

Village of Prairie du Sac



Town of Prairie du Sac



Village of Sauk City



Highway 12/PF/ Airport Area Plan

Adopted by Town and Village
Boards: 6.26.2012

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Section 1: Introduction

This *Highway 12/PF/Airport Area Plan* covers a 920 acre area generally west of the current Prairie du Sac Village limits. This is called the “planning area” in this document and represented on the Base Map on the following page. The planning area includes the Sauk Prairie Airport, the Highway 12/PF intersection area, the proposed location of the Sauk Prairie Memorial Hospital, Mueller Sports Medicine, and other mostly vacant lands. It also abuts the Highland Park, Westwynde, and Fieldstone residential neighborhoods, and includes the platted but undeveloped portions of the latter two.

This *Highway 12/PF/Airport Area Plan* is a blueprint for future neighborhood and economic development, preservation, recreation, road, utility, and other changes within this planning area over the next 20+ years. The *Area Plan* guides future zoning, development proposals, economic development activities, public investments, and other implementation steps. This *Area Plan* provides additional detail than available within the *Sauk Prairie Comprehensive Plan* document, through a series of maps and text suggesting opportunities and desired future conditions within the planning area.

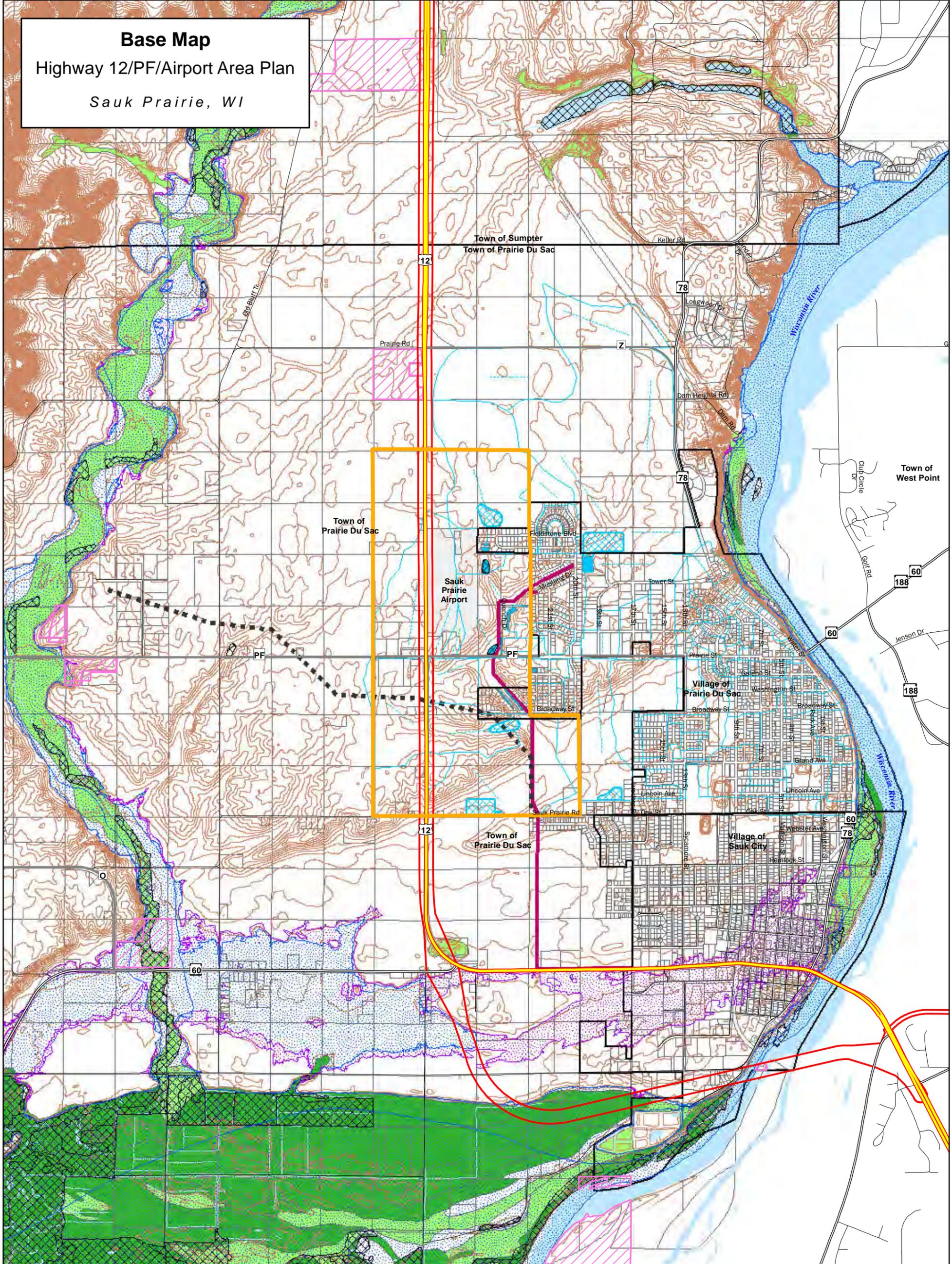
The Sauk Prairie communities of the Village of Prairie du Sac, Town of Prairie du Sac, and Village of Sauk City collaboratively prepared this *Area Plan* through their Sauk Prairie Intergovernmental Planning Committee (IPC). The *Area Plan* implements a recommendation from the 2005 *Sauk Prairie Comprehensive Plan* and a 2009 intergovernmental agreement among the three communities. Through both of these prior efforts, the communities recognized the need for more detailed planning for this area. In the past, achieving consensus on plans for this area has been complicated by the convergence of the Sauk Prairie Airport, residential neighborhoods, industrial and rural businesses, and a major highway with an uncertain future.

Completion of the *Area Plan* was somewhat accelerated by a decision by the Sauk Prairie Memorial Hospital to locate a new facility on lands southeast of the Highway 12/PF intersection. The Sauk Prairie Memorial Hospital requested certain amendments to community plans to facilitate its proposal.

The planning process resulted in this *Highway 12/PF/Airport Area Plan* document and more general amendments to the 2005 *Sauk Prairie Comprehensive Plan* document and maps. These include amendments to the Future Land Use map (Maps 10A and 10B) and Future Transportation and Community Facilities map (Map 11). The Boards of the three Sauk Prairie communities adopted these *Comprehensive Plan* amendments on February 14, 2012. On June 26, 2012, these same Boards adopted this *Highway 12/PF/Airport Area Plan* as an addendum to the *Sauk Prairie Comprehensive Plan*. The remainder of this *Highway 12/PF/Airport Area Plan* is divided into three sections:

- **Vision and Opportunities:** Puts forward a vision for the planning area, advancing the overall community vision expressed in the *Sauk Prairie Comprehensive Plan*. Outlines the physical context within and affecting the planning area, and suggests broad opportunities for its future.
- **Directions:** Includes guidance for future economic development, community design, land use, transportation, recreation, and preservation within the planning area, focused around a future Development Plan map.
- **Implementation:** Identifies steps to carry out the directions advised under this *Area Plan*.

Base Map
 Highway 12/PF/Airport Area Plan
 Sauk Prairie, WI



Municipal Boundaries	Surface Water	Stormwater Basin Flow Path
Sauk Prairie Airport	Partially Hydric Soils	Conceptual Future Stormwater Basin
Planning Area	Hydric Soils	West Side Sewer Interceptor
Preferred Highway 12 Bypass	Protected Land Easement	Gas Transmission Line
US Highway	100 Year Floodplain	Five Ft. Interval Contours
State Highway	500 Year Floodplain	
County Highway	DNR Wetlands (2000)	
Local Road		

1/25/2012

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S

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Sources: Sauk County, Dane County, Columbia County, DNR, FEMA, USDA, Northern Natural Gas, Strand Associates, Mead & Hunt, Vandewalle & Associates

Section 2: Vision, Context, and Opportunities

2.1 Sauk Prairie Community Vision

The future vision for the 920 acre planning area should fit within and complement the vision for the entire Sauk Prairie community. As part of the 2005 *Sauk Prairie Comprehensive Plan*, the communities prepared and endorsed the vision statement to the right.

2.2 Planning Area Future Vision

The Highway 12/PF/Airport planning area serves as a gateway into the community from the west and north, and valuable real estate for future economic development. Still, careful, phased development of the area will advance the community's farmland preservation, natural area protection, and growth management objectives. The Sauk Prairie communities also wish to plan for this area in a manner that complements other existing and planned commercial, industrial, and office development areas in Sauk Prairie; and which designates a sufficient amount of land for future neighborhood development.

The communities desire for the Sauk Prairie Airport to be maintained as a recreational and small business use airport facility, primarily serving small single-engine and twin-engine piston aircraft. Any proposal to expand the Airport, including its runway length, will be evaluated against this general intent, and against detailed criteria in the zoning ordinance later in this *Area Plan*. The communities will designate and regulate runway protection zones north and south of the existing runways, plan for a compatible land use pattern around the Airport, and continue financial and in-kind contributions to Airport operations as local budgets allow. The two Villages and Town do not wish to assume any greater support or ownership interest in the Airport, nor do they believe that relocation of the Sauk Prairie Airport to a more rural location will be practical during the 20 year planning period. West of the Airport runway, on and adjacent to the Airport ownership parcel, the communities envision airport-supporting businesses, light industrial uses, warehousing, and office businesses, when public utilities are provided.

The communities will accommodate the Sauk Prairie Memorial Hospital's plans to relocate its medical facilities to lands southeast of the Highway 12/PF intersection, outside of the Airport's runway

Sauk Prairie Community Vision

In the next 20 years, the Sauk Prairie Area will be recognized by its neighborhoods and downtown centers, rich with a unique historic and cultural character, and surrounded by the majestic Wisconsin River and productive farms intermingled with quality natural areas. Neighborhoods will be safe, attractive, and adjacent and interconnected to each other and the community. Economic vitality will be the result of a high-quality mix of clean production facilities, technology enterprises, agriculture, and retail and service businesses that reflect the area's unique cultural and natural attributes. This diverse economic mix will meet the needs of area residents, visitors, and regional and distant markets. Open spaces, natural resources, recreational opportunities, and high-quality education and health care will remain central to the area's quality-of-life and economic health. This vision will be promoted through cooperative efforts among the area's communities, districts, and people.

Highway 12/PF/ Airport Area Plan

protection zone. The communities also support Hospital- and Airport-compatible medical campus and office uses southeast of the Highway 12/PF intersection. Other areas east of Highway 12—but more distant from that intersection—will accommodate neighborhood, educational, and recreational development, including possible future school sites and a community park/recreation center.

West of Highway 12, the communities envision long-term agricultural preservation in most locations. In a planned area immediately west of Highway 12/PF intersection, the communities support the operation and expansion of existing rural businesses, along with new agricultural-related businesses. Light industrial uses that are compatible with a rural location and services (e.g., low water users) may also be considered, particularly on previously-platted lots near the Highway 12/PF intersection.

Finally, the communities foresee the future expansion of the transportation network in the Highway 12/PF/Airport planning area. With respect to the north-south stretch of Highway 12 through that planning area, the communities will attempt to:

- Minimize future private driveway access to Highway 12, though WisDOT is the only agency with access control along Highway 12.
- Minimize additional building development within a 350 foot wide recommended future right-of-way for Highway 12. That width would accommodate future expansion to a four-lane highway, given current WisDOT standards.
- To the extent practical, maximize the potential for a future freeway interchange near the current intersection of Highway 12/PF.

Future on-alignment expansion in this north-south stretch of Highway 12 is most compatible with the Sauk Prairie area's vision for farmland preservation, economic development, and transportation. This future alignment also remains feasible given the very limited access to Highway 12 in this north-south stretch.

East of Highway 12, the communities envision an interconnected road and trail network, and limited access to Highway PF.

