over the last 20 years, respectively. Overall, income from all industries rose a robust 148 percent during the last 20 years indicating the local economy has been strong and growing.

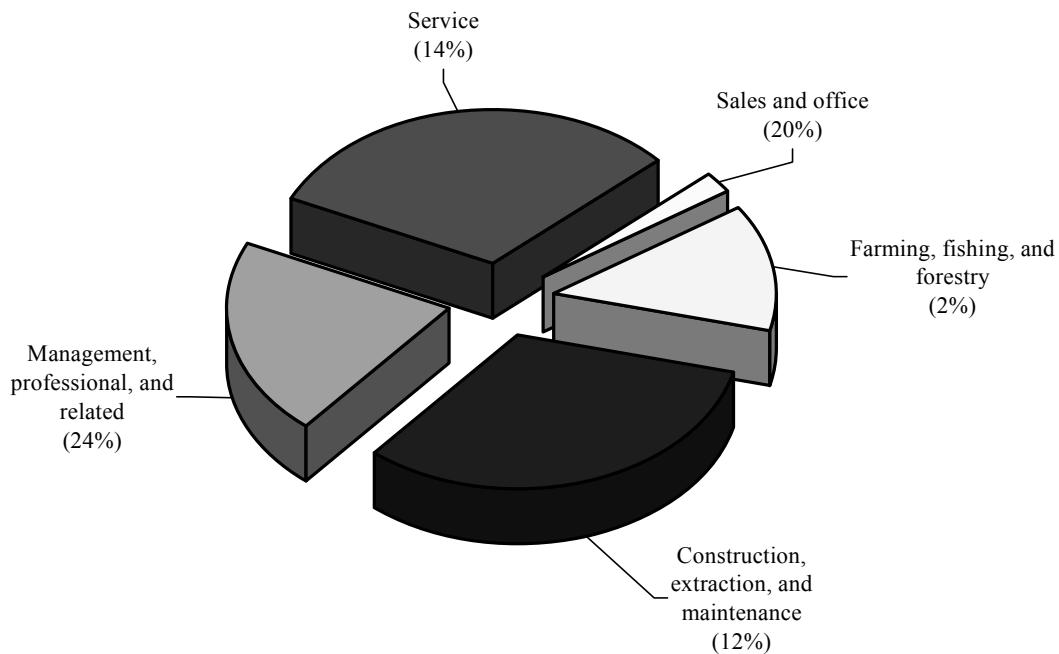
Table 7.7: Income by Industry Type, Marinette County, 1980 - 2000

Area	1980	1990	2000	% Change
Mining	\$628	\$340	\$0	-100.0
Construction	\$6,825	\$16,053	\$30,106	341.1
Manufacturing	\$143,369	\$204,492	\$278,866	94.5
Transportation and Public Utilities	\$9,475	\$19,569	\$31,282	230.2
Trade	\$40,449	\$52,317	\$82,438	103.8
Services	\$27,215	\$60,983	\$136,439	401.3
Government	\$30,837	\$55,199	\$84,117	172.8
Total	\$258,798	\$408,953	\$643,248	148.6

\*Figures Provided in Thousands

Source: Wisconsin Department of Commerce 2006.

Figure 7.3: Percent Revenue by Industry Type, Marinette County, 2000



Source: Wisconsin Department of Commerce 2006.

### **Agriculture**

According to a 2004 UW-Extension report entitled, *Marinette County Agriculture: Value and Economic Impact*, agriculture:

- Provided jobs for 1,216 county residents, or five percent, of the county's entire workforce.
- Contributed \$86.6 million, or 3.8 percent, of the county's total economic activity and two percent of the county's total income. Of this \$86.6 million, \$67 million is the result of the sale of all farm and value-added products, \$15.5 million in business to business purchases, and \$4.1 million in the spending of earnings of those in agriculture related occupations.
- Paid nearly \$2.4 million in taxes (not including all property taxes paid to local schools).

The county's milk producers and dairy industry contribute over \$27 million to the county's economy. Greenhouses, tree farms, nurseries, and other horticultural business are rapidly growing segments of Marinette County's agricultural industry. Horticulture generates \$3.8 million in county economic activity and provides over 111 full-time and seasonal jobs.

### **Forestry**

According to the *Marinette County Forestry 15 Year Plan*, the county forest consists of approximately 231,000 acres and ranks as the second largest county forest in the state. This vast forestland boasts virtually limitless outdoor activities. Recreation enthusiasts can travel over miles and miles of ATV and snowmobile trails or ski through quiet winter wonderlands; anglers can fish for trout on hundreds of miles of unspoiled rushing streams; and tourists and residents have the opportunity to drive the rustic roads and visit parks with breathtaking waterfalls.

Not only are the forest lands attractive and scenic, but they also provide revenue on the average of \$1.5 million annually in timber sales which goes directly into the county operating budget. Some of the money is used to maintain and enhance recreational sites and trails that generate additional revenue for the county. Camping and park user fees contribute over \$100,000 annually for the county. The county forest also supplies about 60,000 cords of wood a year for forest industries which provide more jobs than any other industry in the county. For more detailed information on county park revenues and projects, please see the *Marinette County Forestry 15 Year Plan*.

### **Tourism**

Sitting on Green Bay of Lake Michigan and serving as the gateway to Northern Wisconsin, Marinette County is strategically located in and adjacent to some of Wisconsin's most beautiful forests. The county has plenty to offer everyone – the outdoor enthusiast, people interested in cultural/historical attractions, and those individuals seeking unique shopping venues. Tourism is a vital component of Marinette County's local economy. Businesses that cater to tourism such as resorts, motels, campgrounds, bed and breakfasts, and retail stores are expanding services to meet the diverse needs of the thousands of people who come to the county each year to take advantage of the walking and biking trails, the many parks, golf courses, historic sites, and area attractions.

The following information was published as a part of the Wisconsin Department of Tourism's 2006 Tourism Economic Impact Study conducted by David-Peterson Associates, Inc. The survey includes 2,000 face-to-face interviews with travelers from throughout the state while attending a variety of events during each of the four seasons; 1,600 telephone interviews with lodging properties; and 1,000 telephone interviews with Wisconsin households. The statistics gathered from the three survey components were analyzed, averaged, and applied county by county using standard economic modeling.

- In 2006, Marinette County ranked 30th in the state for traveler spending up from 32nd in 2005.
- Travelers spent an estimated \$112 million in Marinette County in 2006 up from \$103 million in 2005.
- Sixteen percent of all expenditures were made in the winter, which amounted to \$18 million; 21 percent were made in the spring (\$23 million); 41 percent in the summer (\$46 million) and 23 percent in the fall (\$26 million).
- It is estimated that employees earned \$71 million in wages generated from tourist spending.
- Traveler spending in 2006 supported 2,887 full-time equivalent jobs up from 2,635 in 2005.
- Local revenues (property taxes, sales taxes, lodging taxes, etc.) collected as a result of travelers amounted to an estimated \$5 million in 2006, an 11 percent increase from 2005.
- Travelers generated \$14 million in state revenues (lodging, sales and meal taxes, etc.) in 2006, which reflects an 11 percent increase from the \$13 million collected in 2005.
- When this study was first initiated in 1994, travelers spent \$44 million in Marinette County. By 2006, travelers spent \$112 million, representing an increase of 152 percent.

In a recent study completed by Unique Business Solutions, LLC, Marinette County is seeking to increase its tourism revenue through niche marketing and creating a brand unique to the county. It was determined through visitor guide requests from 2003 and 2004; potential visitors are mainly from Northeast Wisconsin and the Milwaukee/Lakeshore areas. Depending on the year, the Chicago area and the Fox Cities are the third and fourth strongest markets. These four areas will be the focus of future marketing efforts.

### **Major Employers**

Marinette County boasts a variety of large employers from both the public and private sectors. The top public sector employers include Marinette County and the Marinette Public Schools. The private industries are from a number of different sectors including manufacturing and health care. The size and diversity of these employers have provided a solid economic foundation for the county and its many communities.

Table 7.8: Top Ten Employers, Marinette County, 2005

Establishment	Product or Service	Location	Size (Dec. 2004)
Karl Schmidt Unisia, Inc.	Carburetor, piston, ring, valve, mfg.	City of Marinette	1000+ employees
Marinette Marine Corporation	Ship building and repairing	City of Marinette	500-999 employees
Bay Area Medical Center	General medical and surgical hospitals	City of Marinette	500-999 employees
Waupaca Foundry, Inc.	Iron foundry	City of Marinette	500-999 employees
Ansul Fire Protection	Fire protection equipment	City of Marinette	500-999 employees
County of Marinette	Government	City of Marinette	250-499 employees
Stora Enso North American Corp.	Paper, except newsprint, mills	City of Marinette	250-499 employees
Marinette Public Schools	Elementary and secondary schools	City of Marinette	250-499 employees
Aerial Company	Equipment merchant wholesalers	City of Marinette	250-499 employees
Silvan Industries	Plate work manufacturing	City of Marinette	250-499 employees

Source: DWD, Bureau of Workforce Information, ES-202, July 2005.

### **Employment by Economic Division**

The economic future of Marinette County requires a thorough understanding of the local and county economies. The Economic Base Analysis technique divides the economy into basic and non-basic sectors.

- A. The basic sector is made up of local businesses that are dependent on external factors. Manufacturing and local resource-oriented firms depend principally upon non-local factors and usually export their goods.
- B. The non-basic sector is comprised of those firms that depend largely upon local business conditions.

## **Location Quotient Analysis**

In order to strengthen and grow the county's overall economy, it is important to develop and enhance the basic sector. The Location Quotient Analysis technique is used to identify the basic and non-basic sectors of a local economy. The analysis uses the United States as the standard for comparison with the county's economy (Table 7.9).

The most notable changes in the county's economy since 1990 are the *declines* in farm employment, agriculture, and mining; and the *increases* in employment in construction, transportation and public services, and services.

A **Location Quotient** highlights how the balance of employment in a local economy compares to the balance in employment in the region as a whole. The proportion of jobs in each local industrial sector is measured, as a ratio, against its corresponding sector at the regional level. To conduct a **Location Quotient (LQ) Analysis**, nine basic economic divisions are used:

Four goods-producing sectors: agriculture; forestry and fishing; mining; construction; and manufacturing; and

Five services-producing sectors: transportation and public utilities; wholesale trade; retail trade; finance, insurance and real estate; and services.

- If the LQ is less than 1.0, that industry is not meeting local demand and implies that the goods or services of that sector are being "imported" from somewhere else within the region.
- An LQ equal to 1.0 suggests that the local employment is exactly sufficient to meet the local demand for a given good or service.
- An LQ greater than 1.0 suggests that local employment produces more goods and services than the local economy can use; therefore these goods and services are exported to non-local areas.

Overall, Marinette County's economy is quite diversified providing a number of different employment opportunities for its residents. When the location quotient increases over time, this suggests that the county's economy is getting closer to reaching and exceeding local demands.

Table 7.9: Employment by Industry Group, Marinette County and United States, Location Quotient Analysis, Marinette County, 1990 - 2000

Item	Marinette County		United States		Percent Change 1990-2000		Marinette County Location Quotient	
	1990	2000	1990	2000	Marinette	U.S.	1990	2000
Total full-time and part-time employment	21,156	25,630	139,380,900	166,758,800	21.1	19.6		
Farm employment	1,056	862	3,153,000	3,113,000	-18.4	-1.3	2.21	1.80
Nonfarm employment	20,100	24,768	136,227,900	163,645,800	23.2	20.1	0.97	0.98
Private employment	17,738	22,318	114,995,900	140,701,800	25.8	22.4	1.02	1.03
Ag. Services, forestry, fishing & other	211	0	1,454,000	2,121,100	-100.0	45.9	0.96	0.00
Mining	24	0	1,044,100	784,200	-100.0	-24.9	0.15	0.00
Construction	741	1,204	7,261,800	9,446,300	62.5	30.1	0.67	0.83
Manufacturing	6,654	7,367	19,694,200	19,114,800	10.7	-2.9	2.23	2.51
Transportation and public utilities	815	1,197	6,550,600	8,244,400	46.9	25.9	0.82	0.94
Wholesale trade	635	755	6,720,500	7,584,100	18.9	12.9	0.62	0.65
Retail trade	3,907	4,515	22,885,500	27,222,300	15.6	18.9	1.12	1.08
Finance, insurance and real estate	821	1,166	10,714,600	13,193,800	42.0	23.1	0.50	0.58
Services	3,930	5,697	38,670,600	52,990,800	45.0	37.0	0.67	0.70
Government and government enterprises	2,362	2,450	21,232,000	22,944,000	3.7	8.1	0.73	0.69
Federal, civilian	134	153	3,233,000	2,892,000	14.2	-10.5	0.27	0.34
Military	203	196	2,718,000	2,075,000	-3.4	-23.7	0.49	0.61
State and local	2,025	2,101	15,281,000	17,977,000	3.8	17.6	0.87	0.76
State	187	212	4,404,000	4,949,000	13.4	12.4	0.28	0.28
Local	1,838	1,889	10,877,000	13,028,000	2.8	19.8	1.11	0.94

Source: U.S. Department of Commerce, Bureau of Economic Analysis, REIS 1969-2000; and Bay-Lake Regional Planning Commission, 2008.

## Threshold Analysis

### ***Export Base (“Basic Employment”)***

In 2000, two “basic employment areas” within the Marinette County economy were considered exporters: manufacturing and farm employment along with two “non-basic employment areas”: retail trade and overall private employment. They produce more goods and services than the local economy can use and export excess goods to other areas.

### ***Non-Export Base (“Non-Basic Employment”)***

Several industries stand out with lower LQs: finance, insurance, and real estate; services; government; and construction. These industries are not meeting local demand for given goods or services and therefore import those needed services from other counties.

## **County Finances**

Table 7.10 and Table 7.11 illustrate a history of the taxes levied and collected in Marinette County. From 2000 to 2006, the county’s full value increased by 62 percent or \$1.317 billion. The total property tax also increased \$12.7 million or 29 percent for the same period. These numbers are a good indication the county is growing at a healthy and steady rate.

Table 7.10: Comparative Tax Appropriations, Marinette County, 2000 - 2006

Year Levied	Full Value	Total Property Tax	State Tax Credit	Full Value Rate		Taxing Jurisdiction Share				
				Gross	Effective	School	Vocational	County	Local	Other
2000	\$2,123,510,500	\$44,935,468	\$3,173,053	0.02116	0.01966	\$21,642,043	\$2,899,222	\$11,652,361	\$7,366,336	\$1,375,504
2001	\$2,374,272,000	\$47,306,536	\$3,324,433	0.01992	0.01852	\$23,701,178	\$3,776,685	\$10,602,251	\$7,761,310	\$1,465,113
2002	\$2,598,313,600	\$50,232,125	\$3,500,089	0.01933	0.01798	\$24,603,331	\$4,123,671	\$11,634,548	\$8,319,782	\$1,550,796
2003	\$2,815,417,500	\$53,229,474	\$3,558,724	0.01890	0.01764	\$26,606,125	\$4,299,623	\$12,057,629	\$8,285,861	\$1,980,232
2004	\$2,961,399,600	\$56,092,050	\$3,636,847	0.01894	0.01771	\$28,367,901	\$4,422,599	\$12,432,748	\$8,715,995	\$2,152,805
2005	\$3,193,621,200	\$55,823,013	\$3,658,144	0.01747	0.01633	\$27,357,080	\$4,680,902	\$12,698,061	\$9,048,287	\$2,038,681
2006	\$3,441,159,000	\$57,649,181	\$4,600,969	0.01675	0.01541	\$28,446,559	\$4,950,968	\$12,983,767	\$9,342,128	\$1,925,755

Source: Wisconsin Department of Revenue, City, Village and Town Taxes, for years cited; and Bay-Lake Regional Planning Commission, 2008.

The ability to finance development and infrastructure projects is calculated by general obligation debt capacity. The aggregate amount of indebtedness, including existing indebtedness of any municipality, shall not exceed five percent of the value of the taxable property located in the municipality.

Marinette County’s debt as of December 31, 2005, was \$8,308,069. This left a debt margin of \$151,372,991. The county’s existing debt has dropped \$40 million from 2004 to 2005, while growing at a healthy 50 percent rate over this time period. This reduction in debt corresponds to 83 percent. Marinette County is growing at a steady rate while maintaining a manageable debt; therefore, the county has access to considerable financing for future projects to include emergency infrastructure or facilities improvements, if necessary.

Table 7.11: Public Indebtedness, Marinette County, 2000 – 2005

Year	Full Value	Debt Limit*	Existing Debt	Debt Margin
2000	\$2,123,510,500	\$106,175,525	\$35,314,508	\$70,861,017
2001	\$2,374,272,000	\$118,713,600	\$33,730,575	\$84,983,025
2002	\$2,598,313,600	\$129,915,680	\$51,937,579	\$77,978,101
2003	\$2,815,417,500	\$140,770,875	\$50,383,142	\$90,387,733
2004	\$2,961,399,600	\$148,069,980	\$48,781,193	\$99,288,787
2005	\$3,193,621,200	\$159,681,060	\$8,308,069	\$151,372,991

\*Debt Limit equals five percent of the full value.

Source: Wisconsin Department of Revenue, Bureau of Local Finance Assistance, Equalized Value and Debt Limit Value, for years cited; and Bay-Lake Regional Planning Commission, 2008.

## SITES FOR BUSINESS AND INDUSTRIAL DEVELOPMENT

### Existing Site Inventory and Analysis

Through the completion of a detailed land use inventory conducted in the spring and summer of 2008 for Marinette County, in the Village commercial land uses consist of more than 70 acres and approximately 13 acres utilized for industrial activities.

### **Evaluation of Environmentally Contaminated Sites for Commercial and Industrial Uses**

According to the Wisconsin Department of Natural Resources (WDNR), 832 environmental incidences have occurred in Marinette County with the first being noted in 1980. Please refer to the Bureau for Remediation and Redevelopment Tracking System (BRRTS) on the WDNR website for further details on these listings.

According to the WDNR, 40 incidences remain open as of January 2008; three more were conditionally closed and the remaining incidences have been closed. A majority of the open cases are leaking underground storage tanks or a site that has been identified as having some level of contaminated soil or groundwater. During the Comprehensive Planning process, county officials should be familiar with these sites. Local community officials should also understand the type and location of the incidences occurring within their municipalities. These areas may be prime locations for redevelopment for another land use such as commercial or industrial development.

Depending on the type of incident, it will fall under the jurisdiction of the Wisconsin Department of Agriculture, Trade, and Consumer Protection; Wisconsin Department of Commerce; or the Wisconsin Department of Natural Resources either in their Waste Management Division or the Remediation or Redevelopment Division. The incident will have been identified by type with a status report as described below.

### ***Types of Activities***

**Abandoned Container (AC):** An abandoned container, with potentially hazardous contents, has been inspected and recovered. No known discharge to the environment has occurred. If the container discharged a hazardous substance, a SPILL activity will be created at this location.

**Leaking Underground Storage Tank (LUST):** A LUST site has contaminated soil and/or groundwater with petroleum, which includes toxic and cancer causing substances. However, given time, petroleum contamination naturally breaks down in the environment (biodegradation). Some LUST sites may emit potentially explosive vapors.

**Environmental Repair (ERP):** ERP sites are sites other than LUSTs that have contaminated soil and/or groundwater. Examples include industrial spills (or dumping) that need long term investigation, buried containers of hazardous substances, and closed landfills that have caused contamination. The ERP module includes petroleum contamination from above-ground (but not from underground) storage tanks.

**Spills:** A discharge of a hazardous substance that may adversely impact, or threaten to impact public health, welfare or the environment. Spills are usually cleaned up quickly.

**General Property Information (GP):** This activity type consists of records of various milestones related to liability exemptions, liability clarifications, and cleanup agreements that have been approved by DNR to clarify the legal status of the property.

### ***Case Status***

**Open Status:** This status pertains to Spills, LUST, ERP, VPLE and Abandoned Container activities in need of clean up or where cleanup is still underway.

**Conditionally Closed Status:** These activities are where cleanup actions were approved, but the site closure will not be approved pending receipt of documentation of abandonment of wells or disposal of soil.

**Closed Status:** This category includes activities where investigation and cleanup of the contamination has been completed and the state has approved all cleanup actions.

**Historic Spill:** These Spills are where cleanups may have been completed prior to 1996 and no end date is shown. Spill Activities in this category show Historic status. Please contact the regional spills coordinator if you need more information.

**GeneralProperty:** These areas involve liability exemptions, liability clarifications, etc. to clarify the legal status of the property. The same property may include other open or closed activities, e.g. Spills, LUST, etc.

**No Remediation or Redevelopment Action Required:** There was, or may have been, a discharge to the environment and, based on the known information, DNR has determined that the responsible party does not need to undertake an investigation or cleanup in response to that discharge.

### **Designation of Business and Industrial Development**

Areas for future commercial and industrial development have been designated throughout the village through this planning process. For more information regarding the locations designated for this type of development and the commercial and industrial development strategies laid out by the village see Chapter 3: Future Land Use Plan of *Volume I: Village Plan*.

# Marinette County Economic Development Tables



Table 7.12: Median Household Income, Marinette County Municipalities, 1989 and 1999

Geographic Location	1989	1999	Percent Change
Town of Amberg	\$16,211	\$26,667	64.5
Town of Athelstane	\$16,563	\$29,602	78.7
Town of Beaver	\$19,185	\$35,187	83.4
Town of Beecher	\$21,071	\$29,107	38.1
Town of Dunbar	\$17,361	\$32,917	89.6
Town of Goodman	\$18,807	\$31,087	65.3
Town of Grover	\$27,900	\$40,536	45.3
Town of Lake	\$24,345	\$39,432	62.0
Town of Middle Inlet	\$17,875	\$32,054	79.3
Town of Niagara	\$37,448	\$40,250	7.5
Town of Pembine	\$22,292	\$34,395	54.3
Town of Peshtigo	\$33,689	\$50,792	50.8
Town of Porterfield	\$26,458	\$46,898	77.3
Town of Pound	\$25,729	\$38,750	50.6
Town of Silver Cliff	\$18,750	\$31,053	65.6
Town of Stephenson	\$20,044	\$34,516	72.2
Town of Wagner	\$21,979	\$39,792	81.0
Town of Wausaukee	\$20,000	\$35,530	77.7
Village of Coleman	\$21,142	\$35,703	68.9
Village of Crivitz	\$18,088	\$26,250	45.1
Village of Pound	\$18,194	\$32,692	79.7
Village of Wausaukee	\$15,208	\$25,313	66.4
City of Marinette	\$21,321	\$31,743	48.9
City of Niagara	\$25,000	\$33,828	35.3
City of Peshtigo	\$26,125	\$34,898	33.6
Marinette County	\$27,916	\$35,256	26.3
State of Wisconsin	\$29,442	\$43,791	48.7

Source: U.S. Bureau of the Census, 1990 Census of Population and Housing, STF 3A Table P080A; U.S. Bureau of the Census, 2000, DP-3; and Bay-Lake Regional Planning Commission, 2008.

Table 7.13: Educational Attainment (Age 25 and Over), Marinette County Municipalities, 2000

Geographic Location	Less than 9th Grade		9th to 12th grade, no diploma		High school graduate (includes equivalency)		Some college, no degree		Associate degree		Bachelor's degree		Graduate or professional degree	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Town of Amberg	52	7.8	91	13.7	307	46.2	120	18.1	33	5.0	33	5.0	28	4.2
Town of Athelstane	21	4.7	89	20.0	226	50.7	69	15.5	16	3.6	15	3.4	10	2.2
Town of Beaver	105	13.2	99	12.5	340	42.9	146	18.4	49	6.2	36	4.5	18	2.3
Town of Beecher	32	5.8	73	13.2	229	41.3	134	24.2	17	3.1	49	8.8	20	3.6
Town of Dunbar	14	3.3	36	8.4	185	43.3	83	19.4	25	5.9	51	11.9	33	7.7
Town of Goodman	30	4.8	107	17.1	308	49.3	93	14.9	25	4.0	44	7.0	18	2.9
Town of Grover	94	8.4	116	10.4	579	51.9	189	17.0	56	5.0	64	5.7	17	1.5
Town of Lake	74	9.4	106	13.5	310	39.3	156	19.8	51	6.5	72	9.1	19	2.4
Town of Middle Inlet	69	10.9	108	17.0	273	43.1	106	16.7	18	2.8	44	6.9	16	2.5
Town of Niagara	41	6.6	38	6.1	261	42.2	120	19.4	49	7.9	80	12.9	30	4.8
Town of Pembine	25	3.3	109	14.4	313	41.3	178	23.5	35	4.6	68	9.0	30	4.0
Town of Peshtigo	127	4.6	165	6.0	1,155	41.9	512	18.6	157	5.7	451	16.4	189	6.9
Town of Porterfield	63	4.6	128	9.4	616	45.1	298	21.8	84	6.2	127	9.3	49	3.6
Town of Pound	80	9.2	63	7.3	428	49.5	145	16.8	43	5.0	68	7.9	38	4.4
Town of Silver Cliff	23	5.6	61	15.0	204	50.0	72	17.6	18	4.4	28	6.9	2	0.5
Town of Stephenson	136	5.8	291	12.5	1,181	50.6	410	17.6	140	6.0	122	5.2	54	2.3
Town of Wagner	37	7.2	50	9.7	282	54.5	91	17.6	17	3.3	33	6.4	7	1.4
Town of Wausaukee	47	5.7	123	14.8	354	42.7	188	22.7	29	3.5	64	7.7	24	2.9
Village of Coleman	40	8.5	42	9.0	209	44.7	78	16.7	30	6.4	55	11.8	14	3.0
Village of Crivitz	55	8.3	114	17.1	301	45.2	114	17.1	28	4.2	34	5.1	20	3.0
Village of Pound	16	7.3	13	6.0	91	41.7	61	28.0	8	3.7	15	6.9	14	6.4
Village of Wausaukee	29	8.0	45	12.4	172	47.5	65	18.0	23	6.4	19	5.2	9	2.5
City of Marinette	422	5.3	895	11.3	3,444	40.3	1,488	18.8	559	7.1	754	9.6	332	4.2
City of Niagara	52	4.3	126	10.3	537	44.0	302	24.7	54	4.4	125	10.2	25	2.0
City of Peshtigo	119	5.3	276	12.3	916	40.7	448	19.9	142	6.3	232	10.3	116	5.2
Marinette County	1,803	6.1	3,364	11.4	13,221	44.7	5,666	19.2	1,706	5.8	2,683	9.1	1,132	3.8
State of Wisconsin	186,125	5.4	332,292	9.6	1,201,813	34.6	715,664	20.6	260,711	7.5	530,268	15.3	249,005	7.2

Source: U.S. Bureau of the Census, 2000, DP-2; Bay-Lake Regional Planning Commission, 2008.

Table 7.14: Employed Persons by Occupation, Marinette County Municipalities, 2000

Geographic Location	Management, professional, and related		Service		Sales and office		Farming, fishing, and forestry		Construction, extraction, and maintenance		Production, transportation, and material moving	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Town of Amberg	81	25.5	58	18.2	41	12.9	6	1.9	34	10.7	98	30.8
Town of Athelstane	32	15.3	57	27.3	43	20.6	16	7.7	25	12.0	36	17.2
Town of Beaver	129	25.5	60	11.9	95	18.8	30	5.9	41	8.1	151	29.8
Town of Beecher	58	17.3	70	20.8	65	19.3	9	2.7	39	11.6	95	28.3
Town of Dunbar	109	19.7	132	23.8	203	36.6	4	0.7	34	6.1	72	13.0
Town of Goodman	76	19.6	68	17.5	35	9.0	12	3.1	47	12.1	150	38.7
Town of Grover	183	21.0	115	13.2	179	20.6	36	4.1	100	11.5	258	29.6
Town of Lake	142	26.2	76	14.0	90	16.6	31	5.7	88	16.2	115	21.2
Town of Middle Inlet	76	21.5	47	13.3	76	21.5	8	2.3	53	15.0	94	26.6
Town of Niagara	152	32.1	60	12.7	133	28.1	4	0.8	46	9.7	78	16.5
Town of Pembine	114	23.1	78	15.8	122	24.7	9	1.8	65	13.2	105	21.3
Town of Peshtigo	755	36.1	158	7.6	457	21.9	20	1.0	192	9.2	509	24.3
Town of Porterfield	278	25.6	151	13.9	194	17.9	5	0.5	149	13.7	307	28.3
Town of Pound	171	24.5	80	11.5	127	18.2	40	5.7	76	10.9	204	29.2
Town of Silver Cliff	28	17.6	23	14.5	48	30.2	5	3.1	27	17.0	28	17.6
Town of Stephenson	319	23.4	328	24.1	246	18.0	40	2.9	142	10.4	288	21.1
Town of Wagner	47	13.8	40	11.7	78	22.9	25	7.3	54	15.8	97	28.4
Town of Wausaukee	100	20.7	75	15.5	96	19.8	17	3.5	62	12.8	134	27.7
Village of Coleman	91	26.8	38	11.2	97	28.6	4	1.2	17	5.0	92	27.1
Village of Crivitz	74	19.6	91	24.1	75	19.8	4	1.1	43	11.4	91	24.1
Village of Pound	35	17.1	28	13.7	48	23.4	1	0.5	18	8.8	75	36.6
Village of Wausaukee	56	23.0	52	21.4	26	10.7	9	3.7	36	14.8	64	26.3
City of Marinette	1,378	24.6	1,020	18.2	1,323	23.7	18	0.3	414	7.4	1,438	25.7
City of Niagara	150	17.8	161	19.1	247	29.3	6	0.7	126	15.0	152	18.1
City of Peshtigo	347	23.5	242	16.4	283	19.2	13	0.9	179	12.1	410	27.8
Marinette County	4,981	24.5	3,308	16.3	4,427	21.8	372	1.8	2,107	10.4	5,141	25.3
State of Wisconsin	857,205	31.3	383,619	14.0	690,360	25.2	25,725	0.9	237,086	8.7	540,930	19.8

Source: U.S. Bureau of the Census, 2000, DP-3; Bay-Lake Regional Planning Commission, 2008.

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## CHAPTER 7 - ECONOMIC DEVELOPMENT

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# **CHAPTER 8:**

## **TRANSPORTATION**

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## **INTRODUCTION**

This chapter provides an inventory of the existing transportation facilities that serve the Village of Crivitz and Marinette County. This element of the comprehensive plan also addresses the Village's future transportation needs and concerns. The transportation facility and services inventory includes descriptions of the various modal elements of the county's transportation system. Those elements include: the Village's street and highway system; public transit systems; elderly and disabled transportation services; intercity bus services; bicycle transportation (including some pedestrian facilities); rail service; air service; harbors and marinas; and commercial trucking.

The detailed description of the street and highway system includes: the functional classification of roads within the county; traffic counts; traffic flow capacity; traffic crashes; access controls; and park and ride lots.

This chapter also includes an inventory and analysis of applicable transportation plans and programs, including: the Wisconsin State Highway Plan; Connections 2030 (the state long-range multimodal transportation Plan under development); the WisDOT Six-Year Highway Improvement Program; the State Airport Plan; the Public Transit – Human Services Transportation Coordination Plan for Marinette County; the State Pedestrian Plan; and state, regional and local bicycle plans. In addition, this element of the plan compares local plans to transportation plans developed at the state, regional and county levels. At the conclusion of the chapter, specific transportation system recommendations are presented. These recommendations include: street improvements; local mileage certification; initiating or updating of pavement management programs; employment of adequate design standards; speed limit controls; application of traffic considerations; assessment of special transportation needs; development of a countywide bicycle facilities plan; and recommended transportation programs.

## **INVENTORY OF TRANSPORTATION FACILITIES**

Through its comprehensive planning program, the Village of Crivitz seeks to establish a safe and efficient transportation system for motor vehicles, pedestrians, bicycles and other modes that is compatible with the village's comprehensive plan.

There are a total of 17.93 miles of local streets and county highway in the Village of Crivitz. Additionally, USH 141 runs for approximately 1.3 miles through the village. Approximately 95 percent of the total county highways are classified as major and minor collectors; 4.7 miles of the total county miles are classified as arterials while 23.55 miles are functionally classified as local roads. County highways tend to involve more collectors, while roads under municipal jurisdiction tend to involve more local function roads. State highways (including Interstate and U.S. marked highways) tend to be arterial facilities.

The county and local municipal jurisdictional responsibilities relative to the local road system include maintenance, repair and reconstruction of streets and roads as required. The primary funding source for maintaining, rehabilitating and reconstructing the county highway and local road systems is the state's disbursement of general transportation aids. Through this funding program, the state provides a payment to the county and to local municipalities for costs associated with such activities as road and street reconstruction, filling potholes, snow removal, grading shoulders and marking pavement.

The county's major highway transportation routes include USH 8, USH 41 and USH 141, in addition to State Highways, 64 and 180. The U.S. and State highways are complimented by an extensive county trunk highway system and local road network, all of which provide access to the communities located within Marinette County, the region and the state.

Currently, the county has only unsigned shared roadways to serve bicyclists. In spite of having limited facilities, the county's local street and road system can and does safely and efficiently serve the needs of bicyclists in cases where traffic levels remain low to moderate.

The transportation facility inventory conducted for this plan also determined that the village has access to multimodal transportation services and facilities including: four park and ride lots; an urban transit (Shared-Ride Taxi Service) operation serving the City of Marinette; transportation services for the county's elderly and disabled residents administered by Marinette County Elderly Services; freight rail service; corporate air service at the Twin County Airport in Menominee, Michigan; international and national destination passenger air service from General Mitchell International Airport (Milwaukee) and Austin Straubel International Airport (metropolitan Green Bay); and smaller aircraft service at Crivitz Airport; an active commercial harbor; and several recreational boat marinas.

### **Streets and Highways**

There are several basic considerations useful in assessing the street and highway system within the Village of Crivitz and Marinette County. These considerations include: the functional classification of the existing street and highway system; annual average daily traffic on streets and highways within the county; and an evaluation of the system's capability to handle present and projected future traffic volumes. This information can provide an indication of the street and highway improvements that may be needed during the planning period.

#### ***Functional Classification of Streets and Highways***

Streets and highways, which are the principal component of the traffic circulation system, can be divided into three categories: arterial, collector and local facilities. The three categories of streets and highways are determined by the function that the street or highway in question serves in relation to traffic patterns, land use, land access needs, and traffic volumes. The street and highway system for the village and Marinette County have been functionally classified based on criteria identified in Table 8.5. Map 8.1 shows the functional classification of streets and highways in the village.

Table 8.1: Functional Classification of Roads and Road Mileage, Village of Crivitz, 2008

Principal Arterial	Collectors	Total Highway and Street Mileage	
USH 141	CTH W and CTH A	Local Streets	
Miles	3.14	14.79	21.33
Percent of Total	7.97	14.72	69.34
			100.00

Source: Wisconsin Department of Transportation, Wisconsin Information Systems for Local Roads (WISLR), 2009; and, Bay-Lake Regional Planning Commission, 2009.

## **Arterial Facilities**

The function of an arterial facility is to move traffic over medium to long distances, often between regions as well as between major economic centers, quickly, safely and efficiently. Arterial facilities are further categorized into either "principal" or "minor" arterial facilities based on traffic volumes, land use service and other criteria. In Marinette County, there are five "arterial" highways providing service on a regional scale. The highways are USH 41, USH 141, USH 8, STH 64 and STH 180. USH 141 provides access from the Village of Crivitz north to Michigan's Upper Peninsula and south to the Green Bay urban area.

