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SAUK PRAIRIE  
COMPREHENSIVE PLAN

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Volume 2: Vision & Directions

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Public Review Draft: August 2016

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# CHAPTER 1

## INTRODUCTION AND VISION

### OUR VISION

The Sauk Prairie Area will be recognized for its outstanding schools, vibrant arts, quiet neighborhoods, productive farms, economic opportunities, and downtowns and recreation focused around the majestic Wisconsin River.

### GUIDING PRINCIPLES

1. Economic vitality will result from a mix of industries, medical and technology enterprises, and retail and service businesses.
2. Neighborhoods will be safe, attractive, and interconnected with roads, walkways, greenways, and thoughtful land use transitions.
3. High-quality education, health care, agriculture, natural areas, parks, and trails will remain central to the Area's quality-of-life and economic health.
4. Cooperative efforts among the Area's communities, districts, and people will guide community health and change.

### PRIORITY INITIATIVES

[\(CLICK TO LEARN MORE\)](#)

[Each chapter that follows has a few initiatives, and in the Implementation chapter these will all be ranked with public input. This section will then enumerate the highest priority initiatives, with links to more detailed descriptions in the relevant chapters.]

## PURPOSE OF THIS VISION AND DIRECTIONS VOLUME

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This volume is the second of two parts of the Sauk Prairie Comprehensive Plan. Volume 1: Conditions and Issues contains background information, trends, and projections. This second volume builds upon the first volume by presenting goals, objectives, policies, and initiatives to guide future growth, development, and preservation over the next 10 to 20 years. Under Wisconsin’s comprehensive planning statute, these initiatives are referred to as “programs.”

This volume provides the Area’s “vision and directions” related to land use, farmland and natural resource protection, transportation, housing and economic development, investment opportunities for targeted areas, intergovernmental relations, and other factors.

## AN OVERVIEW OF THE SAUK PRAIRIE AREA

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The Sauk Prairie Area is marked by its extraordinary position along the scenic Wisconsin River and the fertile prairie that provided its name. Settlement and cultivation has resulted in the Area’s following defining characteristics:

- A 3-community population of 8,500 in 2010 and 11,000 by 2040. The broader School District area has a population of over 21,000.
- Two historic riverfront downtowns marked with recreational amenities.
- An exceptional school district, which showcases small class sizes, performing arts, special education, and charter and multi-language learning environments.
- A growing regional center of healthcare, wellness, and medical products.
- Six corporate headquarters of national and international operations.
- Quality job opportunities in a variety of industries.
- Productive farms and an economy that remains linked to agriculture.
- Exceptional scenery, natural areas, and wildlife habitat that draws visitors to the year-round recreational opportunities.
- Housing in a mix of traditional, modern, rural, and waterfront settings.

### What is the Sauk Prairie Area?

For the purpose of this Plan, “Sauk Prairie” and the “Sauk Prairie Area” refer to the combined geographic area covered by the Town of Prairie du Sac, Village of Prairie du Sac, and Village of Sauk City. This is also the planning jurisdiction and representation of the Sauk Prairie Intergovernmental Planning Committee, which guided this effort. The terms “Sauk Prairie” and “Sauk Prairie Area” are also used by the School District and Chamber of Commerce, whose geographic range is broader, including nearby towns in Sauk, Dane, and Columbia Counties, and the Village of Merrimac.



## AN OVERVIEW OF THE COMPREHENSIVE PLAN

The communities have enjoyed successful implementation of the 2005 Sauk Prairie Comprehensive Plan (see sidebar). Through its two volumes, this Plan updates and replaces that 2005 Plan. Other, separate components of the 3-community comprehensive plan include the Highway 12/PF/Airport Area Plan and the Sauk Prairie Comprehensive Outdoor Recreation Plan.

Volume 2: Vision and Directions of the updated Plan guides growth, development, and preservation by:

- Identifying areas for development and preservation over the next 20+ years;
- Recommending different types of land use for specific areas, such as the downtowns and other “targeted investment areas”;
- Identifying transportation, community facilities, and utilities to serve future land uses;
- Directing housing, industrial, and commercial investment; and
- Collaborating with other governments and private groups.