2.3 Stakeholder Participation

The Sauk Prairie IPC met five times in late 2011 and early 2012 to guide this process. The Committee heard public comment at each meeting. The project consultant and Prairie du Sac Village staff coordinated additional stakeholder input opportunities. While opinions on matters like the future of the Sauk Prairie Airport and Highway 12 were not uniform, public and stakeholder input was critical in the development of this *Area Plan*.

The start of the Area Plan process included a series of one-on-one interviews between the consultant and major property owners within the planning area. The consultant also conducted a small group meeting of owners of land and businesses in the vicinity of the Highway 12/PF intersection. The purpose of the interviews and the small group meeting was to explain the planning process and each interviewee's role in the process, to help the consultant understand property owners' lands, and to learn ideas for future land use. In general, the interviews and small group meeting revealed:

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- A diverse set of interests, but in general a strong land ethic and a willingness to cooperate with neighbors.
- A general desire for a wider range of allowable commercial uses and public utilities near the Highway PF/12 intersection.
- A desire to enable airport runway extension and compatible light industrial use on and near Sauk Prairie Airport property.
- Concern with the effect of future Highway 12 expansion on the current alignment, particularly with the effect on current land use and growth plans, but with a value placed on continued Highway 12 exposure and access.

The process also included two well-attended public meetings, in November 2011 and January 2012. The purpose of the November meeting was to inform the public on the planning process; discuss options and opportunities for the future; and learn goals, values, ideas, and concerns. The public meetings included significant attendance from the neighborhoods adjacent to the planning area. In general, the public meetings suggested an interest to:

- Blend the Hospital's proposed development in with area, through proper building placement and design, landscaping, and traffic management.
- Interconnect streets within the planning area as land develops, but do not build streets in advance of land development and discourage through traffic on residential streets.
- Preserve the area's natural beauty, rolling landscape, and green space—even as additional development occurs.
- Provide an interconnected system of trails and parks.
- Limit the expansion of the Sauk Prairie Airport. Particular concern was voiced over allowing any future airport runway extension in a manner that would facilitate heavier and/or jet airplane traffic.
- Limit commercial uses along Highway PF and at the Highway 12/PF intersection to neighborhood-compatible businesses, discouraging large-scale commercial development and "big box" uses there.
- Enhance Highway PF a natural gateway to community though the preservation of an open space character along it and the installation of entryway signage and landscaping near the Highway 12 intersection.

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2.4 Regional Context

Any responsible plan for a community or small area must consider the regional context. Analyzing the surrounding region both uncovers unique opportunities for the planning area. Such analysis also suggests where the planning area might be less successful due to other, better positioned locations.

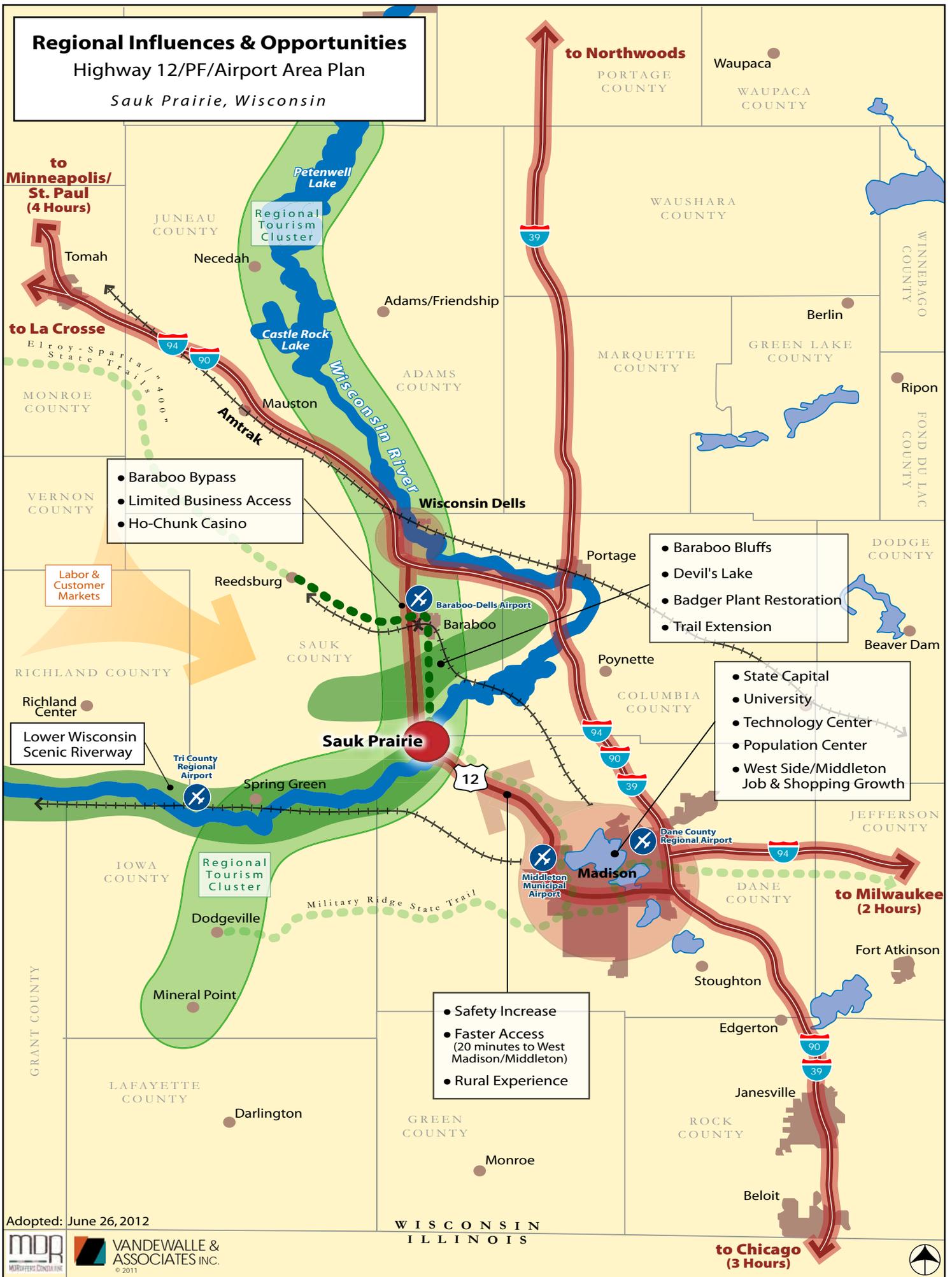
The Regional Influences and Opportunities map, included on the following page, presents the regional context within which this *Area Plan* was prepared. Key lessons from this map are that:

- The Sauk Prairie area is less than one-half hour from the Madison/Middleton area—the State’s capital, second largest city, and site of the world-renowned UW-Madison education and research facility.
- The Sauk Prairie area is also less than one-half hour from the largest tourist destination in the Midwest—the Wisconsin Dells/Lake Delton area.
- These major destinations and the Sauk Prairie Area are tied together by U.S. Highway 12—a route that is part of the State’s “backbone” highway system. The past decade has seen major Highway 12 four-lane expansion projects both north and south of the Sauk Prairie area, including bypasses of Middleton and Baraboo. This has greatly decreased travel times and increased safety to these destinations.
- In combination, the Baraboo/Dells area and Middleton/West Madison area have a broad array of shopping and job opportunities. While this creates an opportunity for spin-off businesses in the Sauk Prairie area, it also may limit opportunities for larger national retailers and hospitality businesses here.
- The Sauk Prairie area is within one-half hour of three general aviation airports—the Baraboo-Wisconsin Dells Airport (5,000 foot runway), Middleton Municipal Airport-Morey Field (4,000 foot runway), and Wisconsin Aviation (5,000+ foot runway) adjacent to the Dane County Regional Airport. Each of these airports has expanded its facilities and services in recent years.

Regional Influences & Opportunities

Highway 12/PF/Airport Area Plan

Sauk Prairie, Wisconsin



**to Minneapolis/
St. Paul
(4 Hours)**

to Northwoods

to La Crosse

**to Milwaukee
(2 Hours)**

**to Chicago
(3 Hours)**

- Baraboo Bypass
- Limited Business Access
- Ho-Chunk Casino

- Baraboo Bluffs
- Devil's Lake
- Badger Plant Restoration
- Trail Extension

- State Capital
- University
- Technology Center
- Population Center
- West Side/Middleton Job & Shopping Growth

- Safety Increase
- Faster Access (20 minutes to West Madison/Middleton)
- Rural Experience

Labor & Customer Markets

Lower Wisconsin Scenic Riverway

Regional Tourism Cluster

Regional Tourism Cluster

Adopted: June 26, 2012



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WISCONSIN ILLINOIS



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2.5 Sauk Prairie Area Context and Opportunities

The planning area and its future opportunities must also be understood in the context of the entire Sauk Prairie area. The Sauk Prairie Area Context and Opportunities map, on the following page, suggests key aspects of the current Sauk Prairie area context.

The three communities in the immediate Sauk Prairie area have a combined 2011 estimated population of 8,551, per the State Department of Administration. The historical development and municipal pattern in the area—namely two small villages directly adjacent to one another—has led an interesting phenomena of two (or more) of many community features. This includes downtowns, business/industrial parks, and modern commercial strips. Communities in this population range almost always have only one of these features. This factor alone makes it particularly important to carefully plan in a manner that complements and does not unnecessarily compete with these existing areas.

The Context and Opportunities map also represents the locally-preferred future alignment of Highway 12 through the Sauk Prairie area. This alignment was presented and advised in the 2005 *Sauk Prairie Comprehensive Plan*, following a local assessment of alternatives contained within the 2004 *Long-Range U.S. Highway 12 Alternatives Study for the Sauk Prairie Area*. Notably, the locally-preferred 2004-2005 alignment included a bypass south of Sauk City, but a route along the current Highway 12 alignment through the Highway 12/PF/Airport planning area. The rationale for this recommendation is included in the “Directions” section that follows. In 1999, a political compromise and intergovernmental agreement enabled the widening of Highway 12 in Dane County, but indicated that the Wisconsin Department of Transportation (WisDOT) “will not propose construction of a USH 12 bypass of Sauk City before 2020.” That agreement—which did not include the Sauk Prairie communities and is controversial in this area—has limited State-sponsored highway planning activities in the Sauk Prairie area ever since.