### **USH 141**

USH 141 debuted along with the rest of the US Highway System in late 1926 as an alternate route to USH 41 between Milwaukee and Green Bay. It replaced STH 17 from downtown Milwaukee to Manitowoc and took over the route of STH-16 from Manitowoc to downtown Green Bay. At that time, the highway running northerly from Abrams to Niagara was part of STH 57.

Before the construction of Interstate 43 between the cities of Milwaukee and Green Bay, USH 141 provided the primary north to south highway link between the two major urban areas along Lake Michigan. Presently, the southern terminus (beginning point) of USH 141 is the I-43 exit (Exist 178) near the Village of Bellevue, just southeast of downtown Green Bay. The highway's northern terminus in Wisconsin (ending point) is the Michigan state line on the Menominee River Bridge in the City of Niagara. The total length of USH 141, in Wisconsin, is slightly more than 102 miles with approximately 59 miles located within Marinette County.

Historically, USH 141 was to only provide an alternate route to USH 41 from Milwaukee to Green Bay, sticking close to the Lake Michigan shore while its "parent" route traveled inland via Fond du Lac, Oshkosh and Appleton, however within a few years after being designated, it was extended northerly from Green Bay into Michigan at Iron Mountain, then northwesterly back into Wisconsin and once again into Michigan and northerly to a new terminus at USH 41 near Covington. Beginning in 1980 and 1981, the Milwaukee to Green Bay portion was replaced by I-43, leaving only the portion from Green Bay northerly.

For over three decades, the portion of USH 141 from Green Bay, through Oconto County and the southern portion of Marinette County has slowly been upgraded to freeway and expressway standards. Starting with the portion of USH 41/USH 141 from Velp Avenue on Green Bay's west side, northerly in the early-1970s to 2000 when the last segment of expressway just south of Abrams was converted to fully controlled-access freeway. Just a few years later, existing USH 141 from Abrams northerly began to be upgraded to expressway standards, first to just north of STH 22 (2002), then northerly past Lena on a new bypass (2005) with a further extension to the Village of Coleman and the Village of Pound in Marinette County, again with a bypass, opened to traffic in 2006 which was completed in 2007. No further expressway upgrades north of STH 64 are currently planned.

## **Collector Facilities**

The primary function of streets and highways classified as "collectors" is to provide general "area to area" routes for local traffic. Collector facilities take ("collect") traffic from the local streets and highways (and the land based activities supported by the local streets and highways) and provide relatively fast and efficient routes to farm markets, agricultural service centers and

larger urban areas. With an overall socioeconomic trend that is characterized by the decline of small and medium agricultural concerns, and a significant increase in the number of rural single-family residential properties, collector facilities generally serve the same function but with different trip purposes. Collector facilities serve to distribute traffic between local and arterial facilities, between home and the work place, home and the place of worship, home and school, and between the home and those places where business and commerce are conducted.

Collector facilities in Marinette County are classified as “rural collectors.” Rural collectors are divided into rural major and minor collectors. In the Village of Crivitz, rural major collectors include all of CTH A and CTH W.

Rural minor collectors include portions of County Highways, as well as a small number of town roads with higher traffic volumes. There are no “rural minor collectors” located within the village.

### **Local Facilities**

The primary and most important function of local streets and roads is to provide direct access to land adjacent to the street or highway. Local streets and roads are constructed to serve individual parcels of land and properties. Local streets and roads also tend to serve the ends of most trips within the county. All streets and highways that are not classified as arterial or collector facilities within the county are classified as local streets and roads.

Local streets and roads should be designed to move traffic from an individual lot (usually a person’s home or farm) to collector facilities, which in turn serve areas of business, commerce and employment. Local streets and roads should not be designed or located in such a manner that they would or might be utilized by through traffic.

### **Mileage Certification**

Marinette County and any local government that increased or decreased the mileage of its streets or highways are required to file a certified plat with WisDOT by December 15 of each year. Local governments that have no changes in total local street and highway miles are required to file a certified plat or a certified statement that no mileage increases or decreases have occurred. In addition, Marinette County and each of its communities are required to provide WisDOT with a numeric based evaluation of the pavement condition of each segment of street and highway in each municipality every two years.

There are over 1,960 miles of street and highway under county and local jurisdiction in Marinette County; about 16.5 percent (342.45 miles) of these facilities are county trunk highways, while the remaining 93.5 percent (1,621 miles) are local streets and roads. Slightly more than 77 percent of the county’s total road facilities are classified as “local” roads, approximately 22 percent are classified as collector roads and less than one percent are classified as arterial roads and streets.

## Traffic Counts

An analysis of past and present traffic volumes is beneficial in determining the traffic conditions in a community. Traffic volumes are usually presented as an Annual Average Daily Traffic (AADT) figure, and are calculated for a particular intersection or segment of roadway. In the past, the Wisconsin Department of Transportation, as part of its traffic count program, provided highway traffic volumes from selected highways and roads for all state communities on a rotating basis, providing these counts for a county and each of its communities once every three years. For the Village of Crivitz, traffic volumes were last counted (at a limited number of locations) in 2006, with counts also taken in 2003, 2001 and 1998. The daily traffic counts are taken for 48 hours, and are reported as a 24 hour average weekday count for a specific data collection period.

Beginning in 2006, principal arterials and minor arterials over 5,000 AADT will continue to be counted by WisDOT every three years. Minor arterials under 5,000 AADT and collectors over 5,000 AADT will be counted every six years. Collectors under 5,000 AADT are to be counted every ten years. Special counts can be requested for highways where significant projects are planned. These statewide policy changes occurred because of cutbacks in the traffic counting program in 2005.

Table 8.2 lists the annual average daily traffic counts for USH 141, CTH A and CTH W in the Village of Crivitz.

Table 8.2: Annual Average Daily Traffic, USH 141, Marinette County, 1998, 2001, 2003 and 2006

Highway or Street Count Location			Number Difference		Percent Difference				Number Difference		Percent Difference	
	1998	2001	1998 - 2001	1998 - 2001	2003	2001 - 2003	2001 - 2003	2006	2003	2006 - 2003	2003 - 2006	
<b>USH 141</b>												
south of the village limits	<b>7,100</b>	<b>7,000</b>	(100)	(1.41)	<b>7,000</b>	-	-	<b>7,400</b>	400	5.71		
north of rail tracks	-	<b>8,000</b>	-	-	<b>9,100</b>	1,100	13.75	<b>9,200</b>	100	1.10		
north of CTH W	<b>5,600</b>											
<b>CTH W (Main Street)</b>												
east of USH 141	<b>3,300</b>	<b>3,100</b>	(200)	(6.06)	<b>4,200</b>	1,100	35.48					
west of USH 141	<b>6,200</b>	<b>5,100</b>	(1,100)	(17.74)	<b>6,500</b>	1,400	27.45					
west of Hay Street	<b>2,900</b>	<b>3,000</b>	100	3.45	<b>3,000</b>	-	-					
east of Kloppman Street	<b>1,800</b>	<b>1,700</b>	(100)	(5.56)	<b>2,100</b>	400	23.53					
<b>CTH A (Henriette Avenue)</b>												
west of Hay Street	<b>3,900</b>	<b>4,500</b>	600	15.38	<b>4,300</b>	(200)	(4.44)					
south of Mira Street	<b>3,300</b>	<b>3,800</b>	500	15.15	<b>3,800</b>	-	-					
northwest of Duke Lane	<b>2,300</b>	<b>1,700</b>	(600)	(26.09)	<b>2,100</b>	400	23.53					

Source: Wisconsin Department of Transportation, *Wisconsin Highway Traffic Volume Data*, 1998, 2001, 2003 and 2006; and Bay-Lake Regional Planning Commission, 2008.

## Traffic Flow Capacity

The roads that serve the state, the region, and the county and local communities are designed and engineered to accommodate a maximum level of traffic, as illustrated in Table 8.3. The maximum total capacity of a multi-lane divided highway (such as USH 141) under ideal conditions is 2,000 vehicles per hour per lane, while the maximum total capacity of two-lane, two-way traffic highways (such as CTH W) under ideal conditions is 2,000 vehicles per hour in both lanes. Volume-to-capacity ratios used for this measurement are determined by the Peak Hourly Traffic (PHT), regardless of traffic distribution by direction. The maximum capacity

values presented in Table 8.3 should be considered the average maximum volume on various types of roads under ideal conditions.

Table 8.3: Uninterrupted Traffic Flow Capacities Under Ideal Conditions

Highway Type	Capacity Peak Hour Traffic
Mult-Lane and Divided Highways	2,000 vehicles per lane
Two-Lane, Two-Way Highways	2,000 vehicles both lanes
Three-Lane, Two-Way Highways	4,000 vehicles all lanes

Source: Highway Capacity Manual (3rd Edition), Transportation Research Board, 1985; and Bay-Lake Regional Planning Commission, 2008.

As the comparison of the recorded annual average daily traffic, peak hourly traffic and traffic flow capacities in Table 8.2 indicate, at present, there are no known roads or road segments located within the village that have approached their design capacity.

### Traffic Crashes

Vehicle crash reports (filed with local police departments, the Marinette County Sheriff's Department and with the Wisconsin Department of Transportation) provide the detail of the time, location, type and severity of the crash that has occurred. These reports are often excellent indicators of problems with road alignments, roadway construction, and geometric design of the road. The number, location and severity of crashes can often indicate problem areas (in terms of traffic safety) which can be alleviated through a variety of measures; alterations in the road geometry, enlargement of the intersection turning radii, placement of more prominent signs, relocation of access drives, and speed changes are just a few of the physical alterations and adjustments that can be made to make a specific intersection or area safer.

The crash data are further delineated by non-intersection and intersection crashes and by highway jurisdiction. Non-intersection crashes typically include: crashes between a vehicle and deer; crashes between a vehicle and a fixed object (such as a sign post, mailbox or tree); vehicles leaving the road and sliding into a ditch; and crashes between a vehicle traveling on the roadway striking another vehicle entering or exiting the roadway or stopped to turn into a private property access. Intersection crashes are typically characterized by angle crashes, rear end crashes, and head-on crashes within the immediate area of a particular intersection. Intersection crashes often may be indicators of a problem with the sight triangle at the intersection (visibility), location and visibility of signs, and/or the geometric configuration of the roadway itself. Table 8.4 lists the crash type, severity and manner of collision for the years 2005-2007 in the village.

Table 8.4: Crash Data for the Village of Crivitz, 2005-2007

Crash Type	Crash Severity	Manner of Collision			
Intersection Crash	61	Property Damage Only	67	Angle	26
Non-Intersection Crash	47	Fatalities	1	Rear End Collision	29
		Injured	40	Sideswipe Same Side	16
				Sideswipe Opposite Side	4
				Parked Vehicle	14
				Overturned	2
Total Crashes	108			Ditch	1
				Deer	2
				Mailbox	1

Source: Wisconsin Department of Transportation, Crash Data, 2005-2007.

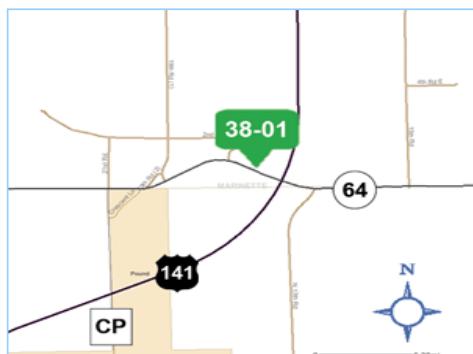
### **Access Controls**

Access management is a means to maintain the safe and efficient movement of traffic along arterial highways by controlling the number and location of intersecting roads and driveways. Segments of USH 41 (the bypass of the City of Peshtigo under construction) and the USH 141 bypass of the village of Coleman and Pound, have been constructed as a freeway where access is totally controlled and prohibited except at interchanges. Likewise, the USH 141 bypass of Coleman/Pound has been constructed as a freeway with an interchange located at CTH B, west of the Village of Coleman. The Wisconsin Department of Transportation may also purchase access rights or employ various statutory and regulatory access control methods on rural state trunk highways which have sufficiently high traffic. In addition, state statutes allow counties, cities and villages (through an adopted ordinance) to control access on county highways that have traffic counts in excess of 1,000 vehicles daily.

## Park and Ride Lots

Situated at various locations along major transportation routes, park and ride lots can be used to form carpools and vanpools and, in some major metropolitan areas, catch a ride on a commuter bus. There are 97 park and ride lots located throughout the state, and all of them are wheelchair accessible. In Marinette County, park and ride lots simply offer free parking. There is one park and ride lot provided by the Village of Crivitz located on Henriette Ave. and 6<sup>th</sup> Aly.

In addition, there are three park and ride lots in Marinette County:



### Marinette County Park and Ride Lot 38-01

To reach the Pound park and ride, motorists should take US 141 and head west on WIS 64. The lot is located on north side of WIS 64.

Description: Lighted asphalt lot with parking for 16 vehicles.

Services: Free parking

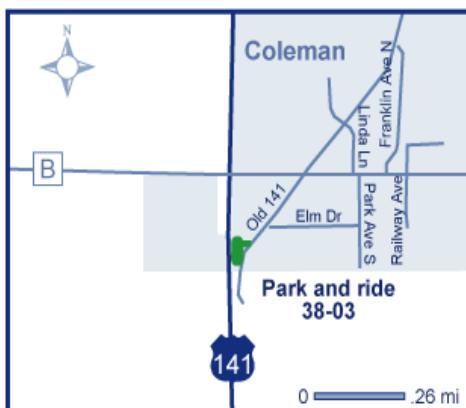


### Marinette County Park and Ride Lot 38-02

To reach park and ride lot 38-02, motorists should take State Highway 64 and head north on County W. The lot is located immediately to the right.

Description: Asphalt lot with parking for 16 vehicles.

Services :Free parking



### Marinette County Park and Ride Lot 38-03

To reach park and ride lot 38-03, motorists should take US 141 to County B in Coleman. Head east on County B. Turn south on Old 141. The lot is located on the west side of the roadway.

Description: Lighted, asphalt lot with parking for 31 vehicles.

Services; Free parking

## **Public Transportation/Transit**

The City of Marinette operates a shared-ride taxi transit system with services provided by a private contractor. Taxi Inc provides door to door and seven day a week service (excluding holidays) utilizing three mini-vans and a full size wheelchair accessible van. Service is provided throughout the City of Marinette, as well as rural areas within a two-mile radius of the city, and the Cities of Menominee and Peshtigo. The only requirement for service is that the trip must originate in or be destined for the City of Marinette. In 2008, elderly passengers were charged \$1.75 per ride, and all other passengers (adults and children) were charged \$2.75 per ride. An additional fare of \$5.00 is charged to passengers riding to or from the City of Peshtigo. In 2007, the transit service was providing nearly 35,000 rides annually.



The funding for the deficit costs of the shared-ride taxi transit program is provided with state, federal and city assistance through an annual grant. In 2002, the state aid (the s. 85.20 urban mass transit operating assistance program) and the federal aid (the Section 5311 program) provided approximately 67 percent of the total transit program's operating cost. Passenger fares and the City of Marinette provide the remainder of the programs operating cost.

## **Elderly and Disabled Transportation**

Elderly and disabled transportation systems refer to those programs that provide rides through scheduled bus services, volunteer programs with private vehicles etc. Current transportation services for elderly and disabled persons living within Marinette County are provided through programs administered by Marinette County Elderly Services (Rural Transportation Program) and the Marinette County Health and Human Services Department.

Marinette County Elderly Services (offices located within the Village) provides medical related and nutritional related (to meal sites) trips which receive priority, followed by work related and recreational and/or business related trip needs for county residents. The cost of the special transportation services is borne by state subsidy through the Wisconsin Department of Transportation's Section 85.21 (*Special Transportation for the Elderly and Disabled Transportation*) grant program, and county funds (a minimum 20 percent match of the state grant is required), donations and fares collected from passengers.

## **Intercity Bus Transportation**

In the past, nearly every small community in the state was connected by an intercity bus service, which traditionally served the elderly, those who could not drive, students, and those individuals unable to afford alternative forms of transportation. Following World War II, intercity bus systems helped to fill a void for "affordable transportation" that was created by the decline of passenger rail service. Unfortunately, intercity bus service suffered the same fate as passenger rail service; as intercity bus ridership decreased, the number of intercity bus routes operating within the state also declined drastically. Intercity bus routes now tend to serve only the largest urban centers and those smaller urban areas that just happen to be adjacent to a route that connects two larger cities.

## Bicycle Transportation

The following bicycle facility types are used in the inventory of the bicycle facilities in Marinette County. The facility types are defined by the American Association of State Highway and Transportation Officials; Guide for the Development of Bicycle Facilities (2000).

- **Shared Roadways (No Bikeway Designation)** are common highway, road or street that has no specific accommodations for bicyclist, where bicycling is permitted. The overwhelming majority of bicycle travel in the United States now occurs on highways, roads and streets without bikeway designations.
- **Signed Shared Roadway** are highways, roads, and streets with no specific accommodations for bicyclist except for bike route signs. A *publicly defined route* is a route defined by a legislative body (county, city, village or town) in a plan, formally adopted by the respective local unit of government or county. A locally defined route is a route recommended by a non-public group or organization (*Chamber of Commerce; bicycle club; trail group, etc.*). Either type may be signed, and often times, the routes are mapped routes. The routes/loops in Marinette County are defined in an adopted plan by the county; therefore, the routes are examples of publicly defined routes.
- **Bike Lanes or Bicycle Lanes** are roads with pavement markings and signing identifying a specific lane or right-of-way for bicyclist. Bike lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each.
- **Shared Use Paths** are bicycle facilities that are separate from the street and road system. Generally, shared use paths should be used to serve corridors involving streets and highways not suitable for bicyclists or where wide utility or former railroad right-of-way exists, permitting such facilities to be constructed away from the influence of parallel streets. Shared use paths should offer opportunities not provided by the road system.



### Shared Roadways (No Bikeway Designation)

Within Marinette County, shared roadways without bicycle facilities include all local roads, minor arterials and collectors that based on volumes of traffic, pavement conditions and pavement widths, and other favorable factors such as good sight distance and minimal truck traffic provide suitable accommodations for bicyclist.

### Signed Shared Roadways

#### *Publicly Defined Routes*

Marinette County contains a system of nine officially designated bicycle route loops, which are:

- **Menominee River Century Loop:** A 23 or 68 mile route that travels through the Cities of Marinette and Peshtigo and extends north into the Town of Wagner and the unincorporated community of McAllister. The eastern portion of the loop extends into Michigan and travels along the Menominee River. This loop is used as part of the annual Menominee River Century bike ride, which attracts hundreds of bicyclists to the area each year.

- **Crivitz Loop:** A 12-mile loop in central Marinette County that travels through the Village of Crivitz and near Lake Noquebay. The loop does not include access to Lake Noquebay County Park. It is also not connected to any other loops in the system.
- **Thunder Mountain Loop/Parkway Road:** The 21-mile Thunder Mountain Loop provides access to Twin Bridge and Veterans Memorial Park. Because this route travels through the county's most popular tourism area, vehicular traffic can be heavy.
- The **Parkway Road** route travels north through the western part of the county. Designated a rustic road, Parkway Road is one of the most scenic areas of the county. Much of the route is surrounded by county-owned forest. McClintock and Goodman parks are along the route, and the northern end of the route ends at the Goodman Town Park (CTH H.) Approximately five miles of the route travels along USH 8, where a designated bicycle lane is available.
- **Coleman/Pound Loop:** The Coleman/Pound Loop travels north and links with the Village of Crivitz and the Crivitz Loop. The loop primarily travels along town roads, although small segments are designated along CTHs P and Q.
- **Morgan Park Side Trip:** Extending directly northeast of the Pembine/Amberg Loop, this route travels by two of Marinette County's tallest waterfalls - Long Slide Falls and Smalley Falls. Morgan County Park on Timms Lake is also along the route. The route dead-ends to the north in order to avoid traveling on USH 141, where designated bicycle lanes are not available.
- **Pembine/Amberg Loop:** A 30 or 45 mile route that provides access to Twelve Foot Falls and Dave's Falls County Parks. Two portions of the route, one near Pembine and the other near Dave's Falls Park, travel along heavily traveled USH 141. A designated bike lane along these sections of USH 141 is not available.
- **Four Seasons Loop:** Approximately 40 miles long, this loop travels by the Four Seasons Club on the Menominee River, and adjacent to the Miscauno Wildlife Area. The southwest portion of the loop provides access to Bulls Falls and to Dave's Falls County Park. A half-mile portion of the loop to Dave's Falls is along USH 141.
- **Pike River Loop:** Starting at Dave's Falls County Park, this loop travels south to the Village of Wausaukeee and along much of the Pike River, which is designated a wild river by the Wisconsin Department of Natural Resources.

The bicycle route loops are recommended routes made by bicycle groups in the Marinette County area. The routes are located on less traveled roads through scenic areas in the county. Amenities are available in the towns and villages the routes pass through.

### Locally Defined Routes

There are no locally defined routes in the Village of Crivitz or Marinette County.

### Shared Use Paths

#### *Bicycle Paths Located within Street Rights-of-Way*

Village of Crivitz or Marinette County does not have any bicycle paths located within street rights-of-way.

### ***Off-Street Bicycle Paths***

The Village of Crivitz or Marinette County does not have any off-street bicycle paths.

### ***Recreational Trails***

The Village of Crivitz or Marinette County does not have any recreational trails.

### ***Bike Lanes or Bicycle Lanes***

The Village of Crivitz or Marinette County does not have any bicycle lanes.

### ***State Assessment of Bicycle Routes in Marinette County***

The *Wisconsin Bicycle Transportation Plan 2020* assessed conditions for bicycling in Marinette County.

The Wisconsin State Bike Map classifies state and county highways throughout the state in terms of bicycling conditions. The map also identifies bicycle trails and mountain bike facilities, and provides contacts for local bicycle route information. Town roads are not rated for their bicycling conditions, but are identified with their road names and surface type. Each county map highlights the most favorable bicycling conditions while presenting the full continuum of roadways, from narrow town roads to U.S. Highways. This approach enables cyclists of all abilities to select their own routes to meet their individual transportation and recreational needs.

### **Railroads**

The State of Wisconsin is currently served by 12 operating railroads utilizing a system of approximately 4,000 miles of track. Eleven freight railroads in Wisconsin operate on a system of over 3,400 route miles. Combined, they handled over 2.5 million cars and 136 million tons of freight per year.

Rail service in Marinette County is provided by the Canadian National Railroad Company (the CN) and the Escanaba & Lake Superior Rail Company (the E&LS).

#### ***Canadian National (CN)***

The CN track which serves the Cities of Marinette and Peshtigo originates approximately 100 miles north, in the City of Ishpeming, Michigan. The track traverses south from Ishpeming through the Upper Peninsula, to the City of Marinette, on through Peshtigo, and then on to the City of Oconto before terminating at its regional hub in Green Bay. The CN is classified as a Class I railroad by the Wisconsin Department of Transportation generating over \$50 million dollars in annual revenues. The CN is one of the larger operating rail lines in the state of Wisconsin.



Service is also provided from Wells (just north of Escanaba, Michigan) west through Hermansville and Powers in the Upper Peninsula, through Pembine, Dunbar, Goodman and Armstrong Creek. This segment of CN track parallels USH 8, nearly crossing the entire state, before terminating at Cameron, just south of Rice Lake.

### ***Escanaba & Lake Superior***

The Escanaba & Lake Superior Railroad (E&LS) is a privately owned shortline railroad company operating in Northeastern Wisconsin and the Upper Peninsula of Michigan. Under current ownership, the E&LS has expanded from the original core line of 65 miles that was purchased in 1978, to over 235 miles of operating railroad in 2005. The E.&L.S. also has an headquartered in Wells, Michigan, with an office located in Green Bay, Wisconsin.

The 208 mile mainline of the E&LS stretches from Ontonagon, Michigan on the shores of Lake Superior to the City of Green Bay. In addition to the mainline, two key branches are the 6-mile Stiles Junction, to Oconto Falls, line and the 21-mile Crivitz to City of Marinette, line. Other lines owned by the E&LS include Channing to Republic, and Channing to Wells in Michigan. The E&LS operates on trackage rights over the Canadian National Railroad from North Escanaba, Michigan to Pembine. The E&LS connects with the Canadian National at Green Bay, North Escanaba, Pembine, and Iron Mountain, Michigan.



### **Air Service**

The inventory of air transportation systems and facilities includes both public airports that service the region and also the private or semi-public airport facilities that service private commercial and recreational interest. Airports serving Marinette County include, Austin Straubel International Airport at Green Bay, Twin County Airport at Menominee, Michigan; Crivitz Municipal Airport, and Ford Airport at Iron Mountain, Michigan.



### ***Austin Straubel International Airport***

At the regional level, the primary commercial-passenger and air freight service for residents of the City of Marinette is provided by Austin Straubel International Airport, located near the City of Green Bay. Austin Straubel is owned and operated by Brown County. Austin Straubel International Airport is currently served by six (6) passenger airlines serving ten (10) destinations; Atlanta, Chicago, Cincinnati, Cleveland, Detroit, Las Vegas, Marquette, Milwaukee, Minneapolis and Phoenix.

### ***Twin County Airport***

Twin County Airport is located just west of the City of Menominee, Michigan, and just north of the City of Marinette. Available services include fuel, charter flights, and aircraft manufacturing services. The facility is owned jointly by the counties of Marinette, Wisconsin and Menominee, Michigan. It is managed and maintained by the Twin County Airport Commission.

Twin County Airport is home to several businesses including Enstrom (manufacturer of light piston and turbine powered helicopters) and a flight school. The airport consists of two runways

and associated taxi ways. One runway is 5,100 feet long and the other 5,990 feet. The runways can accommodate turbo prop airplanes and mid-size turbo jets. Other facilities include the main terminal building, maintenance garage, a warehouse building that is rented to Enstrom Helicopter, and an 81'x102" hangar that was rented to a fixed based operator. The terminal building includes the manager's office, counter space that was rented to a commuter airline, and a small office for pilot briefings which includes the weather computer and automated weather observation system. Tenant hangars are not owned by the airport. The tenants construct the hangars and are responsible for their own maintenance and utilities. They pay rent to the airport for the use of the airport land. They also pay property taxes on the hangar building. There are 40 aircraft based at the airport.

### ***Crivitz Municipal Airport***

Crivitz Municipal Airport is located in the Town of Stephenson, three (3) miles southwest of the Village of Crivitz. The airport is owned by the Town of Stephenson and maintained by the Manager (FBO). It can be accessed by County Trunk W, off of USH 141. The facility is classified as a Basic Utility-A (BU-A) airport, indicating that it is designed to accommodate aircraft of less than 6,000 pounds gross weight, with approach speeds below 91 knots and wingspans of less than 49 feet, typically single-engine piston. This airport has one asphalt runway that is 2,155 feet long and one turf runway that is 1,270 feet long. This facility provides no additional services.

### ***Ford Airport***

Ford Airport, located in Dickinson County, near Kingsford, Michigan, is classified as a General Utility Two facility, which denotes that it is capable of serving large aircraft up to 60,000 pounds with wingspans of less than 118 feet. These aircraft range from typical corporate aircraft (including jets) to commuter airline aircraft. This facility has two asphalt paved runways, the longest of which is 6,500 feet. The facility is owned by Dickinson County and maintained by Superior Aviation (FBO). The airport can be accessed by State Highway 95, off of U.S. 2/141. Dickinson County/Ford Airport has a fixed base operator offering a full line of services. In addition, a regional commuter, Superior Airlines provides two flights daily to and from Minneapolis, Minnesota; and one flight daily, to and from Chicago, Illinois. The airport had 17,306 enplanements (passengers boarding or alighting) in 2001. Available services include fuel, major airframe and power plant repair, charter, rental and instructional services.

### ***Private Recreational Airports***

There are also several privately owned airstrips located within Marinette County providing general small craft services and/or recreational flights to the public. These small, private airport facilities offer minimal services, and are generally utilized by recreational fliers. Private recreational airports are generally characterized by short (2,000 to 3,000 foot) turf covered runways which can accommodate small single engine and light twin engine aircraft.

Private airport facilities are required to obtain a certificate of approval or permit from the Wisconsin Department of Transportation's Bureau of Aeronautics. The permit is issued if the Department determines that the location of the proposed airport is compatible with existing and planned transportation facilities in the area. Generally, permits are granted provided that the proposed air strip is located such that approaching and departing aircraft clear all public roads, highways, railroads, waterways or other traverse ways by a height which complies with applicable federal standards. The permit is issued upon satisfactory review of the application by

WisDOT, the county, the local jurisdiction in which the proposed facility would be located, and by the applicable regional planning commission.

There are also several privately owned airstrips located within Marinette County providing general small craft services and/or recreational flights to the public. These small, private airport facilities offer minimal services, and are generally utilized by recreational fliers. Private facilities are generally characterized by short (2,500' to 3,000') turf covered runways which can accommodate small single engine and light twin engine aircraft.

### **Waterborne Transportation**

The City of Marinette, Wisconsin, on the south side, and the city of Menominee, Michigan, on the north side, form a deep-draft harbor at the mouth of Menominee River. The harbor is on the west side of the Bay of Green Bay, about 33 miles southwest of Porte des Morts Passage and 17 miles northwest of the Sturgeon Bay Ship Canal.

The Menominee River forms the State boundary between Wisconsin and Michigan for about 150 miles from its mouth. The principal commodities handled in the harbor are coal, stone, sand and salt.

#### ***Navigation Channel***

A dredged entrance channel leads southwest from deep water in Green Bay between parallel piers at the mouth of Menominee River and then upstream for about 1.8 miles to about 600 feet below the Dunlap Avenue bridge. A turning basin is on the south side of the channel about 1.2 miles above the mouth. The entrance channel is marked by buoys, and the outer ends of the piers and the inner end of the north pier are marked by lights. There is a turning basin located in the inner harbor approximately 6,600 feet downstream of the entrance channel. The turning basin has an authorized depth of 21 feet.

Above the dredged channel, the river has depths of 1 to 5 feet, and is obstructed by numerous rocks. A dam blocks the river approximately 0.7 miles above the dredged channel

#### ***Menominee River Harbor at Marinette***

The Menominee River Harbor is classified as a diversified cargo port by the Wisconsin Department of Transportation. That designation describes those ports which handle one or two types of freight, where that freight origin or destination, is limited to the immediate vicinity of the port.

Major port uses on the Marinette side of the river include: the Marinette Marine Corporation where ships are constructed and temporarily moored during outfitting and repair; and Marinette Fuel and Dock Company which receives dry bulk commodities such as coal, pig iron, salt, limestone and lime. Major port uses on the Menominee side of the river include: K & K Warehousing, Great Lakes Pulp & Fiber, Inc. and Menominee Paper Co.

#### **Recreational Marinas**

##### ***Harbor Town Marine***

Harbor Town Marine is located on the mouth of the Menominee River in Marinette. The marina offers 110 permanent and transient slips. The marina can accommodate vessels up to 50 feet. Facilities include gasoline, diesel fuel and pumpout services. Special features include a dock attendant, a 13 ton lift, showers, kitchen facilities, indoor storage and park and picnic facilities.

***Nestegg Marina***

This marina is located on the Menominee River in Marinette. The marina offers 100 permanent slips and 5 transient slips. The marina can accommodate vessels up to 60 feet. The water depth is 15 feet. Facilities at this full service marina include gasoline, diesel fuel and pumpout services. Special features include a dock attendant, showers and restrooms. A Mercury Marine dealership sells and services several models of boats.

***Menominee Marina***

This marina is in Menominee, Michigan. The marina offers 263 permanent and transient slips. The marina can accommodate vessels up to 90 feet. The water depth is 8 feet. Facilities at this full service marina include gasoline, diesel fuel, fresh water and pumpout services. Special features include a dock attendant, showers, laundry facilities, park and picnic facilities, and restrooms.

***M & M Yacht Club***

Located on the western shores of the Bay of Green Bay, in the historic waterfront district of Menominee, Michigan, the M & M Yacht Club resides in the Menominee Marina. The yacht club has hosted several noteworthy sailing regattas. The M & M Yacht Club has reciprocal transient docking agreements with several other marinas and yacht clubs in the region.

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**INVENTORY OF APPLICABLE TRANSPORTATION PLANS AND PROGRAMS**

The following section of this chapter presents information on existing state, regional, county and local transportation related plans that apply to Marinette County.

**Wisconsin State Highway Plan**

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

The Wisconsin State Highway Plan 2020 addresses three key elements or issues of concern relative to the State Highway System:

- Preserving the system by improving or replacing aging pavements and bridges;
- Facilitating movement of people and goods through an efficiently designed system, and with programs that reduce traffic congestion; and
- Improving highway safety through combined strategies of engineering, education and enforcement.

**Connections 2030**

Connections 2030 will be the statewide long-range transportation plan with a horizon year of 2030. Connections 2030 will address all modes of transportation – roadways, air, water, rail, bicycle, pedestrian and transit – and ways to make the individual modes work better as an

integrated transportation system. Connections 2030 will differ from WisDOT's previous planning efforts. Beginning with the release of Translinks 21 in the mid 1990s, WisDOT has prepared a series of needs-based plans for various transportation modes.

Connections 2030 will be a policy-based plan. The policy recommendations include a series of action steps to be accomplished within two to four years, five to ten years, or more than ten years into the future. WisDOT may also identify critical priorities that metropolitan planning organizations (MPOs) must maintain if funding were to decrease during the timeframe covered by the plan.

While the final plan will include statewide policy recommendations, some of these recommendations may differ by specific corridors in the state. Connections 2030 will also include recommendations on such issues as economic development, land use, transportation finance and the environment. The goal of Connections 2030 is to provide a plan that can aid policy makers in future transportation decisions.

### **Six-Year Highway Improvement Program**

The Wisconsin Department of Transportation develops a *Six-Year Highway Improvement Program* which addresses the *rehabilitation* of Wisconsin's state highways. Rehabilitation falls into three major categories (resurfacing, reconditioning and reconstruction) giving it the often used abbreviation "3-R Program."

- Resurfacing entails provision of a new surface for a better ride and extended pavement life;
- Reconditioning entails addition of safety features, such as wider lanes or softening of curves and steep grades; and
- Reconstruction entails complete replacement of worn roads, including the road base and rebuilding roads to modern standards.

### **State Airport Plan**

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

### **Public Transit – Human Services Transportation Coordination Plan for Marinette County**

The Bay-Lake Regional Planning Commission assisted Marinette County Elderly Services in developing its first *Public Transit – Human Services Transportation Coordination Plan* in 2006. These plans are required under federal law for counties to receive federal funding under three programs: the Section 5310 capital program, the Job Access Reverse Commute (JARC) program, and the New Freedom program. A meeting was held with stakeholders to develop the plan in early June of 2006, and the plan was submitted to WisDOT in September 2006.

The Bay-Lake Regional Planning Commission also assisted Marinette County Elderly Services in amending its Public Transit – Human Services Transportation Coordination Plan in 2007. The plan was amended primarily because Marinette County Elderly Services was submitting a grant application for vehicles under the Section 5310 capital program.

## **State Pedestrian Plan**

The *Wisconsin Pedestrian Policy Plan 2020* outlines statewide and local measures to increase walking and to promote pedestrian comfort and safety. The plan provides a policy framework addressing pedestrian issues and clarifies WisDOT's role in meeting pedestrians' needs. It establishes actions and policies to better integrate pedestrian facilities into the transportation system over the next 20 years.

The state plan also provides recommendations to assist local officials in meeting their communities' pedestrian transportation responsibilities. The plan outlines specific design guidance for local officials found in WisDOT's Facilities Development Manual (FDM); state funding for local pedestrian projects provided primarily through the General Transportation Aids (GTA) Program; and safety and education program funding provided by WisDOT to local agencies.