This Volume 2 is organized into twelve chapters, which together address Wisconsin statutory requirements and beyond. Maps and figures are provided throughout this volume. Numbering for the maps began within Volume 1: Conditions and Issues, and continues in this Volume 2 sequentially. Figures are numbered according to chapter (e.g., figures in Chapter 4 are numbered 4.1, 4.2, etc.).

### Successes in Implementing the 2005 Plan

- Directed development to the Villages, with agriculture remaining the economic focus in the Town.
- Updated farmland preservation policies in conjunction with Sauk County.
- Assertively pursued revitalization of the downtown and waterfront areas.
- Provided business/office park expansion areas.
- Established exciting, collaborative branding of the Sauk Prairie Riverway.
- Developed joint tourism interactive website: [www.saukprairieriverway.com](http://www.saukprairieriverway.com).
- Advanced the Great Sauk Trail to the point where construction is imminent.
- Collaborated with WisDOT on the reconstruction of Phillips Boulevard.
- Prepared and implemented plans for development of specific geographic areas and for parks and recreation.
- Updated zoning and subdivision ordinances.
- Enacted and implemented an intergovernmental boundary agreement.
- Established the Intergovernmental Planning Committee and Recreation Commission.



## SAUK PRAIRIE'S REGIONAL CONTEXT AND PLANNING AREA

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Understanding the context in which the Sauk Prairie Area operates is key preparing a meaningful plan. Located in the southeastern portion of Sauk County, the Sauk Prairie Area is approximately 15 miles northwest of the Madison/Middleton area. Across the Wisconsin River to the east are Dane and Columbia Counties (Towns of Roxbury, Mazomanie, and West Point). The majestic Wisconsin River forms the eastern and southern boundaries of the Area. Highway 12 is the main traffic route through the communities. Highway 12 was widened to four lanes between Sauk City and Middleton in 2005, and expanded in Sauk City in 2013. Map 1, within Volume 1: Conditions and Issues, presents some of the regional influences on the Sauk Prairie Area.

The planning area includes all lands in the Village of Prairie du Sac, Village of Sauk City, and Town of Prairie du Sac. This volume of the Comprehensive Plan contains detailed recommendations for lands within the corporate limits of the two Villages and the Town. This includes both the two extraterritorial zoning jurisdictions and lands beyond (within the Town). The planning area also includes lands within the Villages' 1½-mile extraterritorial jurisdiction east into Columbia and Dane Counties. State law confers certain planning and regulatory authorities to the Villages within this area, even if they do not intend to expand there. These areas are illustrated in Map 2 of Volume 1.

# CHAPTER 2

## AGRICULTURE

### GOAL

Preserve productive farmland and farming as an occupation for future generations.

### OBJECTIVES

1. Maintain farmland preservation areas across most of the Town, and within such areas prioritize agriculture as the preferred land use.
2. In areas planned for farmland preservation, limit non-farm uses and direct new homes to smaller lots, to locations where housing is already located, and into clusters where practical.
3. Support economic policies, incentives, and a culture that promotes farmland and farming.
4. Support the continuation of allied agricultural support businesses, on-site processing, and appropriate opportunities for farm families to obtain non-farm income.

### INITIATIVES

(SEE FULL CHAPTER TO READ MORE)

1. **Continue and refine land use policies that support Agriculture.** These include maintaining a clear urban growth boundary, limiting housing beyond that boundary, and directing intensive development to the Villages.
2. **Support farmers if interested in an Agricultural Enterprise Area (AEA).** A State-designated AEA would signal stronger local commitment to preserving farmland and increase State income tax credits to farmers.
3. **Help expand markets for local farm products.** Farmers are encouraged to expand the scopes of their operations and develop new markets for their products. Direct marketing to grocers, restaurants, institutions, and consumers is a commonly used strategy to add value to locally produced agricultural products.
4. **Support development of new uses for agricultural products.** These may include pharmaceuticals, clothing, and bio-plastics. The business parks in the Area could house industries that process these local materials.
5. **Increase agricultural education and information exchange.**

