

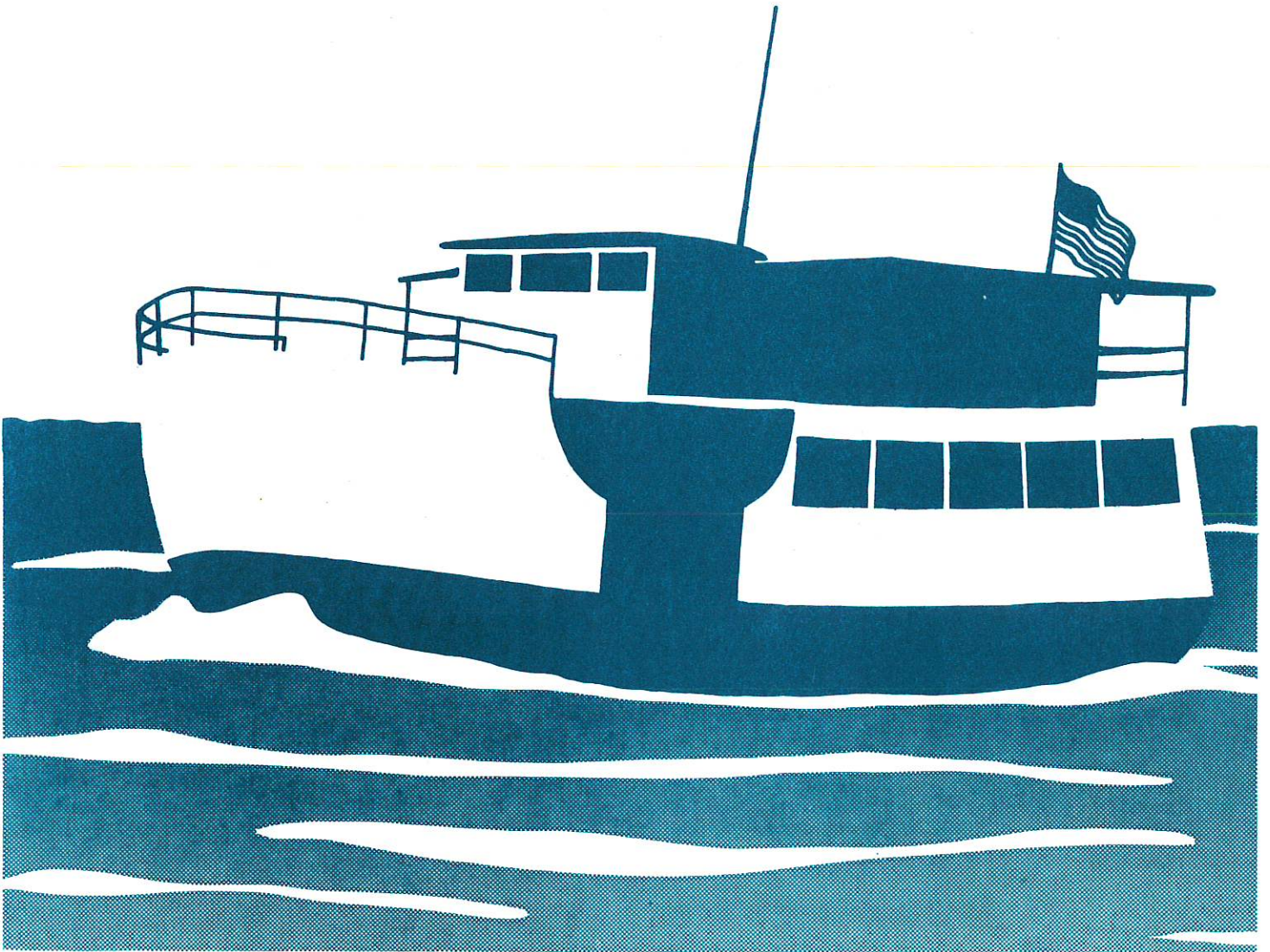
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A COMPREHENSIVE PLAN FOR 348 F2

WASHINGTON ISLAND

DOOR COUNTY

WISCONSIN



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State Department of Natural Resources  
State Department of Transportation  
University of Wisconsin Department of Rural Sociology  
University of Wisconsin Department of Landscape Architecture  
Federal Soil Conservation Service  
Federal Army Corps of Engineers  
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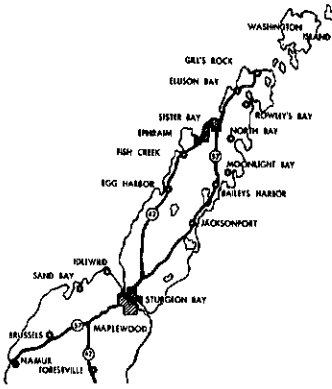
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Eldred Ellefsen, Nord Heim Development  
Louise Erickson, Washington Island Nature Center

# DOOR COUNTY PLANNING DEPARTMENT

STURGEON BAY, WISCONSIN 54235

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March 1970



The Washington Island Precise Planning Report presents a survey and analysis of the township's development trends, outlines a program for future growth and development, and recommends means by which plans and programs can be implemented. It provides the necessary guidelines to direct the town's growth in a logical and efficient manner.

Washington Island is a unique area in Wisconsin and the nation as a result of being an island located off the northernmost tip of the Door Peninsula in Lake Michigan. Its economic base has undergone considerable alteration through the years as a result of the decline of lumbering, agriculture and fishing. Recreation and tourism has taken over as the primary source of employment and town officials are anxious to take the necessary steps to encourage this activity.

This report provides the basic framework for a long-range planning and development program that will work to improve the recreational economy of Washington Island. Major emphasis is given to means for enhancing and preserving the natural beauty of the area and to developing the needed recreational services and facilities for the seasonal residents and tourists.

We are pleased to have been able to assist town officials with the development program for Washington Island. We wish to express our gratitude to the numerous local officials, state and federal agencies, and various Washington Island residents for the assistance provided in the preparation of this report.

The planning staff of the Door County Planning Department and the Wisconsin Department of Local Affairs and Development stand ready to provide additional technical planning assistance in the implementation of this program for Washington Island.

Yours very truly,

*Donald E. Rosenbrook*  
Donald E. Rosenbrook  
County Planning Director

DER:p1



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The preparation of this report was financially aided through a Federal grant from the Department of Housing and Urban Development, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended, and was executed under a Contract with State of Wisconsin Department of Local Affairs and Development and was undertaken by the Bureau of Local and Regional Planning.



## I. PLANNING FOR WASHINGTON ISLAND

The Town of Washington is a unique township in the State of Wisconsin. It is unique because it is an island accessible only by boat or plane. Washington Island is located just off the tip of the Door Peninsula, about seven miles from the mainland. It is surrounded by the waters of Green Bay and Lake Michigan, and is separated from the mainland by a channel known as Deaths Door.

Washington Island is facing many problems. Its primary sources of employment, fishing and agricultural production, have steadily declined over the years to the point where they now offer very little opportunity. Although these trends have been experienced in many other rural townships in Wisconsin, the resulting problems are much more severe in the Town of Washington because it is an island. Whereas workers in other rural townships are usually able to find work in nearby cities and commute to their place of residence, workers on Washington Island are forced either to move their families with them to new places of employment or to be separated from them for long periods of time so that the family can remain on Washington Island. It is not practical for Washington Island residents to commute on a daily basis to nearby cities for employment.

Washington Island is blessed with an abundance of natural resources, including miles of beautiful shoreline and acres of wooded scenery. These resources attract thousands of tourists each summer, many of which are buying property and constructing seasonal homes. In many instances, this rapid development is causing serious land use problems, especially in shoreline areas. It is also causing a demand for additional recreational services, thereby creating urgency for the town to develop a plan for guiding future development.

### THE COMPREHENSIVE PLANNING PROGRAM

The Town of Washington was one of the key towns that encouraged the County Board of Supervisors to initiate a county planning program back in 1962. As a result of that program, a County General Development Plan was prepared and adopted by the County Board of Supervisors in 1964. It established guidelines for the overall development of the county and strongly recommended the preparation of precise plans for the various villages and townships. Washington Island officials recognized the need to have such a plan and requested the Door County Planning Department to assist with its preparation utilizing financial assistance from the federal government. A planning committee was established and a series of meetings were held to discuss the Island's problems and areas of concern, and to develop long-range goals and objectives for future development.

The planning program for the township consists of four major elements:

1. Base Mapping. This element involves the preparation of a base map of the township. This map shows the boundaries of the township, its roads, property lines, and topography. It is used to record the existing land uses and to analyze the future trends in the use of such lands. It is also used in the preparation of zoning and official map ordinances.

2. Survey and Analysis. This phase involves the examination of the town's population, economy, physical features, transportation, land use, and community facilities. On the basis of a projection of trends, the needs for the planning period are estimated. Such studies not only identify the problems and conditions of the town, but also provide the basis for the general plan proposals.

3. General Development Plan. This plan is a policy statement indicating the manner in which the town's development should be guided during the next 20 years. It includes a list of goals and objectives which the plan is intended to achieve. The plan consists of written statements and maps concerning proposed land uses, roads and public facilities. The proposals are based on recommended principles and are developed with design standards and assistance from the Town Planning Committee.

4. Implementation of the Plan. The purpose of the planning program is to guide future development, so means for implementing the General Development Plan must be employed. Regulatory ordinances usually applied for this purpose include zoning and subdivision ordinances, an official map ordinance, building and housing codes, and architectural codes.

Implementation also requires that a continuing planning program be carried out by the Town Planning Committee. Regularly scheduled meetings should be held for the purpose of:

- Explaining the General Development Plan and the implementation proposals to the public.
- Discussing methods of implementing the plan including administration and enforcement of ordinances.
- Reviewing and updating the plan and ordinances to accommodate new developments and changing conditions.
- Arranging meetings with local, state and federal officials to study specific development problems.
- Identifying new problems as they arise and obtaining the technical assistance needed to develop solutions that can be recommended to the Town Board.

The planning program prepared for consideration by Washington Island officials and citizens is presented in the following sections of this report.

#### OBJECTIVES OF THE PLANNING PROGRAM

The objectives of the town's planning program are many, but basically they are to identify the town's existing problems, suggest solutions to the problems and indicate the means for guiding future development in an orderly manner so that the health, safety, morals, and welfare of the town are maintained at a high level. More specifically, the program also has the following goals and objectives:

- To strengthen the tax base of the town through the development of needed commercial services, stores and shops.

- To protect and enhance real estate values both in residential and commercial areas.

- To preserve the town's natural resources and scenic qualities.

- To eliminate deterioration and blight and preserve the health and safety of the population.

- To develop an efficient road system capable of handling future traffic volumes.

- To develop the recreational economy of the town to its full potential.

- To provide needed community facilities and services in the most efficient and effective manner.



## II. PHYSICAL SETTING

### REGIONAL RELATIONSHIP

Washington Island is the northern tip of Door County. It is one of 14 towns in Door County and is located in the East-Central Planning Area in Wisconsin (see Plate 1). The East-Central Planning Area is composed of the following counties: Brown, Calumet, Door, Fond du Lac, Green Lake, Kewaunee, Manitowoc, Outagamie, Sheboygan, and Winnebago counties. The Island, as it is called, is part of a rocky chain of islands that extend from Door County across the western part of Lake Michigan to the upper peninsula of Michigan. The Island itself is some 23 square miles in size extending approximately five and one-half miles one way by six miles the other. Washington Island Town also includes Rock Island (one and one-half square miles), now a state park, Detroit Island (one and one-fourth square miles), and two smaller islands, Hog Island and Plum Island owned by the federal government.

Door County, being endowed with abundant natural resources, is a popular recreation area. Farming is still a primary source of income in the southern half of the county, but recreation has become the main "industry" north of Sturgeon Bay. The population of the county increases greatly during the summer months, putting a strain on the delivery of services and goods in the county.

### PHYSICAL CONDITIONS

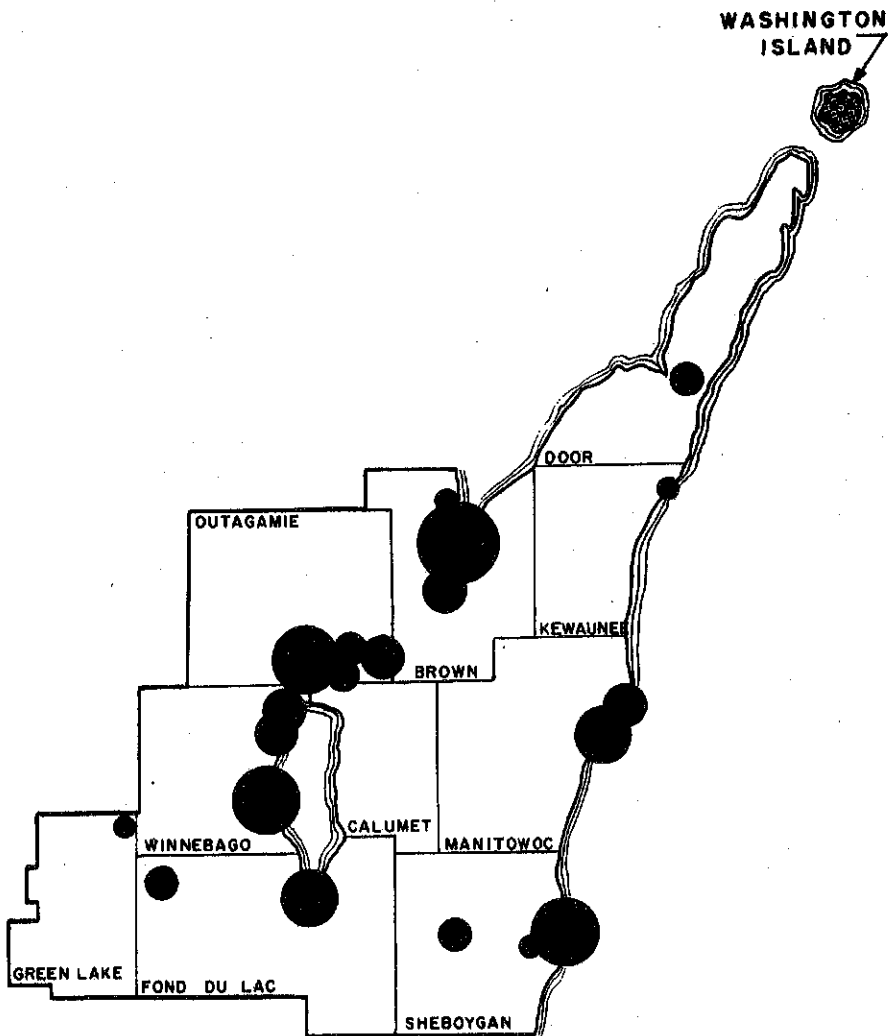
The physical features of Washington Island have a great deal of influence on the development of the town. It is desirable to analyze the influence of these factors before making any decisions concerning future development. This section will analyze the area's climate, topography and drainage, groundwater and soils. Plate 2 shows the physical and man-made features of Washington Island.

#### Climate

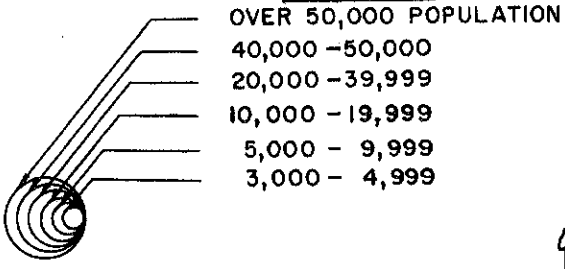
The climate on Washington Island is similar to the rest of the county in that it is greatly affected by the surrounding bodies of water; however, Washington Island temperatures are usually a few degrees cooler than those on the mainland. The somewhat cooler climate of Washington Island appeals to summer residents and tourists. An increasing number of urban residents are traveling to the Island for weekend-living to escape the summer heat of the city.

Prevailing winds usually range from northwest to southwest except in early spring when northeast winds dominate. There is an average of 60 percent of sunshine from late spring to early fall according to climatological summary of the U. S. Department of Commerce Weather Bureau. The high relative humidity varies from an average maximum of 80 percent and a minimum of 70 percent in winter to an average of 85 percent and a minimum of 60 percent in summer. These factors give the Island a decided advantage as a resort area.

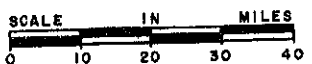
# THE EAST CENTRAL AREA AND ITS POPULATION CENTERS, 1960



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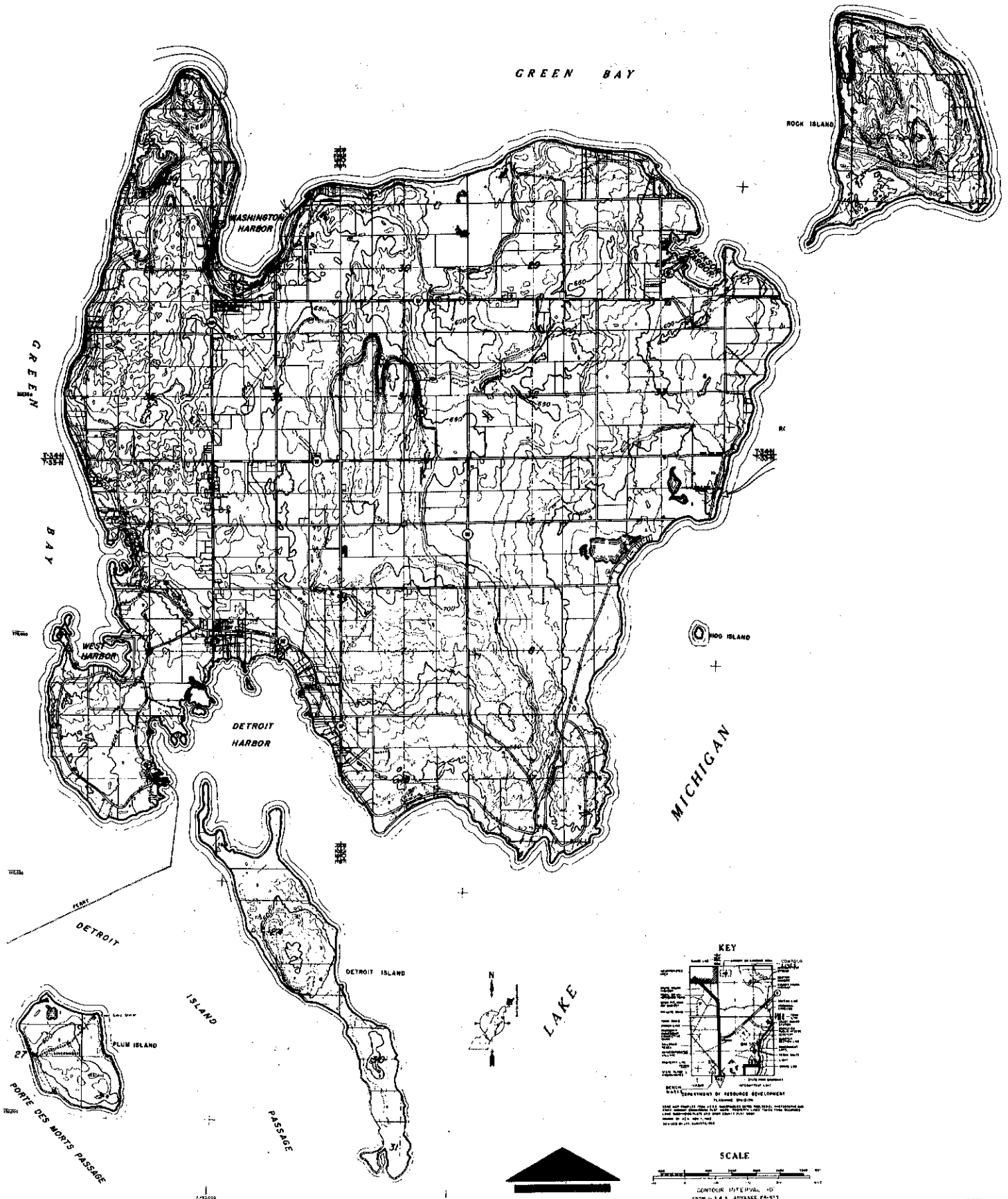


SOURCE: U.S. CENSUS OF POPULATION.  
 PREPARED BY: WISCONSIN DEPARTMENT OF  
 LOCAL AFFAIRS AND DEVELOPMENT.