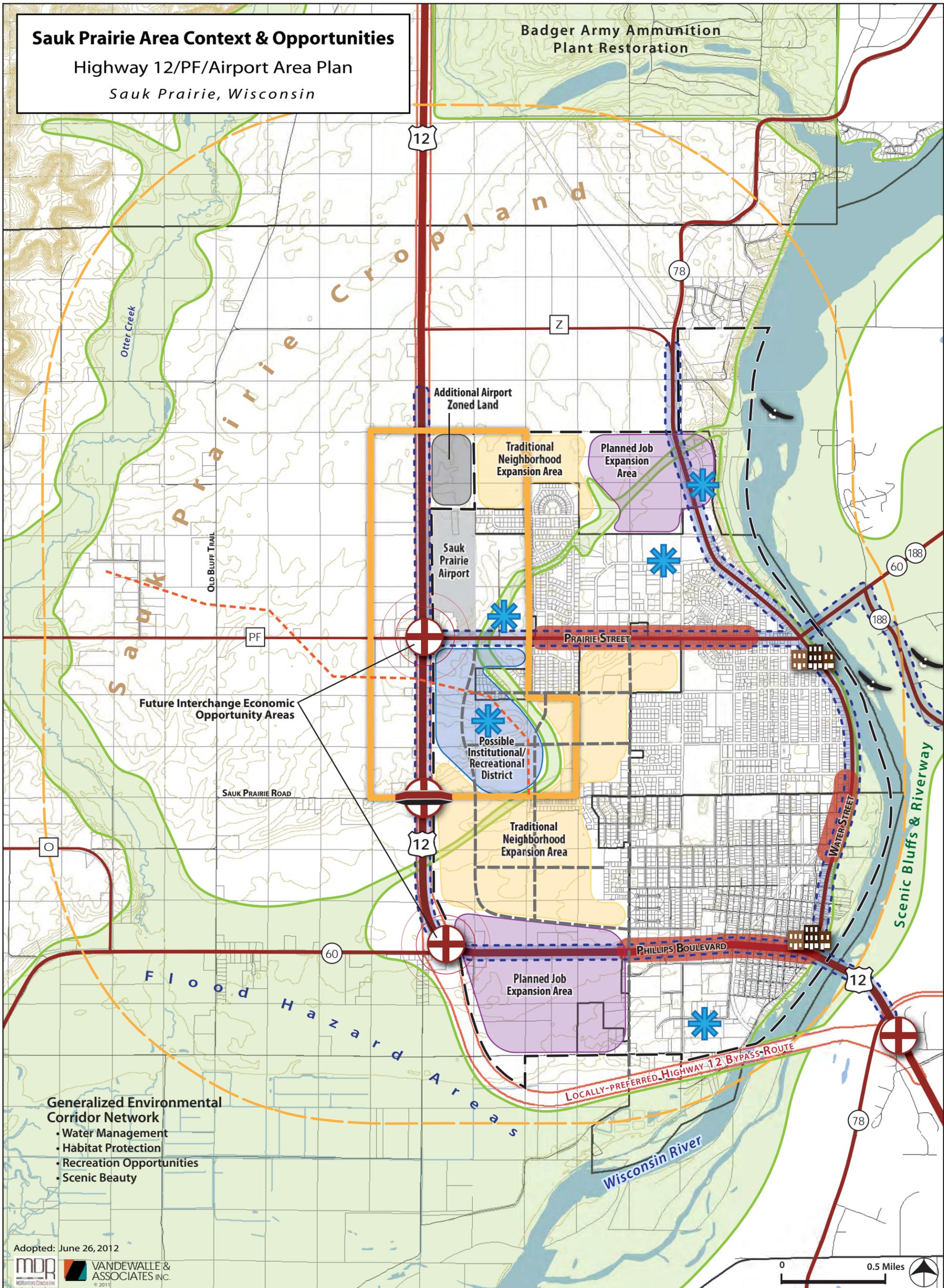
The Context and Opportunities map also identifies a “possible future institutional/recreational district,” generally located east of Highway 12 and north of Sauk Prairie Road. This is reflective of a proposed and potential hospital, school, and recreation center/community park in this vicinity. As described later, the Sauk Prairie Memorial Hospital is proposing development of a new health care facility in this area. Further, the Sauk Prairie School District acquired 40 acres along Sauk Prairie Road for possible future school construction, though there are no immediate plans. Finally, the Sauk Prairie Recreation Department is exploring the potential of acquiring perhaps 40 to 60 acres east of the School District ownership site for a public recreation center. That center may include athletic fields, a skate park, playground facilities, and possibly an indoor sports center. These three efforts create exciting opportunities for future collaborative recreational, educational, and health related uses.

A key aspect of the Sauk Prairie area not represented on the Sauk Prairie Area Context and Opportunities map is the high level of collaboration that has occurred among the communities. The communities share a single comprehensive plan; collaborate with each other on policing, wastewater treatment and conveyance, emergency medical services, recreation, and other services; and maintain the 2009 intergovernmental boundary and land use agreement. As it affects the planning area, the

Sauk Prairie Area Context & Opportunities

Highway 12/PF/Airport Area Plan

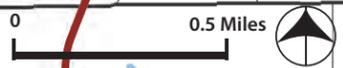
Sauk Prairie, Wisconsin



Generalized Environmental Corridor Network

- Water Management
- Habitat Protection
- Recreation Opportunities
- Scenic Beauty

Adopted: June 26, 2012



- | | |
|--|--|
| 2011 Municipal Boundaries | Existing Community Commercial Districts |
| Long-term Community Growth Boundary (Per Current Plans and Agreements) | Major Community Image Corridors |
| Highway 12/PF/Airport Planning Area | Village Downtowns |
| Generalized Environmental Corridors | Major Job Concentrations |
| Gas Transmission Line | Conceptual Collector Road Extensions (See Development Plan map for refined alignments) |

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agreement indicates that Sauk Prairie Road will remain the long-term dividing line between the two Villages. The agreement also allows for phased annexation east of Highway 12, but no annexation west of Highway 12 for the ensuing 10 to 15 years. This follows land demand projections and recommendations included within the 2005 *Sauk Prairie Comprehensive Plan*.

2.6 Planning Area Existing Conditions

The Base Map, presented earlier in this document, presents an overview of the physical conditions of the land within and around the planning area. Some particularly noteworthy features that present constraints and opportunities for future development include the following:

- A natural gas transmission line bisects the planning area. No building construction is permitted over this line or the easement that surrounds it, and relocation may be prohibitively expensive.
- The Westside Sanitary Sewer Interceptor also crosses the planning area, and parallels the natural gas line corridor near Sauk Prairie Road. This interceptor has a service area that roughly coincides with the *Area Plan* planning area. Again, building construction is not allowed over or near the interceptor, but road or trail access is permitted and even advisable for better access.
- The planning area has rolling topography and areas of woodland cover—a fairly rare landscape in the Sauk Prairie area. This creates interesting views and experiences.
- The Village of Prairie du Sac, via its 2010 *West Side Stormwater Management Plan*, identified conceptual locations for regional stormwater basins and conveyance routes through the planning area. The conceptual basins are subject to adjustment as land development occurs, provided the overall intent is otherwise properly served.
- The undeveloped—but zoned and platted—portions of the Westwynde (south of PF) and Fieldstone (north of PF) neighborhoods extend into the planning area. These undeveloped portions could be developed as zoned and platted, or could be rezoned and replatted following a property owner request and additional community review.
- Lands at the northeast, northwest, and southwest quadrants of the Highway 12/PF signalized intersection have been subdivided and developed, with a mix of agricultural-related and general businesses on private wells and septic systems.

2.7 Sauk Prairie Airport

The Sauk Prairie Airport is a key feature and influencer in the planning area. It also has an unusual ownership and management structure, a unique zoning district, and an interesting planning and zoning history. As a result, a more detailed understanding of the Airport is important before future directions related to it are put forward.

Airport Overview

The Sauk Prairie Airport is a public-use airport located east of the Highway PF/12 intersection in the Town of Prairie du Sac. The Sauk Prairie Airport property has been privately owned by CFM Investments

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LLC since 2005. The 16.5 acres that include the runway, taxiways, and access road are leased to the Town of Prairie du Sac, with the lease term running several more decades. Since 1963, Sauk Prairie Airport, Inc., a non-profit corporation, has operated and maintained the leased property for the Town. Sauk Prairie Airport, Inc. is managed by a seven-person board of directors. The Village of Prairie du Sac, the Town of Prairie du Sac, and Sauk County have all provided limited financial and in-kind assistance to Sauk Prairie Airport, Inc. in the past for maintenance and operations.

Facilities at the Sauk Prairie Airport include a new taxiway and runway, a maintenance facility, and 29 hangars. The hangars are all privately and individually owned. The asphalt runway is 2,936 feet long and 60 feet in width. It is lit with low intensity runway lights.

Current use is mostly recreational and local, with some corporate (especially Mueller Sports Medicine), military (National Guard), and crop dusting usage. As of January 2012, 24 single-engine aircraft, one small jet aircraft (Citation), and four ultra-light aircraft were housed at the Airport. For the 12 month period ending in August 2009, 8,350 aircraft operations (take offs and landings) were reported to the Federal Aviation Administration. In 2001, there were 14,000 reported airport operations. This reported decrease is consistent with anecdotal information that air activity has decreased within the worsening economy starting in the late 2000s. Activity may also be affected by increased airport competition in the region.

The *Wisconsin Aviation Impact Study*, completed by WisDOT in 1998, defined the economic benefits of aviation in Wisconsin generated by the 100 airports comprising the State Airport System. According to that study, the Sauk Prairie Airport contributed approximately \$1.26 million per year to the local and State economy. The Wisconsin Department of Transportation (WisDOT) will update this study at the request of the Airport owner/operator.

Airport Classification

The Sauk Prairie Airport is included in State Airport System, per the *Wisconsin State Airport System Plan 2020*. This means that WisDOT considers the Sauk Prairie Airport as having some role in meeting Wisconsin's current and future aviation needs. The State Airport System is defined to be 100 of Wisconsin's 143 public-use airports. At that time, 93 of Wisconsin's public-use airports were owned by a public body (i.e., county, city, village or town). The Sauk Prairie Airport was included among the seven privately-owned airports in the system. The *Airport System Plan* is used by the WisDOT Bureau of Aeronautics to pre-qualify airport improvement projects submitted by airport sponsors for funding consideration. To be eligible for federal funds, an airport must be included in the National Plan of Integrated Airport Systems (NPIAS) which is published by the FAA every two years. The Sauk Prairie Airport is on the NPIAS.

In 2010, WisDOT introduced a new airport classification system, which classifies the Sauk Prairie Airport as a "small general aviation" airport through 2020. According to WisDOT, "small general aviation airports primarily support single-engine general aviation aircraft, but may also accommodate small twin-engine general aviation aircraft and occasionally business aircraft activity." WisDOT further advises (but

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does not require) that small general aviation airports have a primary runway length of between 3,200 and 4,000 feet.

There can be safety issues associated with landing and taking-off jets from the current 2,936 foot long runway, particularly in less-than-ideal weather conditions. Further, few insurers are willing to insure take-offs or landings until runways reach 4,000 or 5,000 feet, with nearly all offering coverage at a 5,000+ foot length. Also, certain business travel databases will only indicate airports with runways of 5,000 feet or greater. These factors significantly limit the number of pilots that are willing land a jet on a runway the length of the Sauk Prairie Airport's. Still, there are no known laws against jet aircraft flying in and out of the Airport in its current runway length or class.

Airport-related Zoning

The Village of Prairie du Sac zoning ordinance is applicable over a joint extraterritorial zoning (ETZ) area within the Town of Prairie du Sac, which includes the Airport and adjacent lands. Per the zoning ordinance, "the AIR Airport District is intended to provide for land uses essential to and compatible with a small, 'Basic Utility –B' airport (classified by the Wisconsin State Airport Plan 2020 and the State of Wisconsin Connections 2030 State-wide Long Range Transportation Plan), serving predominantly small piston-engine aircraft with a gross weight under 12,500 pounds." This zoning district intent statement is based on the old WisDOT airport classification system, not the 2010 revised system.

Permitted-by-right uses in the AIR zoning district include airports and heliports and their accessory buildings (such as hangars) and ancillary uses (such as a caretaker's residence), the raising of crops, public services and utilities, and passive recreational uses. Uses that require a conditional use permit in the AIR district include new and expanded airport runways, wholesaling, storage uses, freight terminals, light industry (including incidental sales), communications towers, and parking for uses that are off-site. All buildings, structures, outdoor airplane or helicopter storage areas, and any other activity areas must be located a minimum of 100 feet from all lot lines.

The AIR Airport zoning district (and its predecessor, the RAR Rural Airport Related district) has been mapped over the airport-proper, plus adjoining lands in non-airport ownership, for many years. This includes about 60 acres of AIR-zoned lands to the north of the runway, under separate ownership. These lands are currently being farmed.

In August 2011, the Village adopted airport height overlay zoning regulations within the entire Village of Prairie du Sac and its ETZ areas within the Town. This is different than the AIR base zoning district. These height overlay zoning controls are based on a 2002 study and map prepared by the WisDOT Bureau of Aeronautics. The controls establish maximum building heights compatible with safe airport operations, with building heights measured as maximum elevations above sea level in different parts of the Village and ETZ areas.

Past Airport Planning and Implications

In 2005, CFM Investments LLC commissioned a *Future & Ultimate Airport Layout Plan* for the Sauk Prairie Airport. That *Plan* included two options or phases. The first included a proposed "future" shifting of the current runway to the north, without any extension to the current runway length. This

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would shift the impact of approaches and take-offs to the north, towards areas planned to remain in agricultural use and away from areas planned for development south of Highway PF/Prairie Street. The *Airport Layout Plan* also included an “ultimate” phase that would include that same northerly shift, but would also extend the runway to 5,000 feet in length and 75 feet in width. Both options and phases would necessitate more or less land acquisition to the north.

