

Village of Bay City

Comprehensive Plan 2010 - 2030



Prepared by:
Village of Bay City Plan Commission

Adopted by:
Bay City Village Board
December 9, 2009

Planning assistance provided by:



715-235-9081

Ordinance No. 507

An Ordinance to Adopt the Comprehensive Plan of the Village of Bay City, Pierce County, Wisconsin.

The Village Board of the Village of Bay City, Pierce County, Wisconsin, do ordain as follows:

Section 1. Pursuant to Sec. 61.35 Wis. Stats. and Sec. 62.23(2) and (3), Wis. Stats., the Village of Bay City is authorized to prepare and adopt a comprehensive plan as defined in Sec. 66.1001(1)(a) and Sec. 66.1001(2), Wis. Stats.

Section 2. The Village Board of the Village of Bay City, Wisconsin has adopted written procedures designed to foster public participation in every stage of the preparation of a comprehensive plan as required by Sec. 66.1001(4)(a), Wis. Stats.

Section 3. The Plan Commission of the Village of Bay City, by a majority vote recorded in the official minutes dated October 27, 2009, has adopted a resolution recommending to the Village Board the adoption of the document entitled AVillage of Bay City Comprehensive Plan 2010 - 2030@ containing all of the elements specified in Sec. 66.1001(2), Wis. Stats.

Section 4. The Village has held at least one public hearing on this ordinance in compliance with the requirements of Sec. 66.1001(4)(d), Wis. Stats.

Section 5. The Village Board of the Village of Bay City, Wisconsin, does, by enactment of this ordinance, formally adopt the document entitled, AVillage of Bay City Comprehensive Plan 2010 - 2030@ pursuant to Sec. 66.1001(4)(c), Wis. Stats.

Section 6. This ordinance shall take effect upon passage by a majority vote of the members-elect of the Village Board and publication as required by law.

Adopted by the Village Board of the Village of Bay City this 9th day of December, 2009.

AYES 5 NO 0 ABSTAIN 0 ABSENT 0

APPROVED:


Jack Celt, Village President

ATTEST:


Kay Beder, Village Clerk

Adopted: December 9, 2009

Posted: Dec 21, 2009

Village of Bay City Comprehensive Plan 2010 – 2030

Prepared by:
Village of Bay City Plan Commission

Jesse Hohmann, Chair
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Planning Assistance Provided by:

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Chapter 1

Introduction

History

The Village of Bay City was established in 1855, by A.C. Morton, and was originally called Saratoga. The area was re-platted in 1886 and renamed to Bay City. The Village developed and prospered because of Lake Pepin and the Mississippi River. Commercial fishing, clamming for pearls and shells for button making, and mills were the Village's primary industries. A few of the other original industries in the Village were two general stores, a pickle factory, blacksmith shop, sand mill, and a steamboat wharf.

As this community grew, prospered, and diversified it became necessary to move from a rural township to a village. The Village of Bay City became incorporated on November 22, 1909. On April 9, 1910 Roy W. Tucker was elected the first president of the "new" village. The first ordinance enacted in the community was "to keep cows, chickens, and other livestock penned and off the village streets." Since then many progressive ordinances and improvements have been established. A public park is maintained, streets are paved, city water and sewer installed, and all to better the quality of life for this lake shore community.

Location and General Regional Context

The Village of Bay City is located in Pierce County, Wisconsin and is located along Lake Pepin, part of the Mississippi River waterway (Map 1-1). The Village is located along State Highway 35; also know as the Great River Road, which is a State scenic byway. State Highway 35 also is the main transportation corridor into Red Wing, Minnesota, just five miles west of the Village.

Bay City offers many opportunities for travelers. There is the spectacular view of Lake Pepin for eagle watching and fishing and the picturesque views of the wooded areas filled with hardwood trees many years old. It is also home to the original Conlin Log Home built in 1856 by Conlin an Irish immigrant. The area's History Center is located next door to the cabin in a renovated church building. Down the tree-lined street from the Center are the old jail, grain elevator and many of the earlier homes.

<http://www.baycitywi.org/history.htm>

Comprehensive Planning Law

Wisconsin's Comprehensive Planning Law or "Smart Growth Law" was passed in October 1999 as part of the State's biennial budget. This law requires that every

town, village, and city be guided by a comprehensive plan by January 1, 2010. Smart Growth was enacted to encourage long-range planning for communities and provide consistency in land use decision making.

Smart Growth planning also calls for public participation throughout the entire planning process. Before 1999, public participation and a public hearing were not required for adoption of a local plan.

State statutes require the plans to consist of nine elements, each focusing on an important sector of your community. These elements are:

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

The goal of Smart Growth is to ensure that communities look at how all of these elements intertwine and affect each other, creating an awareness and overall cohesive vision for the Village of Bay City.

Plan Purpose

The purpose of the Village of Bay City's comprehensive plan is to ensure that the qualities of the community that residents enjoy remain and areas that can be improved upon are addressed. The plan will act as a guide for not only Village government, but also local organizations and community residents and will look at the Village and how it fits into the regional context.

The Comprehensive Plan can provide a variety of benefits to a community by coordinating community activities, departments, or policies; protecting resources like historic buildings/locations or forest/agricultural/wetlands/etc.; promoting economic development by revitalizing downtowns, developing housing/facilities, and retaining existing businesses; and saving the community money through intergovernmental cooperation.

Plan Development Process

The Village of Bay City has incorporated the nine required elements into their plan and created the following chapters:

- Introduction
- Issues and Opportunities
- Housing
- Transportation
- Economic Development
- Agriculture, Natural, and Cultural Resources
- Utilities and Community Facilities
- Intergovernmental Cooperation
- Land Use
- Plan Implementing

Each chapter was reviewed prior developing the goals, objectives, and policies. When all the chapters were complete, the comprehensive plan was reviewed as a whole, checking for any inconsistencies.

Planning is a continuous process. The needs of the Village will continuously change with social, physical, and economic factors.

Completing the Comprehensive Plan is just the beginning of planning for the community. Local officials must examine, explain, and revise the plan when necessary. It must be kept current and used often.

Regional Planning Jurisdictions and Government Agencies

While the Village of Bay City plans for its own future, it also is within multiple planning and government agency districts that do their own planning. In the future, available plans will be reviewed to address any inconsistencies between them. Some of the planning and government agencies that will be contacted include:

- Mississippi River Regional Planning Commission
- Wisconsin Department of Natural Resources
- Wisconsin Department of Transportation
- Pierce County
- Pierce County Economic Development Corporation
- U.S. Army Corps of Engineers

Public Involvement and Public Participation Policy

Wisconsin State Statutes Section 66.1001 requires a public participation plan/policy/procedure is developed for the adoption of a Comprehensive Plan. The plan/policy must address public meeting notices, publications, and open discussions must be written for every stage of the preparation of the Comprehensive Plan.

It is required that the local governing body adopts any comprehensive plan or amendments to a plan must do so with the use of a resolution, passed by a majority vote. Once a comprehensive plan is adopted, one copy must be provided to the following: every governing body within the boundaries of the local government unit; the clerk of all adjacent governing bodies; the Wisconsin Land Council; the Wisconsin Department of Administration; the regional planning commission, and the local public library.

Wisconsin State Statutes also requires that all comprehensive plans must meet the minimum requirements; the resolution shall not be adopted by the regional planning commission if those requirements are not met.

The Village acknowledges, in order for the Comprehensive Plan to be utilized effectively, it must be created and embraced by Village residents. The Village has crafted a Public Participation Plan that helps identify key stakeholders for each element and various methods to generate public involvement. The outline of the Public Participation Plan, along with the Public Participation Resolution passed by the Village Board can be seen in Appendix A.

In January of 2009, the Village Board began the development of their Comprehensive Plan. The Village also hired Cedar Corporation out of Menomonie, to help facilitate this process and assist with the preparation of the Plan.

The Planning Commission held an open meeting on a monthly basis where citizens could attend and participate in the planning process. A periodic reminder was also sent out with the utility bill about the meetings and encouraging those interested in the planning process to attend.

Goals, Objectives, and Potential Options for Achieving the Goals

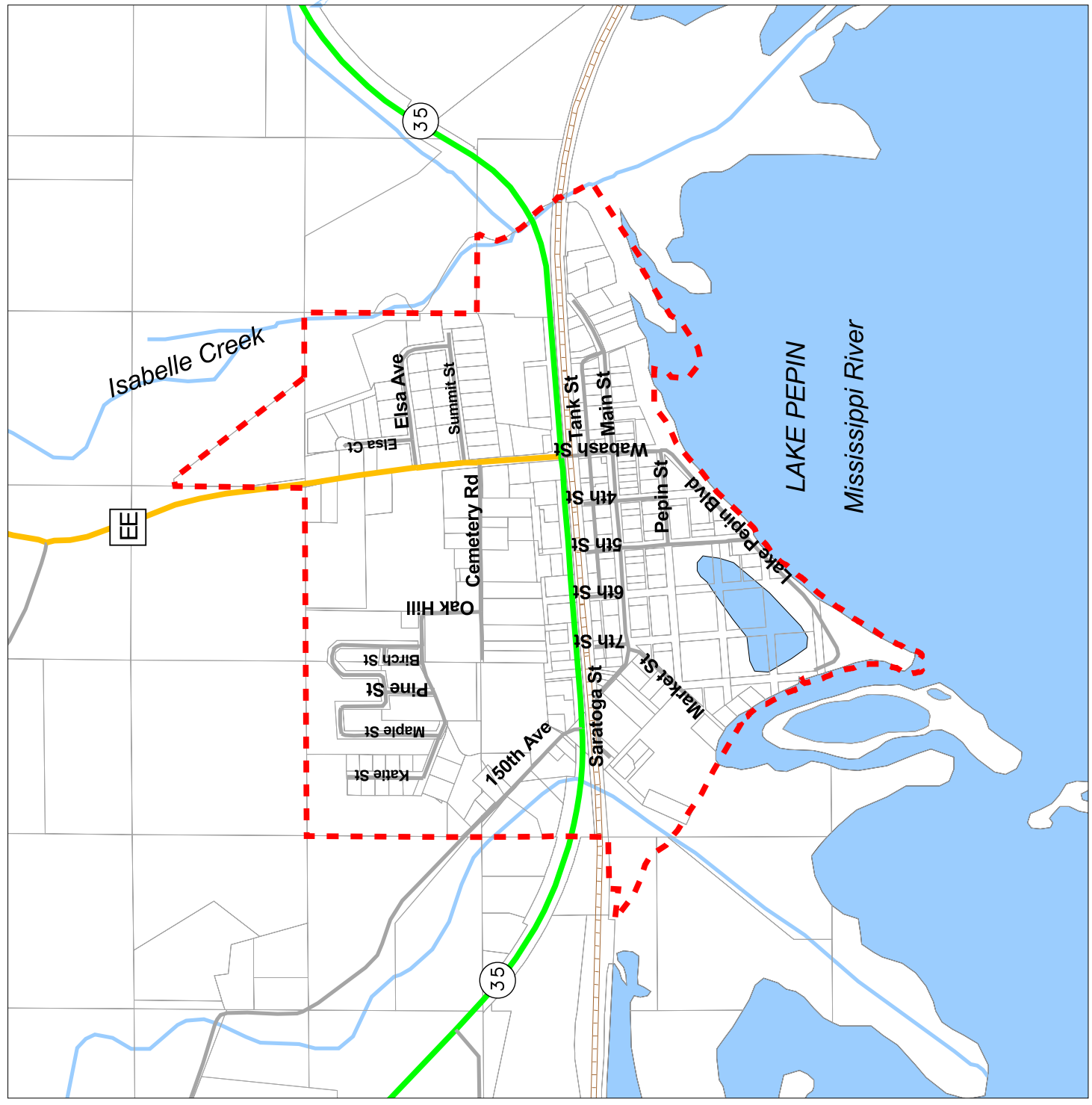
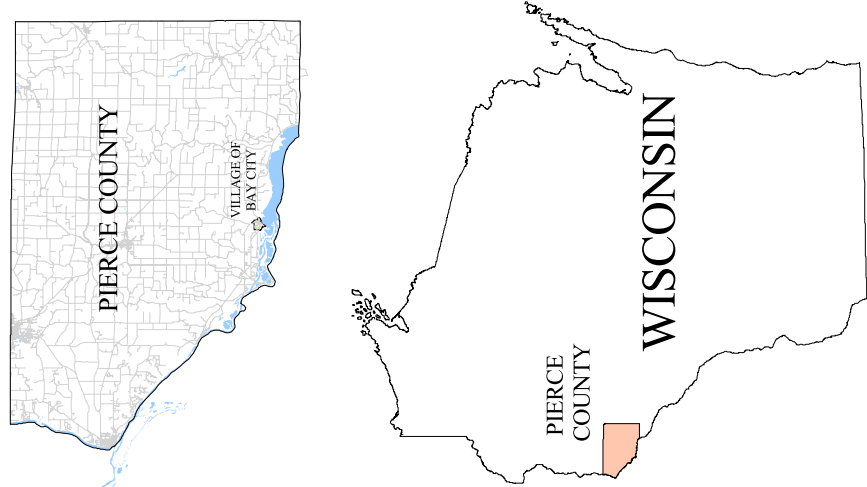
Each chapter in the Village of Bay City Comprehensive Plan contains goals, objectives, programs, policies, and actions. These identify the long range vision of the Village in relation to each element. All goals, objectives, programs, policies, and actions may not be attainable for various reasons, therefore, it is important for these to be continuously reviewed and revised.

Goals: A general desire or wish of what the Village of Bay City hopes to accomplish related to that chapter.

Objectives: What the Village hopes to achieve by addressing the goals.

Policies: A policy can include a program, policy, recommendation or action that may consist of a new ordinance, ordinance revision, further planning, community support of an idea, etc. These are considered reasonable methods to use to achieve the goals.

Location Village of Bay City Map 1-1



Chapter 2

Issues and Opportunities

Introduction

The Issues and Opportunities element analyzes demographics for the Village of Bay City. The purpose is to identify and understand trends in the Village and surrounding area in order to anticipate future needs, and create a plan that addresses those needs.

Historical Population

Since 1960, the Village of Bay City has seen an overall increase in population (Table 2-1). However, a more recent trend (since 1990) shows the population declining. The Wisconsin Department of Administration (WDOA) has estimated the 2008 population to be 491, equal to the U.S. Census figure from 2000.

Table 2-1 – Historical Population

Year	1960	1970	1980	1990	2000
Population	327	317	543	578	491
% Change	-	-3.1%	71.3%	6.4%	-15.1%

Source: Mississippi River Regional Planning Commission

Population Forecasts

Population growth influences future land use, housing, transportation, and other characteristics in the Village of Bay City. Growth in surrounding communities will also influence these characteristics.

The WDOA has developed population forecasts for each municipality in the State of Wisconsin (Table 2-2). Bay City's population is projected to slowly decrease over the next 20 years.

Table 2-2 – Population Forecasts

Year	2005	2010	2015	2020	2025	2030
WDOA	498	490	489	485	481	471
% Change	-	-1.6%	-0.2%	-0.8%	-0.8%	-2.1%

Source: Wisconsin Department Of Administration

Household Forecasts

Table 2-3 reveals housing forecasts for the Village of Bay City. Like the population forecast, it is projected that the number of persons per household will

slowly decrease over time. Although forecasts show a declining population, the Village would like to see residential growth in the community.

Table 2-3 – Housing Forecasts

Year	2000	2005	2010	2015	2020	2025	2030
Household Population Projections	491	498	490	489	485	481	471
Average Persons Per Household	2.51	2.45	2.40	2.37	2.35	2.35	2.33
Total Household Projections	196	203	204	206	206	205	202
Additional Units Needed	-	7	1	2	0	-1	-3

Source: WI Dept of Administration: Population and Housing Projections

Age Distribution

Table 2-4 shows that the largest growth in population in the Village of Bay City between 1990 and 2000 occurred in the ages of 45 to 49 years. All age groups 39 years and under showed a decrease in population between 1990 and 2000.

The age distribution also indicates multiple housing needs, services, and recreational opportunities. Generally, a younger population would find a greater need for affordable housing and recreation, while an older population may have a need for different types of housing and transportation services. It is important to consider the needs of all age groups.

Table 2-4 – Age for the Total Population

Age	1990	1990 % Total	2000	2000 % Total	Numerical Change	% Change
Under 5	50	8.7%	33	7.1%	-17	-34.0%
5 to 9	52	9.0%	35	7.5%	-17	-32.7%
10 to 14	39	6.7%	24	5.2%	-15	-38.5%
15 to 19	49	8.5%	22	4.7%	-27	-55.1%
20 to 24	42	7.3%	30	6.5%	-12	-28.6%
25 to 29	59	10.2%	41	8.8%	-18	-30.5%
30 to 34	56	9.7%	26	5.6%	-30	-53.6%
35 to 39	52	9.0%	23	4.9%	-29	-55.8%
40 to 44	32	5.5%	40	8.6%	8	25.0%
45 to 49	17	2.9%	35	7.5%	18	105.9%
50 to 54	26	4.5%	34	7.3%	8	30.8%
55 to 59	22	3.8%	29	6.2%	7	31.8%
60 to 64	26	4.5%	33	7.1%	7	26.9%
65 to 69	15	2.6%	14	3.0%	-1	-6.7%
70 to 74	26	4.5%	19	4.1%	-7	-26.9%
75 to 79	6	1.0%	9	1.9%	3	50.0%
80 to 84	7	1.2%	15	3.2%	8	114.3%
85 +	2	0.3%	3	0.6%	1	50.0%

Source: 1990 and 2000 U.S. Census

Education Levels

The number of residents, 25 and older, who have attained a high school education or higher has grown from 61.4% in 1990 to 66.5% in 2000. Educational attainment can influence a person's job opportunities, housing preferences, and spending patterns. Tables 2-5 and 2-6 show that 10 more residents received a bachelor's degree or higher in 2000 than in 1990.

Table 2-5 – Education Attainment Population 25 and Older

	1990	% Total	2000	% Total	Numerical Change	% Change
Population 25 Years and Over	339	100.0%	319	100.0%	-20	-5.9%
Less than 9th Grade	51	15.0%	42	13.2%	-9	-17.6%
9th to 12th Grade (No Diploma)	80	23.6%	65	20.4%	-15	-18.8%
High School Graduation (Includes Equivalency)	158	46.6%	144	45.1%	-14	-8.9%
Some College, No Degree	33	9.7%	36	11.3%	3	9.1%
Associate Degree	10	2.9%	15	4.7%	5	50.0%
Bachelor's Degree	7	2.1%	11	3.4%	4	57.1%
Graduate or Professional Degree	0	0.0%	6	1.9%	6	-

Source: 1990 and 2000 U.S. Census

Table 2-6 – High School Graduate or Higher Attainment

	1990	% Total	2000	% Total	Numerical Change	% Change
High School Graduate or Higher	208	61.4%	212	66.5%	4	1.9%
Bachelor's Degree or Higher	7	2.1%	17	5.3%	10	142.9%

Source: 1990 and 2000 U.S. Census

Income Levels

Income levels are related to the availability and diversity of jobs within or near a community. Bay City has seen an increase of over 78.0% in median household income between 1989 and 1999 (Tables 2-7 & 2-8). In 1999, the median household income was \$47,679. This compares to the median income levels of Pierce County (\$49,551) and the State of Wisconsin (\$43,791). This increase is likely related to a higher education attainment levels and residents working in metropolitan areas.

The number of residents in all income ranges up to \$49,999 has decreased while the number of residents in all income ranges above \$49,999 has increased significantly.

Table 2-7 – Median Household Income

Year	1989	1999	% Change
Median Household Income	\$26,786	\$47,679	78.0%

Source: 1990 and 2000 U.S. Census

Table 2-8 – Median Household Income Distribution

	1989	% Total	1999	% Total	Numerical Change	% Change
Less than \$10,000	43	20.7%	9	4.8%	-34	-79.1%
\$10,000 to \$14,999	20	9.6%	8	4.2%	-12	-60.0%
\$15,000 to \$24,999	36	17.3%	26	13.8%	-10	-27.8%
\$25,000 to \$34,999	40	19.2%	24	12.7%	-16	-40.0%
\$35,000 to \$49,999	47	22.6%	34	18.0%	-13	-27.7%
\$50,000 to \$74,999	18	8.7%	44	23.3%	26	144.4%
\$75,000 to \$99,999	4	1.9%	24	12.7%	20	500.0%
\$100,000 to \$149,999	0	0.0%	16	8.5%	16	-
\$150,000 or more	0	0.0%	4	2.1%	4	-

Source: 1990 and 2000 U.S. Census

Employment Forecasts & Trends

Occupation refers to the type of work a person, 16 years and over, does. It does not indicate where these occupations are held.

Table 2-9 shows that nearly all occupations have seen a decrease in number between 1990 and 2000, except management/professional/ and related, and service occupations.

Table 2-9 – Occupation: Employed Civilian Population 16 Years or Over

Occupation	1990	% Total	2000	% Total	# Change	% Change
Management, Professional, and Related	28	9.6%	30	12.4%	2	7.1%
Service	32	11.0%	57	23.6%	25	78.1%
Sales and Office	75	25.8%	46	19.0%	-29	-38.7%
Farming, Fishing, and Forestry	2	0.7%	0	0.0%	-2	-100.0%
Construction, Extraction, and Maintenance	45	15.5%	26	10.7%	-19	-42.2%
Production, Transportation, and Material Moving	109	37.5%	83	34.3%	-26	-23.9%

Source: 1990 and 2000 U.S. Census

Industry refers to what industry each occupation is in. The largest industry in 2000 for workers living in the Village of Bay City is manufacturing (Table 2-10). Large gains in employment between 1990 and 2000 occurred in the areas of arts/entertainment/recreation/accommodation/and food services, and other services.

The manufacturing and retail trade industries had the greatest decrease in workers.

Table 2-10 – Industry: Employed Civilian Population 16 Years or Over

Industry	1990	% Total	2000	% Total	# Change	% Change
Public Administration	6	2.1%	4	1.7%	-2	-33.3%
Other Services (except Public Administration)	2	0.7%	12	5.0%	10	500.0%
Arts, Entertainment, Recreation, Accommodation, and Food Services	0	0.0%	49	20.2%	49	-
Educational, Health, and Social Services	19	6.5%	22	9.1%	3	15.8%
Professional, Scientific, Management, Administrative, and Waste Management	11	3.8%	6	2.5%	-5	-45.5%
Finance, Insurance, Real Estate, and Rental Housing	6	2.1%	7	2.9%	1	16.7%
Information	0	0.0%	0	0.0%	0	-
Transportation, Warehousing, and Utilities	12	4.1%	17	7.0%	5	41.7%
Retail Trade	72	24.7%	25	10.3%	-47	-65.3%
Wholesale Trade	6	2.1%	4	1.7%	-2	-33.3%
Manufacturing	129	44.3%	76	31.4%	-53	-41.1%
Construction	20	6.9%	18	7.4%	-2	-10.0%
Agriculture, Forestry, Fishing/Hunting, and Mining	8	2.7%	2	0.8%	-6	-75.0%

Source: 1990 and 2000 U.S. Census

Table 2-11 lists 15 of the most common occupations and their required education and/or training, in Pierce County. Only three of the most common occupations require an Associate's or Bachelor's degree, all others require less than a year of training. Approximately 80% of area residents work in the service industry. The Treasure Island Casino is one of the largest employers of Bay City residents.

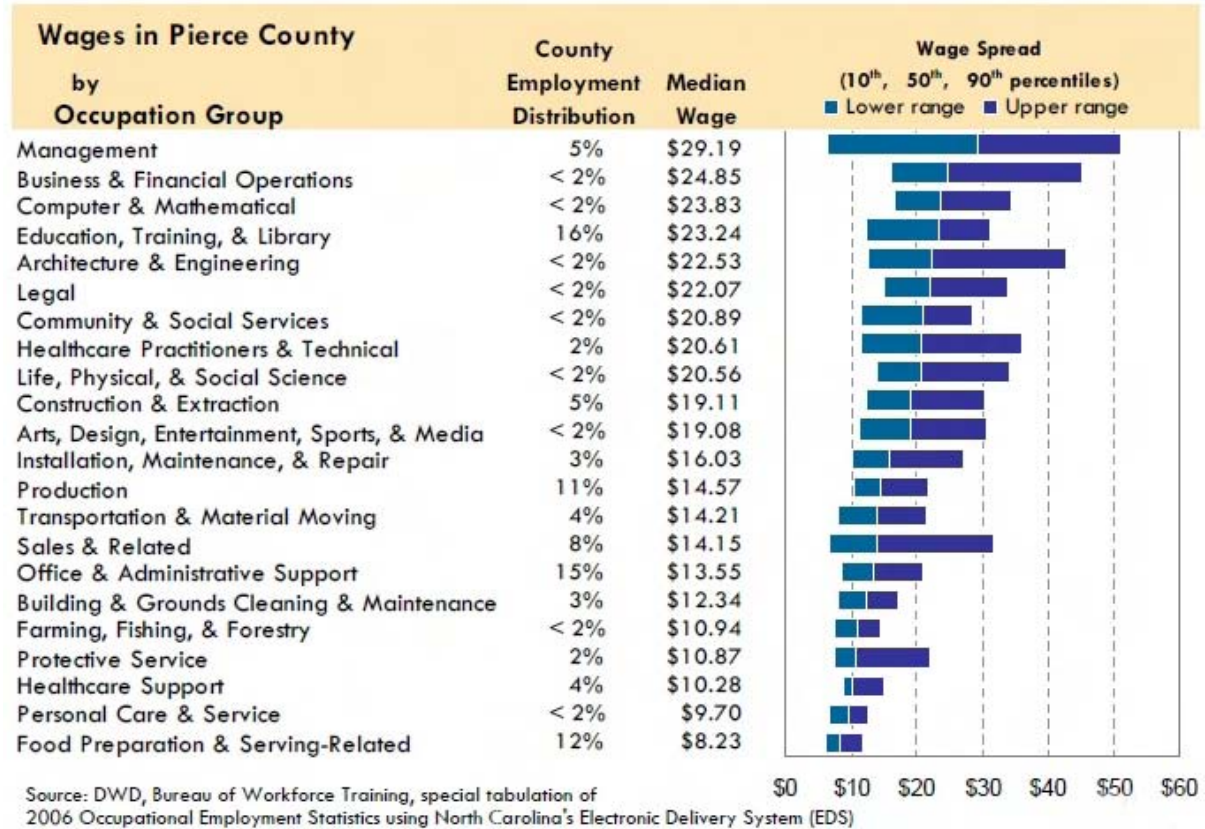
Table 2-11 – Common Occupations in Pierce County

Common Occupations in Pierce County	
Occupation	Education/training
Bartenders	1 month or less training
Bookkeeping/Accounting/Auditing Clerks	1-12 mos. on-the-job trng.
Comb. Food Prep.-Servers, Incl. Fast Fd.	1 month or less training
Construction Laborers	1-12 mos. on-the-job trng.
Elem. School Teachers, not Spec. Ed.	Bachelor's degree
Exec. Secretaries & Admin. Assistants	1-12 mos. on-the-job trng.
Food Preparation Workers	1 month or less training
Home Health Aides	1 month or less training
Office Clerks, General	1 month or less training
Retail Salespersons	1 month or less training
Sales Reps.-Whls & Mfg, not Tech.-Scien.	1-12 mos. on-the-job trng.
Sec. School Teachers, not Spcl.-Voc. Ed.	Bachelor's degree
Secretaries, not Legal/Med./Executive	1-12 mos. on-the-job trng.
Teacher Assistants	Associate degree
Truck Drivers, Heavy & Tractor-Trailer	1-12 mos. on-the-job trng.