The preparation of this map was financially aided through a Federal grant from the Department of Health and Urban Development, under the Urban Planning Assistance Program authorized by Section 205 of the Housing Act of 1954, as amended.

# WASHINGTON ISLAND DOOR COUNTY, WISCONSIN



**KEY**

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U.S. DEPARTMENT OF RESOURCES DEVELOPMENT  
PLANNING DIVISION  
1966  
THIS MAP REPRODUCES THE 1:50,000 SCALE MAP OF WASHINGTON ISLAND, WISCONSIN, WHICH WAS PREPARED BY THE U.S. GEOLOGICAL SURVEY IN 1954. THE MAP WAS REVISED BY THE U.S. GEOLOGICAL SURVEY IN 1966.

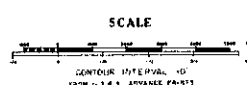


PLATE 2

The preparation of this map was financed in whole or in part through a Federal grant from the Department of Housing and Urban Development, under the Urban Planning Assistance Program authorized by Section 101 of the Housing Act of 1954, as amended.

## Topography and Drainage

The topography of Washington Island is quite varied due to the glacial action which formed it. There is a range in elevation from low swampy land (a little above the level of Lake Michigan which has a mean low water datum of 578.5 feet above sea level), to some 142 feet above the level of Lake Michigan at Boyer Bluff on the northwest corner of Washington Island. The slopes on the Island for the most part are quite gentle. The exception to this being the abrupt rocky shoreline which occurs at the Boyer Bluff and Washington Harbor areas. Some points along this area drop 75 feet from the top of the bluff to the water below. The Mountain Road Town Park is another exception. The north face of the mountain abruptly rises about 200 feet from the road below.

There is only one inland lake on the Island with year-round water of sufficient size to permit recreational development. This lake, known as Little Lake, is located in the northwest corner of the Island near Boyer Bluff. There are many other lowland areas which collect runoff water in pockets and potholes but these are, for the most part, "wet weather ponds." These wet weather ponds are in agricultural production on many parts of the Island.

It is on the east side of the Island where the greatest concentration of year-round marshes are located. There are also some swampy areas in the northeast corner around the Jackson Harbor area.

## Groundwater

Washington Island has an abundant supply of groundwater drawn from the Niagara Limestone which underlies the town. This rock is heavily creviced, permitting water to flow freely and making it very easy for pollutants to enter the groundwater supply. The lack of adequate soil depth over much of the town makes it difficult for individual septic tank sewage disposal systems to function adequately. Discharge from septic fields must be filtered through a certain minimum soil depth, and if this does not occur, pollutants enter the crevices in the bedrock and flow freely to the groundwater supplies.

In order to provide some protection to private water supplies, the State Department of Health and Social Services requires all new wells drilled on Washington Island to have at least 100 feet of protective well casing, unless sufficient evidence can be given which shows that a lesser length will assure a reasonably safe water supply. The casing seals the well, thereby preventing pollutants from entering the well. This is helping to alleviate the problem but it is not the ultimate solution. Town officials should start giving consideration to having engineering studies prepared for the installation of public sewer and water facilities along Main Road and along the more densely developed shoreline areas. Consideration should also be given to adopting development regulations that will prevent further septic tank development in those areas with shallow soil depth.

## Soils

The soils on Washington Island are primarily the result of the glacial drift which deposited thin layers of soils over the Niagara Limestone



bedrock at varying locations and depths. Some areas have very little soil, and bedrock outcroppings are common. Other areas have deeper soils varying in texture from loam to gravelly, sandy loams. Coarse-textured, cobbly beach sands are also quite extensive in some shoreline areas. There are a number of poorly drained mineral and organic soils which are unsuitable for any type of development.

Data for this section are, by necessity, very generalized. The Door County Board Soil and Water Conservation District has recently started a detailed countywide soils survey, but this will take five years to complete. Therefore, the accompanying soils map only shows the generalized soils data. Upon completion of the detailed soils survey, the information which applies to Washington Island should be incorporated into the town's planning program.

Six soils groups are shown on the accompanying "Generalized Soils Map of Washington Island" (see Plate 3). A brief description of the characteristics of each group follows:

Group One. These soils are generally poor for both agriculture and urban uses because of rugged topography and shallow soils. Care must be taken in these soils to ensure that the soils are of sufficient depth to permit satisfactory septic tank operation if public services are not provided. Because of the topography, these soils may be best suited for public open space use.

Group Two. These soils are generally good for some agricultural uses, but are generally poor for dense residential development. The soils are of good quality, but depth to bedrock is usually insufficient for septic tank installation.

Group Three. These soils are generally suitable for urban uses, especially residential development because the soil is deep and has excellent absorption. They tend to be droughty soils and therefore poor for agricultural uses. In general, the topography of these soils may limit construction of larger buildings. Because of the sandy nature of the soils, surfaces of heavily traveled roads in these areas require stabilization.

Group Four. These soils are generally unsuitable for most uses because of wetness or unstable condition, high-water tables, and the possibility of flooding. They have exceptional merit as wildlife habitats and should be preserved in their natural condition.

Group Five. These soils are unsuitable for most uses because of rugged topography and extremely shallow soils. Frequent outcropping of bedrock is prevalent.

Group Six. These soils are generally unsuitable for most uses. The bearing capacity is very good, but the soils are extremely shallow and limit the effectiveness of individual sewage disposal systems.

#### Mineral Resources

The mineral resources of Washington Island consist primarily of sand, gravel, and limestone. Only a few of the mining operations are still active. The material is used primarily for local road building and

construction projects. Should it become necessary to open up new sites in the future, special care should be taken to locate them so as to minimize their affect on the scenic resources of the area.

### Scenic, Historical and Recreational Resources

Washington Island is endowed with an abundance of scenic and recreational resources. The many miles of shoreline and heavily wooded areas probably cannot be equalled anywhere else. Although much of the interior of the Island has been cut over and used for agricultural purposes, the quaintness of the farms and other related developments is very scenic. The demand for sight-seeing and pleasure driving is expected to continue to increase in the state and the county in future years. The scenic resources of Washington Island will continue to attract tourists and visitors.

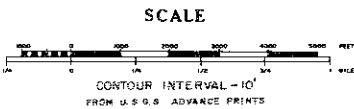
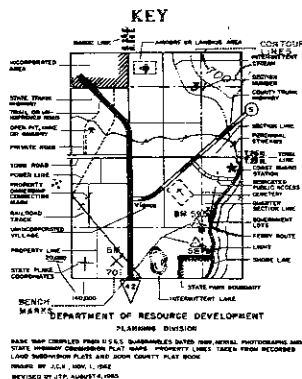
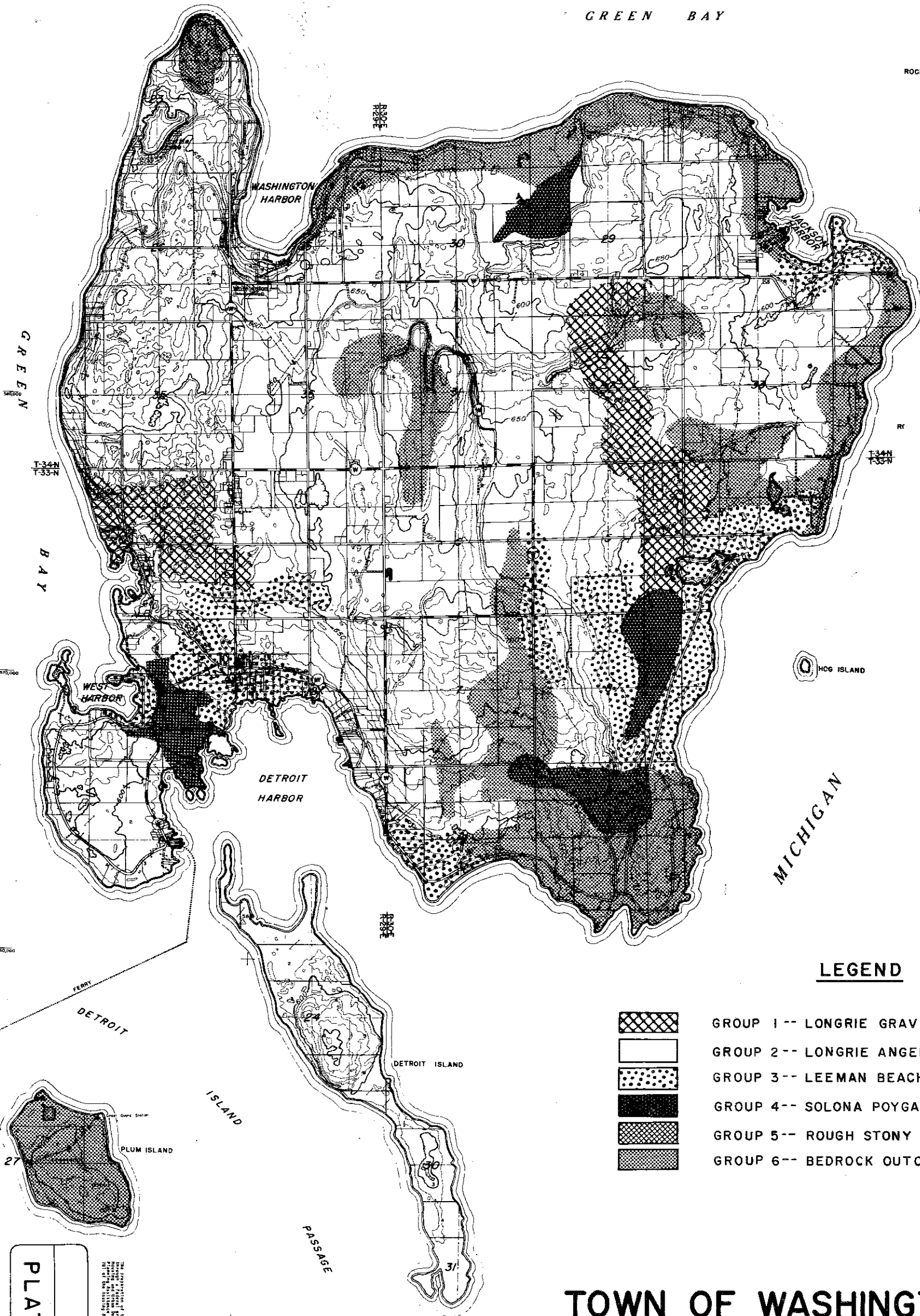
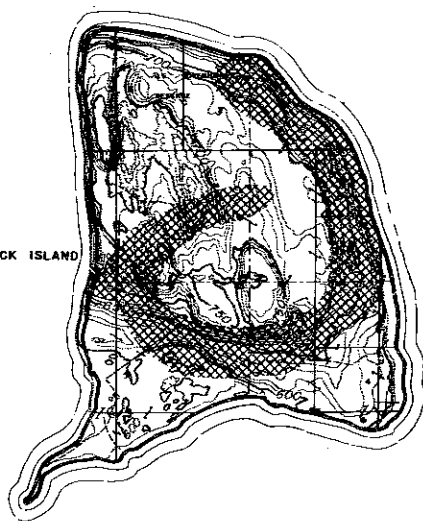
In order to preserve the natural beauty of the Island for future generations, steps should be taken to:

- Maintain substantial shoreland areas as open space for use by the general public. This can be accomplished either through outright acquisition, the acquisition of scenic easements, or through zoning and subdivision controls.
- Preserve the remaining woodland along scenic routes and adjacent to the water through restrictive tree-cutting regulations.
- Promote the reforestation of certain areas with trees that are native to the region.
- Discourage the trend to locate commercial buildings at scattered locations in the rural countryside.
- Preserve the remaining wetland and marshy areas from being developed.
- Preserve the many remaining historical buildings and landmarks for future generations. Once the old structures are destroyed they can never be replaced.
- Promote the cleanup of all unwanted farm machinery, automobiles and other junk that mars the landscape.
- Restrict the location of mobile homes and trailers to developed mobile home parks and camp grounds.


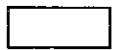




The township should be commended for the great deal of effort already expended in the preservation and development of scenic and cultural resources. The town parks are maintained as well as any in the county and the general appearance of the farms and residences is quite neat and tidy. Also, such things as preserving the Jacobsen Museum and developing the Nature and Art Center are worthwhile accomplishments. However, there are numerous other historical spots that should be preserved and many high quality shoreline acreages that should not be developed. Some of these proposals will be developed in the General Development Plan section.

GREEN BAY

ROCK ISLAND



**LEGEND**

-  GROUP 1 -- LONGRIE GRAVELLY LOAM
-  GROUP 2 -- LONGRIE ANGELICA LOAM
-  GROUP 3 -- LEEMAN BEACH SANDS
-  GROUP 4 -- SOLONA POYGAN LOAMS, PEAT, MUCK
-  GROUP 5 -- ROUGH STONY LAND
-  GROUP 6 -- BEDROCK OUTCROP

**TOWN OF WASHINGTON ISLAND  
DOOR COUNTY—WISCONSIN  
GENERALIZED SOILS MAP**

PLATE  
**3**

Map prepared by the Wisconsin Department of Natural Resources, Bureau of Soils, from data furnished by the U.S. Department of Agriculture, Soil Conservation Service, and the Wisconsin Department of Natural Resources, Bureau of Soils. The map is a generalization of the detailed soil map of the Town of Washington Island, Door County, Wisconsin, prepared by the Wisconsin Department of Natural Resources, Bureau of Soils, in 1964. The map is based on the detailed soil map of the Town of Washington Island, Door County, Wisconsin, prepared by the Wisconsin Department of Natural Resources, Bureau of Soils, in 1964. The map is based on the detailed soil map of the Town of Washington Island, Door County, Wisconsin, prepared by the Wisconsin Department of Natural Resources, Bureau of Soils, in 1964.

### III. POPULATION AND ECONOMY

The population and economy are very important factors in any community development study. This section of the report analyzes the number of people on Washington Island and the characteristics which distinguish them. An analysis is also made of the employment trends in the township, including the number of persons employed, where they are employed and at what kinds of jobs. The historical population and economic pattern is examined and compared with present trends to gain an insight into the future.

#### THE SETTING--PAST AND PRESENT DEVELOPMENT PATTERNS

The East-Central Region of Wisconsin has a diversified, well balanced economy. It can be expected that it will grow considerably in the future. Most of the anticipated development will probably take place in and around the area's principal cities located along Lake Michigan and in the manufacturing belt extending from Green Bay southward along the Fox River and the western shore of Lake Winnebago to Fond du Lac. Door County is separated from this complex, but will share in this regional prosperity primarily through the economic expansion and industrial development taking place in the City of Sturgeon Bay. Washington Island, however, probably will not be able to share in this prosperity. Few Island residents will be able to accept full-time employment off of the Island because of transportation factors. The main "industry" on the Island is recreation and tourism. Town officials have recognized this and are interested in doing everything possible to improve the economy through recreational-oriented developments.

Washington Island is rich in folklore and Indian history. The history of the Island reaches back to more than three hundred years. The first known inhabitants were the Potawatomi Indians and it was in 1634 that Joseph Nicholas Nicollet visited the Island. He was sent to investigate the possibility of a northwest passage through the Great Lakes waterways and although there had been some rumor that the Island was inhabited, Nicollet was surprised to find the dwellers on the Island were Indians. There were other great explorers who followed Nicollet in later years and many authentic documents show the friendliness which existed between these French explorers and the Potawatomi communities. Brisk fur trading was carried on until about 1835 when competition by the traders gave the Indians little incentive for trading and their morale became weak and corrupt, due mostly to the influences of the white man. It was in 1836 that the United States Government made an effort at rehabilitation of some of the communities, however, it was not too successful.

The Island received the name "Washington" when government sailors landed there about 1816 in three ships. The flagship was named "Washington" and that name was bestowed on the Island by these visiting Navy ships. By the year 1850, Washington Island was completely owned by the government from whom the early settlers purchased their land. It was this year that the Town of Washington was established.

Fishing and logging played the most important roles in the development of the Island. Farming followed this when people from Iceland and the Scandinavian countries came and selected Washington Island as the place for their home.

Logging was predominately a winter occupation during this period. Wood was cut for use in vessels as fuel. Today there is little lumbering activity except for hardwood forests where crops have reached the size to make a profitable cut.

Agriculture was the primary source of employment for many years. Most of the soils were used for the production of potatoes or for the production of forage for dairy cows. A cheese factory was active on the Island for many years, but has now been discontinued.

It is necessary that Washington Island officials carefully review the township's human and natural resources. Since 1900, the population of Washington Island has declined 29.3 percent (from 863 to 610 persons). During the same period, the county, Planning Area II, the state and the nation have shown considerable increases in population. During the last decade the Island experienced its largest population loss (a 21.4 percent decline). Door County sustained a modest loss of only -0.9 percent. The other selected areas all experienced an increase in population at a substantial rate of 15 percent or better. The following material will review the social and economic condition of the Island with a view toward identifying those areas where improvements could be made to increase employment and encourage young adults to remain in the township.