## **State, Regional and Local Bicycle Plans**

### **State Bicycle Plan**

The *Wisconsin Bicycle Transportation Plan 2020* has as its two primary goals:

- Increase levels of bicycling throughout Wisconsin, doubling the number of trips made by bicycles by the year 2010 (with additional increases achieved by 2020); and
- Reduce crashes involving bicyclists and motor vehicles by at least 10 percent by the year 2010 (with additional decreases achieved by 2020).

Recommended actions include 1) developing local bicycle transportation plans; 2) providing suitable space for bicyclists when designing roadway projects; 3) following accepted bikeway guidance and standards; and 4) routinely considering bicyclists when developing roadway projects. The Wisconsin Department of Transportation produced a set of maps that identified bicycle conditions on major routes and roads for Marinette County. The maps assessed and identified bicycling conditions, planned state highway priority corridors and key linkages between major destination points. An analysis of the bicycling conditions for Marinette County can be found under "bicycle transportation" in the "Inventory of Transportation Facilities" section of this chapter.

### **Regional Bicycle Plan**

The *Bicycle Facility Transportation Plan for the Bay-Lake Region* (adopted in 2002) identified a system of connecting routes and needed improvements connecting all municipalities and major destination points throughout the eight-county region, including Marinette County. The regional plan proposes transportation facility improvements (paving road shoulders to a usual width of five feet) to provide safe and efficient travel paths between communities located within Marinette County and the adjoining communities in adjacent counties. The Regional Bicycle Plan mostly recommends paving road shoulders (five feet in width) on several U.S., state and county highway segments in Marinette County, as well as a limited number of local road segments in the county with significant traffic.

## TRANSPORTATION FACILITY FUNDING AND TECHNICAL ASSISTANCE PROGRAMS

There are numerous Federal and State programs that provide technical and financial support for the operation, maintenance and planning of the county's transportation Systems. Please see Appendix B for a list of those programs.

### **General Transportation Aids**

General transportation aid is paid to local governments (counties, cities, villages, and towns) to assist in the maintenance, improvement, and construction of local roads. This aid must be used for transportation-related expenditures. Aid payments are made from the state's segregated transportation fund, which includes revenues from the motor fuel tax, vehicle registration fees, and other transportation-related taxes and fees. For 2006-07, general transportation aid payments equaled 26.3 percent of the transportation fund appropriations. General transportation aid is calculated and paid on a calendar-year basis, with quarterly payments on the first Monday of January, April, July, and October.

There are two basic formulas by which general transportation aid is distributed: (1) share of costs aid; and (2) mileage aid. In 1994, county and municipal governments began receiving separate general transportation aid distributions. Counties receive only share of costs aid, while municipalities receive payments based on either share of costs aid or mileage aid, whichever is greater. The Department of Transportation (DOT) is required, by October 1 of each year, to notify each county and municipal clerk of the estimated transportation aid payments to that county or municipality for the following calendar year.

Under 1999 Act 9, the general transportation aid formula was suspended for calendar year 2001 aid payments. Rather, DOT provided an aid amount to each recipient in 2001 that was equal to the aid amount that was received under the formula calculation for calendar year 2000. Beginning in 2002, and thereafter, payments are again made under the formula calculation.

### **Aid to Counties**

Initial entitlements to counties are based on the share of costs formula. Share of costs aid amounts are computed by multiplying each county's six year average highway-related costs (2000 through 2005 for 2007 payments) by a statewide average cost-sharing percentage. This percentage "floats" to a level that generates general transportation aid payments equal to a targeted distribution for counties (\$93,682,400 for 2007, and thereafter). For the 2007 distribution, the county cost-sharing percentage is estimated at 22.5 percent.

### **Aid to Municipalities**

Each municipal government's initial entitlement equals the greater of its share of costs aid or mileage aid amounts.

*Share of Costs Aid.* The share of costs formula works the same for municipalities as for counties. The targeted general transportation aid distribution for municipalities is \$294,736,000 for 2007, and thereafter. For the 2007 distribution, the municipal cost-sharing percentage is estimated at 18.3 percent.

*Mileage Aid.* Mileage aid amounts are computed by multiplying the number of miles of road or street under the jurisdiction of each municipality by a specified mileage rate (\$1,899 per mile for 2007, and thereafter).

## **Mileage Reporting**

Since 2001, for the purposes of determining transportation aid, local governments must submit to DOT either: (a) a certified highway mileage plat, if changes in mileage have occurred within their jurisdiction since the last plat was submitted; or (b) a certified statement that no changes in jurisdictional mileage have occurred since the plat was filed. DOT may require that a certified plat be submitted for odd-numbered years following a federal, decennial census. Jurisdictional mileage includes highway mileage under the jurisdiction of a local unit of government that will be open and used for travel on the following January 1. Any changes in jurisdictional highway mileage are first reflected in mileage aid determinations for the second year following the year of the submission of the plats indicating the changes. Local governments, with the cooperation and assistance of DOT, must also conduct a biennial assessment of the physical condition of the highways within their jurisdiction and report the results to DOT. In making these assessments, local units of government are required to use a pavement rating system (PASER) approved by DOT.

In 2007, General Transportation Aid to Marinette County totaled more than \$1,125,000 and transportation aids to the County's 25 communities totaled nearly \$4 million.

The 2008 flat rate has been set at \$1,956 per mile and will increase to \$2,015 per mile in 2009.

## **TRANSPORTATION RECOMMENDATIONS**

### **Road Improvements**

In order to improve traffic safety and to maintain the efficiency of state and county trunk highways, the County and its cities, villages and towns should continue to direct and promote development that minimizes direct access to these highways to the extent possible. This can be achieved by requiring adequately spaced driveways, by requiring frontage roads that access numerous properties or driveway accesses that can serve more than one property.

### **Local Mileage Certification**

Each local government that increased or decreased the mileage of its roads and streets is required to file a certified plat with DOT by December 15 of each year. Local governments that have no changes in total local road miles are required to file a certified plat or a certified statement that no mileage changes have occurred. Local road certification also includes the requirement to report major street rehabilitation and improvements, new construction and reconstruction of existing streets. Asphalt overlays of one inch or more are considered major improvements to the road. Communities are not required to report crack filling or seal coating projects.

### **Initiate or Update Pavement Management Programs**

Local streets and roads are rehabilitated, repaired and maintained with funds provided by the State's Local Roads Improvement Program (LRIP). This program provides each local unit of government in the state with financial support derived from state taxes on gasoline and other transportation/vehicle related surcharges for local road maintenance and repair.

It is recommended that a "pavement management" system be updated and utilized by the county and each of its municipalities. The system provides a detailed inventory and description of all streets and highways within the county and its municipalities, provides a detailed surface condition survey of those streets and highways, defines the goals and objectives of each local municipality with respect to its road maintenance and repair, and establishes a long-term maintenance schedule which would prioritize the road maintenance and repair needs.

A pavement management program is simply a Capital Improvement Program geared specifically to the roads in each of the county's municipalities. The pavement management program provides the county and its municipalities with a detailed, defensible document, which will assist elected and appointed officials in making informed decisions regarding road maintenance and repair.

WisDOT now requires biennial updates of pavement management data from local jurisdictions; it is likely that most local jurisdictions in the county are already keeping their Pavement Management Program updated regularly.

### **Employ Adequate Design Standards**

New highways and roads, in the optimum setting, should be designed for their projected and desired use. Design standards should be applied to all new construction and, where possible, existing roads which are to undergo major repair and reconstruction shall undergo this work according to the standards set forth in this plan.

In examining the design of town roads, the "roadscape" of these facilities also should be considered as well. The "roadscape" includes the area adjacent to the road and within the established right-of-way or the ditch that serves as a vegetative buffer between the road and the adjacent lots, a location for traffic signs and for utility lines.

### **Speed Limit Controls**

Local units of government can change speed limits for their roads under authority and guidelines in the *Wisconsin Statutes*. Local officials play a key role in setting speed limits. They must balance the competing concerns and the opinions of a diverse range of interests, including drivers (who tend to choose speeds that seem reasonable for conditions) and land owners or residents (who frequently prefer and request lower speed limits than those posted), law enforcement agencies with statutory requirements, and engineering study recommendations.

The prevailing speed, the one which most drivers choose - is a major consideration in setting appropriate speed limits. Engineers recommend setting limits at the 85th percentile speed, where 85 percent of the freely flowing traffic travels at or below that speed. An engineering study measuring average speeds is required to determine the 85th percentile speed limit. Other considerations include the roads design limit. This is the highest and safest speed for which the road was designed, and takes into account the road type, geometry and adjoining land uses.

Speeds should be consistent, safe, reasonable and enforceable. When 85 percent of the drivers voluntarily comply with posted speed limits, it is possible and reasonable to enforce the limits with the 15 percent who drive too fast. Unreasonably low speed limits tend to promote disregard for the posted limits, and make enforcement much more difficult. They may also promote a false sense of security among residents and pedestrians who may expect that posting lower limits will change drivers' speed behavior.

### **Apply Traffic Considerations**

Traffic considerations which the county's communities should take into account when planning for future development may include the following:

- Adequate vehicular and pedestrian access should be provided to all parcels of land.
- Local street systems should be designed to minimize through traffic movement.
- The street pattern should minimize excessive travel.

- A simple and comprehensible system of street names and house numbering should be provided.
- Traffic generators located within new subdivisions (such as schools, churches and parks) should be considered in the local circulation pattern.
- The planning and construction of local residential streets should clearly indicate their function.
- The local streets should be designed for a relatively uniform and low volume of traffic.
- Local streets should be designed to discourage excessive speeds.
- Minimize intersections.
- Devote a minimal but adequate amount of space to street uses.
- Roads are a function of land use, and therefore should not unduly hinder the development of land.
- Pedestrian and bicycle paths should be separated from vehicle paths where possible.

#### **Assess Special Transportation Needs**

Transportation services for elderly and disabled persons are provided by the county and by private nonprofit and for profit carriers. The County and its communities should play as active a role as possible in the support, development and maintenance of special transportation services for its elderly and disabled populations.

#### **Bicycle Facilities Plan**

It is recommended that the Village and County develop a bicycle facilities plan that identifies future connections to existing facilities and to the other important destination points in the county, including, but not limited to, Tommy Thompson State Park, county and municipal parks, recreational areas and schools.

#### **Recommended Transportation Programs**

The following transportation programs are recommended:

- Work with Marinette County, the Wisconsin Department of Transportation, and the Bay-Lake Regional Planning Commission to develop and maintain a long-range maintenance and improvement program for highways and roads.
- Work with the Marinette County Traffic Safety Commission and the Wisconsin Department of Transportation to provide an ongoing assessment of highway safety and efficiency.
- Work with the Wisconsin Department of Transportation to ensure safe and efficient access to all Interstate/U.S./State Highways and all arterial and collector streets and roads in the county.

Table 8.5: Functional Classification Criteria for Streets and Highways in Urban Areas

URBAN PRINCIPAL ARTERIALS						
System Continuity (Rural - Urban Interface)		Basic Criteria Must meet Land Use Service or Spacing plus Traffic Volume or Parenthetical Current ADT Alone			Mileage Percent of System Range	
Current ADT Alone	Intersects with an Urban Arterial plus Current ADT	Land Use Service	Spacing	Current ADT*		
≥15,000	≥9,000	A principal arterial should be within one mile of the following land uses:  a. Main central business district of the urban area b. Type 1 and 2 airports c. Regional shopping centers d. Major colleges and universities e. Community and regional parks f. Industrial parks g. Large stadia, arenas, or civic centers	Maximum: 1 mile in central business district; 3 to 5 miles in other parts of urbanized area	≥9,000 (≥30,000)	5.0% to 10.0%	

\*The roadway or highway segment must be a minimum of a mile long.

Table 8.5: Functional Classification Criteria for Streets and Highways in Urban Areas, continued

URBAN MINOR ARTERIALS						
System Continuity (Rural - Urban Interface)		Basic Criteria			Supplemental Criteria	Mileage Percent of System Range
A collector remains an urban collector until it meets one of the following:		Must meet Land Use Service or Spacing plus Traffic Volume or Parenthetical Current ADT Alone			Must meet two of the criteria below plus 90% of Current ADT	
Current ADT Alone	Intersects with an Urban Collector or Arterial plus Current ADT	Land Use Service	Spacing	Current ADT*		
≥9,000	≥4,500	<p>A minor arterial should be within a half mile of the following land uses:</p> <ul style="list-style-type: none"> <li>a. Central business districts of each satellite community</li> <li>b. Type 3, 4 and 5 airports</li> <li>c. Community shopping centers</li> <li>d. Junior or community colleges</li> <li>e. Large industrial plants</li> <li>f. High schools</li> <li>g. Large office buildings</li> <li>h. Community hospitals</li> <li>i. Clinics</li> <li>j. Sub-community parks</li> <li>k. Golf courses</li> </ul> <p>All commercial retail strip development over one quarter mile in length not on a principal arterial.</p> <p>Interconnection of the main central business district with satellite community central business districts.</p>	<p>Maximum: One half mile in central business district; two miles in other parts of urbanized area</p>	≥4,500 (≥15,000)	<ol style="list-style-type: none"> <li>1. Bus Route</li> <li>2. Truck Route</li> <li>3. Signalization</li> <li>4. Interchanges with a freeway</li> <li>5. Major river crossing/ restrictive topography</li> </ol>	10.0% to 15.0%

\*The roadway or highway segment must be a minimum of one half mile long.

Table 8.5: Functional Classification Criteria for Streets and Highways in Urban Areas, continued

URBAN COLLECTORS						
Basic Criteria				Supplemental Criteria	Mileage Percent of System Range	
Must meet one of the below criteria plus Current ADT or the Parenthetical Current ADT Alone				Must meet two of the criteria below plus 90% of Current ADT		
System Continuity	Land Use Service	Spacing	Current ADT*			
<p>May penetrate each residential neighborhood and connect to nearby arterial.</p> <p>May include the logical street system for traffic circulation in the central business district (relative to land use service).</p> <p>A rural collector remains a collector when crossing into an urbanized area until it meets the urban minor arterial criteria.</p>	<p>A collector should be within a quarter mile of the following land uses:</p> <ul style="list-style-type: none"> <li>a. Elementary, intermediate or middle schools</li> <li>b. Small industrial plants</li> <li>c. Large warehousing</li> <li>d. Neighborhood shopping centers</li> <li>e. Small office buildings</li> <li>f. Neighborhood parks</li> <li>g. Marinas</li> </ul>	<p>Maximum: One quarter mile in central business district; one mile in other parts of urbanized area</p>	$\geq 2,250$ $(\geq 9,000)$	<ol style="list-style-type: none"> <li>1. Bus route</li> <li>2. Truck route</li> <li>3. Signalization</li> <li>4. Interchanges with a freeway</li> <li>5. Major river crossing/ restrictive topography</li> </ol>	5.0% to 10.0%	

\*The roadway or highway segment must be a minimum of one quarter mile long.

URBAN LOCAL STREETS		
All public streets not classified as arterials or collectors.	65.0% to 80.0%	

Source: Wisconsin Department of Transportation, *Functional Classification Criteria*, 2003; and Bay-Lake Regional Planning Commission, 2008.

Table 8.5: Functional Classification Criteria for Streets and Highways in Urban Areas, continued

RURAL PRINCIPAL ARTERIALS					Mileage Percent of System Range	
Basic Criteria				Supplemental Criteria		
Must meet any two of the criteria below				None		
Population Service*	Land Use Service	Spacing	Current ADT			
Connect places $\geq 50,000$ with other places $\geq 50,000$	Provide access to major recreation areas of the state.	Maximum: 30 miles between Principal Arterials	$\geq 6,000$	None	2.0% to 4.0% statewide	
Connect places 5,000 - 49,999 with places $\geq 50,000$						

\*A place is considered served by a principal arterial if the principal arterial either penetrates its boundary or comes within 10 miles of the center of the place and penetrating service is provided by a minor arterial.

RURAL MINOR ARTERIALS					Mileage Percent of System Range
Basic Criteria				Supplemental Criteria	
Must meet any two of the criteria below				Must meet both of the criteria below plus 90% of Current ADT	
Population Service*	Land Use Service	Spacing	Current ADT		
Connect places 1,000 - 4,999 to places $\geq 50,000$	Serve all traffic generating activities with an annual visitation of 300,000, if not served by a principal arterial.	Maximum: 30 miles between Arterials	$\geq 2,000$	1. Alternate population connection 2. Major river crossing/ restrictive topography	4.0% to 8.0% statewide
Connect places 5,000 - 49,999 to other places 5,000 - 49,999					
Connect places 1,000 - 4,999 to places 5,000 - 49,999, or with principal arterials					

\*A place is considered served by a minor arterial if the minor arterial either penetrates its boundary or comes within two miles of the center of the place and a major collector provides penetrating service.

Table 8.5: Functional Classification Criteria for Streets and Highways in Urban Areas, continued

RURAL MAJOR COLLECTORS*					Mileage Percent of System Range
Basic Criteria			Supplemental Criteria		
Must meet any two of the criteria below or the Parenthetical Current ADT Alone				Must meet two of the criteria below plus 90% of Current ADT	
Population Service**	Land Use Service	Spacing	Current ADT***		
Connect places 1,000 - 4,999 to other places 1,000 - 4,999	Land Use Service Index $\geq 16$ .	Maximum: 10 Miles between Major Collectors or Higher Function Routes	$\geq 1,000$ ( $\geq 4,000$ )	1. Alternate population connection 2. Major river crossing 3. Restrictive topography 4. Interchange with a freeway 5. Parallel to a principal arterial	5.0% to 18.0% countywide
Connect places 500 - 999 to places $\geq 50,000$					Most counties should be at 7.0% to 14.0%
Connect places 500 - 999 to places 5,000 - 49,999					
Connect places 500 - 999 to places 1,000 - 4,999					
Connect places 500 - 999 to other places 500 - 999					
Connect places 100 - 499 to places $\geq 50,000$					
Connect places 100 - 499 to places 5,000 - 49,999					
Connect places 100 - 499 to places 1,000 - 4,999					
Connect places 100 - 499 to places 500 - 999, or with higher function routes					

\*Loop routes and stub ended routes less than five miles long and meeting the basic criteria for a major collector should be limited to a minor collector classification.

\*\*A place is considered served by a major collector if the major collector comes within a half mile of the center of the place.

\*\*\*The roadway or highway segment must be a minimum of a half mile long.

Table 8.5: Functional Classification Criteria for Streets and Highways in Urban Areas, continued

RURAL MINOR COLLECTORS					
Basic Criteria				Supplemental Criteria	Mileage Percent of System Range
Must meet any two of the criteria below or the Parenthetical Current ADT Alone				Must meet two of the criteria below plus 90% of Current ADT	
Population Service*	Land Use Service (served if within one half mile of place)	Spacing	Current ADT**		
Connect places 100 - 999 to other places 100 - 999	Land Use Service Index $\geq 8$	Maximum: 10 Miles between Minor Collectors or Higher Function Routes	$\geq 400$ ( $\geq 1,600$ )	1. Alternate population connection 2. Major river crossing 3. Restrictive topography 4. Interchange with a freeway 5. Parallel to a principal arterial	5.0% to 10.0% countywide
Connect places 50 - 99 to places $\geq 50,000$					
Connect places 50 - 99 to places 5,000 - 49,999					
Connect places 50 - 99 to places 1,000 - 4,999					
Connect places 50 - 99 to places 500 - 999					
Connect places 50 - 99 to places 100 - 499, or with higher function routes					

\*A place is considered served by a minor collector if the minor collector comes within a half mile of the center of the place.  
 \*\*The roadway or highway segment must be a minimum of a half mile long.

RURAL LOCAL ROADS	
All public roads not classified as arterials or collectors.	65.0% to 75.0% countywide  Most counties should be at 68.0% to 72.0%

Source: Wisconsin Department of Transportation, *Functional Classification Criteria*, 2003; and Bay-Lake Regional Planning Commission, 2008.

**STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION  
WISCONSIN INFORMATION SYSTEM FOR LOCAL ROADS**

City / Village / Town / County Certified Mileage List - ( R-03 )  
January 1, 2008

**County of Marinette (38)**

**Village of Crivitz ( 121 )**

Road Name	Gross Miles	County Miles	Municipal Miles	County Jurisdiction			Municipal Jurisdiction		
				Arterial	Collector	Local	Arterial	Collector	Local
1st Ave	0.49		0.49						0.49
2nd Ave	0.49		0.49						0.49
3rd Ave	0.49		0.49						0.49
Anderson Ave	0.30		0.30						0.30
Angle St	0.05		0.05						0.05
August St	0.09		0.09						0.09
Clover Ave	0.09		0.09						0.09
Cox St	0.08		0.08						0.08
Craig St	0.22		0.22						0.22
CTH A	1.68	1.68			1.68				
CTH W	1.46	1.46			1.46				
Duke Ln	0.07		0.07						0.07
Dyer St	0.17		0.17						0.17
Electra Dr	0.40		0.40						0.40
Finnelli Ave	0.14		0.14						0.14
F J St	0.35		0.35						0.35
Fritzie Ave	0.44		0.44						0.44
Funk St	0.23		0.23						0.23
Gene St	0.50		0.50						0.50

Last Updated Date : 04/21/2008 08:44:05 AM

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**STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION  
WISCONSIN INFORMATION SYSTEM FOR LOCAL ROADS**  
 City / Village / Town / County Certified Mileage List - ( R-03 )  
 January 1, 2008

County of Marinette (38)

Village of Crivitz ( 121 )

Road Name	Gross Miles	County Miles	Municipal Miles	County Jurisdiction			Municipal Jurisdiction		
				Arterial	Collector	Local	Arterial	Collector	Local
George St	0.87		0.87						0.87
Hall Ave	0.64		0.64						0.64
Hall Hay St	0.46		0.46						0.46
Hattie St	0.21		0.21						0.21
Henriette Ave	0.06		0.06						0.06
Jacquelyn St	0.07		0.07						0.07
Julie St	0.08		0.08						0.08
Kaby Ave	0.24		0.24						0.24
Kenny Dr	0.25		0.25						0.25
Kloppman St	0.63		0.63						0.63
Left Foot Lake Rd	0.06		0.06						0.06
Louisa St	0.70		0.70						0.70
Lulu Ave	0.65		0.65						0.65
Mira Ave	0.63		0.63						0.63
North Ave	0.09		0.09						0.09
Oak St	0.36		0.36						0.36
Old W Rd	0.06		0.06						0.06
Park Ave	0.16		0.16						0.16
Pine Ave	0.11		0.11						0.11

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**STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION  
WISCONSIN INFORMATION SYSTEM FOR LOCAL ROADS**

City / Village / Town / County Certified Mileage List - ( R-03 )  
January 1, 2008

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**County of Marinette (38)**

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**Village of Crivitz ( 121 )**

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Road Name	Gross Miles	County Miles	Municipal Miles	County Jurisdiction			Municipal Jurisdiction		
				Arterial	Collector	Local	Arterial	Collector	Local
Richlen Ave	0.33		0.33						0.33
Robert St	0.48		0.48						0.48
Rosa Ave	1.01		1.01						1.01
Sarah St	0.43		0.43						0.43
South Ave	0.25		0.25						0.25
Spur St	0.21		0.21						0.21
Tena Ave	0.15		0.15						0.15
Wilbert St	0.75		0.75						0.75
Witt Ave	0.15		0.15						0.15
Wolf St	0.10		0.10						0.10
<b>Total Miles</b>	<b>17.93</b>	<b>3.14</b>	<b>14.79</b>	<b>0.00</b>	<b>3.14</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>14.79</b>



# Functional Classification of Roads

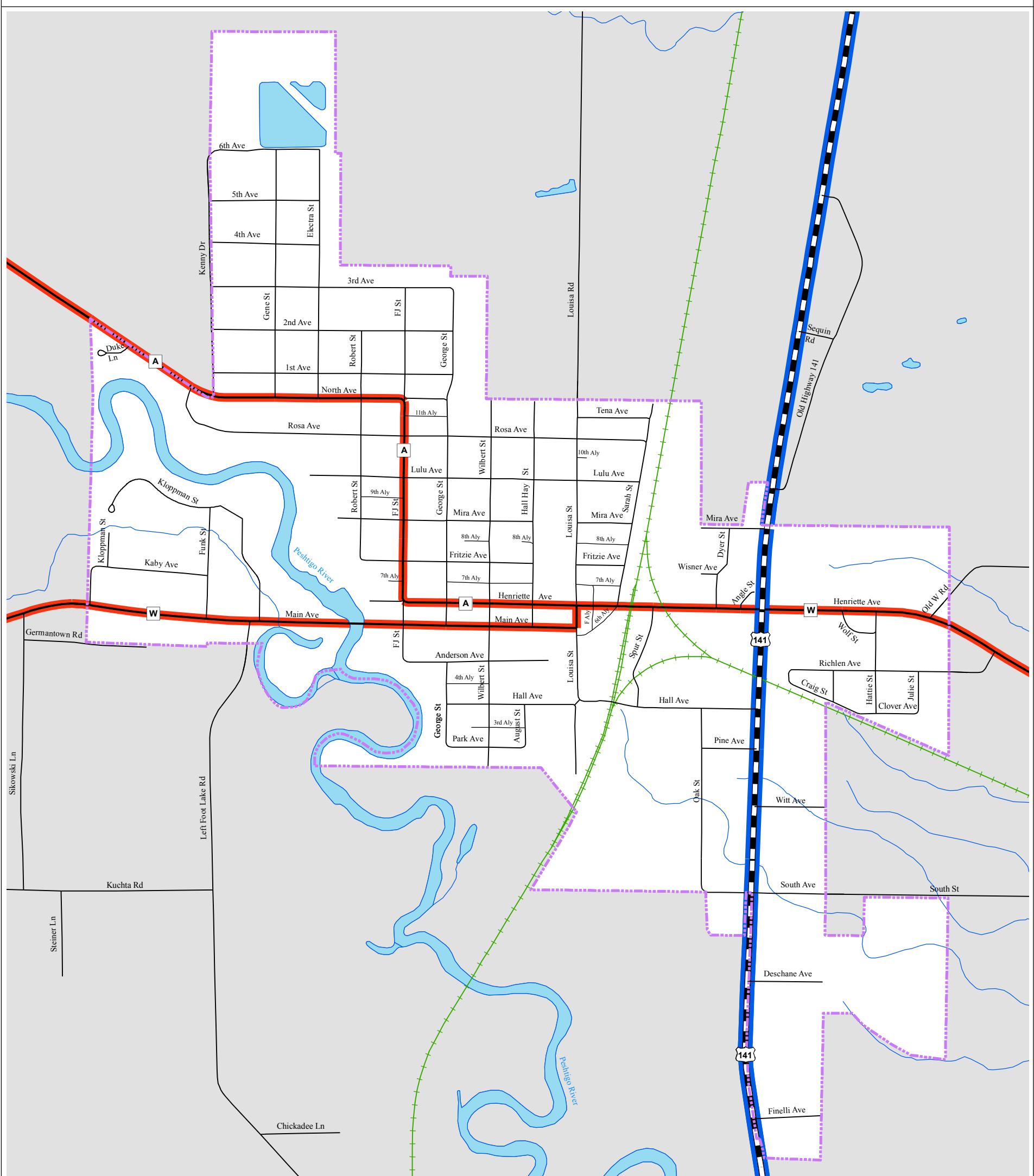
## Village of Crivitz

### Marinette County

# Village of Crivitz 20-Year Comprehensive Plan

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Volume I: Village Plan



This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.

Source: WDOT; Village of Crivitz; Marinette County; Bay-Lake Regional Planning Commission, 2009.

The diagram consists of two horizontal arrows. The top arrow is blue and points to the right, labeled "Principal Arterial". The bottom arrow is red and points to the right, labeled "Major Collector".

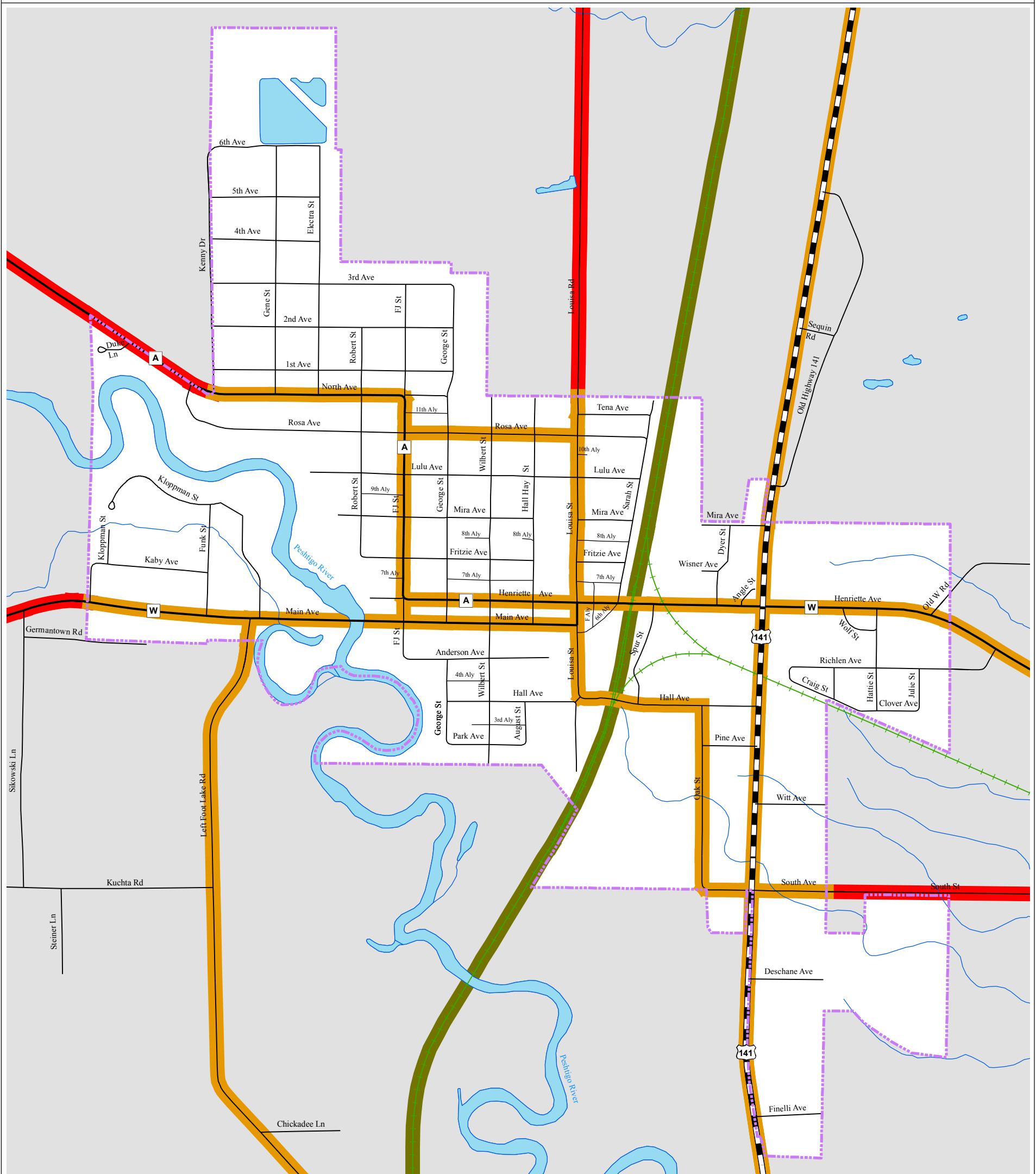
## Base Map Features

- Village Boundary
  - U.S. Highway
  - County Highway
  - Local Roads
  - Alley
  - Railroad
  - Surface Water

# Recommended Bicycle Facilities

## Village of Crivitz

### Marinette County



#### Proposed Bicycle Accomodations Associated with Highway Rights-of-Way

- Existing Bicycle Routes
- Proposed Bicycle Routes

#### Bicycle Ways Associated with Natural Resource or Utility Corridors

- Proposed Bicycle Routes

#### Base Map Features

- Village Boundary
- U.S. Highway
- County Highway
- Local Roads
- Alley
- Railroad
- Surface Water



0 0.25 0.5  
Miles

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Source: Village of Crivitz; Marinette County; Bay-Lake Regional Planning Commission, 2009.

# **CHAPTER 9:**

## **UTILITIES AND COMMUNITY FACILITIES**

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## **INTRODUCTION**

This chapter provides an inventory of the location, use, and capacity of existing utilities and community facilities in the Village of Crivitz. Public utilities and community facilities are important infrastructure needed to support a healthy, safe, and sustainable environment for individuals to live, work, and raise a family.

The availability, quality, and level of service are all contributing factors that attract and retain families and businesses in a community. These services include sanitary sewer service, storm water management, water supply, solid waste disposal, on-site wastewater treatment technologies, recycling facilities, parks, telecommunications facilities, power-generating plants and transmission lines, cemeteries, health care facilities, child care facilities and other public facilities, such as police, fire and rescue facilities, libraries, schools and other governmental facilities.

## **ELECTED OFFICIALS AND COMMITTEES**

### **Village of Crivitz Board of Trustees**

Village of Crivitz is governed by an elected Board consisting of a president and six trustees. All members serve a two year term.

The Village Board oversees many services provided by Village of Crivitz. The Village Board has the responsibility of adopting and enforcing policies and ordinances; establishing an operating budget; managing Village property; overseeing human resources; generating revenues through grants, taxes, special assessments, and fees; entering cooperative agreements with other municipalities; making land use decisions through zoning; and ensuring services meet defined levels and quality.

### **Village Staff**

The village staff consists of a full-time clerk/treasurer, a part-time municipal court clerk, a part-time deputy clerk/treasurer, a part-time building inspector, one police chief, one patrol officer, one fire chief, 23 current volunteer firefighters out of 25 allocated positions, 1.5 public works employees, 1.5 water and sewer employees, and one part-time year round worker.

### **Hired/Contracted Professionals**

The professionals hired or contracted by the village include an attorney, assessor, and auditor.

### **Village Comprehensive Plan Committee/Commission**

The Village of Crivitz Plan Committee is a 13 member committee established to oversee the development of the Village of Crivitz's 20-Year Comprehensive Plan. On Sept 15, 2009, the village formed a 7 member Plan Commission with the responsibility of recommending the plan and its subsequent updates to the Village Board for adoption. In addition, they are to cooperatively work with Marinette County to prepare the County Multi-Jurisdictional Comprehensive Plan.

### **Zoning Board of Appeals**

The Zoning Board of Appeals is a five citizen member board, with two alternate members appointed by the Village President. All members serve a three year term. The board is responsible for:

- Hearing and deciding on appeals where it is alleged there was an error in the enforcement of Village zoning code or any ordinance adopted under the Wisconsin statutes for wetlands, floodplains, or farmland preservation.
- Hearing and deciding on special exceptions and use variances to the terms of the Village zoning and floodplain zoning regulations.
- To permit the erection and use of a building in any location that is appropriate and in harmony with the general purposes of the Zoning Code.

### **Committees**

In addition to the Comprehensive Plan and Zoning Board of Appeals Committees, the village has six other committees overseeing and advising the Village Board on a variety of issues and topics. They are the Parks and Recreation, Development, Public Works, Public Safety, Utilities, and Finance committees.

## **UTILITIES INVENTORY AND ANALYSIS**

### **Electric Service**

Wisconsin Public Service supplies the electric service to the Village of Crivitz residential, farm, commercial, and industrial customers. The electricity is generated at the J. P. Pulliam coal-fired plant in Green Bay.

