



DRAFT
Comprehensive Plan 2023-2043

Acknowledgments

The Bay-Lake Regional Planning Commission (Bay-Lake RPC) prepared this report for the Town of Jacksonport. Bay-Lake RPC and the Town of Jacksonport thank those in the community who responded to outreach efforts and who supported the development of this plan.

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Town of Jacksonport
Door County
Wisconsin
Comprehensive Plan 2023-2043

DRAFT

Vision Statement

The Town of Jacksonport will sustain its strong sense of place by preserving the town's deep historic roots while embracing purposeful change for future generations to experience."

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Introduction

Purpose

The Town of Jacksonport 20-Year Comprehensive Plan provides town officials and decision makers with a guide to manage the growth and conservation of the town.

The Town of Jacksonport is legally obligated to have a comprehensive plan. Wisconsin's Comprehensive Planning Law (Wis. Stats. 66.1001) requires every governmental jurisdiction that regulates the use of land through a land division ordinance, shoreland zoning ordinance, general purpose zoning ordinance, or official map to have an adopted comprehensive plan. As part of these requirements, a comprehensive plan must be updated every 10 years at minimum.

The comprehensive plan is a long-range policy document that will help prioritize the town's resources so it can provide the necessary public infrastructure and amenities needed to maintain a high quality of life. It will also help to foster a sustainable economy while retaining its "small town" community character.

This plan contains demographic data, current and potential development/preservation issues, along with strategies which are intended to capture a shared vision for the town. The strategies of this plan were generated by utilizing prior planning efforts of the town, along with the combined knowledge of town citizens and local officials.

Prior to the establishment of this document, the town hasn't had any Comprehensive Plan. However, the town had a Land use plan adopted by the town board in 2007 and updated in 2014.

Plan Development Process

Town's Comprehensive Plan was prepared in 2023. The process involved the following steps:

- Technical analysis, using data from multiple sources including the State of Wisconsin, the U.S. Census Bureau, and other publicly available data from public and private sources.
- Review of accomplishments since the adoption of the previous Land use Plan (2007).
- Informational meetings with the Town Board.
- Public review and an open house to educate the public and stakeholders about the plan, as well as gather feedback on the plan's content.

Outreach and Engagement

A comprehensive plan, while rooted in technical analysis, is also extensively based on the community's local values. To ensure that this document is a statement of the community's values, the Town of Jacksonport and the Bay-Lake Regional Planning Commission (BLRPC) solicited input from the public, stakeholders, and the Town's Plan Commission and elected officials. The project relied on a range of activities and efforts to access community input. The following summarizes the primary engagement and outreach activities.

- **Plan Commission Meetings:** The planning process accommodated five meetings with the Town of Jacksonport Plan Commission. Commission members received elements of the comprehensive plan to review and comment on prior to each meeting. The purpose of these meetings were to receive feedback and direction on the content of the plan as it was developed.
- **Public Open Houses:** The BLRPC staff facilitated one public open house to communicate project status and to highlight key findings of the project to the public. The open house was intended to be informative and educational. It allowed the BLRPC staff to collect valuable feedback from the public. The open house was held on
- **Community Survey:** The BLRPC developed an online community survey. The survey allowed respondents to share their perspectives about Jacksonport and to help the staff identify Jacksonport's strengths, issues, and opportunities. The community survey was open from November 7, 2022 to December 6, 2022. Survey results are attached in the back of this Comprehensive Plan.
- **Public Hearing and Comment Period:** The planning process accommodated one public hearing and a corresponding 30-day public comment period. The hearing was held on The town noticed the meeting at least 30 days before the hearing being held.

TOWN PLAN UPDATE PLANNING FOR THE FUTURE OF Jacksonport

To all landowners and citizens of Jacksonport:

The town has started updating its 20-year comprehensive plan which will be used as a guideline tool for growth in the town over the next 20 years. During the planning process, the Town Plan Commission will evaluate various town attributes including land use, housing, transportation, economic development, community facilities and parks, natural and cultural resources, etc.

Public participation is required as part of the planning process and the Town Plan Commission and Town Board are asking for your input on the vision for the Town of Jacksonport over the next 20 years. This is an opportunity for the public to express their opinions to town officials on the course of future development/preservation throughout the town.

The town is asking for you to participate in an online survey to tell us what concerns you have or what improvements are needed in the community. The online survey is available using the following link: <https://www.surveymonkey.com/s/6447824>

If you would prefer a hard copy of the survey, one can be obtained at the Jacksonport Town Office during normal office hours.

The survey will be available for input until December 6th, 2022. We appreciate your help in shaping Jacksonport's future.

The Bay-Lake Regional Planning Commission has been hired to facilitate the process for the completion of the town's comprehensive plan. Additional details can be found by clicking on the "Town of Jacksonport Comprehensive Plan Update" icon found on the following website: <https://baylake.org/updates>

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History of Jacksonport

The Town of Jacksonport was established on March 9, 1869, as the fourteenth and last township in Door County.

Before white settlers established roots in Jacksonport, the Potawatomi, according to historical accounts, built a fortified village, called Mechingan, where present-day Hibbard's Creek meets Lake Michigan. The village population swelled to more than 4,000 in 1653, as allied tribes of the Potawatomi sought refuge from an 800-man army of marauding Iroquois. After a siege failed, the Iroquois withdrew, and, in time, the villagers moved south and west, seeking more fertile land to farm. Today, visitors who wade in Hibbard's Creek will find no evidence of Jacksonport's first inhabitants.

More than 200 years later, Jacksonport's namesake, Andrew Jackson, and two partners acquired homesteading rights to what then was a nameless lakeside wilderness. The partners brought in loggers who literally chopped a path to reach town. Over the next 20 years, ships moored at long piers took on tons of lumber and cordwood destined for Milwaukee and Chicago. In the 1870s as many as 39 sailing vessels would come to the piers in Jacksonport to be loaded with wood products. The lake also attracted commercial fishermen who shipped smoked, salted and fresh fish to cities along the west shore of Lake Michigan.

Commercial fishing and lumbering were important industries here. During the 1870's there were ten commercial fisheries, two general stores, a meat market, two blacksmith shops, two wagon shops, a sawmill, two hotels, taverns and a boarding house.

School District #1 was established in June of 1869 followed by Districts 2, 3 & 4 by the 1900's. Churches were established – Catholic (1874), Methodist Episcopal (1870's), Episcopal (1890's) and Lutheran (1888).

By 1877 mail was sent three times a week. Hwy A received the first telephone line in 1888. By 1885 there were 862 people living in Jacksonport. By 1890, the township was more agricultural and lumbering and commercial fishing was fading. By 1900 people discovered Jacksonport as a vacation center. The first motor stage came to Jacksonport in 1911. Some stayed at the Eureka House or LaMere Lodge (Eureka House was at the location now The Erskine Rest Area, and LaMere Lodge on the site formerly occupied by the Sunrise Inn and Tavern and now vacant across the Highway from the Square Rigger) or camped. By the 1920's cottages were built and rented out to vacationers.

The Jacksonport Wharf Archeological District was named to both the State and National List of Historic Registers because of the historical docks and shipwrecks along the Jacksonport lakeshore.

Town Snapshot

Town of Jacksonport is located in Door County, in the North-East Region of Wisconsin, and covers 58.3 square miles of land containing a combination of residential development, business, industry, agricultural land, and natural areas. The town is a small community with a rural, residential development pattern bordering Lake Michigan on its east side.

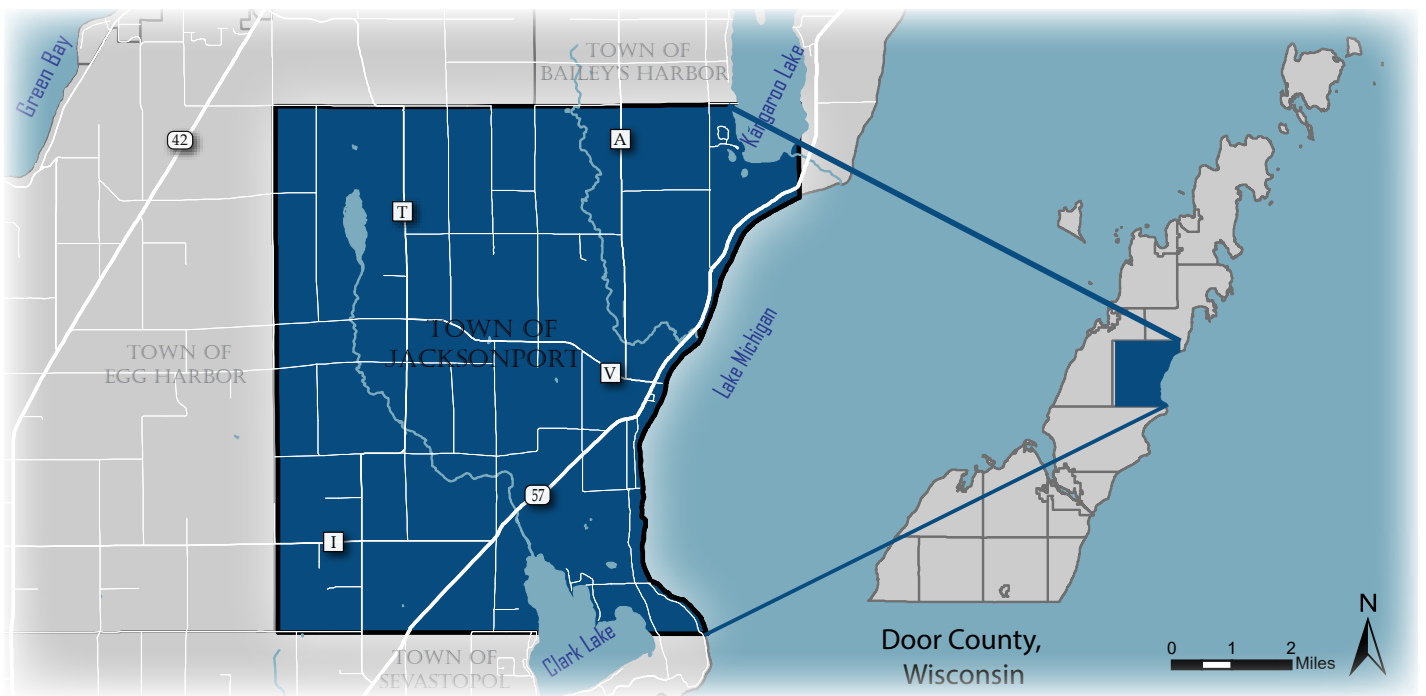
Population (2020)
878

Population Projection 2040
640**

Total Occupied Housing Units
(Permanent Residents)
400 Units*

Total Occupied Housing Units
Projection 2040
311**

Map 1: Location Map



Median Household Income
\$78,929*

Median Earnings
\$31,076*

Median Age
52.9 years*

Civilian Labor Force
533*

* U.S. Census, American Community Survey (ACS), 5-Year Estimate, 2021;

** 2010-2040 forecast, Wisconsin Department of Administration (WDOA) forecast, 2013

2020 Population Source: U.S. Decennial Census

Population and Housing

This section provides a summary of Jacksonport’s population and housing trends and projections. These demographic changes are important in predicting future population and housing trends and their influence on the town’s infrastructure and community facility capacities, along with potential economic development opportunities.

Community Profile

Population Trends

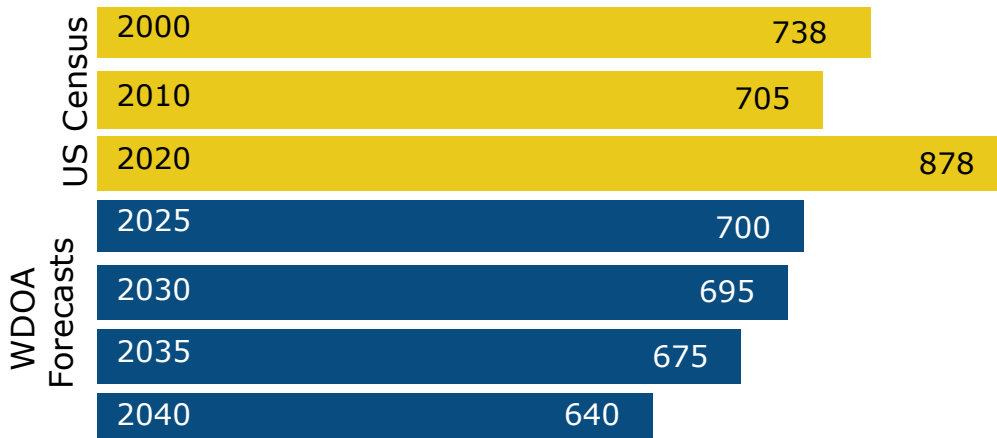
Roughly 880 residents call Jacksonport home. According to the US Census, the population in the Town of Jacksonport has seen decrease from 2000 to 2010 but has seen a significant growth from 2010 to 2020. From 2010 to 2020, the town has gained 173 new residents, which represents almost 25% increase.

Exhibit 1: Population Trends

Population Trends			
	2000	2010	2020
Town of Jacksonport	738	705	878
Town of Baileys Harbor	991	1,022	1,223
Town of Egg Harbor	1,232	1,342	1,458
Town of Sevastopol	2,681	2,628	2,826
Door County	27,961	27,785	30,066
Wisconsin	5,363,675	5,686,986	5,893,718

Source: Decennial Census, 2000, 2010, 2020

Exhibit 2: Population Trends and Forecasts



Source: U.S. Census; 2013 Wisconsin Department of Administration Forecasts



The population of the town is projected to decrease by 27.1% between the years 2020 to 2040. Town of Jacksonport is affected by regional trends. The population in Door County is projected to be decreased by 11.5% between the year 2020 and 2040, and its neighboring communities, the Town of Baileys Harbor and Town of Sevastopol by 11.7% and 11.5%, respectively. This indicates that Town of Jacksonport sees more decrease in population compared to its neighboring communities as well as Door County.