#### POPULATION ANALYSIS

As mentioned above, Washington Island has experienced a considerable decline in year-round population over the years. The peak population was reached in 1920 when 932 persons resided on the Island, but it dwindled to 610 persons in 1960. The 1970 Census Report will undoubtedly show a continuation in this decline. The lack of employment opportunities has forced most of the younger people to move elsewhere for work.

In contrast to the declining year-round population, the seasonal population is expected to continue to increase at a rapid pace. This can be attributed to the following factors:

- Increased earning power and leisure time are opening new markets for recreational and entertainment services.
- Better transportation facilities are making it easier for residents from southeastern Wisconsin and Illinois to travel to Door County and Washington Island for recreational services and second home living.
- The Island, with its many miles of shoreline, is one of the few remaining places in Wisconsin that still has great potential for development of seasonal residences.

TABLE ONE

Decennial Population Changes--Washington Island and Selected Larger Areas, 1900-1960

Year	Population				
	Washington Island	Door County	Planning Area II	State of Wisconsin	United States
1900	863	17,583	358,696	2,069,042	76,212,168
1910	903	18,711	384,479	2,333,860	92,228,496
1920	932	19,073	415,842	2,623,067	106,021,537
1930	784	18,182	464,433	2,939,006	123,202,624
1940	754	19,095	501,324	3,137,587	132,264,569
1950	776	20,870	558,583	3,434,575	151,325,789
1960	610	20,685	648,241	3,951,777	179,323,175

Year	Percentage Change				
	Washington Island	Door County	Planning Area II	State of Wisconsin	United States
1900-1910	4.6%	6.4%	7.2%	12.8%	7.9%
1910-1920	3.2	1.9	8.1	12.8	4.1
1920-1930	-15.9	-4.7	11.7	11.7	16.2
1930-1940	-3.8	5.0	7.9	6.8	7.3
1940-1950	2.9	9.3	11.4	9.5	14.4
1950-1960	-21.3	-0.9	16.1	15.1	18.5
1900-1960	-29.3	17.6	80.7	90.9	135.3

Source: U.S. Census of Population.

## POPULATION CHARACTERISTICS

This section contains data concerning the age, sex, fertility and education of the people on Washington Island. Data regarding migration trends are also analyzed.

Age and Sex

Growth is only one measure of population change. Age and sex composition are also important measures because they help to identify future needs of various segments of the population and because they reflect the community's capacity for future economic and population growth.

For comparison purposes, the major age groups of Washington Island's population have been grouped for the years, 1940, 1950, and 1960 in Table Two.

TABLE TWO

Washington Island, Population By Age Group, 1940-1960

<u>Age Group</u>	<u>1940</u>	<u>Percent Distri- bution</u>	<u>1960</u>	<u>Percent Distri- bution</u>	<u>Percent Change 1940-1960</u>
Birth to 14	171	22.7%	171	28.0%	0.0%
15 to 64	521	69.1	324	53.1	-37.8
65 and Over	<u>62</u>	<u>8.2</u>	<u>115</u>	<u>18.9</u>	85.5
Total	754	100.0%	610	100.0%	

Source: U.S. Census of Population.

Plate 4 shows Washington Island's male-female distribution for various age categories in 1940 and 1960. The older age groups are increasing while the younger age groups are decreasing. This trend in recent years is due to the following factors:

- The rate of growth of the median age groups has been declining because of a lack of employment opportunities in the township and the continued trend for persons to migrate to other locations for employment.
- The number of persons in the older age groups is increasing because of the trend for more persons to retire on Washington Island.
- The number of persons in the younger age groups has not increased because of the declining birth rate and the decline in the proportion of persons of childbearing age.

Washington Island and Door County have a higher proportion of persons over age 35, and a lower proportion below that age than the larger areas (see Plate 5). This indicated that the town and the county can expect less natural growth in the future than it has in the past. Any population growth on Washington Island will have to depend on in-migration, and will probably consist primarily of retired persons.

Median Age

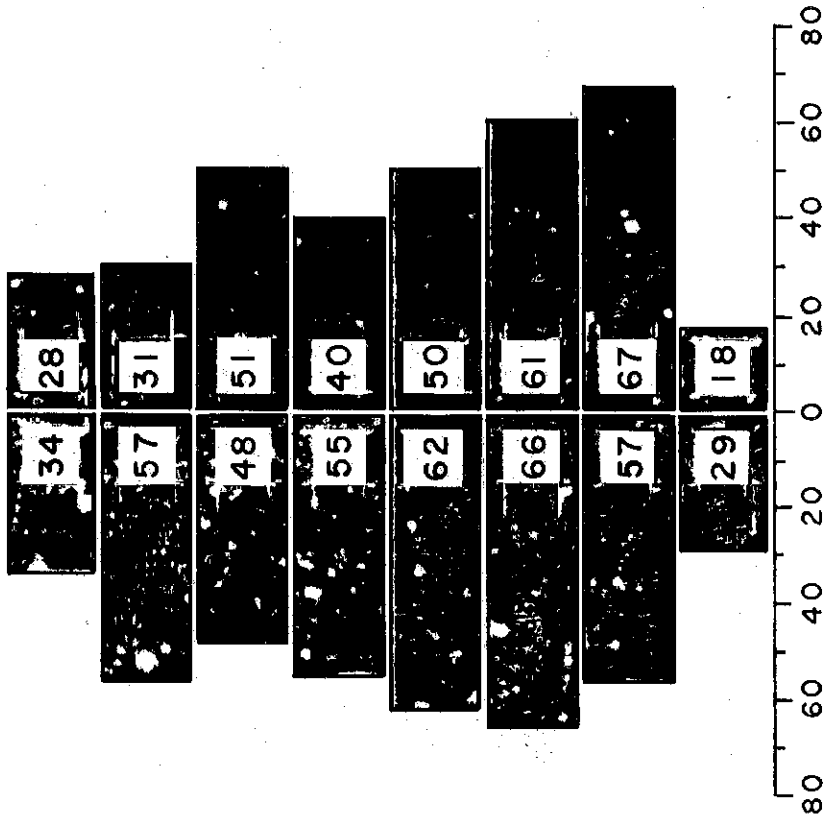
Median age is that age where half the population is older and half is younger. Because of Washington Island's sharp increase in older persons, the median age has risen steadily at a rate higher than that of the county, the region, or the state. In 1960, the median age in Door County was 33 years, the East-Central Planning Area was 28.3 years, and Wisconsin was 29.3 years. Washington Island's median age in 1960 was within the range of the age group 35 to 44 years.

A rising median age indicates that the area cannot expect to increase its population by natural increase (a greater number of births than deaths). During the years between 1960 to 1964, the deaths on Washington Island have exceeded the births by 10 persons (see Table Three).

# WASHINGTON ISLAND AGE-SEX DISTRIBUTION

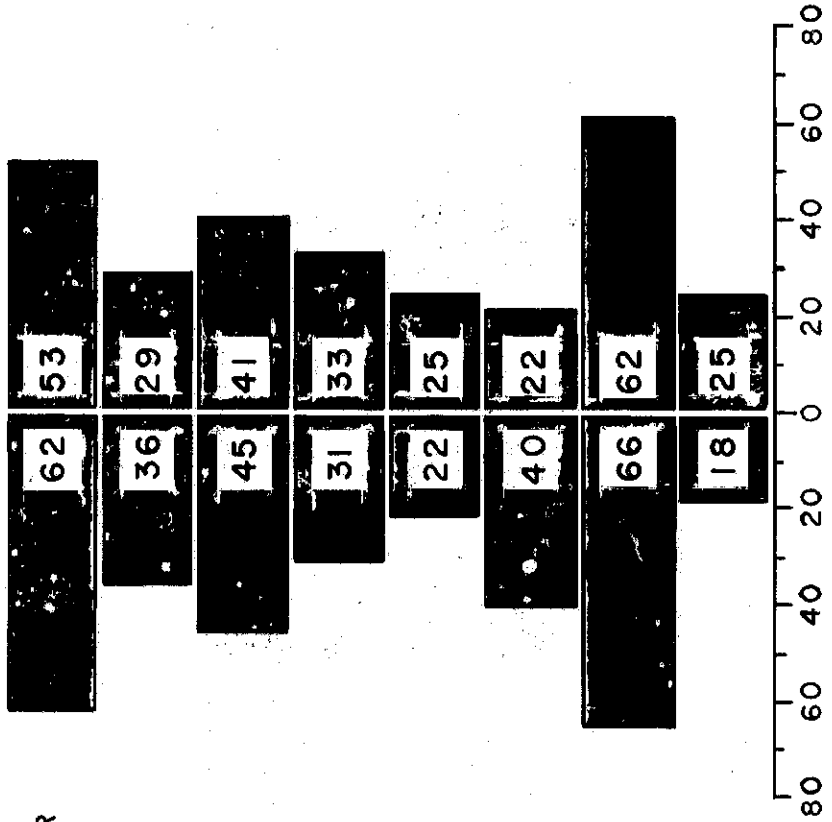
## 1940

MALES                      FEMALES



## 1960

MALES                      FEMALES

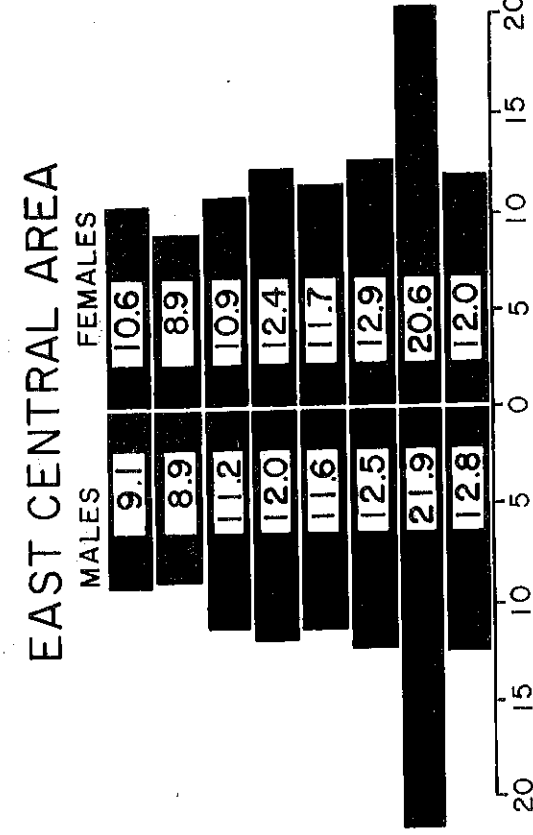
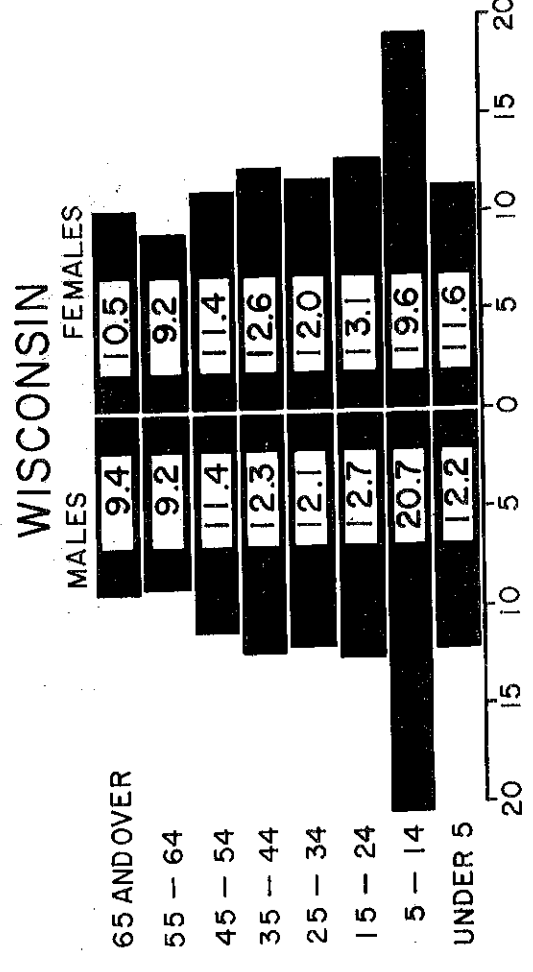
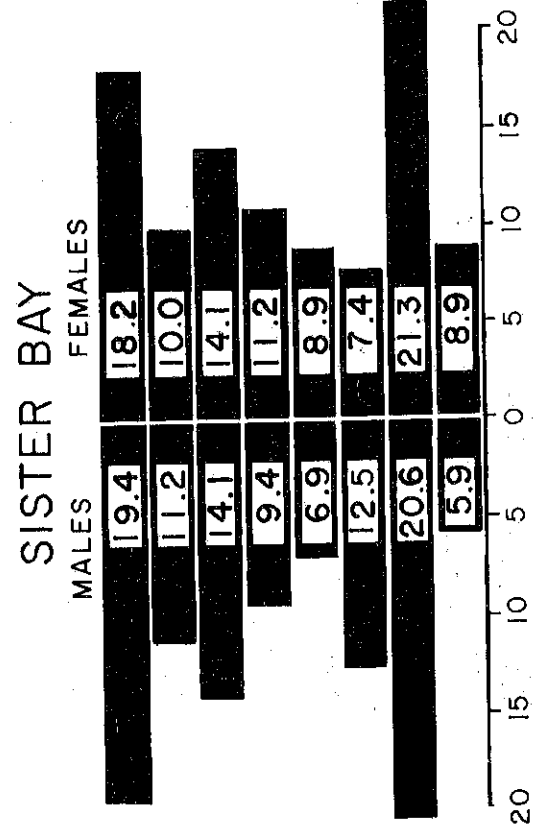
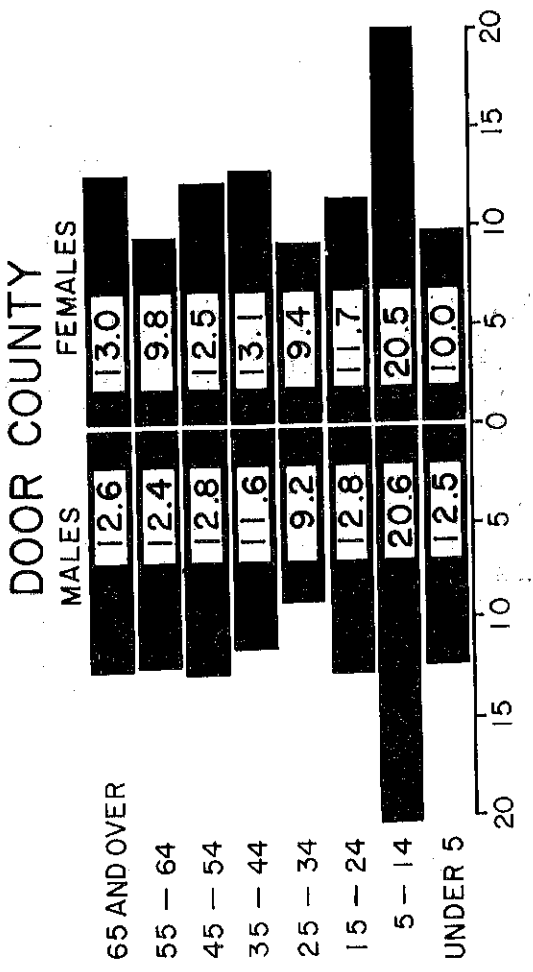


SOURCE: U.S. CENSUS OF POPULATION, 1940 AND 1960  
PREPARED BY: DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT

The reproduction of this map was financially aided through a Federal grant from the Department of Housing and Urban Development, under the Housing Assistance Program authorized by title I of the Housing Act of 1961, as amended.



# WASHINGTON ISLAND COMPARATIVE AGE-SEX DISTRIBUTION, 1960



SOURCE: U.S. CENSUS OF POPULATION, 1960. PREPARED BY: DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT.

The preparation of this map was financially aided through a Federal grant from the Department of Housing and Urban Development, under the State Planning Assistance Program authorized by Section 201 of the Housing Act of 1954, as amended.

TABLE THREE

Number of Births and Deaths, 1920-1964, Washington Island

Year	Deaths			Births		
	Male	Female	Total	Male	Female	Total
1964	6	5	11	4	4	8
1963	8	0	8	5	4	9
1962	6	3	9	6	2	8
1961	9	5	14	4	3	7
1960	7	5	12	6	6	12
1950	4	6	10	14	8	22
1940	2	3	5	8	4	12
1930	3	4	7	6	3	9
1920	5	1	6	13	7	20

Source: Register of Deeds Office, Door County Courthouse.

Male-Female Ratio

Washington Island has always had more males than females (see Table Four). Although the proportion of men to women has declined considerably over the years, the proportion is still much higher than that of the county, the planning area or the state. The greater number of males on Washington Island can probably be attributed to the lack of employment opportunities for women on the Island. It is difficult to make predictions about male-female ratios because of the effect of migration, but it can be expected that the ratio on Washington Island will continue to decline in future years.

TABLE FOUR

Number of Males Per 100 Females, 1930-1960

Year	Washington Island	Door County	East-Central Area	State of Wisconsin
1930	128.6	109.8	103.1	105.8
1940	117.9	108.0	101.8	104.1
1950	N/A*	104.9	99.6	101.1
1960	110.3	102.8	97.5	98.8

\* Not available.

Source: U.S. Census of Population.

Married Couples

In 1960, Washington Island had a higher proportion of married couples than either the county or the state, and a higher proportion of the township's married couples were in the older age groups (over age 45). The higher proportion of older couples on Washington Island can be expected because the town proportionately has more people over age 45 than is the case in the larger areas. Also, fewer couples on the Island have children under 18 years of age than the county or the state (see Table Five). A high percentage of town couples do not have their own households, which might indicate that a number of older couples are living with their children.

TABLE FIVE

Comparative Data on Married Couples, 1960

<u>Percent of Total Population</u>	<u>Washington Island</u>	<u>Door County</u>	<u>State of Wisconsin</u>
Living as Married Couples	54.8%	47.5%	45.5%
Percent of Married Couples			
With Own Household	95.2	98.3	98.5
With Husband Under 45	31.7	39.9	49.3
With Own Children Under 18	53.3	56.3	59.3

Source: U.S. Census of Population.

Fertility

Table Six compares the fertility ratio on Washington Island with the county, state and region. The fertility ratio is the number of children under age five, per 100 women in the age group from 15 to 49.