## CHAPTER PURPOSE

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Quality food is the key to a thriving society. Agricultural preservation in the Sauk Prairie Area is essential to its economic, land use, and cultural future. Area communities will cooperate with farmers, Sauk County, and the State on a multi-faceted farmland preservation strategy to ensure adequate farmland and promote the farm economy. This chapter contains policies and initiatives to guide farmland preservation, and is supplemented by the Sauk County Farmland Preservation Plan and zoning code, at <https://www.co.sauk.wi.us/>.

## AGRICULTURE POLICIES

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1. Maintain urban growth boundaries via intergovernmental plans and agreements, with farming the land use and economic future beyond them.
2. Guide homes, driveways, and other uses in long-term agricultural areas to less productive soils, farm field edges, and spots that preserve rural character.
3. Limit homes in long-term agricultural areas via density policies in Chapter 7: Land Use, and also the Sauk County Farmland Preservation Plan and the Sauk County and extraterritorial zoning and land division ordinances.
4. To preserve farmland in long-term agricultural areas, promote smaller (e.g., 2.5 acre) lots and clustering (grouping) of a few homesites, consistent with residential density policies referenced above.
5. Encourage shared driveways to minimize farm disruption and control access.
6. Allow home occupations and farm family businesses on farm parcels to supplement farming income, consistent with zoning rules.
7. Encourage local farm support businesses, like equipment sales, service, and repair; farm product sales and distribution; mixing, blending, and storage of feeds, seeds, and fertilizers; livestock and commodity shipping; and sales of nursery stock.
8. Continue to allow farming to adapt to changing needs and markets, for example to extract sand for on-site use for bedding.
9. Support State and federal fiscal policies that encourage the continued use of land for farming in long-term agricultural areas.



Homes placed in woodlots instead of farm fields help preserve farmland and rural character.

## AGRICULTURE INITIATIVES

### 1. CONTINUE AND REFINE LAND USE POLICIES THAT SUPPORT AGRICULTURE

Particularly in recent years, the Sauk Prairie Area has refined and advanced its intergovernmental cooperation, planning, and zoning approaches for agricultural preservation. This coincided with the State's update to its farmland preservation program in 2009, and Sauk County's corresponding update to its Farmland Preservation Plan in 2013. Led by the Town of Prairie du Sac, the Sauk Prairie Area communities intend to engage in the following general land use policies that support continued farmland preservation:

- **Maintaining a clear 20-year urban growth boundary.** The Town and two Villages establish through this Plan and intergovernmental agreements a designated area for urban growth. For areas within this growth boundary, urban development will be encouraged or at least accepted. In areas outside of this growth boundary, agriculture should be the primary land use. Subdivisions, sewer extensions, and annexations should not occur, at least within designated planning and agreement periods. Farm-supporting uses will be encouraged, and non-farm development like rural housing will be of limited densities that are compatible with agricultural uses by the policies in Chapter 7: Land Use, along with zoning and land division ordinances.
- **Promoting density-based zoning and cluster development options in long-term agricultural areas.** The Sauk Prairie Area communities promote a density-based zoning approach emphasizing few houses, clustering, and smaller residential lots to avoid breaking up large farm parcels and natural areas. This approach, described in Figure 7-1 of Chapter 7: Land Use, still provides some non-farm economic return for farmers. It is critical to understand the difference between maximum density and minimum lot size: minimum lot size requirements set how big individual home sites must be; while maximum density requirements set how many home sites or lots can be divided from a larger parcel, regardless of individual lot size.
- **Directing higher-density development to the Villages.** Due to the potential conflicts between housing and farming operations, large-scale development projects (e.g., large subdivisions, multi-family residential, commercial, industrial), will be directed inside the urban growth boundary and away from productive agricultural lands and sensitive natural features. These areas usually



This Sauk Prairie Comprehensive Plan is focused on establishing a clear urban-rural growth boundary—often using Highway 12 as that edge.



coincide with the Village. Directing urban development to the Villages is a primary function of the extraterritorial zoning programs. Very limited development is allowed within extraterritorial zoning areas in advance of annexation and utility provision.