Source: DWD, Bureau of Workforce Training, special request, July 2007

Table 2-12 compares average annual wages by occupation in Pierce County.

Table 2-12 – Wage by Occupation – Pierce County



In Pierce County, the two prominent employers in Pierce County are the University of Wisconsin – River Falls, and the School District of River Falls. Table 2-13 shows a breakdown of the other prominent employers throughout Pierce County.

Table 2-13 – Prominent Public and Private Sector Employers in Pierce County

Prominent Public and Private Sector Employers in Pierce County		
Establishment	Service or product	Number of employees (Dec. 2006)
University of Wisconsin- River Falls	Colleges & universities	500-999 employees
School District of River Falls	Elementary & secondary schools	500-999 employees
County of Pierce	Executive & legislative offices, combined	250-499 employees
Mentor Management Inc	Residential mental retardation facilities	250-499 employees
Ellsworth Community School District	Elementary & secondary schools	250-499 employees
School District of Prescott	Elementary & secondary schools	100-249 employees
Thomas & Betts Corp	Iron, steel pipe & tube from purchase steel	100-249 employees
City of River Falls	Executive & legislative offices, combined	100-249 employees
Spring Valley Health Care Center	Nursing care facilities	100-249 employees
Compass Group HE Services	Food service contractors	100-249 employees

Source: WI DWD, Bureau of Workforce Training, QCEW, unpublished-special request, June 2007

The top three employers are public sector and therefore will likely continue to provide a significant portion of the jobs in the County for foreseeable future.

Demographic Summary

Between 1990 and 2000, the Village went from 578 residents to 491, a loss of 87 residents. Since then, the population has remained steady.

The median household income is slightly below the Piece County level, but still well over the State level. This may be due to the proximity to the larger communities of Red Wing and even the Twin Cities Metro Area.

The primary industries employing Bay City residents are Manufacturing and Arts, Entertainment, Recreation, Accommodation, and Food Service.

Chapter 3 Housing

Introduction

Housing is significant for multiple reasons. First, it is typically the largest expenditure in a person's life. Second, housing and the land it occupies generates significant tax revenue for the Village of Bay City. Finally, an increase in the demand for housing can result in an increased demand for developable land to meet these needs.

Housing in the Village is influenced by the age of the structure, income of the residents, and occupancy characteristics. Housing also can affect the image of a community by the design of subdivisions, housing styles, and property maintenance.

Age Characteristics

Table 3-1 shows that 79.7 % of homes were built in 1979 or earlier. Older homes may need upgrades to electrical wiring and heating systems. Older homes have historical significance and would provide opportunities for restoration.

Only 7.3% of all of the homes in Bay City have been built between 1995 and 2000.

Table 3-1 – Year Structure Constructed

Year Built	Homes	Percent
Total	196	100.0%
2000 to 2008	18	9.2%
1999 to March 2000	2	1.0%
1995 to 1998	11	5.6%
1990 to 1994	4	2.0%
1980 to 1989	19	9.7%
1970 to 1979	52	26.5%
1960 to 1969	15	7.7%
1940 to 1959	50	25.5%
1939 or earlier	25	12.8%

Source: 2000 U.S. Census Bureau; Pierce County

The Village of Bay City has a number of older homes, and efforts should continue to rehabilitate the existing housing stock. Various housing programs exist to address these issues. These programs are addressed later in this chapter.

Since 2000, building permits have been issued for the construction of 18 homes. A few of the building permits (3) were used to replace existing homes likely due to damage or fire.

Table 3-2 – Building Permits since 2000

Year	Single Family
2000	5
2001	4
2002	4
2003	1, *1
2004	*1
2005	0
2006	0
2007	*1
2008	1

Source: Village Office, * New homes built that replaced a home

Structural Characteristics

The majority of homes within the Village use or have access to utility gas (80.3%). A small percentage of homes use fuel oil/kerosene as their main heating source. The types of house heating fuel used and the number of homes that use each type within the Village can be found on Table 3-3.

Table 3-3 – Types of House Heating Fuel

Fuel Type	2000	Percent
Utility Gas	143	80.3%
Bottled, Tank, or LP Gas	9	5.1%
Electricity	8	4.5%
Fuel Oil, Kerosene, Etc.	13	7.3%
Coal or Coke	0	0.0%
Wood	5	2.8%
Solar Energy	0	0.0%
Other Fuel	0	0.0%
No Fuel	0	0.0%
Total	178	100.0%

Source: 2000 U.S. Census Bureau

As Table 3-4 indicates, the Village primarily consists of 1 unit single family homes. Mobile homes make up the second largest type of structure with 22 units.

Table 3-4 – Housing Units in a Structure

Units	2000	Percent
Total Housing Units	178	100.0%
1 Unit, detached	106	59.6%
1 Unit, attached	2	1.1%
2 Units	6	3.4%
3 or 4 Units	0	0.0%
5 to 9 Units	2	1.1%
10 to 19 Units	0	0.0%
20 or more Units	0	0.0%
Mobile Home	62	34.8%
Boat, RV, Van, etc	0	0.0%

Source: 2000 U.S. Census Bureau

Value Characteristics

Overall, the housing values in Bay City have seen a significant increase since 1990. Since there has not been a significant rise in new housing starts, the increase in value is likely due to appreciation. Table 3-5 shows the change of home values between 1990 and 2000.

Table 3-5 – Owner-Occupied Housing Value

Value	1990	% Total	2000	% Total	# Change	% Change
Less than \$50,000	47	49.5%	2	2.6%	-45	-95.7%
\$50,000 to \$99,999	45	47.4%	12	15.4%	-33	-73.3%
\$100,000 to \$149,999	3	3.2%	38	48.7%	35	1,166.7%
\$150,000 to \$199,999	0	0.0%	20	25.6%	20	-
\$200,000 to \$299,999	0	0.0%	6	7.7%	6	-
\$300,000 or more	0	0.0%	0	0.0%	0	-

Source: US Census Bureau 1990, 2000

The median housing value for the Village of Bay City has increased by 64% over the last ten years (Table 3-6).

Table 3-6 – Median Owner-Occupied Housing Value

1990	2000	% Change
\$50,300	\$82,500	64.0%

Source: 1990 and 2000 U.S. Census

Since 2005, home values have leveled off. Likely, this will be a short-term trend and once the economy rebounds, housing values will again increase, although at a slower pace than what took place in the mid-90s and early 2000s.

Occupancy Characteristics

All housing units are classified as either owner-occupied or renter-occupied. A housing unit is owner-occupied if the owner or co-owner lives in the unit even if it is mortgaged or not fully paid for. All occupied housing units, which are not owner-occupied, whether they are rented for cash rent or occupied without payment of cash rent, are classified as renter-occupied.

The number of single family housing is significantly more than half of the housing stock in the Village and the numbers comparing 1990 to 2000 have increased the percent of Owner-Occupied Housing Units. Since 2000, building permits have only been issued for single family housing – likely to be occupied by the owners.

Table 3-7 reveals the number of owner and renter-occupied housing units within the Village. Both the number of renter-occupied units and owner-occupied units have decreased between 1990 and 2000. However, the overall percent of home ownership has increased since 2000.

Table 3-7 – Occupied Housing Units

	1990	% of Total	2000	% of Total	# Change	% Change
Owner-Occupied Housing Units	158	75.6%	149	79.7%	-9	-5.7%
Renter-Occupied Housing Units	51	24.4%	38	20.3%	-13	-25.5%
Total	209	100.0%	187	100.0%	-22	-10.5%

Source: 1990 and 2000 U.S. Census

Housing Affordability Analysis

Housing and Urban Development (HUD) defines affordable housing as housing (for rent or purchase) for which the occupant is paying no more than 30% of their household income for gross housing costs.

Table 3-8 reveals that over 81.9% of residents owning homes pay less than 30% of their household income for housing costs. So based on the definition of affordable housing, housing for most owner-occupied residents in Bay City is considered affordable. The monthly owner costs are calculated from the mortgage payment, real estate taxes, home owners insurance, utilities, fuels, mobile home costs, and condominium fees.

Table 3-8 – Monthly Housing Costs-Percentage of Household Income

Year 1999	Number	Percent
Less than 15%	27	35.1%
15 to 19%	13	16.9%
20 to 24%	19	24.7%
25 to 29%	4	5.2%
30 to 34%	4	5.2%
35% or more	10	13.0%
Not Computed	0	0.0%
Total	77	100.0%

Source: 2000 U.S. Census Bureau

Costs associated with renting can vary significantly compared to homeownership. Renters do not have to directly pay property taxes, insurance costs are less, and utility costs may be included with the rent.

Gross rent is the amount of the contract rent plus the estimated average monthly cost of utilities (electricity, gas, water and sewer) and fuels if these are paid for by the renter or for the renter by someone else (*Table 3-9*). Approximately 69.0% of the households that rent are paying less than 30% of their income on housing.

Table 3-9 – Gross Rent-Percentage of Household Income

Year 1999	Number	Percent
Less than 15%	21	50.0%
15 to 19%	2	4.8%
20 to 24%	3	7.1%
25 to 29%	3	7.1%
30 to 34%	7	16.7%
35% or more	3	7.1%
Not computed	3	7.1%
Total	42	100.0%

Source: 2000 U.S. Census Bureau

Units for which no cash rent was paid and units occupied by households that reported no income or a net loss in 1999 comprise the category "Not computed."

Housing Unit Projections

Development of the housing projections is helpful in order to estimate the amount of land that may be consumed by future housing development. The projections are based on the Department of Administration's housing projections from Table 2-4 of the Issues and Opportunities Chapter.

Table 3-10 reveals housing forecasts for the Village of Bay City. It is projected that the number of persons per household will slowly decrease over time. The

table also shows that the Village will not have a significant need for housing in the future.

Table 3-10 – Housing Forecasts

Year	2000	2005	2010	2015	2020	2025	2030
Household Population Projections	491	498	490	489	485	481	471
Average Persons Per Household	2.51	2.45	2.40	2.37	2.35	2.35	2.33
Total Household Projections	196	203	204	206	206	205	202
Additional Units Needed	-	7	1	2	0	-1	-3

Source: WI Dept of Administration: Population and Housing Projections

Although the projections indicate a decline in the number of households, the Village would like to see some growth and therefore will still plan for some potential future housing. The estimate used in the Land Use Chapter is 2 acres every five years, or less than one household per year. This way the Village can plan for a minimal amount of growth.

Future Housing

There are approximately 10 acres of land in the northwest corner of the Village just west of Katie Street that is likely where new residential development will occur. This would be enough land to develop an additional 20 single family homes.

Housing Program

A Community Development Block Grant (CDBG) from the Bureau of Housing, Department of Commerce has been used to establish a Housing Rehabilitation Loan Program to conserve, rehabilitate, and improve residential property occupied by low- and moderate-income (LMI) residents of the Village of Bay City.

The primary objectives of this program are to expand the affordable housing stock for LMI persons, eliminate neighborhood blight and structural deterioration, and eliminate housing conditions that are detrimental to public health, safety and welfare. The assistance is in the form of 0% interest deferred payment home repair loans for LMI occupants, 0% interest loans for repairing units rented to LMI tenants and homebuyer assistance. Eligible projects can include weatherization, siding, roofing, windows, replacement of septic systems, furnaces, and other program approved maintenance. The goal of each project is to make the home Decent, Safe, and Sanitary.

Housing Assistance Programs and Agencies

The ability to afford or maintain housing can be challenging for some residents. There are several county, state, and federal programs and agencies that assist

first time homebuyers, disabled, elderly residents, and low-medium income citizens to meet their rental/home ownership needs.

HUD

The U.S. Department of Housing and Urban Development provides subsidized housing through low-income public housing and the Section 8 Program. Under the Section 8 Program, rental subsidies are given to low-income households, including households renting private apartments. HUD is also responsible for providing funds to communities through various grant programs.

Rural Development –United States Department of Agriculture

The Rural Development Program provides housing opportunities for individuals living in predominantly rural areas (population <10,000). The Rural Development Program provides support for rental housing, mortgage loans for homebuyers, and support for cooperative housing development.

Wisconsin Housing and Economic Development Authority (WHEDA)

This agency finances housing development through the sale of bonds. WHEDA provides mortgage financing to first-time homebuyers, and financing for multi-family housing.

West CAP

West CAP is a non-profit corporation that works in partnership with local communities to plan and develop good quality, affordable housing for low and moderate-income families and individuals.

Movin' Out

Movin' Out is a housing organization that provides assistance, housing counseling, information, and gap financing for rehabilitation and purchase to Wisconsin households with a member with a permanent disability.

Habitat for Humanity

Habitat for Humanity is a nonprofit organization that builds homes for low-income families.

Housing Authority of Polk County

Provides low-income families and the elderly with housing.

Community Development Block Grants (CDBG)

The CDBG program provides grants to local governments for housing rehabilitation programs for low- and moderate-income households.

Low Income Energy Assistance Program (LIEAP)

The LIEAP program provides payments to utility companies or individuals to help pay for home heating costs in the winter.

Housing Cost Reduction Initiative (HCRI)

This state program provides funding to local public and non-profit agencies to reduce housing costs for low- and moderate-income households.

Goals, Objectives, Programs, Policies, and Actions

Goal 1: Ensure land is available for future housing needs.

Objective

1. Maintain steady and planned growth in the Village of Bay City.

Programs, Policies, and Actions

1. Use proposed land use map to guide residential growth.
2. Explore extra-territorial plat review and zoning with surrounding towns to avoid land use conflicts.

Goal 2: Provide a balance between single family and multi family housing.

Objectives

1. Increase owner-occupied home ownership.
2. Protect property values.

Programs, Policies, and Actions

1. Help residents locate housing programs and agencies that will help them achieve home ownership.
2. Encourage developers to provide a variety of housing sizes and styles to meet the needs of all residents.
3. Encourage single family residential zoning over the full multiple-family zoning because they are more compatible and are more easily intermixed.
4. Require that not less than 70% of dwelling units in new subdivisions to be single family/owner.
5. Review existing zoning map for rezoning of multiple family areas to single family areas when redevelopment occurs.
6. Investigate the possibility of requiring inspections for rental housing.

Goal 3: Address the aesthetics of new developments and housing.

Objective

1. Avoid residential development that uses repetitive styles and colors.

Programs, Policies, and Actions

1. Specify housing aesthetics in the developer's agreement.
2. Require developments to use a variety of building footprints, colors, windows, etc...
3. Discuss possible ordinances on property maintenance code.
4. Discourage development which is unsightly or costly to the community.

5. Preserve and improve the quality of existing neighborhoods and assure that the new neighborhoods are well designed.

Goal 4: Encourage infill development on vacant lots within the Village Limits.

Objectives

1. Reduce urban sprawl.
2. Lower the cost of infrastructure expansion.
3. Encourage development adjacent to public utilities.

Programs, Policies, and Actions

1. Allow for the extension of utilities to the vacant lots within the Village.
2. Review stormwater ordinance requirements for infill development.
3. Analyze the potential for incentives to lower costs for those building on infill lots.
4. Promote the housing program to assist lower income families to build.
5. Identify and inventory undeveloped lots served by sewer.
6. Be involved with the development of the Airport Overlay Zoning of the Red Wing Regional Airport to ensure that the future development interests of the Village are protected.

Goal 6: Maintain and rehabilitate the Village's housing stock.

Objective

1. Provide housing opportunities for existing and future residents.

Programs, Policies, and Actions

1. Identify local, state, and federal programs to help rehabilitate housing in the Village.
2. Provide housing program information to residents throughout the Village.
3. Undertake municipal improvement to maintain and improve neighborhood conditions, including street reconstruction, sidewalk replacement, sewer and water improvements, and park facilities.
4. Continue with the CDBG Grant Housing Program.

Goal 7: Promote the availability of land for the development or redevelopment of low-income housing.

Objective

1. Provide housing opportunities for low-income residents.

Programs, Policies, and Actions

1. Identify local, state, and federal programs to help rehabilitate housing in the Village.
2. Provide housing program information to residents throughout the Village.

3. Consider creating blighted TIF District in areas of residential blight.
4. Assist in efforts to provide affordable housing to residents, especially low- and moderate-income families and elderly.

Chapter 4 Transportation

Introduction

According to section 66.1001 (2)(c) of Wisconsin State Statutes, the Transportation Chapter is “A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation. The element shall compare the local governmental unit’s objectives, policies, goals and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit.”

Functional Road Classification and Jurisdiction

Roads and highways provide different levels of service. Highways provide for the movement of through traffic while streets provide access to property. Most public roads in Wisconsin are classified according to their function and jurisdiction. A functional classification system groups roads and highways according to the character of service that they provide. It also helps determine eligibility for federal aid. Classifications are divided into urban and rural categories, based on population. The Village of Bay City falls under the rural functional classification system.

The Wisconsin Department of Transportation uses population figures, land uses, spacing between classified roads, and average daily traffic counts to determine the functional classification. Map 4-1 shows the road classifications for area roads. Classifications are updated every 10 years after census information becomes available. The Village can request a review of their classifications but would be required to collect the data needed.

Functional Road Classification System (Rural <5,000 Population)

Principal Arterials: Serve interstate and interregional trips. These routes generally serve all urban areas greater than 5,000 people. State Highway 35 is classified as a Principal Arterial. The rural principal arterials are further subdivided into:

- Interstate highways
- Other principal arterials

Minor Arterials: In conjunction with the principal arterials, they serve cities, large communities, and other major traffic generators providing intra-regional and inter-area traffic movements.

Major Collectors: Provide service to moderate sized communities and other intra-area traffic generators, and link those generators to nearby larger population centers or higher function routes. County Highway EE is classified as a Major Collector.

Minor Collectors: Collect traffic from local roads, and provide links to all remaining smaller communities, locally important traffic generators, and higher function roads. All developed areas should be within a reasonable distance of a collector road.

Local Roads: Provide access to adjacent land and provide for travel over relatively short distances. All roads not classified as arterials or collectors are local function roads.

Commuter Patterns

Table 4-1 indicates that 80% of residents were commuting to jobs outside of the State in 2000, most likely in Minnesota. The total number of working residents as decreased between 1990 and 2000.

Table 4-1 – Place of Work 16 Years and Over - State and County Level - Village of Bay City

	1990	% Total	2000	% Total	# Change	% Change
Total	277	100.0%	235	100.0%	-42	-15.2%
Worked in state of residence:	75	27.1%	46	19.6%	-29	-38.7%
Worked in county of residence	69	24.9%	42	17.9%	-27	-39.1%
Worked outside county of residence	6	2.2%	4	1.7%	-2	-33.3%
Worked outside state of residence	202	72.9%	189	80.4%	-13	-6.4%

Source: 1990 and 2000 U.S. Census

Driving is the most common mode of transportation for residents who commute to work.

Table 4-2 – Commuting to Work 16 Years and Older: Village of Bay City

	1990	% Total	2000	% Total	# Change	% Change
Total	277	100.0%	235	100.0%	-42	-15.2%
Car, truck, or van - drove alone	213	76.9%	165	70.2%	-48	-22.5%
Car, truck, or van - carpooled	49	17.7%	62	26.4%	13	26.5%
Walked/Bicycle	9	3.2%	4	1.7%	-5	-55.6%
Public Transportation	0	0.0%	0	0.0%	0	0.0%
Worked at home	4	1.4%	0	0.0%	23	-100.0%
Other means	2	0.7%	4	1.7%	2	100.0%

Source: 1990 and 2000 U.S. Census

Table 4-2 shows that, in 2000, 70.2% of residents drive alone, 26.4% carpool, and less than 2% walked/bicycled or utilize public transportation.

There are no Wisconsin Department of Transportation regulated van and carpool lots located in the Village of Bay City, but two are located within the County. One van and carpool lot is located at the intersection of U.S.H. 10 and C.T.H. CC, the other is located in the City of Prescott. The development of additional lots throughout the County may benefit residents of the Village and County.

Table 4-3 reveals that in 2000, the majority of residents travel between 10 and 29 minutes to work each day, likely working a neighboring village or in the State of Minnesota.

Table 4-3 – Travel Time to Work Workers Who did not Work at Home - Village of Bay City

Travel Time	1990	% Total	2000	% Total	# Change	% Change
Total	273	100.0%	235	100.0%	-38	-13.9%
Less than 10 minutes	28	10.3%	24	10.2%	-4	-14.3%
10 to 19 minutes	103	37.7%	79	33.6%	-24	-23.3%
20 to 29 minutes	96	35.2%	62	26.4%	-34	-35.4%
30 to 44 minutes	27	9.9%	36	15.3%	9	33.3%
45 to 59 minutes	5	1.8%	23	9.8%	18	360.0%
60 minutes or more	14	5.1%	11	4.7%	-3	-21.4%

Source: 1990 and 2000 U.S. Census

Average Daily Traffic

Each year the Wisconsin Department of Transportation analyzes of the Annual Average Daily Traffic (AADT) count in specific locations throughout the State. In the Village of Bay City, the AADT has been analyzed on State Highway 35. Table 4-4 identifies the AADT from the 2000, 2004, and 2006 analysis. Traffic counts have increased each year.

Table 4-4 – Village of Bay City Annual Average Daily Traffic (AADT)

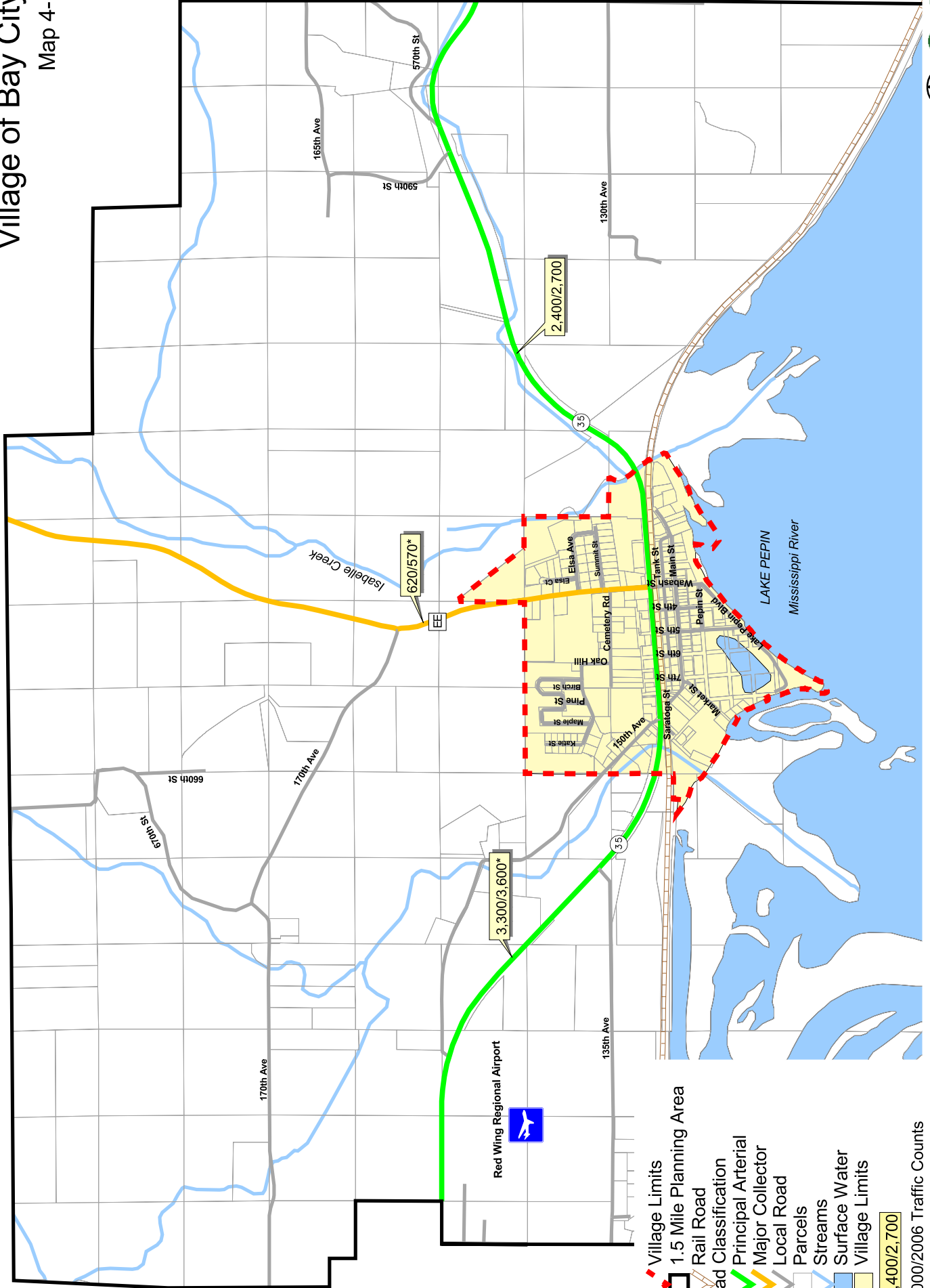
Year	STH 35 - Great River Road
2000	2,400
2004	2,500
2006	2,700

Source: Wisconsin DOT (East of Village)

Map 4-1 shows the traffic counts for State Highway 35 east and west of the Village and County Highway EE just north of the Village.

Functional Road Classification Village of Bay City

Map 4-1



- Village Limits
- 1.5 Mile Planning Area
- Rail Road
- Road Classification
- Principal Arterial
- Major Collector
- Local Road
- Parcels
- Streams
- Surface Water
- Village Limits

2,400/2,700
 2000/2006 Traffic Counts
 *2004 Traffic Counts
 Source: WDOT, Cedar Corporation

900 0 900 Feet

Cedar
Corporation

Rail Service

Rail service is available in the Village of Bay City. Passenger rail service is available from Amtrak in Red Wing, Minnesota, about ten miles west of the Village. There is minimal potential for the development of passenger rail service within the Village due to the proximity to the Red Wing Amtrak station.

Air Transportation

The Minneapolis-St. Paul International Airport provides major commercial air service for Western Wisconsin and Bay City residents. The airport consists of the Humphrey and Lindberg Terminals. This airport will continue to be the main provider of passenger and commercial service in the area.