The village has one major transmission line (138-kV) within their boundaries. It is owned and operated by the American Transmission Company (ATC) and follows Highway 141 originating from the Pulliam Power Plant in Green Bay. The electric service is considered to be adequate for the village's current and future uses.

### **Natural Gas**

Wisconsin Public Service provides natural gas service to the village. Natural gas is distributed to the village through ANR Pipelines. The capacity of the system is considered adequate, but may be updated if necessary for future growth of the area.

### **Renewable Energy Sources**

Renewable Energy Sources are sources of energy that are essentially inexhaustible. Such sources include water, solar, wind, and biomass (e.g., wood, waste, geothermal, hydropower, wind, photovoltaic, and solar thermal energy).

Fourteen hydropower facilities are located in or near Marinette County. Six are located along the Peshtigo River at Caldron Falls, High Falls, Johnson Falls, Sandstone Rapids, Potato Rapids, and Peshtigo. The remaining hydropower facilities are located along the Menominee River.

### **Telecommunication Facilities**

CenturyTel is the telephone service provider for the Village of Crivitz. A variety of service providers also offer cellular and long distance telephone services to residents.

A number of companies provide dial-up internet and high-speed internet service to the Village. Various satellite services also offer access to high-speed internet.

Cable television is provided by Howard Cable to Village residents. Dish Network and Direct TV also offer satellite TV services.

## **Water Supply**

A municipal water system serves the majority of residential, commercial, and industrial users in the Village of Crivitz. The municipal water system is comprised of three community groundwater wells and one 250,000 gallon tower. The wells have a depth of 50, 172, and 180 feet. The third well went on line in February, 2009. To help protect the village wells, a wellhead protection plan was submitted and approved by Kris Khatri of WDNR on November 11, 2008. The plan will go into affect once the Town of Stephenson adopts it. According to the Wisconsin Department of Natural Resources, the Crivitz Waterworks system has a high susceptibility to contamination by all contaminants and future activities to protect wells should focus on whether there is a need to update the wellhead protection plan or the ordinance to further protect the recharge area around the wells.

The system has a capacity of 652,320 gallons per day. The emergency usage well (well #1) adds an additional 396,000 gallons per day to the system in the event of a severe fire. The 2008 average consumption was 138,000 gallons per day, with a peak consumption of 309,000 gallons per day.

The water system has been deemed sufficient to meet the everyday needs of the residents and in those rare instances where large quantities of water are needed for a short period to combat a structural, grassland, or forest fire. In addition, the current municipal water system is considered adequate to service a forecasted 100 percent increase in new users, the need to expand and/or upgrade the system will be dependant on the types and numbers of new residential units and businesses that will locate within the community over the next 20 years. Although the system is adequate in all area, maintenance of wells, well pumps, and distribution system will continue to be a priority as the current system ages and new development dictates a greater level of service and capacity. See Map 9.1 for the Village of Crivitz municipal water lines.

## **Wastewater Treatment Facilities**

The majority of residential, commercial, and industrial users in the Village of Crivitz are served by a municipal wastewater treatment facility. The sanitary sewer system collects, pumps, treats, and dispose of sewage discharged from residential, commercial, industrial and public authority consumers.

The village's treatment system is a secondary system consisting of activated sludge, secondary clarification and disinfection utilizing chlorine. The wastewater plant was built in 1992 with a maximum daily flow design of 215,000 gallons per day. The average load is 120,000 gallons per day with a peak load of 440,000 gallons per day.

Currently there is one residence on a septic system in the Village of Crivitz.

The collection system is made up of approximately 100,000 feet of mixed plastic and concrete gravity sewer mains. In addition, there are five lift stations.

The municipal wastewater treatment system is adequate at this time and for the next few years based on population projections. However, the system will need ongoing maintenance and the



Source: Village of Crivitz website, 2008

capacity evaluated on an ongoing basis as new development occurs in and adjacent to the municipal system.

### **Sewer Service Area**

A sewer service area is an identified geographic area where sewer services will most appropriately be made available sometime in the future. Delineating a service boundary is a critical step in designing sewage collection and treatment facilities to serve existing and future residents of the Sewer Service Area (SSA) that are cost effective and environmentally sound.

The service area is delineated using an area's 20-year population projection, an acceptable residential population density, and a forecast of non-residential (i.e. commercial and industrial growth) users all of which result in acreage demand and allocation. The service area excludes major areas found to be environmentally unsuitable for sewered development. Land included in the service area is deemed appropriate and economical to receive service; however, the governmental entities providing sewer service are not obligated to service specific areas.

There are no SSA's in the Village of Crivitz. The Marinette Areawide SSA encompasses 29 square miles of land in the southeastern corner of Marinette County and includes the City of Marinette and portions of the towns of Peshtigo and Porterfield.

### **Sanitary Sewer Districts**

A sanitary sewer district is an independent special district providing wastewater collection, treatment, and disposal services to residents and businesses in a pre-determined geographic area. A board oversees the district and establishes an annual operating budget. An annual charge is based on the number of users in the district, type of user (residential, commercial, industrial) geographic area, and type of treatment and disposal. Users are assessed a fee that is collected bi-annually by the district to cover costs associated with the facilities. The Town of Goodman Sanitary District #1 is the only sanitary sewer districts within Marinette County.

### **Private Onsite Wastewater Treatment Systems**

A private onsite wastewater treatment system (POWTS) is a system employing biological and mechanical processes to remove the viruses, bacteria, and other contaminants contained in the wastewater discharged from a dwelling or public building. The most common POWTS are conventional seepage trenches and beds; seepage pits; mound systems; and at-grade systems. Holding tanks are also regulated as a POWTS. There is currently one residence on a septic system in the Village of Crivitz.

***Chapter Comm 83*** health and safety code sets parameters, options, prohibitions, and limitations for the design of POWTS. The purpose of this chapter is to establish uniform standards and criteria for the design, installation, inspection, and management of a private onsite wastewater treatment system, so it will protect public health by maintaining safe ground and surface waters. The code gives property owners the opportunity and flexibility to meet environmental performance standards with new treatment technologies where conventional systems were not previously permitted. As a result, communities should promote improved land use controls, orderly development patterns, and shared on-site systems to protect against the contamination of all water resources with the increase in use of these expanded systems.

### **Storm Sewer**

The storm sewer system is designed to carry mainly rainfall runoff away from developed areas. The primary purpose of the storm sewer system is to drain excess rainfall to prevent flooding and

provide drainage for roads and adjacent properties. These systems are not designed or meant to handle sewage.

Storm sewer systems consist of curbed streets, gutters, and a variety of storm pipelines with the inlets found at curbs or low-lying outdoor areas. Runoff is carried in underground pipes or open ditches and discharges (untreated) into streams or other surface water bodies. In the rural areas, stormwater primarily drains through a series of maintained ditches and culverts.

Although storm sewer systems are efficient at dispersing water away from developed areas to avoid flooding, they typically do not treat runoff. This is a concern for water quality in the watershed. Stormwater management is becoming increasingly important as more development creates greater runoff and increased susceptibility to poor water quality conditions.

## **COMMUNITY FACILITIES**

### **Administrative Facilities**

#### **Crivitz Village Hall**

The Village of Crivitz administration center is located at 800 Henriette Ave. The facility houses the Clerk's Office; Public Works, Utilities, and Police Department. Handicap accessible parking is available adjacent to the building. The village conducted ADA upgrades to the village hall during the winter of 2008/2009.

#### **Other Village Facilities**

- Fire Station, 1211 F.J. Street
- Waste Water Treatment Plant, 2000 Gene Drive
- Storage Facility, 1120 Wilbert Street

#### **Community Facilities**

- Crivitz Area Branch Library, 606 Louisa Street
- Compost Facility, 2000 Gene Drive
- Recycling Facility, 315 Louisa Street
- U.S. Post Office, 1210 FJ Street
- Crivitz Rescue Squad Inc., 1100 Henriette Avenue
- Crivitz Elementary/Middle School, 718 Hall Hay
- Crivitz High School, 400 South Avenue
- Central Region Community and Regional Learning Center, 418 South Hwy 141

Public and community facilities are shown on Map 9.2.

### **Solid Waste Disposal and Recycling Facilities**

Waste is collected and disposed of either through public works departments, private haulers, or residents who transport their own refuse to designated areas. The waste is then hauled to the

MAR-OCO Landfill located on N7785 Schaffer Road in the Town of Stephenson in Marinette County.

There is a compost facility in the village operated by Northwoods Recycling Coalition for yard waste generated within the village limits and surrounding area. The site is available for all village residents and business owners to use. Residents may dispose of yard waste and brush at the site on the 1st and 3rd Saturdays of each month from 9:00 am to 12:00 noon beginning on April 5<sup>th</sup>. At this time the village feels the facility is adequate and does not need any updates.

Recycling is regulated under Chapter 287 of the Wisconsin Statutes. Enacted in 1990, the Recycling Law effectively made recycling a mandatory activity by prohibiting certain materials from being disposed in landfills within the state. The Recycling Law allows yard waste, waste oil, and waste tires to be burned with energy recovery. A Wisconsin community must have an approved recycling program in order to use a Wisconsin landfill for disposal of municipal solid waste generated in that community.

Marinette County Land Information Department works cooperatively with all the municipalities to manage solid waste and state banned materials. Since 1995, the items listed below are banned from disposal in landfills and are collected at recycling centers. Some items may have a cost associated with their disposal.

- Lead
- Newspapers
- Major appliances
- Aluminum cans
- Corrugated cardboard
- Yard waste
- Bi-metal
- Cans
- Plastic containers<sup>1</sup>
- Acid batteries
- Glass bottles and jars
- Magazines
- Used motor oil
- Steel (tin) cans
- Office paper
- Steel/aluminum
- Tires

The Northwoods Recycling Coalition operates a facility at 315 Louisa where the items listed above can be recycled. In addition, all businesses and institutions must recycle computers and fluorescent bulbs unless they are managed as a hazardous waste.

### **Road Maintenance**

The Village of Crivitz Public Works Department provides both general and winter maintenance of roads including: patching, crack filling and seal coating of pavement, shoulder maintenance and vegetation control, bridge and culvert maintenance, litter and trash pickup, guard rail installation and repair, signing, pavement marking, and traffic control. Winter maintenance includes the application of sand and salt, plowing, shoveling and contracting the hauling of snow. Additionally, the department contracts road construction, pavement resurfacing (blacktopping), bridge repair, culvert repair, and installation.

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<sup>1</sup>Currently only plastic food and beverage containers numbered one and two (#1 and #2) must be recycled. DNR has granted a waiver to collection requirements and disposal restrictions for plastic containers made of resins numbered three through seven (#3 - #7) and for polystyrene foam packaging.

The Highway Department's responsibility is to maintain the County and State Trunk Highway A, W, and 141 for safety and convenience of people traveling through the Village of Crivitz. One of three county storage, maintenance, and repair facilities is located in the Village of Crivitz.

### **Facility Maintenance**

The Village Public Works Committee and Public Works Department oversees the maintenance and operation of village facilities in the Village of Crivitz.

### **Postal Services**

The Village of Crivitz's postal services are provided by the U.S. Post Office located at 1210 FJ Street. The building was built in 1998 with 493 lock boxes. Private parcel carriers (UPS, DHL, FedEx, etc.) also serve the village.

### **Protective and Emergency Services**

#### **Law Enforcement and Protection**

Police protection for the village is provided by the Crivitz Police Department, located in the Village Hall at 800 Henriette Ave. and the Marinette County Sheriff's Department.

The department was created in 1992 and currently staffs two full-time officers. They utilize two automobiles. The department covers the corporate limits of the village.

Village officers are dispatched by the Marinette County Dispatch Center and may be requested by calling the non-emergency telephone number (715)732-7600. Officers respond to approximately 800 emergency and non-emergency calls a year. When a village officer is not on duty the police department is covered by the Marinette County Sheriff's Department.

#### ***Marinette County Jail***

The Marinette County Jail is located at 2161 University Drive in the City of Marinette. It was built in 2004 and has a maximum capacity of 164 adult inmates. The jail has a total of 19 maximum security cell blocks; including 4 receiving cells, 11 segregation cells, 1 rubber cell, and 3 maximum pods. There are 5 medium and minimum pods and 5 huber dorms. Marinette County contracts with Oconto County to utilize their jail to alleviate inmate overcrowding. At this time the facilities are adequate and there is no need for improvements.

#### **Fire Protection**

Fire protection for the Village of Crivitz is provided by the Crivitz Fire Department. The Crivitz Fire Department consists of 23 volunteer firefighters out of 25 allocated positions and provides fire protection to an approximate 55 square mile area that includes the Village and Town of Stephenson. In addition, the department maintains mutual aid agreements with neighboring departments in the county to ensure there is adequate response and coverage during large fire events.

The new Crivitz Fire Station is located at 1211 F.J. Street and was built in 2004 with local funding and grant from the Wisconsin Department of Commerce Community Development Block grant program. The building was designed by Martenson & Eisele Architects and constructed by IEI General Contractors. The building houses a large apparatus area, meeting room, locker/shower rooms and offices. Some of the department equipment consists of a 1991 Spartan fire engine, two tankers, a pumper, equipment van, a 4 x 4 brush truck, Fontana "banana" rescue boat, jaws of life, and cold water rescue equipment.

The department responds to approximately 75 calls per year with in the Village and Town of Stephenson.

#### ***Insurance Service Office (ISO) - Public Protection Classification (PPC)***

The adequacy of fire protection within a fire protection district is evaluated by the Insurance Service Office (ISO). ISO collects information on municipal fire-protection efforts in communities throughout the United States. In each of those communities, ISO analyzes the relevant data using their Fire Suppression Rating Schedule (FSRS) and assigns a Public Protection Classification (PPC) - a number from 1 to 10. Class 1 represents the best protection, and Class 10 indicates that the area's fire protection does not meet ISO's minimum criteria. The PPC classification for the Village of Crivitz is a 6 and the surrounding rural area within five miles is a 7.

A community's PPC depends on the analysis of several components of fire protection including:

- fire alarm and communication systems including telephone systems, telephone lines, staffing, and dispatching systems;
- the fire department including equipment, staffing, training, and geographic distribution of fire companies; and
- the water supply system including the condition and maintenance of hydrants, and a careful evaluation of the amount of available water compared with the amount needed to suppress fires.

In addition, according to the National Fire and Police Association, fire protection should meet the following standards:

- A **high density residential<sup>2</sup>** community should have a fulltime staff and chief and an average response time of 4 minutes.
- A **medium density residential<sup>3</sup>** community should have a staff that is partly on-call and an average response time of 6 minutes.
- A **low density residential<sup>4</sup>** community should have all on-call staff, but does not need fulltime staff and an average response time of 8 minutes.

ISO helps communities evaluate their public fire-protection services. The program provides an objective, countrywide standard that helps fire departments in planning and budgeting for facilities, equipment, and training. Throughout the United States, insurers of homes and business property use ISO's Public Protection Classifications in calculating premiums.

#### **Emergency Medical Services**

The Village of Crivitz EMS/ambulance service is provided by the *Crivitz Rescue Squad Inc* located at 1100 Henriette Avenue. **Map 9.3 (EMS/Ambulance Service Areas)** displays the service areas of each of the EMS/ambulance providers covering Marinette County. The emergency services are provided by a combination of paid volunteers and one fulltime staff member.



Source: Village of Crivitz website, 2008

<sup>2</sup> High density residential development is defined as residential development with 3 or more units per acre.

<sup>3</sup> Medium density development with 1 to 2.99 units per acre.

<sup>4</sup> Low density development having less than one unit per acre.

## **Emergency Management**

The Village of Crivitz follows the Marinette County Emergency Management plan. In addition, the village created a comprehensive emergency response plan specific to the village in 1999. It is currently in the process of being updated.

## **Education**

The Village of Crivitz is located within the Crivitz School District. The Crivitz School District covers 286 sq miles and serves all or part of six municipalities. Those municipalities include the Village of Crivitz, the Towns of Lake, Stephenson, Middle Inlet, Riverview, and Beaver.



The Crivitz School District includes one elementary/middle school and one high school. The elementary/middle school located at 718 Hall Hay in Crivitz was built in 1925 with an addition in 1969. It covers grades Pre-K to 8<sup>th</sup> and in the 2007/2008 school year had 506 students enrolled. The high school located at 400 South Avenue in Crivitz was built in 1999. It covers grades 9<sup>th</sup> to 12<sup>th</sup> and in the 2007/2008 school year had 266 students enrolled.

Several children in the planning area are enrolled in the private school, Faith Christian School, located at 233 West Main Street in Coleman.

The Village of Crivitz is part of the Northeast Wisconsin Technical College (NWTC) District of the Wisconsin Technical College System. The main NWTC campus is located in Green Bay, while the Central Region Community and Regional Learning Center is located in the village at 418 South Hwy 141. The center serves the communities of Coleman, Crivitz, Lena, Oconto, and Wausaukeee and features computer labs, video conferencing, and classrooms. In addition, NWTC has an understanding with the Crivitz School District to share resources, including classroom space and the distance-learning classroom, to provide quality educational opportunities for the adult community during and after school hours.

There are a number of four-year universities and two-year technical colleges serving village residents. They include the University of Wisconsin-Green Bay, St. Norbert College, Rasmussen College, University of Wisconsin-Marinette (City of Marinette), the College of Menominee Nation in Keshena, and Northland Baptist Bible College.

## **Library**

Village of Crivitz residents utilize library services through the Crivitz Area Branch Library located at 606 Louisa Street. The Crivitz Area Branch Library is part of the Marinette County Consolidated Public Library Service. The library system is part of the overall Nicolet Federated Library System (NFLS), which covers the counties of Brown, Door, Florence, Kewaunee, Marinette and Oconto. The Marinette County Consolidated Public Library Service is funded by taxpayers of Marinette County and provides services, equipment, monetary grants, professional consultation, and educational opportunities in northeastern Wisconsin for the benefit of all residents.

## **Health Care Facilities**

There is one medical facility within the Village of Crivitz, the Northreach Crivitz Medical Center, located at 218 S. US Highway 141. There are also a number of specialized facilities found throughout the village that provide chiropractic, dental, and massage therapy services.

In addition to these healthcare centers there are medical facilities in the cities of Marinette, Oconto Falls, and Oconto.

Nearby hospitals serving village residents include:

- Bay Area Medical Center located at 3100 Shore Drive in the City of Marinette for emergency services and other medical needs.
- Bond Medical Center in the City of Oconto.
- Community Memorial Hospital in the City of Oconto Falls.
- Dickinson County Healthcare System in Iron Mountain, Michigan are also utilized by county residents.

### **Childcare Facilities**

Childcare is a significant consideration for families and employers alike, since it is becoming the norm that both parents are part of the workforce and more families are headed by a single parent.

There are three licensed/certified childcare facilities in the Village of Crivitz. Two facilities are classified as family (up to eight enrolled) and one facility is classified as group (nine or more enrolled).

Information detailing each childcare facility's classification, hours, days of operation, and capacity is available through the Wisconsin Department of Health and Family Services website.

In addition, residents also utilize in-home/private unlicensed childcare facilities located throughout the planning area.

### **Adult Care and Assisted Living Facilities**

The Village of Crivitz contains several adult care facilities including Adult Family Homes (AFH), Community Based Residential Facilities (CBRF), nursing homes, and home health agencies.

- AFHs are facilities where three or four adults who are not related to the operator reside and receive care, treatment or services that are above the level of room and board and that may include up to seven hours per week of nursing care per resident.
- CBRFs are facilities where five or more unrelated people live together in a community setting. Services provided include room and board, supervision, support services, and may include up to three hours of nursing care per week.
- A nursing home is a place of residence for people who require constant medical care, at a lower level than a hospital. Usually the residents are elderly, but the term can apply to places of care for the mentally or physically ill.

According to the Wisconsin Department of Health Services the Village of Crivitz contains 1 AFHs, 1 CBRFs, 1 nursing home, and 1 licensed home health agency. They are:

- Rost-Huebner House, located N6726 Leftfoot Lake Road, is an AFH operated by Newcare, Inc. with a housing capacity of four people.
- Newcare Residence, located at 903 Main Avenue, is a CBRF operated by Newcare Inc. with a housing capacity of 20 people.

- Newcare Convalescent Center, located at 903 Main Avenue, is a nursing home operated by Newcare Inc., with 64 beds.
- The Woodlands Home Health Services, located at 410 Highway 141, is a licensed Wisconsin home health agency.

### **Cemeteries**

There are two cemeteries within the village. They are:

- St. Mary's Catholic
- Forest Home

### **Parks and Recreation**

The Village of Crivitz has numerous recreational opportunities. Below is a description of each area within the village, along with the recommendations for improvement from the *Marinette County Comprehensive Outdoor Recreation Plan* completed in 2007. A general recommendation for all of the park facilities in the village is that uniform signage is used. Map 9.3 shows the location of all parks and recreation facilities within the village corporate limits.

#### **Lilac Park**

Lilac Park is a very small, local resident park that is located east of Hall Hay Street, north of Lulu Avenue, and south of Rosa Avenue. The park contains two benches and one sign. On-street parking is available at this location; however, it is very limited.

Recommendations included a small playground climbing unit, grounds be maintained at a higher level than is currently being performed, planting of lilac bushes, and the addition of a picnic table and grill.

#### **Village Square**

The Village Square, owned and maintained by St. Mary's Catholic Church, is an open space area located on the north side of Main Avenue between George and Wilbert Streets. This site is primarily a grass covered, passive recreation area with some large shade trees. Off-street parking can accommodate approximately 50 cars.

#### **Triangle Street Park**

Triangle Street Park is a small triangle park located at the intersection of US Highway 141 and Angle Street in the eastern portion of the village. Included in the park is a village welcome sign and flag pole. Due to its small size, it is not used as an active recreation site but is a popular "dog walking" area.

Recommendations included adding more attractive plantings in the area of the waterfall, the grounds being maintained at a higher level than is currently being performed, replacing the "Welcome to Crivitz" sign, and improving the general visual appearance



Source: Village of Crivitz website, 2008

### **Crivitz Community Veteran's Park**

The Crivitz Community Veteran's Park is located in the southern portion of the village between the railroad tracks at the corner of Louisa Street and Hall Avenue. The park's primary attraction is the baseball diamond in the southwest corner of the park. The baseball diamond is lighted with bleachers and dugouts. The park also features Little Land Playground, a recreation area for children between the ages of 2 and 16. This seven and one-half acre park is for community wide use and provides:

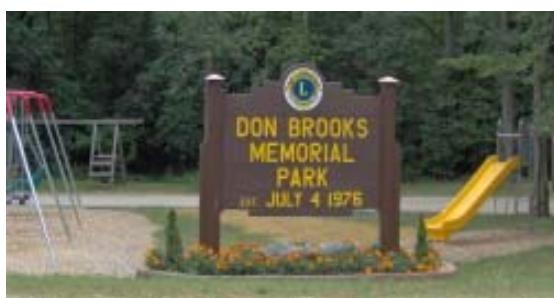
- 1 large pavilion, 1 small pavilion
- 12 picnic tables and 7 grills
- 6 benches
- ADA compliant men's and women's restrooms
- 7 swings
- 1 tire swing
- 1 sliding hang bar
- 1 hand grab trapeze
- 3 cargo net climbers
- 1 rope climb
- 1 tire tunnel
- 5 slides
- 3 sets of monkey bars
- 1 pole slide
- 2 balance beams
- 1 chin up bar
- 1 tic-tac-toe toss game
- Baseball diamond
- Bleachers
- Dugouts
- Scoreboard
- Fireman's Water Barrel
- Sherman tank



Source: Village of Crivitz website, 2008

Recommendations included the full development of a band shell, incorporating a sledding/tobogganing hill into existing hill, improving ADA accessibility, providing bicycle parking racks, installing a water fountain on bathrooms, and installing a sign on Louisa Street to identify the park

### **Don Brooks Memorial Park**



Source: Village of Crivitz website, 2008

Located south of Main Avenue along the west bank of the Peshtigo River is the Don Brooks Memorial Park. This recreation facility was built by the Crivitz Lions Club. The park's main attraction is a dry oxbow in the river which borders the park on the south side. There is enough off-street parking available to accommodate approximately five cars.

There is an unimproved boat landing and gravel foot path that can be used for fishing or hiking. The park also contains one wooden swing/climber, one chin up bar, three picnic tables, and three grills.

Recommendations included improving the boat launch facility, creating a swimming area with natural playground equipment, footpaths, and benches, acquiring additional lands surrounding the park as it becomes available to enhance the usability of the area, improving restrooms to include flush toilets, installing drinking fountains, purchasing land south of park for walking trails, and installing additional playground equipment

### **Fireman's Park**

Located in the northeast corner of Robert Street and North Avenue, Fireman's Park is a seasonal, fully lit, open air skating facility. There are also two picnic tables located at the park. There is off-street parking available for approximately 50 cars.

Recommendations included improving grounds care including landscaping, providing a warming house, providing a portable rest room, developing a fire pit, and adding benches.

### **Knights of Columbus Augie Oleck Memorial Park**

The Knights of Columbus Augie Oleck Memorial Park, owned by the Town of Stephenson, is located south of Hall Avenue directly east of August Street. This park is a special purpose facility for the Crivitz Youth baseball program. The facility is equipped with a hardball diamond, two dugouts, one scoreboard, one fenced in batting cage/practice area, two bleachers, one press box, one backstop, one portable restroom, two picnic tables, and one equipment storage shed.

Recommendations included that the restrooms should be improved to include flush toilets, drinking fountains should be installed, installing a bicycle storage rack, and installing a sign to identify the park.

### **Crivitz Youth Complex**

Crivitz Youth Incorporated is a privately funded facility that is located between Henriette and Fritzee Avenues and FJ and George Streets. The complex houses a day care facility for children between the ages of one month and six years of age. Children attending the day care have access to an educational center and a play center which is equipped with a playhouse, sandbox, two climbing apparatus with slides, and toys. A youth center for ages 12 through 17 provides foosball tables, pool tables, ping pong tables, a large dance/recreation hall, and a four-lane bowling alley. There is also a large, paved basketball court with two hoops located outside the youth center. The entire area is completely fenced in, providing a safe play area for children using the facility.

### **Village of Crivitz School Recreation Facilities**

The Crivitz Elementary School playground facility has three distinct play areas located around and near the school property. The largest recreation area is equipped with two sand volleyball courts, two tennis/basketball courts, a grass playfield, one plastic climber, one plastic slide, three large swing sets, one small swing set, and a bicycle rack. The Tot Lot Playgrounds are located east and south of the school and include two climbers, six spring animals, and a sandbox. The athletic field located at Crivitz High School, which is west of the intersection of South Street and Oak Avenue, is a special purpose facility for football, baseball, and track. This recreation area is equipped with a large bleacher that can accommodate at least 500 people, a small bleacher for approximately 50 people, a concession stand, restrooms, and a press box. The area is also serviced by its own irrigation system. Recommendations included providing bicycle parking racks at Crivitz High School.

### **Snowmobile Trails**

The Village of Crivitz has designated snowmobile trails within the village limits during the winter months. The purpose of the trails is to facilitate snowmobile access to and from outlying trails beyond the village's municipal boundaries. The designated snowmobile trail network consists of approximately two miles and is split into a northern and southern trail. The northern trail is a spur trail that begins at the intersection of Henriette Avenue and Sarah Street. It travels north and west to the Intersection of FJ Street and North Avenue where it dead ends. This trail travels north on Sarah Street until it intersects with the North Avenue right-of-way and then travels west on North Avenue until it comes to the intersection with FJ Street. The southern trail has two branches. The first branch is the southern branch where it first enters the village limits near Deschane Avenue. The trails then travel west through private property until it comes to Oak Street where the trail turns to the north. The trail runs north and westerly until it intersects Henriette Avenue and combines with the northern branch of the southern trail. The northern branch of the southern trail enters the village west of the intersection of Mira Avenue and Dyer Street where the trail travels south to Henriette Avenue. The Henriette Avenue main thoroughfare trail travels from US Highway 141 (which is a dead end to the trail but supplies the snowmobiles with opportunities for gas and food) to Crivitz Community Park where the trail turns and travels south and west until it reaches the Anderson Avenue right-of-way. The trail continues west on Anderson Avenue until it comes to the FJ Street right-of-way where it turns to the north. The trail continues north for one block until it turns to the west on Main Avenue which is also County Highway W where it continues out of the Village of Crivitz.

Recommendations included providing for better snowmobile trailer parking facilities, working with ATV clubs to create a trail network through the Village of Crivitz, and adopting a uniform appearance for all signage.

### **Bicycling Trails**

The Village of Crivitz has a bicycle route running through it designated by the *Bicycle Transportation Facilities Plan for the Bay-Lake Region*. The Crivitz Loop is a 12-mile loop in central Marinette County that travels through the village and near Lake Noquebay. The loop does provide access to Lake Noquebay County Park.

### **Undeveloped/Unimproved Parks**

#### ***North Star Wetlands Observatory Park***

This property is located north of 6th Avenue in North Star subdivision. It is a dual section that is new and undeveloped.

Recommendations for east side of the park included elevating the drylands overlooking the wetland area to create adequate parking, installing an observatory tower, removing equipment and materials from the site, planting native trees and vegetation in the southeast corner of the park, and moving Recycling Coalition brush and leaf collection site away from the pond area. Recommendations for the west side of the park included mowing a grass walking trail around the bog area.

#### ***South River Ridge Main Avenue Park***

Located north of Main Avenue along the west bank of the Peshtigo River is South River Ridge Main Avenue Park. This recreation facility is a new and undeveloped park. The park has two main topographic features. The first is the old earthen berm that served as the berm in the early 1900s. The other is the Peshtigo River itself. The park offers unlimited possibilities for development.

Recommendations included installing a plaque commemorating the dam wing wall and its significance to the village of Crivitz, developing campsites to accommodate tents and trailers equipped with lighting, running water, picnic tables, grills, and electricity, developing restroom and shower facilities and a sanitary dump station to accommodate new campsites, and improving an area overlooking the Peshtigo River to include benches that would allow for viewing and fishing.

### ***South River Ridge Kloppmann Street Park***

Located on the east side of Kloppmann Street is the Kloppmann Street Park. This recreation facility is a new and undeveloped park. The park's main topographic feature is its scenic beauty. Kloppmann Street Park is bordered by over 1,000 feet of Peshtigo River shoreline.

Recommendations included developing paved ADA compliant walking trails through this park to highlight the natural vegetation in the park, add benches, picnic tables, and grills throughout the park to allow viewing of the natural beauty, and developing a swimming area.

### **State Park and Recreation Sites**

There are no state and county parks or recreational sites located within the Village of Crivitz. However, there are several within close proximity to the village that allow the residents additional recreation opportunities. Below is a description of each.

#### ***Governor Thompson State Park***

The 2,600-acre Governor Thompson State Park is located 15 miles northwest of the Village of Crivitz in the town of Stephenson. When completed, according to the *Master Plan for Governor Thompson State Park*, the park will be developed to provide opportunities for public recreation and education in a rustic, forest setting. Planned development for the park includes creation of campgrounds; trails for hiking, cross-country skiing, bicycling, horseback riding, and snowmobiling; improvement of the existing boat landing; and two day use areas.

#### ***Peshtigo River State Forest***

The Peshtigo River State Forest is located in the Towns of Stephenson and Silver Cliff and includes 25 miles of river, 3,200 acres of surface water, and 9,200 acres of forest. The state forest property is different from a state park in that a state park generally offers more recreation opportunities and modern camping experiences with running water and electric capabilities. Recreation opportunities in the Peshtigo River State Forest include snowmobile and ATV riding, boating and paddling, camping, fishing, hunting and trapping, cross-country skiing, hiking, mountain biking, and swimming.

#### ***Menominee River Natural Resource Area***

This 1,962-acre property borders the west side of the Menominee River for about five miles. The property lies within the boundaries of the towns of Beecher and Pembine. Recreation opportunities in the Menominee River Natural Resource Area include camping, canoeing, hiking, fishing, hunting and trapping, bird watching, or even berry picking.

#### ***Peshtigo Harbor Wildlife Area***

Peshtigo Harbor State Wildlife Area is 3,660 acres of state-owned land located in the town of Peshtigo on the west shores of Green Bay. Recreation opportunities in the Peshtigo Harbor Wildlife Area include canoeing and kayaking, hiking, cross-country skiing, bird viewing, and educational programming.



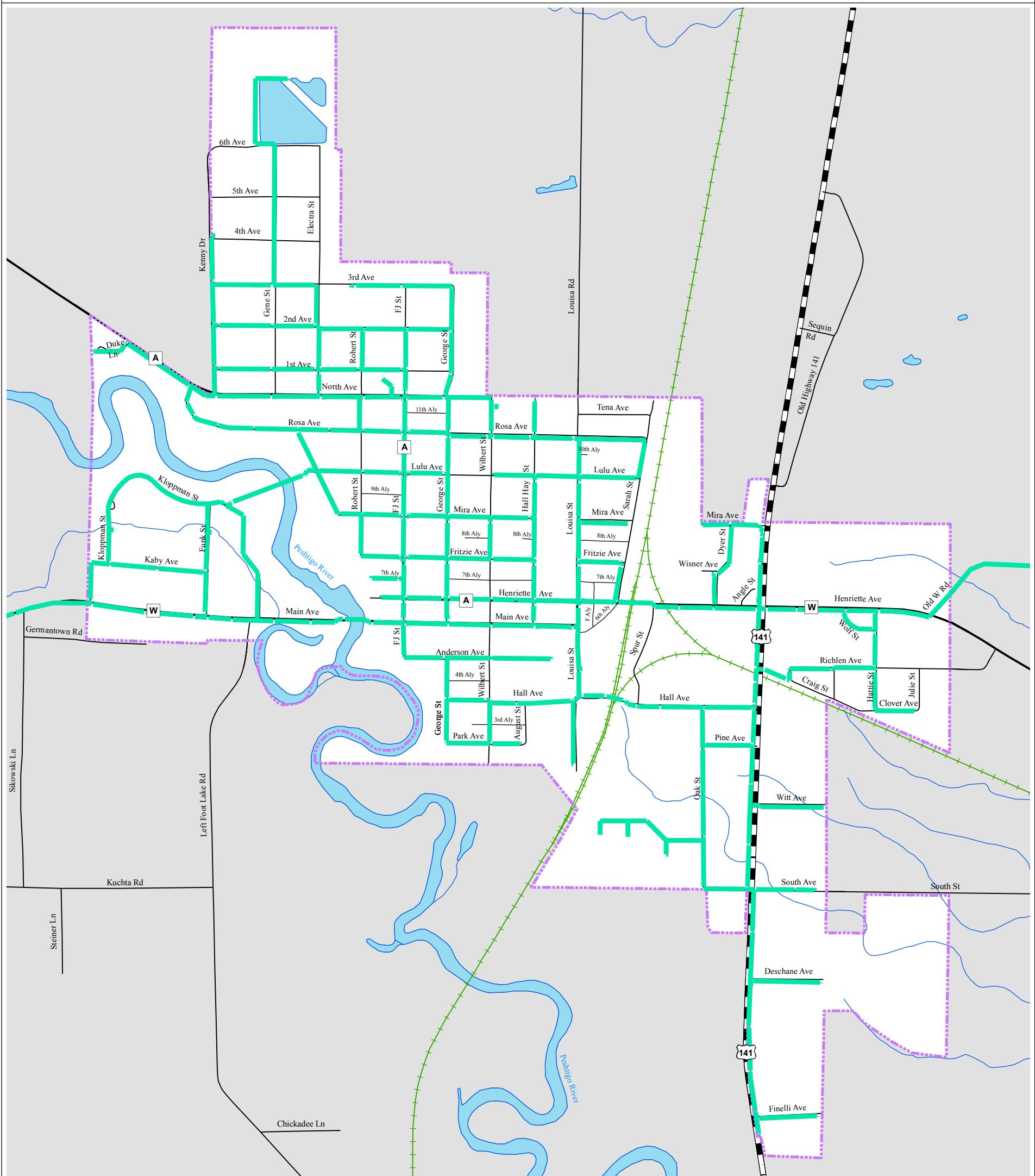
# Water Distribution System

## Village of Crivitz

### Marinette County

# Village of Crivitz 20-Year Comprehensive Plan

LI-6



# Water Main

## Base Map Features

- Village Boundary
  - U.S. Highway
  - County Highway
  - Local Roads
  - Alley
  - Railroad
  - Surface Water

This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.