TABLE SIX

Comparative Fertility Ratios, 1940-1960

<u>Year</u>	<u>Washington Island</u>	<u>Door County</u>	<u>East-Central Area</u>	<u>State of Wisconsin</u>
1940	26.7	37.8	31.5	31.0
1950	N/A*	49.4	46.4	44.5
1960	43.0	50.9	57.4	54.2

\* Not available.

Source: U.S. Census of Population.

Washington Island's fertility ratio increased substantially during the years between 1940 and 1960. However, it was well below the comparison areas for both years which indicates that the town's population growth by natural increase is much lower than average and can be expected to remain at a low level in the future.

Education

Educational attainment is an important determinant of an area's social and economic structure because it indicates the population's ability to perform skilled tasks. Washington Island's residents have a level of formal education comparable to that of the county, but lower than that of the state. The average resident of Washington Island and Door County, age 25 and over, had completed 8.9 years of school in 1960, as compared to 10.4 for the state (see Table Seven).

TABLE SEVEN

Highest Year of School Completed (Percentages), 1960\*

<u>School Years Completed</u>	<u>Washington Island</u>	<u>Door County</u>	<u>State of Wisconsin</u>
No School	1.8%	0.7%	1.0%
1-4	3.7	8.5	4.2
5-7	13.5	16.2	12.5
8	32.8	27.0	25.0
9-11	14.6	11.3	15.7
12	23.8	24.5	26.2
13-15	8.0	7.8	8.7
16 or More	<u>1.8</u>	<u>4.0</u>	<u>6.7</u>
Total	100.0%	100.0%	100.0%
Median School Years Completed	8.9	8.9	10.4

\* Persons 25 years old and over.

Source: U.S. Census of Population.

Table Eight indicates that the level of educational attainment on Washington Island is not as high as the county, region or state. A considerable number of persons age 25 and over have not had any formal education (1.8 percent); the percentage of high school and college graduates for the town is lower than the comparison areas.

TABLE EIGHT

Summary of Education Levels Attained (Percentages), 1960\*

<u>Area</u>	<u>No School</u>	<u>Grade School Graduates</u>	<u>High School Graduates</u>	<u>College Graduates</u>
Washington Island	1.8%	81.0%	33.6%	1.8%
Door County	0.7	74.7	36.3	4.0
East-Central Area	0.7	81.3	40.5	5.5
State of Wisconsin	1.0	82.2	41.6	6.7

\* Persons age 25 or older.

Source: Adopted from U.S. Census of Population.

The lower level of educational attainment on Washington Island can be expected because the town is experiencing a loss of young people who are moving to a more urban environment for occupational and educational opportunities. This is also true to some extent for the entire county.

## ECONOMIC ANALYSIS

Information on the economy of an area is important in a planning study because it indicates the source of employment and the base upon which the economy is developed. Some areas have a very strong economic base, while

others depend on nearby communities for employment opportunities. Washington Island, although relatively isolated from the rest of the county, is very much dependent on Door County from the economic standpoint. The recreation and tourism business of Door County is an integral part of the Washington Island economy.

### Labor Force

The characteristics of an area's labor force, in large part, determines its potential for supporting a strong local economic base. Information on the size, composition and skills of the labor force provides an indication of the available supply of labor for certain types of employment.

Table Nine compares Washington Island's labor force with surrounding areas. Washington Island's participation rate (that percentage of the total population in the labor force) was lower in 1960 than any of the other areas. There were only 230 people in Washington Island's labor force at that time. This is probably due to the fact that the township has a smaller percentage of the population in the productive age groups (15 to 64) than the comparison areas.

Washington Island had a very low unemployment rate in 1960. This would indicate that there is not a supply of available labor in the township and that it will be difficult to attract new industry.

The percentage of women in the labor force is a great deal less than that of the county, the region or the state. This is probably due to the lack of employment opportunities for women on Washington Island. The majority of women employed on Washington Island are in the professional and technical, clerical and kindred, and sales workers categories. A substantial number are also working in the farm manager category.

TABLE NINE

### Comparative Labor Force Characteristics, 1960

	<u>Washington Island</u>	<u>Door County</u>	<u>East-Central Area</u>	<u>State of Wisconsin</u>
Total Population	610	20,685	648,241	3,952,485
Total Labor Force	230	7,754	245,689	1,532,961
Participation Rate	32.0%	37.5%	37.7%	38.7%
Employed Participation Rate	30.6	35.6	36.5	37.2
Percent of Labor Force Unemployed	0.7	4.3	3.1	3.9
Percent of Women in Labor Force	16.0	27.1	30.5	31.1

Source: U.S. Census of Population.

Washington Island had a higher percentage of people employed in the managers and proprietors, sales workers, and other labor categories than the county, the region, or the state in 1960. The town and the county both had a higher percentage of people employed as farmers and farm managers than did the region or the state. The town had a number of restaurants,

resorts and ships catering to the tourist industry which accounts for the higher percentage of proprietors and sales workers.

TABLE TEN

Comparative Employment by Occupation, 1960

<u>Category</u>	<u>Washington Island</u>	<u>Door County</u>	<u>East-Central Area</u>	<u>State of Wisconsin</u>
Professional and Technical	5.6%	6.4%	8.5%	10.0%
Farmers and Farm Managers	15.0	15.1	7.1	7.5
Managers and Proprietors	11.2	7.5	7.1	7.2
Clerical and Kindred	5.1	7.2	11.7	12.8
Sales Workers	8.9	5.8	7.2	7.0
Craftsmen, Foremen	13.1	16.1	14.1	13.7
Operatives	5.5	16.1	23.0	20.4
Private Household Service	1.4	2.0	1.7	1.7
Other Service	4.1	9.1	8.3	8.3
Farm Labor	5.1	8.1	3.9	3.6
Other Labor	21.5	4.6	4.1	4.1
Not Reported	3.5	2.0	3.3	3.7
Total	100.0%	100.0%	100.0%	100.0%

Source: U.S. Census of Population.

In 1960, women on Washington Island were employed in only five of the occupational fields (see Table Eleven). There were no males recorded as being in the professional and technical category, while 29.4 percent of the female employees were in this category. The greatest percentage of other males were employed as craftsmen and foremen, managers and farm managers, and proprietors.

TABLE ELEVEN

Washington Island, Occupation by Sex, 1960

<u>Category</u>	<u>Male</u>		<u>Female</u>		<u>Both Sexes</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Professional and Technical	0	0.0%	12	29.4%	12	5.6%
Farmers and Farm Management	24	13.9	8	19.5	32	15.0
Managers and Proprietors	23	13.2	0	0.0	23	11.2
Clerical and Kindred	3	1.7	8	19.5	11	5.1
Sales Workers	12	6.9	7	17.0	19	8.9
Craftsmen, Foremen	28	16.2	0	0.0	28	13.1
Operatives	12	6.9	0	0.0	12	5.5
Other Service	6	3.5	6	14.6	12	5.5
Farm Labor	11	6.4	0	0.0	11	5.1
Other Labor	54	31.3	0	0.0	54	25.0
Total	173	100.0%	41	100.0%	214	100.0%

Source: U.S. Census of Population.

## Industry

Washington Island's labor force was employed in either agriculture, construction, manufacturing, transportation and communications, retail and wholesale trades, personal services, professional services, or public administration in 1960 (see Table Twelve). Agricultural employment was high because of the number of farms on the Island. Construction employment was high because of the great amount of recreational development taking place in the township. Transportation employment was high because of the number of persons employed by the Washington Island Ferry Company. The number of people employed in manufacturing is probably due to a number of persons commuting to nearby urban centers for employment during the week, and returning to the Island on weekends.

Those industry groups on Washington Island which should show increases in employment in future years will include construction, retail trade, and personal services. The town's abundant natural resources will continue to attract summer tourists which will mean an increased demand for recreational services and supplies. The demand for seasonal homes will mean a demand for additional construction workers.

TABLE TWELVE

### Comparative Employment Distribution by Industry Group, 1960

<u>Employment Group</u>	<u>Washington Island</u>		<u>Door</u>	<u>East-Central</u>	<u>State of</u>
	<u>Number</u>	<u>Percent</u>	<u>County</u>	<u>Area</u>	<u>Wisconsin</u>
			<u>Percent</u>	<u>Percent</u>	<u>Percent</u>
Agriculture	54	24.2%	25.0%	11.1%	11.4%
Construction	27	12.1	5.8	4.9	4.9
Manufacturing	65	29.0	23.3	36.4	32.9
Transportation and Communication	19	8.6	7.3	5.4	4.3
Retail and Wholesale	33	14.8	16.8	17.8	17.6
Business and Repair	0	0.0	2.5	1.9	2.0
Personal Services	7	3.2	5.1	4.1	4.1
Professional and Related	15	6.7	8.3	9.9	11.1
Public Administration	3	1.4	2.4	2.7	3.5
Other and Not Reported	<u>0</u>	<u>0.0</u>	<u>3.5</u>	<u>5.8</u>	<u>8.2</u>
Total	223	100.0%	100.0%	100.0%	100.0%

Source: U.S. Census of Population.

### SUMMARY AND IMPLICATIONS

The year-round population of Washington Island has declined considerably since the year 1920 when it reached a peak of 932 persons. The greatest decline occurred during the years between 1920 and 1930 and between 1950 and 1960. The decline of the fishing industry and agricultural production has forced many families to move off the Island for employment. This out-migration has been more predominant among the younger age groups, and has left the township with a higher proportion of older persons. This trend

toward an older population has been increased somewhat by an in-migration of retired persons from outside the county who choose to convert their seasonal home to a retirement home.

In 1960, Washington Island had 230 persons, or 32.0 percent of the total population, in the labor force. This figure was lower than any of the comparison areas, and is due to the township having a smaller percentage of its population in the productive age groups (15 to 64). The township had a very low rate of unemployment in 1960, but this is quite unstable due to the seasonal nature of the recreation and tourism businesses.

The town's year-round population is expected to continue to decline somewhat in future years. Unless additional sources of employment can be developed, the young people will continue to leave the Island for educational and employment opportunities elsewhere.

The town's economy will continue to be closely related to the recreational economy of Door County. It will continue to attract thousands of summer tourists and visitors. Although the township is not likely to attract any major industrial development due to its relative inaccessibility, it might be possible for small specialized types of firms to locate in the township. Some of these opportunities were carefully outlined in a report prepared by two University of Wisconsin rural sociologists in 1962. The report, titled "Washington Island, Challenge and Opportunity," emphasized the importance of encouraging a series of small efforts rather than trying to bring in one large industry. Small enterprises will bring more diversification and thereby provide more stability for the economy.

In summary, the single most important economic influence on Washington Island in the years to come will be recreation and tourism. The projections of future recreation demands, and the acreages and facilities required to meet these demands, indicate that more and more urban residents can be expected to come to Washington Island in the future. The trend toward second home construction will continue at an even more rapid pace, thereby threatening the remaining shoreline acreage on the Island. Although such development should be encouraged if at all possible, town officials will want to take immediate steps to carefully plan its location. If present trends continue, the shoreline will be all chopped up into a single row of residential lots which will cut off all access to the water and stifle any further development of the inland areas. Generous public open space areas and parks should be preserved and developed at adequate intervals along the shoreline so that future generations can also enjoy the natural resources of the township.





#### IV. LAND USE

This section contains information on the present and anticipated land development pattern on Washington Island. The existing residential, commercial and industrial land uses are analyzed and problem areas are identified. Then, future land needs are projected on the basis of community trends identified in the social and economic studies.

##### EXISTING LAND USES ON WASHINGTON ISLAND

A detailed field survey of Washington Island's land use was conducted in 1965 and updated in 1967 and 1970. This information was compiled on the accompanying map (see Plate 6).

Washington Island's existing development has not followed a very consistent pattern in previous years. Commercial and residential development has occurred in a very scattered, random pattern throughout the township. There is no real strong town center at any particular location, but instead a general clustering of stores along Main Road that runs through the interior of the Island. Most of these businesses are located between Town Line Road and Detroit Harbor Road and are generously spaced on very large parcels. The primary year-round residential clusters have occurred in the Detroit Harbor and Washington Harbor areas. Resort commercial developments have tended to concentrate in the Jackson Harbor and West Harbor areas. In more recent years a number of motel facilities have been developed in the Detroit Harbor area. A clustering of gift shops and recreation-oriented business places has occurred near the ferry dock. Seasonal residential development has taken place along most of the shoreline at scattered locations, but has tended to concentrate in the Washington Harbor area, the West Harbor area, and the eastern edge of the Detroit Harbor area. In more recent years seasonal development has been occurring more rapidly in the South Point area.

The township has no public sewer and water facilities; all development must rely on individual septic tank sewage disposal systems. Although the county sanitary ordinance is in effect in the township, the bedrock conditions are not suited to the use of septic tank systems, and a great number of wells have been found to be polluted.

The following paragraphs analyze the major existing land uses in the township.

##### Residential Land

Most of the township's residential acreage is in single-family residences and is scattered on farms and along the shoreline. The primary year-round residential concentrations are in the Washington Harbor area and the Detroit Harbor area. The primary seasonal residential concentrations are in the West Harbor area, the Boyer Bluff and Washington Harbor area, and the South Point area.

The majority of residences are in fairly good condition, but there are a number of smaller homes that would be considered inadequate according to present day standards. These are primarily the year-round homes that were

constructed by the earlier settlers on the Island. Most of the new seasonal homes being constructed on the shoreline are of very high quality and are an asset to the township.

The township has a number of mobile homes, trailers, and campers scattered throughout the rural countryside and along the shoreline. These structures are very unsightly and have a blighting effect on their surroundings. The recent amendment to the county zoning ordinance in regard to mobile homes will do a great deal to alleviate the problem, but town officials should give serious consideration to adopting the townwide mobile home ordinance as recommended by the County Planning Department. It would require all mobile homes to be located in a mobile home park and would require said parks to meet certain minimum standards of development and maintenance.

#### Commercial Land

Almost 50 percent of the commercial land on Washington Island is in the resort or motel category. The remaining 50 percent is in stores and shops which serve the daily needs of the Island residents and the recreational needs of the tourists and summer residents. The resort and motel facilities have tended to concentrate at the following locations: the West Harbor area, the Jackson Harbor area, and the Detroit Harbor area. The stores and shops have tended to concentrate at locations along Main Road, Detroit Harbor Road, and adjacent to the ferry dock. In years past, a number of stores were also constructed at scattered locations in other parts of the township. There was no zoning to prevent this sort of undesirable development.

Town officials should take steps to encourage the development of a strong general commercial center at a specified location in the township. The advantages of concentrating facilities of this nature at one location are many. The convenience and general appearance of the township would be greatly improved.

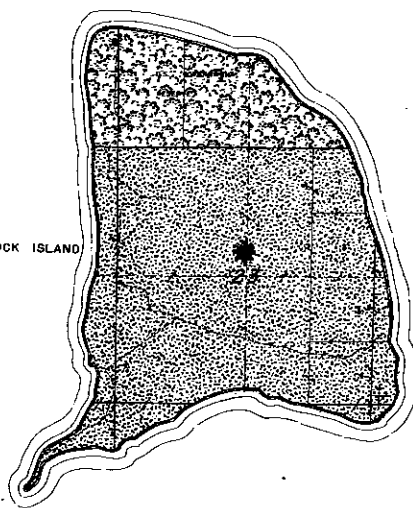
Resort- and recreation-oriented service facilities should also be concentrated at designated locations in the township so as to avoid land use conflicts with developing residential areas. Those areas having potential for additional resort development include the ferry dock area, the West Harbor area, the Detroit Harbor area, and the extreme tip of South Point. Most of these areas have natural harbors that are highly suited to the development of associated marina facilities.

#### Public and Quasi-Public Lands

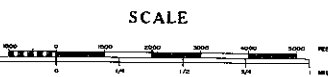
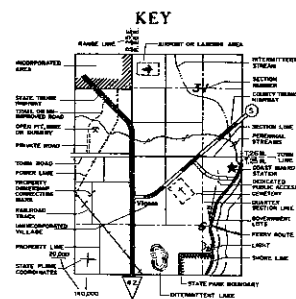
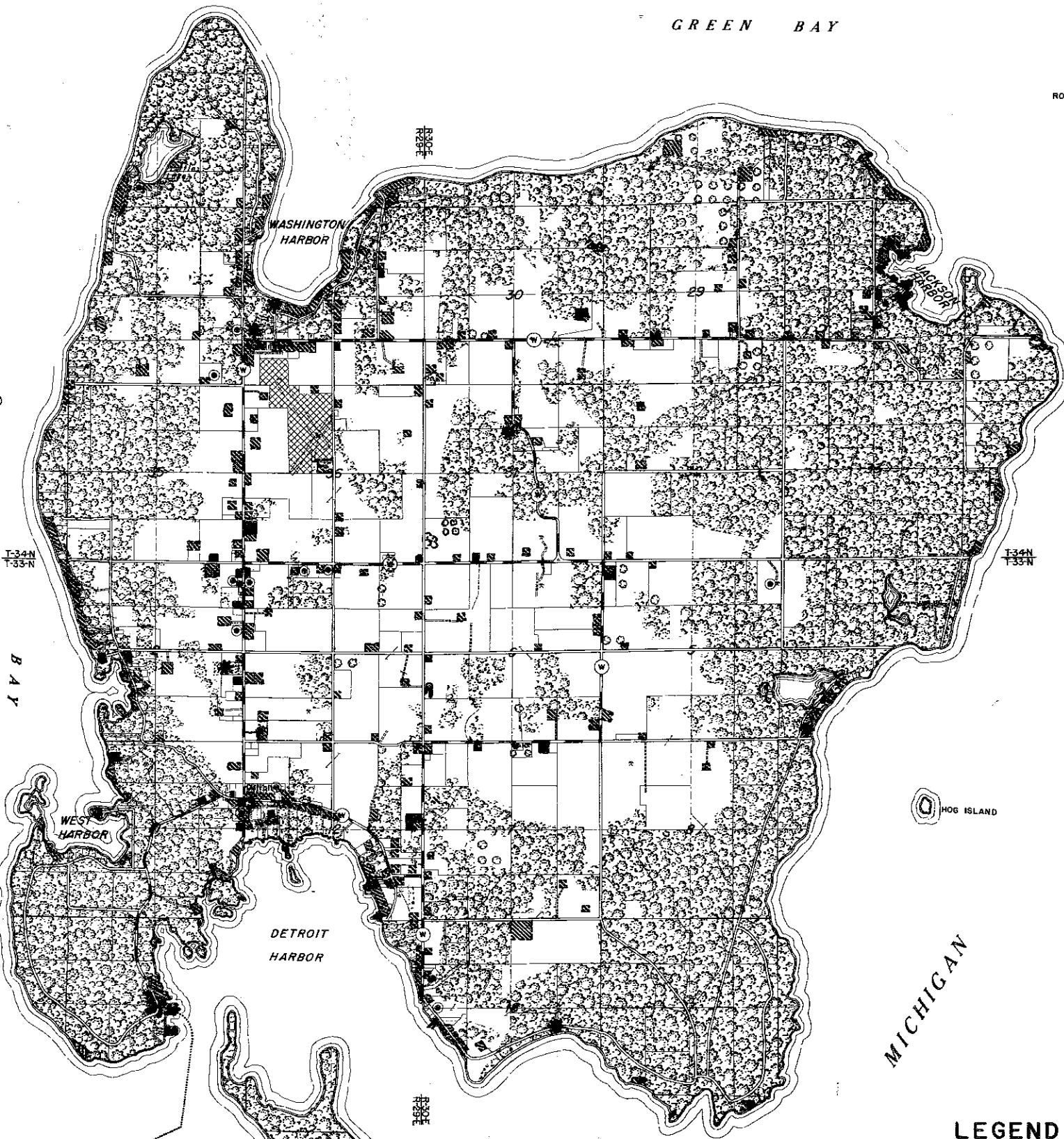
These uses include the town-owned facilities and the various religious and civic facilities on the Island. Included are such things as the Community Center, the Washington Island School, the post office, the town shed, the Nature and Arts Center, the fire station, the cemetery and the churches. These facilities are for the most part, adequate for the planning period. It may be necessary to expand the town shed and fire station in the future.