Exhibit 3: Population Projections 2020 - 2040

Population Projections 2020 to 2040						
	2020	2025	2030	2035	2040	2020-2040 %
Town of Jacksonport	878	700	695	675	640	-27.1%
Town of Baileys Harbor	1,223	1,095	1,115	1,110	1,080	-11.7%
Town of Egg Harbor	1,458	1,470	1,515	1,520	1,490	2.2%
Town of Sevastopol	2,826	2,685	2,685	2,620	2,515	-11.0%
Door County	30,066	28,310	38,365	27,755	26,620	-11.5%
Wisconsin	5,893,718	6,203,850	6,375,910	6,476,270	6,491,635	10.1%

Source: U.S. Census 2020, Wisconsin Department of Administration, Wisconsin Minor Civil Division Projection, 2010 - 2040

Age

Median age in Town of Jacksonport has increased by almost 10 years from 43.5 in 2000 to 52.9 in 2021. This trend is either due to growth in Jacksonport’s and Door County’s senior population, or people are not moving away from Door County. The elderly population (60 years and older) in the Town of Jacksonport is 41%, in comparison to the elderly population in the state of Wisconsin at 24%.

Town of Jacksonport Age Distribution (2020)

Median Age

Town of Jacksonport

52.9

Door County: 53.3

Wisconsin: 40.1

Source: 2021, ACS 5-Year Estimate

School Age
(5-18)



8.1%

Working Age
(16 & over)



91.1%

Voting Age
(18 & over)



87.4%

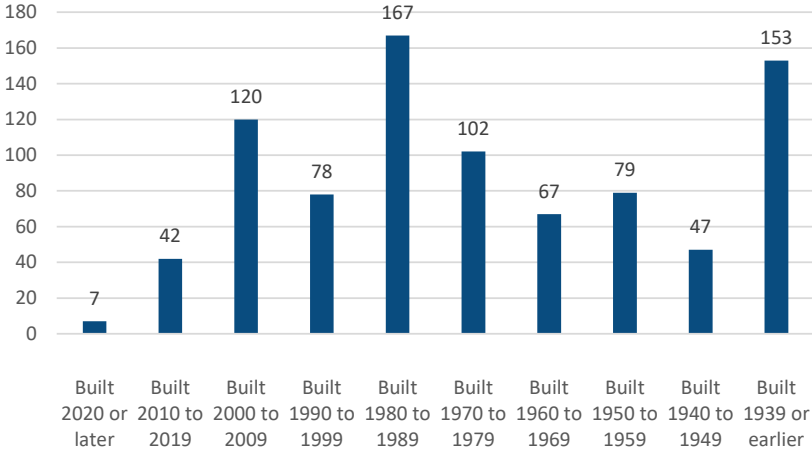
Retirement Age
(65 & over)



29.0%

Housing Summary

Exhibit 4: Housing Structures by year Built



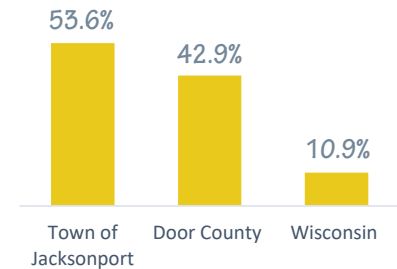
Source: 2021, ACS 5-Year Estimate

Exhibit 5: Residential Occupancy Status, Town of Jacksonport

Occupancy Status	
Occupied	400
Vacant	462
Total Housing Units	862

Source: 2021, ACS 5-Year Estimate

Exhibit 6: Residential Vacancy

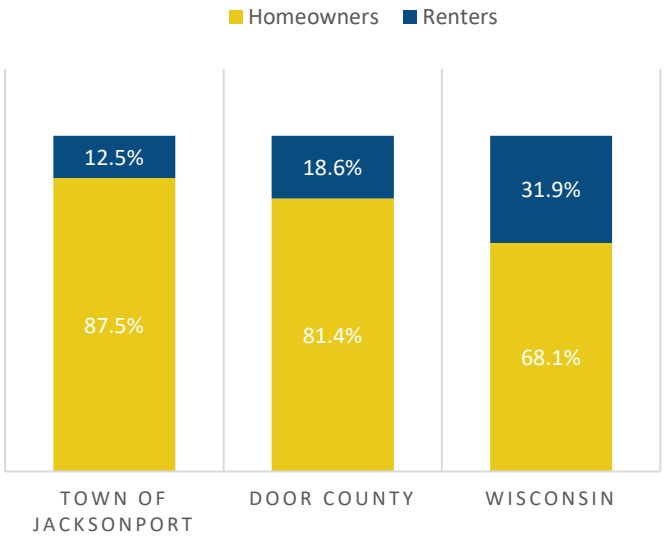


Source: 2021, ACS 5-Year Estimate

Jacksonport’s housing stock primarily consists of single-family detached housing, with most households being owner-occupied (350 out of 400 occupied houses). Characteristic of many communities in tourism-oriented and environmentally/recreational intriguing areas, Jacksonport has an extensive number of housing units considered “vacant” for seasonal, recreational, and occasional use.

- Jacksonport’s residential vacancy rate was almost 54% in 2021. (Exhibit 6)
- Of the 462 homes that are vacant, 409 are seasonal or occasional use houses. The remaining 53 houses are either up for rent or sale or unoccupied for unknown reasons.
- There were about 170 houses built between the years 2000 and 2021, according to 2021 ACS 5-year estimates. The Town of Jacksonport has witnessed steady growth in building of housing structures between the years 1970 to 2009. However, the growth has visibly decreased since 2010.
- Over 52 percent of the housing structures were built before 1980, with the majority of these units built in 1939 or earlier.
- Jacksonport’s homeownership rate (87.5 % percent) is a little higher than Door County’s and much higher than Wisconsin’s (Exhibit 7).

Exhibit 7: Housing Tenure



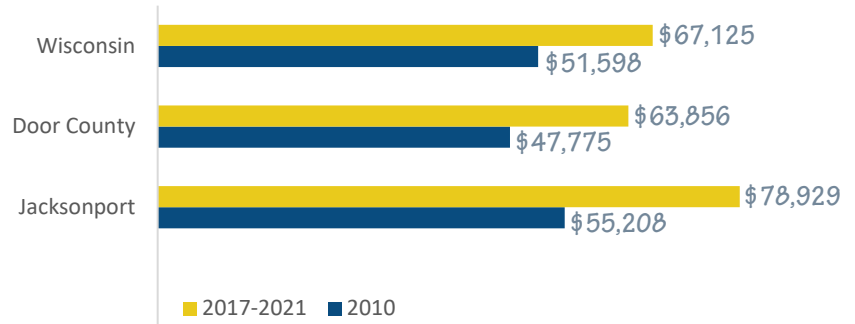
Source: 2021, ACS 5-Year Estimate

Median Household Income

Income is the factor that most influences housing choice (or lack of choice in instances where households have an inability to afford housing that meets their needs).

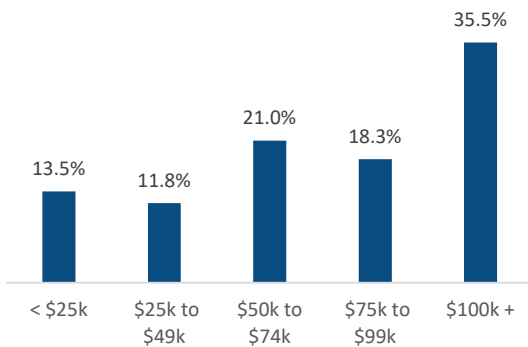
- Exhibit 8 shows the distribution of household income in Jacksonport, Door County, and Wisconsin. Jacksonport's Household income increased by 43% in 2021 from 2010.
- Almost 75% of Jacksonport's Households earned \$50,000 per year or more and are generally considered middle to high income. (Exhibit 8)

Exhibit 8: Median Household Income



Source: US Census, Decennial 2000; 2021, ACS 5-Year Estimate

Exhibit 9: Household Income Distribution

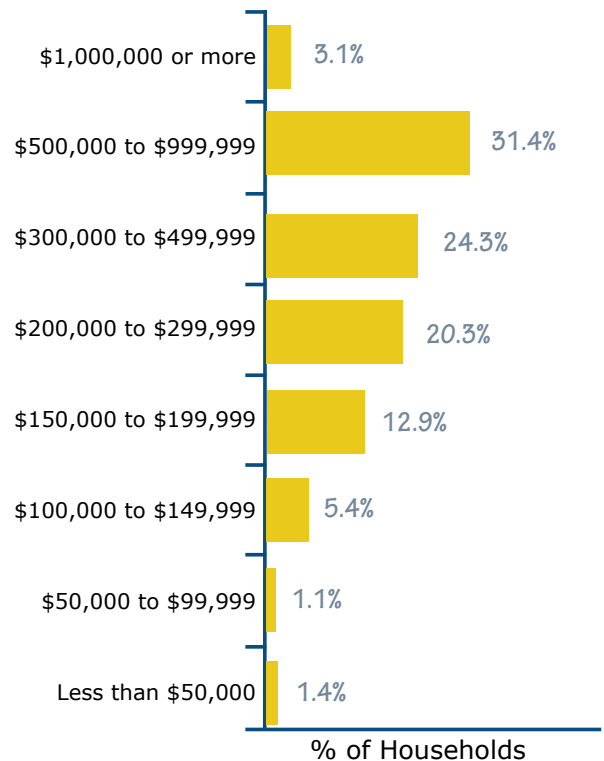


Source: 2021, ACS 5-Year Estimate

Housing Costs and Affordability

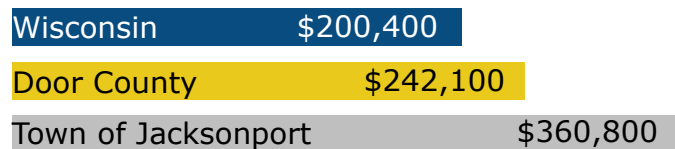
- In Jacksonport, the median value of a home was \$360,800 (2021). The median mortgage payment was \$1,653 a month.
- According to the US Census Bureau, the estimated median gross rent in Jacksonport increased from \$675 in 2010 to \$871 in 2021.
- About 80% of Jacksonport's housing stock rents at prices between \$500 and \$999 per month.
- About 59% of Jacksonport's housing units are valued at \$300,000 or more, which indicates there are only 40% of houses available for middle or low income.

Exhibit 10: Housing Value, Town of Jacksonport



Source: 2021, ACS 5-Year Estimate

Exhibit 11: Estimated Median House Value



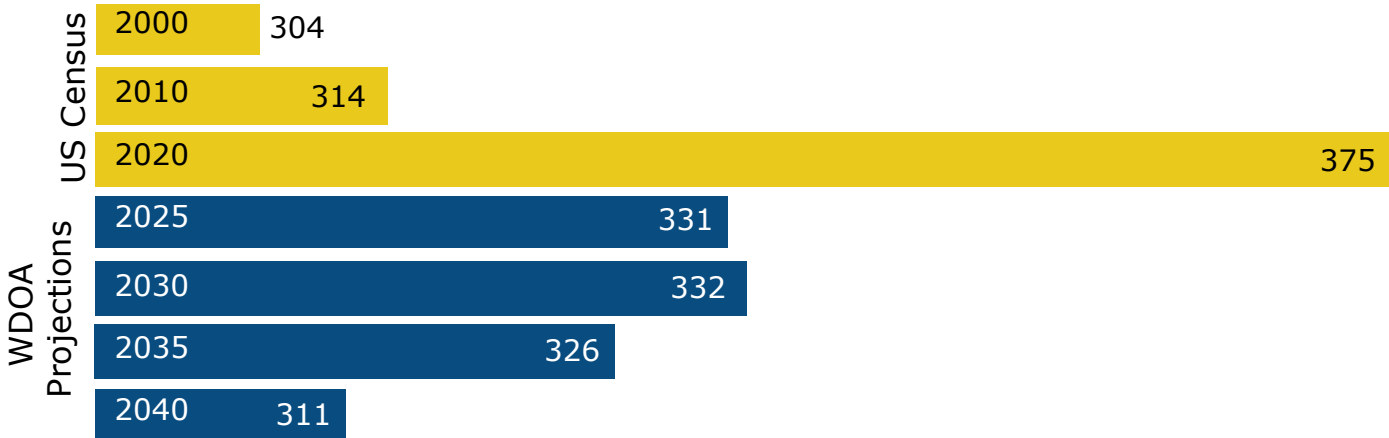
Source: 2021, ACS 5-Year Estimate

Household Projections

According to the Wisconsin Department of Administration (WDOA), the total number of households is increasing until 2030 and then is projected to decrease to 311 households by 2040. However, the total number of occupied housing units in 2020 (U.S. Decennial Census) was 375, way more than the projected growth by WDOA in 2013.

Note that a household includes all the people who occupy a housing unit, meaning the number of households always equals number of occupied housing units.

Exhibit 12: Household Projections



Source: U.S. Census; 2013 Wisconsin Department of Administration Forecasts

Future Housing Needs

According to the 2019 AECOM Door County Housing Study, the county has had a long-standing issue with a shortage of both rental units and housing for seasonal workers. Also, the quality of these housing types was identified as a concern. The report’s analysis was done by three geographic areas of the county with the Town of Jacksonport being within the “Northern Door” area (i.e., everything north of the Town of Sevastopol). The study indicates the following housing needs in the Northern Door portion of Door County:

- Workforce Rental Apartments: 65 units, Rents need to be generally between \$500-1,000/month;
- Workforce Owner-Occupied Homes: 40 units, homes need to be priced between \$60,000-\$124,900;
- Senior Housing (Rental Apartments): 60 units;
- Senior Housing (Owner-Occupied): 295 units;
- Seasonal Housing (beds): 70

Housing Strategies

GOAL

To provide a variety of housing options for rent and giving opportunities for affordable single-family and workforce houses, while keeping in mind the rural residential living style for the existing and future residents.

OBJECTIVES

- Promote developments that provide a range of housing choices to meet the needs of all income levels, age groups, and persons with special needs.
- Encourage and support rural residential living choices.
- Continue the efforts of identifying barriers to residential development and discover alternatives for lowering or eliminating these barriers.
- Encourage a good mix of housing types including workforce houses, single-family, duplex units, multi-family units, and senior housing.
- Promote availability of land for development or redevelopment of low-income and moderate-income houses.
- Identify and utilize government agencies, local neighborhood associations, non-profit agencies, and private sector industries to implement these housing recommendations.