The Red Wing Regional Airport is located just minutes west of the Village. The airport has one runway; Runway 9-27 is 5,010'x100' and has an asphalt surface. The airport also has fuel available and two local restaurant/hotels offer pick-up/drop-off services to the airport.

Sidewalks and Trails

The sidewalks in the Village are mainly along the north and south sides of Main Street between 7th Street and Tank Street (Map 4-2). Other sidewalks include the east and west side of Wabash Street between the railroad tracks and Main Street and along the north side of State Highway 35 between County Highway EE and 150th Avenue. Most of the existing sidewalks seem to be in good repair.

Rural snowmobile routes/trails from the Town of Isabelle come into the Village on north and west side of the Village. These trails provide access to other snowmobile routes/trails throughout Pierce County.

Trucking

At the present time, there are no trucking companies in the Village of Bay City and the Village is not aware of any new trucking companies coming in the near future.

Transportation Facilities for the Disabled

The need for some forms of transit services is projected to increase, as the baby boom generation grows older. In 2000, according to U.S. Census Data, 13% of Pierce County's population was age 60-plus. By 2010, it is expected that 15% of the County's population will be age 60-plus. The needs of this age cohort will become more important – at both the local and State level – during the 20-year window of this plan. The State's Section 85.21 program currently provides some

funding to counties for Elderly/Disabled Transportation Programs (Pierce County Comprehensive Plan).

The Pierce County Veterans Service also provides transportation, for Pierce County Veterans, to and from the Minneapolis VA Medical Center. The service is provided daily, and requires veterans to schedule their ride appointments ahead of time. They also charge all riders a fee primarily based on income. This service has been active for over twenty years and will continue into the foreseeable future.

Other Modes of Transportation

The Village of Bay City does not have any other transit services or facilities. It is unlikely that these services will be developed in the next twenty years.

State and Regional Plans

The Wisconsin Department of Transportation has identified plans for preventative maintenance improvements to State Highway 35 from Pepin to Hager City between 2010 and 2013. Improvements may include milling the existing surface and repave, replace beam guards, and replace permanent signing as necessary.

In the Wisconsin DOT 2030 Connections Plan, State Highway 35 has been identified as a rural pedestrian and bicycle connection.

No other State or Regional plans have been identified for the Bay City area.

Future Improvements

As the Village grows, the transportation infrastructure will need to be upgraded and expanded. Below are descriptions of some of the possible future upgrade and expansion projects of the transportation system. Map 4-3 identifies the locations of those future corridors.

Intersections

Most automobile accidents occur at intersections. If there are visibility speed issues at an intersection, there may be higher accident rates at that location. Steps can be taken to reduce the factors contributing to some of the accidents.

Map 4-3 identified intersections that are considered to be problematic or dangerous, four of which have issues with visibility. Below are the intersections that could be improved and the related concern of why they are considered dangerous:

- Cemetery Road and County Highway EE.

The visibility coming off Cemetery Road is extremely limited due to the steep hill on County Highway EE. One way to remedy this issue would be to extend Elsa Avenue to the trailer park and make Cemetery Road a cul-de-sac.

- State Highway 35 and County Highway EE.

The speeds on State Highway 35 area concern as well as a lack of turning lanes and the railroad crossing. These combined conditions cause for a very hazardous intersection. Adding turning lanes could reduce some of the hazards related to this intersection.

Roads

Future roads will depend greatly on future development. Future road corridors are identified on Map 4-3. Primarily future roads provide transportation to areas likely to be developed as well as provide connectivity to the existing road network.

There are two areas the Village would consider extending the existing road infrastructure: Elsa Avenue to the cemetery and extending Katie Street to meet the needs of future residential and connect to 150th Avenue. These future roads would reduce the hazard on Cemetery and County Highway EE and provide more than one access to the residential area in the northwest corner of the Village.

Sidewalks and Trails

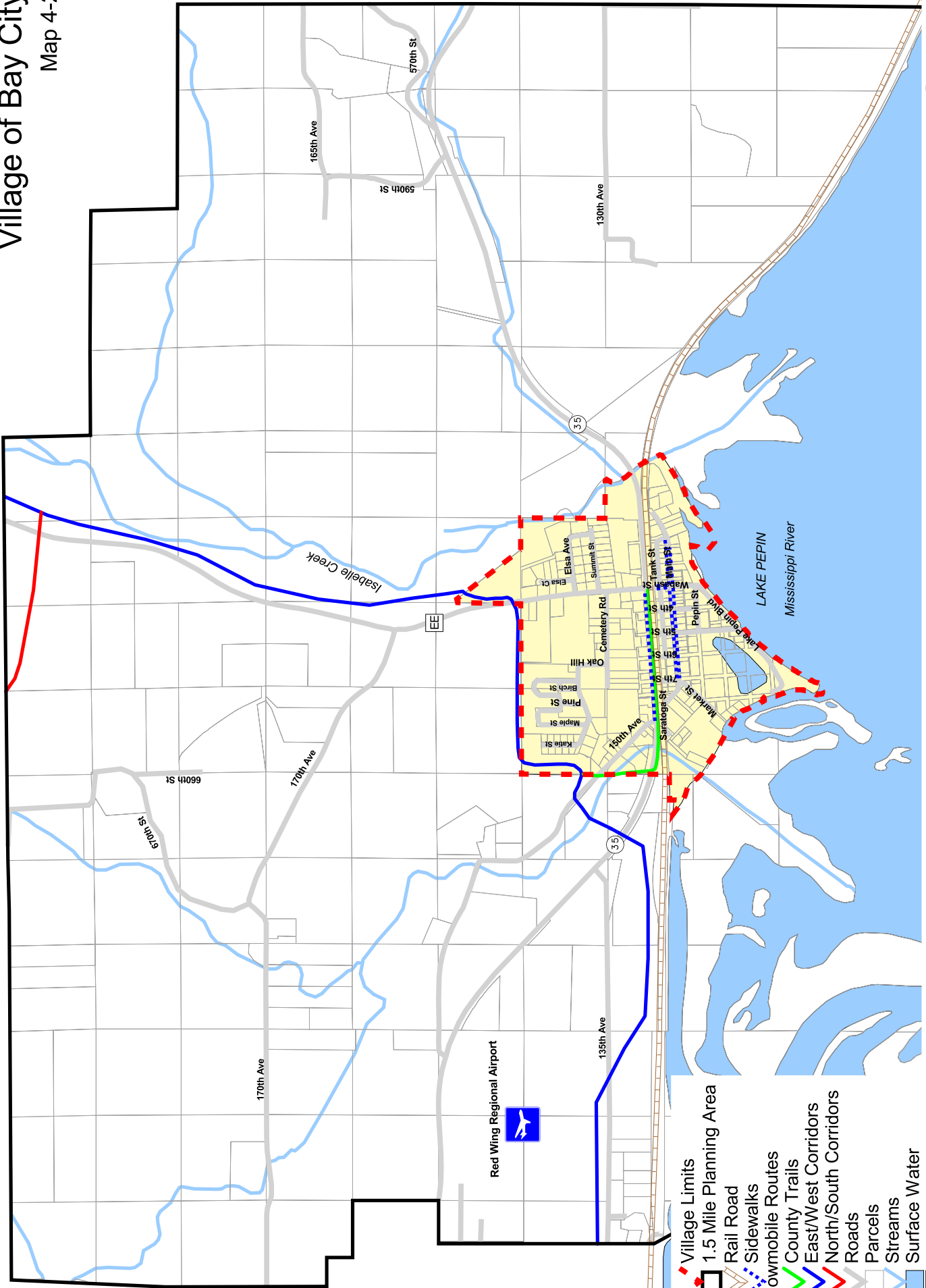
Map 4-3 also identifies future trail corridors and sidewalks. There are two areas that the Village is interested in developing for trails. The first area is between Lake Pepin Boulevard and Market Street connecting the two parks. The Village has already acquired a number of easements to develop this walking trail. The other area is south of the Village consisting of 50 to 70 acres of DNR and Pierce County Land. The Village is interested in purchasing this land and develop trails in the future.

There is also an interest in developing trails to connect to the Prairie View Middle School. Doing so may require cooperation with the Town of Isabelle and the Red Wing Airport.

One other concern for the Village is the single railroad crossing point. Some of the homes and businesses are located south of the railroad tracks and when a train passes through, this portion of the Village is cut off. One way to rectify this situation is to look for an alternative route or consider working with the State on developing a viaduct or bridge to allow access in case of an emergency.

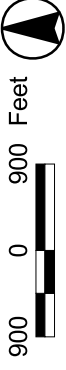
Sidewalks and Trails Village of Bay City

Map 4-2



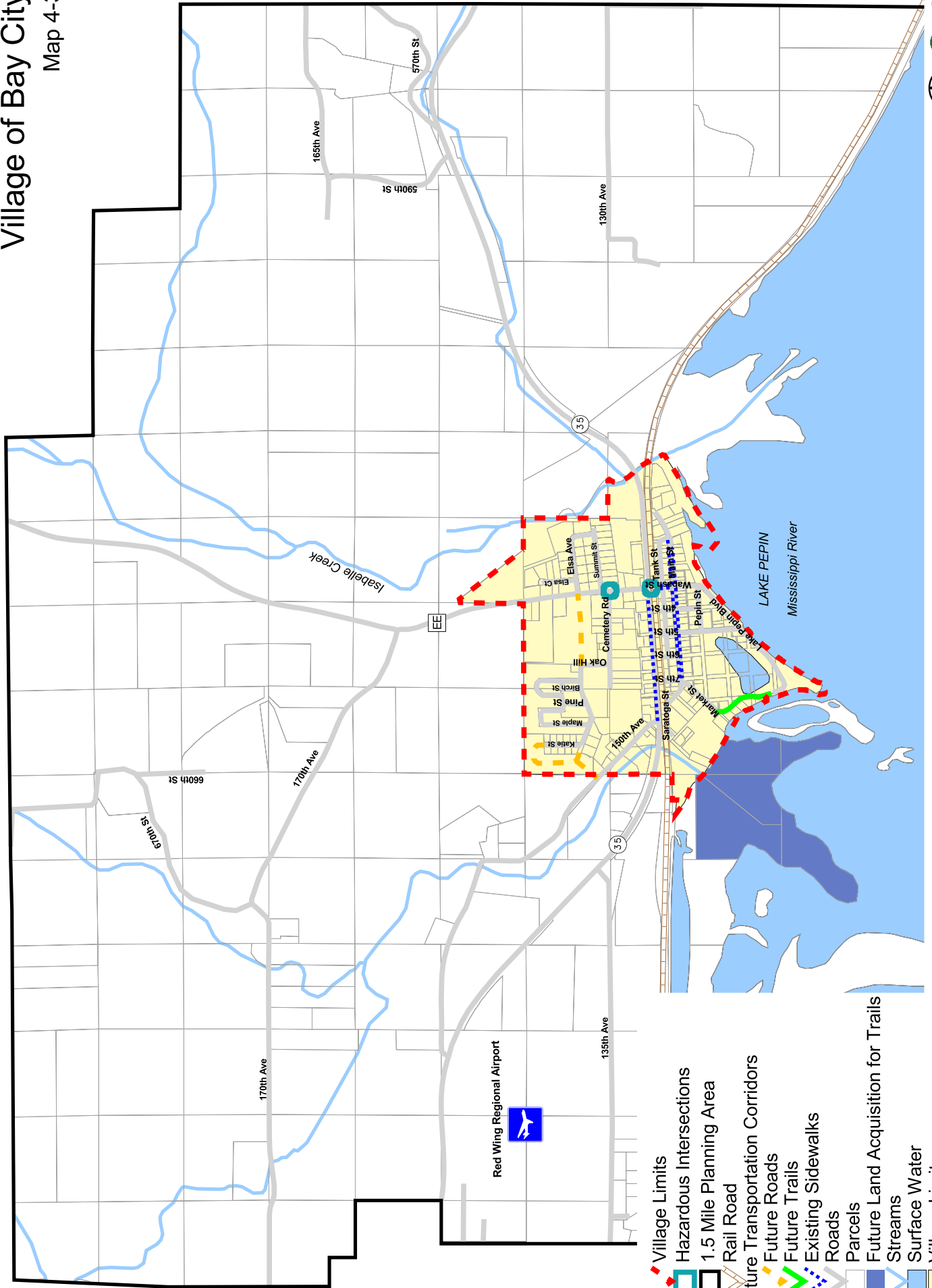
- Village Limits
- 1.5 Mile Planning Area
- Rail Road
- Sidewalks
- Snowmobile Routes
- County Trails
- East/West Corridors
- North/South Corridors
- Roads
- Parcels
- Streams
- Surface Water
- Village Limits

Source: WDOT, Cedar Corporation

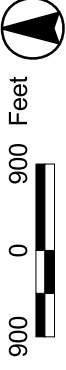


Future Transportation Village of Bay City

Map 4-3



- Village Limits
- Hazardous Intersections
- 1.5 Mile Planning Area
- Rail Road
- Future Transportation Corridors
- Future Roads
- Future Trails
- Existing Sidewalks
- Roads
- Parcels
- Future Land Acquisition for Trails
- Streams
- Surface Water
- Village Limits



Source: WDOT, Cedar Corporation

Road Maintenance Planning

Road maintenance is vital to keeping the road system safe and functioning properly. Because of the local climate and recent oil prices, road maintenance is a significant cost of a municipality's budget. A sound transportation plan should be able to foresee and plan for upcoming expenses. The two primary ways of planning for future road projects are by using the Pavement Surface Evaluation and Rating (PASER) program and devising a long-range Capital Improvement Plan (CIP) or road maintenance plan.

PASER allows for better allocation of resources by identifying pavement conditions and those areas in need of repair and allows for long term planning. CIPs list, prioritize, and provide cost estimates for public infrastructure improvements over a five-year period.

Potential Funding Sources and Organizations

Costs for transportation development and maintenance can be expensive or cost prohibitive. Grant monies are available for various transportation related projects.

Bicycle and Pedestrian Facilities Program

The Bicycle and Pedestrian Facilities Program (BPF) funds projects that construct or plan for bicycle or bicycle/pedestrian facilities. Beginning in 2008, BPF will be managed in conjunction with the Transportation Enhancements (TE) Program. Additional information is available about funding for bicycle and pedestrian facilities, at <http://www.dot.wisconsin.gov/localgov/aid/bike-ped-funding.htm>.

Transportation Economic Assistance (TEA)

The Transportation Economic Assistance (TEA) program provides 50% state grants to governing bodies, private businesses, and consortiums for road, rail, harbor, and airport projects that help attract employers to Wisconsin, or encourage business and industry to remain and expand in the state.

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

Applications are first come, first serve, and funded when all eligibility information is complete and satisfactory.

Local Road Improvement Program (LRIP)

Established in 1991, the LRIP assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets. A reimbursement program, LRIP pays up to 50% of total eligible costs with local governments providing the balance.

The program has three basic components: County Highway Improvement (CHIP); Town Road Improvement (TRIP); and Municipal Street Improvement (MSIP). Three additional discretionary programs (CHIP-D, TRIP-D and MSIP-D) allow municipalities to apply for additional funds for high-cost road projects.

Wisconsin Department of Natural Resources (WDNR)

There are multiple grants available through the Wisconsin Department of Natural Resources for the development of ATV, snowmobile, and recreational trails and trail maintenance. The DNR's website list several grant opportunities.

<http://dnr.wi.gov/org/caer/cfa/Grants/Forms/forms.html>.

Local Groups and Organization

Local groups and organizations can be used to help develop a long-range trail plan, clear trail areas, and fundraise for trail improvements and maintenance.

Local multi-modal transportation projects can be funded through different sources. Some of the most common sources that are or could be used are:

- State Shared Revenue
- Local Roads Improvement Program (LRIP)
- Local General Funds
- Community Development Block Grants
- DNR Stewardship Grants
- Enhancement Grants
- Private Foundations
- Corporate Foundations
- Local Volunteer Groups
- Local Organizations (Boy/Girl Scouts)

Goals, Objectives, Programs, Policies, and Actions

Goal 1: Maintain a cost effective and safe multimodal including pedestrian and bicycle network within the Village of Bay City.

Objectives

1. Encourage walking and bicycling in the Village.
2. Create options that are desirable to existing residents and may attract new residents.
3. Create a sustainable multi-modal transportation network.
4. Provide a safe transportation system for Village residents and visitors.
5. Promote a road system that provides connectivity where possible.
6. Reduce the tax burden of Village residents.

Programs, Policies, and Actions

1. Develop and implement a Safe Routes to School Plan.
2. Explore the possibility of organizing local transportation services for the elderly.
3. Continue to look for and apply for grants to help offset maintenance or construction costs.
4. Coordinate road, sidewalk, and trail improvements with State and County Highway projects.
5. Consult the future roads and trail map when development takes place.
6. Work to improve dangerous intersections where feasible.
7. Utilize the PASER pavement evaluation system to efficiently plan future infrastructure expenditures.

Goal 2: Provide safe access to the southern portion of downtown Bay City.

Objectives

1. Provide a safe transportation system for Village residents, visitors, and emergency services.

Programs, Policies, and Actions

1. Investigate ways of making the railroad crossing safer at the State Highway 35 and Wabash Street intersection.
2. Consider developing an alternate access route to the southern portion of the downtown for residents, visitors, and emergency services.
3. Work with the Wisconsin Department of Transportation on the development of a quiet zone crossing.

Chapter 5 Economic Development

Introduction

According to the Wisconsin State Statutes 66.1001, the Economic Development chapter of a Comprehensive Plan should be “a compilation of objectives, policies, goals, maps and programs to promote the stabilization, retention, or expansion, of the economic base and quality employment opportunities in the local governmental unit, including an analysis of the labor force and economic base of the local governmental unit. The element shall assess categories or particular types of new businesses and industries that are desired by the local governmental unit. The element shall assess the local governmental unit’s strengths and weaknesses with respect to attracting and retaining businesses and industries, and shall designate an adequate number of sites for such businesses and industries. The element shall also evaluate and promote the use of environmentally contaminated sites for commercial or industrial uses. The element shall also identify county, regional, and state economic development programs that apply to the local governmental unit.”

Place of Employment

There is a strong economic base in Pierce County, but the Village of Bay City has a limited number of commercial and industrial developments. In 2000, less than 20% of workers living in Bay City were employed in the County. Over 80% of workers were employed outside of Wisconsin, which shows the influence of the Twin Cities Metropolitan Area and the City of Red Wing, and the ease of commuting to jobs in that area (Table 5-1).

Table 5-1 – Place of Work 16 Years and Over - State and County Level - Village of Bay City

	1990	% Total	2000	% Total	# Change	% Change
Total	277	100.0%	235	100.0%	-42	-15.2%
Worked in state of residence:	75	27.1%	46	19.6%	-29	-38.7%
Worked in county of residence	69	24.9%	42	17.9%	-27	-39.1%
Worked outside county of residence	6	2.2%	4	1.7%	-2	-33.3%
Worked outside state of residence	202	72.9%	189	80.4%	-13	-6.4%

Source: 1990 and 2000 U.S. Census

Commuter Characteristics

With so many workers employed outside of Pierce County, it is not surprising that in 2000, over half of commuters were traveling between 10 and 29 minutes to work, and the number of workers traveling 45 to 59 minutes had largest percent increase (Table 5-2).

Table 5-2 – Travel Time to Work Workers Who did not Work at Home - Village of Bay City

Travel Time	1990	% Total	2000	% Total	# Change	% Change
Total	273	100.0%	235	100.0%	-38	-13.9%
Less than 10 minutes	28	10.3%	24	10.2%	-4	-14.3%
10 to 19 minutes	103	37.7%	79	33.6%	-24	-23.3%
20 to 29 minutes	96	35.2%	62	26.4%	-34	-35.4%
30 to 44 minutes	27	9.9%	36	15.3%	9	33.3%
45 to 59 minutes	5	1.8%	23	9.8%	18	360.0%
60 minutes or more	14	5.1%	11	4.7%	-3	-21.4%

Source: 2000 U.S. Census

Commuting patterns for the Village of Bay City are very similar to most communities in western Wisconsin (Table 5-3). In 2000, over 70% of commuters drove alone while 26.4% carpooled.

Table 5-3 – Commuting to Work 16 Years and Older: Village of Bay City

	1990	% Total	2000	% Total	# Change	% Change
Total	277	100.0%	235	100.0%	-42	-15.2%
Car, truck, or van - drove alone	213	76.9%	165	70.2%	-48	-22.5%
Car, truck, or van - carpooled	49	17.7%	62	26.4%	13	26.5%
Walked/Bicycle	9	3.2%	4	1.7%	-5	-55.6%
Public Transportation	0	0.0%	0	0.0%	0	0.0%
Worked at home	4	1.4%	0	0.0%	-4	-100.0%
Other means	2	0.7%	4	1.7%	2	100.0%

Source: 1990 and 2000 U.S. Census

Employment Characteristics

Table 5-4 shows that the occupations with the highest amount of workers, in 2000, were production/transportation/material moving, followed by service occupations. Nearly all occupations experienced a decrease in number of workers between 1990 and 2000.

Table 5-4 – Occupation: Employed Civilian Population 16 Years or Over - Village of Bay City

Occupation	1990	% Total	2000	% Total	# Change	% Change
Management, Professional, and Related	28	9.6%	30	12.4%	2	7.1%
Service	32	11.0%	57	23.6%	25	78.1%
Sales and Office	75	25.8%	46	19.0%	-29	-38.7%
Farming, Fishing, and Forestry	2	0.7%	0	0.0%	-2	-100.0%
Construction, Extraction, and Maintenance	45	15.5%	26	10.7%	-19	-42.2%
Production, Transportation, and Material Moving	109	37.5%	83	34.3%	-26	-23.9%
Total Employed Persons 16 yrs and over	291	100.0%	242	100.0%	-49	-16.8%

Source: 1990 and 2000 U.S. Census

The sales and office industries have seen the biggest drop in workers since 1990. This decline follows a statewide trend. In general, most of these occupations are located outside of Bay City.

Table 5-5 reveals that the manufacturing industry employs the highest number of working residents in the Village of Bay City followed by the education/health/social services industries. Similar to occupations, most of these industries listed in Table 5-5 are not located in the Village.

Table 5-5 – Industry: Employed Civilian Population 16 Years or Over - Village of Bay City

Industry	1990	% Total	2000	% Total	# Change	% Change
Public Administration	6	2.1%	4	1.7%	-2	-33.3%
Other Services (except Public Administration)	2	0.7%	12	5.0%	10	500.0%
Arts, Entertainment, Recreation, Accommodation, and Food Services	0	0.0%	49	20.2%	49	-
Educational, Health, and Social Services	19	6.5%	22	9.1%	3	15.8%
Professional, Scientific, Management, Administrative, and Waste Management	11	3.8%	6	2.5%	-5	-45.5%
Finance, Insurance, Real Estate, and Rental Housing	6	2.1%	7	2.9%	1	16.7%
Information	0	0.0%	0	0.0%	0	-
Transportation, Warehousing, and Utilities	12	4.1%	17	7.0%	5	41.7%
Retail Trade	72	24.7%	25	10.3%	-47	-65.3%
Wholesale Trade	6	2.1%	4	1.7%	-2	-33.3%
Manufacturing	129	44.3%	76	31.4%	-53	-41.1%
Construction	20	6.9%	18	7.4%	-2	-10.0%
Agriculture, Forestry, Fishing/Hunting, and Mining	8	2.7%	2	0.8%	-6	-75.0%
Total Employed Persons 16 years and over	291	100.0%	242	100.0%	-49	-16.8%

Source: 1990 and 2000 U.S. Census

The Wisconsin Department of Workforce Development (DWD) has provided a list of the most common occupations in Pierce County and the required education/training for each occupation (Table 5-6).

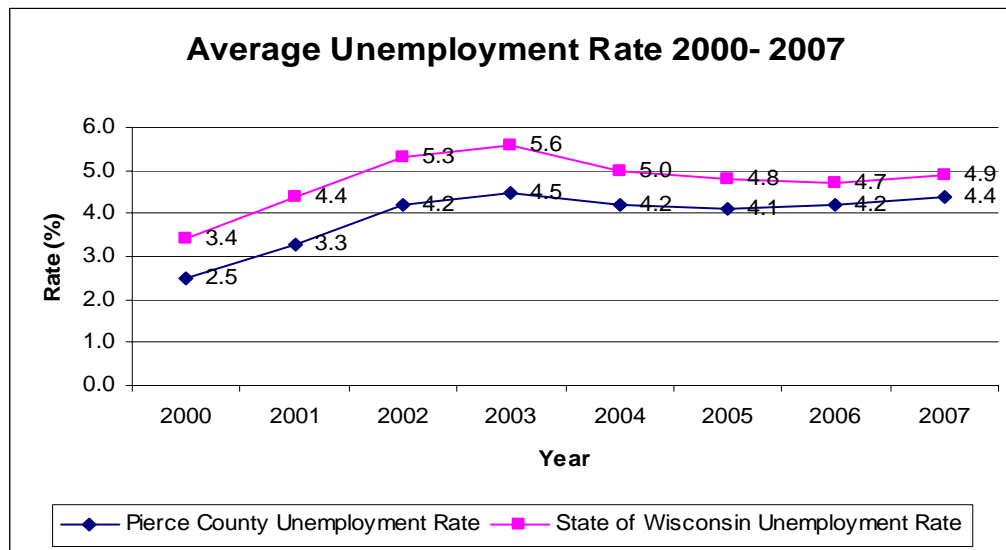
Table 5-6 – Common Occupations

Common Occupations in Pierce County	
Occupation	Education/Training
Bartenders	1 month or less training
Bookkeeping/Accounting/Auditing Clerk	1- 12 month on-the-job trng.
Comb. Food Prep.-Servers, Incl. Fast Food	1 month or less training
Construction Laborers	1- 12 month on-the-job trng.
Elem. School Teachers, not Spec. Ed.	Bachelor's degree
Exec. Secretaries & Admin. Assistants	1- 12 month on-the-job trng.
Food Preparation Workers	1 month or less training
Home Health Aides	1 month or less training
Office Clerks, General	1 month or less training
Retail Salesperson	1 month or less training
Sales Reps-Whls & Mfg, not Tech.-Scien. Secondary School Teachers, not Spcl.-Voc. Ed.	Bachelor's degree
Secretaries, not Legal/Med./Executive	1- 12 month on-the-job trng.
Teachers Assistants	Associates degree
Truck Drivers, Heavy & Tractor-Trailer	1- 12 month on-the-job trng.

Source: DWD, Bureau of Workforce Trailing, special request, July 2007

Generally speaking, the rate of unemployment in Pierce County is low, and has stayed below the State of Wisconsin unemployment rate since 2000 (Figure 5-1).