The 2005 *Airport Layout Plan* was never submitted to or approved by the Federal Aviation Administration, WisDOT’s Bureau of Aeronautics, or any local government in the Sauk Prairie area. FAA approval is a necessary pre-requisite for federal funding support for airport projects. FAA also now typically requires a more inclusive “Airport Master Plan” before allowing funding, which requires extensive analysis and a public involvement process.

In 2001, the then-owners of the Airport property proposed that the Village of Prairie du Sac, the Village of Sauk City, the Town of Prairie du Sac, and Sauk County take ownership of the Airport and to widen and lengthen the runway. Governmental ownership would qualify the Airport for Federal Aviation Administration funding for construction projects, usually with very low (5% or less) local matches required. After a 1 ½ years of discussion, the Village of Prairie du Sac Board decided not to accept that proposal. In 2011-2012, the Intergovernmental Planning Committee reports that, still today, neither of the two Villages or Town wishes to increase its ownership interest in the Airport, or provide public assistance to facilitate its expansion.

2.8 Sauk Prairie Memorial Hospital

The Sauk Prairie Memorial Hospital is another key player and driver in the planning area, and in the Sauk Prairie community as a whole, and therefore also deserves special mention in this *Area Plan*.

In the late 2000s, the Sauk Prairie Memorial Hospital publicly set a goal to build a new hospital campus to serve its growing regional communities for the next 50 years and beyond. In 2009, to meet this goal, the Hospital announced its acquisition of about 40 acres of land west of and along Highway 12, south of the Highway 12/PF intersection. The announcement met with a mixed community reaction. Some supported this site and, in general, the relocation of hospital facilities to a new building on a larger site along Highway 12. Others expressed concern that the relocation of the hospital facility to this site and area was inconsistent with the *Sauk Prairie Comprehensive Plan*, a three-municipality intergovernmental boundary agreement, related growth management goals, and safe airport operations. Several local officials urged the Hospital to instead consider redevelopment on and near its existing site near Water Street, between the two Village downtowns.

The Hospital and IPC subsequently engaged in a 1 ½ year facilitated process to identify a site that was acceptable to the municipalities and the Hospital. Evaluation criteria included impact on business economics, land use compatibility, flexibility for future expansions and compatible uses, quality of care, visibility, and accessibility. The Hospital was particularly interested in increasing its visibility and accessibility to a growing regional market. Several alternative sites were considered, including expanding the existing hospital facility site towards Water Street, other locations along Highway 12 and other area highways, and sites adjacent to the 40 acres that the Hospital had initially acquired.

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In Spring 2011, the IPC and then the governing boards of the three Sauk Prairie municipalities accepted the future planning for new hospital facility on the southeastern 40 acres of a larger 115 acre area southeast of the Highway 12/PF intersection. Compared with the original 40-acre site that the Hospital acquired, this adjacent site was more compatible with the *Sauk Prairie Comprehensive Plan* and intergovernmental agreement, and was offset from the primary runway approach and departure area for the Sauk Prairie Airport. In late 2011, Sauk Prairie Memorial Hospital completed acquisition of the remainder of this 115 acre area. The Hospital ownership parcels now include about ½ mile of frontage along Highway 12 and ¼ mile of frontage along Highway PF.

The proposed hospital and its site are envisioned as a healing destination that incorporates state-of-the-art technology, design solutions to promote safety and efficiency, and accommodations for future growth and changes in technology. Perhaps most importantly, the Hospital wants to be able to personalize the patient, family, physician, and staff experience in ways that attract the best talent, promote healing, are dignified, and reflect the uniqueness of community. Ways to do this include incorporating principles of evidence-based design and small-town hospitality, ensuring patient privacy and dignity, physical wellness, and spiritual well-being.

The new hospital is proposed to include general departments, as well as specialty orthopedic and women's services. The hospital building is proposed to be all on one floor, with an attached medical office building of multiple floors (but within Airport height and other zoning limitations). Both the hospital building and medical office building will share one public main entry, intended to provide a welcoming experience to patients, visitors, and staff. The proposed square footage of both buildings combined will be approximately 200,000 square feet. Approximately 600 parking spaces for visitor, staff, and physicians are planned for areas close to their respective entries.

Proposed primary access to the site is via Highway PF, with a secondary access to Highway 12 also approved by the WisDOT in early 2012. That secondary access will allow for right-in-only access from Highway 12 to the site. The Hospital's plans and associated Hospital-Village development agreements also enable eventual local public street access to the south and east.

Signage is intended clearly indicate entry points; all access drives are proposed to lead to the main or emergency department entries. The proposed landscape theme is mainly open meadows with distant views including clusters of trees as needed for screening and accents. A path network is envisioned to link the campus internally and with the surrounding community. Storm water management is proposed to utilize sustainable concepts to control water flow and enhance water quality, with an emphasis on dry detention basins.

The portion of the Hospital ownership along Highway 12 is proposed to remain in agricultural and open space use until the land is eligible for annexation and when a need is identified for further development of the medical campus.

Through agreements with the Village of Prairie du Sac, the Hospital has committed to the reuse of the existing hospital facility and sites near Water Street. This will include a planning process for such reuse,

Highway 12/PF/ Airport Area Plan

to be initiated and funded by the Hospital and to involve a facilitated community discussion. Ideally, the process will also include a specific timetable and consensus on a plan for the reuse of the current facility that will serve the long-term best interests of the Hospital, the immediate neighbors, and the Sauk Prairie community. The planning process may be phased. The first phase may include a summary process to identify potential other interim uses and users in the current facility, before all hospital operations are relocated from that facility.

Section 3: Directions

3.1 Overview

This section of the *Highway 12/PF/Airport Area Plan* presents recommended directions for the planning area in the following categories:

- **Economic Positioning:** How the planning area can best succeed in the regional marketplace and contribute to the economic vitality of the Sauk Prairie area.
- **Development Plan:** How the physical layout, land use pattern, and transportation and other systems should evolve within the planning area over the next 20 or so years.
- **Community Design:** How different districts, neighborhoods, sites, and buildings in the planning area should “look and feel,” contributing to an overall design theme for the area.
- **Roads and Highways:** How the local road and highway network should function and could evolve over time.
- **Utilities and Stormwater:** How these essential but often invisible systems should be developed and best serve the future land use pattern.

3.2 Economic Positioning

The Highway 12/PF/Airport planning area is clearly positioned to be a significant contributor to the overall economic health of the Sauk Prairie area. Care has and will need to be taken to minimize the chances that economic development in the planning area will not be at the expense of other parts of the Sauk Prairie community. One direct way this ought to happen is to ensure community-supporting reuse of those portions of the current (at time of writing) Sauk Prairie Memorial Hospital near Water and Oak Streets that will no longer be required. Beyond this, the following components of an economic positioning strategy will be advanced within the Highway 12/PF/Airport planning area:

- **Leverage the Sauk Prairie Memorial Hospital’s and Mueller Sports Medicine’s location in the planning area.** This may be accomplished by promoting other uses that are “health-and-fitness” related and enabling the location of uses in the planning area that serve employees and patrons. This may include additional medical offices; fitness, wellness, or recreation centers; congregate care facilities; complimentary medical equipment production facilities; compatible offices; and provision of other goods and services consistent with the Sauk Prairie community’s vision, growth management goals, planned land use patterns, and Village zoning rules and utility policies. The planning area should not, however, provide a home to commercial service and retail uses that would compete with the Sauk Prairie area’s existing downtowns or commercial corridors. The potential location of a recreation center/community park in the planning area would also have economic benefits for the community. It will make the Sauk Prairie area an even more attractive area to buy or build a house, and could have an even more immediate economic benefit if games and tournaments could attract participants from other communities.

Highway 12/PF/ Airport Area Plan

- **Support the maintenance of the Sauk Prairie Airport for recreational and small business use.** The communities will consider private Airport expansion proposals that are consistent with this purpose and that will not substantially increase negative impacts on nearby residential and institutional land uses. This may include allowing compatible industrial uses on the Airport property and modest runway extension, if not intended to facilitate use by additional jet aircraft. Any runway extension would require a conditional use permit; the communities intend to use the criteria to the right in consideration of any such permit application. The communities do not intend to pursue further public acquisition of the Airport or adjacent lands, given the additional ongoing public investment and risk that would be absorbed by such a decision. This risk includes running business operations of an Airport in an increasingly competitive airport market and increasingly challenging municipal budget climate.
- **Enable high-quality light industrial and contractor uses to locate near the Highway 12/PF intersection.** This would be in addition to the agricultural- and airport-related businesses currently allowed there. There is a relative shortage of places for such uses in the Sauk Prairie area, and a potential demand in visible, accessible locations along Highway 12. Appropriate areas include a corridor on the Airport property fronting Highway 12 when sewer and water services are provided to that area, and a rural service area west of the Highway 12/PF intersection for uses with low water consumption and low employment density. These areas are indicated on the Development Plan map later in this *Area Plan*. High quality building and landscape design should be required in these areas, per Village of Prairie du Sac/extraterritorial zoning standards.

Under what conditions might the Airport be allowed to expand?

1. Consistent with small business and recreational use airport use and purpose of Airport (AIR) zoning district
2. Not intended to facilitate additional jet aircraft use per WisDOT, insurance carrier, and other applicable standards
3. Any runway expansion to north only, combined with shifting runway further from Highway PF
4. If runway extension, Airport acquisition of land or easements over Runway Protection Zones required, following FAA/WisDOT standards
5. No reduction in maximum building heights on other properties using FAA/WisDOT standards
6. At least two neighborhood meetings arranged and hosted by applicant before conditional use permit application filed
7. Demonstration that off-site noise, public safety, and traffic impacts will be controlled in a way that protects use, enjoyment, and value of nearby property
8. No additional Village or Town funding commitment
9. All normal conditional use permit criteria in zoning ordinance met

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Special attention will also be required for properties that may be significantly affected by possible future highway widening or interchange construction.

- **Invite the traveling public from the Highway 12/PF intersection area to nearby areas east along Highway PF for commercial service and shopping needs.** Vacant, improved lots and commercial building space exist for such uses, not just in the downtown but in other locations along Highway PF. The communities, ideally working in cooperation with the Chamber of Commerce, will consider various techniques such as aesthetic enhancements, wayfinding/directional signs (using the new “Sauk Prairie Riverway” theme), and financial incentives for new business development along Highway PF between the Highway 12/PF intersection and downtown Prairie du Sac. This is the recommended alternative to creating another intensive retail and commercial services development area near the Highway 12/PF intersection for the reasons offered to the right.

Why cap business expansion near the Highway 12/PF intersection?

1. Sauk Prairie area already has several choices for commercial service and retail uses, in an extended “down market”
2. No urban utilities or easy financing options for the area on the west side of the 12/PF intersection
3. There are limited other locations for the recommended small-lot industrial and rural business uses in Sauk Prairie area
4. Other types of intensive commercial development and more access there may increase likelihood that Highway 12 will move west in future
5. Light industrial/rural businesses there are less of a gamble than if Highway 12 is eventually relocated further west
6. Broader range of uses and utilities west of 12 would challenge growth management and farmland preservation goals

- **Provide sufficient space for high-quality neighborhood development in and near the planning area.** The experience in Westwynde, Highland Park, and Fieldstone suggests that the community can expect additional high-quality housing in and near the planning area in the future—if the right environment is protected and provided. This includes minimizing incompatible uses and activities; maintaining a predominately single family residential environment (at least 65% of housing units single family per *Comprehensive Plan* policies); carefully planning the road network to both interconnect areas and minimize non-residential traffic in residential neighborhoods; connecting the area via trails; and facilitating development of new schools, parks, and other neighborhood services.
- **Preserve the opportunity for the future four-lane expansion of Highway 12 on its current alignment through the Highway 12/PF/Airport planning area.** The communities recognize that such an expansion may occur well over 10 years from now, but poor planning decisions today

Highway 12/PF/ Airport Area Plan

can make on-alignment expansion significantly more difficult or impossible later. Given the limited access and few private structures along this stretch of Highway 12, on-alignment expansion (as opposed to a bypass further west) remains a viable future alternative. Further, expanding Highway 12 on the current alignment in this area would minimize future business disruption when and after expansion occurs, maximize community-supporting economic development opportunities, significantly reduce farmland and natural area impacts, and better manage highway project costs by reducing land acquisition.