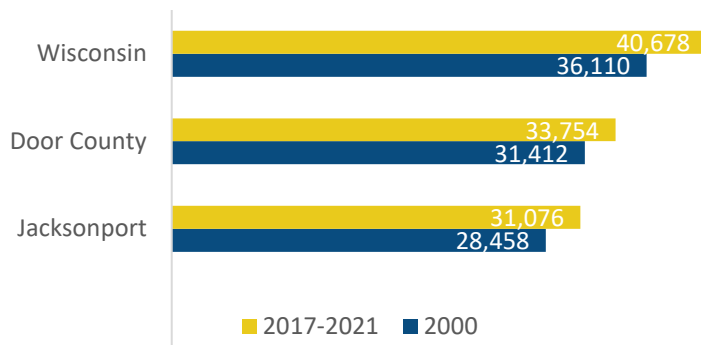
Economic Development

This section provides a summary of the economic development strategies for the Town of Jacksonport. It provides an economic summary, socio-economic characteristics, the economic base, and the town's strengths and weaknesses.

Socio-Economic Characteristics

Jacksonport is a small, agricultural area with a tourism-rich economy. The Town benefits from its location along the waters of Lake Michigan, which have a growing tourism base and continuous success in the leisure and hospitality sector. Concurrently, Jacksonport is affected by its working residents predominately commuting outside of the town to work, a consumer base impacted by seasonal tourism, and workforce replacement rate concerns as the senior population grows and the youth and young adult population declines.

Exhibit 13: Average Earnings, Population Aged 16 and Older with Earnings



Source: US Census, Decennial 2000; 2021, ACS 5-Year Estimate

Socio-Economic Characteristics

As of 2021, Jacksonport's labor force population was about 623 residents (over the age of 16). The average earnings for this group of residents was \$31,076 per year.

After adjusting for inflation, this analysis finds that average annual earnings for Jacksonport's residents increased from \$28,485 in 2000 to \$31,076 in 2021 (Exhibit 13).

Education Attainment

Exhibit 14 shows that Jacksonport's residents are similarly educated to Door County and Wisconsin residents.

Unemployment

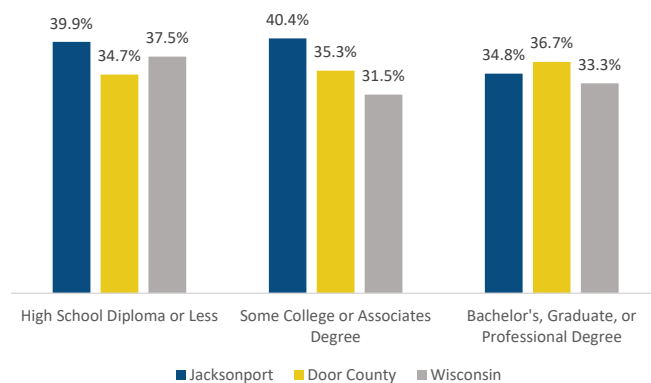
Rate of unemployment in Jacksonport is much lower than that of Door County and Wisconsin.

Exhibit 15: Unemployment Rate

Unemployment Rate	
Town of Jacksonport	2.6%
Door County	3.4%
Wisconsin	3.5%

Source: 2021, ACS 5-Year Estimate

Exhibit 14: Educational Attainment, Population Aged 25 and Older

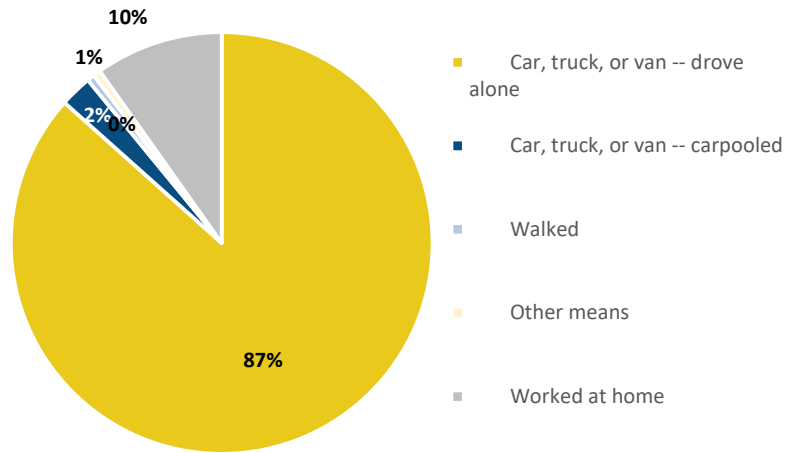


Source: US Census, 2021, ACS 5-Year Estimate

Means of Transportation to Work

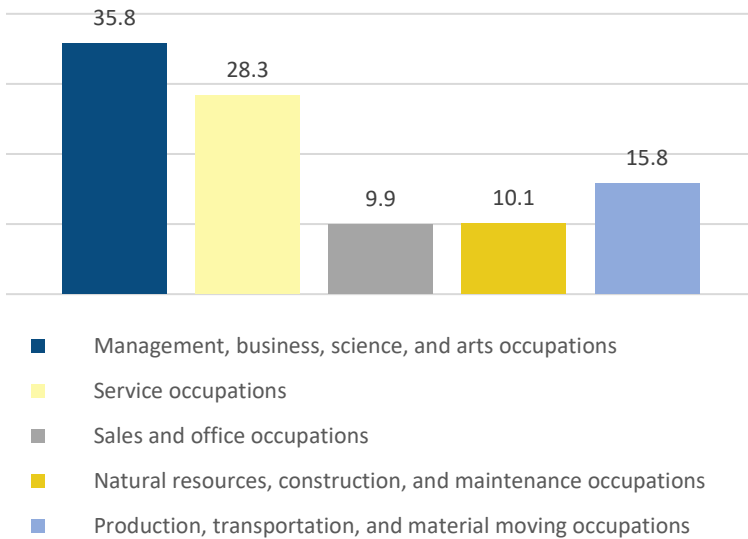
Exhibit 16 shows that a large majority of Jacksonport’s residents drove alone to their place of work, while 10 percent worked from home.

Exhibit 16: Means of Transportation to Work (workers age 16+)



Source: 2021, ACS 5-Year Estimate

Exhibit 17: Major occupations by Percentage



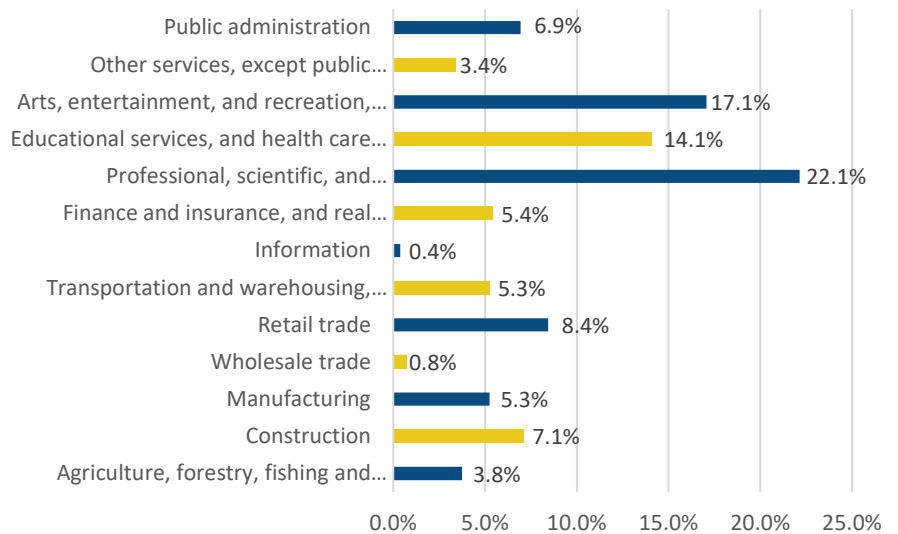
Source: 2021, ACS 5-Year Estimate

Occupation

The majority of Jacksonport’s residents are employed in management, business, science, and arts occupations. These fields have grown by 3% since 2000.

From 2000 to 2020, the occupations that have declined in number are natural resources, construction, and maintenance occupations, and service occupations.

Exhibit 18: Leading Industries by Percentage, Town of Jacksonport



Source: 2021, ACS 5-Year Estimate

Economic Base

Industry

In 2021, the industries with the greatest number of employees (22.1%) were professional, scientific, and management, and administrative and waste management services in the Town of Jacksonport.

In Jacksonport, from 2000 to 2021, the industries that experienced the most employment growth were professional, scientific, and management, and administrative and waste management services, which increased from seven percent in 2000 to 22 percent in 2021. The industries that witnessed almost a 50% decrease in employment were Agriculture, forestry, fishing and hunting, and mining; Construction; and Manufacturing.

Employment Forecast

Wisconsin's Department of Workforce Development (WDWD) projects that employment in the Bay Area Region (in which Jacksonport is located) will grow at an average annual growth rate of 8.78 percent between 2020-2030. The Town of Jacksonport can monitor business growth and development to better track future employment trends to determine if the town is following historic trends of Door County or future projections for the larger Bay Area Region.

According to the WDWD's occupational projections for the state between 2020 and 2030, the following are the top 10 occupations forecast to have the greatest number of openings:

- Production Occupations
- Food Preparation and Serving Related Occupations
- Office and Administrative Support Occupations
- Sales and Related Occupations
- Transportation and Material Moving Occupations
- Healthcare Support Occupations
- Business and Financial Operations Occupations
- Construction and Extraction Occupations
- Education; Training; and Library Occupations
- Personal Care and Service Occupations

Tourism in Door County

The total labor income in 2021 equaled \$102.5 million, which increased by 27.5% from 2020.

The total business sales in 2021 equaled \$531 million, which was a 33.7% increase from 2020.

In 2021, the number of employees in the tourism industry was 3,323. This is a 21.1% increase from 2020.

Direct visitor spending in 2021 totaled to \$423 million, which was a 39.1% increase from 2020.

The amount of state and local tax revenue collected in 2021 equaled \$42.7 million - a 31.2% increase from 2020.

Source: 2020 and 2021, Wisconsin Department of Transportation

Economic Development Strategies

GOAL

The Town will remain a rural, agricultural community that supports local businesses catering to residents and tourists. To promote an economic environment which maintains and increases the town's current tax base and provides quality employment opportunities.

OBJECTIVES

- Provide assistance to persons and organizations interested in developing new, or expanding existing, small businesses in the town.
- Enhance the natural character of the community to ensure the attractiveness of the town to tourists.
- Continue to support eco-tourism in the town. The rural/rustic bike routes, and state, county, and town parks provide opportunities to bring nature enthusiasts to the area that could spend money in the community at local restaurants, the farmers market, and other businesses.
- Support local agriculture as an integral part of the town's economy.
- Follow the pattern on the Future Land Use map when evaluating locations for new residential and business development and to preserve suitable land for agricultural uses (e.g., giving development priority to lands where there is no history of farming and land that is inaccessible or too small to farm).
- Support agriculture and tourism as preferred industries to provide local economic revenue at a minimal cost of service (i.e. infrastructure).
- Support agri-tourism activities in the town. Agricultural uses dominate the landscape in much of Door County. Given the strength of the agricultural economy, opportunities exist to offer tourists activities related to our agriculture, including: Farmer's market, farmer for a day experiences, rural bed and breakfasts, roadside stands, horse boarding and trail riding, pick-your-own produce operation, corn mazes, pumpkin patches, wineries, cheese factories, etc.
- Facilitate the establishment of agri-business and home-based businesses with concise ordinances that address consistency and compatibility with the character of the surrounding area, maintain the rural appearance of the landscape and minimize potential negative impacts (traffic, noise, odor, glare, signage, parking, truck deliveries, etc.).

Land Use

This section outlines the characteristics of Jacksonport’s existing land use inventory.

The Town of Jacksonport accounts for over 19,302 acres of land, or about 30 square miles. Approximately 90% of the town is undeveloped (primarily woodlands, natural areas, and agriculture). Residential land accounts for about 3% or 553 acres of the town’s land. The land use inventory (below) illustrates the acreage of existing land use in the Town of Jacksonport.

Exhibit 19: Existing Land Use Characteristics

Land Use Category	Acreage	Percentage
Agriculture	7,693.41	39.86%
Commercial	106.41	0.55%
Communication/Utilities	0.98	0.01%
Institutional/Governmental	34.17	0.18%
Industrial	49.92	0.26%
Multi-Family	0.86	0.00%
Natural Area	1,668.93	8.65%
Park and Recreation	413.38	2.14%
Residential	551.76	2.86%
Water	801.23	4.15%
Woodlands	7,981.24	41.35%
Total	19,302.29	100.00%

Map 2: Existing Land Use, Town of Jacksonport

Town of Egg Harbor

Town of Baileys Harbor

Town of Jacksonport



T

A

V

I

- Residential (3%)
- Multi-Family (<1%)
- Commercial (<1%)
- Industrial (<1%)
- Communication/Utilities (<1%)
- Institutional/Governmental (<1%)
- Agricultural (40%)
- Parks and Recreation (<1%)
- Natural Area (9%)
- Water (4%)
- Woodlands (41%)

57

Town of Sevastopol



0 0.5 1 Miles

Source: Municipality Boundaries, 2020; WisDot 2021; Bay-Lake RPC, 2022

Future Land Use

The town's future land use classifications and map take into account existing land use as well as household and economic projections. Future land use should not be construed as zoning. Future land use classifications are not legal descriptions of allowable land uses. They represent an idealized vision of what Jacksonport's land use could become in the next 20 years.

Development Considerations

Environmental/Agricultural Features

Various environmental issues have had an impact on the Town of Jacksonport and its waterfront since the town's land-use plan was adopted in 2007. Town should accommodate solving any issues related to flooding and storm water runoff , for example by helping redirect the flow of water away from the roads and properties when it floods. Jacksonport also considers issues of

Over the next 20-years, considerations should be placed on planning for environmental concerns such as fluctuating water levels, coastal hazards, resiliency, and sustainability. As the town continues to grow as a tourist destination, especially with attributes that include Lakeside Park, a variety of recreation amenities, site of the annual Maifest event, and lots of open spaces the town should maintain the infrastructure at these places to accommodate the growth. Ecotourism, agritourism, and geotourism, should be areas of emphasis as the town determines growth and preservation over the next two decades. These features not only add significantly to the aesthetic appeal of Jacksonport, but they also provide important ecological and environmental functions such as stormwater retention and flood control.