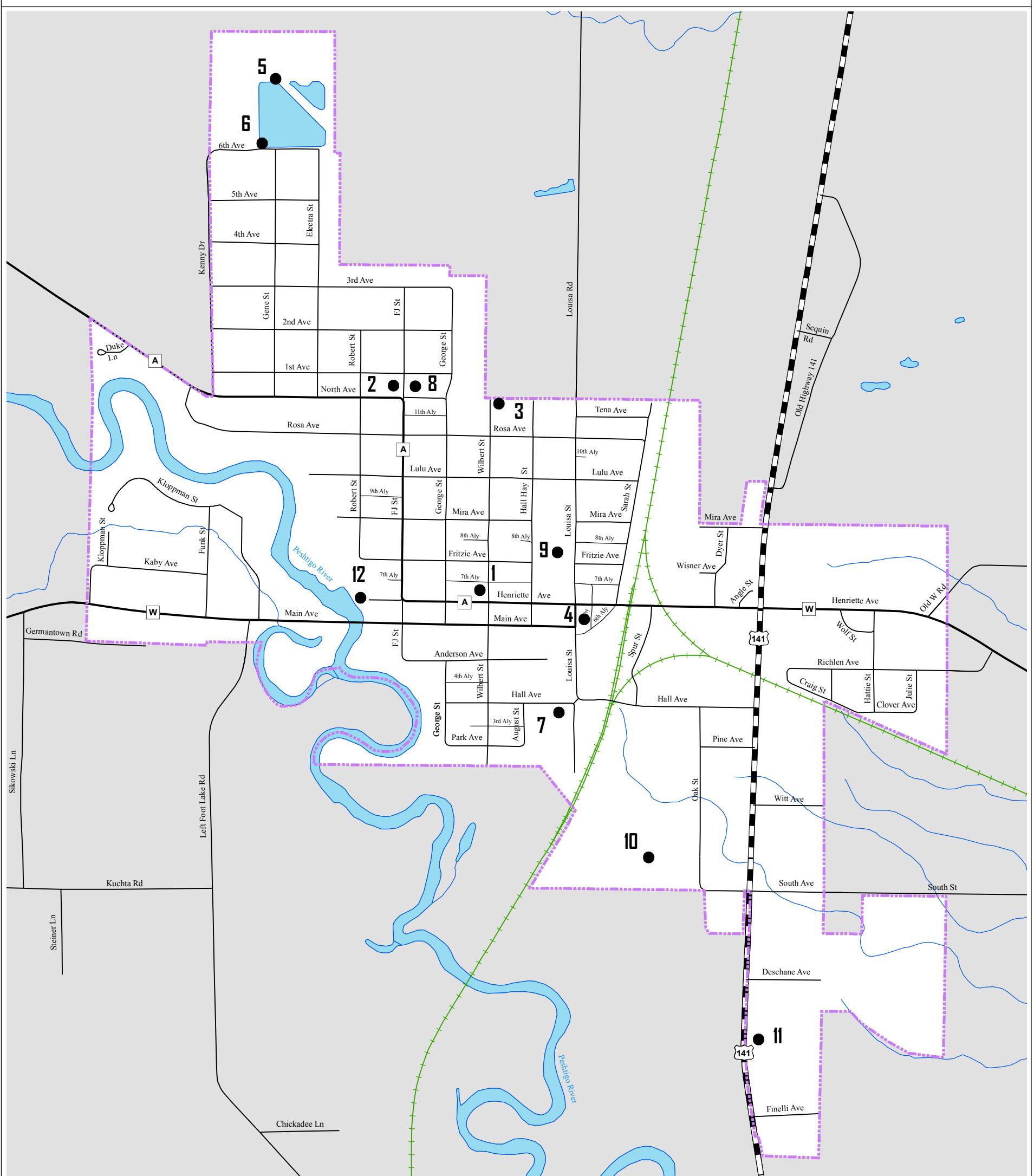
# Public and Community Facilities

## Village of Crivitz

### Marinette County

# Village of ChMtZ 20-Year Comprehensive Plan

61-6



This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.

Source: Village of Crivitz; Marinette County; Bay-Lake Regional Planning Commission, 2009.

## Community Facility

- |                                 |   |
|---------------------------------|---|
| 1 - Crivitz Village Hall        | 7 - Recycling Facility  |
| 2 - Fire Station                | 8 - U.S. Post Office  |
| 3 - Waste Water Treatment Plant | 9 - Crivitz Rescue Squad                                      |
| 4 - Storage Facility            | 10 - Crivitz Elementary School                                |
| 5 - Crivitz Area Branch Library | 11 - Crivitz High School                                      |
| 6 - Compost Facility            | 12 - Central Region Community<br>and Regional Learning Center |

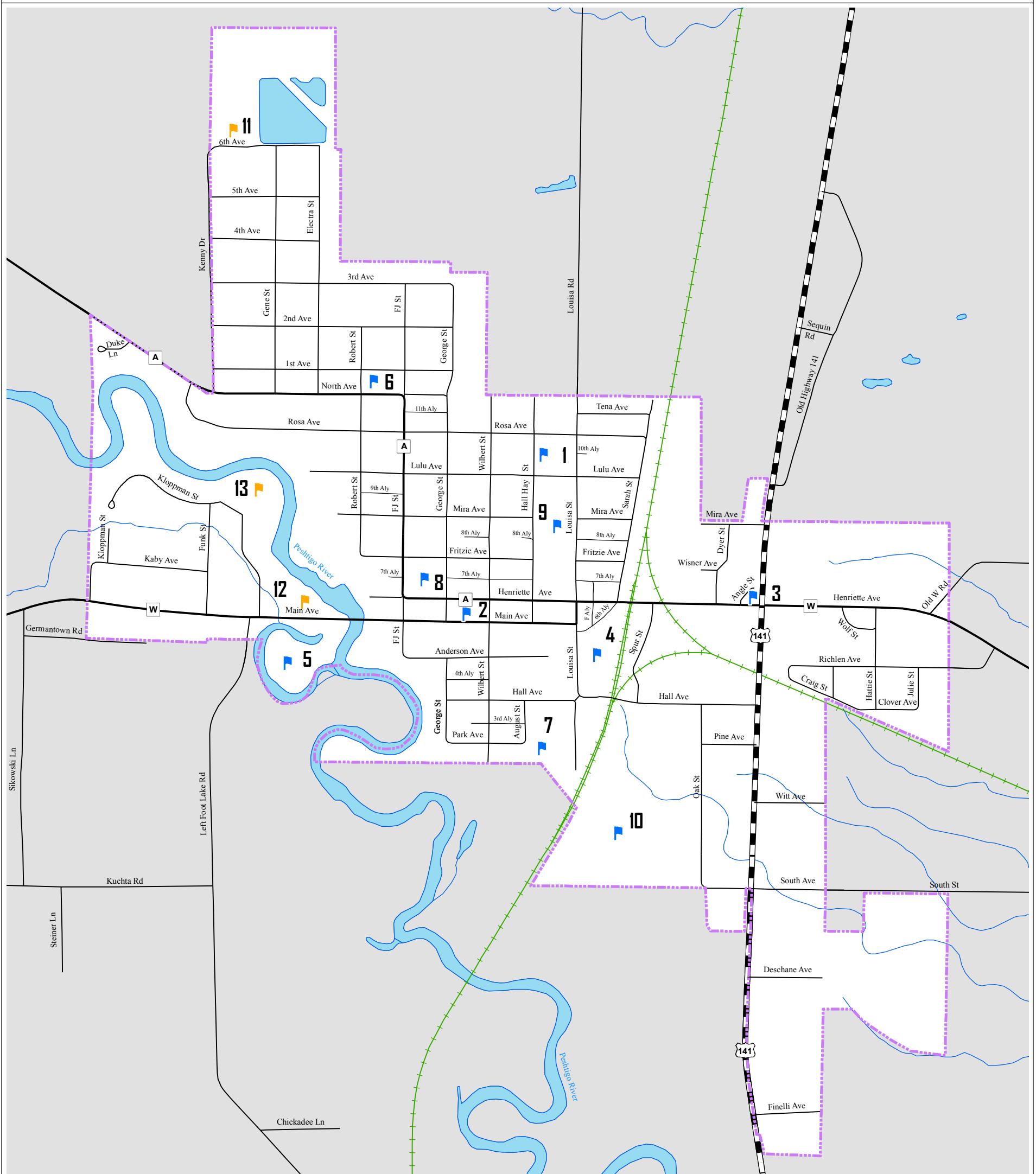
## Base Map Features

- Village Boundary
  - U.S. Highway
  - County Highway
  - Local Roads
  - Alley
  - Railroad
  - Surface Water

# Park and Recreation Facilities

## Village of Crivitz

### Marinette County



Developed Park

Undeveloped Park

- 1 - Lilac Park
- 2 - Village Square
- 3 - Triangle Street Park
- 4 - Crivitz Community Veteran's Park
- 5 - Don Brooks Memorial Park
- 6 - Fireman's Park
- 7 - Knights of Columbus Augie Oleck Memorial Park
- 8 - Crivitz Youth Complex
- 9 - Crivitz Elementary School Playground
- 10 - Crivitz High School Athletic Complex
- 11 - North Star Wetlands Observatory Park
- 12 - South River Main Avenue Park
- 13 - South River Ridge Kloppmann Street Park

#### Base Map Features

- Village Boundary
- U.S. Highway
- County Highway
- Local Roads
- Alley
- Railroad
- Surface Water



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Miles

This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.

Source: Village of Crivitz; Marinette County; Bay-Lake Regional Planning Commission, 2009.

# **CHAPTER 10:**

## **LAND USE CONTROLS AND INVENTORY**

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## **INTRODUCTION**

Preparing an exiting land use inventory is necessary to identify all the current types of land use within the village and its extraterritorial boundary. For the *Village of Crivitz 20 Year Comprehensive Plan*, it is important to inventory and assess discernable land use patterns within the entire planning area. Additionally, reviewing the land use controls utilized at each level of government will provide an overview of those regulations used to make past land use decisions that encouraged the current land use patterns. Through the review of past land use trends and current land use controls, a foundation for creating the village's future land use plan will be created (Chapter 2 of this document).

## **EXISTING PLANS AND LAND USE CONTROLS**

Each of the land use controls (e.g., development plans, zoning ordinances, etc.) are noted and briefly discussed in this section. Individually and/or collectively, they may influence or restrict the location and type of development within many areas of the Village of Crivitz and its extraterritorial boundary. These controls should be reviewed periodically to ensure they promote and guide the village's future land use plan.

### **Planning Documents**

#### **Comprehensive Plans**

The Village of Crivitz had a comprehensive plan prepared by consultants in 1980.

The Village of Crivitz's neighboring town (Town of Stephenson) is currently in the process of developing their first comprehensive plan. The plan, when completed, will provide reference information on the future development/preservation intentions of these two communities, and any changes to existing land use occurring in the town may have a direct impact on the village's recommended land use plan. For this reason, the intergovernmental cooperation element of each of the comprehensive plans is instrumental in providing an avenue for communication to help limit conflicts during future land use decisions.

#### **Park and Outdoor Recreation Plan**

Marinette County adopted an Outdoor Park and Recreation Plan in 2007 which meets the eligibility requirements for participation in Federal Land and Water Conservation Fund (LAWCON) grant program. LAWCON provides grants to assist in the provision of outdoor recreation facilities.

It is important for the village to have identified their planning initiatives within this plan in order for any identified park and recreation projects to be eligible for grant and federal funding assistance.

#### **Farmland Preservation Plan**

In 1977, Wisconsin's Farmland Preservation Act became law. The purpose of the law is to help local governments preserve farmland through local planning and zoning and by providing tax relief to participating farmers.

The Marinette County Farmland Preservation Plan of 1985 was written with attention given to urban growth that often results in the reduction of farmland, and to the alterations in facilities, services, and trends that affect the county's agricultural production. Several categories were

established in the plan to accomplish the goal of preserving farmland through planned rural and urban growth.

### **Land Use Regulations**

#### **Village Zoning Ordinance**

The Village of Crivitz's Zoning Ordinance is contained in the village's Municipal Code as Chapter 1 of Title 13. The purpose of the zoning code is to promote the comfort, health, safety, morals, prosperity, aesthetics, and general welfare of the people of the Village of Crivitz, Wisconsin.

The Zoning Code currently establishes eight districts including a residential district and a multiple family residential district. Additionally, there are four commercial districts established including a Central Business District; a Neighborhood Business District; a Highway Business District and a Retail/Industrial District.

The zoning ordinance also establishes criteria for planned unit development (PUD); traffic, parking and access; signs and billboards; television and radio transmission towers; and, wind energy systems.

For detailed information on the village's zoning districts, regulations, restrictions, permitted uses including the village's zoning map, please consult the *Municipal Code of the Village of Crivitz, Wisconsin*.

The Wisconsin planning enabling legislation requires that all land use related actions (regulations, etc.) of local governmental units must be consistent with their adopted comprehensive plan. *A portion of the village's zoning ordinance is intended to "... implement the community's comprehensive plan or plan components." As a result, the village's zoning codes shall be reviewed and updated to be made consistent with this adopted comprehensive plan and any subsequent updates to this plan.*

### **Subdivision Regulations**

The Subdivision Ordinance for the Village of Crivitz is contained in village's Municipal Code as Chapter 1 of Title 14. The purpose of this chapter is to promote the public health, safety and general welfare of Crivitz. These regulations are designed to facilitate adequate provision for transportation, water, sewerage and other public requirements. The regulations are made with reasonable consideration to, among other things, maintaining the character of the village with the intent of preserving the value of buildings placed upon land, providing the best possible environment for human habitation, and encouraging the most appropriate use of land throughout the village.

According to Wisconsin Statutes 236.45 (3), the Village of Crivitz may also use the Subdivision and Platting Ordinance to exercise its right to regulate the division or subdivision of land within its 1.5 mile extraterritorial area.

In addition to the village's Zoning Code, its Subdivision Ordinance shall also be reviewed and updated to be made consistent with this comprehensive plan and any subsequent updates to this plan.

Refer to the *Municipal Code of the Village of Crivitz* for more information on the village's Subdivision Ordinance.

### **Shoreland-Wetland Zoning Ordinance**

The Shoreland-Wetland Ordinance for the Village of Crivitz is contained in village's Municipal Code as Title 13, Chapter 2. This chapter was adopted to maintain safe and healthful conditions, to prevent and control water pollution, to protect fish spawning grounds, fish and aquatic life and wildlife habitation, to preserve shore cover and natural beauty and to control building development in wetlands whenever possible. When development is permitted in a wetland, the development should occur in a manner which minimizes adverse impacts upon the wetland.

The Shoreland-Wetland Zoning District includes all wetlands in the Village of Crivitz, Wisconsin, which are five (5) acres or more and are shown on the final wetland inventory map that has been adopted and made as part of this chapter and which are:

1. Within one thousand (1,000) feet of the ordinary high-water mark of navigable lakes, ponds or flowages; and
2. Within three hundred (300) feet of the ordinary high-water mark of navigable rivers or streams, or to the landward side of the floodplain, whichever distance is greater.

The village's Shoreland-Wetland Ordinance should also be reviewed and updated to be made consistent with this comprehensive plan and any subsequent updates to this plan.

Refer to the *Municipal Code of the Village of Crivitz* for more information on the village's Shoreland-Wetland Ordinance.

### **Building Code**

The Village's building code is contained in Title 15, as Chapter 1 of the Code of Ordinances. The code establishes minimum standards, provisions and requirements for safe and stable design, methods of construction and uses of materials in buildings and/or structures.

The Village's Building Code should also be reviewed and updated to be made consistent with this comprehensive plan and any subsequent updates to this plan.

## **CURRENT LAND USE INVENTORY**

### **Village of Crivitz**

Of the 1,003 acres that comprise the Village of Crivitz, approximately 535 acres, or 53.3 percent of the total land area in the Village is developed in various categories of land use (Table 10.1). Approximately 468 acres is categorized as undeveloped. The total of undeveloped land includes agricultural cropland, rivers and streams, natural areas and woodlands.

The developed land within the village includes slightly more than 171 acres in a mix of residential uses; more than 70 acres in commercial uses; approximately 13 acres in industrial and manufacturing uses, more than 170 acres in transportation use, 65.7 acres in institutional or governmental uses, and 21 acres developed as parks or playgrounds.

Table 10.1: General Land Use Acres and Percent Developed, Percent Undeveloped, 2009

<b>Total Land (Acres)</b>	<b>1003.04</b>
<b>Total Land Developed (Acres)</b>	<b>534.71</b>
Percent of Total Land Developed	53.31%
<b>Total Land Undeveloped (Acres)</b>	<b>468.33</b>
Percent of Total Land Undeveloped	46.69%
<b>Land in Residential Use (Acres)</b>	<b>171.24</b>
Percent of Developed Land Residential	32.02%
<b>Land in Commercial Use (Acres)</b>	<b>71.02</b>
Percent of Developed Land Commercial	13.28%
<b>Land in Manufacturing/Industrial Use (Acres)</b>	<b>12.88</b>
Percent of Developed Land Manufacturing or Industrial	2.41%
<b>Land in Transportation Uses (Acres)</b>	<b>171.11</b>
Percent of Developed Land in Transportation Use	32.00%
<b>Land in Institutional or Governmental Use (Acres)</b>	<b>65.70</b>
Percent of Developed Land in Institutional or Governmental Use	12.29%
<b>Land in Recreational Use (Acres)</b>	<b>21.14</b>
Percent of Developed Land in Recreational Use	3.95%
<b>Land in Agricultural Uses (Acres)</b>	<b>7.50</b>
Percent of Total Land in Agricultural Use	0.75%
<b>Land in Natural or Open Space Use (Acres)</b>	<b>460.83</b>
Percent of Total Land in Open Space Use	45.94%

Source: Bay-Lake Regional Planning Commission, 2009.

### **Land Use Types and Amount**

A detailed field inventory of land uses in the Village of Crivitz and within the 1.5 mile extraterritorial boundary was completed by the Bay-Lake Regional Planning Commission in 2008. Map 10.1 displays the land use within the corporate limits and Map 10.2 displays the land use within the planning area (1.5 miles out from corporate limits).

The following list of land use categories is based on a methodology created by the Bay-Lake Regional Planning Commission for conducting land use inventory only. This list is *not* intended to create specific definitions for regulatory purposes.

#### **Residential**

Use of land for non-transient-occupant dwelling units, both transportable and permanent structures. Uses are broken into the following subcategories: *Single Family, Two Family, Multi-Family, Mobile Home and Group Quarters*.

More than 136 acres of the 171.24 developed residential acreage in the village (or 79.54 percent) is used for single-family residential purposes. The older residential neighborhoods are concentrated in the northwest and southwest portions of the village. Newer residential development is beginning to occur in the west central portion of the village just north of Main Avenue (CTH W).

#### **Commercial Land Use**

Category includes lands used for retail sales or trade of goods and/or services including lodging, and commercial head offices.

Approximately 71 acres is currently utilized for commercial purposes. The older commercial areas of the village developed adjacent to either side of USH 141, CTH W and CTH A. Newer commercial development continues to occur adjacent to the USH 141 corridor.

### **Industrial Land Use**

Category includes lands used for fabrication of products, for wholesaling of products, for long-term storage of products and for extraction (mining) or transformation of materials.

The bulk of the lands used for industrial and manufacturing purposes lie adjacent to Main Avenue (CTH W) and Hall Avenue. There is also a small area of industrial development along Anderson Avenue.

### **Transportation Land Use**

Category includes land corridors used for the movement of people or materials (primarily roads and rail corridors). This category also includes transportation related terminals and parking facilities.

Transportation related land use includes the 171 acres of land within the village which comprises more than 18 linear miles of roads and rail corridors.

### **Communication/Utilities Land Use**

Category includes lands that are used for the generation, processing, and/or transmission of electronic communication or of water, electricity, petroleum or other transmittable products, and for the disposal, waste processing and/or recycling of by-products.

There are more than 21 acres of land in the Village that are classified as communication or utility land uses.

### **Institutional/Governmental Facilities Land Use**

Category identifies lands that are used for public and private facilities for education, health, or assembly; for cemeteries and related facilities; and for all government facilities used for administration or safety except public utilities and areas of outdoor recreation.

Nearly 61 acres within the Village are used for institutional and governmental purposes including more than 31 acres for the schools and 12 acres for the cemetery.

### **Outdoor Recreation Land Use**

Category includes lands used for outdoor sports and general recreation facilities, including picnic areas, playgrounds and ball diamonds.

### **Agriculture/Silviculture Land Use**

Category includes lands used for growth or husbandry of plants and animals and their products and for associated facilities such as sheds, silos and other farm structures. This category also includes the cropland and pasture areas where the land is primarily used for the cultivation of plants in addition to grasses for grazing.

This category includes the 7.50 acres of croplands and pastures located within the Village.

### **Natural Areas Land Use**

Category includes water areas; land used primarily in a natural state for their natural functions including wetlands, grasslands and prairies, and woodlands; land undergoing change from natural areas to another land use; and conservancy areas.

There are more than 460 acres of land in the Village that are classified as natural areas.

Table 10.2: Land Use Acres, Percent of Developed and Percent of Total, Village of Crivitz, 2008

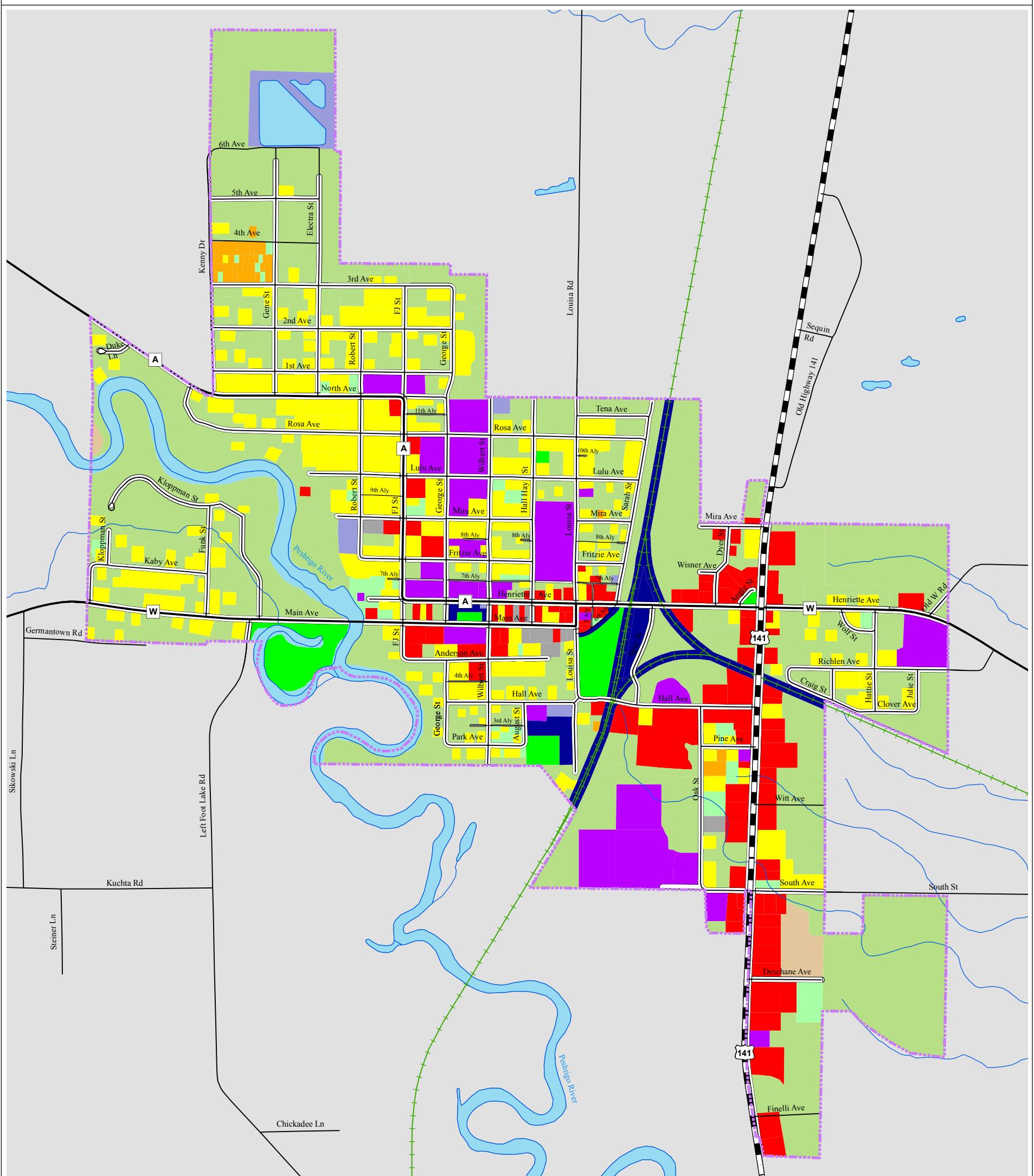
Land Use Detail	Acres	Land Use Detail	Acres																																																								
<b>Residential</b>		<b>Institutional/Governmental</b>																																																									
Single Family Residential	136.21	Administrative Buildings	0.20																																																								
Single Family Residential Garage	2.66	Post Offices	0.91																																																								
Two-Family	4.09	Municipal Garages	6.80																																																								
Multi-Family	4.86	Police/Fire Stations/Offices	2.14																																																								
Mobile Homes	7.29	Educational Institutions	2.71																																																								
Mobile Home Open Space/Vacant Lot	0.84	Primary Schools	8.09																																																								
Residential Open Space/Vacant Lot	14.76	Secondary Schools	19.92																																																								
Vacant Residential	0.53	Two Year Colleges/Universities	0.89																																																								
<b>Total Residential</b>	<b>171.24</b>	Library	0.24																																																								
<b>Commercial</b>		Museums	2.06																																																								
Retail Sales	55.76	Clinics	1.98																																																								
Retail Services	15.26	Long Term Health Care facilities	1.90																																																								
<b>Total Commercial</b>	<b>71.02</b>	Fraternal Organizations/Clubhouses	0.70																																																								
<b>Industrial/Manufacturing</b>		Churches/Temples/Synagogues	4.98																																																								
Manufacturing	8.96	Cemetaries	12.19																																																								
Storage-Enclosed	3.58	<b>Total Institutional/Governmental</b>	<b>65.70</b>																																																								
Vacant Industrial	0.94	<b>Outdoor Recreation</b>																																																									
<b>Total Industrial/Manufacturing</b>	<b>13.48</b>	Parks/Parkways/Forest Related Picnic Areas	16.47	<b>Transportation</b>		Playfields/Ball Diamonds/Volleyball Courts	4.67	United States Highway (Federal)	12.76	<b>Total Outdoor Recreational</b>	<b>21.14</b>	County Highways	26.13	<b>Agricultural/Silviculture</b>		Local Streets	105.25	Off-Street Parking	4.76	Croplands/Pasture	7.50	Rail Related	22.21	<b>Total Agricultural/Silvicultural</b>	<b>7.50</b>	<b>Total Transportation</b>	<b>171.11</b>	<b>Natural Areas</b>		<b>Communication/Utilities</b>		Generation/Processing of Communications/Utilities	1.76	Rivers and Streams	29.57	Electric Power Substations	0.15	Other Natural Areas	107.43	Water Supply Booster/Pumping Stations	0.07	Woodlands	323.83	Water Supply Storage Tanks/Reservoirs	0.72	<b>Total Water Features/Natural Areas</b>	<b>460.83</b>	Sewage Sludge or Water Supply Chemical Disposal	17.56			Solid Waste Separation/Recycling Plants	0.76			<b>Total Communications/Utilities</b>	<b>21.02</b>		
Parks/Parkways/Forest Related Picnic Areas	16.47																																																										
<b>Transportation</b>		Playfields/Ball Diamonds/Volleyball Courts	4.67	United States Highway (Federal)	12.76	<b>Total Outdoor Recreational</b>	<b>21.14</b>	County Highways	26.13	<b>Agricultural/Silviculture</b>		Local Streets	105.25	Off-Street Parking	4.76	Croplands/Pasture	7.50	Rail Related	22.21	<b>Total Agricultural/Silvicultural</b>	<b>7.50</b>	<b>Total Transportation</b>	<b>171.11</b>	<b>Natural Areas</b>		<b>Communication/Utilities</b>		Generation/Processing of Communications/Utilities	1.76	Rivers and Streams	29.57	Electric Power Substations	0.15	Other Natural Areas	107.43	Water Supply Booster/Pumping Stations	0.07	Woodlands	323.83	Water Supply Storage Tanks/Reservoirs	0.72	<b>Total Water Features/Natural Areas</b>	<b>460.83</b>	Sewage Sludge or Water Supply Chemical Disposal	17.56			Solid Waste Separation/Recycling Plants	0.76			<b>Total Communications/Utilities</b>	<b>21.02</b>						
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Source: Bay-Lake Regional Planning Commission, 2008

# 2008 Land Use

## Village of Crivitz

### Marinette County



[Yellow Box]	Residential
[Orange Box]	Mobile Homes
[Red Box]	Commercial
[Grey Box]	Industrial
[Dark Grey Box]	Extractive Mine
[White Box]	Roads
[Dark Blue Box]	Transportation

[Purple Box]	Communications/Utilities
[Magenta Box]	Governmental/Institutional
[Green Box]	Parks and Recreation
[Light Green Box]	Open Space/Fallow Fields
[Brown Box]	Agricultural
[Blue Box]	Water Features
[Light Green Box]	Woodlands/Natural Areas

**Base Map Features**

- [Dashed Purple Line] Village Boundary
- [Black Line with Arrows] U.S. Highway
- [Black Line with Arrows] County Highway
- [Black Line with Arrows] Local Roads
- [Black Line with Arrows] Alley
- [Green Line with Arrows] Railroad
- [Blue Line with Arrows] Surface Water

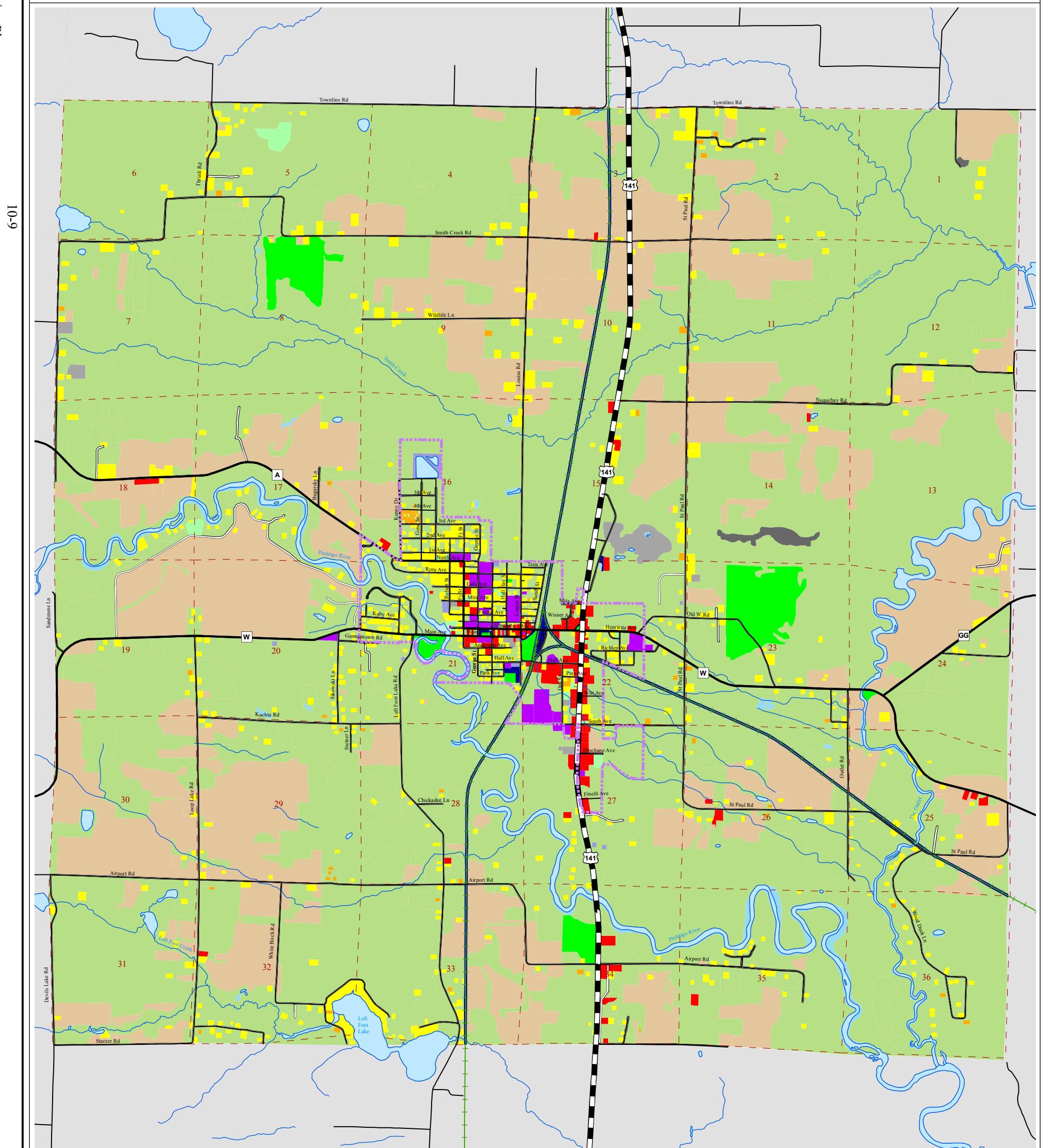
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.

Source: Village of Crivitz; Marinette County; Bay-Lake Regional Planning Commission, 2009.

# 2008 Land Use

## Village of Crivitz Planning Area

### Marinette County



0 0.25 0.5 1 1.5  
Miles

This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.

Source: Village of Crivitz; Marinette County; Bay-Lake Regional Planning Commission, 2009.

[Yellow Box]	Residential
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[Blue Box]	Water Features
[Light Green Box]	Woodlands/Natural Areas

#### Base Map Features

- [Dashed Purple Line] Village Boundary
- [Black Line with Mountain Symbol] U.S. Highway
- [Black Line with Mountain Symbol] County Highway
- [Black Line with Mountain Symbol] Local Roads
- [Black Line with Mountain Symbol] Alley
- [Red Dashed Line] Section Line
- [Green Line with Mountain Symbol] Railroad
- [Blue Wavy Line] Surface Water

**VOLUME II - APPENDIX A**  
**MARINETTE COUNTY HOUSING PROGRAMS AND RESOURCES**



There are a number of housing programs and tools available to assist Marinette County officials in obtaining and maintaining the desired housing environment they wish to provide their residents. An important first step in the successful utilization of those resources is ongoing education of citizens and local officials regarding the contents of the Housing Chapter of this comprehensive plan and on the importance of providing quality and affordable housing for all Marinette County residents. Elected and appointed county officials, as well as the citizens, need to understand the strong correlation between quality housing and the economic development, natural/cultural resources, land use, community facilities and transportation components of the county.