GREEN BAY

ROCK ISLAND











GREEN BAY



MICHIGAN

LEGEND

-  RESIDENTIAL
-  COMMERCIAL AND INDUSTRIAL
-  TRANSPORTATION FACILITIES
-  PUBLIC AND QUASI-PUBLIC
-  PARK AND OPEN SPACE
-  AGRICULTURAL AND CLEARED LANDS
-  WOODLAND
-  ORCHARDS

TOWN OF WASHINGTON ISLAND  
DOOR COUNTY—WISCONSIN  
EXISTING LAND USE

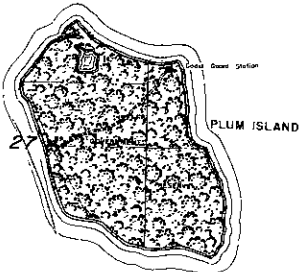
PLATE  
6

Map prepared by the Wisconsin Department of Resources Development, Planning Division, from U.S.G.S. 7.5-minute topographic maps and aerial photography. Land use information is based on the Wisconsin Department of Resources Development, Planning Division, 1968. Map by J.C. W. L. 1968. Revised by J.C. W. L. 1968.

2,750,000

2,800,000

DETROIT



ISLAND

PASSAGE

DETROIT ISLAND

ROCK

ROCK

WASHINGTON HARBOR

DETROIT HARBOR

WEST HARBOR

HOG ISLAND

370,000

340,000

T-34-N

T-33-N

T-34-N

T-33-N

SCALE



### Park and Recreation Lands

Washington Island's park and recreation lands include three town parks, one county park, an athletic field, a nine-hole golf course, and two public boat ramps. Additional information on these facilities is included in the community facilities analysis.

### Roads and Highways

Washington Island is served by the Washington Island Ferry Line which has docking facilities at the northwest corner of the Island. There are no state or federal roads in the township. County Highway W is the only county road. Detailed information on the highway facilities is included in the transportation section.

Several circulation problems exist in the township. There are many dead-end roads and a number of long blocks that need crossroads to give better access. Off-street parking areas are needed in the commercial districts. Shoreline roads are needed in many areas to give better access to the water. These are some of the problems that will have to be resolved during the planning period.

### Undeveloped Land

Undeveloped land includes farmland, orchards, wetland, pastureland, and wooded areas. A high percentage of land on Washington Island is undeveloped. It is unlikely that many areas of the township will ever be developed; seasonal residential development will tend to concentrate at high quality locations along the shoreline. Very often when an area has considerable acreage in undeveloped land there is a tendency to feel that people should be allowed to build wherever and whatever they want. Unfortunately, this practice has led to some very wasteful and poorly planned developments that have turned out to be a liability to the municipality. Washington Island officials should consider adopting strong problems. Large lot agricultural zoning can be used to achieve this purpose.

The majority of undeveloped shoreline is along the northeast, north, and southwest edges of the Island. However, considerable real estate speculation has taken place in the southwest area in recent years and the entire shoreline will probably be chopped up into a single row of residential development. Town officials should take immediate steps to adopt subdivision controls to prevent substandard residential development of this nature. It is strongly recommended that future controls require developers to allow generous open space areas adjacent to the water and encourage the development of cluster-type subdivision layouts.

The majority of undeveloped interior land, most of which is heavily wooded, is located in the eastern half of the township. Much of this area has wet soil conditions and is not suited for development. It should be preserved in its woodland condition if at all possible.

## FUTURE LAND NEEDS

In order to prepare a General Development Plan for Washington Island it is necessary to make some estimate of future land needs. This section will give consideration to the anticipated needs of the township.

### Residential Land Needs

Washington Island will continue to undergo substantial seasonal residential development in future years. Most of this development will be a result of the shorter work week and the demand for second home sites. As the shoreline of Door County becomes heavily developed, more and more persons can be expected to flock to Washington Island to find a choice lot on the water. The development of better marina facilities at Northport will also serve to make Washington Island more attractive to the boat owner. Very little additional year-round development can be expected, although a number of seasonal residents will undoubtedly retire and become full-time residents of the township.

The primary consideration in designating new residential development locations should be the ability of the site to be served by future public sewer and water systems. Development should only be permitted adjacent to existing development, and vacant lots in already developing areas should be encouraged to develop first. The present town zoning map should be revised to discourage development in many of the more remote shoreline areas until such time as public sewer and water facilities can be installed (see Plate 7).

### Commercial Land Needs

The demand for commercial space on Washington Island will likely continue in the future, particularly for shops and stores catering to the needs of the summer visitors and tourists. A number of existing businesses will also likely increase in size. The town should encourage the grouping of similar types of commercial activities in specific areas, such as resort-oriented businesses in one area and general retail-type businesses in another area. Special care should be taken to ensure that such commercial activities are not permitted to scatter at random locations throughout the rural countryside. The zoning ordinance recently adopted by the County Board and approved by the Washington Island Town Board has designated a number of Resort Commercial and General Commercial zoning districts for the township. The areas are very generous in size and should be more than adequate for the planning period. Town officials and citizens should resist any efforts to locate new businesses at scattered locations outside these designated areas. Those existing businesses that are nonconforming should be permitted to continue as nonconforming uses for an indefinite period of time, but once they are discontinued, no additional commercial activity should be permitted to start up at these locations.

The primary business area on Main Road should be strengthened and encouraged to develop as the business center for the township. The businesses in Detroit Harbor should also be encouraged, but these should be oriented more toward the highway-type of commercial activity. Recreation and resort businesses should be encouraged at the ferry dock, at West Harbor, at Jackson Harbor, at South Point, and at Detroit Harbor.

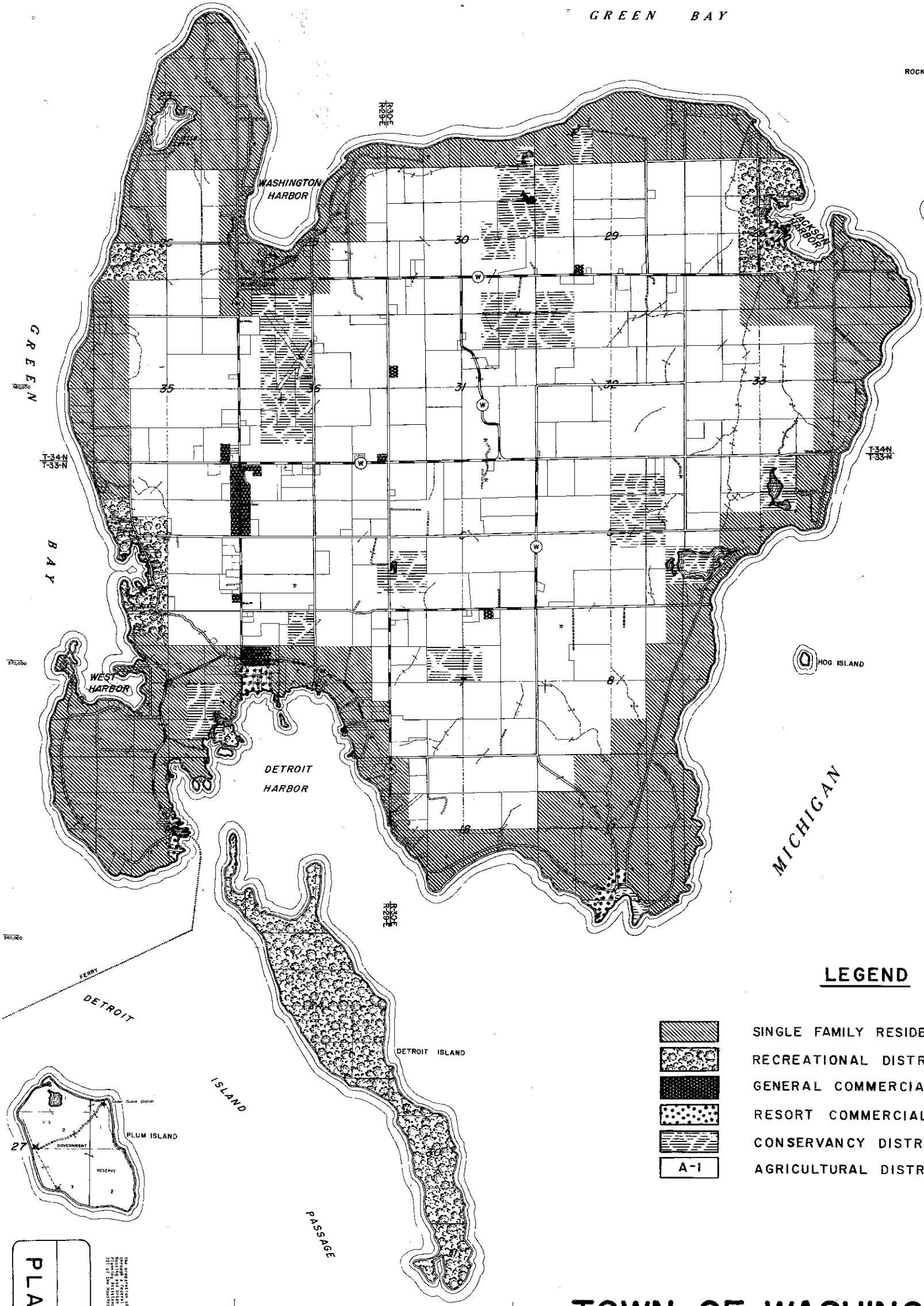
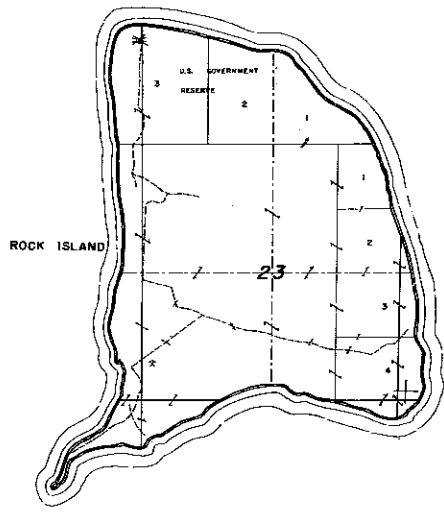
### Public and Quasi-Public Land Needs

Public and quasi-public land needs will be discussed in the community facilities section of this report. It is assumed that churches and other similar quasi-public land uses will locate on residential lots.





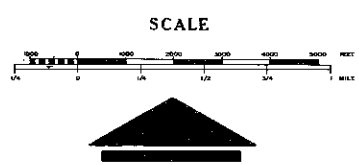
GREEN BAY



**KEY**

DEPARTMENT OF RESOURCE DEVELOPMENT  
PLANNING DIVISION

THIS MAP COPIED FROM U.S.G.S. QUADRANGLE MAPS AND AERIAL PHOTOGRAPHS AND STATE HIGHWAY COMMISSION PLAT MAPS. PROPERTY LINES TAKEN FROM RECORDS AND SUBDIVISION PLATS AND DEER COUNTY PLAT BOOKS.  
DRAWN BY A.C.L. ROSE, 1968  
REVIEWED BY J.V.L. SIMS, 1968



**LEGEND**

- SINGLE FAMILY RESIDENTIAL DISTRICT
- RECREATIONAL DISTRICT
- GENERAL COMMERCIAL DISTRICT
- RESORT COMMERCIAL DISTRICT
- CONSERVANCY DISTRICT
- AGRICULTURAL DISTRICT

**TOWN OF WASHINGTON ISLAND  
DOOR COUNTY—WISCONSIN  
EXISTING ZONING MAP**

PLATE  
**7**

The preparation of this map was financially aided by the Wisconsin Department of Natural Resources, Bureau of Planning and Development, and the Wisconsin Department of Transportation, Bureau of Planning and Development. The Wisconsin Department of Natural Resources, Bureau of Planning and Development, and the Wisconsin Department of Transportation, Bureau of Planning and Development, are hereby acknowledged for their assistance.

## V. COMMUNITY FACILITIES

This chapter deals with the community facilities and services provided on Washington Island for government administration, education, police and fire protection, public health, refuse disposal, parks, and communications. The adequacy of these facilities and services is reviewed in terms of present and anticipated future needs of the township population. The township should consider providing some new and improved services during the planning period in order to maintain adequate standards of service.

Proposed improvements discussed in this section are in general terms only; detailed site layouts, architectural drawings, and engineering studies would be needed in order to outline and program specific improvement projects.

### ADMINISTRATIVE FACILITIES

Washington Island's administrative facilities are located in the new Community Building on Main Road near the intersection with Lake View Road. The steel-constructed building was completed in 1969 with assistance of a federal grant under the Community Facilities Grant program administered by the Department of Housing and Urban Development. The town does not have a separate town hall. The Town Board had previously held their meetings in the home of the town clerk or at the Legion Hall.

The Community Building contains a number of facilities, including a library, office space for the town doctor, office space and laboratory for the visiting dentist, an auditorium-gymnasium combination, a vocational educational room, a general conference room and a director's office. The building is administered and maintained by a full-time director supported by grant funds from the Federal Office of Economic Opportunity.

The new Community Building should be adequate for the planning period. The structure offers considerable flexibility in terms of meeting the administrative and governmental needs of town officials.

### PROTECTIVE FACILITIES

#### Police Protection

The township has a part-time constable and an assistant appointed by the Town Board. They are both deputized by the county sheriff's department and receive assistance when needed, from that department. The constable has a radio communications system in his home which gives him a direct line to the sheriff's department. There are no confinement facilities available on Washington Island. The facilities in the county's safety building in Sturgeon Bay are used for this purpose.

The level of police protection and traffic control may have to be improved in future years to provide more protection during the summer months when an increasing number of tourists and seasonal residents come to Washington Island. The county sheriff's department is not able to provide very much assistance due to the transportation problem from the mainland.

## Fire Protection

The Town of Washington Island has a volunteer fire department which responds to town fire alarms. There are about 20 to 25 men in the department.

The fire station is located next to the town shed at the intersection of Range Line Road and Airport Road. The concrete block building is heated in the winter and has telephone service.

The town has recently developed a rescue squad program. Eight men have undergone extensive training to equip them for this function. It is a volunteer effort and is connected with the fire department.

## EDUCATIONAL FACILITIES

The Town of Washington Island has its own school district. The transportation problem makes it virtually impossible for the town to consolidate with the Gibraltar School District as has been suggested on various occasions. According to the School Administrator, some consideration has been given to this possibility, but nothing has been worked out to the satisfaction of Washington Island residents. Such a consolidation would obviously require the boarding of students on the mainland in the winter months when the ferry only makes one trip a day.

The elementary and high school facilities are all housed in a single building located adjacent to the Community Building on Main Road. The concrete block building has been remodeled and expanded a number of times over the years, the last time being in 1965 when a library and a classroom-science laboratory combination were added. Prior to that time the high school facilities were in a separate building at the intersection of Main Road and Jackson Harbor Road. The old high school building is now used for the Nature and Arts Center.

The facilities at the school are very inadequate when compared to present day educational facilities. There are virtually no laboratory facilities and a number of grades are combined. Grades one and two are combined, grades three, four and five are combined, and grades six, seven and eight are combined. The high school students all hold their classes in a single room also. The limited enrollment and shortage of teachers on Washington Island makes it almost mandatory that there be some doubling up of grades.

The school acreage is between three and four acres and a playground area is provided on the premises. The high school students can also use the town ballfield across the road and the gymnasium facilities in the Community Building. There is no scheduled physical education program, however, due to lack of adequate facilities and trained staff.

Enrollment figures supplied by the School Administrator indicate that the number of students is decreasing somewhat. This trend can be expected to continue in the future as the median age of Washington Island continues to increase and the birth rate consequently continues to decline.

Washington Island School Attendance, 1965-1970

	<u>1965-1966</u>	<u>1966-1967</u>	<u>1967-1968</u>	<u>1968-1969</u>	<u>1969-1970</u>
High School	55	44	46	36	30
Grade School	<u>83</u>	<u>81</u>	<u>73</u>	<u>69</u>	<u>64</u>
Total	138	125	119	105	94

The school district may have to give consideration to providing additional facilities for the school during the planning period. Although the number of students will not increase, the facilities will have to be upgraded and expanded to meet the demands of new educational techniques and new course curriculums. It is also strongly recommended that separate facilities be provided for a number of grades. Additional laboratory space and physical education space should be provided in any expansion plans. The school district should investigate the possibility of using library and physical education facilities available in the new Community Building.

Library Facilities

As mentioned earlier, the town library facilities are located in the Community Building. The library is a branch of the Door County library system with headquarters at Sturgeon Bay. One librarian is employed year-round. The library is open from 1:00 to 5:00 p.m. on Mondays, Wednesdays, Fridays, and Saturdays.

The library contains about 1,225 square feet in area and has a capacity for 5,000 volumes. It also has space for periodicals and a reference section.

Previous library facilities were provided by the Detroit Harbor Ladies Aid at a building called "Evergreen Cottage." The Ladies Aid is no longer providing service to the library. The facilities are now provided by the town and the books are supplied through the county library system. The library should be adequate for the planning period.