Supply of Vacant Lands

As mentioned previously, over 17,340 acreage of land in the town is undeveloped and contains ample sites for future development while preserving the town's rural environment. To maintain the rural feel, the town is projecting concentrated development of lands primarily in the Town Core Area, along state HWY 57 south of the core area and County Highways T,V, and A. This ensures a systematic growth pattern while maintaining the town's small, safe, and quiet atmosphere.

Land Use Issues

The Town of Jacksonport should anticipate and prepare for potential land use conflicts over the 20-year planning period. Some of the prominent issues that the town should expect to encounter includes an aging population, fluctuating housing trends and patterns, shifting of seasonal/short-term housing, carrying capacity of the land, economic viability, transportation and commuting, provision of utilities, public services and infrastructure needs, the prominence and impacts of its growing tourism base, redevelopment of currently developed lands, agricultural preservation, and environmental stewardship.

Rural Design

Design is concerned with the arrangement, appearance, and functionality of a town. It is the relationship between the people and the built environment which includes buildings, parks, neighborhoods, and streets. Architecture and design can play a major role in defining Jacksonport's sense of place. Jacksonport's residents, based on the survey results, prefer the small town charm and desire to maintain the same charm in the future.

Commercial and mixed-use development must be carefully planned and be aesthetically appealing to provide the perception of economic investment and success, which lead to the tangible results of higher sales tax revenue and an increased residential population within the town. Well planned commercial and mixed used developments in suggested corridors and core area of the town can help further knit the community together.

Housing

As described in the future housing needs section of this plan (Pg. 9), the *2019 AECOM Door County Housing Study* illustrated that Northern Door County has a shortage of Workforce and Senior housing. Even though the future forecasts show decline in population and housing needs, there is a clear need of variety of housing options in Jacksonport. For the Town of Jacksonport, over the next 20 years, the focus should be on providing an adequate mix of housing to meet the needs of all segments of the community (age, income, abilities, etc.).

Jacksonport should expand and diversify the housing it offers to residents, to encourage people to move there, live there, have families, build businesses and communities in the town. For that they need to promote diverse long-term residential housing options.

Seasonal/Short-term Occupancy

The US Census Bureau defines "Seasonal housing units" as those intended for occupancy only during certain seasons of the year and are found primarily in resort areas. The census provides a limited amount of data regarding seasonal housing and population, therefore making it difficult to create projections in a community that witnesses a prominent seasonal population and tourism. Hence, the town should carefully balance the ratio of residential, work-force, and short-term housing.

Land Trusts

Land trusts are organizations that take legal ownership, stewardship, or partial control over property at the request of the landowner. Land trusts can include real estate (e.g., buildings or homes) or property notes and mortgages. They are typically used for the land involved in conservation or wildlife purposes, or for real estate development purposes. Town of Jacksonport comprises of over 4,740 acres of land in trusts. Approximately 4,300 acres are private land trusts, while Door County Land Trust makes up over 231 acres, and Sanctuaries has 209 acres in the town.

Future Land Use Needs

This section summarizes an analysis of future land needs to accommodate projected growth and development in Jacksonport over the 20-year planning period.

Wisconsin statutes require comprehensive plans to include projections, in five-year increments, for future residential, commercial, industrial, and agricultural land uses in the community over the 20-year planning period. The following summarizes this land needs/build-out analysis.

Residential

Statistics and data provided by the US Census Bureau and the Wisconsin Department of Administration are typically used to determine population and housing estimates and projections for communities. These forecasts, which are generated by models and equations, are created for a typical town, village, or city. However, given the Town of Jacksonport contains a high number of second homeowners and seasonal workers, projections for new growth, and the amount of land needed to accommodate it, can be difficult to predict.

The U.S. Census registered a decline in population as well as households from 2000 to 2010. However, there has been a visible growth in population and households from 2010 to 2020. Even though the WDOA is projecting a decline in households based on the current trends, it is safer to assume that the population as well as the households are going to witness some growth in next two decades.

As shown in Exhibit 20, there were 120 new structures built from 2000 to 2009 and 49 new structures were built from 2010 onwards. This data shows that there are new structures being built every year in Town of Jacksonport, contradicting the 2013 WDOA projections (Exhibit 12, Pg. 9). These numbers portraying the development in new housing units were utilized to plan for the future growth of the housing units in the Town of Jacksonport.

Making an assumption from the available data, it is safe to predict a constant growth as the previous decade of approximately 50 new housing structures per decade. Hence the town could expect 100 new housing units by 2043.

To accommodate 100 housing units, assuming the land of approximately 1.5 acres per housing unit, the town will need about 150 net acres (or approx. 200 gross acres) of land. Assuming a linear growth of the housing units in 20 years, the town will witness 25 new housing units and 37.5 net acres (50 gross acres) every five years.

Gross acreage accounts for the fact that some of the developments may be hindered based on the nature of the area, and that residential growth needs to account for future roads, infrastructure, parks, and recreation areas.

Exhibit 20: New Housing Structures Built

New Structures Built in Town of Jacksonport	
Year	No. of Structures
1990 - 1999	78
2000 - 2009	120
2010 - 2019	42
2020 and later	7

Source: 2021, ACS 5-Year estimate

As discussed previously, it is important to balance the ratio of occupied and seasonal housing units, especially in a tourism-oriented community like Jacksonport, that has approximately 54% of seasonal housing units (Exhibit 5, Pg 13). Assuming the same ratio (U.S. Census 2021, ACS 5-Year Estimate) of occupied and seasonal housing units for future residential growth in the next two decades, it can be anticipated that 46 of the estimated 100 future housing units (or 46%) by 2043 will be occupied housing units (year-round units).

Note that these residential land use projections for the Town of Jacksonport are based on single-family units and do not account for higher density housing (e.g., duplexes, apartments, and other multi-family structures). The town envisions a variety of housing with consideration on a case-by-case basis and determined by type, location, density, surrounding developments, or other factors.

Commercial and Industrial

To calculate commercial land use projections, the current ratio of residential acreage to commercial land use (5:1) was compared based on the town’s 2023 land use inventory. Industrial lands are projected in the same manner as the commercial lands. According to the 2023 land use inventory, the current ratio of residential acreage to industrial land use acreage is 11:1. Exhibit 21 illustrates the acres needed for commercial and industrial land based on the above mentioned ratio, in the increment of five years. To properly site commercial and industrial land uses, enough land should be designated in order to provide adequate parking, landscaping, and to ensure adequate buffering from roadways.

Agricultural

As of 2023, agriculture accounted for approximately 40 percent of land in the Town of Jacksonport. It is the town’s intention to preserve as much of these remaining farmlands as possible over the next 20 years. Therefore, demand for agricultural land is assumed to be met through preservation of the town’s existing farmland and by utilizing best management practices. As development pressures continue to increase, the town should consider directing growth to areas considered non-productive for farming, or to areas where services are more readily available.

Exhibit 21 Future Land use Projections for Town of Jacksonport

Year	Residential		Commercial		Industrial	
	Acres	Total Acres	Acres	Total Acres	Acres	Total Acres
2028	37.5	37.5	7.5	7.5	3.4	3.4
2033	37.5	75	7.5	15	3.4	6.8
2038	37.5	112.5	7.5	22.5	3.4	10.2
2043	37.5	150	7.5	30	3.4	13.6

Note: these projections are based off of assumptions from data gathered from U.S. Census and could fluctuate over time due to changing markets, needs, and costs.

20-Year Land Use Strategies

Comprehensive plans contain a future land use plan to help guide growth management strategies over a 20 year planning period.

Jacksonport's 20-Year Land Use Plan (Map 3) is meant to provide a generalized visual interpretation of what the town wants to achieve, from a land use perspective, over the next 20 years. The land use plan, however, is not meant to be a prediction. The map serves as a component that can be amended as needed to address the community's present-day needs and preferences.

The creation for the Town of Jacksonport's future land use strategies for the 2023 to 2043 period was based on existing residential, commercial, and business uses, and the general development trends and patterns in and around the town. When identifying where future developments are encouraged, the impacts to existing utilities and facilities such as roads, sewers and water, and emergency services were also evaluated. Additional planning considerations included areas where lands would be difficult to develop or are unique to the community, such as floodplains, wetlands, and coastline.

The 20-Year Land Use Plan (Map 3) is based on three main strategies: 1) new development is best accommodated and served in the areas within and immediately adjacent to the community of Jacksonport and along/near the Lake Michigan shoreline; 2) Mixed use development is envisioned in the town's core area and along the town's primary highway corridors; and 3) agricultural uses and environmental features are intended to remain as the predominant land use within the town, while allowing for limited conversions for well-placed land uses based on a case-by-case basis.

Exhibit 22: Future Land use Characteristics

Land Use Category	Acreage	Percentage
Agriculture	8,150.60	42.23%
Commercial	115.70	0.60%
Industrial	55.20	0.29%
Institutional/Governmental	23.50	0.12%
Mixed-use	307.30	1.59%
Park and Recreation	384.40	1.99%
Residential	1,325.10	6.87%
Water	764.60	3.96%
Woodlands	8,174.00	42.35%
Total	19,302.29	100.00%

Note:

The classifications on the future land use map do not designate individual plats or specific properties within the classification for development; rather, it designates the area for that use to possibly occur. Also, it is not the intent of the plan to have the entire area within a classification develop at one time; rather, the specified uses should be considered if consistent with the type, location, and density of the development in the event of a land conversion.

Jacksonport's future land use strategies identifies nine categories to classify the general intent of future lands in the Town.

Residential

This category includes rural, single and multi-family, and shoreline residential housing units. Jacksonport should explore a variety of housing options that meets the needs of all persons, such as senior citizens, workers, as well as population below median household income. These options include condos, apartments, townhouses, different size single-family and multi-family housing, and senior housing. Jacksonport should strongly encourage the County in reducing the size of the residential parcels. For example, single-family houses built on smaller parcels could help provide affordable options for people wanting to buy a house.

Multi-family housing offers opportunities to increase residential density in Jacksonport. One possible area for multi-family housing development could be Town Core Area, as well as along the corridors of County Highway A, I, and V.

Shoreline residential properties in Jacksonport are represented by small and large lot sizes. Jacksonport has over six miles of shoreline, of which over 60% is developed. The town considers developing the shoreline as residential, however the town should monitor shoreline growth for potential natural coastal impacts to properties, impacts on environment, and impacts to adjacent properties. When possible shoreline properties should be redeveloped and refilled. The town should get a chance to provide substantial inputs in various town matters including the issues faced by private property owners in developing their own land.

Commercial

Commercial developments in the Town of Jacksonport should occur along highway 57 and the county road corridors. Future development should consider the recommendations from the community survey that identified several favorable businesses related to retail, entertainment, and other service industries.

Mixed-Use Areas

Mixed-use developments are generally a mix of residential, commercial, and institutional. Mixed-use development could increase the density in the town while reducing the need for development of agricultural or natural lands. . For the Town of Jacksonport mixed -use development should be focused on the core area of the town, state highway 57, and the county highway corridors. In addition, mixed use development should be considered at the node of County Highways T and V, as illustrated in the Future Land Use Map 3. Future mixed-use growth should be consistent with the rural character of the town while limiting conflicts with existing land use.

Agricultural

Agriculture will continue to be the primary land use in the Town of Jacksonport. The development in these areas should be limited if they are non-farm uses.

Industrial

New industrial uses should be light industrial, reflect the rural nature of the town, and avoid impacting surrounding land uses. When possible, industrial uses should be placed near commercial uses and away from residential uses. If industrial developments are located adjacent to residential land uses, steps should be made to decrease the negative impacts on these residences.

Park and Recreation

Future parks and recreation needs will be dependent on development or an expressed need for additional public park and recreational facilities, including nature preserves, and historic and cultural parks. The town should continue to explore diverse recreation opportunities for its residents and visitors, in both active and passive recreation. It is also important that the town continues to ensure people of all abilities will be able to enjoy parks and recreation facilities.

Institutional/Governmental

The Governmental/Institutional land uses include existing government buildings, emergency services and facilities, schools, utilities and utility sites, cemeteries, and other facilities that provide public services to the town.

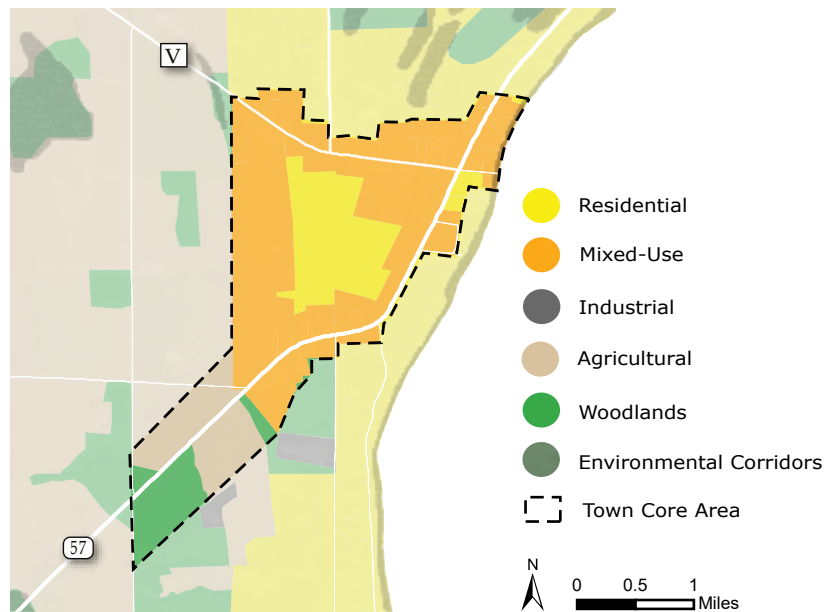
Natural Areas

In order to preserve the rural and natural character of the town, future developments are encouraged to incorporate woodlands and natural areas into their design, whenever feasible.