The following is a list of programs and resources available to implement the housing strategies found in Chapter 4 of this comprehensive plan. Some other implementation tools that compliment this list of programs and resources are Marinette County's zoning ordinances and enforcement regulations.

### Local and Regional Programs

**Marinette County Department of Health and Human Services** provides a variety of housing related assistance to residents of the county to include child welfare; elderly and disabled; developmental disabilities; adult protective services; juvenile court; mental health; alcohol and/or other drug abuse; prevention; income maintenance; medical assistance; food stamps; energy assistance; public health (prevention and intervention). [www.marinettecounty.com](http://www.marinettecounty.com)

**Northeast Wisconsin Community Action Program (NEWCAP) Inc.** is a locally controlled, private, not-for-profit organization governed by a Board of Directors made up of low-income, public, and private sector representatives. The involvement of low-income representatives in various aspects of the agency's operation makes NEWCAP unique among human service organizations. The federally mandated mission of NEWCAP is to work toward the elimination of the causes of poverty by enabling and assisting low-income people to attain the skills, motivation, and opportunities necessary for them to become self-sufficient and independent. The organization services Oconto, Brown, Shawano, Menominee, Langlade, Oneida, Forest, Florence, Marinette, and Vilas Counties. The following are the housing related services provided by NEWCAP. [www.newcap.org](http://www.newcap.org) Not all these programs are available in every county:

- The Section 8 Voucher Housing Assistance Program
- The Section 8 Voucher Family Self-Sufficiency (FSS) Program
- The HOME Homebuyer Program
- The State Shelter Subsidy Grant Program
- The Weatherization Program

**Tax Increment Financing (TIF)** is a tool available to cities and villages in Wisconsin under section 66.1105 of the Wisconsin Statutes for redeveloping blighted areas. TIF can be used to cover costs of public works or improvements including costs for demolition, land assembly, public improvements, and new buildings. Under TIF, new private development creates higher property values, thus creating a greater tax base (the tax increment). This increment, or a portion of the increment, is set aside for reinvestment in the area. Tax increment financing could be used to assist in the building or rehabilitation of affordable housing for middle- and lower-income households.

## **State Programs**

**Wisconsin Department of Commerce Bureau of Housing (BOH)** helps expand local affordable housing and supports services to people without housing. The fifteen federal and state programs managed by the Bureau aid elderly persons, people with disabilities, low and moderate income residents, and the homeless population. The Bureau works closely with local governments and non-profit housing organizations to deliver financial and technical housing assistance and to strengthen the capabilities of housing organizations. More than \$40 million is distributed annually to improve the supply of affordable housing for Wisconsin residents. The bureau:

- administers federal housing funds such as Home Investment Partnerships, (HOME) and CDBG;
- administers a variety of programs for persons with Special Needs (Homeless);
- provides state housing funds through local housing organizations;
- coordinates housing assistance programs with those of other state and local housing agencies; and
- develops state housing policy and provides housing information and technical assistance.  
[www.commerce.wi.gov/housing](http://www.commerce.wi.gov/housing)

**The Wisconsin Housing and Economic Development Administration (WHEDA)** also manages several federal housing programs. One program, the Low Income Housing Tax Credit Program, encourages housing development by providing private investors with income tax credits when they invest in low income housing development. Tax credits are allocated to housing projects on a competitive basis.

Information about WHEDA programs can be obtained by telephoning (800) 362-2761 or by visiting its web site at [www.wheda.state.wi.us](http://www.wheda.state.wi.us).

**Wisconsin Historical Society's Division of Historic Preservation** administers a 25-percent state income tax credit for repair or rehabilitation of historic homes. The tax credit is available to owner-occupants of non-income-producing historic residences. The property must be listed in, or eligible for, the State or National Register, or be determined to contribute to a State or National Register historic district. Eligible activities are limited to exterior work, rehabilitation or structural, electrical, mechanical, and plumbing systems.

[www.wisconsinhistory.org/hp/architecture/tax\\_credit.asp](http://www.wisconsinhistory.org/hp/architecture/tax_credit.asp)

**Wisconsin Department of Veterans Affairs** makes available a variety of home acquisition and improvement programs for qualifying veterans and their dependents. These programs include the Home Purchase Program, Home Improvement Loan Program (HILP) may be used for additions, garage construction, repairs and remodeling (i.e., replace a roof, install new windows, a new furnace or a central air conditioning system) of a veteran's residence; and Primary Mortgage Loan (PML), that is different from the USDVA Home Loan Guaranty Program.  
[www.homeloans.va.gov](http://www.homeloans.va.gov)

**The Energy Assistance Bureau, within the Wisconsin Division of Energy**, provides services to Wisconsin qualified residential households with energy assistance and weatherization needs. The Wisconsin Home Energy Assistance Program (WHEAP) administers the federally funded

Low Income Home Energy Assistance Program (LIHEAP) and Public Benefits Energy Assistance Program. LIHEAP and its related services help over 100,000 Wisconsin households annually. In addition to regular heating and electric assistance, specialized services include emergency fuel assistance, counseling for energy conservation and energy budgets, pro-active co payment plans, and emergency furnace repair and replacement. Services are provided locally through county social services offices, Tribal governments, private non-profit or other government agencies. [www.heat.state.wi.us](http://www.heat.state.wi.us)

### **Federal Programs**

**U.S. Department of Agriculture -Rural Development** offers subsidized direct loans and non-subsidized guaranteed loan funds for the purchase and construction of homes by households in qualified rural areas of the state. The community must be of 20,000 or less, and there are special programs for Native Americans. Rural Development also provides low-interest mortgage loans for single family, owner-occupied residential home repair in rural areas. Some grants are available for very low-income elderly households. It provides funding through the 504 and the Housing Preservation Grant programs. [www.rurdev.usda.gov/wi/programs/rhs/](http://www.rurdev.usda.gov/wi/programs/rhs/)

**U.S. Department of Housing and Urban Development** provides vital public services through its nationally administered programs. It oversees the Federal Housing Administration (FHA), the largest mortgage insurer in the world, as well as regulates the housing industry business. The mission of the Office of Housing is to:

- Contribute to building and preserving healthy neighborhoods and communities;
- Maintain and expand homeownership, rental housing and healthcare opportunities;
- Stabilize credit markets in times of economic disruption;
- Operate with a high degree of public and fiscal accountability; and
- Recognize and value its customers, staff, constituents and partners.

Within the Office of Housing are three business areas:

1. HUD's Single Family programs include mortgage insurance on loans to purchase new or existing homes, condominiums, manufactured housing, houses needing rehabilitation, and for reverse equity mortgages to elderly homeowners.
2. HUD's Multifamily programs provide mortgage insurance to HUD-approved lenders to facilitate the construction, substantial rehabilitation, purchase and refinancing of multifamily housing projects, and healthcare facilities.
3. HUD's Regulatory programs are designed to assist homeowners and homebuyers to regulate real estate transactions. [www.hud.gov](http://www.hud.gov)

**US Department of Veterans Affairs** offers a number of programs and services for veterans and their dependents. In the area of housing, the department has several grants and loans available. Many of the programs are made available through the State Department of Veterans Affairs or local veteran's affairs offices. [www.va.gov](http://www.va.gov)

### **National and Regional Not-for-Profit Organizations**

**Habitat for Humanity** has local affiliates and is responsible for raising funds, recruiting volunteers, identifying project sites and constructing owner-occupied housing for the benefit of

participating low-income families. Their goal is to eliminate inadequate and poverty housing throughout the world. [www.habitat.org](http://www.habitat.org)

**Movin' Out, Inc.** creates opportunities for people with disabilities and their families to purchase and maintain their own homes, in housing and neighborhoods that are safe, affordable, accessible, and integrated. Movin' Out, Inc. is a housing organization providing information and assistance, housing counseling, and gap financing for purchase and rehabilitation to Wisconsin households with a member who has a permanent disability. [www.Movin-out.org](http://www.Movin-out.org).

**Tomorrow's Home Foundation** was created in 2000 for several purposes:

- Assist disabled persons in the purchase of a manufactured or modular home via a down payment assistance grant;
- Provide emergency assistance grants designed to provide critical repairs so that individuals and families can stay in their manufactured or mobile home;
- create a method and mode for disposing of old, uninhabitable mobile homes that were blighting the countryside; and
- educate the manufactured and modular housing industry.

As a public charity, the Foundation provides a way to give back to the community for industry members and a method to assist populations that are underserved by other programs. For example, many other charitable and public service agencies do not provide housing assistance to persons in mobile home parks. The Tomorrow's Home Foundation fills this void.

[www.tomorrowshomefoundation.org](http://www.tomorrowshomefoundation.org)

**WiFrontDoorHousing** is a web-based community service that is intended to better connect providers of housing and housing services to renters who are looking for these types of housing opportunities. Their goal is to provide access to up-to-date housing information with user-friendly tools. These tools are customized for each of our user groups: renters, landlords, property managers, and the housing agency staff that help people find and keep housing. [www.wifrontdoor.org](http://www.wifrontdoor.org)

**Rural Housing, Inc.** was created in 1970 by the Rural Electrical Cooperatives as a statewide non-profit. Over the years, they have had federal, state, and private funding. They have served hundreds of rural communities and non-profit organizations with technical assistance, grant applications and advice. They have assisted thousands of low-income families with information, funds to repair their septic and wells, assistances for rent, and funds to purchase homes or stay in their homes. Millions of dollars have been leveraged for the very low-income rural residents of Wisconsin to:

- Assist low-income families obtain adequate, safe and sanitary housing;
- Help low-income households acquire appropriate water and wastewater services;
- Enable small communities and local organizations to more effectively address the needs of those with substandard shelter;
- Demonstrate new services and new approaches to address rural housing problems; and
- Alert the public and private sectors about the housing, water, and community development needs of low-income rural residents. [www.wisconsinruralhousing.org](http://www.wisconsinruralhousing.org)

**The Wisconsin Partnership for Housing Development** works with local governments as consultants to help them understand their housing needs and find solutions, and as technical advisors that work under contract to HUD to help local governments design new housing programs or create local housing partnerships. Putting together the right combination of people and resources is essential to finding effective approaches to local or regional housing problems. We have experience in working with neighborhoods, villages, cities, counties and metropolitan areas, as well as grassroots community leaders and those most directly affected by poor housing and declining neighborhoods. [www.wphd.org](http://www.wphd.org)

**Catholic Charities** agencies strengthen their communities by empowering the people within them. They help families and individuals overcome tragedy, poverty, and other life challenges. Every agency is unique. They share a common goal of providing the services and programs that their particular community needs the most. Over 220,000 compassionate volunteers, staff, and board members comprise the driving force behind the Catholic Charities network. Their commitment goes beyond meeting peoples' daily needs. They build hopeful futures by helping people take control of their lives. [www.catholiccharitiesinfo.org](http://www.catholiccharitiesinfo.org)

**NeighborWorks® America** is comprised of local organizations and Neighborhood Housing Services of America, which has successfully built healthy communities since 1978. Together, with national and local partners, NeighborWorks creates new opportunities for residents while improving communities. NeighborWorks America is national nonprofit organization created by Congress to provide financial support, technical assistance, and training for community-based revitalization efforts. [www.nw.org](http://www.nw.org)

**APPENDIX A - MARINETTE COUNTY HOUSING PROGRAMS AND RESOURCES**

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**VOLUME II - APPENDIX B**  
**ECONOMIC S.O.A.R. WORKSHOP RESULTS**



The Bay-Lake Regional Planning Commission, in conjunction with staff from Marinette County, UW-Extension, and the Marinette County Association for Business and Industry, conducted Economic S.O.A.R. (Strengths, Opportunities, Aspirations, and Results) Workshops to identify important economic opportunities and to fully examine the county's economic climate. Workshops were held in Crivitz on September 15, 2008 and in Niagara on September 22, 2008.

The SOAR process differs from the more traditional economic analysis workshop that evaluates a community's Strengths, Weaknesses, Opportunities and Threats (or SWOT Analysis) in that it is a more positive approach to planning for the future. The SWOT tends to focus equally on those aspects of the community that block or impede positive community development; while the SOAR focuses on identifying those components of the community's economic composition that provide opportunities for improvement.

Through what is termed "appreciative inquiry" the facilitator attempts to determine the communities strengths (What are the communities greatest assets?); opportunities (What are the best possible opportunities?); and, aspirations (what is the preferred future?). Finally, the participants attempt to identify measurable improvements that will determine success.

The SOAR approach to this process starts with a strategic inquiry. During this inquiry an organization's greatest Strengths and Opportunities are discovered and explored among the participants. The participants are invited to share their Aspirations and co-construct their most preferred future.

The following issues identified from the two workshops will help the Village and Marinette County prepare strategies to promote their economic strengths and identify opportunities and aspirations for results. The following bullets are a compilation of both the Niagara and Crivitz workshop results.

### **Strengths**

- Abundant natural resources
- Safe communities
- Proactive citizens
- Cooperative local governments
- Economically stable
- Communities support businesses
- Attractive main streets
- Numerous parks and green spaces
- Neat and orderly
- Family oriented
- Year round recreational opportunities
- Friendly
- Natural beauty transitioning to industry
- Hiking trails
- Passive sports

### **Opportunities**

- Small, retail businesses
- Investments in communities

- Uniform downtown plans
- Release of county forest land for development
- Town of Niagara website (combine Town & City)
- No vacant structures
- Recreation destination
- Tourism
- Self sustaining
- Sustainable forest industry
- Need to modernize
- Sense of pride, happy working together
- Inviting to outsiders

### **Aspirations**

- Using paper mill for multi-use with small business
- Improve economics in Niagara
- Continue to improve and expand infrastructure (sewer, water and roads) as need
- Hi-tech jobs
- Organized hikes/educational nature walks
- Clean up buildings and improve roads and infrastructure
- Set building appearance standards
- Preservation of family farms
- Get mill running
- More marketing & promotion
- More small business
- small, clean businesses
- infrastructure maintained
- Need equine trail in county (none in county)
- Need good quality bike trails in county
- More housing starts
- Need to keep young people here
- Take care of vacant buildings
- Schools need help, perhaps consolidate
- Need business and industry for young people to work
- Industry that isn't same old-new industries for future such as alternative fuels
- Beautification of town
- Railway expanded for tourism such as passenger
- Representation of history
- More rec. areas/facilities/areas
- Better roads
- More businesses
- Reestablish general store/quick mart
- Cleaner community
- Financial help to start businesses
- Keep kids in area
- Less rules/ordinances/permits – combine/consolidate
- Limit growth

- Make it easier to start businesses
- Small technical college in Crivitz
- Utilization of waste wood along roads and in forests
- Passenger rail service to Marinette's cities, villages and towns
- Industrial Park projects
- Planned and coordinated redevelopment of business façade/theme

## **Results**

- Sustainable Community
- Thriving and stable economic base
- Economic diversity
- Expanded recreation and tourism industry
- Educational facilities have been expanded
- More growth
- Educated and skilled workforce
- Adaptive reuse of the mill property
- Downtown revitalized

The results of the S.O.A.R. process were instrumental in drafting the economic development goals and identifying appropriate tools for implementation of the Comprehensive Plan.

## **Economic Development Weaknesses and Threats**

As noted the S.O.A.R. process is a positive approach to economic development planning. The real and perceived economic weaknesses and threats to a county or community are not addressed within the context of the S.O.A.R process. The following lists of weaknesses and threats for Marinette County communities that will impact the attraction and retention of businesses was derived both from the S.O.A.R. workshop findings and from Strengths, Weaknesses, Opportunities and Threats (S.W.O.T.) analyses conducted at the community level.

## **Economic Development Weaknesses and Threats**

- Paper mills closing
- Need to improve and expand infrastructure (sewer, water and roads)
- Lack of hi-tech jobs
- Lack of building appearance standards
- Loss of family farms and many with no plan for succession of ownership
- Lack of marketing & promotion for new and current businesses
- Lack of small business
- Lack of silent sport amenities (equine, bike, and walking trails and recreation areas) to attract young people for larger workforce
- Lack of housing starts
- Many young people leave the area after high school and college
- Too many vacant buildings
- Schools need help, perhaps consolidate
- Lack of business and industry for young people to work
- Need to transition to new industries such as alternative fuels
- Need more businesses
- Lack of general stores/quick marts

- Lack of financial assistance to start a new business
- Limit rules/ordinances/permits – combine/consolidate
- Need to make it easier to start businesses
- Lack of technical colleges
- Need planned and coordinated redevelopment of business façade/theme
- Great distance to larger markets
- Many challenges to farming including low commodity prices, difficulty competing in global market, short growing season, less than ideal soil conditions, and limited access to markets.

**VOLUME II - APPENDIX C**  
**ECONOMIC DEVELOPMENT RESOURCES**



This section briefly explains the programs and resources available on each government level that are designed to help build economic development capacity through infrastructure expansion and to offer resources necessary to develop and grow businesses.

## **Federal**

### US Department of Commerce, Economic Development Administration (EDA)

EDA was established to work with states and regional planning commissions (economic development districts) to generate new jobs, retain existing jobs, and stimulate industrial and commercial growth in economically distressed areas and regions of the United States. The purpose of its program investments is to provide economically distressed communities with a source of funding for planning, infrastructure development, and business financing that will induce private investment in the types of business activities that contribute to long-term economic stability and growth. EDA's investments are strategically targeted to increase local competitiveness and strengthen the local and regional economic base. There are a number of investment programs offered by EDA.

The **Public Works Program** to empower distressed communities to revitalize, expand, and upgrade their physical infrastructure to attract new industry, encourage business expansion, diversify local economies, and generate or retain long-term, private sector jobs and investment. The **Economic Adjustment Assistance Program** assists state and local interests to design and implement strategies to adjust or bring about change to an economy. The program focuses on areas that have experienced or are under threat of serious structural damage to the underlying economic base. The **Research and Technical Assistance Program** supports research of leading edge, world class economic development practices as well as funds information dissemination efforts. The Technical Assistance Program helps fill the knowledge and information gaps that may prevent leaders in the public and nonprofit sectors in distressed areas from making optimal decisions on local economic development issues. EDA's **Partnership Planning Programs** help support local organizations (Economic Development Districts, Indian Tribes, and other eligible areas) with their long-term planning efforts and their outreach to the economic development community on EDA's programs and policies. (source: [www.eda.gov](http://www.eda.gov))

### US Department of Housing and Urban Development

The **Economic Development Initiative (EDI)** provides grants to local governments to enhance both the security of loans guaranteed through the **Section 108 Loan Program** and the feasibility of the economic development and revitalization projects they finance. EDI has been the catalyst in the expanded use of loans through the Section 108 Program by decreasing the level of risk to their CDBG funds or by paying for some of the project costs. There are congressionally earmarked and competitive EDI grants. Competitive EDI grants can be only be used in projects also assisted by the Section 108 Loan Program. Eligible activities include property acquisition, rehabilitation of public owned property, and economic development activities.

The **Brownfields Economic Development Initiative (BEDI)** is a key competitive grant program HUD administers to stimulate and promote economic and community development. BEDI is designed to assist cities with the redevelopment of abandoned, idled, and underused industrial and commercial facilities where expansion and redevelopment is burdened by real or potential environmental contamination. The purpose of the BEDI program is to spur the return of brownfields to productive economic use through financial assistance to public entities in the redevelopment of brownfields, and enhance the security or improve the viability of a project

financed with Section 108- guaranteed loan authority. Therefore, BEDI grants must be used in conjunction with a new Section 108-guaranteed loan commitment.

The **Section 108 Loan Guarantee Program** is a loan guarantee provision of the CDBG program. It provides communities with a source of financing for economic development, housing rehabilitation, public facilities, and large-scale physical development projects. Eligible applicants include entitlement communities. Activities eligible for Section 8 financing include economic development activities eligible under CDBG, acquisition of real property, rehabilitation of public property, installation of public facilities. The principal security for the loan guarantee is a pledge by the applicant public entity of its current and future CDBG funds. The maximum repayment period for a Section 8 loan is twenty years. (source: [www.hud.gov](http://www.hud.gov))

#### USDA Rural Development

The US Department of Agriculture through its Rural Development offices offer a variety of funding options for many types of business ventures to include agriculture, manufacturing, processing, services, commercial, and retail. Rural Development is also instrumental in providing much needed financial resources to communities for infrastructure improvements and expansions primarily for waste water and water treatment facilities. They have direct and guaranteed loans for businesses and communities in addition to a number of grants.

The **Rural Business Opportunity Grant Program** provides technical assistance, training, and planning activities that improve economic conditions in rural areas of 50,000 people or less. A maximum of \$1.5 million per grant is authorized. **Rural Utilities Service (RUS) Grant Program** is designed to promote economic development and/or job creation projects including, but not limited to: project feasibility studies, start-up costs, incubator projects, and other reasonable expenses. Grants can be provided to rural communities through RUS borrowers to be used for revolving loan funds for community facilities and infrastructure, and for assistance in conjunction with rural economic development loans.

The **Rural Business Enterprise Grants Program (RBEG)** is available to public bodies, private nonprofit corporations, and federally-recognized Indian Tribal groups to finance and facilitate development of small and emerging private business enterprises located in areas outside the boundary of a City, or unincorporated areas of 50,000 or more and its immediately adjacent urbanized or urbanizing area. The small, or emerging business to be assisted must have less than 50 new employees, less than \$1 million in gross annual revenues, have or will utilize technological innovations and commercialization of new products and/or processes to be eligible for assistance. Funds can be used for a variety of things including, but not limited to: construction of buildings and plants, equipment, access streets and roads, parking areas, utility and service extensions, and a variety of other costs.

The **Intermediary Relending Program** money is lent to private non-profit organizations, any state or local government, an Indian Tribe, or a cooperative that is relent to by the intermediary to the ultimate recipients. The ultimate recipient must not be able to receive financing at reasonable rates or terms. (source: [www.rurdev.usda.gov/wi/programs/index.htm](http://www.rurdev.usda.gov/wi/programs/index.htm))

**US Department of Commerce National Oceanic and Atmospheric Administration (NOAA)**

The **Coastal Zone Management Program (CZMP)** assists local and state governments in managing and revitalizing coastal areas for mixed-use development. The competing goals of commercial and industrial development, tourism, environmental protection, transportation and recreation are discussed in coastal management plans. The CZMP seeks to maintain the economic welfare of coastal communities and ecosystems through intergovernmental cooperation. The CZMP supports states through financial contributions, technical advice, participation in state and local forums, and through mediation. Wisconsin CZMP programs currently protect wetland ecosystems, reduce non-point pollution sources, reduce erosion and assist in meeting state and regional coastal goals. (source: [www.coastalmanagement.noaa.gov/programs](http://www.coastalmanagement.noaa.gov/programs))

**US Environmental Protection Agency**

The **Brownfields Assessment and Cleanup Cooperative Agreements** objectives are to provide funding to inventory, characterize, assess, and conduct planning and community involvement related to brownfield sites; to capitalize a RLF fund; and to carryout cleanup activities at brownfield sites that are owned by the grant recipient. Eligibility for the assessment, RLF, and cleanup grants includes a general purpose unit of local government. This is a competitive grant program. There are separate guidelines for each of the three areas. Grant amounts are based on size and type of contamination, ranging from \$200,000 to \$350,000. (source: <http://epa.gov/brownfields/pilot/htm>)

**US Department of the Interior - National Park Service**

The **Land and Water Conservation Fund (LWCF)** is a visionary and bipartisan program, established by Congress in 1964 to create parks and open spaces, protect wilderness, wetlands, and refuges, preserve wildlife habitat, and enhance recreational opportunities. States receive individual allocations of LWCF grant funds based on a national formula. Then states initiate a statewide competition for the amount available to award via matching grants. (source: [www.nps.gov/ncrc/programs/lwcf](http://www.nps.gov/ncrc/programs/lwcf))

**Small Business Administration (SBA)**

The SBA provides financial, business counseling and training, and business advocacy to foster the development and success of small businesses. Financial assistance comes in the form of loans and grant programs including the **7(a) Loan Guarantee, Prequalification Loan, 7(m) Micro Loan, CDC/504 Loan, CAPlines Program, and 8(a) Business Development Program**. (source: [www.sba.gov/wi/WI\\_FINANCING.html](http://www.sba.gov/wi/WI_FINANCING.html))

**State**

**Wisconsin Department of Commerce**

The federally funded **Community Development Block Grant (CDBG)** program can be used for housing, economic development and public facility improvements. The program is designed to assist economically distressed smaller communities with improvements to such things as utilities and streets, fire stations, community centers, and housing rehabilitation, as well as many other improvements needed by a community. The **CDBG-Economic Development (CDBG-ED)** program assists large businesses that will invest substantial private funds and create approximately 100 jobs as they expand or relocate in Wisconsin. Funds are awarded to a

community, which then loans the funds to a business. The **Major Economic Development (MED) Program** is designed to assist businesses that will invest private funds and create jobs as they expand in or relocate to Wisconsin. The **Rural Economic Development (RED) Program** provides working capital or fixed asset financing for businesses with fewer than 50 employees.

Specifically, the **CDBG-Public Facilities for Economic Development (PFED)** program is designed to assist communities with expanding or upgrading their infrastructure to accommodate businesses that have made a firm commitment to create jobs and invest in the community. The **CDBG-Public Facilities (CDBG-PF)** component helps eligible local governments upgrade community facilities, infrastructure, and utilities for the benefit of low- to moderate-income residents. The Main Street Program offers a variety of resources to include façade grants and technical and financial assistance to stimulate the revitalization of their respective areas. The **Brownfields Initiative** provides grants to persons, businesses, local development organizations, and municipalities for environmental remediation activities for brownfield sites where the owner is unknown, cannot be located or cannot meet the cleanup costs. The **Community-Based Economic Development Program (CBED)** is designed to promote local business development in economically-distressed areas. The program awards grants to community-based organizations for development and business assistance projects and to municipalities for economic development planning. The program helps community-based organizations plan, build, and create business and technology-based incubators, and can also capitalize an incubator tenant revolving-loan program. The **CDBG-Blight Elimination and Brownfield Redevelopment Program (BEBR)** can help small communities obtain money for environmental assessments and to remediate brownfields. The **CDBG-Emergency Grant Program** can help small communities repair or replace infrastructure that has suffered damages as a result of catastrophic events.

The **Community Development Zone (CDZ)** designation is a tax credit program for businesses planning to expand, relocate or start in the designated Community Development Zones (CDZ). CDZs in the BLRPC district include the cities of Green Bay, Sturgeon Bay, Two Rivers, and Manitowoc; and the Counties of Florence, Marinette, and Oconto. These tax credits are to be applied against a company's Wisconsin income tax liability. These credits are based on the number of new jobs that a company creates, and the wage level and benefit package that are offered to the employees. The **Enterprise Development Zone (EDZ)** program provides tax incentives to new or expanding businesses whose projects will affect distressed areas. Based on the economic impact of a proposed business project, the Department of Commerce will be able to designate an enterprise development zone. A zone is "site specific" and applies to only one business.

To compliment the bricks and mortar component of Commerce, there is funding specifically earmarked for employee training. Eligible businesses looking to train a significant number of its current or incoming workforce can apply for and receive a direct grant from Commerce for **Customized Labor Training (CLT)**. Companies with a few employees seeking training are eligible for the **Business Employees Skills Training (BEST) Program**. The focus of both programs is on the training or retraining of employees to incorporate new technologies or manufacturing processes.

Commerce provides financial resources to encourage the development of small businesses. Potential entrepreneurs can access an **Early Planning Grant (EPG)** of up to \$3,000 to obtain professional services necessary to evaluate the feasibility of a proposed start-up or expansion or develop a business plan. The **Entrepreneurial Training Grant Program (ETG)** is a

comprehensive course designed to provide hands-on assistance in the writing of a business plan. The technical assistance can be provided by the Small Business Development Center (SBDC) at UW-Green Bay or the regional Service Core of Retired Executives (SCORE) office.

Other programs offered by Commerce include: the **Employee Ownership Assistance Loan (EOP) Program** can help a group of employees purchase a business by providing individual awards up to \$15,000 for feasibility studies or professional assistance. The business under consideration must have expressed its intent to downsize or close. The **Industrial Revenue Bonds (IRB)** are municipal bonds whose proceeds are loaned to private persons or to businesses to finance capital investment projects. All Wisconsin municipalities, cities, villages, and town are authorized to issue IRBs. The **Technology Development Fund (TDF) Program** helps Wisconsin businesses research and develop technological innovations that have the potential to provide significant economic benefit to the state. The **Technology Development Loan (TDL)** program helps Wisconsin businesses develop technological innovations that have the potential to provide significant economic benefit to the state. This program is designed to help businesses commercialize new technology.

The **Minority Business Development (MBD) Loan Program** provides low interest loans to assist minority-owned companies with land and equipment purchase, working capital, and construction. The **Wisconsin Trade Project Program** can help small export-ready firms participate in international trade shows. The **Milk Volume Production (MVP) Loan Program** enables farmers to increase milk production by offering loan interest loans to purchase additional dairy cattle. The **Dairy 20/20 Early Planning Grant Program** covers third party services to assist the applicant with start-up, modernization, or expansion of a dairy operation. (source: [www.commerce.state.wi.us](http://www.commerce.state.wi.us))

#### Wisconsin Department of Transportation

The **Transportation Economic Assistance (TEA) Grants** provide up to 50% of costs to governing bodies, private businesses, and consortiums for road, rail, harbor, and airport projects that help attract employers to Wisconsin, or encourage business and industry to remain and expand in the state. Grants up to \$1 million are available for transportation improvements that are essential for an economic development project. The amount of DOT provided funding is dependent on the number of jobs being created or retained. The 50% local match portion can come from a combination of local, federal, state, or in-kind services.

In 1979, the **Harbor Assistance Program (HAP)** was created to assist harbor communities along the Great Lakes and Mississippi River in maintaining and improving waterborne commerce. Port projects typically include dock reconstruction, mooring structure replacement, dredging, and construction of facilities to hold dredged materials. The **Freight Rail Infrastructure Improvement Program (FRIP)** and **Freight Rail Preservation Program (FRPP)** were created to maintain and improve rail services throughout Wisconsin.

The **State Infrastructure Bank (SIB) Program**, similar to a private bank, offers a range of loans and credit options to help finance eligible surface transportation projects. The money can be used in conjunction with other programs. SIBs offer Wisconsin the ability to undertake transportation projects that would otherwise go unfunded or experience substantial delays. Communities can borrow the money to provide needed transportation infrastructure improvements to help preserve, promote, and encourage economic development and/or promote transportation efficiency, safety, or mobility. The Wisconsin SIB program is a revolving loan

program providing capital for transportation projects from loan repayments and interest earned from money remaining in the bank. Eligible projects include constructing or widening a road linking an inter-modal facility and providing better access to commercial and industrial sites. WisDOT charges 2 percent interest on the loan principal, with projects amortized up to 25 years. Eligible applicants are local units of government, Amtrak Railroad, private non-profit organizations, and Transit Commissions. (source: [www.dot.wisconsin.gov](http://www.dot.wisconsin.gov))

**Wisconsin Department of Tourism**

Funding is available for local communities and regions to design their own marketing effort. The most popular and utilized program is the **Joint Marketing Grant (JEM)**. The grants are to assist in paying for the costs associated with developing a stronger advertising and public relations campaign to promote tourism. (source: <http://agency.travelwisconsin.comPrograms/programs/shtm>)

**Wisconsin Department of Agriculture, Trade, and Consumer Protection**

Financial resources are provided to help grow and diversify the state's agriculture industry. The **Agricultural Development and Diversification (ADD)** grant is awarded to projects that may create new opportunities within agriculture through new value-added products, new market research, new production or marketing techniques, or alternative crops or enterprises. Maximum grants are \$50,000. Eligible applicants are individuals, associations, agri-businesses, and industry groups. (source: <http://datcp.state.wi.us>)

**Wisconsin Department of Administration**

The Wisconsin Coastal Management Program was established in 1978 under the Federal Coastal Zone Management Act. Coastal management is defined as achieving a balance between natural resource preservation and economic development along our Great Lakes coasts. All counties adjacent to Lakes Superior and Michigan are eligible to receive funds. Coastal Management Grants are available for coastal land acquisition, wetland protection and habitat restoration, non-point source pollution control, coastal resources and community planning, Great Lakes education, and public access and historic preservation. (source: [www.doa.state.wi.us](http://www.doa.state.wi.us))

**Wisconsin Department of Natural Resources**

Brownfields, Green Space, and Public Facilities grants help local governments clean-up brownfield sites intended for long-term public benefit, including green spaces, development of recreational areas or other uses by local governments. A city, village, town, county, redevelopment authority, community development authority, or housing authority is eligible to apply for funds. Eligible costs include remedial action plans and/or costs to develop a Remedial Action Plan. No grant may exceed \$200,000. The match requirement (20-50 percent) is determined by the amount of the grant. Site access and completed Phase I and II Environmental Site Assessments are required to receive a grant. Application deadline has been each year in January. (source: <http://dnr.wi.gov/org/caer/cfa/cfindex.html>)

### **Wisconsin Housing and Economic Development Authority (WHEDA)**

WHEDA is responsible for a number of housing and economic development functions. It works with local and state economic development professionals, businesses, and lending institutions to help an individual expand or modernize a farm or business. **Loan Guarantees, direct loans, New Market Tax Credits, and interest rate subsidies** are utilized within a financial package to help ensure the project has the best chance for long term success. (source: [www.wheda.com](http://www.wheda.com))

Other state resources include: *Impact Seven, Inc.*, is one of the more recognizable statewide organizations that provide micro-loans for small business start-ups and expansions. (source: [www.impactseven.org](http://www.impactseven.org)) The *Wisconsin Women's Business Initiative Corporation (WWBIC)* also provides micro-loans to predominately women, minorities, and those of lower incomes. (source: [www.wwbic.com](http://www.wwbic.com)) The *Wisconsin Business Development Finance Corporation (WBD)* provides financial assistance and resources to business and lenders throughout the state. (source: [www.wbd.org](http://www.wbd.org)) The *Wisconsin Innovation Network (WIN)* is one of the priority areas of the *Wisconsin Technology Council*. WIN is a community-based economic development organization dedicated to fostering innovation and entrepreneurship. (source: [www.wisconsintechnologycouncil](http://www.wisconsintechnologycouncil))

### **Regional**

#### **The Bay-Lake Regional Planning Commission (BLRPC)**

The Bay-Lake Regional Planning Commission serves as an economic development district for the US Department of Commerce-Economic Development Administration. Potential EDA funded projects must be reviewed by the BLRPC for eligibility of federal funding. The BLRPC also provides technical assistance to local ED organizations and offers grant writing and administration services for various state and federal funding sources. (source: [www.baylakerpc.org](http://www.baylakerpc.org))

#### **Northeast Wisconsin Regional Economic Partnership (NEWREP)**

All eight counties of the BLRPC are part of Commerce's Eastern Wisconsin Technology Zone. The program provides income tax incentives for high-tech development in the region. The zone is designed to enhance the region's attractiveness to high-tech businesses and workers, build on the success of the biotechnology and manufacturing companies in the region, attract auxiliary companies, and help existing companies increase productivity. (source: [www.northeastwisconsin.org](http://www.northeastwisconsin.org))

#### **New North, Inc.**

The **New North** is the 18 county region in northeast Wisconsin. The New North brand unites the region both internally and externally, signifying the collective economic power behind the 18 counties. This consortium of business, economic development, chambers of commerce, workforce development, civic, non-profit, and education leaders are working to have the area recognized as competitive region for job growth while maintaining our superior quality of life. It represents a strong collaboration between the 18 counties that have come together behind the common goals of job growth and economic viability for the region. The power of the New North region working together is far greater than one county or one business alone. (source: [www.thenewnorth.org](http://www.thenewnorth.org))

### **Small Business Development Centers (SBDC)**

SBDCs are located within the eleven 4-year universities. The SBDCs counselors offer advice, training, and resources to promote entrepreneurship and small business growth. Programs focus on minority entrepreneurship, startup business solutions, and established business solutions. Specific programs include business plan reviews and one-to-one business counseling. (source: [www.wisconsinsbdc.org](http://www.wisconsinsbdc.org))

### **SCORE**

SCORE is a more than 11,500 member volunteer association sponsored by the U.S. Small Business Administration. It matches volunteer business-management counselors with present and prospective small business owners in need of expert advice. **SCORE** has experts in virtually every area of business management. Local SCORE chapters offer workshops and no cost one-to-one counseling. (source: [www.sba.gov](http://www.sba.gov))

### **Community Action Agencies**

The purpose of **Community Action Agencies (CAA)**, as stated in the Economic Opportunity Act (EOA of 1964), is to stimulate a better focusing of all available local, state, private and federal resources upon the goal of enabling low-income families, and low-income individuals of all ages in all geographic areas, to attain the skills, knowledge, and motivations, and secure the opportunities needed, for them to become fully self-sufficient. The local CAA serving Oconto County is NEWCAP, Inc. located in the City of Oconto. It operate a variety of programs including their operation of Head Start, weatherization, housing, employment and training programs, family development, economic development, commodity distribution, senior and youth services, and many other valuable programs. In addition to providing direct services, CAAs often serve as program sponsors or grantees overseeing, although not necessarily directly operating programs. (source: [www.newcap.org](http://www.newcap.org))

### **Utilities**

Area utilities offer economic development assistance to communities and businesses in a number of ways to include the development of business plans, making available grants and loans, providing loan guarantees, and facilitating educational forums. Area utilities include:

- **Wisconsin Public Service Corporation** ([www.wisconsinpublicservice.com](http://www.wisconsinpublicservice.com)),
- **Alliant Energy** ([www.alliantenergy.com](http://www.alliantenergy.com)),
- **Rural Energy Cooperatives** ([www.meuw.org](http://www.meuw.org)), and
- **SBC** ([www.sbc.com](http://www.sbc.com)).