3.3 Development Plan

The Development Plan map, on the following page, illustrates the communities' economic positioning strategy "on the ground" within the planning area. The map also indicates the communities' desired future arrangement of development and preservation within the 920 acre planning area, and general relationships to areas adjacent to the planning area. The Development Plan map supplements the Future Land Use maps (Map 10A and 10B) and Future Transportation and Community Facilities map (Map 13) within the *Sauk Prairie Comprehensive Plan* as a guide for local decisions on land use and zoning, transportation, stormwater management, recreational features like trails, and natural area and farmland preservation.

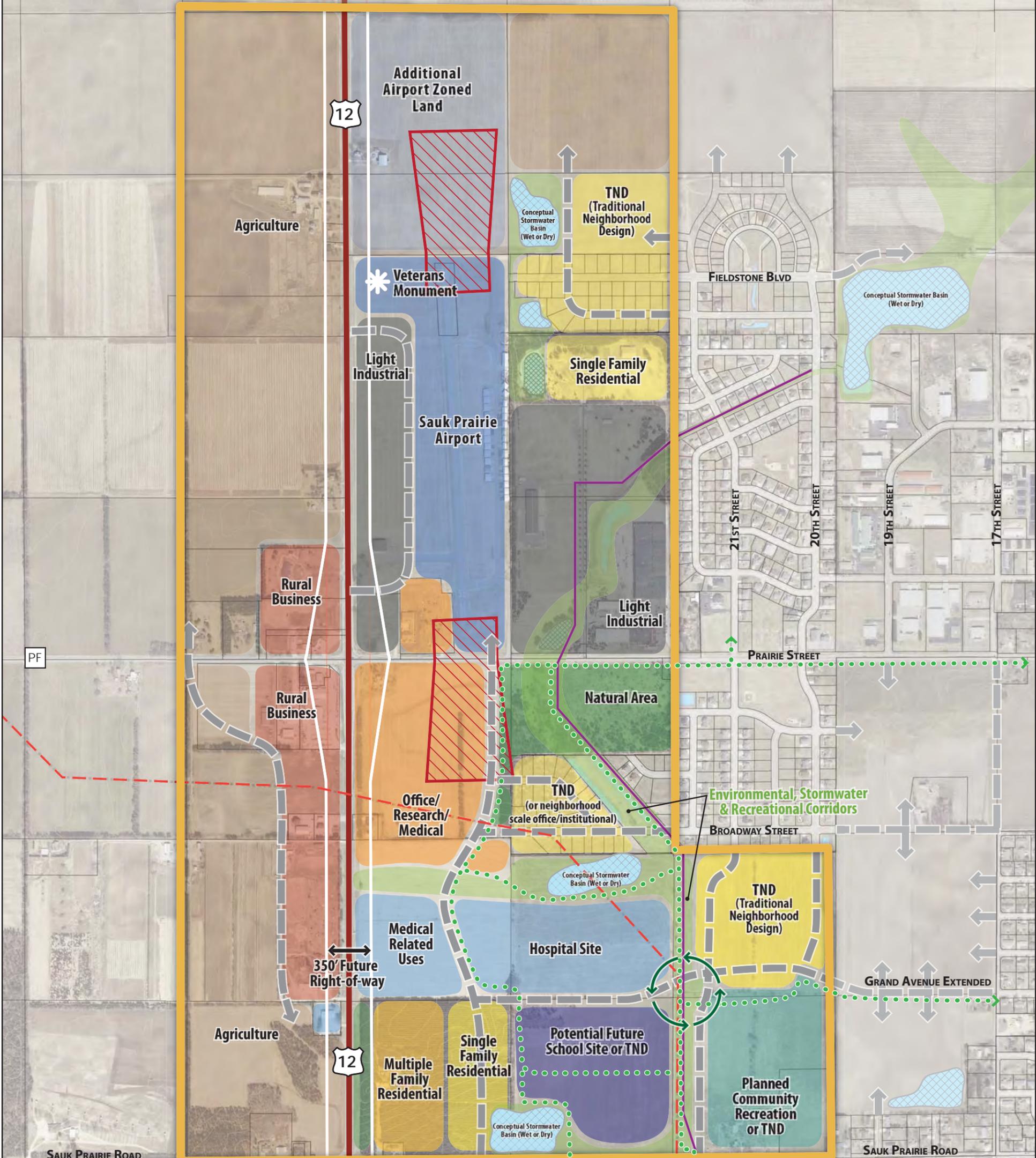
Specific development proposals, detailed engineering, and responses to other information not known at the time of its preparation may justify adjustments to the representations on the Development Plan map as land is developed. These may include adjustments to:

- Conceptual road and path intersection points and alignments, provided the criteria in the "Roads and Highways" subsection of this Area Plan are met.
- Mapped "Environmental, Stormwater & Recreation Corridors," based on detailed stormwater planning, site grading, and natural resource assessments compared to associated policies for environmental corridor amendments within the *Sauk Prairie Comprehensive Plan*.
- The boundaries between different future land use areas (e.g., between planned "Single Family Residential" and "Multiple Family Residential" areas).
- Other factors as determined appropriate by the local government(s) with zoning and land division review jurisdiction, provided that any such adjustments remain consistent with the *Sauk Prairie Comprehensive Plan*.

Development Plan

Highway 12/PF/Airport Area Plan

Sauk Prairie, Wisconsin

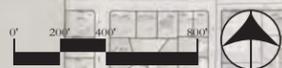


Legend

- Planning Area
- Collaborative Community Recreation & Health Opportunity
- Conceptual Future Path
- Conceptual Future Road
- Runway Protection Zone
- Conceptual Stormwater Basin
- Gas Transmission Line
- Westside Sewer Interceptor

Notes:
 (1) Shapes on this map represent general recommendations for future land use. Actual zoning boundaries between different use categories and associated zoning districts may vary somewhat from representations on this map, as may actual alignments and configurations of conceptual roads, paths, corridors, and stormwater basins.
 (2) See Sauk Prairie Comprehensive Plan, including Maps 10A and 10B, for future land use, transportation, and other recommendations for lands beyond the Highway 12/PF/Airport Planning Area.

Adopted: June 26, 2012



Highway 12/PF/ Airport Area Plan

The future land use areas represented on the Development Plan map are described in the following table, including their location, generalized categories of land uses allowed within them, “best fit” zoning districts (generally to be applied at time of development), and the rationale for why that particular land use category is advised in the particular area(s) on the map. The Land Use chapter in the *Sauk Prairie Comprehensive Plan* and the Village of Prairie du Sac/extraterritorial zoning ordinance provide additional direction on future land uses.

Area Shown on Development Plan Map	Location(s) on Map	General Land Uses Envisioned	Zoning District Options	Rationale
Hospital Site	Midway between Highway PF and Sauk Prairie Road, about ¼ mile east of Highway 12	Hospital, medical office building, parking, other accessory uses	I-1 Institutional, PUD Planned Unit Development	Sauk Prairie Memorial Hospital’s selected site; buffered from Airport/residential; rolling, scenic site
Medical-Related Uses	Between “Hospital Site” and Highway 12	Same as “Hospital Site”, plus other medical-related and institutional uses	I-1, PUD, O-R Office/Research	In Hospital ownership, contributes to medical campus vision, land use and economic compatibility
Office/Research/Medical	Southeast quadrant of Highway 12/PF intersection	Same as “Hospital Site” & “Medical-Related Uses”, plus Office/ Research uses per <i>Comp Plan</i>	O-R, I-1, PUD; Runway Protection Zone Overlay (east side—see map)	In Hospital ownership, consistent with 2005 <i>Comp Plan</i> , provides economic opportunity at intersection, Airport-compatible
TND (Traditional Neighborhood Design)	South of Westwynde (Litscher); northwest of Fieldstone	Residential mix (min. 65% single family), plus parks, and small institutional and possibly business	TND, or mix of residential, B-N Neighborhood Business, and O-R districts	Reflects historic pattern in Village and flavor of new neighborhoods like Fieldstone; see later graphic for illustration
Planned Community Recreation or TND	North of Sauk Prairie Road (Litscher)	Public Recreation Center/ Community Park, Church, and/or TND	CON Conservancy I-1; or similar to TND options	Enables 30-60 acre park, reflects discussions between owner and Park Department, flexible
Potential Future School Site or TND	North of Sauk Prairie Road (School District)	Public school(s), athletic fields, and/or TND	I-1, or similar to TND options	Provides for range of school/residential options, expansion potential to west, accessible to future neighborhoods
TND (or neighborhood scale office/institutional)	Undeveloped portions of Westwynde neighborhood	Same as TND, with possibility of neighborhood-compatible office or institutional	R-1-A (current zoning), TND, I-1, O-R, PUD	Provides limited flexibility. Any change from current zoning would require public hearing and notice.

Highway 12/PF/ Airport Area Plan

Area Shown on Development Plan Map	Location(s) on Map	General Land Uses Envisioned	Zoning District Options	Rationale
Multiple Family Residential	Northeast of Highway 12/Sauk Prairie Road intersection (Reuter)	Rental apartments, townhouses, condos	R-M, R-2, PUD	Wooded setting, close to school and highway, but access to 12 may cease in future
Single Family Residential	Two locations, plus majority of TND areas	Single family detached homes	R-1-A	Wooded setting, close to school, lower density at preliminary Airport approach
Light Industrial	Northeast quadrant of Highway 12/PF intersection; Mueller Sports Medicine parcel	Light manufacturing, storage, transport, contractor	M-L, AIR	Highway 12 visibility/access, community need, future areas would be on public sewer & water
Sauk Prairie Airport	Northeast of Highway 12/PF	Airport, Airport-supporting businesses, light industrial, warehouse	AIR	Current location and investment, see other sections of <i>Area Plan</i>
Additional Airport Zoned Land	East of Highway 12, north of Airport (Moely)	Agriculture, possible Airport expansion	AIR (current zoning), A-P, runway is conditional use	Historically zoned this way, see Airport expansion criteria elsewhere in <i>Plan</i>
Runway Protection Zone	South and north of the Airport runway, over lands held by others	Agriculture, open space, roads, parking lots, limited accessory structures	Overlay zoning designation needs to be created in zoning code	Sized in accordance with FAA standards, intended to promote safe airport operations
Rural Business	Northwest and southwest quadrants of Highway 12/PF intersection; developed lots	Agriculture-support business; low water-use, low-employment industry; well & septic	B-R Rural Business (with suggested expansion of conditional uses)	No public utilities, boundary agreement limits annexation across 12, recognize current uses, provide more opportunities
Agriculture	North and southeast ends of planning area	Agriculture and limited rural housing per <i>Comp Plan</i> policies	A-P	Consistent with farmland preservation goals and land owner wishes
Environmental, Stormwater, and Recreation Corridors	Following natural drainageways in planning area, plus landscaped buffers	Preserve and restore drainageways in open space, recreational, and stormwater use	CON; or via dedication, easement, restriction, or site plan approval	See <i>Comp Plan</i> "Environmental Corridor" criteria and policies, including potential for future adjustments
Natural Areas	23 acre Moely property south of Highway PF	Prairie restoration, limited access with owner consent	CON, A-T	Rare remnant prairie, property owner intent, pending conservation easement

Highway 12/PF/ Airport Area Plan

3.4 Community Design

Once developed, the Highway 12/PF/Airport planning area should be more than a collection of different land uses, but also a definable place that contributes to the overall vision of the Sauk Prairie area and creates a pleasing place to live, work, recreate, and convalesce. Major future design concepts and themes for the planning area are as follows and as depicted on the Design Themes map on the following page:

- **Build on a genuine, place-based “Sauk Prairie” theme in landscaping, architecture, building placement, building heights, signage, and other aspects of community design.** This recommendation may be implemented on private development sites through the site plan review process, which applies to all commercial, industrial, institutional, and multiple family residential uses (i.e., not single-family or two-family residential uses). The Design Themes map illustrates this concept, including through referring to existing developments in Prairie du Sac.
- **Promote public and private improvements along the Highway 12/PF intersection area and along Highway PF to enhance this corridor as a “natural community gateway.”** This concept is also illustrated on the Design Themes map. The concept may include appropriate community entryway and wayfinding signage, street trees and prairie terrace/median landscaping, a shared use path along Highway PF, modest lighting, low-level monument signage, and prairie restoration. This gateway theme could be executed over time, in accordance with an overall design concept plan, as Highway PF is reconstructed and when Highway 12 is expanded. Major highway projects typically allow for up to 1% of the total project budget for “community sensitive design” features, which may be allocated to these types of efforts.
- **Design new developments to work in harmony with the gently rolling topography and areas of tree cover in the planning area.** This is particularly relevant since most of the Sauk Prairie area is relatively flat and open, making the rolling topography and woodlands in the planning area a relatively rare commodity. This idea may be implemented, in part, through careful preparation and review of grading plans, and sensitive site planning (e.g., breaking up large parking lots into smaller pods at different levels).
- **Protect the long views of the river bluffs and villages from the Highway 12 and PF corridors, and from other high points within the planning area.** Areas along public streets that offer expansive views today are represented on the Design Themes map. There are certainly others in more internal locations. These views add value to property and quality to life. View preservation should be a consideration in site plan review. Current airport height restrictions may work in favor of preserving views.
- **Design and position stormwater management areas as functional, aesthetic, and recreational (trails) enhancements, to follow natural drainage channels, and to define and buffer different land use areas.** Stormwater basins and conveyance routes need not appear as engineered pools, but instead can be designed to blend with and seem a part of the natural environment. They can also help buffer different land use areas from one another. Finally, as illustrated by the graphic below, they may also serve dual purposes as path routes or for other recreational

Design Themes

Highway 12/PF/Airport Area Plan
Sauk Prairie, Wisconsin

A Natural Gateway

- Community Signage & Landscaping
- Prairie Restoration
- Roadside Trails
- Open Space Image



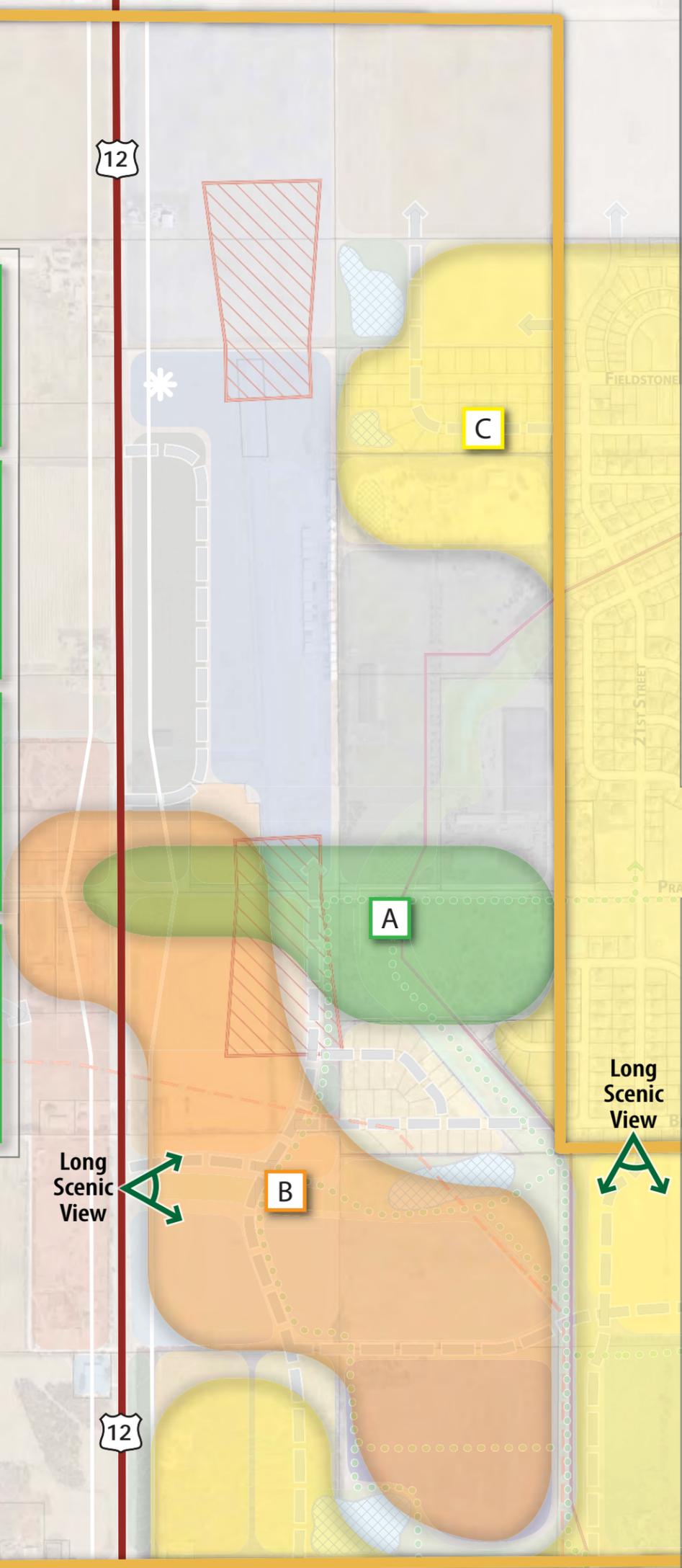
C New Neighborhoods

- Gathering Places
- Complete Streets
- Modest Setbacks & Porches
- Recessed Garages
- Integrated Parks, Trails & Stormwater Areas



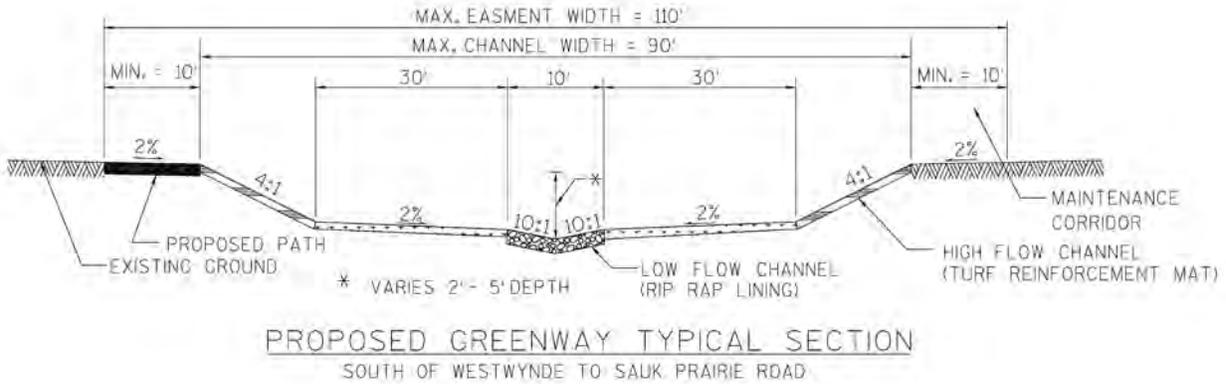
B Non-residential Developments

- Genuine Prairie Architecture
- Modest Building Heights
- Native Landscaping
- Softened Parking
- Monument Signage
- Sustainable Site Design
- Work with Natural Terrain

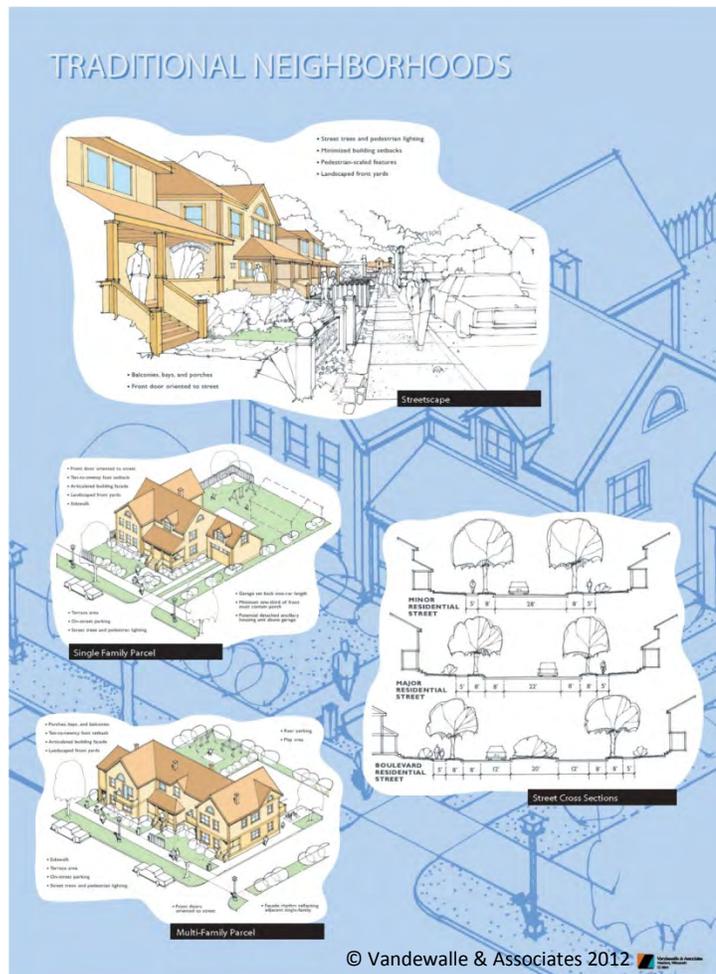


Highway 12/PF/ Airport Area Plan

pursuits, as is proposed via the Development Plan map within certain “Environmental, Stormwater, and Recreational Corridors.”



- Connect and combine health care, education, and recreation activities planned for the area to create better facilities and to minimize land area needs for such activities.** As described in Section 2 of this *Area Plan*, the potential and proposed locations of the Sauk Prairie Memorial Hospital, a public school, and a recreation center/community park directly adjacent to each other in the planning area creates some real opportunities for complementary and shared uses.
- Design new neighborhoods in accordance with the principles of traditional neighborhood design.** Illustrated to the right, this is a key recommendation of the *Sauk Prairie Comprehensive Plan*. It is also an idea that has now been market-tested in the Sauk Prairie area. The idea is to create places where people want to live and interact and to reflect the historic neighborhood character of the Sauk Prairie area.



Highway 12/PF/ Airport Area Plan

- **Design new non-residential developments to make them community-friendly as well as functional.** This includes making them easily accessible to neighborhood, minimizing the visual impact of parking lots, and incorporating sustainable site and building design principles. The Design Themes map and the design requirements in the Prairie du Sac zoning ordinance advance this idea.

3.5 Roads and Highways

Local Roads

Conceptual future road alignments are indicated by the dashed grey lines on the Development Plan map. In general, these roads will be installed in conjunction with development on adjoining lands. The roads should be designed to public street standards, including amenities like adjoining sidewalks or shared use paths, on-street bike lanes where appropriate, curbing, street terrace trees, and concrete curb and gutter (though different stormwater management techniques may also be considered).

Why are interconnected public streets important?