Figure 5-1 – Average Unemployment Rate – Pierce County & State of Wisconsin



Wages

Table 5-7 compares the average wage, by industry, in Pierce County with the State of Wisconsin. All industry wages in Pierce County are below the State average with the only exception being the Professional & Business Services industries wages, which are about 10% higher than the State average.

Table 5-7 – Annual Wage by Industry 2006 – Pierce County

Average Annual Wage by Industry Division in 2006				
	Average Annual Wage		Percent of Wisconsin	1-year % change
	Wisconsin	Pierce County		
All industries	\$36,830	\$29,351	79.7%	3.5%
Natural Resources	\$28,301	\$25,858	91.4%	-1.4%
Construction	\$44,682	\$34,303	76.8%	-1.5%
Manufacturing	\$45,952	\$39,730	86.5%	3.3%
Trade, Transportation & Utilities	\$31,935	\$25,154	78.8%	-1.9%
Information	\$45,704	suppressed	Not avail.	Not avail.
Financial Activities	\$48,859	\$33,914	69.4%	3.6%
Professional & Business Services	\$42,612	\$47,103	110.5%	15.2%
Education & Health	\$38,492	\$32,587	84.7%	4.5%
Leisure & Hospitality	\$13,058	\$9,438	72.3%	4.3%
Other Services	\$21,228	\$15,256	71.9%	-2.8%
Public Administration	\$38,294	\$31,139	81.3%	4.1%

Source: WI DWD, Workforce Training, QCEW, June 2007

Local Businesses

Although the majority of jobs are located outside the Village, Bay City is home to a few family and local businesses. These businesses provide services to the local community. Below are some of the available services within the Village:

- Ice Cream Shop
- Book Store
- Gas Station/Convenience Store
- Diner
- Liquor Stores
- Taverns
- Hardware Store
- Beauty Shop
- Café
- Antiques
- Camp Ground – Cabins
- Concrete
- Auto Sales and Service

Bay City Community Enhancement Group

The Bay City Community Enhancement Group is a local group that helps to raise money for community projects. The most recent effort includes raising funds for playground and park equipment for the Saratoga Park.

Community Events

Annually, the Village hosts Bay City Fest each June and participates in the 100 Mile Garage Sale in early May. The City has a full list of events on their website.

Tourism and Recreational Opportunities

Because the Village is located along the scenic Mississippi River (Lake Pepin), there is a lot of potential for developing tourism and recreational opportunities.

The Lake Pepin provides a number of recreational opportunities such as swimming, boating, and fishing. Some of the land along the lakeshore remains undeveloped adding to the natural appeal of the area.

Future recreational opportunities depend greatly on the quality of the surface waters and access facilities. The bay is currently filling in with sediment making it difficult to navigate at times. The boat launch facilities are also in need of repair. Both issues will likely need financial support through grants or donations.

Assessment of Strengths and Weaknesses

To determine, to what extent, the Village of Bay City might grow economically, its strengths and weaknesses for retaining and attracting businesses must be evaluated. Below is an assessment of the Village's strengths, weaknesses, opportunities, and threats for retaining and attracting businesses:

Strengths

- Strong community
- Access to rail (for business)
- Scenic beauty
- Close proximity to airport (for business)
- Access to major State Highway 35
- Utilities are available in the Village

Weaknesses

- Declining population
- Mosquitoes/May flies
- Areas prone to flooding (floodplain)
- Too much residential on State Highway 35
- Lack of money
- Shallow water in the lake/river
- Access to rail (noise)
- Close proximity to airport (noise)

Desired Businesses

The Village does have a number of existing businesses supporting some of the needs in the community. However, the Village is interested in attracting additional businesses to the area. Below are some of the types of businesses the Village would like to attract:

- Art Stores
- Mom and Pop Shops
- Amish Furniture
- Scrapbooking
- Meat Market
- Bakery
- Laundromat
- Marina
- Car Wash
- Hotel/Motel

An important next step of attracting these businesses is identifying what services the desired businesses need to operate and determine if those are already available in the Village or what would the Village have to do to obtain those services.

Telecommuting

The availability of infrastructure such as high-speed internet service or cell phone service is an important factor for attracting new business and residents who may want to telecommute. Many businesses count on reliable services such as high-speed internet in order to be competitive and operate efficiently. Residents, especially those moving from an urban area, are used to amenities such as high-speed internet service.

Internet services are also very important to students. Education programs rely on internet data and will continue to utilize the internet more each year. High speed internet or wireless internet services may be necessary for students in the near future.

Pierce County regulates the size and location of Wireless Communication Service Facilities (WCSF), or telecommunication towers, antennas, and related facilities as well as minimizing the adverse visual effects of these towers.

Phone, internet, and cable television services are provided by local and national telecommunication companies though the level of service varies.

Hager Tele Com Inc., located in Hager City, provides a variety of phone and internet services to Hager City and Bay City residents.

Great Rivers Wireless LLC, located in the Village of Bay City, provides cellular telephone services to Bay City residents.

Redevelopment Sites

The Village of Bay City will work with property owners, the Department of Natural Resources (DNR) and the Environmental Protection Agency (EPA) to clean up identified contaminated lands. Identified contaminated lands can be found at the Wisconsin DNR Remediation and Redevelopment Website. Many sites are contaminated sites due to leaking underground storage tanks (LUST), environmental repair, or were spill sites. The Wisconsin Bureau for Remediation and Redevelopment Tracking System (BRRTS) provides an inventory of the contaminated properties and other activities related to the investigation and cleanup of contaminated soil or groundwater in Wisconsin. The BRRTS has identified two sites where contamination has been identified within the Village.

Redevelopment is not limited to contaminated lands. Other redevelopment opportunities could include the redevelopment of storefronts, outdated or dilapidated homes or businesses, or historical buildings.

Economic Development Programs

There are many available programs at all levels that aide in economic development. These programs can be used to provide expertise, financial aide, or incentives for developing businesses.

WDNR Remediation and Redevelopment Program

This program offers financial and liability tools to clean up and redevelop brownfields.

Mississippi River Regional Planning Commission

The Commission is designated as an economic development district by the Economic Development Administration. It is required to undertake economic development planning and project identification for all nine counties in the region.

Community and Enterprise Development Zones

The Wisconsin Community and Enterprise Development Zone Programs can help to expand businesses, start a new one, or relocate a current business to Wisconsin. The Community Development Zone Program is a tax benefit initiative designed to encourage private investment and to improve both the quality and quantity of employment opportunities.

Pierce County Economic Support Unit

The Pierce County Economic Support Unit helps families in need of becoming self-sufficient and independent of the public assistance system. They offer information and support for Medical Assistance, FoodShare, Caretaker Supplement, and Wisconsin Home Energy Assistance Program.

Transportation Facilities Economic Assistance and Development (TEA-Grant) Program

The Transportation Economic Assistance (TEA) program provides 50% State grants to communities for road, rail, and airport projects. The goal of the TEA program is to attract and retain business firms in Wisconsin and thus create or retain jobs.

UW-Extension

The UW-Extension provides expertise in agriculture and related business while providing research and knowledge.

Forward Wisconsin

Forward Wisconsin provides marketing outside of the State and recruits businesses to come to Wisconsin.

Wisconsin Department of Commerce

The Wisconsin Department of Commerce is the main agency in Wisconsin charged with fostering the retention and creation of new jobs, promote effective and efficient regulations, and promote economic business.

Tax Incremental Financing (TIF)

Tax Increment Financing (TIF) districts are established to improve and revitalize blighted areas or extend new development for industrial purposes. Taxes on the improved value of the land because of redevelopment pay for the extension of the infrastructure and raise the City's tax base on an area that would otherwise stay undeveloped.

U.S. Small Business Administration

The Small Business Administration provides technical, financial, and managerial assistance for Americans to start or improve their businesses.

Pierce County Economic Development Corporation (PCEDC)

The Pierce County Economic Development Corporation is a non-profit organization formed in 1987 to promote job creation and development, economic growth, community development, and planning throughout Pierce County. PCEDC works to help the retention and expansion of jobs, recruits for new businesses to move into Pierce County, and works as a community liaison for the County.

Goals, Objectives, Programs, Policies, and Actions

Goal 1: Support and guide future economic growth in the Village of Bay City.

Objectives

1. Ensure economic growth and development is compatible with the Village's desire to retain its small town atmosphere.
2. Increase the Village's tax base.
3. Support small, locally owned businesses.

Programs, Policies, and Actions

1. Encourage potential business owners to research available resources for financial and professional advice for creating new businesses.
2. Work with the Pierce County Economic Development Corporation on promotion of the recreational opportunities in the Village.
3. Develop a Tax Incremental Finance District to provide incentives for new and existing businesses.
4. Consider redesign of promotional/welcome signs on State Highway 35 to attract travelers to the Village.
5. Investigate the opportunities for dredging to improve the fishing in the Bay City area.
6. Work to keep and maintain the local post office.
7. Apply for grants to improve the boat launch and surrounding park area to maintain water related tourism activities in the Village.
8. Work to promote the Village of Bay City as a great place to live and work to attract new businesses.

Goal 2: Develop aesthetic guidelines for new commercial/retail development that support the small town feel of the Village.

Objectives

1. Create and maintain a unique identity for the Village of Bay City.
2. Preserve the aesthetic qualities of the Village and ensure they are applied to new development in the community.

Programs, Policies, and Actions

1. Create recommendations/guidelines for landscaping, parking, and architecture that would apply to the downtown of the Village.
2. Create a blighted Tax Incremental District to provide funds to existing property owners to fix up their building façades and require design standards in the developer's agreement.
3. Encourage businesses to take advantage of the funding programs available from Pierce County, Mississippi River Regional Plan Commission, and other available sources.

Chapter 6

Agriculture, Natural, and Cultural Resources

Purpose

In accordance with Wisconsin State Statutes 66.1001, the Agricultural, Natural, and Cultural Resources Chapter is a compilation of objectives, policies, goals, maps and programs for the conservation, and promotion of the effective management, of natural resources such as groundwater, forests, productive agricultural areas, environmentally sensitive areas, threatened and endangered species, stream corridors, surface water, floodplains, wetlands, wildlife habitat, metallic and nonmetallic mineral resources consistent with zoning limitations under s. 295.20 (2), parks, open spaces, historical and cultural resources, community design, recreational resources and other natural resources.

Productive Agriculture Areas

As shown in Table 6-1 the number of farms in Pierce County has increased and the land in farming has nearly stayed the same, but the average size of a farm has decreased. This may indicate that family farms are passing down to the next generation and creating more farmsteads, but continuing to farm the same land.

Table 6-1 – Pierce County Agricultural Statistics

	1997	2002	2007
Number of Farms	1,265	1,510	1,531
Land in Farms (acres)	267,586	267,311	271,178
Average size of Farm (acres)	212	177	177

Source: U.S. Department of Agriculture

The average value of farms as a whole has more than doubled between 1997 and 2007, while the average value of farms per acre has nearly tripled (Table 6-2). Although data for a more current year is not yet available, it may be safe to assume that the value of farms has continued to increase each year.

Table 6-2 – Pierce County Agricultural Statistics: Estimated Value of Farm, Land, and Buildings

	1997	2002	2007	% change 97-07
Average/farm	\$244,146.00	\$439,725.00	\$591,718.00	142.4%
Average/acre	\$1,130.00	\$2,320.00	\$3,341.00	195.7%

Source: U.S. Department of Agriculture

Table 6-3 categorizes the size of farms in Pierce County over a ten year period. The majority of farms have been between 50 and 499 acres in size; in most cases, the size of farms has been decreasing.

Table 6-3 – Pierce County Agricultural Statistics

Farms by Size	1997	2002	2007
1 to 9 acres	51	73	55
10 to 49 acres	208	389	462
50 to 179 acres	486	609	606
180 to 499 acres	420	346	295
500 to 999 acres	72	60	73
1,000 acres or more	28	33	40

Source: U.S. Department of Agriculture

Pierce County has been experiencing a large amount of development pressure in the recent past, the loss of farmland and decrease in the size of farms could be attributed to those development pressures.

Map 6-1 shows the soils within the planning area that are considered prime agricultural land.

Groundwater

Groundwater is a very important natural resource that if adversely affected, can have serious impacts on human health and wellbeing. Certain types of soil are more susceptible to allowing groundwater contamination and should be protected. If the groundwater becomes contaminated, there are few alternative sources of potable water for residents.

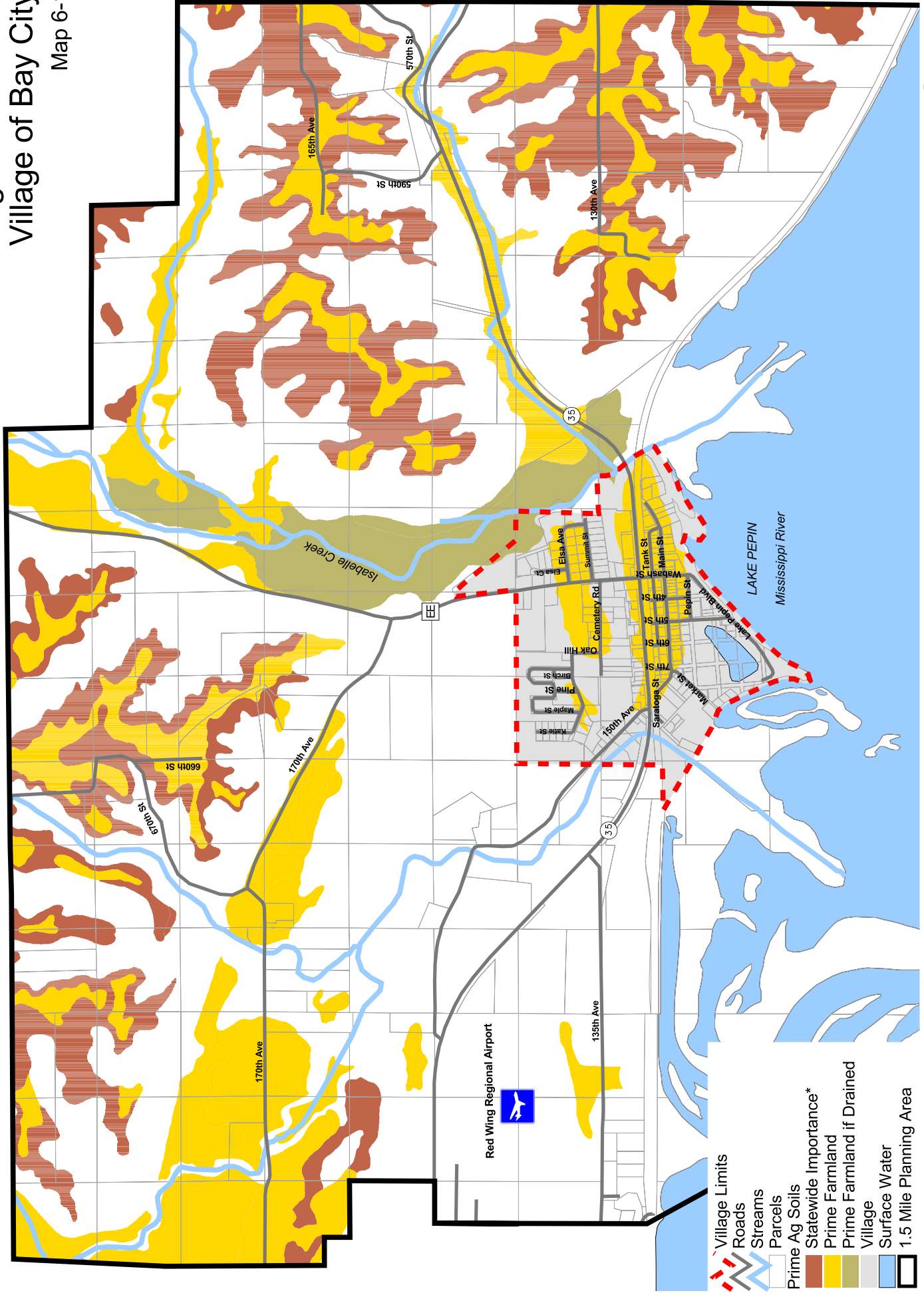
Wellhead protection ordinances and animal waste management ordinances are the most prevalent methods of groundwater protection in Pierce County at this time. Wellhead protection plans are developed to achieve groundwater pollution prevention measures within public water supply wellhead areas. The Village currently has a wellhead protection ordinance in place.

An animal waste management ordinance’s key purpose is often to protect the groundwater and surface water resources by requiring permits for animal waste storage facilities, new or expanding feedlots, and nutrient management, along with prohibiting the overflow of manure from storage structures, unconfined storage of manure adjacent to streams, shore lands, or drainage channels, and limit livestock access to water bodies.

In the mid 1990’s the groundwater in the Village and surrounding area was testing high in nitrates. This is likely due to large farming operations, alfalfa crops, and dense septic systems. In order to provide safe drinking water to Village residents, the Village installed a municipal water distribution system. Nitrate levels are still high in the surrounding areas and the Village may be asked by neighboring communities to extend their water system in the future.

Prime Agricultural Soils Village of Bay City

Map 6-1



- Village Limits
- Roads
- Streams
- Parcels
- Prime Ag Soils
- Statewide Importance*
- Prime Farmland
- Prime Farmland if Drained
- Village
- Surface Water
- 1.5 Mile Planning Area

Source: NRCS Pierce County Soil Survey, and Cedar Corporation

*This is land in addition to prime and unique farmlands that is of statewide importance for the production of food, feed, fiber, and oilseed crops.

900 0 900 Feet



Soil Attenuation

Soil attenuation is defined as the soil's ability to absorb contaminants. Soils have the ability to attenuate contaminants through a series of complex physical, chemical, and biological processes. Attenuation allows the soil to store needed plant nutrients, restrict the movement of metals, and remove harmful bacteria. Soils that have a high attenuation potential are better at protecting the groundwater from possible contaminants. The attenuation rating was developed by the University of Wisconsin-Extension. In order to protect groundwater, development should be limited in areas where soils have poor attenuation.

Surface Water, Stream Corridors, & Wetlands

Surface waters and stream corridors provide habitat for a wide variety of animals and plants which also serve to attract tourism and recreation. Protection of these water resources is critical to maintaining the water quality, and diversity of wildlife, which attracts people to these resources.

The Village of Bay City sits on the northern bank of the Mississippi River and is located in the Trimbelle River and Isabelle Creek watershed which is part of the Lower Chippewa watershed (Map 6-2). The Isabelle Creek also meanders through the eastern portion of the Village. These are the primary surface waters that have an impact on the Village.

Threats to these water resources are typically sedimentation and pollution, both point and non point, that is related to the disturbance of the land cover due to urban/rural development and agricultural practices.

Development within the watersheds that directs runoff into local lakes and rivers or their tributaries should be completed in a way that minimizes the impact on the natural system, and addresses potential pollution problems through the use of best management practices. Best Management Practices (BMP) designed to control storm water runoff rates, volumes, and discharge quality can be used to protect water resources in developed areas and include shoreland buffers, erosion control, and the preservation of natural environmental corridors.

Wetlands in the Village of Bay City are located along Isabelle Creek and the Mississippi River. The majority of the Village's southern boundary is composed of wetlands. Wetlands act as natural filters, removing sediments and contaminants from water. Wetlands regulate water levels by containing water during periods of excessive rain or snow melt. These unique environments are host to a wide variety of plant and animal communities, including some threatened and endangered species. Wetlands serve as rest areas for migratory waterfowl during the fall and spring months and serve as sources of groundwater recharge and flood control. In the past decade, strict regulation on disturbing wetlands has slowed the loss of habitat and made conversion to other uses too

expensive and impractical. Wetlands, particularly disturbance of wetlands, are regulated by the Army Corp of Engineers and Wisconsin Department of Natural Resources.

A concern among local residents has been the sedimentation of the Mississippi River just south of the Village. Because much of the water is backwater, the sediment from the River is rapidly being deposited and filling in the waters making them shallow, reducing the navigability and the quality fishing habitat. Back in the 1960's the Army Corps of Engineers dredged a portion of the channel, improving the situation. The Village may want to investigate the possibility of dredging in the near future.

Floodplains

Floodplains are areas, which have been, or may become inundated with water during a regional flood (Map 6-2). A regional flood is often referred to as a 100-year flood or having a 1% chance of occurring in any given year. Because of dangers posed during a flood event, most structural development within a floodway is not allowed. Development within the flood fringe is generally accepted, provided adequate flood proofing measures are taken.

Forests

The Wisconsin Initiative for Statewide Cooperation on Landscape Analysis and Data (WISCLAND) completed a statewide land classification system in 1999. WISCLAND defines a forest as "an upland area of land covered with woody perennial plants, the tree reaching a mature height of at least 6 feet tall with a definite crown." Large areas of forested lands can be found on the east side of the Village near existing development.

Forests create a setting for hunting, camping, hiking, and many other forms of recreation. Forests also provide valuable wildlife habitat and are the homes for less visible threatened and endangered plant and wildlife. Forests and trees can help protect other resources too. They can reduce heating and cooling costs of homes and business. Forests and trees offer erosion control for river banks and steep slopes.

In urban areas, forests and trees are used for traffic calming, the creation of parks, and add overall aesthetics that enhance the quality of life for residents. A contiguous forest is extremely important. The fragmentation of land can result in the disruption of habitat and can lead to problems between wildlife and humans.

Village of Bay City is surrounded by forested land and is likely home to a wide variety of plants and wildlife (Map 6-3). Forests provide valuable wildlife habitat and are the homes for less visible threatened and endangered plant and wildlife. These areas also offer erosion control for river banks and steep slopes. A

contiguous forest is extremely important as fragmented forests can result in the disruption of habitat and can lead to problems between wildlife and humans.

Topography and Slope

The Village of Bay City has an unusual topography compared to other communities in the area. Steep sloping lands surround the Village creating a variety of limitations for growth and development. Steep sloping lands can present challenges or pose barriers to development. Steepness of topography is commonly expressed as percent slope. As a rule, slopes in excess of 20 percent are of greatest concern for any land disturbing activity (Map 6-4). Steep slopes do not necessarily preclude all forms of development; although, costly engineering and site preparation measures are required in order to minimize potential adverse impacts. Potential problems associated with development of excessively sloping lands include erosion and slope stability. Naturally occurring vegetation stabilizes the slopes, preventing severe erosion or landslides.

Additionally, steep slopes often serve as natural boundaries and buffers between land uses or districts in a community. Changing the character of a slope can thus bring adjacent incompatible land uses into conflict that is more direct.

The elevation is at its peak in the north and east portions of the Village and is at its lowest in the south portion of the Village along the Mississippi River. Surface elevation ranges from approximately 670 to 760 feet.

Watersheds

Watersheds can be described as areas of land that drain into a stream or other local surface waters. Watersheds are delineated by finding the high points in an area where all the water down slope of a given ridge will collect at a given low point (usually some type of surface water). As water runs over the land either from storm events or snow melts, it can pick up sediments and pollutants along the way.

The sediments, and any contaminants and pollutants, are suspended in the runoff, eventually reaching surface waters. Typically a body of water is a reflection of its watershed. If there are significant sources of pollutants within the watershed that are exposed to erosion, they are likely to eventually end up in the surface waters at some point.

The Village of Bay City is in the Lower Chippewa River Basin, part of the Trimble River and Isabelle Creek Watershed.

The Lower Chippewa River Basin Partnership is a group actively seeking ways of protecting the surface waters in the Lower Chippewa River Basin. The group is committed to “protect, restore, and sustain the natural resources of the basin.

The Partnership promotes comprehensive resource management, information exchange, inter-governmental coordination, and citizen involvement.”

Environmentally Sensitive Areas Wildlife Habitat

Environmentally sensitive areas and wildlife habitat are extremely important for the protection of aquatic and terrestrial wildlife and plants. The preservation and possible expansion of these areas is vital to maintain a diverse ecosystem. Areas that may be considered environmentally sensitive area or wildlife habitat are forests, lakes, streams, rivers, wetlands, steep slopes, and shoreland buffers. Environmentally sensitive areas, also referred to as corridors, consist of wetlands, floodplains, forestland, slopes of 20% or greater, and buffers around the surface waters (300 feet around streams, and 1,000 feet around lakes and ponds). Each of these features have been described earlier in this chapter however it is important to view them all together in order to identify contiguous environmental corridors. The integrity of these environmental corridors should be protected whenever possible.

The Village of Bay City has a variety of environmentally sensitive resources. These areas should be factored in when the Village makes future development decisions.

Invasive Species

It is not uncommon for invasive species to be the cause for the loss of existing or native species or habitats. The waters of the Mississippi are home to two invasive aquatic species, the Zebra Mussels and Reed Canary Grass. Zebra Mussels are currently being monitored and by state law, boaters must remove aquatic plants and zebra mussels from their boat before entering a lake, river, or stream. Reed Canary Grass is more of an infestation than an invasive species; it is currently being monitored only in wetlands by the Wisconsin DNR Wetland Assessment Team.

Threatened or Endangered Species

There are 31 threatened (THR), endangered (END), species of special concern (SC), environmentally sensitive areas, or natural habitats listed in Township 24 N, Range 17 W, in which lies the Village of Bay City. Table 6-4 lists each species identified by the Wisconsin Department of Natural Resources, Natural Heritage Inventory database and the concern for each species.