## 2. SUPPORT FARMERS IF INTERESTED IN AN AGRICULTURAL ENTERPRISE AREA

Area farmers may initiate the nomination to the Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) of much of its planned “Agriculture” area as an Agricultural Enterprise Area (AEA). The large, continuous blocks of productive agricultural land in the Town support such a nomination and DATCP designation. An AEA would signal stronger intergovernmental and property owner commitment to preserving farmland in the Sauk Prairie Area. Designation of an AEA would also increase State income tax credits to farmers.

An intergovernmental AEA with other nearby towns would be considered, if there is sufficient interest, in part to mark the larger agricultural region and in part to increase appeal to DATCP. Agricultural preservation is also a focus in neighboring towns on both sides of the Wisconsin River.

## 3. HELP EXPAND MARKETS FOR LOCAL FARM PRODUCTS

The Town and two Villages encourage farmers to expand the scopes of their operations and develop markets for their agricultural products. Producing, processing, and marketing farm products to local, Madison-area, and Midwest metro consumers will bring more income to Sauk Prairie Area farm families. It could also mean more home-based businesses, value-added on-site processing, organic food production, agricultural tourism, and direct marketing.

Direct marketing to consumers is a commonly used strategy to add value to locally produced agricultural products. This will become increasingly viable for the Sauk Prairie Area as local and regional population and tourism increases. The Sauk Prairie communities

### What is an Agricultural Enterprise Area?

An AEA is a contiguous land area devoted primarily to agricultural use and locally targeted for agricultural preservation and agricultural development. AEAs preserve the most valuable areas for current and future agricultural use, promote agricultural businesses, and ensure eligibility of farm owners for enhanced tax credits through farmland preservation agreements. Farmers within an AEA who sign a 15-year farmland preservation agreement may collect a tax credit of \$10 per acre—an increase from the normal \$7.50 per acre credit. The State DATCP designates AEAs statewide, upon petitions from interested local units of government in partnership with local farmers. Petitions are accepted early each year. Area farmers will need to be engaged in the process before submitting a petition, as at least five farmers in the proposed AEA must sign the petition. Click [here](#) in digital versions of this volume for more information.



are well-positioned to take advantage of the local food movement as an economic, farmland preservation, and community health initiative. Some direct marketing techniques that may be considered or expanded include:

- **Farmers markets.** These provide an outlet for locally-produced food, contribute to the local economy, and enhance a community’s sense of place and downtown activity. Having operated for 10+ years already, Sauk Prairie’s farmers markets are poised to be expanded through programming and events that attract additional consumers.
- **Community-supported agriculture (CSA).** CSA programs are defined by farmers selling shares of their products to consumers in advance of the growing season. This cooperation can provide healthful food choices that support local farms, while relieving some of the burdens and uncertainties of conventional marketing.
- **Special on-farm events.** Such ancillary activities can enhance the bottom line for farmers and provide educational and recreational opportunities for visitors. Events such as “Summer Saturday Breakfasts” and pick-your-own events generate enthusiasm for local products and potentially reduce labor costs.
- **Better links to local restaurants and grocery stores.** Groceries and restaurants are finding new marketing opportunities by promoting locally grown produce and meats on their menus and in their stores. Forward-thinking market buyers can provide the freshest food products to their customers, support local farms, ensure an increasingly wary public of the quality of its food products, and use this approach as a marketing strategy to attract local residents and visitors.

The Sauk Prairie Area would also benefit from one or more restaurants specializing in locally-grown food.