MAINTENANCE AND REFUSE DISPOSAL

Road and Park Maintenance

Washington Island's roads and parks are maintained by a town highway crew. The county supplies equipment and provides labor for the major reconstruction projects, but all other day-to-day maintenance is done locally. All equipment is stored at the town shed located at the intersection of Town Line Road and Airport Road. The County Highway Department is billed for the work involved in maintaining county roads and the county park.

Refuse Disposal

The Washington Island refuse disposal site, known as "the Island Exchange," is located at the intersection of Town Line Road and Deer Lane Road. The method of disposal is a sanitary landfill operation and regular dump hours are maintained. An attendant is on duty at all times that the dump is open.

The site is probably adequate for the planning period although the soil depth might pose some limitation. The site will have to be upgraded to meet the state's new solid waste disposal regulations.

#### COMMUNICATIONS AND POWER FACILITIES

Facilities included in this section are the post office, telephone service and electric power.

##### Postal Service

Washington Island has a third class post office rating. Rural delivery service is provided throughout the township. The route is about 52 miles long in the summer and 42 miles long in the winter. It serves about 250 homes and businesses in the summer and 150 places in the winter. Four persons are employed by the post office.

The post office is located near the intersection of Detroit Harbor Road and Main Road. The building, constructed in 1962, contains 920 square feet of floor space and 54 lock boxes. About 34 lock boxes are used in the summer and 28 in the winter. There is a gravel parking lot available at the side of the building and a loading area is provided at the rear of the building.

The structure appears to be adequate to serve the town needs during the planning period.

##### Telephone Service

The General Telephone Company of Wisconsin provides telephone service to Washington Island. There is no business office on the Island, but a maintenance building is located at the intersection of West Harbor Road and Main Road. The business office is located at Sister Bay.

The Island telephone service was connected to the dial system in 1968. Prior to that time, the community was served by the old hand-crank telephones which were an interesting subject of conversation to the summer tourists.

##### Electric Service

The Washington Island Electric Cooperative provides electrical service to the township. Formed in 1945, the Cooperative generates its own power from a plant located on Main Road near the intersection with West Harbor Road. The structure was recently expanded to increase the voltage from 2,400 volts to 7,200 volts. This is considered to be adequate for the planning period.

#### HEALTH AND RECREATION

##### Health

Washington Island has the services of a resident physician that is provided by the township. His offices are located in the new Community Building on Main Road.

There is no dentist on Washington Island. Dental service is provided by a dentist from Green Bay who has office hours on the Island every Friday. Office space for the dentist is also provided in the Community Building.

The Door County Memorial Hospital at Sturgeon Bay provides hospital service for the county. The facility was constructed in 1964 and has 57 beds for general care patients and ten bassinets. An additional 67 beds have recently been provided for long-term extended care patients. There are no such facilities on Washington Island.

### Recreation

The following recreation facilities are located on Washington Island:

- A county park, known as Eastside Park, located on the Lake Michigan side of the Island at the termination of Lakeview Road. The six-acre site offers a good view of Hog Island and provides picnic facilities, a swimming beach and sanitary facilities. The Town Board and/or County Board should give consideration to acquiring additional acreage to the south of the existing site for an expansion of park facilities. This acreage should be acquired as soon as possible before it is developed for seasonal residential use.

- A town park, known as Schoolhouse Beach Park, located on Washington Harbor at the intersection of Main Road and Jackson Harbor Road. This 34-acre park is highly developed with camping and picnicking facilities. The area is heavily wooded and is well known for its scenic pebble beach. The camping area is well maintained and very popular. Although more camping space is needed, the town should not expand the facilities at this park. The site is too valuable for general recreation purposes and should not be further developed. Additional camping facilities could probably be provided by private concerns at more inland locations.

- A town park, known as Mountain Road Park, located on Mountain Road near the center of the Island. The five-acre site contains the highest point of land on Washington Island which is the reason why it is called "The Mountain." It provides picnicking facilities and a view over the Island. A look out tower recently constructed at the site serves as a tourist attraction. Other possible developments at the park include winter skiing facilities and nature and hiking trails. The central location of this park makes it easily accessible for use by Island residents.

- A small town park, known as Dunes Park, located on South Shore Drive. This facility provides access to Lake Michigan but should be expanded to provide suitable space for development.

- An athletic field located on the west side of Main Road near the intersection with West Harbor Road.

- A public nine-hole golf course is being constructed near the intersection of Main Road and Lake View Road. It is open to the public on a daily fee basis.

- Two public boat ramps are available on the Island. One is located near the ferry dock on Detroit Harbor just off of Labdelle Point Road.

The other is located on Jackson Harbor and can be reached by taking Indian Point Road. The latter was recently constructed by the State of Wisconsin to provide boat launching service for Rock Island State Park.

In addition, Washington Island residents have access to Rock Island State Park, located immediately to the northeast of Washington Island. This park, acquired by the State of Wisconsin from the Thordarsen family in 1965, is purposely kept in a very primitive state (no cars, planes, or horses). Boat service to the park is provided from Washington Island and Gills Rock. Facilities include a campground, a swimming beach, a boat launching ramp, picnic areas, and hiking trails.

The township is fortunate to have a state park, a county park, and a number of scenic town parks which are not only available for Island residents, but also serve to attract thousands of summer tourists. However, projections of future recreational demands, prepared by the County Planning Department as a part of a countywide recreation study in 1968, indicate that many additional park acreages and facilities will be needed throughout the county in the future. Washington Island officials will want to give serious consideration to acquiring a number of key high quality recreation sites as suggested in this report before private development has taken them over. Special consideration should be given to acquiring shoreline areas which can either provide access to the water or a view of water. In some cases this might be provided through the acquisition of scenic easements, but outright purchase will probably be required in most instances.

## VI. TRANSPORTATION

This section will attempt to summarize very briefly the present conditions and future needs of Washington Island's transportation systems. The movement of persons and goods is a key element affecting the township and any comprehensive planning effort must give it due consideration.

Washington Island is served by a commercial ferry line. It has no bus service, rail service, or regular air service. Limited air service has been provided in the past, during the summer months.

### FERRY TRANSPORTATION

Ferry service to Washington Island is provided by the Washington Island Ferry Company which serves as the lifeline for Island residents. The company has four auto ferries that make regular scheduled trips back and forth to the mainland each day during the summer months. The schedule is reduced considerably during the colder months when tourist traffic is reduced. During the coldest winter months the ferry only makes one trip each day. The Washington Island ferry dock is located on the west side of Detroit Harbor. The ferry lands at Gills Rock on the mainland during the summer months and at Northport during the winter months. Severe weather sometimes forces the ferry to go all the way around the peninsula and dock at Rowley's Bay.

Washington Island is very much in need of new harbor facilities on the mainland as well as on the Island. The U.S. Army Corps of Engineers has recently completed a detailed engineering study for a proposed harbor of refuge at Northport and has submitted a recommendation to Congress that it be constructed in the near future. The project would include break-water facilities, docking space, parking areas and a marina for recreational craft. This project would be constructed with the assistance of a federal grant from the Corps of Engineers.

### BUS TRANSPORTATION

Bus service is provided to Sister Bay by the Bay View Bus Line. Washington Island residents have to find their own transportation to Sister Bay. The route makes stops within the county at Baileys Harbor, Egg Harbor and Sturgeon Bay. The route terminates at Green Bay where connections can be made to Madison, Milwaukee and Minneapolis-St. Paul. There are two buses to Green Bay daily (7:15 a.m. and 2:00 p.m.).

Another bus line, the Wisconsin-Michigan Coach Lines, provides service between Sturgeon Bay and Green Bay. Its schedule is arranged to coincide with rail and air connections from Green Bay.

### RAILROAD TRANSPORTATION

Until 1969, rail transportation was available to Sturgeon Bay. The Ahnapee and Western Railroad was given permission from the Interstate Commerce Commission to abandon the line from Algoma to Sturgeon Bay. Service is still available from Algoma, and connections can be made with the Green Bay and Western Railroad at Green Bay.



## AIR TRANSPORTATION

Limited air service has been available to Washington Island in previous years during the summer months. The regularly scheduled shuttle flight provided service between Washington Island and Green Bay, with stops at Ephraim and Sturgeon Bay.

The nearest airport providing regular commercial service to the area is at Green Bay. Regular passenger and freight service is available to Madison, Milwaukee, Minneapolis-St. Paul and further points by transfer.

## ROADS AND HIGHWAYS

Washington Island is served by a system of town and county roads. It is linked to the mainland by a car-ferry service that docks at Gills Rock, or Northport, depending on the weather. State Trunk Highway 42 provides Island residents with access to Sister Bay, Sturgeon Bay and points further to the south. Highway 42 runs along the west side of the peninsula and Highway 57 runs along the east side of the peninsula. Highway 42 is the major route connecting Door County with Manitowoc, and Highway 57 gives county residents direct access to Green Bay.

The county road system on Washington Island is called County Trunk Highway W. It includes the following roads: Lobdell Point Road, Main Road, Jackson Harbor Road, Mountain Road, a portion of Town Line Road, a portion of East Side Road, a portion of Lake View Road, a portion of Range Line Road, and Detroit Harbor Road. All county roads have a minimum pavement width of 11 feet and a minimum shoulder width of six feet. The primary roads are those which run between the ferry dock and Jackson Harbor (Lobdell Point Road, Main Road, and Jackson Harbor Road).

Town roads crisscross the Island in a gridiron pattern at various intervals. All interior areas have road access at either one-half mile or one mile intervals. Access has been provided to a substantial portion of the shoreline acreages, but very few areas have been provided for public access to the water. The most extensive undeveloped shoreline areas are found along the northern and western sides of the Island.

It is recommended that future road and street developments be designed in a curvilinear system rather than the rigid gridiron system that has been used in the past. The curvilinear system consists of streets laid out in a curving manner to conform to existing topography. Advantages of this type of layout include:

- Scenic features of the landscape can be preserved and enhanced by following a flexible road pattern.
- Surface water drainage problems can be minimized since the roads follow the contours of the land.
- The number of four-way intersections can be reduced, resulting in greater traffic safety.

- High speed traffic is discouraged and through traffic is encouraged to take collector routes that are designed to bypass residential areas.

- A greater variety of lot shapes and sizes can be provided.

## ROAD AND HIGHWAY PLANNING CONSIDERATIONS

### Functional Classification of Roads and Highways

Roads on Washington Island can be readily identified as to their specific function within the overall circulation system (see Plate 8). The State Department of Transportation has classified all roads and highways in Door County that receive federal aid. As shown on the accompanying map, that portion of County Trunk Highway W extending from the ferry dock to Jackson Harbor is classified as a "high collector" highway. The other roads in the township are classified as "local" roads. Some of these "local" roads have more importance as collectors or through routes for moving traffic from one side of the township to the other, while other local roads are merely service roads which give access to residential property. Many of the interior roads serve as collectors, while the shoreline roads serve primarily as residential service roads.

### Land Use Considerations

Trends in the development pattern of an area must be considered when making proposals regarding vehicular circulation. Trends in the use of land on Washington Island include:

- Continued growth of the commercial development taking place along Main Road.

- Additional residential-recreational development along the shoreline in the southeastern and southwestern corners of the township.

- Additional resort-commercial development near the ferry dock, at Detroit Harbor, Jackson Harbor, and on South Point.

### Conclusions and Recommendations

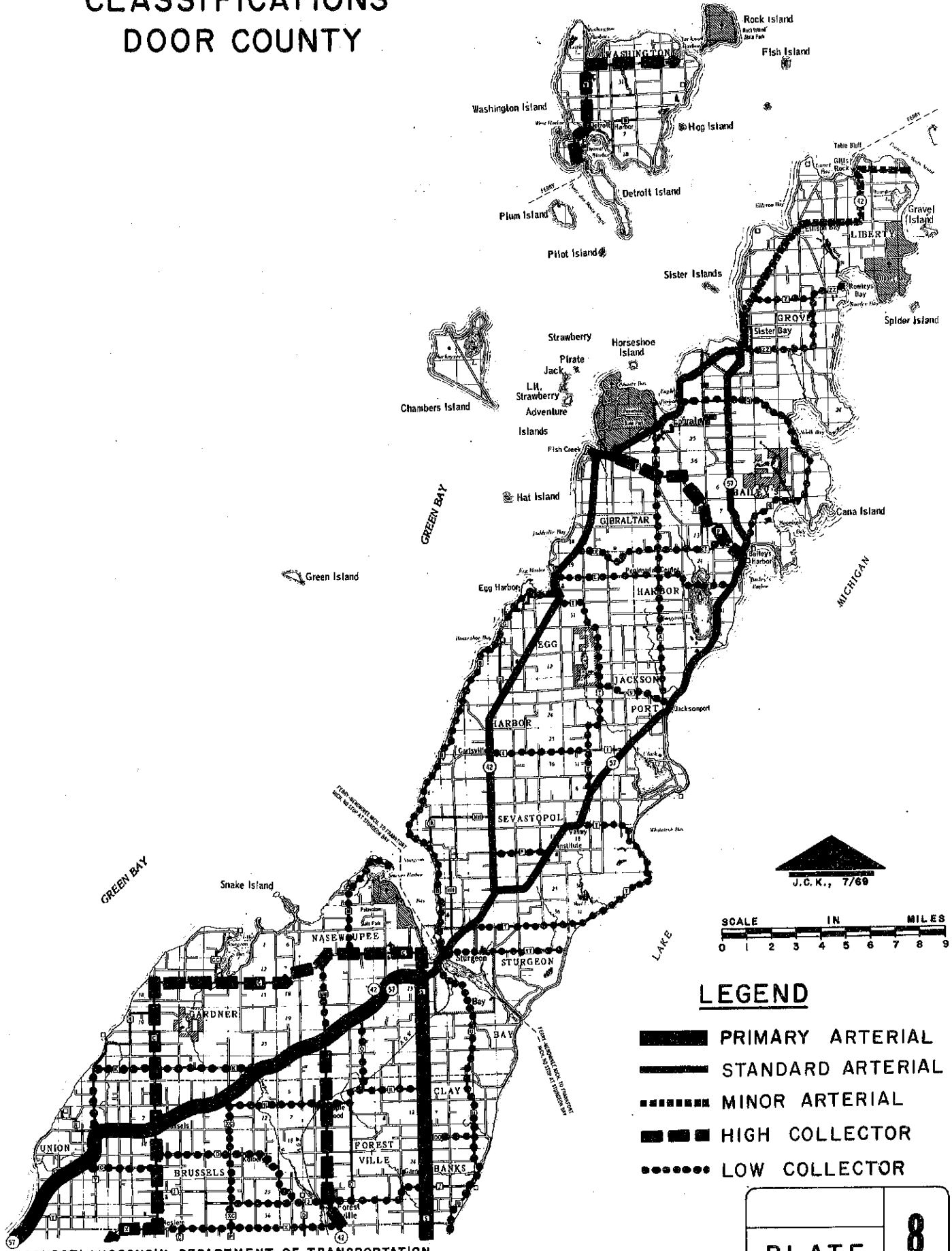
The township should consider means of providing better townwide circulation, improving traffic circulation in the commercial districts, and increasing capacities and ensuring greater safety on the major collector roads. Consideration should also be given to providing a more efficient road system in the newly developing residential areas along the shoreline.

To improve townwide circulation, it is recommended that the following improvements be made:

- Extend Aznoe Road to the east to connect up with Hemlock Drive to provide better east-west circulation in this corner of the township.

- Extend Old West Harbor Road north along the shoreline to connect up with McDonald Road and Little Lake Road, to provide better circulation along the western shoreline of the township.

# HIGHWAY FUNCTIONAL CLASSIFICATIONS DOOR COUNTY



SOURCE: WISCONSIN DEPARTMENT OF TRANSPORTATION.  
PREPARED BY: DEPARTMENT OF LOCAL AFFAIRS & DEVELOPMENT.

- Extend Gasoline Town Road to the east along the shoreline to connect up with Swenson Road and Indian Point Road.

- Pave all major north-south and east-west roads so as to facilitate the movement of traffic across the township.

- Provide a new road for cross traffic between Green Bay Road and Lobdell Point Road.

To improve traffic circulation in the commercial areas, it is recommended that the following improvements be made:

- Provide off-street parking to the side or to the rear of business establishments and restrict on-street parking in certain areas along Main Road to facilitate traffic movement.

- Provide service roads to the rear of the commercial places to allow customers to approach from the rear as well as from Main Road.

To increase the capacities and ensure greater safety on major roads, it is recommended that the following be considered:

- Prevent individual property owners from each constructing individual driveways on the highway. Instead, encourage the use of joint driveways or the construction of access roads which join the major roads at intervals of about one-quarter mile.

- Improve the shoulders on some of the major roads.

- Discourage the construction of new commercial facilities scattered at wide intervals along Main Road. Instead, encourage the development of a more compact business area in those areas zoned for commercial use. Town officials should resist any efforts to have additional areas along Main Road changed to commercial zones.

- Reduce the speed limit in the commercial areas.



## VII. GENERAL DEVELOPMENT PLAN

This section of the report will attempt to outline the General Development Plan for Washington Island. The plan will provide a general framework for town and county officials to follow in making decisions regarding future development. The town's seasonal population is expected to increase considerably during the planning period and special consideration will have to be given to needed facilities and services to serve the population. Care will have to be given to guiding the new residential development to ensure that it relates to the existing development and does not destroy the character and natural beauty of the Washington Island shoreline. The recommendations made in this section comprise the town's General Development Plan.

### OBJECTIVES OF THE PLAN

Some of the major goals and objectives of the General Development Plan for Washington Island are:

1. Promote the general welfare of Washington Island by providing for the development of a safe, healthful and attractive community.
2. Provide adequate roads, parks, and other community facilities in accordance with present and future needs.
3. Delineate and reserve the most suitable land for anticipated future year-round and seasonal residential development and commercial and recreational developments so as to minimize potential conflicts between land uses.
4. Preserve the natural beauty of the town by preventing scattered commercial development along the county and town roads in agricultural areas and by discouraging residential development in areas with physical limitations (steep slopes, poor drainage, shallow soil, etc.).
5. Protect residential developments from unnecessary traffic and intrusion by incompatible land uses.
6. Outline policies by which the town can provide for future utility needs, such as sanitary sewer systems, water systems, etc.
7. Encourage the town to utilize to fullest advantage its natural assets and its outstanding recreational potential.