Table 6-4 - Pierce County T 24 N, 17 W: Environmentally Sensitive Species

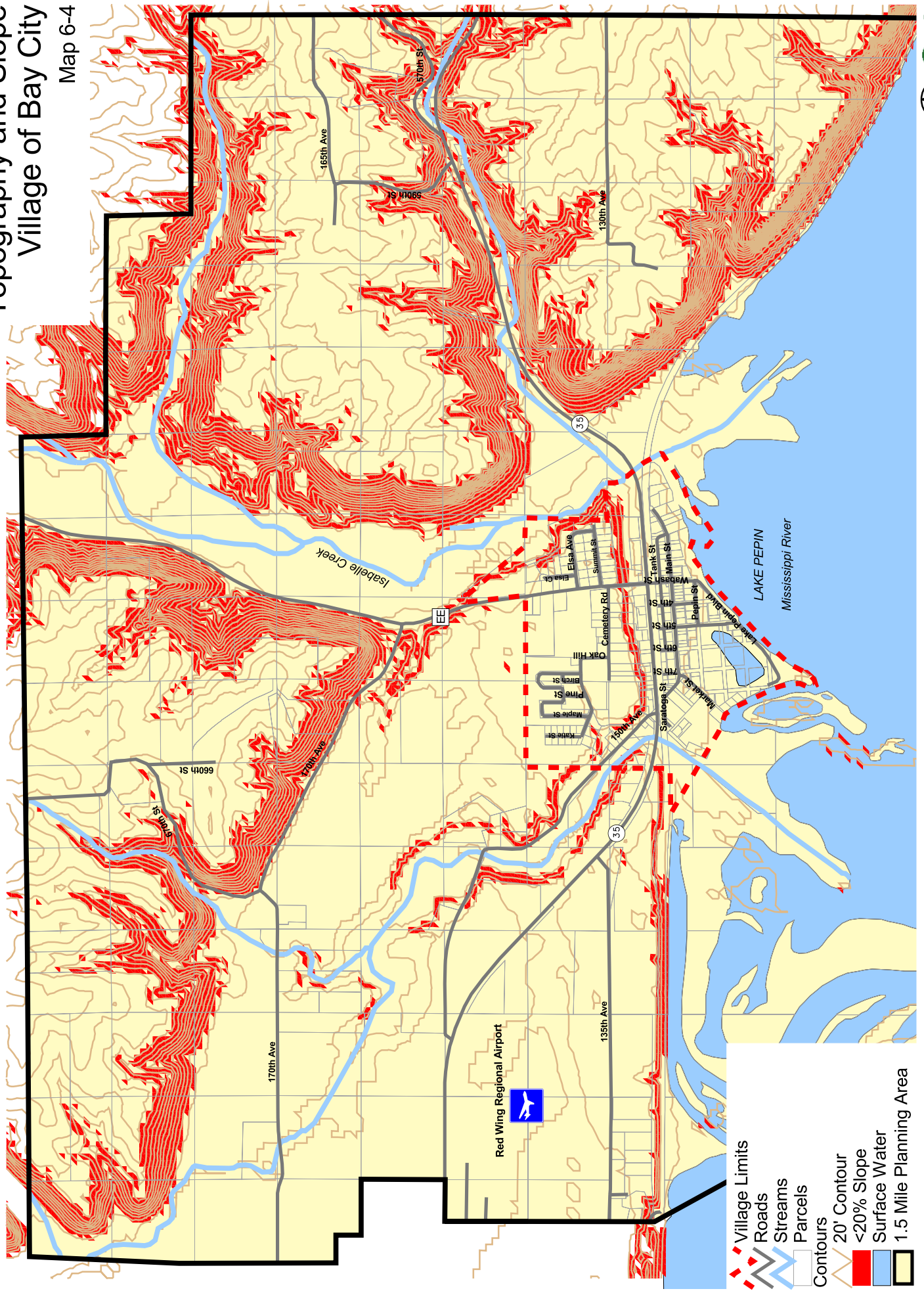
Scientific Name	Common Name	Group	Concern
<i>Acipenser fulvescens</i>	Lake Sturgeon	Fish	SC
<i>Alosa chrysochloris</i>	Skipjack Herring	Fish	END
<i>Anguilla rostrata</i>	American Eel	Fish	SC
<i>Artemisia frigida</i>	Prairie Sagebrush	Plant	SC
<i>Bat hibernaculum</i>	Bat Hibernaculum	Other	SC
<i>Crotalus horridus</i>	Timber Rattlesnake	Snake	SC
<i>Cycleptus elongatus</i>	Blue Sucker	Fish	THR
<i>Cyclonaisa tuberculata</i>	Purple Wartyback	Mussel	END
Dry Prairie Community		Habitat	
<i>Ellipsaria lineolata</i>	Butterfly	Mussel	END
<i>Elliptio crassidens</i>	Elephant Ear	Mussel	END
<i>Etheostoma asprigene</i>	Mud Darter	Fish	SC
<i>Etheostoma clarum</i>	Western Sand Darter	Fish	SC
Floodplain Forest		Habitat	
<i>Haliaeetus leucocephalus</i>	Bald Eagle	Bird	SC
<i>Hiodon alosoides</i>	Goldeye	Fish	END
<i>Ictiobus niger</i>	Black Buffalo	Fish	THR
<i>Lampsilis teres</i>	Yellow & Slough Sandshells	Mussel	END
<i>Macrhybopsis storeriana</i>	Silver Chub	Fish	SC
<i>Magaloniais nervosa</i>	Washboard	Mussel	SC
<i>Notropis amnis</i>	Pallid Shiner	Fish	END
<i>Notropis texanus</i>	Weed Shiner	Fish	SC
<i>Pleurobema sintoxia</i>	Round Pigtoe	Mussel	SC
<i>Polyodon spathula</i>	Paddlefish	Fish	THR
<i>Quadrula metanevra</i>	Monkeyface	Mussel	THR
Southern Dry Forest		Habitat	
Southern Dry-Mesic Forest		Habitat	
Souther Mesic Forest		Habitat	
<i>Stylurus plagiatus</i>	Russet-tipped Clubtail	Dragonfly	SC
<i>Tritogonia verrucosa</i>	Buckhorn	Mussel	THR

Source: Wisconsin DNR, Natural Heritage Inventory

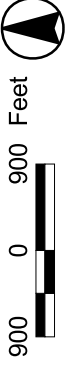
According to the U.S. Fish and Wildlife Service, an “endangered” species is one that is in danger of extinction throughout all or significant portion of its range. A “threatened” species is one that is likely to become endangered in the foreseeable future. These species are protected because of their scientific, educational, aesthetic, and ecological importance. Continued education and management practices can help protect these species and habitats from extinction within the Township, Village, and County.

Topography and Slope Village of Bay City

Map 6-4



- Village Limits
- Roads
- Streams
- Parcels
- Contours
- 20' Contour
- <20% Slope
- Surface Water
- 1.5 Mile Planning Area



Source: USGS DEM, and Cedar Corporation

Soil Suitability for Dwellings with Basements

Soil properties and characteristics are a major influence in the land use activities that can occur on a given soil type. Soils are grouped into classifications based on their respective properties. It is important to assess the various types of properties that occur within the soils of the Village of Bay City so optimum locations for development and preservation can be identified.

The Natural Resource Conservation Service (NRCS) has developed a limitations rating system for the various soil characteristics discussed in this chapter. Below are the descriptions of those limitations based on the Pierce County Land and Water Resource Management Plan:

Not Limited: Soil properties and site features generally are favorable for the indicated use and the limitations are easy to overcome.

Somewhat Limited: Soil properties are not favorable for the indicated use and special planning, design, or maintenance is needed to overcome or minimize the limitations.

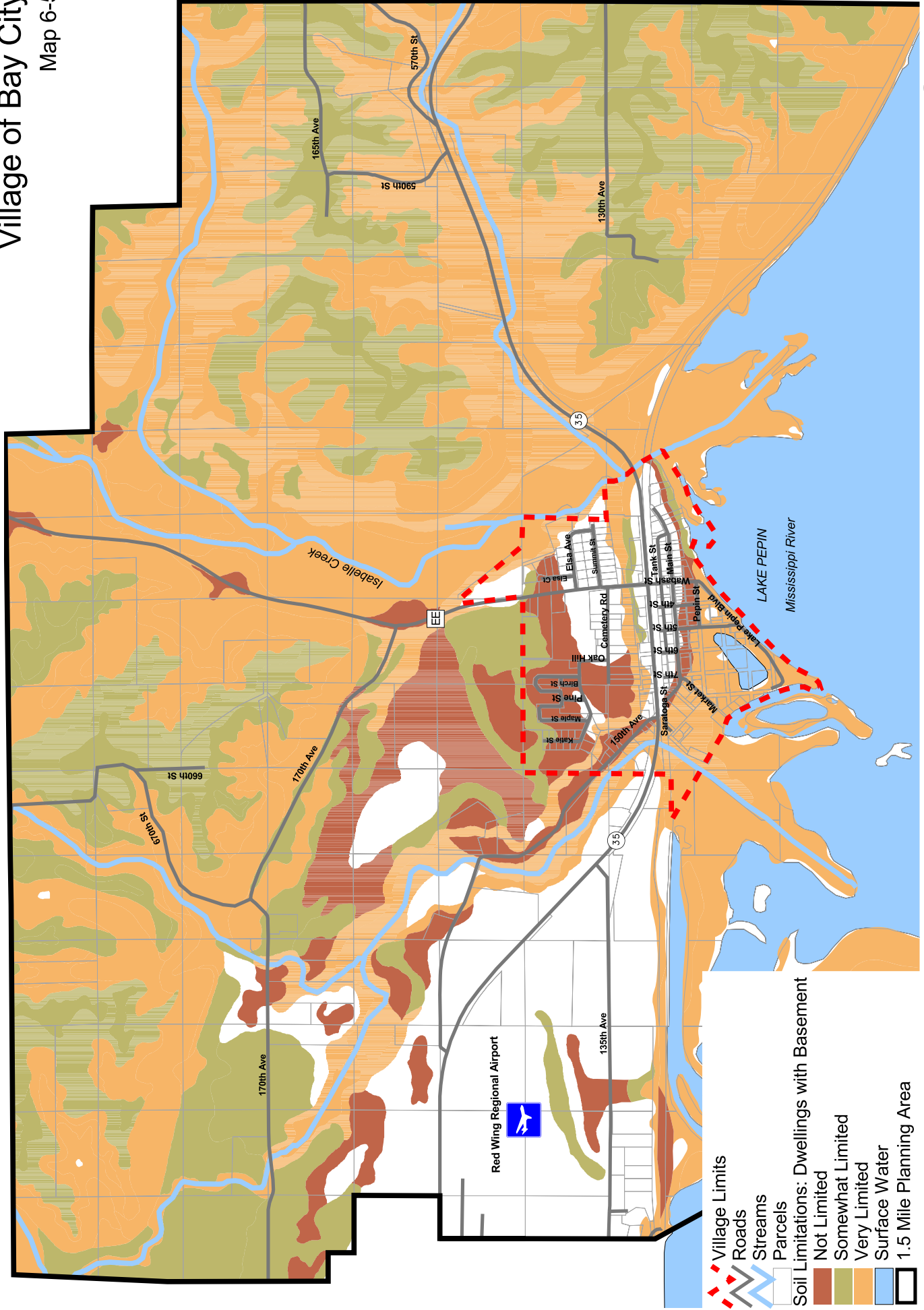
Very Limited: Soil properties or site features are so unfavorable or so difficult to overcome that special design, significant increases in construction costs, and possibly increased maintenance is required. In the case of severe limitations, questions regarding the economic and environmental feasibility of such development should be seriously considered.

An important element of soils is their suitability to support dwellings with basements. The soil properties that affect a soil's suitability are slope, depth to bedrock, moisture, and the content of rocks. These characteristics, when factored together, illustrate which areas will have limitations as well as the degree of limitations. A soil limitation on a person's property does not necessarily mean a basement cannot be built, but rather there may be an increased cost of construction.

The soils that can support dwellings with basements vary greatly throughout the Village of Bay City. Those areas with severe limitations are located south of the Village along the Mississippi River and to the east along Isabella Creek, which is prone to flooding; and, the slopes just north of State Highway 35. Those areas of the Village that can support dwellings with basements with little or no limitations are located downtown and in the northwest portion of the Village near the residential area. Map 6-5 portrays the limitations for the entire Village.

Soil Suitability for Basements Village of Bay City

Map 6-5



Source: NRCS Pierce County Soil Survey, and Cedar Corporation

Soil Suitability for Septic Tank Absorption Fields

Although the Village of Bay City has a municipal water and sanitary district, some of the rural areas just outside the Village are using septic systems. Drainage or absorption fields are connected to the end of the septic tank and allow for the septic effluent to be distributed to the soil over a large area. Soil acts as the filter for the septic systems and if the soils are not suitable for absorption fields, they could contaminate the groundwater. The main properties of soil that affect the soil's suitability for absorption are soil permeability, soil depth to bedrock, soil depth to the water table, and susceptibility to flooding.

The NRCS interpret the various soil types and determine their ability to act as functioning absorption fields by looking at soils ability to maintain a properly functioning septic system but also the soils attenuation ability.

The majority of Pierce County has severe limitations for septic tank absorption fields. The Village's limitations vary greatly (Map 6-6). Most of the soils in the Village are very limited regarding septic system limitations. Having very limited soils does not mean septic tanks cannot be built on however; residents should be aware of those areas and make sure their septic systems are designed and maintained properly to protect the areas wells and groundwater. Modern technology can still be used so that septic systems function properly in soils with severe limitations without adversely affecting the groundwater.

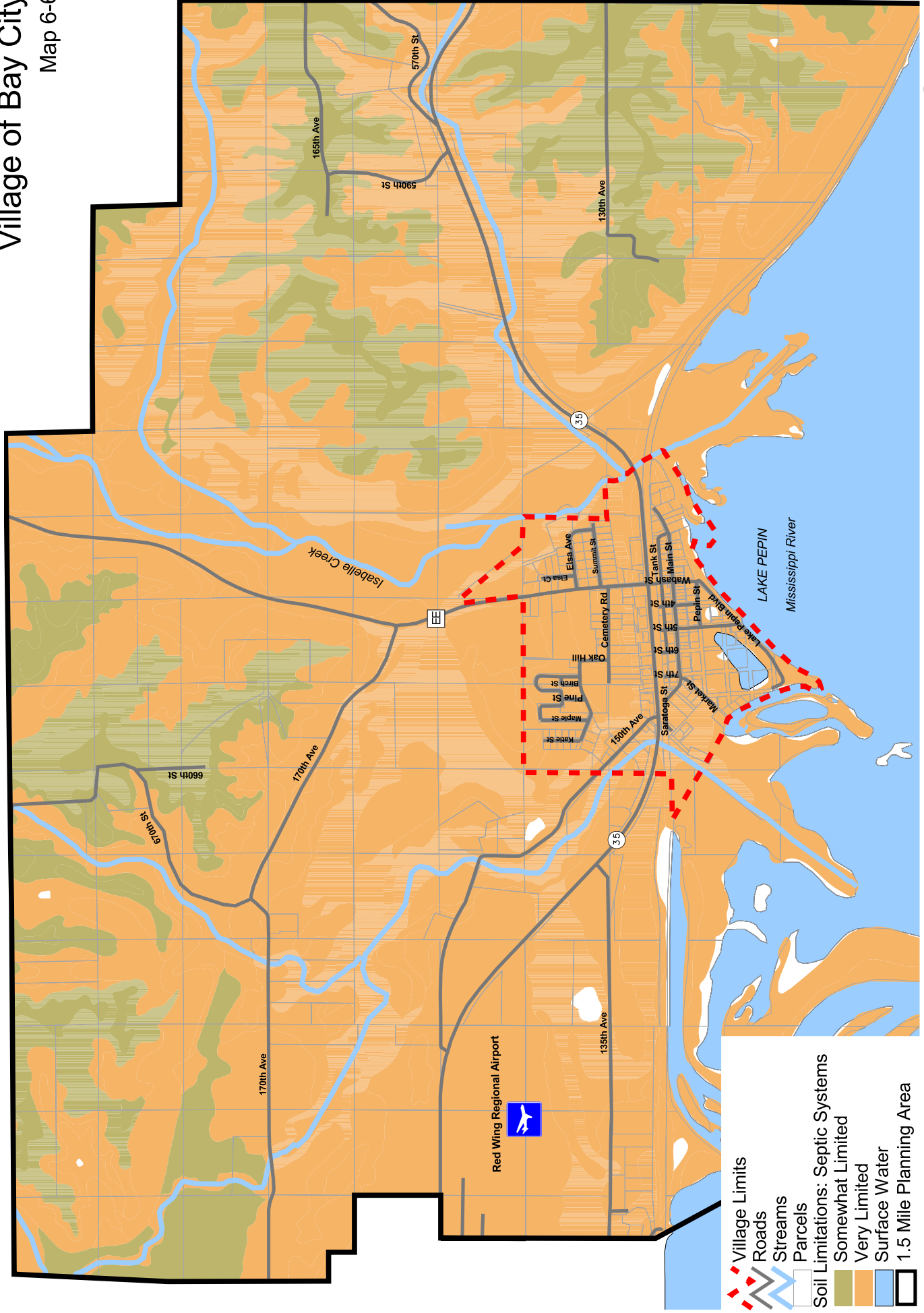
Metallic/Non-metallic Mineral Resources

Metallic and Non-metallic mineral resources are naturally occurring sources of metal-bearing ore and non-metallic (rock or sand and gravel) materials, respectively. When economically viable, these materials may be removed through mining to process the raw materials into commercial or industrial products. Metallic mining is regulated by the Wisconsin Department of Natural Resources. Non-metallic mining is regulated by local counties and Pierce County has ordinances in place regulating non-metallic mining and reclamation following completion of mining activities.

There are no metallic or non-metallic mines in Bay City, but there is a sand mine within the planning boundary just north of State Highway 35 east of the Village.

Soil Suitability for Septic Systems Village of Bay City

Map 6-6



Source: NRCS Pierce County Soil Survey, and Cedar Corporation

Parks, Open Space, and Recreational Resources

The Village is home to four parks, the Bay City Campground, Saratoga Park, Schoolhouse Park and Hortenbach Park.

The Bay City Campground has 25 campsites, some with electric and water hook-ups, a dump station, restrooms, public boat launch, pavilions, play areas and many other amenities. The campground is open from May to October each year.

Hortenbach Park has a parking lot and a larger ball diamond. Eventually, a walking trail will connect the Bay City Campground with Hortenbach Park.

Saratoga Park has a picnic shelter and in the spring of 2009, the park had new playground equipment installed.

Schoolhouse Park is located just north of Main Street between 6th and 7th Street and has swings, a basketball court, and a small ball diamond.

Historical and Cultural Resources

There are no archeological sites in the Village of Bay City, but there are nine architecture and historic structures in the Village (Table 6-5).

Table 6-5 – Architecture and History Inventory

AHI #	County	Village	Location	Historic Name	Resources Type
25179	Pierce	Bay City	Main Street, S. side, 300 Block, 2nd Bldg. W. of Wabash	-	Meeting Hall
25180	Pierce	Bay City	Main Street, S. side, 200 Block, 2nd Bldg. E. of Wabash	-	House
25181	Pierce	Bay City	Main Street, N. side, 500 Block	Bay City Methodist Church	Church
25183	Pierce	Bay City	Main Street and Tank Road, SW Corner	Pierce County Historical Society	Church
25184	Pierce	Bay City	Main Street, S. side, 2nd House E. of Tank Road	-	House
25185	Pierce	Bay City	Wabash Street, W. side, 2nd Bldg. N. of Main Street	-	Retail Building

Source: Wisconsin Historical Society

Community Design

Community Design Standards should represent the best qualities of the Village of Bay City or qualities the Village would like to encourage. The design standards

should be determined by looking at and evaluating photos of the Village and other communities.

The standards should be used to evaluate future development or redevelopment plans to recommend including these qualities to maintain and enhance the character of the Village.

Together, the Community Design Standards can create a greater sense of community, reduce the use of automobiles, improve pedestrian/bicyclist safety, and maintain the aesthetics of the community.

Goals, Objectives, Programs, Policies, and Actions

AGRICULTURAL

Goal 1: Protect surface waters from upstream agricultural erosion.

Objectives

1. Provide safe drinking water to Village residents.
2. Ensure that soil erosion does not negatively affect local water resources.
3. Ensure fertilizers do not negatively affect local water resources.

Programs, Policies, and Actions

1. Support programs that assist or provide incentives to farmers to use no till practices and/or leave winter cover crops and provide that information to the local farmers.
2. Encourage farmers to add only needed fertilizer per soil test results.
3. Encourage farmers to fence pastured stream banks so cattle cannot cause erosion along streambanks.

CULTURAL RESOURCES

Goal 1: Preserve and enhance cultural heritage resources, including historical places, sites, and landscapes.

Objectives

1. Preserve the historic aspects of the community.
2. Increase the Village's appeal to new businesses and residents.
3. Encourage new development to preserve the architectural integrity of the structures.

Programs, Policies, and Actions

1. Consider updating Wisconsin Architecture and Historic Inventory (AHI) findings and photograph homes and structures for local inventory.
2. Consider developing Centennial book to commemorate the history of the Village.

3. Consider contacting the Wisconsin Historical Society for further information gathering and guidance.
4. Explore the possibility of adding more historical markers within the Village.
5. Consider developing a local historic/cultural resource preservation plan.
6. Explore opportunities for grant funding which could be utilized for historic preservation initiatives.

NATURAL RESOURCES

Goal 1: Provide clean and healthful groundwater.

Objectives

1. Provide safe drinking water to Village residents.
2. Limit development near wetlands – groundwater recharge areas.

Programs, Policies, and Actions

1. Support guidelines for fertilization and chemical treatment of forests, gardens, and lawns.
2. Support County ordinances in regard to septic system inspections and maintenance.
3. Support County and Village ordinances in regard to sewage treatment hookup when available.
4. Consider ordinances for erosion control and storm water management.
5. Enforce the Village's wellhead protection ordinance.
6. Update vulnerability studies as needed.

Goal 2: Preserve large tracts of private and public forest lands.

Objectives

1. Enhance and promote preservation of trees within the community.
2. Restore native trees.
3. Increase the tree canopy in the Village.

Programs, Policies, and Actions

1. Develop an Urban Forestry Program.
2. Seek grant funds to assist with tree maintenance, inventory, and planting.
3. Consider mapping out and identify existing trees in the Village and create and maintain the database.
4. Investigate becoming a Tree City U.S.A.
5. Apply for Urban Forestry Grants to offset the costs of managing the tree inventory in the Village.
6. Investigate opportunities for adding trees to the boulevards.
7. Consider requiring trees for buffering between incompatible land uses.
8. Preserve existing and encourage future tree growth throughout the Village.

Goal 3: Protect threatened, endangered, and rare species and their habitats.

Objectives

1. Prevent the fragmentation of existing environmental corridors.
2. Utilize corridors for parks, trails, and educational purposes.

Programs, Policies, and Actions

1. Work with neighboring communities to preserve environmental corridors and create a connected trail system.
2. Consider requiring developers to work around corridors and replant areas that are damaged during development through developer agreements.
3. Consider requiring new developments to preserve open space and areas for trails.

Goal 4: Manage run-off to protect water resources within the Village.

Objectives

1. Reduce erosion of soil which makes its way into streams, rivers, and lakes.
2. Protect water that recharges aquifers.

Programs, Policies, and Actions

1. Develop and enforce ordinances for erosion control and storm water management.
2. Restore shorelines to native vegetative state and leave at least 35 foot wide shoreline buffer (zoning requirement).
3. Review and consider follow recommendations from the Lake Pepin Lake Association.
4. Apply for appropriate grants for stormwater runoff management.

Goal 5: Maintain or improve the water quality of the surface waters affecting the Village including the Mississippi River.

Objectives

1. Reduce erosion of soil which increased the amount of sediments that make its way into streams, rivers, and lakes.
2. Protect water that recharges aquifers.
3. Limit land disturbing activities near shorelines of Lake Pepin and the Mississippi River.

Programs, Policies, and Actions

1. Encourage residents to infiltrate roof water by redirecting roof downspout outlets from an impervious surface to a grassed area.
2. Consider developing a Stormwater Management and Construction Erosion Control Ordinances for the Village.

3. Identify sources of erosion and degradation and apply for appropriate grants for stormwater runoff to improve these areas where applicable.
4. Consider developing and/or enforcing shoreline ordinances to protect the lake riparian area.
5. Evaluate the possibility of dredging the breakwall and channel areas to remove the buildup of sediment.
6. If dredging is permitted, apply for the appropriate grants to offset the costs to implement dredging.
7. Encourage citizen involvement in the Lake Pepin Lake Association to incorporate the Village interests in the Association's planning efforts.
8. Explore the affect of the artesian wells on the aquifer and surface waters.

Goal 6: Restrict development within the floodplain.

Objective

1. Prevent future development from occurring in areas in the floodplain prone to flooding.

Programs, Policies, and Actions

1. Utilize WDNR, Pierce County, or UW-Extension staff for educational purposes when the opportunity arises.
2. Support enforcement of current floodplain zoning.
3. Support property owners who want to rezone floodplain areas to Conservancy.

Goal 7: Protect wetlands to keep them in their natural state.

Objectives

1. Prevent wetlands from filling in due to sediment from development.
2. Prevent development increasing or decreasing the natural flow of water into wetlands.

Programs, Policies, and Actions

1. Support the restoration of wetlands where illegally altered.

Chapter 7

Utilities and Community Facilities

Purpose

In accordance with Wisconsin State Statutes 66.1001 the Utilities and Community Facilities chapter is. “a compilation of objectives, policies, goals, maps and programs to guide the future development of utilities and community facilities in the local governmental unit such as sanitary sewer service, storm water management, water supply, solid waste disposal, on-site wastewater treatment technologies, recycling facilities, parks, telecommunications facilities, power generating plants and transmission lines, cemeteries, health care facilities, child care facilities and other public facilities, such as police, fire and rescue facilities, libraries, schools and other governmental facilities. The element shall describe the location, use and capacity of existing public utilities and community facilities that serve the local governmental unit, shall include an approximate timetable that forecasts the need in the local governmental unit to expand or rehabilitate existing utilities and facilities or to create new utilities and facilities and shall assess future needs for government services in the local governmental unit that are related to such utilities and facilities.”

Introduction

The provision of adequate public utilities and facilities is essential for the development of any community. It is important that public utilities and public facilities be available to meet the needs of citizens, businesses, industry, and government entities.

This section discusses existing systems and planned projects in the areas of water, sanitary sewer, storm sewer, solid waste, recycling, recreation, and public facilities and services. Each utility will be discussed separately.

Sanitary System and Sewer Service Area

The sanitary system in the Village of Bay City consists of sanitary sewer mains, lift stations, forcemains, grinder pumps, and a wastewater treatment plant (WWTP). The sanitary sewer system collects wastewater from homes, businesses, and industries and uses gravity mains, grinder pumps, pressurized and forcemains, and lift stations to convey it to the WWTP where it is treated. Sanitary sewer mains within the Village are maintained by the Village.

A lift station is used when the topography does not allow for gravity mains. The wastewater is pumped to a chamber so it can then either use gravity mains or be pumped to the WWTP. There is one lift station in Bay City on 5th Street (installed in 1995).

The current capacity of the WWTP is 73,000 gallons per day. Currently, the Village is using approximately 25,000 gallons per day of that capacity. At this time, the Village does not have a need to expand the WWTP. The WWTP is located just west of the Village on 135th Avenue. The Village has excess capacity in the sanitary system and treatment plant for future needs.

There are a few Private Onsite Wastewater Treatment Systems (POWTS) in the Village of Bay City. These are primarily located on the edges of the Village. POWTS are commonly referred to as septic systems and are permitted and monitored by Pierce County. Private septic systems must hook up if feasible and/or if the sewer mains run by property.

Overall, there are approximately 5 miles of sanitary mains throughout the sanitary district.

The Village does have an ordinance prohibiting the discharge of excessive conventional pollutants or toxic substances to the sewer.

Storm Water Management

Stormwater management is a primary focus on protecting the Village's surface water resources. Overland flow from rain events (stormwater) causes erosion and picks up sediments and pollutants and carries them to the surface waters. Proper stormwater management can reduce the energy from the stormwater runoff, limiting erosion and capturing sediments and pollutants.