1. Accommodate bicycles, pedestrians, and motor vehicles
2. Multiple connections minimizes high traffic impact on any one street
3. Minimize need to prematurely widen limited through streets, saving money
4. Assure that neighborhoods and key destinations have more than one way in and out in case of emergency
5. Cul-de-sacs hard to plow, maintain, and patrol
6. Minimize vehicle trip length and associated time and pollution
7. Promote healthy living through easier and more frequent bike and ped trips
8. Promote community interaction
9. Serve also as logical utility routes
10. Consistent with past community plans and street designs

As represented in the Development Plan map, the communities promote an interconnected roadway pattern, while recognizing that many land users in this area will occupy large blocks of land. The benefits of an interconnected roadway network are presented to the left. Proposed extensions to existing roads like Grand, Broadway, 20th, and 21st are also in accordance with long-standing community plans and the designs of those streets.

The extension 21th Street south to Sauk Prairie Road and beyond is important for these reasons. It is also important because past land use decisions and current land ownership patterns make it challenging to fully extend other north-south roads in this vicinity. As a rule of thumb, a minimum of one through street should be constructed every ¼ mile. The proposed southerly extension of 21st Street aligns with existing utility corridors, land ownership boundaries, and a built north-south road segment in Sauk City south of Sauk Prairie Road (Chickadee Lane). Some or all of these conditions vanish further east and west.

One potential drawback of an interconnected road network is the impact of non-residential traffic in residential neighborhoods, though this situation is fairly common throughout the Sauk Prairie area. For

Highway 12/PF/ Airport Area Plan

example, the existing Sauk Prairie Memorial Hospital site is nestled among residential neighborhoods. Still, to minimize non-residential traffic in residential neighborhoods, the communities may use several techniques. One obvious technique is to establish weight limits on most local roads. Another technique is to coordinate with businesses and institutions on preferred travel routes, and even establish certain routes over others as conditions of development approvals. A third is to install “traffic calming” improvements within segments of through streets within residential areas. These include traffic circles, pedestrian refuge medians or curb bump-outs at intersections, and speed humps. The communities may deploy one or more of these techniques on appropriate roads as need, interest, and budget allow.

Highway 12 Expansion

Highway 12—a backbone route on the State’s highway network—bisects the planning area. Though Highway 12 has four travel lanes to the north and south of the Sauk Prairie area, it only has two travel lanes through the area.

Via the 2005 *Sauk Prairie Comprehensive Plan*, the Sauk Prairie communities advised:

- A future four-lane, divided Highway 12 that would bypass Sauk City to the south, but would join with the existing north-south alignment near Highway 60 West.
- Based on WisDOT highway design standards, the preservation of a 350 foot wide right-of-way for future Highway 12 expansion.
- That within the Highway 12/PF/Airport planning area, were such a highway expansion to occur, WisDOT may require an overpass or underpass at Sauk Prairie Road.

Why should we plan to keep expanded Highway 12 on current alignment through planning area?

1. Very limited driveway accesses currently in this stretch
2. Relatively few buildings in likely highway expansion zone
3. Supports existing and planned businesses along route, including Hospital and Airport
4. Maximizes future vision-supporting economic development opportunities
5. Minimizes farmland and environmental impact, compared to a west bypass
6. Minimizes land acquisition costs, compared to a west bypass
7. “Works” in connection with locally-preferred bypass south of Sauk City
8. Consistent with past joint Sauk Prairie plans and communications with WisDOT

The discussion on the future of Highway 12 continued during this *Area Plan* process. The *Area Plan* reaffirms the communities’ recommendation to preserve the opportunity for the future four-lane expansion of Highway 12 on its current alignment through the Highway 12/PF/Airport planning area

Therefore, as represented on the Development Plan map, the communities will attempt to preserve a 350 foot wide corridor along the existing alignment of Highway 12 to facilitate its locally-preferred future expansion along this current route. In their review of development proposals in this area, the communities will attempt to keep new buildings and building expansions out of this 350 foot wide

Highway 12/PF/ Airport Area Plan

corridor if possible, and encourage site designs that will enable alternations if and when WisDOT needs to acquire land for future expansion. Beyond this, development proposals, particularly on smaller existing lots near the Highway 12/PF intersection, will need to be handled on a case-by-case basis.

The communities discussed in public forums and with WisDOT in 2011 the potential for a grade-separated interchange along Highway 12 at Highway PF. The IPC advises that the communities attempt to preserve land for a future grade-separated interchange at that current intersection location. Therefore, as represented on the Development Plan map, the 350 foot wide corridor flares out at the intersection, representative of a diamond interchange meeting current WisDOT standards.

With all this discussion, it is important to note that expansion of Highway 12 through the Sauk Prairie area is almost certainly at least a decade away, probably longer. A change to or reinterpretation of the 1999 Highway 12 agreement could change that, but even if that occurred today, the time between initial WisDOT study and construction is usually over five years and often closer to ten. Further, if a construction project is undertaken, it is possible that construction to full freeway standards (e.g., only access at interchanges) may be decades following initial widening to four lanes.

Highway 12 Access

WisDOT maintains access control over Highway 12 and Sauk County maintains access control over Highway PF. Both entities sometimes look to the local communities for input.

Along Highway PF, additional access between the conceptual north-south roads to the east and west of the Highway 12/PF intersection (as shown on the Development Plan map) should be limited, as should additional direct access to Highway 12 within the planning area.

The Sauk Prairie Memorial Hospital has obtained WisDOT approval to allow a secondary access to its proposed campus from Highway 12, with its primary access coming from Highway PF. WisDOT has approved a “right in” access only from Highway 12.

The IPC expressed its support for a secondary access for the Sauk Prairie Memorial Hospital from Highway 12. This support is based on the public benefit in providing a second vehicular access to the Hospital in the near term. Other options to connect the Hospital to existing roads to the south and east may take time for intervening lands to develop. Having two accesses into a facility of this size and use is particularly important for emergency access and police protection and response. In fact, the communities may require two separate accesses to the Hospital during the development approval process.

The IPC’s support is not without conditions, including WisDOT’s review of traffic safety matters and the following:

- The driveway access should be closed in the future if, in any way, the driveway access would impede the expansion or conversion of this stretch of Highway 12 to a “freeway,” or the planning for such expansion or conversion, in the opinion of WisDOT or the local governments in the Sauk Prairie area.

Highway 12/PF/ Airport Area Plan

- Committee support for the driveway access is conditioned on the proposed driveway serving a hospital, and the particular importance of multiple vehicular access points to a use central to the protection of public health.
- Other, existing driveways connected to Highway 12 in the Hospital's ownership (which extends ½ mile south of the Highway PF intersection) should be closed when both the requested new driveway is opened and those other driveways' use for agricultural access is no longer necessary.

The communities may use these same criteria as a guide if asked to support or offer an opinion on other driveway requests to Highway 12 in the future.

3.6 Utilities and Stormwater

Sanitary Sewer System

Sanitary sewers are most economically and logically extended in or near topographical valleys, which allows for shallower depths of installation and gravity flow. It is best if the sewers are installed within street rights-of-way or easements for paths, as the sewers need routine cleaning which requires access by a large vehicle. Pumping stations are utilized when natural topographical divides require sewers at prohibitive depths. These principles will be observed when planning for future sewer extensions to serve the planning area.

The West Side Interceptor (WSI) sewer was installed in 2003-2004 along a route generally in a valley west of the Villages of Sauk City and Prairie du Sac, flowing from north to south (see Development Plan map for location). The sewer extends through and was sized to capture sewage from all future developed areas within the planning area, based on an assumed land use plan at that time. The extension of "local" sewers within the planning area is required for each new development. New sewers are intended to be entirely by gravity flow, following the existing topography of the land. Those planning for future local sewers within the planning area should refer to the "Facility Plan Westside Interceptor Sewer," dated May 2003, and prepared by Mead and Hunt, as a guide.

The WSI was intended to be paid for by the developers within the sewer service area, so there will be connection and usage fees for those who extend and connect local sewers to the WSI. With the advent of the Hospital's relocation to the planning area and the possible change in uses on the Airport property (i.e., some light industrial use), the WSI capacity should be reevaluated.

Finally, as lands develop within the planning area, local sanitary sewers, other utilities, and roads must be extended to the edges of platted lands so that neighboring landowners may enjoy the benefit and have the opportunity to develop. The alternative of preventing logical, gravity extensions of local sewers would likely harm the ability to recapture the initial cost of the WSI and impede the orderly, sequential development of the planning area.

Highway 12/PF/ Airport Area Plan

Water Supply and Distribution System

At the time of writing, all developed lands within the planning area were served by private water wells. Individual wells may vary in depth, but for the most part, they are likely considered shallow wells. These can be affected by groundwater recharge, and may be susceptible to contamination sources at the ground surface such as nitrates and phosphates. As lands within the planning area are developed, all new development should connect with public water. Existing developments should also ideally connect, as municipal wells collect water from much deeper aquifers and are less susceptible to contamination. The Village of Prairie du Sac currently has an ordinance requiring connection to Village water service as a condition of annexation.

Water main extensions are most logically accomplished within road right-of-ways so that they are accessible for service to adjacent lands and accessible for maintenance. The Village of Prairie du Sac has developed a master plan for water main extensions to land west of the current Village limits, where transmission mains would eventually extend westerly along Oak Street, Grand Avenue, Broadway Street, Highway PF, and Fieldstone Boulevard. These mains would serve as the backbones to effectively supply water and provide fire protection to development in the planning area.

Prairie du Sac has also identified the need for an additional well for water supply. Well No. 4, within public lands in the Westwynde neighborhood, is currently under construction and should be online in 2013. Additional water storage will be required as the area develops, so careful planning will be needed to provide a site that works both from a water supply standpoint and one that does not interfere with Airport operations.

The *Village of Prairie du Sac Water System Evaluation Plan*, prepared by Strand Associates, Inc.® in January 2007, should be referred to for guidance as development in the planning area occurs.

Stormwater Management

The science of stormwater management is ever evolving, and when planning for new development, the impacts of stormwater must be considered. The Village of Prairie du Sac adopted the *Westside Stormwater Management Plan* in February 2010, prepared by Strand Associates, Inc.®, for use in guiding the stormwater improvements in developing areas west of the Village. The *Stormwater Management Plan*, among other recommendations, earmarks several locations as being most efficient for serving as a regional detention basins to provide stormwater quality and quantity control. The *Stormwater Management Plan* also recommends that swales be created to better channelize water through undeveloped areas along natural flow paths, to allow for the efficient development of those lands. These suggested improvements, generally represented on the Development Plan map, are to serve regional stormwater management goals for the good of developed properties and downstream landowners. Smaller basins could be considered in conjunction with the regional basins when existing topographical conditions create the need, and regional basin design could be adjusted in response to detailed stormwater analysis. In general, when considering development within the planning area, the 2010 *Stormwater Management Plan* will be referred to for guidance.

Section 4: Implementation

A first step in plan implementation is proper plan adoption. On February 14, 2012, the *Sauk Prairie Comprehensive Plan* was amended to incorporate key recommendations from the *Area Plan*. On April 4, 2012, the IPC recommended that the municipalities adopt the entire *Area Plan* as an addendum of the three-community *Sauk Prairie Comprehensive Plan*. Following recommendations from respective plan commissions, on June 26, 2012, the governing boards of the three participating municipalities adopted the *Area Plan* as an addendum to the *Comprehensive Plan*.

Few directions within this *Highway 12/PF/Airport Area Plan* will be automatically implemented. Instead, specific actions will need to be taken over time to carry out the *Plan's* vision and directions.

The following table lists the major actions that the Sauk Prairie area communities intends to complete or promote to implement the *Highway 12/PF/Airport Area Plan*. The reader is encouraged to review the other sections of the *Plan* for other recommendations and explanations. The table lists each proposed project in the order intended for completion, a description and rationale for each project, and a suggested year for budgeting and completion.

Suggested implementation timeframes span the next three or four years, in part because the *Sauk Prairie Comprehensive Plan* will have to be updated by 2015. Municipal time and budgetary constraints—as well as other policy priorities—may affect these timeframes. The communities are, therefore, not bound to these timeframes, and may postpone or cancel the projects listed if desired.