- **More local foods to schools and hospitals.** Institutions purchase large quantities of food and are focused on wellness. This seems to be a particular opportunity for the Sauk Prairie Area, given the hospital, cluster of schools, and wellness initiative. Institutions purchase directly from local producers or grower cooperatives for seasonally-available produce and animal products. Eating fresh, in-season produce could be promoted even more widely for the health of students, elderly, and hospital patients.



An example of a grocery store that supplies and markets local foods.

#### 4. SUPPORT DEVELOPMENT OF NEW USES FOR AGRICULTURAL PRODUCTS

Advances in technology are opening up new markets for traditional agricultural products. The “new uses” economy is focused on finding new ways to use and process corn, soybeans and other carbohydrate-rich farm products into plastics, fuel, and even pharmaceuticals. Growing and marketing flowers with medicinal properties takes advantage of the increasing use of plants in pharmaceutical production. At the same time that production costs are declining to process these carbohydrate-base materials, environmental regulations and “green” economic incentives are increasing the cost of hydrocarbon- or petroleum-based products.

Sauk Prairie is strategically located close to a major research and development center at the University of Wisconsin-Madison, agricultural producers, and the manufacturing centers of southeastern Wisconsin, north central Illinois, and Chicago. This location could lend itself to production of bio-based products, with raw materials coming from surrounding farms.

The two business parks in the Area provide space for new uses producers. The Villages will consider criteria to support development of businesses incorporating new uses technology and/or are using local or regional agricultural products.



Sauk Prairie is well located to be a Midwest supplier of raw materials for the “new uses” economy.

#### 5. SUPPORT AGRICULTURAL EDUCATION AND INFORMATION EXCHANGE

Through its Farmland Preservation Plan, Sauk County emphasizes the importance of agricultural education and information exchange. Such exchange can play a significant role in enhancing production, public perception, and interagency cooperation. Area communities also wish to promote a greater awareness of conservation efforts, farm development success stories, and good farming practices. Increasing rural access to current communication technologies will support local agricultural operations, especially the utilization of frequently used platforms such as Facebook. Furthermore, some agriculture producers, operators, and businesses may benefit from training on effective public relations and marketing. On the opposite side of the table, community education about the value of local agriculture may also be beneficial. Partnering with Sauk County, the UW-Extension, and private farm-based organizations will be critical on these types of efforts—Area communities are unlikely to complete them on their own. Area communities also support the maintenance and restoration of agricultural education in curricula, such as at Madison College.



# CHAPTER 3

## NATURAL RESOURCES

### GOAL

Protect the Sauk Prairie Area's natural areas and resources, focusing particularly on water quality and wildlife habitat.

### OBJECTIVES

1. Preserve streams, drainageways, floodplains, wetlands, groundwater, eagle and other wildlife habitat, steep slopes, large woodlands, and other natural features.
2. Designate environmental corridors around these features, restrict development within them, and carefully manage development near them.
3. Protect ground and surface water quality, focusing on the Wisconsin River and its tributaries.
4. Cooperate with other units of government and non-profit groups on resources under shared authority and interest.

### INITIATIVES

(SEE FULL CHAPTER TO READ MORE)

1. **Identify, Protect, and Refine Environmental Corridors.** The layering of natural areas and features comprise environmental corridors, where passive recreational opportunities are allowed and encouraged. These scenic areas are valuable to the community for stormwater management, groundwater protection and recharge, erosion control, and wildlife habitat.
2. **Maintain and Enhance the Natural Experience Along the Wisconsin River Corridor.** The communities intend to continue to honor the river and its resident bald eagle population. Restoration and river clean-up events, agency partnerships, and the construction of the Great Sauk Trail are efforts in which the communities may invest.
3. **Maintain and Improve Water Quality.** Limiting development in environmental corridors, updating plans and ordinances, and requiring best management practices for stormwater and ground water will assure clean and plentiful waters.