The storm sewer lines occur along State Highway 35 and in the downtown area. Most of it was built in the 1930's with clay pipes. Occasionally, the pipes collapse and are repaired.

Another potential issue for the Village is stormwater runoff from agricultural fields located near the Village Limits, within their watershed. It is important that the Village work with nearby farmers to limit the negative impact stormwater runoff can have on surface waters. Surface waters can become rapidly degraded by sediments and nutrients from stormwater runoff if measures are not put in place to protect them.

Water Supply

The water system of the community is made up of wells, water towers, hydrants, and watermains that help draw, store, maintain pressure, and distribute water to homes, businesses, and industries in the Village.

Most Village residents get their water from the municipal water supply. The water comes from the Jordan Aquifer.

The Village of Bay City is served by one well. Well #1 on the north side of Summit Avenue. It has a pumping capacity of 271 gallons per minute and produces 30,000 gallons per day. The well was installed in 1995. Only typical maintenance is planned at this time. The Village could use a new well as a backup for the existing well.

The Village has one water tower built in 1995. The water tower is located on Cemetery Road east of the cemetery and has a capacity of 200,000 gallons and uses on average 30,000 gallons per day. The tower is used for water storage and to pressurize the water system. The tower adequately meets the needs of the Village. It was last inspected in the fall of 2005.

The Village does not have any booster stations. The Village is responsible for the maintenance of the watermains, hydrants, water tower, water meters, and wells within the Village. The water distribution system runs approximately 3.7 miles and includes 6", 8", and 10" mains.

There are also a number of private wells in the rural area of the Village. Private wells must comply with all statutes, ordinances, regulations, and rules of the State and Pierce County.

The Village's water supply has to meet all specifications set by the Safe Drinking Water Act established by the Environmental Protection Agency in 1974. Copies of the Village's Consumer Confidence Reports (CCR) are mailed to Village residents each year and are available on the DNR website.

Existing Ordinances

The Village has a number of ordinances related to the water service of the Village. Below is the list of ordinances:

- #85 – Wellhead Protection Ordinance
- #89A – Well Abandonment and Well Operating Permit Ordinance
- #90 – Potable Water and Distribution System Ordinance

Solid Waste Disposal and Recycling Facilities/Services

Solid waste disposal is collected by Paul's Industrial Garage (PIG), Pierce County Solid Waste each Wednesday. Recycling is collected by Paul's Industrial Garage on the 1st and 3rd Wednesday of the month.

Both garbage and recycling can be dropped off at Paul's Industrial Garage located at W9835 301st Ave in Hagar City.

Private On-Site Wastewater Treatment Technology Systems

Although the Village does have a sanitary district, there are still a few Private Onsite Wastewater Treatment Systems (POWTS) in the Village where it was not

cost effective or feasible at this time to connect some of the homes. These are primarily located around the outer edge of the Village. POWTS are commonly referred to as septic systems and are permitted and monitored by Pierce County. Private septic systems must hook up if feasible and/or if the sewer mains run by property.

Telecommunications Facilities

The availability of infrastructure such as high-speed internet service or cell phone service is an important factor for attracting new business and residents who may want to telecommute. Many businesses count on reliable services such as high-speed internet in order to be competitive and operate efficiently. Residents, especially those moving from an urban area, are used to amenities such as high-speed internet service.

Internet services are also very important to students. Education programs rely on internet data and will continue to utilize the internet more each year. High speed internet or wireless internet services may be necessary for students in the near future.

Pierce County regulates the size and location of Wireless Communication Service Facilities (WCSF), or telecommunication towers, antennas, and related facilities as well as minimizing the adverse visual effects of these towers.

Phone, internet, and cable television services are provided by local and national telecommunication companies though the level of service varies.

Hager Tele Com Inc., located in Hager City, provides a variety of phone and internet services to Hager City and Bay City residents.

US Cable provides local cable service.

Internet services rates are high and cell phone service can be spotty at times due to the topography and bluffs.

Energy Sources

Transmission / Distribution Lines

The Village of Bay City has both distribution lines and transmission lines running throughout the Village. Currently, most power lines in the Village are overhead lines.

Electricity

The primary electricity provider for the Village is Xcel Energy. Xcel Energy serves areas in 11 states throughout the U.S. and covers most of Northwestern Wisconsin. Residential, business, commercial, and

industrial are all sectors that are serviced by Xcel Energy. Xcel Energy generates electric power from a mix of fuel sources, and distributes natural gas and electricity over transmission and distribution lines throughout our service area.

The Prairie Island Nuclear Generating Plant is located approximately ten miles west of the Village of Bay City. The Prairie Island Nuclear Generator is owned and operated by Xcel Energy. There are two generating units in the plant and each produce between 545 and 575 MWe of power.

Windmills

With the cost of energy rising, interest in windmills to supplement electricity is becoming more common. Windmills utilize the renewable energy source, wind, to turn the turbines and generate power. There are currently no windmills in the Village and at this time, neither the Village nor the County has ordinances regulating windmills. There will likely not be any windmills in the Village for the foreseeable future.

Utility Gas

Utility gas is available to some residents in the Village of Bay City from We Energies. Utility gas is being used for residential and farm applications. LP service is available to those that are not on utility gas.

Parks

The Village is home to four parks, the Bay City Campground, Saratoga Park, Schoolhouse Park and Hortenbach Park. A park plan is currently in place and is the guidance document for future parks and related facilities in the Village. It is important to keep the plan up to date.

The Bay City Campground has 25 campsites, some with electric and water hook-ups, a dump station, restrooms, public boat launch, pavilions, play areas and many other amenities. The campground is open from May to October each year.

Hortenbach Park has a parking lot and a larger ball diamond. Eventually, a walking trail will connect the Bay City Campground with Hortenbach Park.

Saratoga Park has a picnic shelter and in the spring of 2009, the park had new playground equipment installed.

Schoolhouse Park is located just north of Main Street between 6th and 7th Street and has swings, a basketball court, and a small ball diamond.

There is also a private park for the trailer court on the north side of the Village.

The Village is actively seeking ways of upgrading the parks and providing additional walking trails in the Community. There is interest in acquiring the land owned by Pierce County just southwest of the Village along the River. They are also considering connecting Hotenback Park to the Bay City Campground via a walking trail. The Village is also interested in upgrading and possibly expanding the Bay City Campground and boat launch. Updates to the park facilities will likely be dependant on grant projects or other sources of funding and may require the cooperation of adjacent property owners, County government, and the Department of Natural Resources.

Cemeteries

Bay City Cemetery is the only cemetery in the Village. Located on Cemetery Road, the Bay City Cemetery is maintained and operated by the Village and has adequate space for the foreseeable future. Typically, cemeteries are significant sources of history for many communities.

Health Care Facilities

There are no health care facilities located in the Village of Bay City. The nearest health care facilities are the Fairview Red Wing Medical Center and Hospital in the City of Red Wing, MN, the Fairview Ellsworth Clinic in the Village of Ellsworth, and the River Falls Area Hospital and Clinic in the City of River Falls. It is likely that these facilities, and the many others throughout Pierce County and the Twin Cities Metropolitan Area, will continue to provide health care for residents.

Child Care Facilities

Child care is available to residents of Bay City through Sandy's Daycare on State Highway 35. Headstart is also offered in the Village of Ellsworth. Other child care needs are likely met by residents offering care in their homes or child care is provided at facilities close to where the resident works.

Police

Police protection is provided by the Pierce County Sheriff's Department. All 911 calls are answered by the Pierce County Emergency Management Department which then dispatches the appropriate emergency services. Communication can be difficult and intermittent due to the local topography.

Fire, Rescue, and EMS

The Ellsworth Fire Service Association and Ellsworth Area Ambulance provide fire and Rescue services to the Village. The Fire Hall is located at 427 Spruce

Street in the Village of Ellsworth. Seven municipalities, including the Village of Ellsworth and Towns of Ellsworth, Hartland, Martell, Salem, Trenton, and Trimble, jointly own the Ellsworth Fire Service Association and Ellsworth Area Ambulance. The Ellsworth Fire Service Association provides services to those seven municipalities along with the Village of Bay City, the Town of Isabelle, and portions of the Town of El Paso. Each year the Village is assessed operating fees for both fire and ambulance services.

The Ellsworth Fire Service Association also has a south station located on the Red Wing Regional Airport. This nearby station provides emergency services to the Village and airport and stores a pumper, tanker, and brush truck.

The Ellsworth Area Ambulance Station is located at 151 South Plum Street in the Village of Ellsworth, and is a paramedic service, comprised of volunteer EMT's and paramedics from the Village of Ellsworth and the surrounding area.

The average call volume is about 400+ every year and the departments serve an area of 210 square miles with a population of approximately 10,700 people.

Mutual aid agreements are in place with the surrounding fire departments. The fire and ambulance department personnel are primarily volunteers. The River Falls and Spring Valley fire and rescue service areas are adjacent to the Ellsworth service area.

Emergency Medical Services (EMS) are also provided by the Bay City First Responders' and Ambulance service is provided by the Red Wing Ambulance.

The Ellsworth Fire Service Association and Ellsworth Area Ambulance has a need for new facilities in the near future, currently fire engine's, equipment, and office facilities are located at multiple buildings. One cohesive building that can facilitate all needs is desired. There is also a need for improvement with the communications. Radio communication can be difficult due to the topography and a new emergency communication tower could improve communications in the future.

Post Office

Village of Bay City residents use the Bay City Post Office which provides all postal services for Village residents. The Post Office is located downtown at W6372 Main Street and was built in 1996.

Website

The Village of Bay City has a website that can be accessed at the following address: www.baycitywi.org/. This website provides valuable information regarding local businesses, Village contact information, and local events.

Newspaper

Several local and regional newspapers are in circulation in the Village of Bay City including the Pierce County Herald, the Red Wing Republican Eagle, and the Shopper. The Pierce County Herald is the official newspaper for the Village where legal notices are posted. Home delivery of the St. Paul Pioneer Press is also available for Village residents.

Radio

The Village of Bay City is within listening distance of a wide variety of radio stations.

Village Hall

The Bay City Village Hall is located at W6391 Main Street and is where the Village Board and Plan Commission meetings are held. The building hosts senior activities and other community functions. The current facility is equipped with a large meeting room and full kitchen, but does not have space for the Village offices. Some concerns about the building are that the upstairs is not handicapped accessible and the exterior brick needs repair.

Public Works

The Village of Bay City Public Works Department works on the local utilities in the Village. The Public Works Garage is located at W6275 Main Street on the east side of the Village. Some future needs include better insulation and lighting.

Libraries

The Red Wing Public Library, located in the City of Red Wing, Minnesota is the closest library for residents of Bay City. The library is open six days a week and offers programs for young children, teenagers, and adults in the area, unfortunately non-Minnesota residents must pay for a library card.

The Ellsworth Public Library is the next closest library for Bay City residents; it is located on Main Street in the Village of Ellsworth, about 10 miles north. The library is open six days a week and offers programs for children and adults in the Ellsworth area. The library is also one of 42 libraries in west-central Wisconsin that have combined their catalogs to serve you better by utilizing the MORE online catalog service.

The Pierce County Library Service (PCLS) also provides a Books-By-Mail program. The Books-By-Mail program provides home delivery service of books and other library materials to rural residents, nursing homes, home bound

individuals, children and residents in Pierce County that do not have direct access to a public library.

Schools

The entire Village of Bay City lies within the Ellsworth School District. The school district is comprised of four schools, including a High School, a Middle School, and two elementary schools, Hillcrest Elementary and Prairie View Elementary.

There are no current plans to expand the schools or school district. Approximately 1,750 students are enrolled in the Ellsworth Community Schools in 2008.

Goals, Objectives, Programs, Policies, and Actions

Goal 1: Provide quality community services and facilities at a reasonable cost to taxpayers.

Objectives

1. Make sure the capacity meets demand.
2. Minimize the cost of repairing and replacing existing utilities and infrastructure.

Programs, Policies, and Actions

1. Design new community buildings that can accommodate future growth needs.
2. Continue to explore opportunities to share services with the surrounding communities.
3. Develop recommendations or standards for community facility design and aesthetics.
4. Explore grants such as Community Development Block Grants or DOT Transportation Economic Assistance, DNR Stewardship or create a TIF District to help offset utility improvements.
5. Explore grants such as the Energy Efficiency and Conservation Block Grants, Recreational Boating Facilities Program, DNR Stewardship Program, and other available funding sources to help offset the costs of community facility improvements.
6. Analyze and assess existing utility infrastructure system and capacities to determine potential “smart growth” areas.
7. Explore upgrading options for ambulance and fire services.
8. Continue to contract out the solid waste disposal and recycling service needs of the community.
9. Continue to support existing and future telecommunication infrastructure as long as new facilities can be developed in an environmentally friendly way.

Goal 2: Maintain historical aspects of public buildings and other buildings of local interest and importance.

Objective

1. Maintain and improve the municipal historical buildings in the Village.
2. Encourage owners of historic private property to maintain and improve their buildings and facilities.

Programs, Policies, and Actions

1. Consider applying for grants to improve the aesthetics of historical buildings.
2. When remodeling or expanding, consider the original style of community buildings to maintain the historical aspect.

Goal 3: Support and improve the quality of schools, health care, parks, museums, post office, library, and emergency services, etc., that serve area residents.

Objectives

1. Maintain and improve the quality of life for Village and surrounding residents.
2. Make the Village of Bay City more attractive to tourists, business, and industry.

Programs, Policies, and Actions

1. Improve communication between the Village, emergency services, and businesses.
2. Facilitate various activities in community parks.
3. Repair existing fencing, picnic shelters, and restrooms at park facilities when necessary.
4. Ensure communication between the School District and the Village is maintained to address future facility and community needs.
5. Investigate grant sources to improve the boat launch and park facilities.
6. Continue to support and consider developing a trail system throughout the Village that connects the area parks.

Goal 4: Support long-range planning that addresses the existing populations and future growth of local and regional populations.

Objectives

1. Meet the long-term needs of residents.
2. Manage long-term costs associated with area growth.
3. Analyze facilities to determine expansion needs.

Programs, Policies, and Actions

1. Design buildings for future expansion that fits the original design.

2. Analyze trends for facility development and capacity.
3. Ensure adequate land for anticipated growth.
4. Update equipment and emergency plans for safety and cost-effectiveness as appropriate.
5. Maintain and update parks and recreation plan.

Goal 5: Provide quality utilities at a reasonable cost to taxpayers.

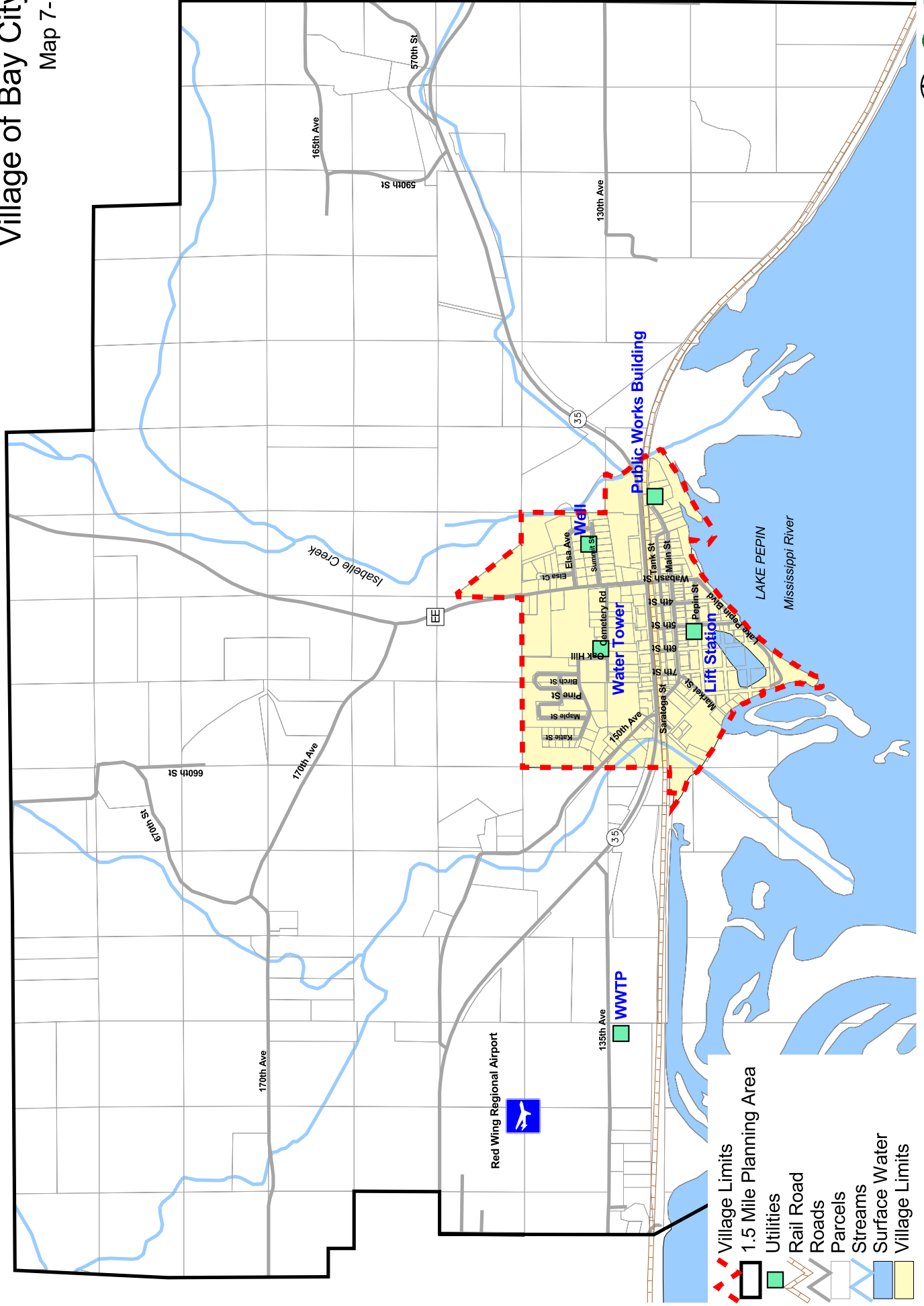
Objectives

1. Meet the long-term needs of residents.
2. Manage long-term costs associated with area growth.
3. Analyze facilities to determine expansion needs.

Programs, Policies, and Actions

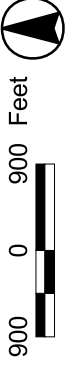
1. Ensure that utility services are upgraded, expanded, or improved to meet the needs for anticipated growth and development.
2. Analyze trends for future utility capacity of the WWTP, sanitary sewer service, and water supply.
3. Update equipment for safety and cost-effectiveness as appropriate.
4. Explore opportunities and procedures for sharing utilities with neighboring Townships.

Utilities Village of Bay City Map 7-1



Legend

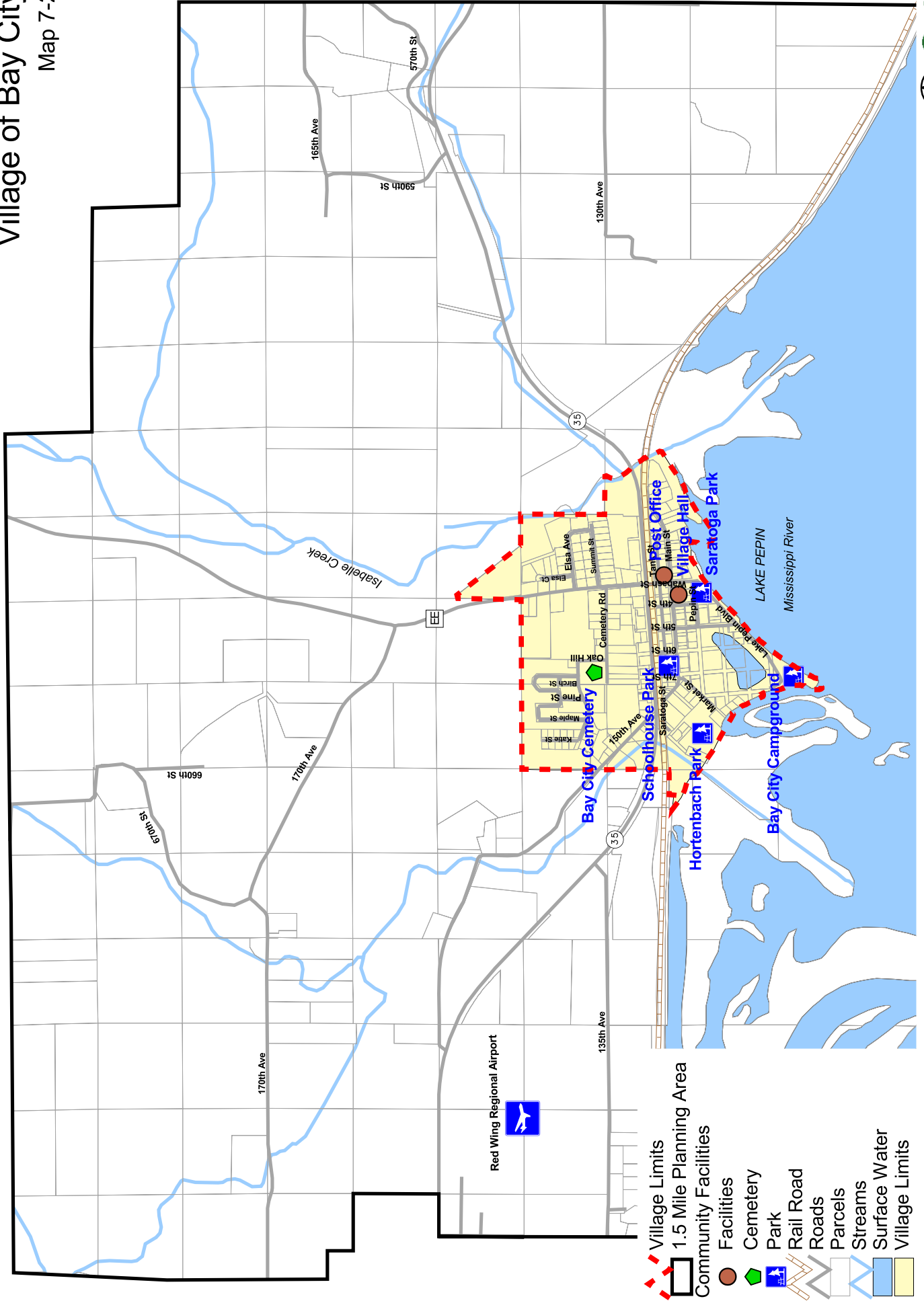
- Village Limits (Black outline)
- 1.5 Mile Planning Area (Red dashed outline)
- Utilities (Green square)
- Rail Road (Grey line with cross-ticks)
- Roads (Grey line)
- Parcels (Thin grey lines)
- Streams (Blue line)
- Surface Water (Light blue area)
- Village Limits (Yellow area)



Cedar
CORPORATION

Source: Village of Bay City, and Cedar Corporation

Community Facilities Village of Bay City Map 7-2



- Village Limits
- 1.5 Mile Planning Area
- Community Facilities**
- Facilities
- Cemetery
- Park
- Rail Road
- Roads
- Parcels
- Streams
- Surface Water
- Village Limits



Chapter 8

Intergovernmental Cooperation

Introduction

According to Wisconsin State Statutes 66.1001 the Intergovernmental Cooperation chapter is a compilation of objectives, policies, goals, maps, and programs for joint planning and decision making with other jurisdictions, including school districts, drainage districts, and adjacent local governmental units, for siting and building public facilities and sharing public services. The element shall analyze the relationship of the local governmental unit to school districts, drainage districts, and adjacent local governmental units, and to the region, the state, and other governmental units. The element shall consider, to the greatest extent possible, the maps and plans of any military base or installation, with at least 200 assigned military personnel or that contains at least 2,000 acres, with which the local governmental unit shares common territory. The element shall incorporate any plans or agreements to which the local governmental unit is a party under s. 66.0301, 66.0307, or 66.0309. The element shall identify existing or potential conflicts between the local governmental unit and other governmental units that are specified in this paragraph and describe processes to resolve such conflicts.

Considerations for Cooperation

It is estimated that 75% of governmental units engage in some sort of cooperation with at least one other governmental unit. Intergovernmental cooperation provides the Village an opportunity to work with adjacent and other influential governmental units on a number of issues. The Village of Bay City may want to take the opportunity to do the following:

- Identify areas of common interest
- Consider the impacts of Village actions on adjacent Towns
- Anticipate the effects on your community of actions taken by neighbors
- Minimize potential conflicts before they arise
- Make the Comprehensive Plan consistent with Zoning Code, Shoreland and Wetland Zoning, Official Map, and Subdivision Code.

There are a number of benefits when considering cooperative efforts between municipalities. Intergovernmental cooperation benefits may include the following: cost savings through economy of scale, availability of additional services, ability to address regional issues, and meet the consistency requirements.

Adjacent Units of Government

The first step in coordinating cooperation between various municipalities is to identify the adjacent municipalities and some of their existing plans. The Village of Bay City is surrounded by the Town of Isabelle. The Town of Isabelle is currently working on their Comprehensive Plan. At this time they do not have other plans that affect the Village of Bay City.

Units of Government Influence on Bay City

Entities besides adjacent communities also have an impact or influence on the Village. These entities include school districts, technical colleges, universities, county and regional governments, and state agencies. Below is a list of the specific entities that may involve the Village of Bay City.

Ellsworth Community School District

The Village of Bay City lies within the Ellsworth School District. Both the District and the schools within the District were discussed in this Comprehensive Plan in the Utility and Community Facilities Chapter.

Chippewa Valley Technical College

The Chippewa Valley Technical College (CVTC) has five campuses located throughout West Central Wisconsin. The River Falls Campus offers Associate Degrees, Technical Diplomas, certificates, as well as opportunities to complete many general education credits needed for graduation.

University of Wisconsin System

The University of Wisconsin system of public universities consists of two doctoral research universities (UW-Madison and UW-Milwaukee), eleven comprehensive universities, thirteen two-year colleges, and the Statewide UW-Extension system.

West Central Wisconsin is particularly blessed with three comprehensive universities, being home to UW-River Falls, UW-Stout (Menomonie), and UW-Eau Claire (Table 8-1). Residents also have access to associates-degree programming via the Internet based UW Colleges Online.

Table 8-1 – Local Colleges

Campus	1998-99 Enrollment	2007-08 Enrollment	% Change	Distance from Bay City
UW-River Falls	5,617	6,452	14.87%	27 miles
UW-Stout	7,731	8,477	9.65%	50 miles
UW-Eau Claire	10,852	10,854	0.02%	60 miles

Source: West Central Wisconsin Conditions and Trends Report, Cedar Corporation

University of Wisconsin-Extension partners closely with county governments to provide supportive services to all residents, businesses, and governments. This is a very active expression of the “Wisconsin Idea”, which is a philosophy that the

University of Wisconsin System is a partner in improving the quality of life of all Wisconsin residents through education.