Project	Description	Rationale	Year
1. Village of Prairie du Sac Zoning Ordinance Review	<ul style="list-style-type: none"> a. Revisit purposes, uses, and coverage of B-R & AIR districts b. Assure that medical/health uses enabled c. Create Runway Protection Zone d. Explore rezoning of lands to match Development Plan map e. Identify if desired design themes can be implemented 	While just adopted in 2011, ordinance needs a “tune up” to match <i>Area Plan</i> recommendations. Runway Protection Zone was deferred in 2011 ordinance. Some lands may be inappropriately zoned.	2012
2. Sauk Prairie Memorial Hospital Development Approvals	<ul style="list-style-type: none"> a. Annexation b. Rezoning to I-1 c. Conditional use permit d. Site plan approval e. Development agreement 	Various approvals necessary to enable Hospital to commence construction in desired timeframe	2012
3. Sauk Prairie Airport	<ul style="list-style-type: none"> a. Request WisDOT update of Airport economic impact study b. Monitor any runway expansion proposal c. Engage in good communication on Airport issues 	Airport status and rumors can be confusing and contentious. Use good information and communication to address this.	2012-2015

Highway 12/PF/ Airport Area Plan

Project	Description	Rationale	Year
4. Evaluate and Address Utility System Capacity	<ul style="list-style-type: none"> a. Reevaluate Westside Sewer Interceptor capacity in light of land use changes b. Explore opportunities for additional water storage in planning area 	Desired future development pattern in planning area somewhat different than what was planned when Interceptor installed. Engineer identified need for more water storage.	2012-2015
5. Communicate Plan to Stakeholders and Agencies	<ul style="list-style-type: none"> a. Post <i>Plan</i> on Web pages and include copies in libraries b. Discuss <i>Plan</i> with community groups like the Chamber, School Board, Recreation Commission c. Share <i>Plan</i> with area property owners and key agencies, especially WisDOT 	Successful implementation of the <i>Area Plan</i> will depend on community knowledge and buy-in. The relationship of this <i>Area Plan</i> to the <i>Sauk Prairie Comprehensive Plan</i> will be important to communicate.	2012
6. Promote Collaboration Among Health, Recreation, and Education Providers in Area	<ul style="list-style-type: none"> a. Encourage continued discussion/negotiation on recreation center. b. Convene representations from Recreation Department/ Commission, Hospital, Mueller Sports Medicine, School District, & Chamber, as part of or in collaboration with the Sauk Prairie Wellness Movement c. Promote health and wellness opportunities in collaboration with the Wellness Movement and in community marketing materials 	Planning process revealed substantial opportunities to collaborate on recreation and education in area, for the sake of quality-of-life, efficiency, and compatible business development. The Sauk Prairie Wellness Movement is a recently formed coalition with a mission to work together as a community to champion the reduction of obesity in the Sauk Prairie community.	2013-2014
7. Advance Highway 12 Planning	<ul style="list-style-type: none"> a. Officially map Highway 12 corridor, per Comp Plan recommendation b. Explore opportunities to amend or reinterpret 1999 agreement to allow planning to begin sooner than 2020 	The absence of clear plans for the future of Highway 12 in the Sauk Prairie area creates an impediment to future land use planning and unnecessary uncertainty.	2012-2013
8. Advance Highway PF Corridor as Community Gateway	<ul style="list-style-type: none"> a. Develop streetscape design concept for corridor b. Incorporate enhancements into PF construction projects c. Collaborate on Moeley prairie restoration, as requested d. Explore WisDOT funding opportunities e. Explore business (re)development incentives 	WisDOT Transportation Enhancement or Community Sensitive Design funding may be available. Tax Increment Financing could be made available along PF corridor to assist with commercial development.	2012+



ORDINANCE NO. 8, SERIES 2012
AN ORDINANCE TO ADOPT THE HIGHWAY 12/PF/AIRPORT AREA PLAN AS AN
ADDENDUM TO THE SAUK PRAIRIE COMPREHENSIVE PLAN

WHEREAS, the Village of Prairie du Sac is authorized to prepare and adopt a comprehensive plan as defined in sections 66.1001(1)(a) and 66.1001(2) of the Wisconsin Statutes; and

WHEREAS, on November 16, 2005, the Village of Sauk City Board, Village of Prairie du Sac Board, and Town of Prairie du Sac Board jointly adopted the Sauk Prairie Comprehensive Plan as each of the represented municipality's comprehensive plan, under Section 66.1001(4), Wisconsin Statutes; and

WHEREAS, per the amendment procedures specified in that Plan, Wisconsin Statutes, and a 2009 intergovernmental agreement among the three municipalities, the Sauk Prairie Intergovernmental Planning Committee (IPC) and the individual municipal plan commissions have the authority and responsibility to consider and recommend amendments to the Sauk Prairie Comprehensive Plan; and

WHEREAS, based on a recommendation within the 2005 Sauk Prairie Comprehensive Plan and a requirement of the 2009 intergovernmental agreement among the three municipalities, the IPC prepared the Highway 12/PF/Airport Area Plan and on April 4, 2012, recommended its adoption as an addendum to the Sauk Prairie Comprehensive Plan; and

WHEREAS, the Plan Commission of Village of Prairie du Sac on June 4, 2012, that the Village Board adopt an ordinance to constitute official Village approval of the Highway 12/PF/Airport Area Plan as an addendum to the Sauk Prairie Comprehensive Plan, with such recommended Area Plan included as Exhibit 1; and

WHEREAS, such recommendations to amend the Sauk Prairie Comprehensive Plan have been duly considered by the Villages and Town, using the procedures described in the Comprehensive Plan and the communities' adopted public participation process to amend the Plan; and

WHEREAS, the Village has held at least one public hearing on this ordinance, in compliance with Section 66.1001(4)(d), Wisconsin Statutes, and following such hearing considered public comments and the recommendations of the IPC and Village Plan Commission.

NOW, THEREFORE, BE IT RESOLVED that the Village Board of Prairie du Sac, Wisconsin, does ordain that the Highway 12/PF/Airport Area Plan in Exhibit 1 is hereby adopted as an addendum to the Sauk Prairie Comprehensive Plan, pursuant to Section 66.1001(4)(c), Wis. Stats.

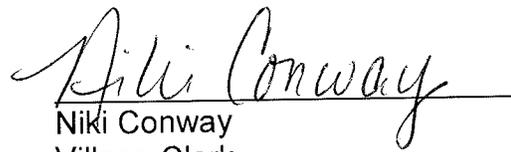
Adopted this 26th day of June, 2012.

Published this 5th day of July, 2012.

Village of Prairie du Sac, WI



Cheryl A. Sherman
Village President



Niki Conway
Village Clerk

ORDINANCE 2012-4

AN ORDINANCE TO ADOPT THE HIGHWAY 12/PF/AIRPORT AREA PLAN AS AN ADDENDUM TO THE SAUK PRAIRIE COMPREHENSIVE PLAN

WHEREAS, the Village of Sauk City is authorized to prepare and adopt a comprehensive plan as defined in sections 66.1001(1)(a) and 66.1001(2) of the Wisconsin Statutes; and

WHEREAS, on November 16, 2005, the Village of Sauk City Board, Village of Prairie du Sac Board, and Town of Prairie du Sac Board jointly adopted the Sauk Prairie Comprehensive Plan as each of the represented municipality's comprehensive plan, under Section 66.1001(4), Wisconsin Statutes; and

WHEREAS, per the amendment procedures specified in that Plan, Wisconsin Statutes, and a 2009 intergovernmental agreement among the three municipalities, the Sauk Prairie Intergovernmental Planning Committee (IPC) and the individual municipal plan commissions have the authority and responsibility to consider and recommend amendments to the Sauk Prairie Comprehensive Plan; and

WHEREAS, based on a recommendation within the 2005 Sauk Prairie Comprehensive Plan and a requirement of the 2009 intergovernmental agreement among the three municipalities, the IPC prepared the Highway 12/PF/Airport Area Plan and on April 4, 2012 recommended its adoption as an addendum to the Sauk Prairie Comprehensive Plan; and

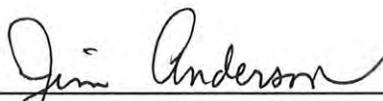
WHEREAS, the Plan Commission of Village of Sauk City on June 12, 2012 recommends that the Village Board adopt an ordinance to constitute official Village approval of the Highway 12/PF/Airport Area Plan as an addendum to the Sauk Prairie Comprehensive Plan, with such recommended Area Plan included as Exhibit 1; and

WHEREAS, such recommendations to amend the Sauk Prairie Comprehensive Plan have been duly considered by the Villages and Town, using the procedures described in the Comprehensive Plan and the communities' adopted public participation process to amend the Plan; and

WHEREAS, the Village has held at least one public hearing on this ordinance, in compliance with Section 66.1001(4)(d), Wisconsin Statutes, and following such hearing considered public comments and the recommendations of the IPC and Village Plan Commission.

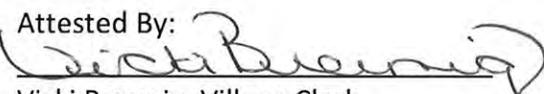
NOW, THEREFORE, BE IT RESOLVED that the Village Board of Sauk City, Wisconsin, does ordain that the Highway 12/PF/Airport Area Plan in Exhibit 1 is hereby adopted as an addendum to the Sauk Prairie Comprehensive Plan, pursuant to Section 66.1001(4)(c), Wis. Stats.

Enacted this 26th day of June, 2012.



Jim Anderson, Village President



Attested By: 

Vicki Breunig, Village Clerk

ORDINANCE # 2012-1

AN ORDINANCE TO ADOPT THE HIGHWAY 12/PF/AIRPORT AREA PLAN AS AN ADDENDUM TO THE SAUK PRAIRIE COMPREHENSIVE PLAN

WHEREAS, the Town of Prairie du Sac is authorized to prepare and adopt a comprehensive plan as defined in sections 66.1001(1)(a) and 66.1001(2) of the Wisconsin Statutes; and

WHEREAS, on November 16, 2005, the Village of Sauk City Board, Village of Prairie du Sac Board, and Town of Prairie du Sac Board jointly adopted the Sauk Prairie Comprehensive Plan as each of the represented municipality's comprehensive plan, under Section 66.1001(4), Wisconsin Statutes; and

WHEREAS, per the amendment procedures specified in that Plan, Wisconsin Statutes, and a 2009 intergovernmental agreement among the three municipalities, the Sauk Prairie Intergovernmental Planning Committee (IPC) and the individual municipal plan commissions have the authority and responsibility to consider and recommend amendments to the Sauk Prairie Comprehensive Plan; and

WHEREAS, based on a recommendation within the 2005 Sauk Prairie Comprehensive Plan and a requirement of the 2009 intergovernmental agreement among the three municipalities, the IPC prepared the Highway 12/PF/Airport Area Plan and on April 4, 2012 recommended its adoption as an addendum to the Sauk Prairie Comprehensive Plan; and

WHEREAS, the Plan Commission of Town of Prairie du Sac on May 17, 2012, that the Town Board adopt an ordinance to constitute official Town approval of the Highway 12/PF/Airport Area Plan as an addendum to the Sauk Prairie Comprehensive Plan, with such recommended Area Plan included as Exhibit 1; and

WHEREAS, such recommendations to amend the Sauk Prairie Comprehensive Plan have been duly considered by the Villages and Town, using the procedures described in the Comprehensive Plan and the communities' adopted public participation process to amend the Plan; and

WHEREAS, the Town has held at least one public hearing on this ordinance, in compliance with Section 66.1001(4)(d), Wisconsin Statutes, and following such hearing considered public comments and the recommendations of the IPC and Town Plan Commission.

NOW, THEREFORE, BE IT RESOLVED that the Town Board of Prairie du Sac, Wisconsin, does ordain that the Highway 12/PF/Airport Area Plan in Exhibit 1 is hereby adopted as an addendum to the Sauk Prairie Comprehensive Plan, pursuant to Section 66.1001(4)(c), Wis. Stats.

Enacted this 26 day of June, 2012.



Ron Lins, Town Chair

Attested By:



Richard Nolden, Town Clerk