## CHAPTER PURPOSE

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The Wisconsin River, pristine rural areas and stream corridors, and the Bald Eagle habitat they provide help define the Sauk Prairie Area and distinguish it from other communities in the greater Madison area. These and other natural areas and resources will require concerted, ongoing, and coordinated efforts to maintain and enhance. This chapter is the Area's general strategy for natural resource preservation and enhancement.

## NATURAL RESOURCE POLICIES

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1. Before approving any land use change, consider its impact on environmental corridors, wildlife habitat, and potential rare or threatened plant and animal species locations, and ensure that the land use change will meet applicable zoning and land division regulations.
2. Where possible, limit development on lands with building limitations, but that are not within any environmental corridor. These lands are presented on Map 5 in Volume 1, or may be revealed through site investigation.
3. Enforce erosion control and stormwater management ordinances, and create them where advisable (e.g., Village of Sauk City). Emphasize the use and enhancement of natural drainage courses and systems wherever possible, and direct land disturbance away from natural areas and on erosion-prone slopes.
4. Participate in local, County, and State water quality efforts, particularly associated with the Wisconsin River, and Otter and Honey Creeks.
5. Encourage the permanent preservation of the most significant natural areas and wildlife habitat (such as Bald Eagle roosting and nesting areas) through techniques like conservation easements, development rights purchase/transfer, and fee simple acquisition.
6. Site future parks in areas that also forward the communities' natural resource protection objectives, and promote native vegetation restoration areas as passive recreational areas and outdoor laboratories.



While the Prairie du Sac Dam alters the natural flow of the River, it also greatly contributes to the Bald Eagle habitat in the area by maintaining open water throughout the winter.

(Photo by Curtis Waltz)

## NATURAL RESOURCE INITIATIVES

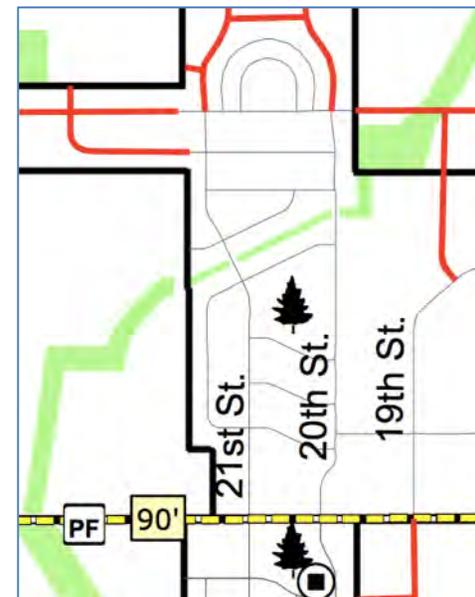
### 1. IDENTIFY, PROTECT, AND REFINE ENVIRONMENTAL CORRIDORS

The Sauk Prairie Area communities support and practice the layering of natural areas and features into “environmental corridors.” Environmental corridors have environmental, ecological, passive recreational, stormwater management, groundwater protection and recharge, erosion control, wildlife, and scenic value. Environmental corridors also have severe limitations for development; therefore, minimizing development in these areas also protects private property.

In total, environmental corridors provide a construct for natural area preservation, land use planning and guidance, and land regulation in the Sauk Prairie Area. Environmental corridors are depicted on Maps 9A and 9B in the Land Use chapter and Map 17 in the Transportation chapter.

For the Sauk Prairie Area, environmental corridors are a layering of the following features:

- **Wetlands.** These may be as designated by the Wisconsin Department of Natural Resources (WisDNR) or through more detailed field surveys. The disturbance of wetlands are subject to regulations at several levels of government.
- **Floodplains.** These are designated by the Federal Emergency Management Association (FEMA). The County and the Villages are required to limit development in floodplains.
- **Shoreland setbacks.** These are 75-foot setbacks from navigable waters, which are subject to County and in some cases Village shoreland zoning regulations.
- **Major drainageways.** These are often identified in local stormwater and neighborhood planning studies. Most of these are focused in particular in the area between the two Villages and Highway 12, in the general area the Sauk Prairie Area plans for future urban development.
- **Hydric soils.** These are soils formed under wet conditions and are usually drained wetlands. Typically, they provide unstable building sites without substantial modification. Hydric soils in the Sauk Prairie Area are concentrated between River Road and the Wisconsin River, in the southern sections of the Town of Prairie du Sac.