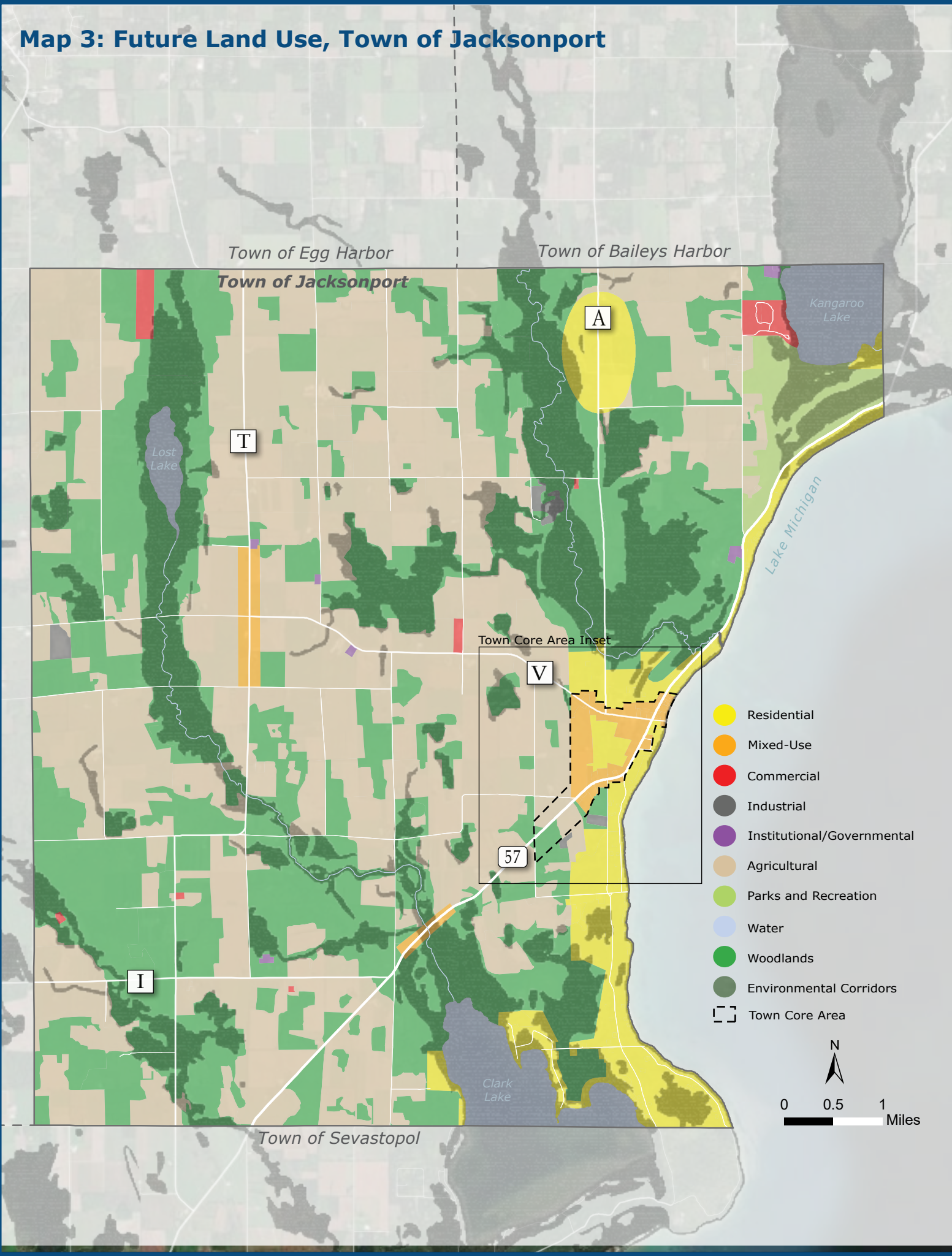
Environmental Corridors

Environmental Corridors are mostly protected and serve as a guide to development because their natural traits features can make it difficult or dangerous to build there. These features include wetlands, a 75-foot shoreland buffer (with a 35-foot vegetated buffer), floodplains, and steep slopes equal to or greater than 12%. Properties which have these natural features can be developed, but the natural features themselves cannot be developed upon without special permits through the managing entity (WDNR, FEMA, Door County, etc.).

Map 3a: Town Core Area Inset



Map 3: Future Land Use, Town of Jacksonport



Transportation

This element contains an inventory of Town of Jacksonport’s transportation network and establishes some of the methods of establishing and maintaining a comprehensive and balanced transportation system that serves residents, businesses, and visitors.

Existing Transportation System

Transportation is usually synonymous with streets and highways and a transportation system consisting of automobile-orientated infrastructure. A truly comprehensive and balanced transportation system includes planning for multi-modal transportation that provides connectivity between land uses and can be conveniently and safely used by all ages. This mobility requires the need for good infrastructure that includes: roadways, sidewalks, bicycle routes, trails, and other modes.

To ensure safety and efficiency, the transportation system needs to be effectively managed and maintained. While planning for the location and density of future developments, priorities need to be set and evaluated for their impact on the transportation system.

Functional Classification of Roads

WisDOT classifies highways and roadways according to character of service. Streets and highways can be divided into three categories: arterial, collector, and local facilities.

Arterial: These roads carry most of the traffic. In the Town of Jacksonport, State Highway (STH) 57 is considered the minor arterial.

Collectors: These roads provide traffic circulation within residential and commercial areas. The major Collector in the Town of Jacksonport is County Highway A, County Highway V, T and I are considered Minor Collector.

Local: These include the remaining roads found throughout the Town of Jacksonport.

Map 4: Functional Classification of Roads



Exhibit 23: Functional Classification

Functional Class	Mileage
Minor Arterial	7.10
Major Collector	6.10
Minor Collector	13.40
Local	42.70
Total	69.30

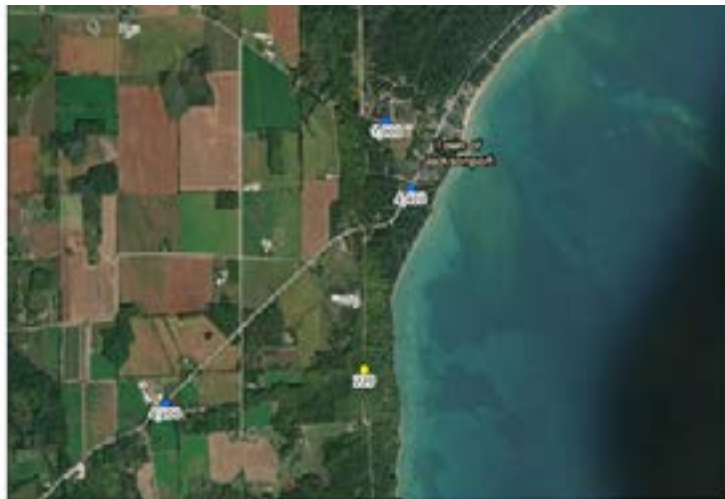
Source: WisDOT, 2019

Source: WisDOT, 2019

Traffic Counts

STH 57 runs through east side of Door County and connects Town of Jacksonport to different part of the region. Average annual daily traffic on STH 57 in Town of Jacksonport has been recorded 4,400 in the year 2018, whereas the average annual daily traffic count on County Road V has been recorded 1000 in the year 2009. The map shows the traffic count sites. Average annual traffic noted on the south of County Road A is 220, lowest in the Town of Jacksonport.

Exhibit 24: Traffic Count Sites



Source: WisDOT, 2018

Other Modes of Transportation

Active Transportation

Jacksonport's residents and tourists bike on either side walks or on the roads. According to the county bicycle map provided by WisDOT (Shown below), County HWY V and County HWY A has the most favorable condition for biking. STH 57 on north of the Town of Jacksonport has moderate condition for biking and STH 57 on the south side of the Town of Jacksonport is undesirable for biking due to the heavy motor vehicle traffic.

Exhibit 25: Door County Bicycle Map



Source: Wisconsin.gov

Access to Rural Transit needs, Elderly and Disabled Transportation

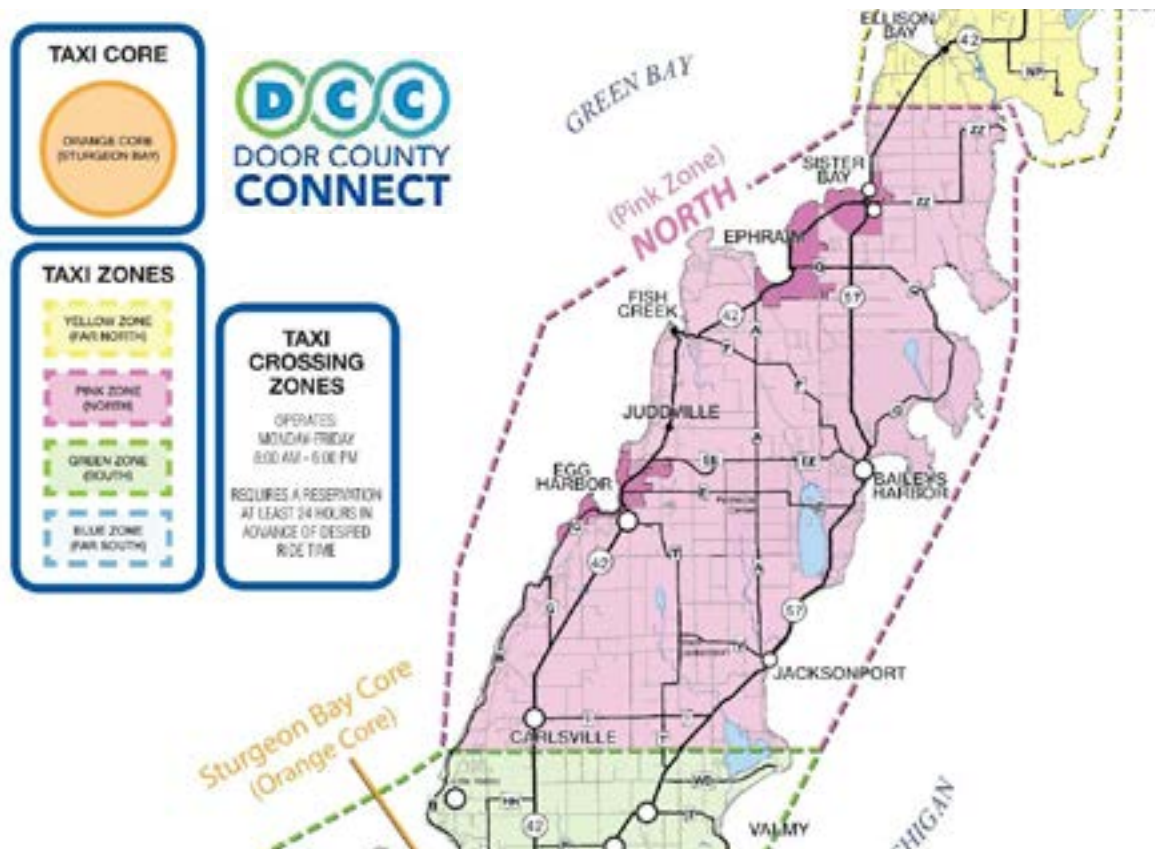
Door County provides Door 2 Door Rides (D2D) service, which is a shared-ride taxi service open to all travelers. D2D operates county-wide except for Washington Island, providing accessibility to transit for non-motorized owners, elderly, and disabled. D2D offers on demand, shared rides in wheelchair accessible vans through a third-party contractor. Passengers who are 60 years old or older, students between the ages of 3 and 22, and disabled passengers pay a half-priced fare.



D2D service is broken down by zone areas, Town of Jacksonport lies in the Pink Zone along with towns of Egg Harbor, Gibraltar, Baileys Harbor, and the southern portion of Liberty Grove. The northern edge of the Pink Zone are Highview and Seaquist Roads. It includes the villages of Egg Harbor, Ephraim, and Sister Bay. Service is available Monday – Friday. 8am – 6pm.

Door County also partners with Door-Tran, a local non-profit organization. Door County Connect shares a wheelchair accessible van, the County Veteran’s Services Office covers fuel costs, and Door-Tran staff and volunteer drivers provide the ride. Because of this three-way partnership, Door County veterans can access a no cost ride when traveling outside of the County for medical services. For more information visit doorcountyconnect.com

Exhibit 26: Taxi Zone Map



Source: Doorcountyconnect.com

Applicable Transportation Plans

This section documents the applicable county, regional, and state transportation plans that contain projects that may impact the town's transportation infrastructure.

County and Regional Transportation Plans:

Connect. Regional Bicycle and Pedestrian Plan for Northeast Wisconsin

The bicycle and pedestrian plan for the Bay-Lake region provides details about the region's bicycle and pedestrian network and facilities, including documentation of specific shared-use/multi-use pathways by county. The plan lists a range of objectives and strategies to improve the region's bicycle and pedestrian facilities.

State Transportation Plans:

Connect 2050, Wisconsin's Statewide Long-Range Transportation Plan (2022). Connect 2050 is Wisconsin's existing state-wide transportation plan. It describes Wisconsin's multi-modal transportation system and documents policies and actions to maintain, improve, and strengthen the overall system.



Wisconsin Bicycle Plan 2020

Wisconsin's existing bicycle plan includes a vision, goals, and objectives for bicycling as well as implementing strategies to increase bicycling across the state and to reduce crashes involving cyclists and motor vehicles.

Wisconsin Pedestrian Policy Plan 2020

Wisconsin's Pedestrian Policy Plan includes a vision statement, goals, objectives, and actions for pedestrian travel. It includes other important information such as issues and concerns for pedestrians in Wisconsin and an overview of past/current planning efforts, programs, plans, and laws.

Wisconsin Active Transportation Plan 2050 (in progress). WisDOT is updating its *Wisconsin Bicycle Transportation Plan* and *Wisconsin Pedestrian Policy Plan* and combining them into the *Wisconsin Active Transportation Plan 2050*. The active transportation plan will be a statewide long-range plan focused on human-powered modes of transportation, such as bicycling and walking. This plan will evaluate the state's active transportation opportunities and needs, resulting in policies and actions that will align with and further *Connect 2050*.

WisDOT 6-year Highway Improvement Program. This highway improvement program covers only the 11,750-mile state highway system which is administered and maintained by WisDOT. Wisconsin's current (2023-2028) highway improvement program identifies planned resurfacing in 2024 for STH 42 from Sturgeon Bay to Fish Creek. The proposed improvement for this segment of STH 42 is approximately 13 miles in length.