### **County and Local**

#### **University of Wisconsin Extension Office**

The Community Resource Development Agent/Educator offers small business management assistance workshops or one-on-one counseling, as well as information on county revolving loan funds and other sources of financing. The local Extension agent for Oconto County is located within the county courthouse. (source: [www.uwex.edu](http://www.uwex.edu))

**County Economic Development Officials/Contacts**

Marinette County Association for Business and Industry, Inc. (MCABI) serves as the central resource to the County's business community for the purpose of fostering the economic development of Marinette County. MCABI serve as the catalyst for economic development and tourism promotion in the county. The MCABI focuses on job creation, job retention, and the overall economic well-being of the county. The organization also promotes existing businesses, offers a marketing outlet for the county, and promotes events that are unique to the county that will benefit the area economically. (source: [www.marinettecounty.org](http://www.marinettecounty.org))

**APPENDIX C - ECONOMIC DEVELOPMENT RESOURCES**

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**VOLUME II - APPENDIX D**  
**TRANSPORTATION RESOURCES**



The following are brief descriptions of the transportation programs administered by the Wisconsin Department of Transportation (WisDOT). The programs are divided into two categories: 1) formula driven programs for which funding is based on population and/or road mileage; and 2) competitive funding programs.

### **Wisconsin Department of Transportation**

#### General Transportation Aid (GTA)

Town road improvements, construction and maintenance are funded, in part, through the state's disbursement of general transportation aids. The state provides a payment to each county and municipality in the state to pay a portion of the local governments' costs for such activities as road and street reconstruction, filling potholes, snow removal, grading shoulders, marking pavement, and repair of curb and gutters. The statutory "rate per mile" is \$1,825 for 2004. Beginning in 2000, each municipality was required to establish and administer a separate segregated account from which moneys may be used only for purposes related to local highways and must deposit into that account all state or federal money for local highway purposes.

#### Local Mileage Certification

Each local government that increased or decreased the mileage of its roads is required to file a certified plat with DOT by December 15th of each year. Local governments with no changes in their total local road miles are required to file a certified plat or a certified statement that no mileage increases have occurred. Beginning in 2001, the requirement for local governments to file certified plats with county clerks was eliminated and the mileage certification process was changed from an every other year activity to an annual activity. State GTA payments are based on the certified mileage of each local unit of government.

#### Local Roads Improvement Program (LRIP)

This program provides funding to local units of government for the costs associated with improving seriously deteriorating county highways, town roads, and municipal streets in cities and villages under the authority of the local unit of government. Projects are required to have a minimal design life of 10 years. This is a biennial program with all funds being distributed the first year. Applications are submitted through the county highway commissioners by November 15th of the odd numbered years.

There are three entitlement components for funding road improvements: 1) County Highway Improvement component (CHIP); 2) Town Road Improvement component (TRIP); and 3) cities and villages under Municipal Street Improvement component (MSIP). In addition, LRIP funds three statewide discretionary programs; CHIP-D County Highway Discretionary Improvement Program; 2) Trip-D Town road Discretionary Improvement Program; and 3) MISP-D Municipal Street Discretionary Improvement Program for cities and villages.

All LRIP projects are locally let, with up to 50 percent of the costs reimbursed by WisDOT upon completion, and the remainder matched by the local unit of government. Eligible projects include, but are not limited to, design and feasibility studies; and bridge replacement or rehabilitation, reconstruction, and resurfacing. Ineligible projects include, but are not limited to, new roads, seal coats, ditch repair, and/or curb and gutter construction.

**Local Bridge Program**

This program includes two separate programs 1) a statewide local bridge entitlement program and 2) a high cost local bridge program (high cost bridges are those that cost more than \$5 million and exceed 475 feet in length). It funds 80 percent of project costs to replace and rehabilitate structures on the Federal Bridge Register in excess of 20 feet. Bridges with sufficiency ratings less than 50 are eligible for replacement and those with sufficiency ratings less than 80 are eligible for rehabilitation.

Counties set priorities for funding within their area, with projects funded on a statewide basis. Local bridge projects are solicited by local WisDOT transportation office (District 3) staff during the winter of the odd numbered years, with program approval in summer of the odd numbered years. The program has a three-year cycle.

**Flood Damage Aids**

This program provides local governments with financial assistance to replace or improve roads or roadway structures that have had major damages caused by flooding.

**County Forest Aid Program**

This program provides assistance to counties that have eligible roads located within county forests. It is intended to defray the costs for the improvement and maintenance of public roads within a county forest.

**Rural and Small Urban Area Public Transportation Assistance Program - Section 5311**

Allocations to the State are set at the federal level. Funds may be used for operating assistance, and capital assistance. Eligible public transportation services include public transportation service operating or designed to operate in non-urbanized areas (a non-urbanized area is one that has a population of 50,000 or less).

**Specialized Transportation Assistance Program for Counties - Section 85.21**

Allocations under this formula program are based upon the proportion of the state's elderly and disabled population located in each county, subject to two minimums: no county can receive less than a one-half percent of the total annual appropriation; and no county can receive an allocation smaller than they received in 1992. A local match of 20 percent is required. Eligible expenditures include:

- directly provided transportation service for the elderly and disabled;
- purchase of transportation service from any public or private organization;
- a user-subsidy for the elderly or disabled passenger for their use of the transportation service;
- volunteer driver escort reimbursement;
- performing or purchasing planning or management studies on transportation;
- coordinating transportation services;
- performing or purchasing in-service training relating to transportation services; and/or
- purchasing capital equipment (buses, vans, etc.) for transportation services.

The following provides a brief description of *competitive* federal and state transportation grant programs.

#### Local Transportation Enhancement Program (TE)

Administered by WisDOT, the TE program provides funding to local governments and state agencies for projects that enhance a transportation project. Federal funds will cover up to 80 percent of the project, while the project sponsor is responsible for providing at least a 20 percent match. There are 12 eligible project categories;

- providing facilities for bicycles and pedestrians;
- providing safety and educational activities for pedestrians and bicyclists;
- acquiring scenic easements and scenic or historic sites;
- sponsoring scenic or historic highway programs; including the provision of tourist and welcome centers;
- landscaping and other scenic beautification;
- preserving historic sites;
- rehabilitating and operating historic transportation buildings and structures;
- preserving abandoned railway corridors;
- controlling and removing outdoor advertising;
- conducting archaeological planning and research;
- mitigating water pollution due to highway runoff or reducing vehicle caused wildlife mortality; and
- establishing transportation museums.

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

The STP-D program encourages projects that foster alternatives to single occupancy vehicle trips, such as rehabilitation and purchase of replacement vehicle for transit systems, facilities for pedestrians and bicycles, system-wide bicycle planning, and a wide-range of transportation demand management (TDM) projects. Communities over 5,000 are eligible to apply for the funds through the competitive application process.

#### Transportation Demand Management Programs

Transportation Demand Management consists of policies and programs designed to reduce the number of single occupant vehicles (SOV) trips in a region, especially during peak travel periods. There are two grant programs, the TDM Grant Program and Wisconsin Employment Transportation assistance Program (WETAP).

1. *TDM Grant Program* provides funding to successful grant recipients to implement projects that encourage innovative solutions and alternatives to reducing SOV trips. WisDOT accepts applications annually. Eligible applicants may include local governments, chambers of commerce, and others as defined by the program. The required local match is 20 percent of the project costs.

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

Application requirements include the development of regional job access plans that identify the need for transportation services and illustrate the alternatives proposed for the program. Plans should be developed between public transit providers, local units of government, transportation planners, human service agencies, low-income individuals and other interested parties

#### Transportation Economic Assistance (TEA Grant) Program

This program provides a 50 percent state grant to governing bodies, private businesses, and consortiums for road, rail, harbor and airport projects that are necessary to help attract employers to Wisconsin, or to encourage business and industry to remain and expand in Wisconsin.

#### Wisconsin's Rustic Roads Program

The Wisconsin Legislature established the Rustic Roads program in 1973 to help citizens and local units of government preserve what remains of Wisconsin's scenic, lightly traveled country roads.

Unique brown and yellow signs mark the routes of all officially-designated Rustic Roads. These routes provide bikers, hikers, and motorists an opportunity to leisurely travel through some of Wisconsin's scenic countryside. A small placard beneath the Rustic Roads sign identifies each Rustic Road by its numerical designation within the total statewide system. Each Rustic Road is identified by a 1 to 3 digit number assigned by the Rustic Roads Board. To avoid confusion with the State Trunk Highway numbering, a letter "R" prefix is used such as R50 or R120. The Department of Transportation pays the cost of furnishing and installing Rustic Roads marking signs.

An officially designated Rustic Road shall continue to be under local control. The county, city, village or town shall have the same authority over the Rustic Road as it possesses over other highways under its jurisdiction. A Rustic Road is eligible for state aids just as any other public highway. To qualify for the Rustic Road program, a road:

- should have outstanding natural features along its borders, such as rugged terrain, native vegetation, native wildlife, or include open areas with agricultural vistas which independently or in combination uniquely set this road apart from other roads.
- should be a lightly traveled local access road, one which serves the adjacent property owners and those wishing to travel by auto, bicycle, or hiking for purposes of recreational enjoyment of its rustic features.
- should be one neither scheduled nor anticipated for major improvements which would change its rustic characteristics.
- should have, preferably, a minimum length of 2 miles and, where feasible, should provide a completed closure or loop, or connect to major highways at both ends of the route.

A Rustic Road may be dirt, gravel or paved road. It may be one-way or two-way. It may also have bicycle or hiking paths adjacent to or incorporated in the roadway area. The maximum speed limit on a Rustic Road has been established by law at 45 mph. A speed limit as low as 25 mph may be established by the local governing authority.

The application information page includes a letter to prospective applicants explaining the Rustic Roads Program, petition, description and resolution forms to use in working with local government officials, and the state administrative codes governing the program. More information can be obtained by contacting your town chairman or the county highway commissioner or visit the WisDoT's website for more information.



**VOLUME II - APPENDIX E**  
**LAND USE INVENTORY CODES**



## **APPENDIX E - LAND USE INVENTORY CODES**

CODE	LAND USE CLASSIFICATION	CODE	LAND USE CLASSIFICATION
600	INSTITUTIONAL/GOVERNMENTAL FACILITIES	700	OUTDOOR RECREATION
610	Administrative Institutions/Governmental Facilities	710	Cultural/Natural Activities
611	Administrative Buildings	712	Zoos
612	Post Offices	716	Nature Study Areas
613	Military Installations	721	Designated Historic/Cultural/Archaeological Sites
614	Municipal Garages	730	Land Related Activities
630	Safety Institutions/Governmental Facilities	731	Campgrounds
631	Police/Fire Stations/Offices	735	Lawns/Yards
637	Ancillary Municipal Safety Facilities	736	Parks/Parkways/Forest-Related Picnic Areas
638	Prisons or Jails	737	Separate Picnic Areas
640	Educational Institutions/Governmental Facilities	738	Lookout Tower
641	Pre-School/Day Care	741	Playfields/Ball Diamonds/Volleyball Courts
642	Primary Schools	745	Swimming/Wading Pools
643	Middle Schools	746	Tennis Courts
644	Secondary Schools	747	Trails
645	Vocational Schools	751	Athletic Fields
647	Two-Year Colleges/Universities	756	Ice Skating Rinks
648	Four-Year and Graduate Colleges/Universities	757	Roller Skating Rinks
651	Libraries	758	Ski Areas
652	Community Center	761	Golf Courses
655	Museums	762	Golf Driving Ranges
660	Health Institutions/Governmental Facilities	766	Archery/Gun/Skeet Ranges
661	Hospitals	768	Hunting Preserves
663	Clinics	769	Race Tracks
665	Long-Term Health Care Facilities	770	Other
680	Assembly Institutions/Governmental Facilities	780	Water Related Activities
681	Fairgrounds	781	Boat Launching Sites/Areas
682	Gymnasiums	782	Other Water Access Sites/Areas
683	Sports Stadium/Arenas	783	Marinas
684	Fraternal Organizations/Clubhouses	784	Lighthouse
690	Religious and Related Facilities	799	Vacant Outdoor Recreation
691	Churches/Temples/Synagogues		
694	Cemeteries		
699	Vacant Institutional/Governmental		
800	AGRICULTURE/SILVICULTURE	900	NATURAL AREAS
805	Fallow Fields	910	Water
810	Croplands/Pastures	911	Lakes
830	Long-Term Specialty Crops	912	Reservoirs and Ponds
850	Animal Husbandry	913	Rivers and Streams
851	Fish Hatchery/Aquaculture	914	Canals and Channels
870	Farm Buildings/Accessories	930	Vital Natural Functions
880	Commercial Forests	936	Wildlife Refuges
899	Vacant Agriculture/Silviculture	937	Designated Scientific Sites/Areas
		950	Other Natural Areas, including Open Space
		951	Woodlands
		952	Wetlands
		953	Grasslands
		954	Beaches
		955	Bluffs
		960	Other Publicly-Owned Natural Areas
		990	Land Under Development
		99999	City or Village



**VOLUME II - APPENDIX F**  
**GLOSSARY OF TERMS**



## Planning and Zoning Definitions

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- Alley:** a permanently reserved public or private secondary means of access to an abutting property.
- Accessory Structure:** a detached subordinate structure located on the same lot as and incidental to the principal structure.
- Accessory Use:** a use incidental to and on the same lot as a principal use. *See also “accessory structure” and “principal building”.*
- Acre:** a unit of area used in land measurement and equal to 43,560 square feet. This is approximately equivalent to 4,840 square yards, 160 square rods, 0.405 hectares, and 4,047 square meters.
- Adaptive Reuse:** the conversion of obsolescent or historic buildings from their original or most recent use to a new use.
- Adequate Public Facilities Ordinance (APFO):** an ordinance that ties development approvals to the availability and adequacy of public facilities. Adequate public facilities are those facilities relating to roads, sewer systems, schools, and water supply and distribution systems.
- Administrative Appeal (Appeal):** a quasi-judicial\* process before the local zoning board to review a contested ordinance interpretation or an order of an administrative zoning official.
- Adverse Impact:** a negative consequence to the physical, social, or economic environment.
- Aesthetic Zoning:** the regulation of building or site design to achieve a desirable appearance.
- Affordable Housing:** housing that has its mortgage, amortization, taxes, insurance, and condominium and association fees constituting no more than 30% of the gross household income per housing unit. If the unit is rental, then the rent and utilities constitute no more than 30% of the gross household income per rental unit. *See s. COMM 202.01, Wis. Admin. Code.*
- Agriculture:** the use of land for farming, dairying, pasturage, apiculture (bees), aquaculture (fish, mussels), horticulture, floriculture, viticulture (grapes), or animal and poultry husbandry; this includes the necessary accessory uses for packing, treating, or storing the produce from these activities. *See also ss. 30.40(1) and 91.01(1), Wis. Stats.*
- Agricultural Conservation Easement:** conservation easements that restrict specifically farmland from development or specified farming practices and give farmers income, property, and estate tax reductions.
- Agricultural Protection Zoning:** a method for protecting agricultural land use by stipulating minimum lot sizes or limitations on non-farm use.
- Air Rights:** the ownership or control of all land, property, and that area of space at and above it at a height that is reasonably necessary or legally required for the full use over the ground surface of land used for railroad or expressway purposes.
- Amendment:** a local legislative act changing a zoning ordinance to make alterations, to correct errors, or to clarify the zoning ordinance. A class 2 notice must be published and a public hearing must be held before a county board may adopt a proposed amendment. *See s. 59.69, Wis. Stats.*
- Amenities:** features that add to the attractive appearance of a development, such as underground utilities, buffer zones, or landscaping.
- Americans with Disabilities Act (ADA):** a congressional law passed in 1990, which provides a clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities as well as clear, strong, consistent, enforceable standards addressing discrimination against individuals with disabilities.
- Amortization:** a method of eliminating nonconforming uses (usually minor structures) by requiring the termination of the nonconforming use after a specified period of time, which is generally based on the rate of economic depreciation of the use or structure.
- Annexation:** the process of incorporating an area of land in a township into a municipality. *See ch. 66, subch. II, Wis. Stats.*
- Appellate Body:** a body authorized to review the judgments made by administrative officers. For example, a board of adjustment hears appeals of the decisions of a county zoning administrator.
- Aquatic and Terrestrial Resources Inventory (ATRI):** a public and private partnership to gather, link, and make available data used for decisions affecting Wisconsin's landscape; a systematic and comprehensive information management system developed by the Wisconsin DNR to improve environmental and resource management decisions.
- Aquifer:** a geologic formation, usually comprised of saturated sands, gravel, and cavernous and vesicular rock, that carries water in sufficient quantity for drinking and other uses.
- Aquifer Recharge Area:** the surface area through which precipitation passes to replenish subsurface water bearing strata of permeable rock, gravel, or sand.
- Architectural Control/ Review:** regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the historic character or general style of surrounding areas.
- Area Variance (Variance):** the relaxation of a dimensional standard in a zoning ordinance decided by a local zoning board. *See ss. 59.69, 60.61, 60.62 and 62.23, Wis. Stats.*
- Arterial:** a major street, which is normally controlled by traffic signs and signals, carrying a large volume of through traffic.
- Bargain Sale:** the sale of land (to a conservation organization, for example) at less than market value.
- Base Flood:** a flood that has a one percent chance of being equaled or exceeded in any given year, commonly called a 100-year flood. *See also “floodplain”.*

**Benchmark:** a performance- monitoring standard that allows a local government to periodically measure the progress of a local comprehensive plan's goals and policies; also, a fixed and recorded elevation point from which another, relative elevation can be surveyed.

**Berm:** A low earthen ridge constructed as a landscaping feature or to direct runoff or deflect noise.

**Best Management Practices (BMPs):** the conservation measures and management practices intended to lessen or avoid a development's impact on surrounding land and water.

**Billboard:** a sign that identifies or communicates a message related to an activity conducted, a service rendered, or a commodity sold at a location other than where the sign is located.

**Block:** a unit of land or contiguous lots or parcels bounded by a roadway or other barrier.

**Board of Appeals/ Board of Adjustment (BOA):** a board of appointed individuals that hears appeals on variances and exceptions. Board of Appeals applies to cities, villages, and towns, whereas Board of Adjustment applies to counties.

**Brownfields:** lands contaminated by spills or leaks and that are perceived to be unsuitable for future development due to its hazardous nature or owner liability concerns.

**Buffer Area:** an area separating two incompatible types of development or a development and sensitive natural resources.

**Build Out:** the maximum, theoretical development of land as permitted under zoning regulations.

**Build Out Analysis:** a projection, based on the maximum, theoretical development of all lands, of the impact of a community's cumulative growth.

**Building Coverage:** See "lot coverage".

**Building Line:** the line parallel to the street line that passes through the point of the principal building nearest the front lot line.

**Building Scale:** the relationship between the volume of a building and its surroundings, including the width of street, amount of open space, and volume of surrounding buildings. Volume is determined by the three- dimensional bulk (height, width, and depth) of a structure.

**Bulk Regulations:** standards that establish the maximum size of structures on a lot and the location where a building can be, including coverage, setbacks, height, impervious surface ratio, floor area ratio, and yard requirements.

**Bundle of Rights Concept of Property:** See "rights".

**Business Improvement Districts (BID):** an area within a municipality consisting of contiguous parcels subject to general real-estate taxes other than railroad rights- of-way and that may include railroad rights- of- way, rivers, or highways continuously bounded by the parcels on at least one side. *See s. 66.1109( 1)( b), Wis. Stats.*

**Business Incubator:** retail or industrial space, which may offer shared or subsidized management support such as information and advice on regulations, advertising, promotion, marketing, inventory, labor relations, and finances and facility support such as clerical staff, security, electronic equipment, and building maintenance that is affordable to new, low profit- margin businesses.

**By Right:** a use that complies with all zoning regulations and other applicable ordinances and that is permitted without the consent of a review board.

**Capital Improvement:** a physical asset that is large in scale or high in cost.

**Capital Improvements Plan/ Capital Improvements Program (CIP):** a city's or county's proposal of all future development projects and their respective cost estimates listed according to priority.

**Capital Improvement Programming/ Capital Improvement Planning:** the scheduling of budgetary expenditures for infrastructure to guide and pace development.

**Carrying Capacity Analysis:** an assessment of a natural resource's or system's ability to accommodate development or use without significant degradation.

**Census:** The census of population and housing, taken by the U.S. Census Bureau in years ending in 0 (zero). Article I of the Constitution requires that a census be taken every ten years for the purpose of reapportioning the U.S. House of Representatives.

**Census Tract:** a relatively permanent county subdivision delineated to present census data.

**Central Business District (CBD):** the primary, downtown commercial center of a city.

**Certificate of Appropriateness:** a permit issued by a historic preservation review board\* approving the demolition, relocation, or new construction in a historic district.

**Certificate of Compliance:** an official document declaring that a structure or use complies with permit specifications, building codes, or zoning ordinances.

**Cesspool:** a buried chamber such as a metal tank, perforated concrete vault, or covered excavation that receives wastewater or sanitary sewage to be collected or discharged to the surrounding soil.

**City:** an incorporated municipality. Cities are divided into the four following classes for administration and the exercise of corporate powers: *Also see ch. 62, Wis. Stats.*

- a) Cities of 150,000 population and over- 1st class cities
- b) Cities of 39,000 and less than 150,000 population- 2nd class cities.
- c) Cities of 10,000 and less than 39,000 population- 3rd class cities.
- d) Cities of less than 10,000 population- 4th class cities.

**Clear Zone:** an area within a roadway right-of-way that is free of any obstructions, thus providing emergency vehicle access.

**Closed (Executive) Session:** a governmental meeting or portion closed to everyone but its members and members of its parent body for purposes specified in state law. Governmental meetings are subject to Wisconsin's 'Open Meetings Law.' See s.19.81- 19.98, *Wis. Stats.*

**Cluster Development Zoning (Clustering):** concentrating the total allowable dwelling units on a tract of land into higher densities on a smaller portion of the tract, leaving the remaining land as open space. For example, in a five-acre minimum lot zoned area, 10 units would be constructed on 50 acres; however, 10 units could also be 'clustered' on 20 acres (allowing minimum two-acre lots), leaving the remaining 30 acres as common open space.

**Collector:** a street designed to carry a moderate volume of traffic from local streets to arterial\* streets or from arterial streets to arterial streets.

**Combination Zones:** a zone that is placed over another, now underlying zone and that adds or replaces existing requirements of the underlying zone.

**Commercial District:** a zoning area designated for community services, general business, interchange of services, and commercial recreation.

**Common Open Space:** squares, greens, parks, or green belts intended for the common use of residents.

**Community Development Block Grant (CDBG):** a grant program administered by the U.S. Department of Housing and Urban Development (HUD), the state departments of Administration and Commerce, and the Wisconsin Housing and Economic Development Authority (WHEDA) that provides money for community rehabilitation and development. See s.16.358 and 560.045, *Wis. Stats.*

**Community Development Zone:** Zones meeting certain requirements and designated by the state Department of Commerce for the purpose of administering tax benefits designed to encourage private investment and to improve both the quality and quantity of employment opportunities. The Community Development Zone Program has more than \$38 million in tax benefits available to assist businesses that meet certain requirements and are located or willing to locate in one of Wisconsin's 21 community development zones. See s.560.70, *Wis. Stats.* See also "enterprise development zone".

**Community of Place:** See "sense of place".

**Comprehensive Plan:** a county development plan or city, village, town, or regional planning commission master plan prepared under and meeting the content requirements outlined in s.66.1001, *Wis. Stats.* Comprehensive plans provide a vision and general idea of how land should be used to assure public health, safety, and welfare.

**Concurrency Management System:** the process used to determine that needed public services are concurrent with a development's impacts.

**Concurrency Test:** an analysis of public facilities' ability to accommodate a development; in other words, adequate capacity of facilities must precede or be concurrent with a development's demand.

**Conditional Use:** a land use, construction activity, or structural development, which must be tailored to the site conditions and adjacent property uses through a public and technical review process, that is listed as a conditional use in a zoning district.

**Conditional Use Permit:** a permit issued by a zoning administrator, if the applicant meets certain additional requirements, allowing a use other than a principally permitted use.

**Conditional Zoning:** special conditions an owner must meet in order to qualify for a change in a zoning district designation.

**Condominium:** real estate and improvements where portions are designated for separate ownership and the remainder for common ownership. See s.703.02, *Wis. Stat.*

**Congestion Mitigation and Air Quality Program (CMAQ):** a program under the U.S. Department of Transportation intended to fund transportation projects and programs in non-attainment and maintenance areas that reduce transportation-related emissions.

**Conservation Areas:** environmentally sensitive and valuable lands protected from any activity that would significantly alter their ecological integrity, balance, or character except in cases of overriding public interest.

**Conservation Development Zoning:** a type of cluster development zoning that emphasizes a planned unit development for preserving open space, wetlands, natural landscaping, floodplains, or other prioritized resources as well as for preventing stormwater runoff.

**Conservation Easement:** a recorded legal agreement between a landowner and a qualified conservation agency that transfers development rights from the owner to the agency to protect natural or historic features. See s. 700.40, *Wis. Stats.*

**Conservation Reserve Program:** a federal Department of Agriculture program that pays farmers to convert 'erodible' cropland into vegetative cover.

**Consolidated Metropolitan Statistical Area (CMSA):** a statistical area defined by the U.S. Census; a large metropolitan statistical area with a population of one million or more that includes one or more primary metropolitan statistical areas (PMSA). See also "metropolitan statistical area" and "primary metropolitan statistical area" in this category.

**Contested Case:** a hearing similar to a court proceeding where parties have a right to review and object to evidence and cross-examine witnesses who testify.

**Contiguous Properties:** properties sharing a property line.

- Cooperative Agreement:** an agreement between two or more organizations to share in the financing or managing of a property, providing of services, or some other joint venture. *Also see ss. 66.0307, 150.84, and 299.80, Wis. Stats. for specific examples of authorized agreements.*
- County:** a political subdivision of the state. Counties are delineated in ch. 2, *Wis. Stats.* Wisconsin has 72 counties. *See ch. 59, Wis. Stats.*
- cul de sac :** a circular end to a local street [*French*, “bottom of the bag” ]
- Dedication:** the transfer of property from private to public ownership.
- Deed Restriction:** a limitation, which is recorded with the county register of deeds and to which subsequent owners are bound, on development, maintenance, or use of a property.
- Design Guideline:** an activity standard that preserves the historic or architectural character of a site or building.
- Design Review/ Control:** an aesthetic evaluation, considering landscape design, architecture, materials, colors, lighting, and signs, of a development’s impact on a community
- Design Standards:** criteria requiring specific dimensional standards or construction techniques. *See also “performance standards”.*
- Detachment:** the transposition of land from a municipality back into a township. *See s. 66.0227, Wis. Stats.*
- Developer:** a person or company that coordinates the ownership, financing, designing, and other activities necessary for the construction of infrastructure or improvements.
- Development:** an artificial change to real estate, including construction, placement of structures, excavation, grading, and paving.
- Development Values:** the economic worth of land based upon the fair market price after residential, commercial, or industrial structures have been added.
- District:** a part, zone, or geographic area within the municipality where certain zoning or development regulations apply.
- Down Zoning:** a change in zoning classification that permits development that is less dense, intense, or restrictive. *See also “up zoning”.*
- Dwelling Unit:** the space in a building that comprises the living facilities for one family. *See also “multifamily,” “single-family attached,” and “single-family detached dwelling”.*
- Easement:** written and recorded authorization by a property owner for the use of a designated part of the property by others for a specified purpose. *See also “conservation easement”.*
- Ecological Impact:** a change in the natural environment that could disrupt wildlife habitat or vegetation, or that could cause air, water, noise, or soil pollution.
- Economic Unit:** units of land that, although they may be separated from one another physically, are considered one economically.
- Eminent Domain:** the right of a government unit to take private property for public use with appropriate compensation to the owner. *See ch. 32, Wis. Stats.*
- Enabling Act:** legislation authorizing a government agency to do something that was previously forbidden. *See also “takings”.*
- Enterprise Development Zone:** zones meeting certain statutorily defined criteria and designated by the state Department of Commerce for providing tax incentives to new or expanding businesses whose projects will affect distressed areas. An enterprise development zone is “site specific,” applying to only one business, and is eligible for a maximum of \$3.0 million in tax credits. The department can designate up to 79 zones, which can each exist for up to seven years. The department is allowed to vary zone benefits to encourage projects in areas of high distress. *See s.560.70, Wis. Stats. See also “community development zone”.*
- Environmental Corridors:** linear areas of natural resources that are critical to maintaining water quality and quantity and to providing habitat linkages that maintain biological diversity. Environmental corridors are often associated with rivers and streams.
- Environmental Impact Ordinance:** a local legislative act requiring an assessment of the potential harmful environmental effects of a pending development so that steps to prevent damage can be taken.
- Environmental Impact Report (EIR):** a report that assesses an area’s environmental characteristics and then determines the impact that a proposed development will have.
- Environmental Impact Statement (EIS):** a statement prepared under the National Environmental Policy Act (NEPA) or Wisconsin Environmental Policy Act (WEPA) predicting the impacts a proposed government action is likely to have on the environment and describing the affected environment and the alternative actions considered. *See s.1.11, Wis. Stats., P.L.91-190, 42 USC 4331, NR 150, Wis. Admin. Code.*
- Environmental Nodes:** discrete, inherently non-linear areas of natural resources that are sometimes isolated from areas with similar resource features. Planning objectives often include linking environmental nodes.
- Environmentally Sensitive Areas:** areas such as wetlands, steep slopes, waterways, underground water recharge areas, shores, and natural plant and animal habitats that are easily disturbed by development.
- Esplanade:** waterfront area intended for public use.

**Estate Management Strategies:** strategies enacted during a landowner's lifetime or upon her death to help preserve family lands and farms.

**Ex parte Contact:** communication, which is normally prohibited, with a decision maker in a quasi-judicial proceeding, which is not part of a public hearing or the official record in a matter.

**Exactions:** compensation, which may take the form of facilities, land, or an actual dollar amount, that a community requires from a developer as condition of the approval of a proposed development project. Exactions may be incorporated into the community's zoning code or negotiated on a project-by-project basis; but, they must reflect the type and extent of the expected adverse impacts of the development.

**Executive Session:** See "closed session".

**Extraterritorial Zoning:** a local government's authority to zone areas outside its boundaries. Under Wisconsin law, the extraterritorial zone for 1st, 2nd, and 3rd class cities extends 3 miles beyond the corporate limits. The limit extends 1½ miles beyond the municipal boundary for 4th class cities and villages. See s.62.23(7a), Wis. Stats.

**Exurban Area:** the area beyond a city's suburbs.

**Fee Simple Acquisition:** the purchase of property via cash payment.

**Fee Simple Interest in Property:** absolute ownership of and with unrestricted rights of disposition to land. This describes the possession of all rights to property except those reserved to the state. See "rights".

**Fiscal Impact Analysis:** the projection of the costs and benefits of additional or new facilities, rentals, or remodeling of existing facilities, including data relative to increased instructional, administrative, maintenance, and energy costs and costs for new or replacement equipment.

**Fiscal Impact Report:** a report projecting the costs and revenues that will result from a proposed development.

**Floating Zone:** an unmapped zoning district that is described in ordinance and on the zoning map only when an application for development is approved.

**Floodplains:** land that has been or may be covered by flood water during a 'regional flood' as is defined in NR 116, Wis. Adm. Code. The floodplain includes the floodway and floodfringe, and is commonly referred to as the 100-year floodplain.

- *Floodfringe:* that portion outside of the floodway covered by water during a regional flood.

This term is generally associated with standing water, but may under local floodplain zoning ordinances, be developed for specified purposes if development is protected from flooding.

- *Floodway:* the channel of a river or stream and those portions of the floodplain adjoining the channel required to discharge a regional flood.

This term is generally associated with flowing water and is required by local floodplain zoning ordinances to remain undeveloped and free of obstructions. See also "base flood".

**Forest Crop Law:** a program enacted in 1927 that exempts DNR approved privately owned forest land from general property taxes but instead requires the owner to make an acreage share payment or a state contribution. Under the program, land is taxed at a constant annual rate while its timber is taxed after harvest. Entries into the FCL closed as of 1 January 1986 with enactment of the Managed Forest Law. Today about 25,000 landowners, owning more than 2.5 million acres, are enrolled in the three existing forest tax laws: Forest Crop Law, Woodland Tax Law, and Managed Forest Law. See ch. 70, Wis. Stats.

**Front Lot Line:** the lot line separating an interior lot from the street, or the shortest lot line of a corner lot to a street.

**Gentrification:** the resettlement of low and moderate-income urban neighborhoods by middle and high-income professionals.

**Geographic Information System (GIS):** computer technology, tools, databases, and applications that provide spatial (geographic) data management, analysis, and mapping capabilities to support policy evaluation, decision-making, and program operations.