### BASIC CONSIDERATIONS OF THE PLAN

The plan for Washington Island is considered in terms of a 20- to 25-year planning period. The proposals are based on information and analyses presented in previous sections of this report and on discussions between town officials and representatives of the Door County Planning Department. These considerations can be summarized as follows:

- Future population: Washington Island's year-round population can be expected to continue to decline between 1960 and 1990, although the rate

of decline should level off somewhat after 1970. The younger people will continue to migrate to nearby urban centers for employment. An increasing number of older persons will migrate to the Island for retirement living. The seasonal residential population will mushroom during the planning period.

- Anticipated development trends: Washington Island will increase in importance as a recreational area and a seasonal residential community. An increasing number of summer homes and cottages can be expected to develop at several locations along the shoreline. The South Point area, the Washington Harbor area, and the Green Bay Road area will experience considerable development during the planning period.

- Economic outlook: Washington Island's economy will continue to be closely related to the tourist and recreational industry of Door County. The town is not expected to experience any major industrial development due to its relative inaccessibility and high transportation costs, but some smaller more specialized types of firms might be attracted to locate on the Island. The anticipated increase in seasonal residential development will provide additional employment opportunities in the construction industry.

- Community facilities needs: It will be necessary to construct some new facilities and to improve several existing facilities in order to maintain an adequate level of services for the Island's population.

- Transportation needs: Several existing roads should be improved and extended to provide better circulation throughout the town. Special attention will have to be given to the desirability of having a scenic shoreline drive extending around the entire Island. As additional seasonal residential growth takes place, it will be necessary to construct a number of new roads. The Island airport should be improved to accommodate larger craft. The Island ferry should be improved to provide better service in winter months; harbor improvements at Northport and Detroit Harbor should be scheduled during the planning period.

#### DESCRIPTION OF THE PLAN

The General Development Plan for Washington Island is shown on the plate following this section. It outlines the proposed land uses for the next 20 to 25 years and sets guidelines for development beyond that time. The plan is not intended to provide a rigid development pattern, but should be used as a general guide to ensure that the best use is made of the land. It will have to be subjected to periodic evaluation and adjustments in accordance with changing conditions and needs.

#### Residential Land

The plan provides for a limited amount of year-round residential development in the area east of Main Road on Town Line Road. It also provides for considerable residential acreage (primarily seasonal) in the Washington Harbor area, the Detroit Harbor area, the South Point area, and the Green Bay Road area. Every effort should be made to encourage future residential development to take place on parcels immediately adjacent to

existing built-up areas so as to make better use of existing public facilities and services and to reduce immediate and long-term costs to the town.

It will be necessary to construct a number of roads in the new residential areas being developed adjacent to the shoreline. The roads should be laid out in such a manner as to discourage through traffic movement. The wetland areas should be preserved from development and substantial shoreline acreage should be kept in some form of public open space. Rather than permitting a solid chain of development along the entire length of shoreline, residences should instead be clustered at locations slightly back from the water. The shoreline can then be used as beach area, common docking area, and boat-launching facilities for use by the residents of the cluster (see Plate 9). This type of development also makes it more reasonable to install "package-type" sewage treatment facilities that can serve the entire cluster of residences.

Since recreation and seasonal residential development is probably Washington Island's best economic prospect, town officials should take steps to develop controls which will assure the best use and protection of the resources. If the present pattern of shoreline development is permitted to continue uncontrolled, the shoreline will soon be completely developed and there will not be an opportunity for the public to gain access to the water. A solid row of development along the water also destroys the aesthetic qualities of the shoreline and contributes to pollution of the lake.

#### Commercial Land

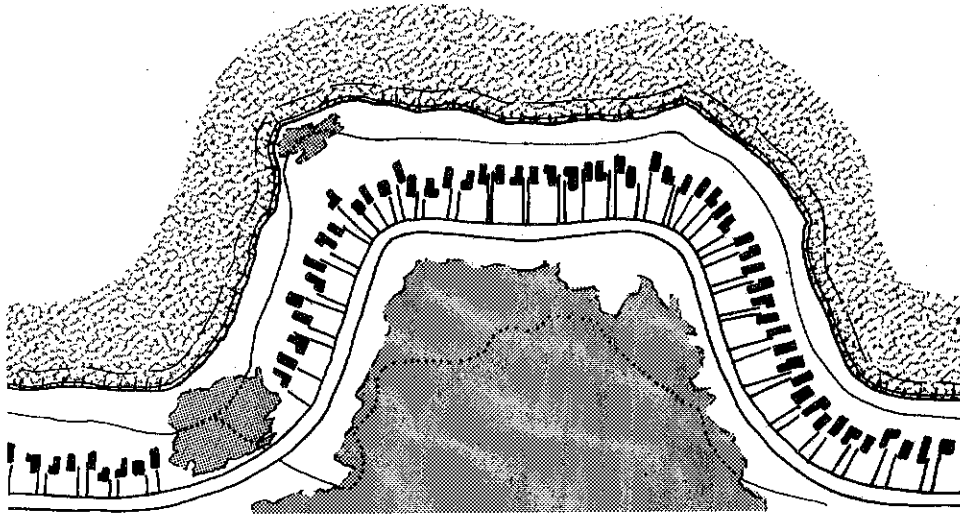
The plan suggests that future general commercial types of activities should be concentrated at a single location along Main Road and at Detroit Harbor where most of the existing commercial facilities are located. In addition, resort-oriented commercial development should be encouraged at several key shoreline locations, including the ferry dock area, the Jackson Harbor area, the South Point area, the West Harbor area, and the Detroit Harbor area. It is recommended that highway-oriented commercial activities be permitted only in the general commercial zones to discourage a proliferation of these types of businesses at scattered locations along the highways.

The general commercial areas should be developed with a series of shops and stores which will provide the services and goods required by the year-round and seasonal population. Special attention should be given to developing these areas in a compact, convenient manner with adequate off-street parking areas provided.

Most of the resort-oriented businesses would be developed on larger sites than the general commercial businesses and would consist primarily of resort and motel facilities for meals and lodging. Some of the resort-commercial areas, such as the ferry dock area and the Jackson Harbor area might also be developed with speciality shops and other stores catering to the tourist. In such cases, special care should be given to the overall design layout of the area and the need for adequate off-street parking.

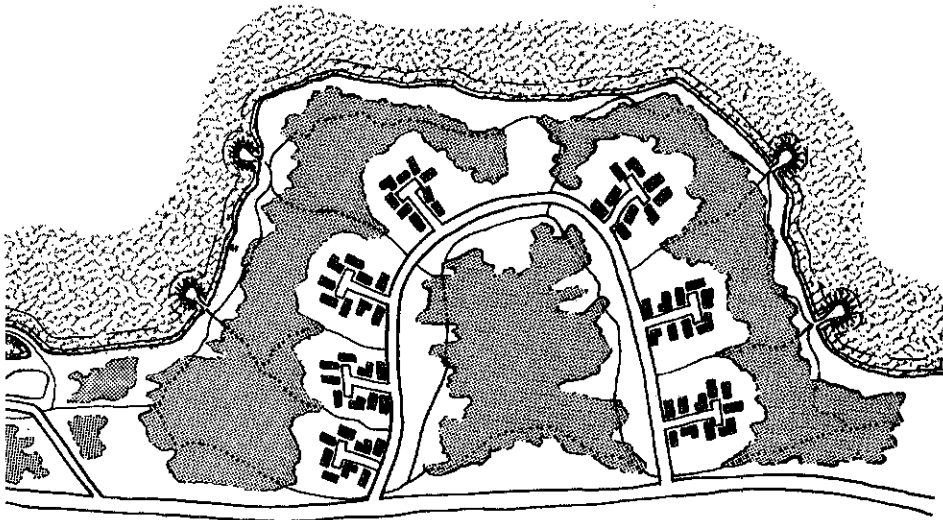


# WASHINGTON ISLAND LAKESHORE DEVELOPMENT PLAN



## SINGLE ROW DEVELOPMENT

- UPSETS NATURAL ECOLOGY
- DESTROYS NATURAL FEATURES
- RESTRICTS OR PREVENTS PUBLIC ACCESS
- INCREASES POSSIBILITY OF WATER POLLUTION
- DEPLETES WATER TABLE
- CREATES TRAFFIC CONFLICTS BETWEEN PRIVATE DRIVEWAYS AND STREET
- OVERCROWDS LAND



## PROTECTED RESOURCE WITH CLUSTER DEVELOPMENT

- PRESERVES NATURAL FEATURES
- SIMPLIFIES PROPERTY MAINTENANCE
- REDUCES TRAFFIC CONFLICTS
- REDUCES COSTS FOR SEWER AND WATER FACILITIES
- REDUCES NUMBER OF NEEDED DOCKS, ROADS AND PARKING LOTS

The construction of this map was financially aided through a Federal grant from the Department of Housing and Urban Development, under the Urban Planning Assistance Program authorized by Section 305 of the Housing Act of 1949, as amended.

## Public and Quasi-Public Lands, Parks and Open Spaces

Most of the town's public facilities appear to be adequate for the planning period, although some consideration may have to be given to the adequacy of the town shed and fire department quarters on Town Line Road. The facilities in the new Community Building, constructed in 1968, provide library space, medical and dental facilities, meeting rooms and recreation space.

### Schools:

The Washington Island School District will have to give careful consideration to the adequacy of the school building during the planning period. Although expanded and modernized a number of times over the years, the structure does not provide ample space or facilities for new types of teaching techniques (laboratories, workshops, etc.). Because of the problems encountered with maintaining staff arrangements at the school, it may be necessary for the district to give consideration to possible avenues for consolidating with the Gibraltar School District in the future.

### Parks and Open Space:

The plan proposes the acquisition of a number of parks and public open space areas. In some cases these are extensions of existing facilities, and in other cases they are completely new facilities. Most of the new public open space areas would be at strategic shoreline locations. If the town is going to continue to attract tourists and summer residents it will be necessary to preserve adequate shoreline acreage to provide access to the water. Most tourists and potential seasonal homeowners are attracted to vacation areas where they can be assured of having at least some access to water-based recreational facilities. For this reason, it is highly recommended that a system of town parks be acquired at intervals along the shoreline. Wherever possible these should include enough backup land to support a variety of related recreational facilities, but the amount of acreage should not be the determining factor in all cases. Primary importance should be placed on the quality of the shoreline and the location of the facility as it would relate to the proposed scenic shoreline road. The plan suggests a number of locations for these facilities.

In addition, the plan proposes the following acquisitions for park and open space purposes:

1. Boyers Bluff Recreation Area. This is one of the most extensive park proposals for the town and probably would have merit for inclusion as part of the county park system. The shoreline bluff offers one of the most scenic views in the county. The park should also include Little Lake and the Island Museum.
2. Jackson Harbor Nature Area. This area should be given top priority for preservation because of its outstanding ecological value to the town. It has been rated by the Wisconsin Scientific Areas Preservation Council as number five in a listing of priority areas for preservation in the entire State of Wisconsin. It offers potential for nature study purposes because of its rare orchids and its ridges.

3. Eastside County Park Expansion. This park should be expanded to the south to provide more shoreline acreage for recreational use. The park offers an outstanding view of Hog Island. The proposed expansion was also recommended in the county's outdoor recreation plan.

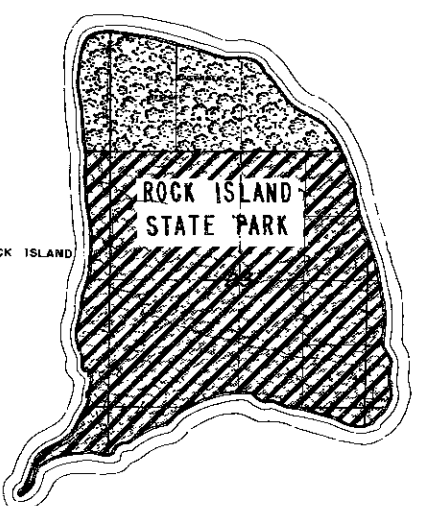
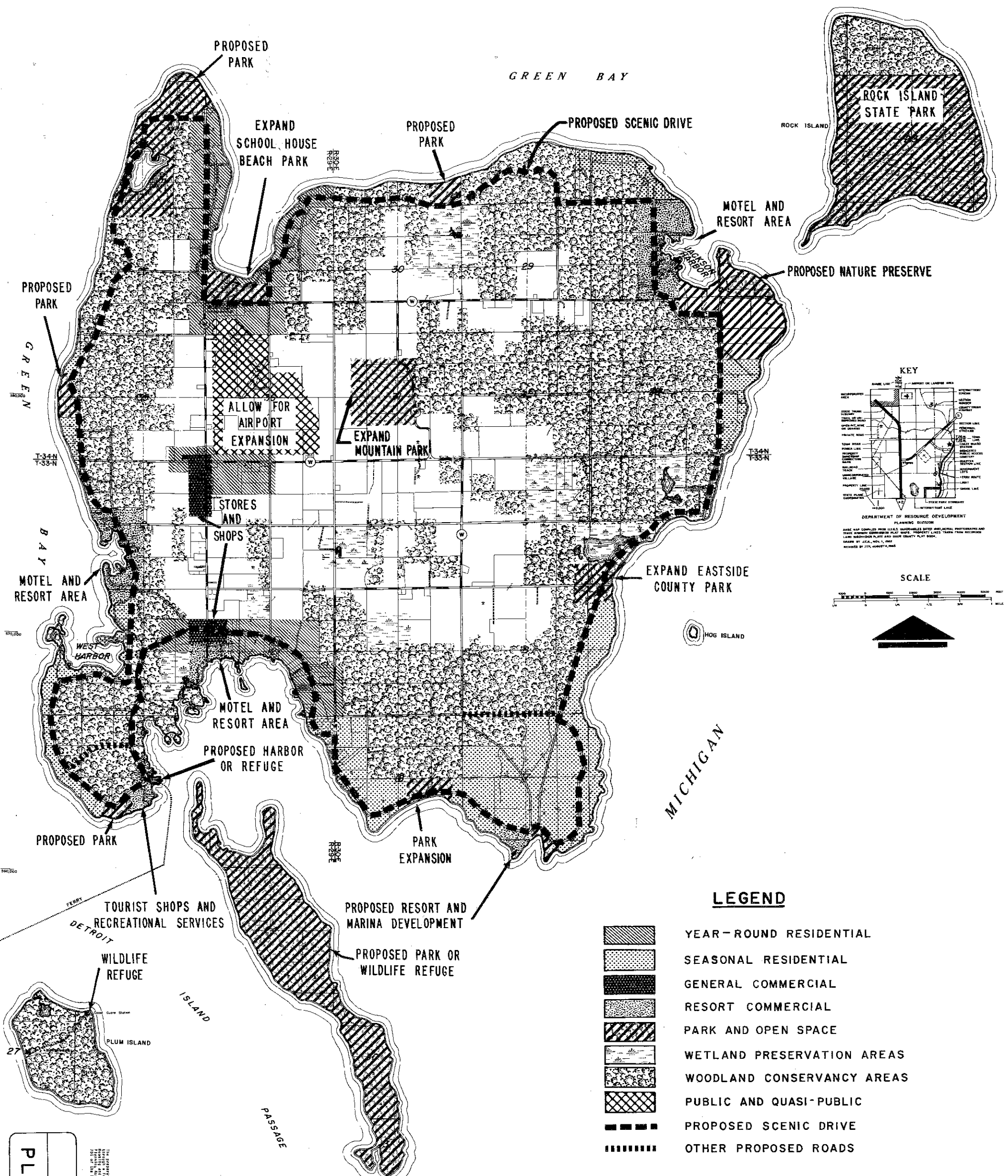
4. Mountain Park Expansion. This park is the only inland park on the Island. It should be expanded to include more of the scenic bluff areas and to provide more space for recreational development to serve the needs of Island residents. The area offers potential for development of winter sports facilities as well as additional picnicking and hiking facilities.

5. Sand Dunes Town Park Expansion. This very small town park should be expanded to provide additional shoreline acreage for swimming purposes, as well as backup land for associated recreational activities. The area should be developed with the needed facilities to support these kind of activities.

Other areas that should be preserved include the various wetland and low-land areas that have value as wildlife preserves. Many of these areas are already protected by the conservancy zoning designation, but others may need to be acquired or changed to the conservancy zoning district classification after they have been identified by detailed on-site inspection.

#### Roads and Highways:

The plan calls for the improvement of several existing roads, recommends the development of several new roads and suggests a number of road extensions. Most of the new roads would probably be dedicated to the town by land developers. Only a general location is shown for the proposed scenic drive. It is recognized that the specific location would have to be determined by engineering surveys taking into account soil, drainage and topographical conditions.



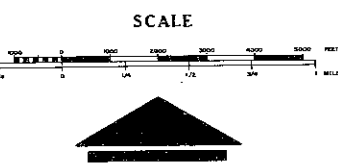
**KEY**

UNIMPROVED AREA	PROPERTY LINE	WETLAND PRESERVATION AREA
EXISTING TRAIL	EXISTING ROAD	WOODLAND CONSERVANCY AREA
EXISTING DRIVE	EXISTING DRIVE	PUBLIC AND QUASI-PUBLIC
EXISTING HIGHWAY	EXISTING HIGHWAY	PROPOSED SCENIC DRIVE
EXISTING RAILROAD	EXISTING RAILROAD	OTHER PROPOSED ROADS
EXISTING CANAL	EXISTING CANAL	
EXISTING DAM	EXISTING DAM	
EXISTING BRIDGE	EXISTING BRIDGE	
EXISTING TUNNEL	EXISTING TUNNEL	
EXISTING FERRY	EXISTING FERRY	
EXISTING FERRY LANE	EXISTING FERRY LANE	
EXISTING FERRY DOCK	EXISTING FERRY DOCK	
EXISTING FERRY HOUSE	EXISTING FERRY HOUSE	
EXISTING FERRY BOAT	EXISTING FERRY BOAT	
EXISTING FERRY CRANE	EXISTING FERRY CRANE	
EXISTING FERRY RAMP	EXISTING FERRY RAMP	
EXISTING FERRY PIER	EXISTING FERRY PIER	
EXISTING FERRY WHARF	EXISTING FERRY WHARF	
EXISTING FERRY QUAY	EXISTING FERRY QUAY	
EXISTING FERRY BARRAGE	EXISTING FERRY BARRAGE	
EXISTING FERRY LOCK	EXISTING FERRY LOCK	
EXISTING FERRY GATE	EXISTING FERRY GATE	
EXISTING FERRY WALL	EXISTING FERRY WALL	
EXISTING FERRY PILE	EXISTING FERRY PILE	
EXISTING FERRY POST	EXISTING FERRY POST	
EXISTING FERRY BEAM	EXISTING FERRY BEAM	
EXISTING FERRY JOIST	EXISTING FERRY JOIST	
EXISTING FERRY TRUSS	EXISTING FERRY TRUSS	
EXISTING FERRY GIRDER	EXISTING FERRY GIRDER	
EXISTING FERRY COLUMN	EXISTING FERRY COLUMN	
EXISTING FERRY BRACE	EXISTING FERRY BRACE	
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EXISTING FERRY HOIST	EXISTING FERRY HOIST	

DEPARTMENT OF RESOURCE DEVELOPMENT  
PLANNING DIVISION

BASE MAP COMPILED FROM U.S.G.S. QUADRALES DATED 1947, AERIAL PHOTOGRAPHS AND  
STATE GENERAL CORRELATION PLAN. PROPERTY LINES TAKEN FROM RECORD  
LAND RECORDS PLAT AND DOOR COUNTY PLAT BOOK.