Wisconsin State Freight Plan (in progress). Wisconsin is updating its freight plan, which was adopted in 2018. The State Freight Plan is a long-range multimodal plan that addresses the state's freight transportation needs and provides a vision for WisDOT's freight program for the next eight years.

Transportation Strategies

GOAL

Promote a multi-modal transportation system for efficient, safe, and convenient movement of people, goods, and services for the residents as well as seasonal population.

OBJECTIVES

- Maintain and improve current town infrastructure in a timely and well-planned manner.
Action:
 - Work with the county to improve County Rd T/County Rd I, and County Rd V/County Rd T intersections.
 - Enforce speed limits on roads with high pedestrian activity.
- Promote an effective active transportation network for bicyclists and pedestrians.
- Provide safe transportation choices for the elderly, disabled, and children.
- Evaluate the need of updated infrastructure while keeping in mind the increasing use of bicycles, electric scooters/bikes and sidewalks.
- Partner with neighboring communities to work on a comprehensive bike and pedestrian plan.
- Provide safe pedestrian/bicyclists crossings for peak season population.
Action:
 - Improve safety at Cave Point Drive for all users, by adding double yellow lines, bikelanes, and/or enforcing speed limits and any other measures as necessary.
 - Make town more walkable and bike friendly.
- Keep residents informed of transportation improvements.
- Collaborate with Door County, BLRPC, and WisDOT to plan and coordinate transportation improvements.

Environmental and Cultural Resources

The environmental features of the Jacksonport area define the town's identity and character. These environmental resources help support the natural systems that provide for wildlife and a healthy environment, and provide opportunities for recreation.

Geology and Soils

The Town of Jacksonport is located on the eastern shore of Door County along Northern Lake Michigan Coastal Ecological Landscape, which has been designated and described by the WDNR. The town is approximately 30.17 square miles.

- The soil within the Town of Jacksonport are made up of reddish-brown, loam, or sandy loam.
- The bedrock found within Jacksonport is the Silurian Dolomite of the Niagara Escarpment. The bedrock is made up of marine sediments from Silurian Period of the Paleozoic Era. In areas where cliffs and ridges of the bedrock are exposed is where the top layer of soil has been eroded. These features are present throughout the majority of Door County but is not visible in all parts of Jacksonport.
- The geological layer has the potential to have karst features such as sinkholes, caves, and underground rivers. These features can impact groundwater quality as surface water can more easily infiltrate the ground and be directly deposited into groundwater sources.

Groundwater

The Town of Jacksonport is located within the Upper Door County Watershed. The Upper Door County **Watershed** is 287 square miles and drains into Lake Michigan.

The town's **groundwater** is held in the Eastern Dolomite Aquifer. The aquifer extends from Door County, along the east shore of Lake Winnebago, to the border of Wisconsin and Illinois. The interconnected cracks and pores produce water for the dolomite aquifers. Where the cover of the glacial material is thin or containing cracks, it makes the aquifer more susceptible to pollutants.

Environmental Corridors

Environmentally sensitive areas represent significant environmental features that should be legally protected from development.

These features include:

- 100-year floodplains outlined by the Federal Emergency Management Agency (FEMA)
- Surface water, with a 75-foot setback (WDNR, 2019)
- Steep Slopes, with a 12% or greater (NRCS, 2010)
- Wetlands, with a 50-foot setback (WDNR, 2019)

Wetlands

According to the Wisconsin Department of Natural Resources, wetlands are areas that have standing water long enough to support aquatic or hydrophilic vegetation. Wetlands are present in floodplains, lowland areas, and areas that water tends to pool. Types of wetlands includes bogs, swamps, and marshes. Within Jacksonport there are about 3,530 acres of wetland with a 50-foot setback. This acreage occupies about 18% of the town. The wetlands are located throughout Jacksonport, but a vast amount is in the northern half of the town. Portions of the wetlands are located within forested areas and can be defined as swamps. Wetlands act as a natural pollution filter.

Map 5: Wetlands (>2 Acres with a 50-Foot Setback)



Source: WDNR, 2019

Map 6: 100-Year Floodplain



Source: FEMA, 2009

Floodplains

According to the Federal Emergency Management Agency, 100-year floodplains are outlined as areas that have a 1% change of flooding each year. Floodplains in Jacksonport are located around Kangaroo Lake, Lost Lake, and Clark Lake. An additional floodplain is located along Hibbard Creek and along a large portion of Jacksonport shorelines. Overall, the town has 2,116.84 acres of floodplains.

Steep Slope

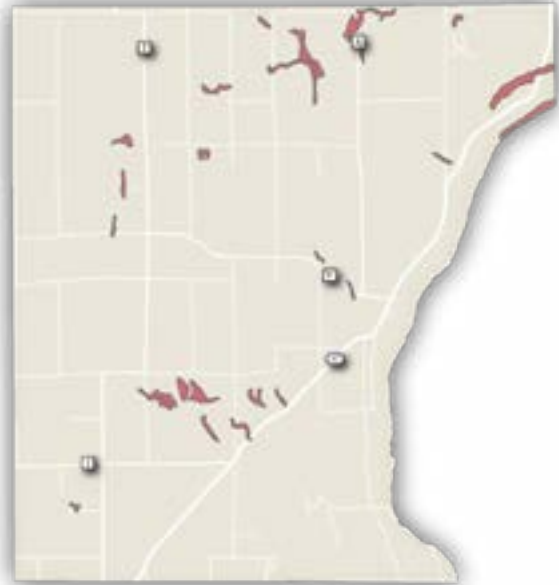
Map 7 illustrates the areas of steep slope (i.e., slope 12 percent or greater) based on soil characteristics within the planning area. Soils characterized as containing steep slopes are more susceptible to erosion and may require special building and construction restraints.

Surface Waters

Clark Lake is 865-acre lake with a maximum depth of 25 feet. Fish species found in the lake consist of panfish, largemouth bass, small mouth bass, northern pike, walleye, and trout. The lake has one public boat landing that offers visitors access to the lake.

Heins Creek along STH 57 has a 0.75 mile looped hiking trail. It teems with fish in spring and fall, and is a habitat for migratory and nesting birds, including bluebirds.

Map 7: Steep Slope (12% or Greater)



Source: NRCS, 2010

Map 8: Surface Water (With a 75-Foot Setback)



Source: WDNR, 2019

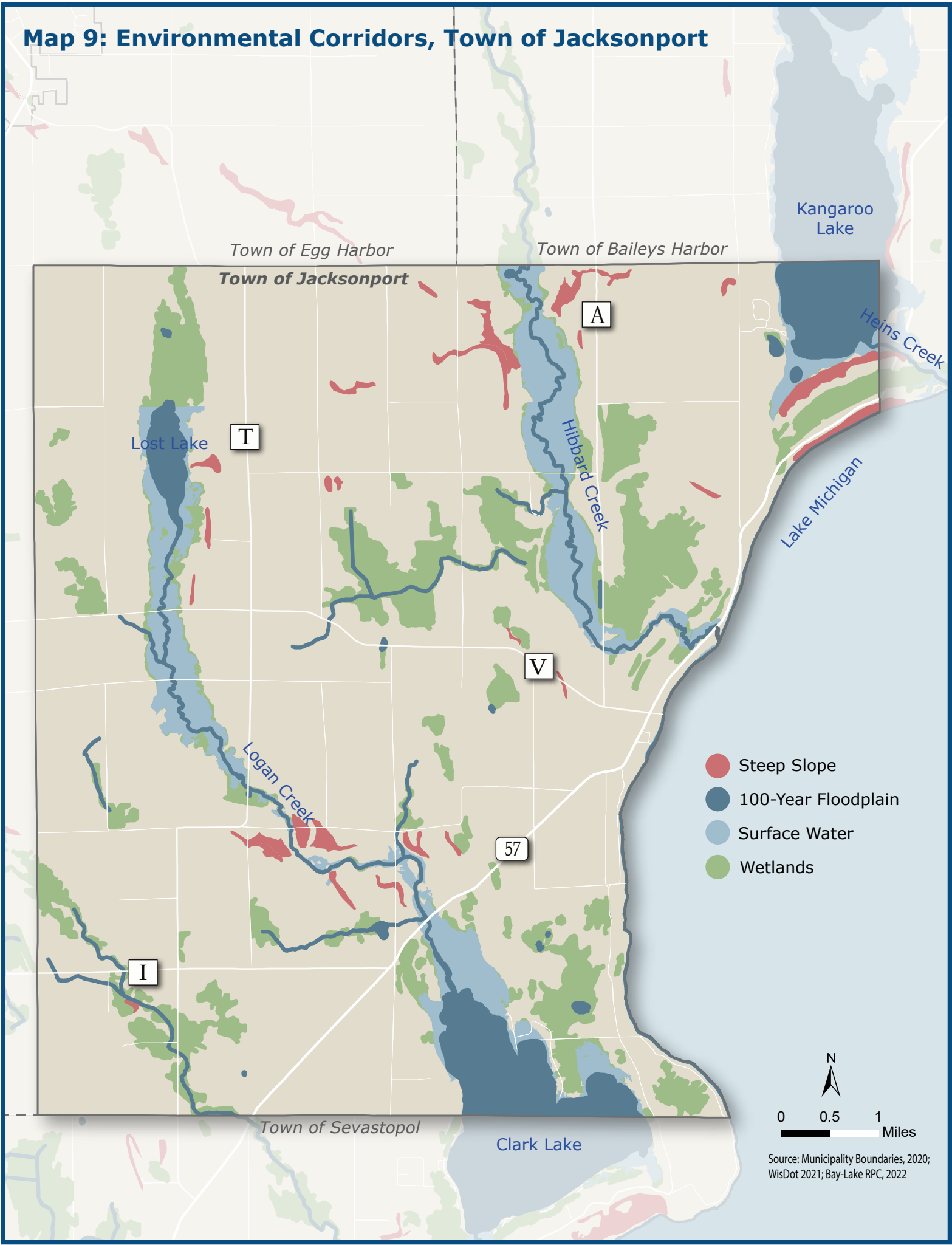
Hibbard Creek begins in Thorp Pond which is located two miles west of Kangaroo Lake. The 5.4-mile-long creek is bordered by wetlands and empties into Lake Michigan. A portion of the stream is classified as Class II trout waters and provides habitat for brook and rainbow trout. Other species found within the stream are warm water fish consisting of northern pike, yellow perch, small mouth bass, and sunfish.

Logan Creek is 5.4 miles in length and is surrounded by wetlands. The creek flows from lost lake and empties into Clark Lake. It is classified as a Class I trout stream and consists of fish species that thrive in warm water conditions.

Lost Lake is a 92-acre lake with a maximum depth of 5 feet. The lake is located in the north-west corner of Jacksonport.

Kangaroo Lake accounts for 1,156 acres within Door County with a maximum depth of 12 feet. Only a portion of the southern end of the lake is located within town boundaries. Species found within the lake include panfish, largemouth bass, smallmouth bass, northern pike, and walleye.

Map 9: Environmental Corridors, Town of Jacksonport



Town of Egg Harbor
Town of Jacksonport

Town of Baileys Harbor

Kangaroo Lake

Heins Creek

Lost Lake

A

Hibbard Creek

Lake Michigan

V

Logan Creek

57

- Steep Slope
- 100-Year Floodplain
- Surface Water
- Wetlands

I

Town of Sevastopol

Clark Lake



0 0.5 1 Miles

Source: Municipality Boundaries, 2020; WisDot 2021; Bay-Lake RPC, 2022

Environmental Concerns

Shoreline

Jacksonport has about 6.35 miles of shoreline along Lake Michigan. A large portion of the shoreline within Jacksonport has been developed with residential properties, but the land contains forested areas throughout the shoreline. There is occasional occurrence of flooding in the shoreline areas properties and the property owners are responsible for taking preventive measures for the damage occurred due to flooding. North of Jacksonport where Meridian and Lyle-Harter-Matter Sanctuary is located is undeveloped and forested.

Town of Jacksonport pioneered in eradicating "Phragmites" a non-native species of plant that invaded along the shoreline of Jacksonport. Residents of the town worked with Door County to treat the invasive species on private property.

Agricultural Areas

The Town of Jacksonport contains over 7,693 acres of farmland. There are 626 farms within Door County, accounting for 114,508 acres of land. The average size farm within the county is 183 acres according to the 2017 Census of Agriculture.

Wildlife Habitat, Threatened and Endangered Species

The U.S. Fish and Wildlife Services lists five species that are endangered or threatened in Jacksonport. The threatened species include the Northern Long-eared Bat, Dwarf Lake Iris, and Pitcher's Thistle. Currently the only endangered species is the Hine's Emerald Dragonfly.

- Karner Blue Butterfly and Rusty Patched Bumble Bee both are in the High potential zone.

Significant habitat areas in Jacksonport Include:

- Ridges Sanctuary, Logan Creek Property
- Meridian Park State Natural Area
- Logan Creek State Natural Area

Scientific and Natural Areas

Logan Creek State Natural Area is owned by The Ridges Sanctuary and became a State Natural Area in 2007. The State Natural Area accounts for 166 acres and features a northern wet-mesic forest. Flowing through Clark Lake is a 5.4-mile stream that empties into Clark Lake. The creek is considered an Outstanding Water Resource.



Source: Logan Creek, Doorcountypulse.com

Meridian Park State Natural Area is identified as a State Natural Area in 2007 and is owned by Door County. The park spans over 174 acres and contains the dolomite escarpment, sand ridge and swale complex, forested sand dunes, alkaline marsh, and sedge meadow.

The Niagara Escarpment extends over 230 miles in Wisconsin and is present within the landscape of Jacksonport. The bedrock consists of dolomite which has been exposed due to the softer shale above the dolomite being susceptible to weathering and erosion. From years of erosion there have been a variety of unique features created that supports habitats for rare, threatened, and endangered species. Throughout the Escarpment white cedars can be found, which are some of the state's oldest living trees.