Environmental corridors are shown in green on the Future Transportation, Stormwater, and Public Facilities map (crop above) and the Future Land Use map. These maps are presented in full later in this volume.

- **Steepest slopes.** The limited acreage of lands with slopes of 20 percent or greater are included within the environmental corridor. These are largely confined to the northwest and southwest corners of the Town.
- **Critical eagle habitat.** “Critical Roosting” and “Critical Perching” areas for wintering bald eagle populations, as identified by the Ferry Bluff Eagle Council, are included in the environmental corridor. These are all east of or on the River.
- **Other permanently protected lands.** These include certain privately held lands that are permanently protected for natural resource conservation purposes by conservation easements or similar restrictions. The Moely property near the Airport and Westwynde neighborhood is perhaps the most prominent local example.

Existing development and farming uses may continue within mapped environmental corridors, but some improvements may be limited. Farmers within environmental corridors are encouraged to implement Agricultural Best Management Practices. New buildings that do not replace old buildings and significant expansions to existing building footprints will generally not be allowed within the environmental corridor. Construction of low-impact trails and other passive recreational opportunities are allowed and sometimes encouraged in environmental corridors.

The environmental corridors depicted on Maps 9A, 9B, and 17 are general, and based on secondary sources of information and planning studies. As such, the actual environmental corridor boundaries on a site-specific basis may differ when:

- An updated or more detailed study reveals that the characteristic(s) which originally resulted in its designation as an environmental corridor no longer exists, never existed, or exists in a different location or configuration on the site; or
- Approvals from appropriate agencies are granted to alter a property so that the characteristic which resulted in its classification as an environmental corridor will no longer exist; or
- A mapping error has been identified.

## 2. MAINTAIN AND ENHANCE THE NATURAL EXPERIENCE ALONG THE WISCONSIN RIVER CORRIDOR

The Wisconsin River is arguably the Sauk Prairie Area's most important natural, recreational, and community development asset. These functions can be complementary and further advanced with careful planning and execution of those plans. To protect the natural functions of the River and the environmental corridor that abuts it, the Sauk Prairie Area communities intend to:

- Pursue and explore continued opportunities for Riverfront restoration and shoreline stabilization in a manner that restores native vegetation, minimizes erosion, and assists with flood control.
- Continue to plan for and implement the Great Sauk Trail in design and operational characteristics (e.g., time-of-year access limitations) sensitive to the resource and the Bald Eagle population.
- Incorporate appropriate, restive places for people to access and understand the River and its importance. The two downtown areas are obvious choices; the conceptual development plan for Downtown Prairie du Sac included in Chapter 8 includes a broad suggestion for a restoration/interpretation area along a small section of shoreline.
- Continue to work with the FBEC, WisDNR, and WisDOT to identify critical habitats of the wintering eagle population that can and should be avoided by any rerouting of Highway 12 or other major infrastructure or community development project.
- Organize a River clean-up day. The community may organize a River clean-up day to remove debris and litter that prevents safe passage and dampens full enjoyment of the River experience.
- Continue to practice emergency management and preparedness, particularly in the unlikely event of a dam failure.
- Educate the public on the safe use of the River and adjoining shorelands and bluffs. There are very real hazards associated with the River, which change on a seasonal and even daily basis.
- Manage the quantity and quality of stormwater running to the River (see below).