**Geologic Review:** an analysis of geologic features on a site, including hazards such as seismic hazards, surface ruptures, liquefaction, landslides, mud slides, erosion, and sedimentation.

**Gift Credit:** a dollar or in-kind matching amount (labor, supplies, land donation, etc.) required to secure funds for a development.

**Global Positioning System (GPS):** a computerized tool for determining longitudinal and latitudinal coordinates through the use of multiple orbiting satellites.

**Green Spaces:** See "open spaces".

**Group Quarters:** The group quarters population includes all people not living in households. Two general categories of people in group quarters are recognized: (1) the institutionalized population and (2) the noninstitutionalized population.

**Growth Management:** the pacing of the rate or controlling of the location of development via law enactment to manage a community's growth.

**Growth Trend Series:** In a growth series, the starting value is multiplied by the step value to get the next value in the series. The resulting product and each subsequent product is then multiplied by the step value.

**Hamlet:** a predominantly rural, residential settlement that compactly accommodates development.

**Hamlet Lot:** a small residential lot in a contiguous group with adjacent and fronting lots oriented toward each other in some ordered geometric way and forming a boundary with the surrounding countryside.

- Hazardous Substance:** any substance or combination of substances, including solid, semisolid, liquid or gaseous wastes, which may cause or significantly contribute to an increase in mortality or an increase in serious irreversible or incapacitating reversible illness or which may pose a substantial present or potential hazard to human health or the environment because of its quantity, concentration, or physical, chemical, or infectious characteristics. This term includes irritants, strong sensitizers, explosives, and substances that are toxic, corrosive, or flammable. *See s.292.01(5), Wis. Stats.*
- Heavy Industry:** the basic processing and manufacturing of products from raw materials; or, a use engaged in the storage or manufacturing processes using flammable or explosive materials or those that potentially involve offensive conditions. *See also "light industry".*
- Highly Erodible Soils:** soils highly susceptible to erosion as determined by an equation that considers soil type, slope, and amount of rainfall but does not consider current land management or vegetative cover. These soils are often identified in county soil survey books.
- Historic Area:** an area designated by an authority, having buildings or places that are important because of their historical architecture or relationship to a related park or square or because those areas were developed according to a fixed plan based on cultural, historical, or architectural purposes.
- Historic Preservation:** the research, protection, restoration, and rehabilitation of historic properties.
- Historic Property:** a building, structure, object, district, area, or site, whether on or beneath the surface of land or water, that is significant in the history, prehistory, architecture, archaeology, or culture of Wisconsin, its rural and urban communities, or the nation. *See s.44.31(3), Wis. Stats. See s.13.48(1m)(a), Wis. Stats.*
- Homeowner's Association:** a nonprofit organization made up of property owners or residents who are then responsible for costs and upkeep of semiprivate community facilities.
- Home Rule:** constitutional provisions in some states that give local units of government substantial autonomy. Wisconsin is a "strong" home rule state.
- Housing Occupancy:** refers to whether a housing unit is occupied or vacant.
- Housing Tenure:** refers to whether the housing occupant is an owner or renter.
- Housing Unit:** a single-family house, townhouse, mobile home or trailer, apartment, group of rooms, or single room that is occupied as a separate living quarters or, if vacant, is intended for occupancy as a separate living quarters.
- Incorporation:** orderly and uniform development of territory from town to incorporated status. *See ch. 66, subch. II, Wis. Stats.*
- Impact Fees:** cash contributions, contributions of land or interests in land, or any other items of value that are imposed on a developer by a political subdivision to offset the community's costs resulting from a development. *See s. 66.0617, Wis. Stats.*
- Impervious Surface:** a ground cover such as cement, asphalt, or packed clay or rock through which water cannot penetrate; this leads to increases in the amount and velocity of runoff and corresponds to increases in soil erosion and nutrient transport.
- Improvements:** the actions taken to prepare land, including clearing, building infrastructure such as roads and waterlines, constructing homes or buildings, and adding amenities.
- Incentive Zoning:** the granting of additional development possibilities to a developer because of the developer's provision of a public benefit.
- Industrial District:** a district designated as manufacturing, research and development, or industrial park.
- Infill:** the development of the last remaining lots in an existing developed area, the new development within an area already served by existing infrastructure and services, or the reuse of already developed, but vacant properties. *See also "redevelopment".*
- Infrastructure:** public utilities, facilities, and delivery systems such as sewers, streets, curbing, sidewalks, and other public services.
- Installment Sale:** a real estate transaction in which the landowner and the recipient negotiate terms for the property to be transferred over an extended period of time rather than all at once.
- Institutionalized Population:** The institutionalized population includes people under formally authorized, supervised care or custody in institutions at the time of enumeration; such as correctional institutions, nursing homes, and juvenile institutions.
- Intermodal Surface Transportation Efficiency Act, 1991 (ISTEA):** a federal transportation act that authorized the first 23 "high priority corridors" of the total 42 authorized by the ISTEA, the National Highway System Designation Act (1995), and the Transportation Equity Act for the 21st Century.
- Intelligent Transportation System (ITS):** a system of technologies, including traveler information systems to inform motorists of weather and road conditions, incident management systems to help emergency crews respond more efficiently to road incidents, and commercial vehicle operations to increase freight transportation efficiency, intended to relieve state highway congestion.
- Interim Zone of Influence:** a procedure for the exchange of information or resolution of conflicts on certain proposed land-uses between a city or town and the county.
- Interim Zone/ Development Controls:** *See "moratorium".*
- Judicial Appeal:** the review of a local zoning decision by the state judicial system.
- Land:** soil, the ground surface itself, a subdivision, a tract or parcel, a lot, an open space, or the physical elements below ground.

**Land Banking:** the obtaining, holding, and subsequent release of lands by a local government for controlled development or conservation.

**Land Exchange:** a transaction where a public agency or nonprofit organization exchanges a land parcel for another land parcel with high conservation value.

**Land use Intensity System (LUI):** a comprehensive system created in the mid- 1960s by the U.S. Federal Housing Administration for determining or controlling the intensity of land development.

**Land use Inventory:** a study, cataloging the types, extent, distribution, and intensity of current and future uses of land in a given area.

**Land use Plan:** the element of a comprehensive plan that designates and justifies the future use or reuse of land. See s.66.1001, *Wis. Stats.*

**Landfill:** a disposal facility for solid wastes. *See ch.289, Wis. Stats.*

**Land Trust:** a private, nonprofit organization that protects natural and cultural resources through conservation easements, land acquisition, and education.

**Large- Lot Zoning:** a requirement that each new house be constructed on a minimum number of acres (generally, five or more acres). Developments that feature large- lot zoning may include the dispersal of some impacts, less efficient infrastructure, and greater areas of land use.

**Leapfrog Development:** new development separated from existing development by substantial vacant land.

**Leaseback:** *See “purchase/ leaseback”.*

**Level of Service (LOS):** a measurement of the quantity and quality of public facilities.

**Light Industry:** the manufacture and distribution of finished products, including processing, fabrication, assembly, treatment, packaging, incidental storage, and sales. *See also “heavy industry”.*

**Limited Development:** the development of one portion of a property to finance the protection of another portion.

**Linear Trend Series:** In a linear series, the step value, or the difference between the first and next value in the series, is added to the starting value and then added to each subsequent value.

**Lot:** a parcel of land that is occupied or intended for occupancy, including one main building and any accessory buildings, open spaces, or parking spaces. *See also “through lot”.*

**Lot Area:** the area of a horizontal plane bounded by the vertical planes through front, side, and rear lot lines.

**Lot Averaging:** the design of individual adjoining lots within a residential subdivision where the average lot is the minimum prescribed area for the zoning district.

**Lot- by- Lot Development:** a conventional development approach where each lot is treated as a separate development unit conforming to all land- use, density, and bulk requirements.

**Lot Coverage:** the total when an area of a lot covered by the total projected surface of all buildings, impervious surfaces, or vegetative coverage is divided by the gross area of that lot.

**Lot Depth:** the average horizontal distance between the front and rear lot lines.

**Lot Line:** the property lines at the perimeter of a lot.

**Lot Width:** the distance between side lot lines. This is generally measured at the front setback, but the specific protocol varies between jurisdictions.

**LULU:** a locally unwanted land use. *See also “NIMBY,” “NIABY,” and “NIMTOO”.*

**Main Street Program:** a comprehensive revitalization program established in 1987 to promote and support the historic and economic redevelopment of traditional business districts in Wisconsin. The Main Street Program is administered by the state Department of Commerce.

**Managed Forest Law:** a law enacted in 1985, replacing the Forest Crop Law and Woodland Tax Law, that exempts DNR approved privately owned forest land from general property taxes but instead requires the owner to pay an annual acreage payment, a state contribution, a yield tax, or a withdrawal penalty. Landowners have the option to choose a 25 or 50 year contract period. Enrollment is open to all private landowners owning ten or more acres of woodlands. Today about 25,000 landowners, owning more than 2.5 million acres, are enrolled in the three existing forest tax laws: Forest Crop Law (FCL), Woodland Tax Law (WTL), and Managed Forest Law (MFL). *See ch. 70, Wis. Stats.*

**Manufactured Housing:** a structure, containing within it plumbing, heating, air- conditioning, and electrical systems, that is transportable in one or more sections of certain sizes and is built on a permanent chassis, and when connected to the required utilities, is designed to be used as a dwelling with or without a permanent foundation. Such housing must comply with the standards established under the National Manufactured Housing Construction and Safety Standards Act. *See 42 USC 5401 to 5425 and ch.409, Wis. Stats.*

**Map:** a drawing or other representation that portrays the spatial distribution of the geographic, topographic, or other physical features of an area.

**Median age:** The midpoint age that separates the younger half of a population from the older half.

**Metropolitan Statistical Area (MSA):** a statistical area defined by the U.S. Census; a freestanding metropolitan area (i.e. an area with a minimum population of 50,000 and adjacent communities with a high degree of economic and social integration) or a Census Bureau defined urbanized area with a population of 100,000 or greater (75,000 in New England), not closely

associated with other metropolitan areas. Nonmetropolitan counties surround these areas typically. *See also “consolidated metropolitan statistical area” and “primary metropolitan statistical area”.*

**Mini- Lot Development:** a development containing lots that do not meet the minimum size or other requirements.

**Mitigation:** the process of compensating for the damages or adverse impacts of a development.

**Mitigation Plan:** imposed development conditions intended to compensate for the adverse impacts of the development.

**Mixed- Use Development:** a development that allows multiple compatible uses to be in close proximity to one another in order to minimize transportation infrastructure impacts and to create a compact, efficient neighborhood; for example, single family, multifamily, commercial, and industrial uses are located within a reasonable proximity to each other.

**Modernization:** the upgrading of existing facilities to increase the input or output, update technology, or lower the unit cost of the operation.

**Moratorium:** a temporary development freeze or restriction pending the adoption or revision of related public policies or provisions of public infrastructures or services.

**Multifamily Dwelling:** a building or portion occupied by three or more families living independently of each other.

**Multimodal Transportation:** an integrated network of various transportation modes, including pedestrian, bicycle, automobile, mass transit, railroads, harbors, and airports.

**Municipality:** a city, village, town, or other unit of local government. The application of this term varies and it often has specific legal meanings.

**National Environmental Policy Act (NEPA):** a congressional act passed in 1969, establishing a national environmental policy. NEPA requires federal agencies to consider the environmental effects of decisions early in their decision-making processes and to inform the public of likely impacts. Environmental impact statements (EISs) are prepared consistent with this law. The act also established the Council on Environmental Quality. *See P.L. 91- 190, 42 U.S.C. 4321- 4347. See also “environmental impact statement” and “Wisconsin Environmental Policy Act (WEPA)”.*

**National Register of Historic Places in Wisconsin:** places in Wisconsin that are listed on the national register of historic places maintained by the U.S. Department of the Interior, National Park Service.

**Neighborhood Plan:** a plan that provides specific design or property-use regulations in a particular neighborhood or district.

**Neighborhood Unit:** the model for American suburban development after World War II based around the elementary school with other community facilities located at its center and arterial streets at its perimeter.

**Neotraditional Development:** a land-use approach that promotes neighborhoods with a variety of housing and architectural types, a central gathering point, and interconnecting streets, alleys, and boulevards edged with greenbelts.\* *See also “New Urbanism” and “smart growth”.*

**Net Acre:** an acre of land excluding street rights-of-way\* and other publicly dedicated improvements such as parks, open space, and stormwater detention and retention facilities.

**New Urbanism:** an approach to development that includes the reintegration of components such as housing, employment, retail, and public facilities into compact, pedestrian-friendly neighborhoods linked by mass transit. *See also “Neotraditional development” and “smart growth”.*

**NIABY:** Not in anyone’s backyard. *See also “LULU,” “NIMBY,” and “NIMTOO”.*

**NIMBY:** Not in my backyard. *See also “LULU,” “NIABY,” and “NIMTOO”.*

**NIMTOO:** Not in my term of office. *See also “LULU,” “NIMBY,” and “NIABY”.*

**Nonconforming Activity:** an activity that is not permitted under the zoning regulations or does not conform to off-street parking, loading requirements, or performance standards.

**Nonconforming Building:** any building that does not meet the limitations on building size or location on a lot for its use and district.

**Nonconforming by Dimension:** a building, structure, or parcel of land that is not compliant with the dimensional regulations of the zoning code.

**Nonconforming Lot:** a use or activity which lawfully existed prior to the adoption, revision, or amendment of an ordinance but that fails to conform to the current ordinance.

**Nonconforming Use:** a use (or structure) that lawfully existed prior to the adoption or amendment of an ordinance but that fails to conform to the standards of the current zoning ordinance.

**Noncontributing Building:** a building or structure that does not add to the historic architecture or association or cultural values of the area.

**Noninstitutionalized Population:** The noninstitutionalized population includes all people who live in group quarters other than institutions, such as college dormitories, military quarters, and group homes. Also, included are staff residing at institutional group quarters.

**North American Industry Classification System (NAICS):** a classification system developed by the United States, Canada, and Mexico to provide comparable industrial production statistics collected and published in the three countries. The NAICS replaces the Standard Industrial Classification (SIC) system and provides for increased comparability with the International Standard Industrial Classification (ISIC) system developed and maintained by the United Nations. *See also “Standard Industrial Classification (SIC)”.*

**Office Park:** a large tract that has been planned and developed as an integrated facility for a number of separate office buildings and that considers circulation, parking, utilities, and compatibility.

**One-Unit, Attached:** This is a 1-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.

**One-Unit, Detached:** This is a 1-unit structure detached from any other house; that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides. Mobile homes or trailers to which one or more permanent rooms have been added or built also are included.

**Open Session:** a meeting that is in accordance with Wisconsin's 'Open Meetings Law.' *See s.19.85- 19.98, Wis. Stats.*

**Open (Green) Spaces:** a substantially undeveloped area, usually including environmental features such as water areas or recreational facilities. *See also "common open spaces".*

**Ordinance:** a local law; a legislative enactment of a local governing body.

**Orthophoto Quad:** an aerial photograph that has been adjusted, via the correcting of distortions and inaccuracies due to plane tilt, elevation differences, or the curvature of the earth's surface, to reflect as accurately as possible the actual topography of the earth's surface.

**Outright Donation:** the donation of land to a unit of government or a qualified charitable land conservation management organization.

**Outright purchase:** the acquisition of land for the benefit of the public.

**Overlay Zone:** an additional land use or zoning requirement that modifies the basic requirements of the underlying designation.

**Parcel:** *See "lot".*

**Pedestrian Friendly:** a development that is primarily accessible to pedestrians rather than automobiles and with an emphasis on street sidewalks rather than parking.

**Performance Standards:** general criteria established to limit the impact of land uses or development. *See also "design standards".*

**Pervious Surface:** a ground cover through which water can penetrate at a rate comparable to that of water through undisturbed soils.

**Planned Unit Development:** land under unified control to be developed in a single development or a programmed series of phases. A planned development includes the provisions, operations, maintenance, facilities, and improvements that will be for the common use of the development districts, but which will not be maintained at general public expense.

**Plan Commission:** an appointed local government commission authorized to make and adopt a master plan, consistent with s.66.1001, *Wis. Stats.*, for the physical development of the city. *See s.62.23, Wis. Stats.*

**Plat:** a map of a lot, parcel, subdivision, or development area where the lines of each land division are shown by accurate distances and bearings.

**Point System:** numerical values assigned to a development's impacts on a community's resources.

**Political Subdivision:** a city, village, town, county, sanitary district, school district, inland lake protection and rehabilitation district, or other special purpose unit of government.

**Pre- acquisition:** a technique where one organization (usually a private land trust) purchases a property and holds it until another organization (usually a government agency) can allocate the funds to purchase it.

**Preservation:** leaving a resource undisturbed and free from harm or damage. While 'preservation' is often used interchangeably with 'conservation,' the latter entails a connotation of prudent resource use.

**Primary Metropolitan Statistical Area (PMSA):** a statistical area defined by the U.S. Census; an area within a consolidated metropolitan statistical area consisting of a large urbanized county or cluster of counties that demonstrates very strong internal economic and social links, in addition to close ties to other portions of the larger area. *See also "metropolitan statistical area" and "consolidated metropolitan statistical area".*

**Prime Agricultural Land:** land determined by local governments to be important for sustaining agricultural operations and that are often protected from conversion to other uses. *See ch.91, Wis. Stats.*

**Prime Farmland:** farmland classified by the Natural Resources Conservation Service as best for the crop production of row, forage, or fiber because of level topography, drainage, moisture supply, soil texture and depth, and susceptibility to erosion and runoff. Ideally, prime farmland allows least cost to both the farmer and the natural resources. *See ch.91, Wis. Stats.*

**Principal Building:** the building, including all parts connected, where the primary use of the lot is conducted.

**Private Road:** a way open to traffic, excluding driveways, established as a separate tract for the benefit of adjacent properties.

**Privately Owned Waste- Treatment Systems (POWTS):** sewage treatment and disposal systems, which are also called on- site sanitary systems, that are not connected to sewer lines or wastewater treatment plants.

**Public Dedication:** reserving land in a subdivision for public use such as a school or park.

**Public Road:** public property dedicated and reserved for street traffic.

**Purchase of Development Rights (PDR):** a public or private government initiative that acquires the development rights of property to limit development and protect natural features or open space. *See also “rights” and “transfer of development rights”.*

**Purchase/ Leaseback:** an arrangement where a community purchases a natural area and then either leases it back with special lease restrictions or sells it back with deed restrictions designed to protect the natural features of the property.

**Quarter, Quarter Zoning:** a development standard that limits non-farm development to one house per 40 acres ( $\frac{1}{4}$  of  $\frac{1}{4}$  of the original 640- acre section).

**Quasi- Judicial Decisions:** “resembling a court;” quasi- judicial decision making must follow rules of due process and is midway between legislative and administrative functions. Examples of quasi- judicial decisions include variances, appeals, and conditional- use permits.

**Quasi- Public Use/ Facility:** a use conducted or a facility owned or operated by a nonprofit or religious institution that provides public services.

**Rear- lot Line:** a lot line, opposite the front lot line, that generally does not abut a public roadway.

**Redevelopment:** any proposed replacement of existing development. *See also “infill”.*

**Redevelopment Authority:** an authority, known as the “redevelopment authority of the city of [city name],” created in every city with a blighted area. This authority, together with all the necessary or incidental powers, is created to carry out blight elimination, slum clearance, and urban renewal programs and projects as set forth in Wisconsin Statutes. *See s.66.1333 (3) a) 1, Wis. Stats .*

**Reforestation:** the planting or replanting of forest plants.

**Regional Plan:** a plan that covers multiple jurisdictions, often within the administrative area of a regional planning commission, and that can be prepared jointly by cooperating municipalities, regional planning commissions, state agencies, or other entities.

**Requests for Proposals (RFP):** a document describing a project or services and soliciting bids for a consultant’s or contractor’s performance.

**Requests for Qualifications (RFQ):** a document describing the general projects, services, and related qualifications of bidding consultants or contractors.

**Reservation of Site:** *See “public dedication”.*

**Reserved Life Estate:** an arrangement where a landowner sells or donates property to another party (for example, a conservation organization) while retaining the right to lifetime use.

**Revolving Fund:** a conservation fund, replenished through donations or selling of the land to another conservation organization or a government agency, used to purchase land or easements.

**Rezoning:** an amendment to a zoning map or zoning ordinance that changes the zoning- district designation and use or development standards.

**Right of First Refusal:** an agreement between a landowner and another party (for example, a land trust) that gives the other party a chance to match any third- party offer to purchase lands.

**Right of Way (ROW):** a strip of land occupied by or intended to be occupied by a street, crosswalk, walkway, utility line, or other access.

**Rights (The Bundle of Rights Concept of Property):** government and private owners each hold portions of the bundle of rights in real property.

Owner property rights include:

- *Right to Use:* the right to improve, harvest, cultivate, cross over, or not to use.
- *Right to Lease:* the right to lease for cash or the right to hold a cash, including a share lease or third or fourth lease, a crop share lease, a one year lease, or a perpetual lease.
- *Right of Disposition:* the right to sell, to bequeath, to mortgage, or to establish trusts on all or part of a property.

Government property rights include:

- *Eminent domain:* the right to purchase land for public use
- *Escheat:* the right for the succession in title where there is no known heir
- *Regulation*
- *Taxation*

**Riparian Areas:** the shore area adjacent to a body of water.

**Roadway Setback:** the required or existing minimum distance between a public roadway (measured from the centerline or edge of right- of- way) and the nearest point on a structure.

**Scenic Corridor:** a linear landscape feature that is visually attractive (for example, stream corridors or blufflines).

**Scenic Easement:** an easement\* intended to limit development in order to preserve a view or scenic\* area.

**Seasonal Dwelling:** a dwelling not used for permanent residence or not occupied for more than a certain number of days per year. The standard varies between jurisdictions.

**Secondary Dwelling Unit:** an additional dwelling unit in a freestanding building or above a residential garage and located within or on the same lot as the principal dwelling unit.

**Sense of Place:** the constructed and natural landmarks and social and economic surroundings that cause someone to identify with a particular place or community.

**Set Back:** the minimum distance a building, structure, or activity can be separated from a designated feature such as a waterway or bluffline.

**Shoreland:** a state mandated water resource protection district that Wisconsin counties must adopt.

Shorelands include lands adjacent to navigable waters within 1,000 feet of the ordinary high-water mark of a lake, pond, or flowage and within 300 feet of the ordinary high-water mark or floodplain of a river or stream.

**Shoreland- Wetland:** shorelands that are designated as wetlands on Wisconsin Wetlands Inventory maps. See *Wis. Stats.*

**Shoreline Stabilization:** the placement of structural revetments or landscaping practices to prevent or control shoreline erosion.

**Side Lot Line:** a lot line that is neither a front lot line nor a rear lot line.

**Single- family Attached Dwelling:** one of two or more residential buildings having a common wall separating dwelling units.

**Single- family Detached Dwelling:** a residential building containing not more than one dwelling unit surrounded by open space.

**Sign:** any device that is sufficiently visible to persons not located on the lot that communicates information to them.

**Site Plan:** a scaled plan, which accurately and completely shows the site boundaries, dimensions and locations of all buildings and structures, uses, and principal site development features, proposed for a specific lot.

**Sliding Scale Zoning:** a ratio of dwelling units to land acreage that concentrates development on smaller lots by increasing the minimum lot size for houses built on larger parcels.

**Smart Growth:** an approach to land-use planning and growth management that recognizes connections between development and quality of life. The features that distinguish smart growth approaches vary. In general, smart growth invests time, attention, and resources in restoring community and vitality to center cities and older suburbs. In developing areas, the approach is more town-centered, is transit and pedestrian oriented, and has a greater mix of housing, commercial, and retail uses. Smart-growth approaches preserve open space and other environmental amenities. The term is also used to refer to Wisconsin's comprehensive planning law. See s.66.1001, *Wis. Stats.* See also "New Urbanism" and "Neotraditional development".

**Special Designation:** the protection of scenic river corridors and other valuable resources through state or federal means such as recognition, acquisition, or technical assistance.

**Special District/ Special Purpose Unit of Government:** a government entity that is responsible for performing specific tasks and oversight essential to a community's or region's well being. Special districts include sanitary districts, metropolitan sewerage districts, drainage districts, inland lake protection and rehabilitation districts, business improvement districts, tax incremental financing districts, architectural conservancy districts, and port authorities.

**Special Exception:** See "conditional use".

**Spot Zoning:** a change in the zoning code or area maps that is applicable to no more than a few parcels and generally regarded as undesirable or illegal because it violates equal treatment and sound planning principles.

**Stand:** a number of plants growing in a continuous area. Examples include 'a stand of hardwood' or 'a stand of timber.'

**Standard Industrial Classification/ Standard Industrial Code (SIC):** an industry classification system to facilitate the collection, tabulation, presentation, and analysis of data relating to establishments and to ensure that data about the U.S. economy published by U.S. statistical agencies are uniform and comparable. See also "North American Industry Classification System (NAICS)".

**Statewide Comprehensive Outdoor Recreation Plan (SCORP):** a plan that aims to offer a research base and overall guidance for all providers of Wisconsin's outdoor recreation, including federal, state, county, city, village, and town governments, resorts and other businesses, and a variety of other public and private organizations. Ideally, SCORP is used in conjunction with other planning documents such as property master plans, community park and open space plans, the State Trails Strategic Plan, six-year development plans, and county and regional planning commission plans.

**Stewardship Program:** a state bonding program established by the Wisconsin Legislature in 1989 and re-authorized in 1999 that provides funds to protect environmentally sensitive areas and to maintain and to increase recreational opportunities across the state.

**Stormwater Detention/ Stormwater Retention:** the storage of stormwater runoff.

**Stormwater Management:** the reduction of the quantity of runoff, which affects flooding, or of pollutants generated at a development site and carried in stormwater.

**Story:** a space in a building between the surface of any floor and the surface of the next above floor or roof.

**Subdivision:** the description (usually by survey) and recording of separate land parcels or lots.

**Summary Abatement:** a legal action taken to suppress the continuation of an offensive land use. See also "tax abatement".

**Sustainability:** long-term management of ecosystems intended to meet the needs of present human populations without compromising resource availability for future generations.

**Sustainable Development:** development that meets the needs of the present generation without compromising the needs of future generations.

**Takings:** government actions that violate the Fifth Amendment to the U.S. Constitution, which reads in part, “nor shall private property be taken for public use, without just compensation.” Such actions include regulations that have the effect of “taking” property. The Supreme Court has established four clear rules that identify situations that amount to a taking and one clear rule that defines situations that do not.

The court has found “takings” in the following circumstances:

- *where a landowner has been denied “all economically viable use” of the land;*
- *where a regulation forced a landowner to allow someone else to enter onto the property;*
- *where the regulation imposes burdens or costs on a landowner that do not bear a “reasonable relationship” to the impacts of the project on the community; and*
- *where government can equally accomplish a valid public purpose through regulation or through a requirement of dedicating property, government should use the less intrusive regulation, for example, prohibiting development in a floodplain property.*

The Supreme Court has also said that where a regulation is intended merely to prevent a nuisance, it should *not* be considered a taking.

**Tax Abatement:** a release of a certain tax liability for a specific period of time and under certain circumstances. *See also “summary abatement”.*

**Tax Increment:** additional tax revenue resulting from a property- value increase; the amount obtained by multiplying the total of all property taxes levied on all taxable property within a tax- incremental district in a year by a fraction having as a numerator the value increment for that year in the district and as a denominator that year’s equalized value of all taxable property in the district. In any year, a tax increment is “positive” if the value increment is positive and “negative” if the value increment is negative. *See s.66.1105, Wis. Stats.*

**Tax Increment Financing (TIF):** a local governmental financing of private- sector redevelopment, anticipating the additional revenues of the tax increment.\* *See s.66.1105, Wis. Stats.*

**Town:** the political unit of government; a body corporate and politic, with those powers granted by law. *See ch. 60, Wis. Stats.*

**Township:** all land areas in a county not incorporated into municipalities (cities and villages).

**Tract:** an indefinite stretch or bounded piece of land; in subdivisions, a tract is often divided into individual lots.

**Traditional Neighborhood:** a compact, mixed- use neighborhood where residential, commercial, and civic buildings are within a close proximity. *See also “Neotraditional development” and “New Urbanism”.*

**Traffic Calming:** the process of increasing pedestrian safety via decreasing automobile speed and volume.

**Traffic Impact Analysis:** an analysis of the impacts of traffic generated by a development.

**Traffic Impact Mitigation Measure:** an improvement by a developer intended to reduce the traffic impact created by a development.

**Transfer of Development Rights:** a technique, involving the designation of development (receiving) zones and protected (sending) zones, for guiding growth away from sensitive resources and toward controlled development centers by transferring development rights from one area to another via local law authorization such as a deed or easement. *See also “rights” and “purchase of development rights”.*

**Transit- Oriented Development (TOD):** moderate or high- density housing concentrated in mixed- use developments\* that encourages the use of public transportation.

**Transitional Use:** a permitted use or structure that inherently acts as a transition or buffer between two or more incompatible uses.

**TRANSLINKS 21:** a statewide transportation system plan prepared by the Wisconsin Department of Transportation in response to federal and state laws.

**Transportation Demand Management (TDM):** a strategy that alleviates roadway stress by reducing vehicle density via the increasing of passengers per vehicle.

**Transportation enhancements (ISTEA & TEA- 21):** funds contributed by the federal highway transportation program to enhance cultural, aesthetic, and environmental aspects of local transportation and transit systems.

**Underlying Zoning District:** a term referring to a zoning district when it is affected by an overly district.

**Undevelopable:** an area that cannot be developed due to topographic or geologic soil conditions.

**Unified Development Code:** the combining of development regulations into a single zoning code.

**Universal Transverse Mercator Grid (UTM):** a civilian grid system, which uses only numbers and can be handled by digital mapping software and Geographic Information Systems.

**Unnecessary Hardship:** a unique and extreme inability to conform to zoning ordinance provisions due to physical factors; and, one of three tests a property must meet in order to qualify for a zoning variance.

**Up Zoning:** changing the zoning designation of an area to allow higher densities or less restrictive use. *See also “down zoning”.*

**Urban Area:** the area within a municipal boundary that is serviced by infrastructure; an intensively developed area with a relatively large or dense population.

**Urban Forest:** all trees and associated vegetation in and around a city, village, or concentrated development.

**Urban Growth Area:** an area designated for urban development and usually designed to protect open space or resources beyond its boundaries.

**Urban Growth Boundary:** the perimeter of an urban growth area.

**Urban Sprawl:** low-density, automobile-dependent, and land-consumptive outward growth of a city; the spread of urban congestion and development into suburban and rural areas adjoining urban areas.

**Utility Facilities:** any above ground structures or facilities used for production, generation, transmission, delivery, collection, or storage of water, sewage, electricity, gas, oil, or electronic signals.

**Variance:** a relaxation of dimensional standards by a local zoning board in compliance with statutory criteria. *See s.59.99(7), Wis. Stats.*

**Vehicle Miles Traveled (VMT):** a measure of automobile and roadway use.

**Village:** an incorporated area with a population under 5,000. *See ch. 61, Wis. Stats.*

**Watershed:** the area where precipitation drains to a single body of water such as a river, wetland, or lake.

**Wellhead Protection:** a plan to determine the water collecting area for a public well, identify the pollution sources within that area, and detect, prevent, and remedy potential contamination to the collecting area.

**Wetlands Inventory Map:** a map of wetlands classified according to their vegetation, hydrology, and types of human influence, developed by the Wisconsin Department of Natural Resources, used to identify wetlands for protection.

**Wetlands Reserve Program:** a federal program with state partnering to restore the functions and values of wetlands and to preserve riparian areas through conservation easements and wetland reconstruction.

**Wildlife Habitat Incentives Program:** a program that awards landowners federal cost-sharing funds after the installation of improvements to wildlife or fishery habitat.

**Wisconsin Administrative Code (Wis. Admin. Code):** a component of state law that is a compilation of the rules made by state agencies having rule-making authority. These rules provide the detailed provisions necessary to implement the general policies of specific state statutes

**Wisconsin Environmental Policy Act (WEPA):** a state law establishing a state environmental policy. WEPA requires state agencies to consider the environmental effects of decisions early in their decision-making processes and to inform the public of likely impacts and alternatives that were considered. Environmental impact statements (EISs) are prepared consistent with this law. *See also "environmental impact statement" and "National Environmental Policy Act (NEPA)". See NR 150, Wis. Admin. Code, and s.1.11, Wis. Stats.*

**Wisconsin Initiative for Statewide Cooperation on Landscape Analysis and Data (WISCLAND):** a partnership between government agencies, private companies, and nonprofit groups to collect, analyze, and distribute landscape information.

**Wisconsin Register of Historic Places:** a listing of districts, sites, buildings, structures, and objects that are significant in national, state, or local history, architecture, archaeology, engineering and culture. The Wisconsin register of Historic Places is maintained by the Wisconsin State Historical Society. *See s. 44.36, Wis. Stats.*

**Woodland Tax Law:** a law enacted in 1954 that extended land eligibility of the Forest Crop Law to owners of small forest parcels. Entries into the WTL closed as of 1 January 1986 with enactment of the Managed Forest Law. Today about 25,000 landowners, owning more than 2.5 million acres, are enrolled in the three existing forest tax laws: Forest Crop Law, Woodland Tax Law, and Managed Forest Law. *See ch. 70, Wis. Stats.*

**Zero Lot Line:** the location of a building in such a manner that one or more of its sides rests directly on its lot line.

**Zone:** an area designated by an ordinance where specified uses are permitted and development standards are required.

**Zoning Inspector:** an appointed position to administer and enforce zoning regulations and related ordinances.

**Zoning Permit:** a permit issued by the land-use or zoning administrator authorizing the recipient to use property in accordance with zoning-code requirements.

Source: *Land-Use Lingo: A Glossary of Land-Use Terms*, WDNR, 2001.

Note: All references are to 1999-2000 Wisconsin Statutes.



# *Bay-Lake Regional Planning Commission*

## Commission Members

### **Brown County**

William Clancy  
Toni M. Loch  
Chris Swan

### **Door County**

Paul DeWitt  
Mariah K. Goode  
*Nomination Pending*

### **Florence County**

Edwin Kelley  
Bruce Osterberg  
Yvonne Van Pembrook

### **Kewaunee County**

Jim Abrahamson  
Mary Hanrahan  
Charles R. Wagner, Vice-Chairperson

### **Manitowoc County**

Donald C. Markwardt  
Valerie Mellon  
NyiaLong Yang

### **Marinette County**

Alice Baumgarten  
Cheryl R. Maxwell, Chairperson  
Mary G. Meyer

### **Oconto County**

Donald A. Glynn  
Thomas D. Kussow  
Lois L. Trever, Sect./Tres.

### **Sheboygan County**

Mike Hotz  
Ron McDonald  
Ed Procek

### **Wisconsin Department of Commerce**

Sec., Richard Leinenkugel

## Staff

### **Mark A. Walter**

Executive Director

### **Jeffrey C. Agee-Aguayo, AICP**

Transportation Planner III

### **Tony D. Bellovary**

GIS Coordinator

### **Richard L. Heath**

Assistant Director/Principal Planner

### **Richard J. Malone**

Office Accounts Coordinator

### **Kimberly Miller**

Community Planner

### **Angela M. Pierce**

Natural Resources Planner III

### **Brenda L. Rehberg**

Administrative Assistant

### **Brandon G. Robinson**

Community Assistance Planner III

### **Joshua W. Schedler**

GIS Specialist

### **James J. Van Laanen**

Transportation Planner III

### **Ker Vang**

Community Planner