Source: Meridian Park, dnr.wi.gov

Historical Sites

According to the Wisconsin Historical Society the Town of Jacksonport has 19 listed sites. Most of the facilities are homes, although there are a few churches, barns, schoolhouses, and the old Jacksonport Town Hall listed as historical site. The earliest site recorded is 1860s to early 1900s and the conditions of these historic structures are unknown.

Shipwrecks

Shipwrecks in Wisconsin have a long, great maritime history that has been preserved by historians and museums. Off the coast of Door County, there are hundreds of shipwreck locations that have been confirmed and unconfirmed. In the waters of Jacksonport, there are two shipwrecks that have been located and identified: Perry Hannah (a Schooner) wrecked in 1880 and Cecelia (a schooner) wrecked in 1885.

Environmental and Cultural Strategies

GOAL

Maintain and protect the significant natural resources that characterize the town's natural landscape while providing safety, cleanliness, and accessibility to all residents and visitors

OBJECTIVES

- Continue to protect, preserve, and/or restore environmental corridors within Jacksonport.
- Enact and incentivize water best management practices, including green infrastructure, to protect groundwater and surface water quality of local lakes, creeks, and Lake Michigan.
- Support projects that protect environmental resources and the community that are vulnerable in the face of climate change.
- Update the Park and Recreational Plan for the town.
- Continue to develop and operate parks with consideration of accessibility and health and wellbeing.
- Support the preservation of farmland and the agricultural heritage within the town.
- Promote planning efforts with a resilience focus to enhance the town's ability to withstand and recover from natural hazards.
- Provide education on, and assistance with, practices that encourage sustainable use of resources for future development within the town, and discourage development that will interfere with important natural resources.

Utilities and Community Facilities

The Utilities and Community Facilities element provides an inventory of existing facilities and services within Jacksonport.

Town Facilities and Services

Town Hall

The town hall shares a building with the fire station. The facility provides space for town meetings and other community gatherings.

Town Hall Picture

Solid Waste and Recycling Facilities

Garbage and recycling pickup services are offered by private contractors. The town also provides recycling drop off from 10 am to 12 pm twice a month at the Town Hall.

Electrical Service

Electrical services are provided to the town by Wisconsin Public Services.

Cemeteries

Jacksonport Lakeview Cemetery is located west of Highway 57 and is owned by the Town of Jacksonport. Other private cemeteries consist of Zion Lutheran Cemetery, Holy Nativity Cemetery, and St. Michael's Catholic Cemetery.

Health Care & Emergency Services

Emergency Services

The fire station is located on County Road V. The department consists of all volunteer firefighters.

Jacksonport receives law enforcement services from the Door County Sheriff's Department.

The Sturgeon Bay station of Door County Emergency Services dispatches ambulances and provides emergency medical service to the town.

Health Care Facility

The closest medical facilities are in Sturgeon Bay and consist of Door County Medical Center, Prevea Door County Health Center, Aurora Medical Clinic, and Bellin Medical Clinic. Zion Lutheran also provides a child care facility.

Education Facilities

Sevastopol School District serves the town for public education for 4-K through 12 grade. Zion Lutheran Parochial School offers private school for 4-K through 8th grade.

Parks and Recreation Facilities

Logan Creek State Natural Area

Logan Creek State Natural Area is in West Jacksonport. Logan Creek flows through the natural area and flows into Clark Lake. The natural area is managed by the Ridges Sanctuary. There are boardwalks and trails through wetlands and woods on the property. Access to the land is through Meridian Park which is adjacent to the sanctuary.



Lakeside Park

Lakeside Park is located off Highway 57 Town Core Area of Jacksonport. The park is a sand beach on Lake Michigan with two picnic shelters, a playground, restrooms, and boat ramp. The park is open year-round and holds many community events.



Meridian Park

Meridian Park is located between Jacksonport and Baileys Harbor. The park can be accessed by a wayside on State Highway 57 and features natural trails, picnic areas, parking, and restroom facilities. Meridian Park contains natural characteristics such as outcroppings from the Niagara Escarpment and forested sand dunes. As of 2007, the park is designated as a State Natural Area.

Clark Lake

Clark Lake provides opportunities for boating, swimming, kayaking, and fishing. At the end of town Line Road is a boat ramp for the lake.

Schauer Park

Schauer Park, on the Lake Michigan shore, is a popular place for kayaking and other quiet watersports. It provides amenities like launching private watercraft, picnic tables and parking.



Lyle Harter Matter Sanctuary

The Lyle-Harter-Matter Sanctuary was given to the county in 1945 as a sanctuary. The undeveloped sanctuary is used for wildlife and nature studies. The 40-acre park features a marsh, sand dunes, and is heavily wooded without maintained trail systems, road access, or facilities. Access to the land is through Meridian Park which is adjacent to the sanctuary.



Utilities and Community Facilities Strategies

GOAL

Provide access to efficient, reliable, and cost-effective utilities and facilities for residents and property owners within the capacity of the town, while considering and planning for future changes and demand.

OBJECTIVES

- Encourage resident participation and communication, and incorporate their feedback to update and improve facilities and services as needed.
- Provide utility and public safety services as feasible, and collaborate with other public and private entities to provide supplementary services.

Action:

- Provide better paramedics/EMS station.
- Implement a diversity of green infrastructure projects and facilities that promote clean, safe water.
- Ensure equitable access to new and existing parks and facilities.
- Foster parks and open spaces that promote recreation opportunities, public health and safety, and environmental sustainability.
- Utilize facilities that serve multiple, year-round purposes.
- Incorporate new infrastructure for services like fiber optics, including Internet.
- Encourage volunteers to provide help with active emergency services.
- Work towards developing a sanitary district in the Town.

Intergovernmental Cooperation

This element provides information on the Town of Jacksonport's relationship with overlapping and adjacent jurisdictions to see how these connections can impact the town. By identifying existing or potential conflicts, communicating visions, and coordinating planning goals and objectives, the Town can better identify issues or opportunities more effectively.

School District

The Town of Jacksonport is part of the Sevastopol School District. Jacksonport's relationship with the school district is cooperative and supportive. The Town and School District will mutually benefit with collaboration on future projects.



Adjacent Communities

Bordering communities around the Town of Jacksonport include the Town of Egg Harbor located northwest, to the west by Baileys Harbor, to the south by Sevastopol. The town encourages participation in future planning activities with local communities to ensure future compatibility of goals and visions are explored.



Nearest City

The nearest City to Jacksonport is the City of Sturgeon Bay. The City and the town maintain a good working relationship with each other.

Region

The Town of Jacksonport is a member of the Bay-Lake Regional Planning Commission (BLRPC). The BLRPC is the governmental entity of northeast Wisconsin. Jacksonport has a role to play in the region and can consider participating in regional planning efforts as they arise.



DOOR
COUNTY
WISCONSIN

Door County

The Town of Jacksonport is located in Door County, and therefore, the county has some jurisdiction within the town. The town has adopted county zoning, however where feasible all units of government should strive to adopt a zoning ordinance which is more specific to the town.



State

The town's relationship with the State of Wisconsin is ongoing, which deals with many issues and state agencies. Primarily, Jacksonport's relationship with the state deals with issues related to transportation (in coordination with the Wisconsin Department of Transportation) and natural resources (in coordination with the Wisconsin Department of Natural Resources). The Town of Jacksonport also maintains a good working relationship with the state by adhering to state laws, policies, and requirements.

Federal

The town's relationship with the US government primarily deals with funding opportunities. The town maintains a good working relationship with the US government by adhering to federal laws and requirements.



Intergovernmental Cooperation Strategies

GOAL

Coordinate and cooperate with surrounding communities, Door County, and other stakeholders on governmental initiatives, programs, and projects.

OBJECTIVES

- Maintain regular contacts, both formal and informal, with adjoining jurisdictions and the school district.
- Provide adjoining jurisdictions the opportunity to review and comment on proposed comprehensive plan, as required by state law.
- Encourage the coordination, sharing, or joint ownership of community facilities, equipment, and other services whenever possible.

Implementation

The Implementation element provides a framework for the Town of Jacksonport to implement this Comprehensive Plan.

Implementation can take many forms, including:

- Striving to achieve the goals, actions, and future land use plan of this comprehensive planning document.
- Using the plan's content to guide public and private decision-making on matters that relate to the development of the town and the prioritization of public revenues.
- Reviewing, evaluating, and amending the plan as demographics, economic conditions, political climates, or fiscal realities change.

Role of the Town

Predominately, town staff, the town's plan commissioners, the town's elected officials, and the town's committees will carry out implementation of this plan.

- **Town Staff:** Town staff, in various departments and services, will typically carry out the day-to-day operations of implementation. For example, staff may administer new program(s), facilitate presentations to discuss regulatory changes, or coordinate amongst partners to finance capital projects as recommended by the plan. Staff often provide technical advice to Plan Commissioners and elected officials to inform decision-making on topics related to the comprehensive plan.
- **Town Plan Commission:** The Plan Commission's primary responsibility is to implement the comprehensive plan and to ensure supporting town regulations are consistent with the plan. When reviewing any petition or when amending any controls within the town, the comprehensive plan shall be reviewed and a recommendation derived from its goals and actions (listed in the latter portion of this Implementation element), as well as the Future Land Use Plan. If a decision needs to be made in which it is inconsistent with the comprehensive plan, the comprehensive plan must be amended before the decision can take effect. The Plan Commission will need to ensure that the comprehensive plan is updated every 10 years. An annual review of the plan is recommended so the Plan Commission may stay familiarized with the plan's content, goals, actions, and strategies.
- **Elected Officials:** The town's elected officials make decisions from the standpoint of overall community impact—tempered by specific, situational factors. Elected officials balance recommendations made by plans and policies, the objectives of applicants and the public, technical advice from staff, recommendations of advisory boards, and their own judgment. The comprehensive plan provides much of the information elected officials need to make a decision. While the prime responsibility of implementing and updating the comprehensive plan falls on the Town's Plan Commission, elected officials should become familiar with this plan and assert that resources are maintained to keep the comprehensive plan current and viable.

- **Town Committees:**

- **Building and Grounds Committee:** This committee is responsible for overseeing the repairs, routine maintenance, improvements and strategic planning of town-owned buildings and public properties.
- **Parks Committee:** The committee is responsible for overseeing the operation, routine maintenance, and improvements town parks .
- **Cemetery Committee:** The committee is responsible for monitoring the sales of plots, preparing annual reports and budgets, and giving recommendations for future improvements.
- **Fire Advisory Committee:** The committee is responsible for exercising oversight of the fire department and providing emergency services to the town. The committee is also responsible for preparing annual reports and budgets, and giving recommendations for future improvements.
- **Technology Committee:** The committee is responsible for determining appropriate technology solutions to meet town's needs, specifically a high speed fiber broadband solution. The committee is also responsible for preparing annual reports and budgets, and giving recommendations for future improvements.

Evaluation and Monitoring

This comprehensive plan should be reviewed annually to ensure that it reflects the existing conditions and development characteristics present at the time. When amendments are required, needed, or proposed, the Town of Jacksonport should notify the public and affected property owners to provide them with an opportunity to comment on proposed amendments. Proposed comprehensive plan amendments should consider the likely and possible future use of the affected area and associated impacts (i.e., land supply, transportation, environmental, economic, and social impacts). Changes should reflect the town's 20-year vision and the goals and objectives identified in the each element of this plan. Amendments should also coincide with the Town of Jacksonport's development/preservation strategies and Future Land use Strategies, as detailed in the "Future Land use" element of this document.

The Town of Jacksonport should also consult with other governmental agencies, Door County, and neighboring communities to obtain their input, particularly on the goals and actions recommended in this plan.

Finally, at a minimum of once every ten years, the Town of Jacksonport should formally update its comprehensive plan, as required by statute. The update should continue to provide an opportunity for public and stakeholder input throughout the planning process and adoption of the updated plan by ordinance.

Inventory of Existing Land Use Controls and Planning Efforts

Door County Zoning Ordinance

The Town of Jacksonport does not have a zoning ordinance of its own. Rather, it falls under the jurisdiction of the Door County Zoning Ordinance.

Door County Land Division Ordinance

The Door County Land Division Ordinance regulates the division of land to promote public health, safety, aesthetics, and general welfare. The ordinance provides for minor land divisions, major land divisions, design standards and the dedication and improvement of a parcel of land to be developed.

Shoreland and Floodplain Zoning Ordinances

Shoreland/Floodplain ordinances have jurisdiction over all shorelands and identified wetlands in the unincorporated areas of a County. Door County administers its shoreland/floodplain ordinance in the unincorporated areas of the County. Shoreland zones are those areas within 300 feet of a navigable river or stream, 1,000 feet of a navigable lake, pond or flowage or to the landward side of the 100-year floodplain, whichever distance is greater.

Door County Hazard Mitigation Planning

Hazard mitigation planning is conducting a risk assessment regarding the potential impacts of hazards to a community's people, economy, and built and natural environments. For the purpose of hazard mitigation planning, "risk" is the potential for damage, loss, or other impacts created by the interaction of hazards with community assets. Exposure of people, property, and other community assets to hazards can result in disaster, depending on the impacts.

Sanitary Ordinance

The Sanitarian Division deals with private onsite wastewater treatment systems (POWTS) in Door County as well as other environmental health issues. Th department also provides water test kits as well ass onsite waste treatment insspection and letter.

Compilation of Survey Results

Total Participants: **119**

All the Survey Participants were **Property Owners**.