MADE BY J.C. MOY, 1962  
REVISED BY J.C. MOY, 1964



**LEGEND**

- YEAR-ROUND RESIDENTIAL
- SEASONAL RESIDENTIAL
- GENERAL COMMERCIAL
- RESORT COMMERCIAL
- PARK AND OPEN SPACE
- WETLAND PRESERVATION AREAS
- WOODLAND CONSERVANCY AREAS
- PUBLIC AND QUASI-PUBLIC
- PROPOSED SCENIC DRIVE
- OTHER PROPOSED ROADS

**TOWN OF WASHINGTON ISLAND  
DOOR COUNTY—WISCONSIN  
GENERAL DEVELOPMENT PLAN**

PLATE  
**10**

The Department of Resource Development, Wisconsin Department of Natural Resources, is responsible for the preparation of this plan. The plan was prepared by the Wisconsin Department of Resource Development, Planning Division, under the direction of the Director of Resource Development. The plan was prepared by J.C. Moy, 1962, and revised by J.C. Moy, 1964.

## VIII. IMPLEMENTING THE PLAN

Washington Island's General Development Plan can be carried out by:

- Revising, adopting and enforcing land use development ordinances.
- Continuing to promote resort-recreation-oriented programs.
- Establishing a continuing planning program with the assistance of the Door County Planning Department.

### DEVELOPMENT ORDINANCES

Washington Island officials have already taken a major step to encourage better quality development by adopting the county zoning ordinance for the entire township. Other ordinances that should be adopted in conjunction with the overall county planning program include a subdivision ordinance, an official map ordinance, a building code, a housing code, and architectural regulations.

#### Zoning Ordinance

This ordinance, adopted by the Door County Board of Supervisors in 1968 and approved by the Washington Island Town Board that same year, provides various land use districts for anticipated future developments. Included in the ordinance is a text setting forth the general requirements for land use development and a zoning map establishing the development districts. The ordinance was designed to meet the requirements of Section 59.97, Wisconsin Statutes, but should be reviewed periodically and revised to meet changing conditions.

#### Subdivision Ordinance

This ordinance enables the Town Planning Committee and the Town Board to take a more active part in ensuring that all future residential developments are in accordance with the General Development Plan and are well designed with adequate improvements and utilities so that they will not become financial liabilities to the town. The town should encourage the County Board of Supervisors to adopt a countywide subdivision ordinance that would be effective in all areas of the county and be enforceable by the County Planning Department. Town officials would be given an opportunity to approve or reject all subdivision plats before any lots are sold. The ordinance should be designed to meet the requirement of Section 236, Wisconsin Statutes.

#### Official Map Ordinance

This ordinance makes it possible for the town to set aside sites needed for future roads and parks as designated in the General Development Plan. Those proposed roads and park areas shown on an official map are protected from development. The ordinance does not obligate the town to buying this land, but in a sense gives the town "first option" on its purchase.

## Building and Housing Codes

A building code sets forth minimum standards for construction of all buildings in the town that are intended for human occupancy. It provides for safe and sanitary housing conditions so that property values are protected. A housing code sets forth minimum regulations for all existing buildings that are intended for human occupancy. Those buildings that can not meet the standards would have to be repaired and upgraded to make them safe for occupancy. These ordinances could be adopted by the town or the county. Suitable model codes can be obtained from the County Planning Department for use in developing the required ordinances.

An architectural control ordinance would make it possible for the township to control and regulate the appearance of new structures. It would provide for the creation of an architectural review board that would serve to guide the design and layout of new buildings in a harmonious and overall pleasing appearance. The town is very dependent on tourists and summer visitors, and should take steps to alleviate eyesores and unattractive structures.

## RESORT-RECREATION-ORIENTED DEVELOPMENT

Washington Island's primary "industry" will continue to be recreation and tourism. Steps should be taken to encourage the expansion of needed general commercial facilities at a central location along Main Road. Other resort-oriented commercial facilities should be encouraged at key locations along the shoreline as noted in the General Development Plan. Special attention should be given to the acquisition or preservation of high quality shoreline acreages for public open space and recreation developments. The rural character of the interior areas of the town should be retained for enjoyment by those who wish to sight-see and pleasure-drive.

## CONTINUING PLANNING PROGRAM

This report is just one step in a continuing planning process for guiding future development on Washington Island. Subsequent steps will involve meetings and discussions with local residents regarding the plan proposals and recommended ordinances, and the administration, review and periodic updating of the plan.

The Town Planning Committee is encouraged to pursue the program through regularly scheduled planning meetings on a monthly basis or oftener if required. Joint meetings should be arranged with civic and business groups to discuss the matters that affect them. Continuing planning assistance in this regard would be available from the Door County Planning Department at Sturgeon Bay. It will also be necessary to seek out technical assistance from other county, state and federal agencies regarding specific elements of the plan. These contacts can be very important if Washington Island is going to take advantage of state and federal funds for specific development programs. (See Appendix A for a partial listing of such programs).

Washington Island should also give consideration to developing a capital improvements program which would establish priorities for needed public

improvements. Such priorities are usually based on an estimate of the town's anticipated future tax revenues and on its ability to finance additional public works during the planning period. Details on the preparation of such a program for Washington Island can be provided by the County Planning Department.

#### REQUIRED ACTION

The following specific steps should be taken to encourage the implementation of the Washington Island planning program.

#### Planning Committee

1. Formally adopt the General Development Plan and recommend its adoption to the Town Board as a statement of public policy on the physical, social and economic development of Washington Island.
2. Recommend to the Town Board means of carrying out the proposals and recommendations of the plan, including the preparation and adoption of ordinances and the fostering of a continuing planning program.

#### Town Board

1. Review the General Development Plan, modify it where necessary in joint meetings with the Plan Committee and county planning staff and adopt it as a statement of public policy for the township.
2. Review, revise and adopt the Planning Committee's recommendations regarding the zoning ordinance, subdivision ordinance, official map ordinance, building and housing ordinances, and architectural control ordinance.
3. Actively support the Planning Committee's efforts to carry out a continuing planning program.





APPENDIX A

STATE AND FEDERAL AID PROGRAMS

- Federal Water Pollution Control Act
- Basic Water and Sewer Facilities
- Rural Sewer and Water Facilities
- Water Pollution Prevention and Abatement
- Advance Acquisition of Land
- Public Facility Loans
- Low-Rent Public Housing
- Federal Senior Citizen Housing Program
- Library Services and Construction Act
- Outdoor Recreation Act
- Urban Beautification Program
- Open Space Acquisition
- Land and Water Conservation Fund Program
- Public Access to Lakes and Streams
- Code Enforcement
- Demolition of Unsound Structures
- Urban Renewal Demonstration Grants
- Urban Renewal Projects

## FEDERAL WATER POLLUTION CONTROL ACT

This Act provides for grants-in-aid for construction of waste treatment facilities including interceptor and outfall sewers. Grants-in-aid are limited to 30 percent of the cost of construction, which includes engineering, legal and administrative costs. Maximum grant limitation on any one project is \$1,200,000 or 30 percent, whichever is less.

The proposed project must be approved by the Division of Environmental Protection and the Secretary of Health, Education and Welfare. The project must be certified for priority by the Division in accordance with financial and pollution control need.

### Information and Assistance

Wisconsin Department of Natural Resources  
Division of Environmental Protection  
4610 University Avenue  
Madison, Wisconsin 53702

## GRANTS FOR BASIC WATER AND SEWER FACILITIES HOUSING AND URBAN DEVELOPMENT ACT

This Act authorizes grants for construction of basic public water and sewer facilities other than treatment works defined in the Federal Water Quality Act. The grants may not exceed 50 percent of the development cost of the project. No grant will be authorized unless the Secretary of Health, Education and Welfare certifies that waste material carried by the sewer facilities will be adequately treated before discharge to a public waterway.

Every proposed project must be designed with adequate capacity to serve reasonable foreseeable growth needs of the area and it must be consistent with a program for unified or officially coordinated areawide systems as part of comprehensively planned development of the area.

### Information and Assistance

Department of Housing and Urban Development  
360 North Michigan Avenue  
Chicago, Illinois 60601

## RURAL SEWER AND WATER FACILITIES

This Act authorized grants to finance specific projects in sewers and waste treatment facilities and for storage, treatment, purification or distribution of water in rural areas. For the purposes of this Act "rural areas" are defined as those areas primarily engaged in or associated with agriculture and not having a population in excess of 5,500.

Grants under this Act may not exceed 50 percent of the development cost of the project necessary to serve the area and it must serve an area which will not decline in population below that for which the facility was designed.

The project must be necessary for orderly community development consistent with a comprehensive community water development plan and not inconsistent with state, county or municipal plans. A countywide sewer and water plan is a prerequisite to receiving a grant.

Information and Assistance

U. S. Department of Agriculture  
Farmers Home Administration  
4601 Hammersley Road  
Madison, Wisconsin 53711

WATER POLLUTION PREVENTION AND ABATEMENT

State support of local efforts to eliminate pollution is available to accelerate construction of municipal prevention and abatement facilities. There are two alternatives for assistance: (1) the State may reimburse a municipality which finances an approved project through bond issues or other forms of borrowing to the approximate extent of net interest costs incurred over the term of the bond issue or other borrowing program; or (2) the State may assist a municipality to acquire an approved project when it is impractical for the municipality to finance such approved project through its municipal borrowing authority. In either case State participation cannot exceed 33 1/3 percent of the approved project cost.

Information and Assistance

Wisconsin Department of Natural Resources  
Division of Environmental Protection  
4610 University Avenue  
Madison, Wisconsin 53702

ADVANCE ACQUISITION OF LAND

This program encourages and assists local public bodies or agencies to acquire, in a planned and orderly fashion, land and interest in land to be utilized in connection with future construction of public works and facilities.

The applicant agency must be a local public body or agency of one or more states, and Indian tribe, or a board or commission established by state law to finance water and sewer improvement projects.

Information and Assistance

Wisconsin Department of Local Affairs and Development  
123 West Washington Avenue  
Madison, Wisconsin 53702

Community Facilities Administration  
U. S. Department of Housing and Urban Development  
360 North Michigan Avenue  
Chicago, Illinois 60601

## PUBLIC FACILITY LOANS

This program provides long-term construction loans to local public agencies for needed public works for which financing is not otherwise available on reasonable terms and conditions.

Loans may be made to finance up to 100 percent of the project cost for a wide range of nonfederal public works including sewage treatment and disposal facilities, hospital construction, water treatment and distribution facilities, recreation facilities, fire stations and street improvements.

### Information and Assistance

Wisconsin Department of Local Affairs and Development  
123 West Washington Avenue  
Madison, Wisconsin 53702

Regional Director  
U. S. Department of Housing and Urban Development  
360 North Michigan Avenue  
Chicago, Illinois 60601

## LOW-RENT PUBLIC HOUSING

This federal program provides for financial and technical assistance to communities seeking to secure safe, sanitary, low-rent dwellings for low-income families.

It calls for establishment of a local public housing authority which is empowered to set rent scales, select eligible families and perform property management functions such as repair and maintenance of structures.

This program provides direct benefits for low-income people. The federal share of matching funds is 90 percent; the nonfederal share is ten percent in cash or in kind.

### Information and Assistance

Wisconsin Department of Local Affairs and Development  
123 West Washington Avenue  
Madison, Wisconsin 53702

Regional Office  
Public Housing Administration  
360 North Michigan Avenue  
Chicago, Illinois 60601

## FEDERAL SENIOR CITIZEN HOUSING PROGRAM

This program provides 50-year, three and three-eighths percent interest loans for the construction of housing and provision of services for lower middle-income persons age 62 and over. Rents from the project can be used to retire principal and interest.

Information and Assistance

Wisconsin Department of Local Affairs and Development  
123 West Washington Avenue  
Madison, Wisconsin 53702

Regional Office  
Public Housing Administration  
360 North Michigan Avenue  
Chicago, Illinois 60601

LIBRARY SERVICES AND CONSTRUCTION ACT

A federal program which provides matching funds for up to approximately 50 percent of the costs of improving and extending public library services where such services are inadequate according to the state's standards. Improvements need to be in accordance with a state library plan to be eligible for federal funds.

Information and Assistance

Wisconsin Department of Public Instruction  
Division for Library Services  
126 Langdon Street  
Madison, Wisconsin 53703

STATE OF WISCONSIN OUTDOOR RECREATION ACT

This program began in 1961 and was extended in 1969. Its purpose is to accelerate acquisition and development of outdoor recreation and open space lands in the state. Some provisions of the program include:

- Acquisition of scenic easements.
- Development of youth conservation camps.
- Land acquisition for fish management projects.
- Preservation of game habitat areas.
- Park and forest recreation areas.

Information and Assistance

Wisconsin Department of Natural Resources  
Bureau of Aid Programs  
4610 University Avenue  
Madison, Wisconsin 53702

URBAN BEAUTIFICATION GRANT PROGRAM

This program provides grants to assist local programs of urban beautification and improvement of open space and other public land in urban areas.

Grants may be used for park development, such as basic water and sanitary facilities, paths and walks, landscaping, shelters and recreation equipment; upgrading and improvement of public areas, such as malls, squares, and waterfronts; street improvements, such as lighting, benches and tree

plantings; and activities on behalf of the arts, such as facilities for outdoor exhibits.

Information and Assistance

Wisconsin Department of Local Affairs and Development  
123 West Washington Avenue  
Madison, Wisconsin 53702

Urban Renewal Administration  
U. S. Department of Housing and Urban Development  
360 North Michigan Avenue  
Chicago, Illinois 60601

OPEN SPACE LAND PROGRAM

This program provides 50 percent matching grants to public bodies for acquiring, developing, and preserving open space land for permanent public use, including lands for parks, recreation, conservation, and scenic areas.

Information and Assistance

Regional Office  
Department of Housing and Urban Development  
360 North Michigan Avenue  
Chicago, Illinois 60601

LAND AND WATER CONSERVATION FUND PROGRAM

This program provides grants-in-aid to states and their political subdivisions for planning, acquiring and developing outdoor recreation areas and facilities. Federal grants of not over 50 percent are provided and are administered through the State Bureau of Aid Programs to counties for distribution to eligible localities.

Unless the Bureau of Aid Programs receives a request or a letter to the effect that a request is being prepared, these funds will be reassigned to the counties in the area. A basic requirement for establishing eligibility is to initiate and have underway an outdoor recreation plan.

Information and Assistance

Wisconsin Department of Natural Resources  
Bureau of Aid Programs  
4610 University Avenue  
Madison, Wisconsin 53702

PUBLIC ACCESS TO LAKES AND STREAMS

Under state law an application for state aid in providing public access to water can be made to the Wisconsin Department of Natural Resources. The statute provides that the state may finance 50 percent of the cost of the project.

Information and Assistance

Wisconsin Department of Natural Resources  
Division of Environmental Protection  
4610 University Avenue  
Madison, Wisconsin 53702

CODE ENFORCEMENT

This program provides technical assistance and grants for planning, reviewing, and administering concentrated code enforcement programs in selected local areas. These programs are both remedial and preventative, such as restoring properties and their environments to decent and standard conditions and arresting future deterioration.

Grants can be made up to two-thirds of program cost for localities with 50,000 or more population, and up to three-fourths for those with populations under 50,000. Eligible project expenses include planning and administration and such environmental improvements as streets, sidewalks, curbs, gutters, lighting work, landscaping, plants, signs, and fire and police communication systems.

Additional financial assistance is provided via absorption of relocation costs for displacees; availability of FHA mortgage insurance to residential property owners for rehabilitation work; and direct low-interest loans and grants to property owners in the selected code enforcement area for rehabilitation purposes.

Information and Assistance

Department of Housing and Urban Development  
360 North Michigan Avenue  
Chicago, Illinois 60601

DEMOLITION OF UNSOUND STRUCTURES

This program provides technical assistance and grants to cities, other municipalities, and counties to finance up to two-thirds of the cost of demolishing structures which state or local law determine to be structurally unsound. The structures may be located either within or outside of urban renewal areas. The locality must assure that displaced persons are relocated into decent, safe, and sanitary dwellings within their means.

Information and Assistance

Department of Housing and Urban Development  
360 North Michigan Avenue  
Chicago, Illinois 60601

URBAN RENEWAL DEMONSTRATION GRANTS

This program provides grants to public bodies to foster projects that demonstrate, develop, and test improved techniques for preventing and eliminating slums and urban blight. Grants may cover up to two-thirds of the demonstration project's cost.

In addition, grants may cover the full cost of writing and publishing reports on completed demonstration projects and on activities and undertakings that further the purpose of this program. Preference is given to activities and undertakings that: (1) contribute to improvements of methods for eliminating and preventing slums and blight, and (2) serve best to guide renewal programs in other communities.

Information and Assistance

Department of Housing and Urban Development  
360 North Michigan Avenue  
Chicago, Illinois 60601

URBAN RENEWAL PROJECTS

This program provides grants, planning advances, and temporary loans and guarantees to help public agencies eliminate blight in urban areas through surveys and planning, land acquisition and clearing, rehabilitation of existing structures, new building construction, and the installation of public improvements including streets and sidewalks, utilities, incidental recreational areas, flood protection, preservation of historic structures, etc. Technical assistance is available to local public agencies.

Special assistance is available for displaced residents and businesses (including loans to small businesses) and priorities for home purchase or rent by displaced people. Public agencies may include local hospital and university expansion programs as part of their local contributions.

Information and Assistance

Department of Housing and Urban Development  
360 North Michigan Avenue  
Chicago, Illinois 60601



STATE OF WISCONSIN

Warren P. Knowles, Governor

Wisconsin Department of Local Affairs and Development

Charles Hill, Sr., Secretary

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