University of Wisconsin - River Falls

The University of Wisconsin – River Falls (UWRF) provides undergraduate, graduate and continuing education courses which support the fine arts, liberal studies, technology, business and industry.

University of Wisconsin - Stout

UW-Stout was founded as an experiment in industrial education back in 1891. Subjects taught include business, industrial management, technology, education, human development, and art and design. Average class size is 29 students for lecture sessions and 21 for laboratory sessions. Faculty and academic staff teach more than 99% of the course sections. Less than 1% of classes are taught by teaching assistants.

University of Wisconsin - Eau Claire

UW-Eau Claire is a public university located on the banks of the Chippewa River that was founded in 1916. The average class size is 28 students. The University offers about 80 undergraduate degree programs and 14 graduate programs, providing study opportunities in a wide range of majors and minors. Some of the majors include accounting, chemistry, business administration, nursing, physics, and social work.

County and Regional Governments

The Village of Bay City is in Pierce County and part of the Mississippi River Regional Plan Commission (MRRPC). Both entities provide planning information and regulatory assistance to the rural parts of the County and can be a valuable resource to the Village.

Pierce County has several plans and ordinances that may have an influence on the future growth of the Village of Bay City. Some of the plans below were a coordinated effort between Pierce County and the Mississippi River Regional Planning Commission. The following is a list of the various plans developed by Pierce County:

- Pierce County Land Management Plan
 - This plan was completed in 1996 as a general guide to the regulation of land use in the 17 townships of Pierce County. Its policies and plan maps are the basis for county zoning ordinances and zoning maps. A county Comprehensive Plan will replace the Land Management Plan.
- Pierce County Comprehensive Plan
 - The purpose of a Comprehensive Plan is to provide local governmental units with a framework for making more informed

land use decisions. Beginning January 1, 2010, any program or action of a local government unit that affects land use must be consistent with that unit's Comprehensive Plan (source: Pierce County). This plan is currently in the draft phase, but expected to be complete by January 1, 2010.

- Pierce County Land and Water Resource Management Plan
 - The plan's purpose is to guide the Land Conservation Department in its efforts to conserve and protect natural resources. Information and guidance is also provided for citizens, county government, and state and federal agencies.
- Pierce County Farmland Preservation Plan
 - This plan was completed in July of 1982 and outlines criteria for lands eligible for participation in the Wisconsin Farmland Preservation Program.
- Basin Water Quality Management Plan
 - The Department of Natural Resources prepares basin water quality management plans. Two river basins cross Pierce County borders, and plans exist for each basin.
 - St. Croix River Basin Plan was completed in 2002
 - Lower Chippewa River Basin Plan was completed in 2001
- Pierce County Erosion Control Plan
 - The Pierce County Erosion Control Plan was completed in March of 1985. The purpose of the plan was to determine where the need for erosion control work was the greatest in Pierce County. The plan was completed by entering Universal Soil Loss Equation (USLE) data into a computer database at 6.12 acre intervals throughout the county.
- Pierce County Ordinances:
 - Zoning, Chapter 240
 - Subdivision, Chapter 237
 - St. Croix Scenic Riverway, Chapter 239
 - Manure Storage, Chapter 101
 - Nonmetallic Mining Reclamation, Chapter 241
- Pierce County Outdoor Recreation Plan
 - The County is in the process of updating the Outdoor Recreation Plan for 2009-2014

State Agencies

The two primary state agencies that have some jurisdiction over certain aspects of the Village are the Wisconsin Department of Natural Resources (DNR) and the

Department of Transportation (DOT) regulates what happens to State Highway 35.

The Wisconsin DNR is often the regulatory agency that is responsible for the protection and sustained management of woodlands, waterways, animal habitat, and other natural resources.

The Wisconsin DOT is responsible for maintaining and improving State Highway 35, the main potential commercial/industrial growth corridors in the Village. Additionally, State Highway 35 is part of the DOT National Scenic Byways Great River Road. For this reason, cooperation and communication between the Village of Bay City and the Wisconsin DOT are extremely important throughout the development of the Village.

Benefits to Agreements

The Village of Bay City has a lot to gain by being actively involved in intergovernmental cooperation. Some of the benefits are reducing costs, having consistency, reducing litigation, addressing regional issues, and having foresight in understanding future needed services.

Existing Agreements/Relationships

The Village of Bay City has a number of agreements or has opportunities for cooperation with neighboring governments and agencies. These agreements and opportunities are listed below:

- Pierce County – Sheriffs Department and Comprehensive Plan
- Town of Isabelle – Burn site
- Ellsworth Area Fire Service Association
- Red Wing Area Ambulance
- Ellsworth School District
- Pierce County Emergency Management Department

Existing or Potential Conflicts

Potential conflicts may arise related to the future growth of the Village. Land for residential, commercial, or industrial growth usually is met through annexing adjacent Town lands at the request of the landowner and then approval by the Village Board. Annexed land results in a reduction of the tax base for a Town and can be a point of contention between communities. At this time, no conflicts of this nature exist.

The Village is also in close proximity to the Red Wing Regional Airport. Issues have already been discussed regarding the Village's Waste Water Treatment Plan (WWTP).

In the future, the airport will likely have Airport Overlay Zoning that will put height, use, and restrictions on land near the airport. The Village will strive to work with the airport on these and other issues that may arise in the future.

Conflict Resolution

When conflicts arise, it is important to address them in a manner that produces mutual understanding of the issues and creates an atmosphere under which the conflicts can be resolved successfully. The Village should hold joint meetings with neighboring governments as well as the Red Wing Regional Airport to resolve possible future conflicts.

Future Areas for Intergovernmental Cooperation

Existing and future intergovernmental cooperation can help Bay City implement the Village's Comprehensive Plan. Listed below are potential areas for cooperation the Village may wish to pursue:

- Continue to explore ways to improve police, fire, and emergency services.
- Work with Pierce County Parks Department, the Department of Natural Resources, and the Town of Isabelle when considering additional parks, walking, biking, or other trail systems.
- Coordinate with the Pierce County Historical Society to document and preserve the Village's history.
- Continue to work with surrounding municipalities to explore ways to share equipment and resources to maintain the Village.
- Explore cooperative efforts with the Red Wing Regional Airport.
- Work with the Ellsworth Community School District on ways of developing future trails and safe routes to school.
- Work with the County to ensure that the community is adequately prepared in the event of an incident at the Prairie Island Nuclear Generating Plant.

Goals, Objectives, Programs, Policies, and Actions

Goal 1: Encourage adjacent government units to work together to achieve the goals of this Comprehensive Plan.

Objectives

1. Share services when it is possible and feasible for both the Village of Bay City and the Town of Isabelle.
2. Establish agreements with adjacent municipalities that will benefit all parties involved.
3. Encourage adjacent government units to adopt and implement consistent residential development standards, policies and review practices.

4. Provide services in a cost effective manner.

Programs, Policies, and Actions

1. Promote open communication with adjacent government units.
2. Consider working with the County on the Outdoor Recreation Plan and when developing parks, trails, recreational facilities, and ATV and snowmobile trails that could impact the Village.
3. Investigate opportunities for future cooperative agreements.
4. Update and maintain Village of Bay City website.
5. Consider developing a joint meeting committee with the Town of Isabelle.
6. Work cooperatively with the School District sharing public buildings.
7. Provide a copy of this comprehensive plan to all surrounding or nearby local governments.
8. Consider creating a cooperative understanding with adjoining towns for road maintenance.
9. Apply for available grants to provide equipment and training to reduce costs of providing Village services.
10. When feasible, work with adjacent communities, land owners, and Pierce County to limit large scale agricultural practices in or near the Village.
11. Work with the City of Red Wing and the Red Wing Regional Airport regarding the airport overlay zoning code.
12. Coordinate efforts with the adjacent and nearby townships on how to address the Red Wing Regional Airport overly zoning to protect the interests of the Village and nearby towns.
13. Explore opportunities to work with the railroad, Wisconsin DOT, and the Town of Isabelle on how to provide additional access to the downtown area of Bay City.
14. Cooperate with the emergency services of the area and consider supporting efforts to improve the services provided to local residents.

Chapter 9

Land Use

Introduction

The purpose of the Land Use element is to promote orderly growth by balancing the needs of residents and property owners, while maintaining the integrity of the natural resources.

The Land Use Element will act as a guide for future public and private land use decisions. The element inventories and maps existing land use patterns and helps in analyzing and understanding the influences on these patterns.

Land Use vs. Zoning

Both land use planning and zoning are important elements in land use management efforts of local governments because an effective zoning decision should be based on a sound plan that is supported by the community. The Land Use Chapter focuses on the future and establishes community goals and objectives regarding how land will be used in the next 20 years. Zoning on the other hand, is only one tool that can help communities achieve their respective goals and objectives through land use regulation.

The Land Use Chapter identifies where and how citizens would like to see the physical development of the community take place. Planning is a process that helps a community prepare for change, rather than react to it.

Zoning is a tool that gives the government the power to intervene in the lives of private citizens for the protection of public health, safety, and welfare. It does this by separating conflicting land uses and ensures development is directed in certain areas that can accommodate that particular land use. Under zoning, communities are divided into different districts, (or zones) which impose different land use controls or specific restrictions on each district. A local government comprehensive plan will likely be more successful if the plan and zoning ordinance are well integrated and if they accommodate the interests and needs of neighboring communities.

In summary, zoning is a regulatory tool used to regulate and enforce comprehensive plans. The development of a comprehensive plan ensures effective and consistent zoning decisions at the local level. The Land Use Chapter is a useful tool for decision makers to guide growth and development of the community and should be consistent with future zoning decisions.

Current Land Use Analysis

The purpose of the existing land use analysis is to identify existing land uses and land use patterns (Map 9-1). Creating an existing land use map will help determine future land uses and identify existing and/or potential land use conflicts. Below is a brief description of land use patterns for the following categories. Table 9-1 describes the amount, type, and intensity of the current land uses.

Table 9-1 - Current Land Use

Current Land Use	Acres	Percent
Residential	131.9	50.3%
Commercial	14.8	5.7%
Institutional	10.1	3.8%
Parks/Natural Areas	18.1	6.9%
Vacant	87.4	33.3%
Total	262.2	100.0%

Source: Village of Bay City Plan Commission, Cedar Corporation

Residential

The majority of housing options in Bay City are single family homes. Bay City only has a few properties that are considered multiple family residential. For the purposes of the Land Use Map both single family and multiple family residential is combined into Residential. Residential homes occupy approximately 132 acres (50.3% of total acreage) within the Village and can be found throughout the Village.

Commercial

Commercial properties create employment opportunities within the Village and provide residents with goods and services. In general, they are less expensive to provide services for than residential properties. The Village of Bay City consists mostly of highway commercial properties. The Village has 14.8 acres of commercial businesses (5.7% of total acreage). These properties are mainly located along State Highway 35 as well as some commercial businesses on Main Street.

Industrial

Industrial development offers job opportunities and a significant source of tax revenue for municipalities. Like commercial properties, they also require fewer services. Bay City does not have any industry at this time. Due to the proximity of the City of Red Wing and the Red Wing Regional Airport's plan for an industrial park, there likely won't be future Industrial Land Uses in the foreseeable future.

Institutional

Institutional land uses provide valuable services to a community. There are 10.1 acres of institutional land in the Village (3.8% of total acreage). This does not include the Waste Water Treatment Plant located outside the Village Limits. These properties include the Village Hall Municipal Building, cemetery, municipal well, and water tower. Typically, institutional land uses are scattered throughout a community.

Parks/Natural Areas

The Parks/Natural Areas provide valuable passive and active recreational opportunities for area residents and are considered a measure of the quality of life a community has to offer. The Village has over 18 acres of park land (6.9% of total acreage). The Forested/Natural Areas consists of forestland, open space with lakes, ballpark, parking, restrooms, and a dock and picnic area that is located in the southwestern part of the Village.

Vacant

There are approximately 87 acres of undeveloped parcels (33.3% of total acreage) within the Village. Undeveloped lands are important to a community as they provide a “land bank” for future growth needs. Most of the undeveloped properties in the Village are lands that would be considered open space and aren’t used for farming, but may include wetlands, slopes, or other undevelopable lands.

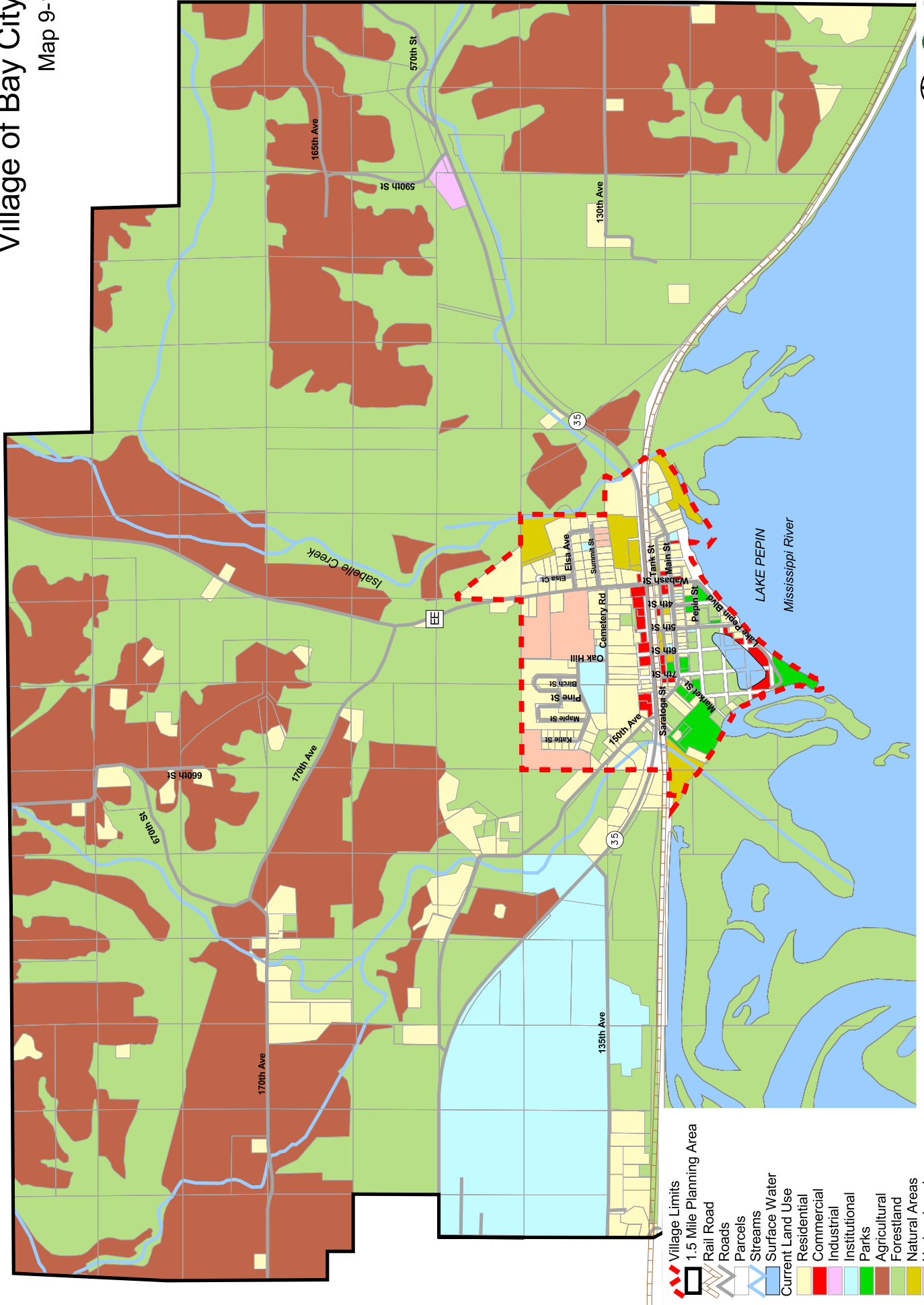
Existing Land Use Patterns and Influence on Patterns

Land use patterns in the Bay City have been influenced by three main conditions. First, the Mississippi River that provided a conveyance system for lumber production in the early 1900s. This was a major influence on how the Village grew. This has allowed a number of industries such as commercial fishing and a saw mill to start up in the area.

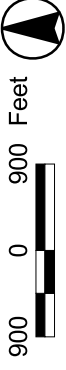
Second, the City is split by State Highway 35 and the railroad tracks, a main north and south transportation corridor for Western Wisconsin. These transportation systems provide a mechanism to ship goods and services as well as attract workers that can commute from the Village and for industries and businesses for shipping their goods.

Third, the topography of the area provides a scenic view, but limits the type and locations for development. Steep slopes limit access and elevation can limit the extension of utilities.

Current Land Use Village of Bay City Map 9-1



- Village Limits
- 1.5 Mile Planning Area
- Rail Road
- Roads
- Parcels
- Streams
- Surface Water
- Current Land Use
- Residential
- Commercial
- Industrial
- Institutional
- Parks
- Agricultural
- Forestland
- Natural Areas
- Undeveloped



Source: Village of Bay City, and Cedar Corporation

Land Value

One of the most important costs associated with development is the price of land. Land Values vary greatly depending on the current use that they have or use that it may have in the future. Generally, the value of an acre of rural farmland will be significantly different than an acre of commercial land in the Village. An analysis of price per acre based on how it is taxed is done by the Wisconsin Department of Revenue each year (Statement of Assessment). This information on Table 9-2 is from 2008.

Table 9-2 2008 Land Values

Land Use Category	2008 Land Value per Acre	2008 Improvement Value per Acre	2008 Total Value per Acre	2008 Total Land and Improvements Value of the Entire City
Residential	\$34,043	\$106,214	\$140,256	\$16,410,000
Commercial	\$18,878	\$35,480	\$54,359	\$2,772,300
Manufacturing	\$0	\$0	\$0	\$0
Agricultural	\$0	\$0	\$0	\$0
Undeveloped	\$1,988	\$0	\$1,988	\$33,800
Ag Forest	\$0	\$0	\$0	\$0
Forest	\$1,897	\$0	\$1,897	\$55,000

Source: 2008 Statement of Assessment - Wisconsin Dept. of Revenue

The highest land values are for Residential at \$140,526 per acre. The Commercial land values per acre significantly less at \$54,359 per acre.

Limitations for Development

The primary issue that could impact further growth and development of the Village of Bay City are natural limitations such as topography, slopes, wetlands, and floodplains restrict some areas in and around the Village making them undevelopable.

Redevelopment Opportunities

Redevelopment opportunities typically occur in Brownfield areas or locations that have been previously contaminated. The Village of Bay City has a few known sites that have some environmental groundwater or soil contamination, often caused by underground storage tanks (Figure 9-1). The majority of sites found on the DNR website have since been cleaned up. For those property owners that are interested in cleaning up their property there are a number of Brownfield cleanup grants available through the DNR and EPA. Most of the sites have been remediated and are classified as closed.

Figure 9-1 Closed Remediation Sites



Source: dnr.wi.gov/org/aw/rr/brrts/index.htm

Closed Sites

- Bay City Tire
- Lil' Genie Market

Influences on Land Demand and Supply

Land prices have remained relatively steady in recent years and some has even declined in the past year. This is opposite the trend in the late 1990's and early 2000's where land prices were rapidly appreciating each year. Because of the decrease in cost for land, it is possible that the area could see an increase in the demand in the near future. Also, the available undeveloped land in the Village offers a variety of opportunities for future residential and other commercial development.

Existing or Potential Land Use Conflicts

Land use conflicts occur when incompatible land uses cause a negative effect. One example of a potential future conflict would be if the industrial zoned area adjacent to a residential area evolved into a manufacturing center and created noise and traffic problems. Through the development of the Comprehensive Plan, two land use conflicts have been identified: the airport and the railroad. Both uses provide needed transportation opportunities to the area, but still have a potential impact on adjacent land uses. The airport can adopt an airport overlay zoning code and limit the height, density, and uses of property in the Village. The railroad bisects the Village and when trains come through the Village the downtown area south of the railroad tracks are potentially stranded.

Cooperation with Village residents, adjacent Towns, and the City of Red Wing will help to minimize potential conflicts in the future. One of the primary objectives of identifying future land use needs and selecting locations for future land uses is to minimize potential conflicts.

Future Land Needs Analysis

The Village of Bay City's future land needs analysis will be based on potential residential needs.

Chapter Three, the Housing Chapter, discusses the amount of additional households which would be needed based on population and household projections from the Housing Chapter. If the projections are accurate, the Village will add only a couple of households between 2005 and 2030. However, to estimate the amount of land required to meet the residential land use needs for the next 20 years, the Village will estimate that one home every two years will be built.

Our projections we will assume a half acre per lot (this includes open space requirements and rights-of-way). If 10 lots or households are needed, 5 additional acres of residential acres will be needed and includes multiple family residential.

Currently, the Village has about 87 acres of vacant land. Some of this undeveloped and agricultural land is unbuildable due to natural limitations or current zoning limitations.

Smart Growth Areas

The term Smart Growth Areas means an "area that will enable the development and redevelopment of lands with existing infrastructure and municipal, state and utility services, where practical, or that will encourage efficient development

patterns that are both contiguous to existing development and at densities which have relatively low municipal, state governmental and utility costs.” (WI Statute: 16.965)

It is important for the Village of Bay City to consider areas that are ideal for growth. One way to do that is to look at factors such as wetlands, steep slopes that limit where growth can go and areas that are cost effective for expanding infrastructure. Map 9-2 shows the areas and direction of growth outside the Village Limits that should be protected as well as areas that would not require a lift station. Due to these conditions, the availability of land, and the projections, there may not be a need to annex future land in the foreseeable future. However, the Village feels it is necessary to the future land uses adjacent to the Village to avoid future conflicts.

Portions of this undeveloped land contains wetlands and steep slopes, however, much of the land would be suitable for potential development. This indicates that the Village has ample room for future growth within the current Village Limits.

Future Land Uses

Table 9-4 projects the future land use acres based on the Future Land Use Map that was developed by the Plan Commission. Due to the ample supply of undeveloped land within the Village, the Future Land Use Map focuses within the current Village Limits (Map 9-3).

The future land use map should be consulted when addressing future rezoning requests and land use issues. However, it is not meant to be a tool for a mass rezoning of Village properties in order to match the Future Land Use map. Based on the available land within the Village Limits, there is plenty of land to take on growth for the foreseeable future.

These future land use acreages listed in Table 9-3 (calculations were based on the Future Land Use Map) as well as the designations on the Future Land Use Map 9-3 are estimates and are not to be interpreted as committing the Village to developing that amount of land in the next 20 years.

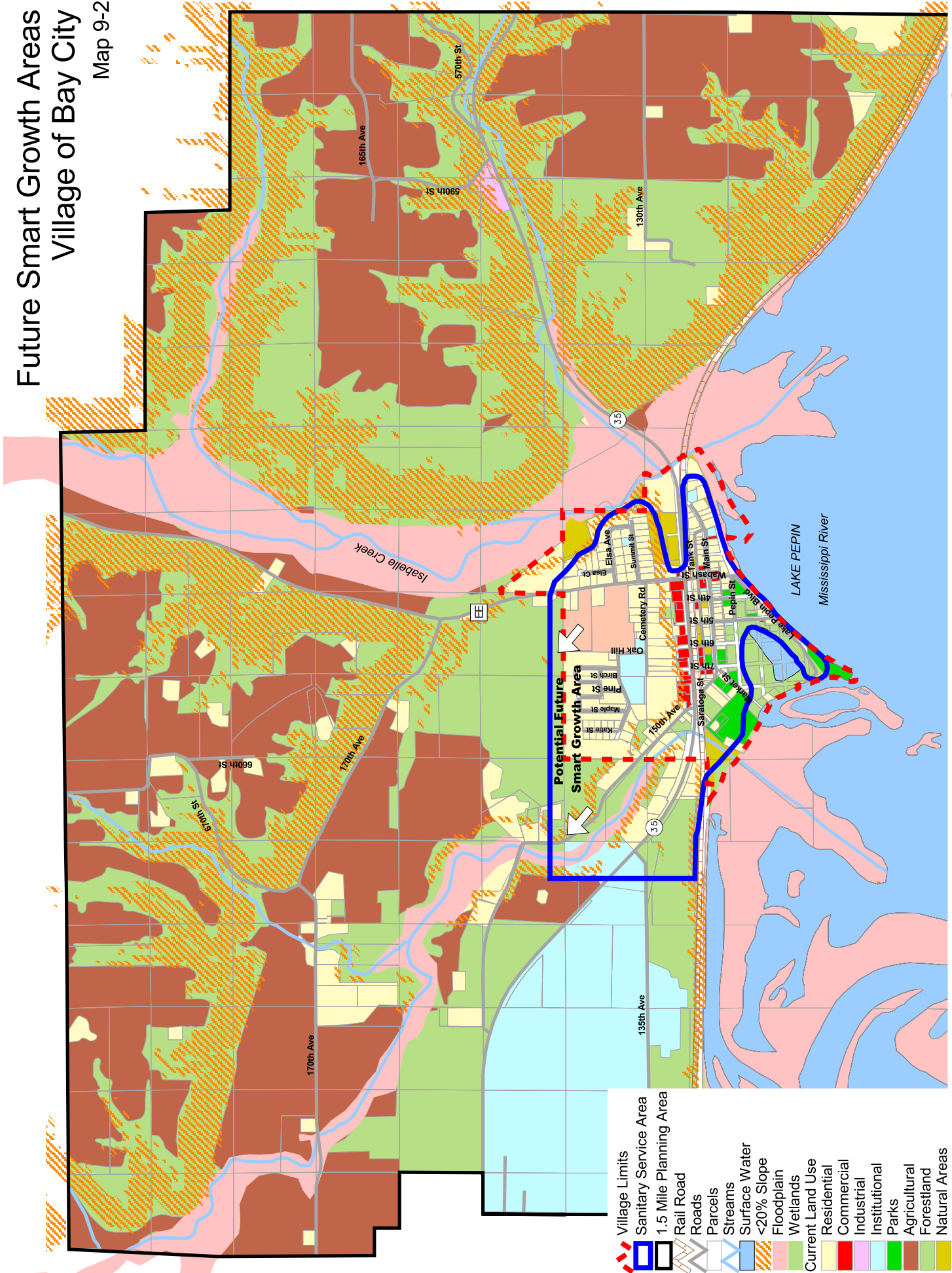
Table 9-3 Future Land Uses

Future Land Use (Village)	Acres	Percent
Residential	141.7	54.0%
Commercial	16.2	6.2%
Institutional	10.1	3.9%
Parks	18.1	6.9%
Forestland	23.5	9.0%
Natural Areas	30	11.4%
Undeveloped	22.6	8.6%
Total	262.2	100.0%