Permanent Residence: **58.8%**

Seasonal Residents: **39.5% (Over 3 month Stay: 19%)**

Participant age:

70+ : 42%

60-69 : 36%

50-59 : 12%

49 and under : 4%

	Strongly Disagree		Disagree		Agree		Strongly Agree	
	#	%	#	%	#	%	#	%
Land Use								
The natural environment is worth preserving.	3	2.52	0	0	11	9.24	103	86.55
Scenic beauty is vital to your community.	3	2.52	1	0.84	12	10.08	101	84.87
Invasive species will impact your community into the future.	3	2.52	5	4.2	46	38.66	64	53.78
Property rights are important to preserve.	2	1.68	1	0.84	33	27.73	81	68.07
Shore-land development negatively impacts the lake.	4	3.36	15	12.61	58	48.74	39	32.77
The town should develop a Nuisance Ordinance prohibiting accumulation of unused appliances, automobiles, construction debris, trash, etc. on one's property.	5	4.2	11	9.24	42	35.29	58	48.74
More parking is needed at boat landings.	8	6.72	58	48.74	29	24.37	8	6.72
Development of agricultural land into another use is acceptable.	24	20.17	32	26.89	51	42.86	9	7.56
The town should consider community/ senior housing.	8	6.72	32	26.89	58	48.74	14	11.76
Current Door County regulations discourage growth in the Town of Jacksonport.	16	13.45	57	47.9	21	17.65	7	5.88

	Satisfied		More		Less			
	#	%	#	%	#	%		
Land Use								
Do you think that there should be MORE or LESS restrictions or are you SATISFIED with the current restrictions on the following?								
Agricultural Practices	79	66.39	25	21.01	8	6.72		
Retail/Commercial Development	55	46.22	45	37.82	13	10.92		
Residential Development	70	58.82	30	25.21	11	9.24		
Roadway Signage	73	61.34	31	26.05	10	8.4		
Access to Lake Michigan	77	64.71	26	21.85	13	10.92		
Shore-land Development	52	43.7	32	26.89	31	26.05		
Agriculture, Natural, and Cultural Resources								
	Yes		No					
	#	%	#	%				
Is groundwater quality and quantity important in the Town?	117	98.32	1	0.84				
	Poor		Fair		Good		Excellent	
	#	%	#	%	#	%	#	%
How would you rate the groundwater quality in Jacksonport?	4	3.36	23	19.33	26	21.85	63	52.94

	Multimodal Trails		Horseback riding Trails		Bike routes/trails		Walking/Hiking trails	
	#	%	#	%	#	%	#	%
Transportation								
I would support the development of public land for the following uses:	20	16.81	30	25.21	88	73.95	106	89.08
	Poor		Fair		Good		Excellent	
	#	%	#	%	#	%	#	%
Overall road maintenance	4	3.36	38	31.93	57	47.9	19	15.97
Snow removal	2	1.68	17	14.29	67	56.3	29	24.37
Condition of Town Roads	2	1.68	31	26.05	72	60.5	12	10.08
Condition of County Roads	2	1.68	19	15.97	75	63.03	22	18.49
Condition of State-owned Roads	0	0	10	8.4	74	62.18	33	27.73
Bicycle/Pedestrian Trails	25	21.01	45	37.82	31	26.05	7	5.88
Snowmobile Trails	4	3.36	29	24.37	47	39.5	6	5.04
Safety on roads	18	15.13	38	31.93	53	44.54	9	7.56
Housing								
How would you rate the overall quality of housing? (consider availability, variety, cost, maintenance, etc., of the overall housing.)	6	5.04	40	33.61	45	37.82	10	8.4

Are there any perceived housing problems?		#	%
Lack of workforce housing		72	60.5
Shortage of single-family starter homes		64	53.78
Lack of rental housing/ apartments		53	44.54
Need for assisted/senior living apartments		37	31.09
Abandoned or rundown houses/mobile homes		28	23.53
Lack of new housing development		13	10.92
Blighted area(s)		5	4.2
What types of housing development would you like to encourage?			
Single-family homes		53	44.54
Affordable housing		37	31.09
Assisted/Senior living		19	15.97
None		17	14.29
Duplexes		16	13.45
Clustered home development		15	12.61
Condominiums		14	11.76
Apartments		12	10.08
Multi-family residential		6	5.04
Manufactured homes		4	3.36

	Poor		Fair		Good		Excellent	
	#	%	#	%	#	%	#	%
Utilities and Community Facilities								
How would you rate the following facilities/services in the Town?								
Police/Sheriff protection	1	0.84	17	14.29	69	57.98	31	26.05
Fire protection	0	0	7	5.88	54	45.38	57	47.9
Ambulance/Rescue squad service	5	4.2	16	13.45	45	37.82	50	42.02
Solid waste/recycling services	10	8.4	26	21.85	48	40.34	32	26.89
Parks	2	1.68	3	39.5	47	39.55	65	54.62
Child care facilities	29	24.37	26	21.85	16	13.45	3	2.52
Elderly care facilities	40	33.61	25	21.01	9	7.56	0	0
Education (Public K-12)	2	1.68	9	7.56	34	28.57	46	38.66
Cemeteries	1	0.84	14	11.76	56	47.06	24	40.36
High-speed internet access	66	55.46	24	20.17	21	17.65	4	3.36
Cell phone service	27	22.69	55	46.22	31	26.05	3	2.52
Public access to water resources	4	3.36	29	24.37	52	43.7	27	22.69
	Satisfied		Somewhat satisfied		Somewhat dissatisfied		Dissatisfied	
	#	%	#	%	#	%	#	%
Overall, how satisfied are you with the quality of life in the Town today?	75	63.03	34	28.57	7	5.88	1	0.84

Economic Development					
What types of businesses do you believe should be attracted to the area?		#	%		
Retail development		60	50.42		
Entertainment businesses		31	26.05		
Agricultural businesses		30	25.21		
Medical/Healthcare facilities		27	22.69		
Tech industries		23	19.33		
Light industrial/manufacturing		13	10.92		
If business development is going to take place, in which areas should it be encouraged?					
Selected areas along HWY 57		69	57.98		
Community of Jacksonport		62	52.1		
Selected areas along County HWY V		39	32.77		
Selected areas along County HWY T		20	16.81		
Selected areas along County HWY A		19	15.97		
		Agree		Disagree	
		#	%	#	%
Neighboring units of government should work together to develop common goals.	113	94.96	5	4.2	
Would you support sharing services or equipment with a neighboring community if there was a cost savings with no reduction in quality of services?	116	97.48	2	1.68	
Do you feel there is enough communication between neighboring communities and counties to make good, sound decisions on related types of issues?	55	46.22	44	36.97	

Do you have any safety issues you would like to mention? (Consider Traffic related issues, bike and pedestrian crossings, neighborhood safety, paramedics issues, etc.)

Problem with designated bike lanes and sidewalks or signage

Town is not safely walkable, need crosswalk on 57 in town near the Town Hall Bakery.

We see too many people speeding down Logerquist road as an alternate to A and/or 57.

Crosswalks needed to be better marked and equipped with on-demand flashing lights. That seems to be a county wide project, and perhaps state-supported.

Vehicles traveling too fast down Cave Point and Schauer Rd, Jorns Rd.

Rethink speed limits on all town roads.

The kayak companies' e-bike and bike carriage rentals can be a nuisance and a safety concern in town and on the roads around Cave Point (unsafe riding, breakdowns).

Would like to see the responder station in Jacksonport.

The 45 mph zone on Hwy. 57 between Jacksonport and Baileys Harbor should be better enforced. That stretch is dangerous for bikers and pedestrians.

Some high speed rural intersections have coniferous trees at the corners that block the line of sight of oncoming traffic. If landowners were made aware of and encouraged to remove either the trees or the lower branches it could prevent high speed crashes. Deciduous trees could be thinned or their lower branches removed.

Do you have any other comments or concerns you would like to mention?

Would encourage town to do big-trash pickup twice a year- might reduce accumulation of unused items and debris, referred to in section one.

We need to restrict rapid growth with out a plan

We need Internet services desperately

Need to maintain the rural nature of the Town.

The reasons behind non waterfront restrictions for a garage. It must have well, holding tank, and a residence. Restriction of the size of a storage facility/shed 120sq ft?

The condition of Lakeshore Road remains a problem. While other small lanes have been resurfaced or renovated, Lakeshore seems neglected.

Tall grasses planted in Lakeside Park are a real nuisance.

Similar to others, I am concerned that Door County regulations do not allow for housing for employees of Door County businesses. I am concerned about the NIMBY mindset preventing growth of businesses.

Don't turn our town into Baileys Harbor, Egg Harbor, and Sister Bay.

Please make sure we don't have a big ugly building like the one built in baileys harbor that completely changed the look of the town

Perhaps homeowners should be encouraged to respect the Dark Skies and. Consider making an ordinance about yard lighting . We all, locals and tourists want to maintain some live able habitat for animals and birds. We don't want to be lit like a city. We could lose the charm.

<p>Please do not dump the GA Zoning regs. There are many possibilities for a wide range of uses within the GA zoning. Dairy may be on its way out...but think of equine, beef, hobby farms, orchards... There are provisions in the existing county regs to parcel out smaller family lots within that zoning....education. Spot zoning is a bad practice both for the town and for the county. Our town lacks municipal sewer. That is a hinderance for major development in the core area. It is what it is. Recently the core area incurred a thorough review of POWTS in the core area. People graded and complied...so a new municipal sewer seems unlikely in the near future. But perhaps a space whould be left for future needs....decades from now.</p>
<p>I would like to see as much undeveloped land be preserved as possible.</p>
<p>Invest in Schauer Park - add trees, beautify the parking and add picnic benches, etc. So many people use it - it should be lovely and inviting yet environmentally respectful. Significant landscaping investment would pay off over the years, with return visitors and reputation.</p>
<p>I love the quaint, small town feel of Jacksonport. A gas station would be great! Businesses that enhance the park and cater to families should be recruited.</p>
<p>I am concerned about shoreline erosion.</p>
<p>For the taxes we pay, we would expect better access to trash and recycling services. Furthermore, a library would be a welcome addition.</p>
<p>Encourage farmers for sustainable practices. A larger grocery store would be great. Do not turn into Sister Bay or Baileys Harbor.</p>
<p>What is your Vision for Jacksonport? Please complete the following in your own words, "I would like Jacksonport to be..."</p>
<p>We would like Jacksonport to remain a small community with a neighborhood atmosphere. Please do not let things that have happened in Sister Bay, Egg Harbor and now Baileys Harbor happen in Jacksonport. Design some committees to manage future development and hold the line. Thanks</p>
<p>We would like Jacksonport to remain a quiet and low-key, avoiding becoming the hotbed of activity which Egg Harbor has become.</p>
<p>We would like Jacksonport to be a community that keeps its natural beauty, respect its history, keep its parks maintained and remain a quiet, safe community, and have a smart plan in place for its future.</p>
<p>We would like Jacksonport to be a safe haven from noisy bars, and unrestricted business development. Right now, we have a few businesses and that is OK, but if we do not limit the number, we will just become another Sister Bay or Egg Harbor or Fish Creek. Locations of businesses should be placed in appropriate areas so that visitors entering Jacksonport are not confronted with camping grounds or other unsightly structures. Design of buildings should be restricted to architecture that enhances the beauty of Jacksonport. Please, NO, buildings like the one recently erected in Baileys Harbor.</p>
<p>We want Jacksonport to be a quiet residential lakeshore community. It's why we moved here....why a lot of people moved here. Please don't make it a Sister Bay, Fish Creek, Egg Harbor...or the likes of them!!! It's not fair to the residents who CHOSE to live in a quiet community!</p>
<p>Thoughtful growth</p>
<p>The vibe or feel of a Hallmark movie. :-) Development of bike and hiking trails should be encouraged. It would be nice to someday have a small general store, or hardware store. Require owners of abandoned, blight properties to clean up fallen trees, deteriorating buildings, or fined. I am concerned about the poor condition of woods in the town, all the way to the dunes. Who is responsible for forestry of these properties?</p>
<p>Stay on the quiet side; plan development thoughtfully and in keeping with the charm and beauty of the area.</p>

Quiet, inclusive, neighborly, and focused on maintaining the natural environment. Campgrounds and RV parks should be discouraged.
Nice little port side community with a few more shops and restaurants and would like a pier and boat launch to added with a possible restaurant which would bring in boaters to our town to help support the community.
More visually appealing. Would like to see charming street lights and floral displays along HWY 57, similar to those in neighboring communities.
Keep it the way it is
I would love to have a bank, a post office, a gas station....no Dollar Stores. A feed mill..bird seed, dog food, type of store would be cool. Also, there already exists a county nuisance ordinance. Also, duplexes and guest houses are currently acceptable in county zoning. That provides housing for workforce, seniors, affordable housing...
I would like to see Jacksonport continue to be small but allow for guided growth keeping life as simple and fun as it is now.
I would like to see Jacksonport be a little more welcoming for walkers through town and encourage business development in the core area as well as housing on the ridge above the core area for families and workers. Great parks make a great town, and we are in a strong position there. Planning for smart development in the agriculture areas between Cty V and Hwy 57 west of the core area would be a smart 20 years plan. Laying out roadways, pedestrian walkways and even park areas now before development starts would be very forward to thinking and cheaper in the long run.
I would like the Town of Jacksonport to have a few more establishments to go for lunch, bakery, (especially open on regular basis) ice cream. There are enough kayak & adventure establishments...
I would like to Jacksonport to remain the quiet side community it had been before the commercialism of cave point area. With quiet roadways safe to bike, and walk while sharing the road.
I would like jacksonport to preserve its small, quiet profile, with the addition of enterprises that are A) Supportive for year round residents and B) Special and creative to leverage the seasonal customer and contribute useful dollars to Jacksonport infrastructure. I would also like to ensure that agriculture folks are supported and protected and have their freedom preserved to do what they do..... I love what we have - Square Rigger, Mikes, Bleys, the Park, the Bakery, and dont want to lose any of that. A good "destination" home made pizza place would be terrific! And a couple very artistic and creative shops would be wonderful to attract more folks to the businesses we already have.
I would like Jacksonport to make a commitment to the Green Tier initiatives and become part of the DNR's Green Tier Legacy Communities. I love the small-town feeling of Downtown Jacksonport and make a commitment to smart growth.
I would like Jacksonport to be a town with community of smart tech intelligent farmers, gardeners or other agricultural specialists that support and educate about the local, regional fauna and flora.
I would like Jacksonport to be a town where people live, offering services to sustain that population, such as the grocery store, farmers market, bakery, but also restaurants that are not bars and that remain affordable.
a township that balances agriculture and private residences with business growth
A place when our children can come back to raise their families. Not enough 5 acre parcels available
A fun place to live and a close caring community with high speed INTERNET

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Town of Jacksonport

Comprehensive Plan 2023-2043

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The Bay-Lake Regional Planning Commission is a multi-service planning agency within Wisconsin that delivers a variety of federal, state, and local programs. It provides planning and technical assistance to member governments in northeast Wisconsin. It is accountable to its members. The Commission also serves as an effective partner for state and federal governments.