Source: Village of Bay City Plan Commission, Cedar Corporation

Future Smart Growth Areas Village of Bay City

Map 9-2



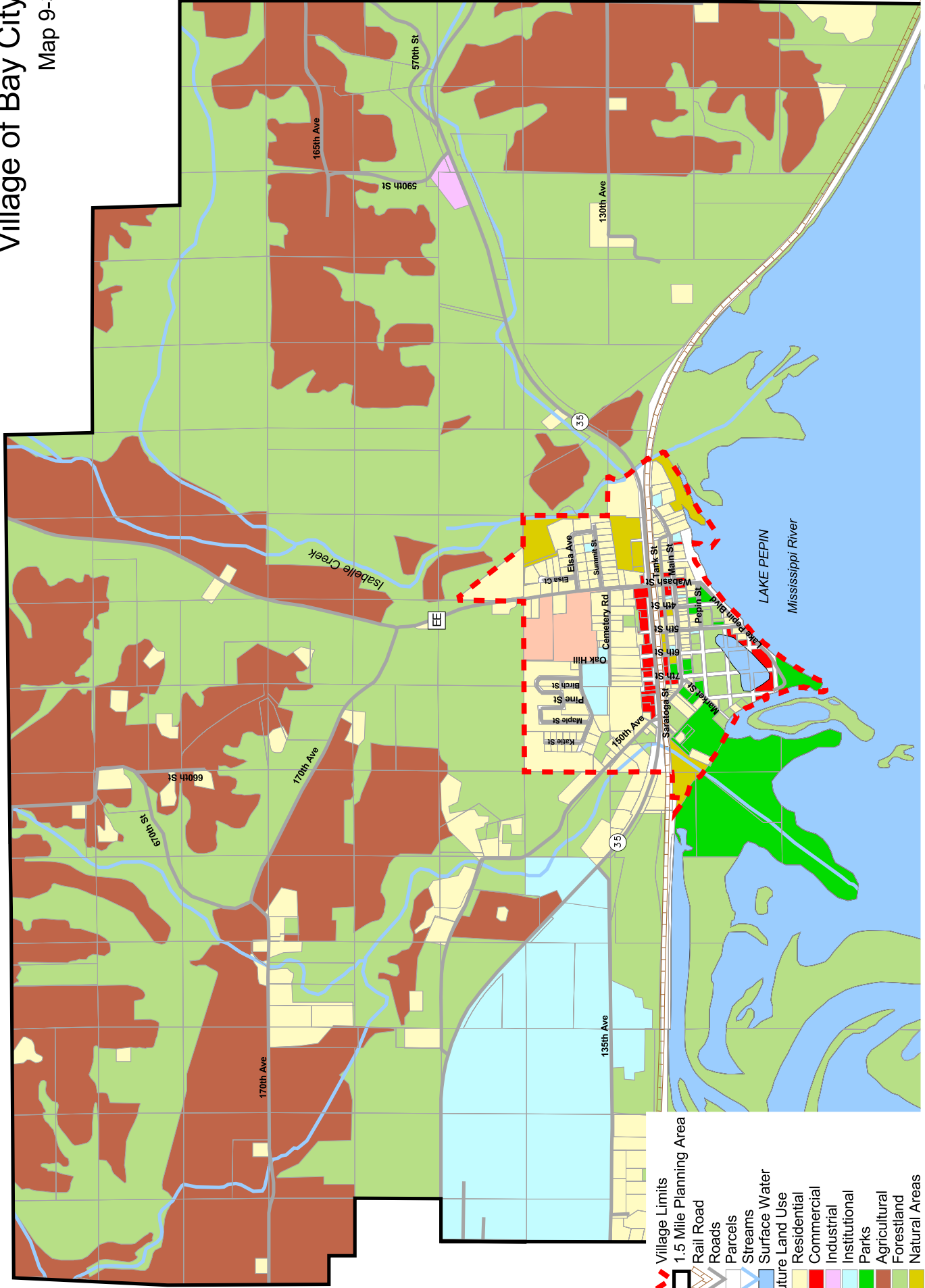
- Village Limits
- Sanitary Service Area
- 1.5 Mile Planning Area
- Rail Road
- Roads
- Parcels
- Streams
- Surface Water
- <20% Slope
- Floodplain
- Wetlands
- Current Land Use
- Residential
- Commercial
- Industrial
- Institutional
- Parks
- Agricultural
- Forestland
- Natural Areas
- Undeveloped



Source: Village of Bay City, and Cedar Corporation

Future Land Use Village of Bay City

Map 9-3



Trends in Land Supply and Demand

Table 9-4 shows projected land use needs in five year increments in Bay City. Overall, there is plenty of undeveloped land available for future growth in the Village.

The largest need for land in the future will be for residential development. The Village will need roughly 2 acres of land every 5 years for residential use based on the Household Forecasts in Table 3-10 in the Housing Chapter and assuming the lot sizes will average approximately one-half acre.

Table 9-4 Future Land Use Projections

Year	*2009	2010	2015	2020	2025	2030	Additional Acreage
Residential	132	133	135	137	139	141	
• Acres		1	2	2	2	2	9
Commercial	15	15	16	16	16	16	
• Acres		0	1	0	0	0	1
Industrial	0	0	0	0	0	0	
• Acres		0	0	0	0	0	0
Forestland, Undeveloped, Natural Areas	87	86	83	81	79	77	
• Acres		-1	-3	-2	-2	-2	-10

Source: Village of Bay City Plan Commission, Cedar Corporation

There are approximately 10 acres of undeveloped land in the northwestern portion of Village available to potential future residential type development.

Future Land Use Trends

In Wisconsin for the past 30 years, more and more agricultural and forestland has been lost as development increased and sprawled into the rural areas. However, as described in Chapter 6, Pierce County has actually seen an increase in farmland. In recent history development has also begun to slow. It is important for Bay City to establish a land use strategy or plan to protect them from undesirable land use activities in the future.

Land Supply

The amount of land in the Village may increase over time if land is annexed from adjacent municipalities in the future. Currently, there are approximately 262 acres of land including portions of the road right of way, of which about 33% of the land is considered developed (87 acres). This leaves a significant amount of land that is currently not developed within the Village Limits, although some of the undeveloped land is undevelopable due to physical limitation that will not be developed in the future.

Land Demand

There is an occasional land division in the Village, but there has not been a significant major subdivision in quite a while. The Village desires future growth, but considering the state of the national housing and job market, it is difficult to predict how much growth can be expected in the next 20 years. Currently, the supply outweighs demand.

Development Densities

Besides the type of development in the Village, the density is also important. How close buildings are in proximity to one another is the density. Dense development is often more cost effective as it is cheaper to extend the infrastructure over a shorter distance. It also allows the Village to use up less land as they grow. Current residential development is occurring at approximately 2/3 of an acre per improved lot. That is a rather low density for a Village.

Annexation

Annexation provides a mechanism for the Village to add land to the corporate limits. Annexing land can often be a contentious issue with adjacent communities. If future annexations do occur, the Village should consider working with the Town of Isabelle and/or the Red Wing Regional Airport throughout the annexation process.

Recently, the Village of Bay City annexed its Waste Water Treatment Plant (WWTP) site (approximately 20 acres) that resides outside the contiguous Village Limits on 135th Avenue to the west. The land was under County regulations and the Village felt it would be beneficial to have jurisdiction over its own WWTP. They did not annex all the land between the treatment plan and the Village limits, but were able to add the parcels where the plant currently resides.

They also annexed approximately 40 acres of land just northwest of the Village on 150th Avenue. This parcel was an old waste site that the Village owned and was also not contiguous to the current Village Limits.

Although unlikely, it is possible that the Town of Isabelle could be developed up to the Village's legal boundary and greatly decrease the chance that land would be annexed in the future because it would be too cost prohibitive to extend the infrastructure over the less dense, rural areas. This would severely limit the Village's ability to expand if needed. Developing a cooperative boundary agreement with the Town of Isabelle, or exercising the Village's Extra Territorial plat review and/or zoning authority would protect the Village from becoming "landlocked".

Other alternative the Village could consider to reduce the potential need to expand Bay City include two actions that would increase the amount of residential land in the Village if desired.

First, the Village could create a residential zoning classification that reduces the minimum lot size.

Second, the Village may encourage redevelopment of some areas to accommodate higher residential densities.

Goals, Objectives, Programs, Policies, and Actions

Goal 1: Ensure orderly growth in the Village of Bay City.

Objectives

1. Avoid land use conflicts that may decrease the value of properties.
2. Preserve environmentally sensitive areas.

Programs, Policies, and Actions

1. Use the Village's Land Use Plan as a guide for decision making.
2. Utilize "Smart Growth" areas for cost efficient growth when feasible.
3. Consider redeveloping areas of cleaned up contaminated sites where feasible.
4. Consider the utility capacities such as water tower, WWTP, wells, and other infrastructure when approving future developments and subdivisions.
5. Consider designating land for future parks.
6. Communicate with the Red Wing Regional Airport about concerns the Village has on the impact their overlay zoning will have on the future of the Village.

Goal 2: Develop land in a sustainable manner.

Objective

1. Consider environmental impacts when allowing future development

Programs, Policies, and Actions

1. Consider reviewing subdivision and zoning code to protect environmentally sensitive areas for future development.

Goal 3: Create an economically efficient development pattern.

Objectives

1. Discourage leap frog development.
2. Grow in a way that minimizes the extension of utilities and public services.

Programs, Policies, and Actions

1. Support development that extends from compatible land uses and transportation systems.
2. Follow Proposed Land Use Plan to the largest extent possible.
3. Recommend future development to be adjacent to utilities and existing development.
4. Consider requiring larger lots (5 acres) or cluster development with community septic systems for development where utilities cannot be extended.

Goal 4: Plan for a future land use pattern in and around the Village that accommodates projected growth, while maintaining the Village character and quality of life.

Objectives

1. Maintain the “small town” character of the Village.
2. Avoid urban sprawl.

Programs, Policies, and Actions

1. Utilize the Future Land Use Map by developing areas suitable for future growth.
2. Require future development to limit its impact on the environment when feasible.
3. Be involved with the overlay zoning process of the Red Wing Regional Airport to ensure that the current and future needs of the Village are not compromised.

Chapter 10

Plan Implementation

Introduction

Once the Village of Bay City's Comprehensive Plan is adopted, it can be implemented. Often the word "tools" is applied to the different methods that can be used to implement the plan. Implementation tools can be recommendations, educational pamphlets, committees, groups, local government, and ordinances.

The Plan Implementation chapter will present a wide arrange of tools the Village may consider using, to implement the prioritized goals, objectives, policies, programs, and actions of each chapter.

Potential Implementation Tools

Implementation tools can be grouped into regulatory and non-regulatory. Regulatory tools can be state, county, and village codes and ordinances that Bay City uses to regulate itself. Non-regulatory tools can be measures which the Village government or residents voluntarily take to achieve a goal. Regulatory and non-regulatory tools can be used to do budgetary planning, public education, and preserve land.

Zoning Ordinances

Zoning Ordinances control the use of the land. They are used to ensure that land uses are compatible with one another with regard to type and spatial layout. Zoning can also direct growth in appropriate areas and protect existing property against zoning conflicts.

Subdivision Ordinances

Subdivision Ordinances control the development of land. They enable a community to control the subdivision of land by a developer. A community can specify lot sizes, density, design features, infrastructure, etc. They can also help guarantee that sufficient existing and planned public utilities and facilities such as schools, parks and emergency services will be there for future growth.

Building and Housing Codes

Building codes control the construction of buildings. The codes are put in place so that newly constructed and remodeled buildings conform to state building, plumbing, and electrical codes. Housing codes are used to discourage housing from becoming dilapidated and blighted.

Official Map Ordinances

The official map is a legal document. It shows existing and future streets, right-of-ways, parks, school sites, and other public facilities. It ensures that future development does not infringe on planned streets and public facilities. In conjunction with the Comprehensive Plan, the Official Map can be a very effective implementation tool.

Sign Ordinances

A sign ordinance controls the placement of signs within a community and contributes to the community's aesthetics and character. The ordinance restricts the size, location, and types of signs. As well as the material a sign can be made of.

Site Plan Review

A Site Plan Review is mostly concerned with residential land use, commercial and industrial properties. It is in place to make sure storm drainage, parking, and setback requirements are met.

Historic Preservation Ordinances

A Historic Preservation Ordinance aims to protect historic buildings, structures, and districts. The Village may address historical accuracy when designated buildings, structures, or districts are rehabilitated or redeveloped. It is designed to protect communities from development that would detract from its appearance and character.

Access Control Ordinances

An Access Control Ordinance provides for safe and efficient movement of traffic and provides safe access to land adjacent to roadways. Through this, land development along roadways can be managed. State, county, and local governments often use this to implement roadway traffic, access, and development issues.

Flood Plain Ordinances

Flood Plain Ordinances control the use of land within a flood plain. This type of ordinance is used to minimize expenditures for flood control projects, business interruptions, and damage to public facilities. The Flood Plain Ordinance can also be used as a tool to discourage the victimization of unwary land and homebuyers.

Transportation Plans

A transportation plan is the document to follow when new subdivisions are developed. Existing and future road corridors are mapped and should be followed to form continuity between existing and future development. The State requires that a PASER Study be completed every three years. Updating the PASER Study would be a component of a Transportation Plan.

Code of Ordinances

A Code of Ordinances covers a wide variety of regulations to help protect the Village. Some of the issues covered in the Code include: Building Construction, Citations, Emergency Management, Impact Fees, Parks, Subdivision of Land, and Zoning.

Transfer of Development Rights (TDR)

A TDR Program allows land owners to transfer development rights from a sending area (area to be protected in perpetuity) to a receiving area (land to be developed). This program would allow the land owners in the Village to permanently preserve the best farmland and still be able to get an equitable value for the development rights on their land.

Design Review Ordinance

A Design Review Ordinance protects property rights and values, enhances important environmental features of the Village and ensures that the general appearance of buildings and site improvements are consistent with the goals of the Village. A Design Review Ordinance could achieve the following: require adequate landscaping, ensure proper circulation within parking areas, provide sidewalks to meet pedestrian needs, and encouraging architecture that responds to the needs of the users and presents an attractive exterior to the public and adjoining property owners.

Financial Tools

Capital Improvements Program (CIP)

A CIP allows you to prioritize and budget monies for future improvements to public buildings, roads, parks, and utilities. It examines available tax dollars and future revenues to predict expenditures for the future.

Tax Increment Financing (TIF)

A TIF program allows the Village to use the taxes collected on the increase in the value of taxable property for financing additional property improvements. This tool is used by communities to capture future increases in property tax revenue and make these dollars available as a development incentive, subsidy or investment. Villages can create TIF districts to encourage economic development in distressed or underdeveloped areas where development would not otherwise occur.

Community Development Block Grants (CDBG)

CDBGs are used to improve local housing and public buildings. Several state and federal programs are available for various housing needs.

Impact Fees

Impact Fees can be used to offset the cost of infrastructure needs in a community. New developments will be charged impact fees per dwelling. In turn, that money is used to upgrade wastewater treatment plants, libraries, parks, police departments, utilities, and roads. This shifts much of the financial burden of these upgrades to the people that initiate them.

Business Capital Fund

The Business Capital Fund is a revolving loan fund (RLF) designed to address a gap in private capital markets for long term-fixed rate, low down payment, low interest financing. The fund is targeted to manufacturers, tourism and selected service industries which create jobs and are located in Buffalo, Jackson, Pepin, Pierce and Trempealeau Counties.

Community Development Authorities

Villages may adopt an ordinance or resolution creating a housing and community development authority known as the “Community Development Authority” (CDA). The CDA is a separate body from the governing body with the purpose of carrying out blight elimination, slum clearance, urban renewal programs and projects, and housing projects. The ordinance or resolution may also grant the CDA authority to act as the agent of the local government in planning and carrying out community development programs and activities approved by the governing body under the Federal Housing and Community Development Act of 1974 and as the agent to perform all acts that may be performed by the plan commission, with the exception of preparing the comprehensive plan for the local government. Redevelopment and housing authorities must cease operation if the local government establishes a CDA.

Existing Implementation Tools

There are a number of implementation tools already in place for the Village of Bay City. Some of these tools are already implemented and enforced by Village of Bay City, such as the zoning code.

Zoning Code

The Village of Bay City has its own Zoning Code and Zoning Map. Zoning classifications are currently in place to generally carry out the land use provisions of the Plan. Once again, the Village should use the goals, objectives and policies of the Plan as a guide for decisions for rezonings, special exceptions, and variances under the Zoning Ordinance. Currently, the Future Land Use is consistent with the Zoning Map.

This does not mean that rezonings cannot take place, but should make the following considerations when reviewing a potential rezoning:

- A rezoning would make the use of the property more compatible to adjacent uses.
- Not rezoning would cause an unnecessary hardship on the property owner.
- A variance or conditional use is not permitted under the requirements of the existing zone of the land of the property owner requesting the rezoning.

Building and Housing Codes

The Village has adopted the Wisconsin Uniform Dwelling Code.

Driveway Ordinance

Driveway Ordinance provides for safe and efficient movement of traffic and provides safe access to land adjacent to roadways. The Village of Bay City does have a Driveway Ordinance in place as part of their Code of Ordinances.

Code of Ordinances

The Village of Bay City's Code of Ordinances covers a wide variety of regulations to help protect the Village. Some of the issues covered in the Code include: Building Construction, Citations, Emergency Management, Impact Fees, Parks, Subdivision of Land, and Zoning.

Shoreland and Floodplain Zoning

The purpose of shoreland and floodplain zoning regulations is to insure the proper management and development of the shoreland of all navigable lakes, ponds, flowages, rivers and streams and the surrounding floodplain in the Village of Bay City. The Village has adopted the Department of Natural Resources Shoreland and Floodplain Zoning regulations.

Subdivision Ordinance

Developments that create new parcels in the Village of Bay City are subject to the Village's subdivision regulations. Regulations in the Village of Bay city Subdivision Ordinance are made with a reasonable consideration of the character of the Village with a view of conserving the value of the buildings placed on the land, providing the best possible environment for residents, and encouraging the most appropriate use of land throughout the Village in accordance with this Comprehensive Plan. One of the requirements of these ordinances is that proposed subdivisions are to be consistent with adopted local plans and ordinances. Therefore, the review of subdivisions by the Village should include a comparison of the proposed subdivision to the goals, objectives and policies of the Plan. The Village of Bay City's subdivision regulations include a variety of development standards that apply to new developments.

Comprehensive Plan

The Plan is meant to be a guide for all types of community development decisions. With adoption by the Village Board, the Plan becomes the official policy of the Village for planning and development issues in Bay City. Development of a community happens incrementally, one development, and sometimes, one parcel at a time. In addition, decision-making committees and boards responsible for making development decisions change over time. Therefore, using the Plan as a guide for overall development decisions will build consistency, continuity and legal protections into the development process.

Parks Plan

The Village of Bay City currently has a Park Plan. This plan will be updated and become the guidance document regarding park and recreation issues for the Village of Bay City. It is important to include the neighboring towns because they can assist in estimating the recreation needs for the area residents such as capacity, number of facilities and location of facilities.

Local Action

Local Citizens

The Village of Bay City encourages ideas from its citizens that will result in the betterment of the community. Throughout the planning process, public participation has been encouraged through several means including, newsletter information and monthly Planning Commission meetings. This process does not end with the adoption of the Comprehensive Plan. Situations change and new ideas evolve and with this, the Comprehensive Plan will need to be updated. Therefore, public participation will always be needed and welcomed.

Planning Commission

The Village of Bay City's Plan Commission's role in the planning process is to review all pertinent information, give input, and act as advisory to the Village Board. The recommendations of the Plan Commission that are presented in this Comprehensive Plan will guide the future direction of growth and development in the Village of Bay City in a manner which benefits its citizens and minimizes the Village's costs.

Village Board

In order for the Comprehensive Plan to be implemented, the Village Board must formally adopt the Plan. Upon this happening, the Comprehensive Plan becomes the official guide for decision-making by Village officials. As chief policy makers, the board is also responsible for establishing and actively supporting a continuing planning program.

Element Integration/Consistency

Any inconsistencies among Elements of this Comprehensive Plan have been addressed during the development of said Plan. All of the goals, objectives, and policies within this Comprehensive Plan as well as any maps, analysis and appendices have been presented and reviewed by members of the Village of Bay City's Plan Commission. Policies from each element were assessed to ensure they would address the goals and objectives of each element. Future revisions of this Plan shall take the same considerations during the updating process.

Plan Amendments and Updates

Comprehensive Plans are meant to be very dynamic. The Village of Bay City will also require updates and changes when it is necessary. Wisconsin State Statute section 66.1001(2)(i), states that the Comprehensive Plan shall be updated no less than once every 10 years. Because this plan was adopted in 2009, a complete update will be required of all nine elements in 2019. Revisions or amendments to the Plan can be addressed at any time by following the procedures for adopting a comprehensive plan under Wisconsin Statutes and the adapted public participation procedures. It is recommended that the Comprehensive Plan be reviewed yearly. Village Board members should be willing to address minor changes at any time when the situation is warranted.

On-going evaluation and monitoring is important to maintain the integrity of the Comprehensive Plan. The needs of the community today may not match the needs 20 years from now. Therefore, the Plan Commission will need to monitor the progress of the Plan implementation. A potentially large update may be needed after reviewing 2010 census data.

Communication

The Village does strive to communicate with local residents on community activities, Village Board and Plan Commission activities, and provide easy access to information. This includes, but is not limited to looking for new ways of communicating effectively with Village residents. The Village does have a website that can be viewed at www.baycitywi.org/. Typically, all meetings held by the Village Board and Plan Commission are open to the public.

Potential Implementation Tools

- Transportation Plan
- CIP Program
- Sidewalk/Trail Ordinance
- Historic Preservation
- Official Map

- TDR Program
- Design Review Ordinance
- Community Development Authority
- Regional Loan Fund Programs
- Tax Incremental Finance Districts

Implementation Priorities and Schedule

The timeframes used for the recommended actions are:

Short Term: 2010 - 2014
 Mid Term: 2015 - 2019
 Long Term: 2020 and beyond
 Continuous: Ongoing support/action

Existing Plans to Maintain	
Plan	
Park Plan	

Short Term (1 - 5 years)	
Recommended Action or Policy	Potential Group(s) or Committees for Implementation
Maintain the harbor and channel	Village, WDNR, Army Corp of Engineers
Establish quiet zone through the Village	Village, Railroad
Sidewalk and street light improvements	Village

Mid Term (6 - 10 years)	
Recommended Action or Policy	Potential Group(s) or Committees for Implementation
Potential development of an industrial park near former landfill area	Village
Reconstruction of Cemetery Road to improve sight distances	Village, Pierce Co.
Consider establishing a TIF district to provide a funding mechanism to encourage business and industry	Village

Long Term (11 – 20 years)	
Recommended Action or Policy	Potential Group(s) or Committees for Implementation
Find another access from the Village to S.T.H. 35	Village, Railroad, WDOT, WDNR

Goals, Objectives, Programs, Policies, and Actions

Goal 1: Continue the ongoing implementation of the Village’s Plans including the Comprehensive Plan and make sure it is updated accordingly.

Objectives

1. Establish a set schedule of when to review and update each plan.
2. Upon review of each Plan, amend them when necessary.
3. Look at other possible types of plans that could be beneficial to the Village.

Programs, Policies, and Actions

1. Update the Comprehensive Plan every ten years. Compare data such as housing and demographics information to make sure they follow the Plan; if not, adjust the Comprehensive Plan to coincide with the new data.
2. Consider the development of an Official Map Ordinance.
3. Review existing plans and become involved in the development of neighboring governmental units and entities that have the potential to impact the Village and its residents.

Goal 2: Consider new communication and implementation tools to guide future growth.

Objectives

1. Look at other possible types of plans that could be beneficial to the Village.
2. Consider other possible types of ordinances that could be implemented.
3. Continue to improve upon the communication between the Village and local residents.

Programs, Policies, and Actions

1. Review policies throughout the Comprehensive Plan.
2. Update and maintain Implementation Task List and Schedule.
3. Consider alternative ways of communicating with the public such as cable access.
4. Consider creating a TIF District to provide funding mechanism to attract new businesses and improve the façades of existing businesses.

RESOLUTION 2009-142

VILLAGE OF BAY CITY, PIERCE COUNTY, WISCONSIN

RESOLUTION ESTABLISHING PUBLIC
PARTICIPATION PROCEDURES FOR COMPREHENSIVE PLAN

WHEREAS, the Village of Bay City has decided to prepare a comprehensive plan under the authority of and procedures established by Sec. 66.1001 Wis. Stats; and

WHEREAS, Sec. 66.1001, Wis. Stats, requires that the governing body of the local governmental unit adopt written procedures designed to foster public participation at every stage of comprehensive plan preparation, and that such written procedures shall provide for wide distribution of draft plan materials, an opportunity for the public to submit written and oral comments on the plan materials, and a process for the governing body to respond to such comments; and

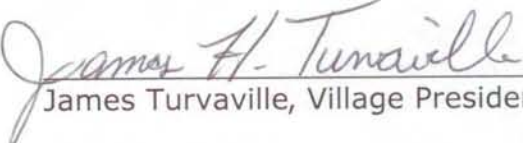
WHEREAS, the Village of Bay City believes that regular, meaningful public involvement in the comprehensive plan process is important to assure that the resulting plan meets the wished and expectations of the public; and

WHEREAS, the ΔAgreement for Professional Services@ between the Village and Cedar Corporation, a consulting firm, includes written procedures to foster public participation, ensure wide distribution of draft plan materials, provide opportunities for written comments on such materials, and provide mechanisms to respond to such comments.

NOW, THEREFORE, BE IT RESOLVED that the Village Board of the Village of Bay City hereby adopts the written procedures included in the ΔPublic Participation Plan@ meeting the requirements of Sec. 66.1001, Wis. Stats. A copy of said procedure is attached as Exhibit A.

Adopted this 11 day of March, 2009.

VILLAGE OF BAY CITY


James Turvaille, Village President

ATTEST:


Kay Beder, Village Clerk

EXHIBIT A

PUBLIC PARTICIPATION PLAN

The following methods will be used, when practical, to foster public participation and input for the Village of Bay City Comprehensive Plan.

- **Newsletters:** The Village will periodically include Comprehensive Planning related information in the newsletter for the utility bills.
- **Website:** The Village will host a link to the draft chapters of their Comprehensive Plan on their website.
- **Public Meetings:** The public is invited to attend all Plan Commission meetings.
- **Public Hearing:** A public hearing is a legal requirement of the Comprehensive Planning Law. It allows residents to express their views and offer comments before adoption of the comprehensive plan.

The Village of Bay City is not limited to the public participation methods listed above and may engage in other methods not identified here as the planning process moves forward.