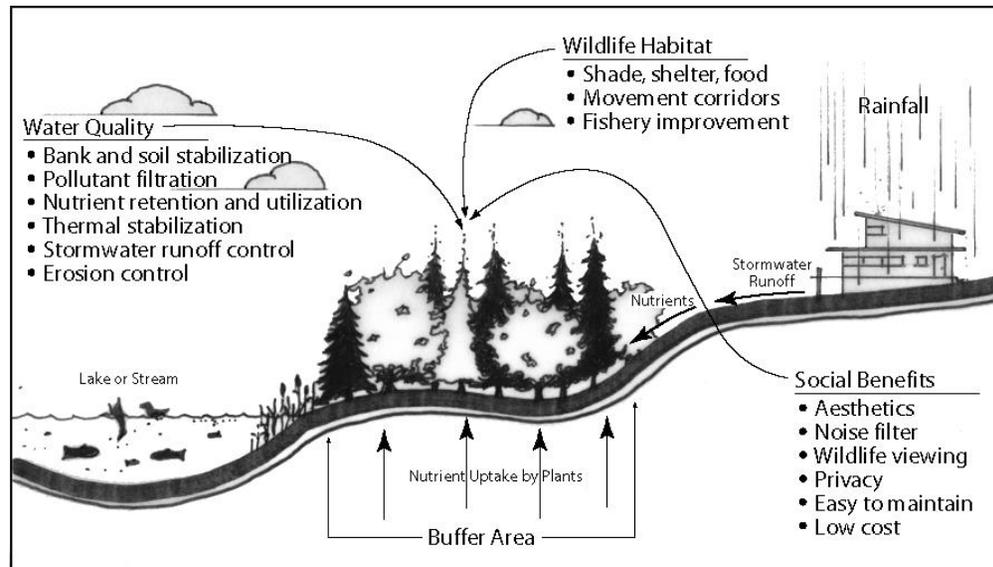
The Ferry Bluff Eagle Council maintains an overlook in downtown Prairie du Sac for river and wildlife viewing located two blocks south of the Highway 60 bridge..

## 3. MAINTAIN AND IMPROVE WATER QUALITY

Plentiful and clean water are essential to the long-term health and success of the Area. Protection of ground and surface water resources depends on management of both point and diffuse sources of contamination, including urban stormwater and agricultural runoff. To assure continued clean water, the Town and Villages will undertake a number of efforts, including the following:

- **Limit development in environmental corridors.** See the earlier initiative for further details.
- **Adopt and update comprehensive erosion control and stormwater management plans, ordinances, and utilities.** As further described in the Community Facilities and Utilities chapter, both Villages intend to prepare and/or keep up to date stormwater management plans for their planned growth areas. In addition, the Village of Sauk City will consider adoption of an erosion control and stormwater ordinance, and a stormwater utility to fund and manage the stormwater system.
- **Practice and encourage progressive stormwater management.** Stormwater Best Management Practices (BMPs) aim to control run-off volume by managing precipitation as “close to where it hits the ground” as possible, thereby facilitating infiltration of precipitation into groundwater and evaporation of water back into the atmosphere. This approach decreases peak stormwater quantities and improves the overall quality of stormwater entering rivers and creeks in the area. BMPs may include reducing impervious footprints of development sites, breaking up large paved areas with permeable surfaces and/or vegetation, reducing road widths, rain gardens to capture water and retain it from downspouts, green (vegetated) roofs, roof runoff directed to pervious yard areas, organic layers added to the soil to aid decomposition and filter pollutants, and/or deep tilling of soils near the end of the site development process. Stormwater basins and conveyance routes are carefully integrated into the surrounding development pattern and incorporate native/natural edge vegetation. Vegetated buffer strips are often critical components of a BMP system to capture runoff and filter particulates, such as from adjacent parking lots (see Figure 3-1).
- **Identify and manage municipal wellhead protection areas.** Wellhead protection overlay zoning seeks to minimize and manage land uses and activities with reasonable potential to contaminate the well recharge area. The Village of Prairie du Sac currently has unique land use and activity standards applied to mapped wellhead protection zones. Uses with higher potential for groundwater contamination are discouraged in these areas. These include chemical storage facilities, road salt usage and storage, animal feedlots, fertilizer and pesticide use, manure storage, and underground storage tanks.
- **Manage storage and use of road salt and plowed snow.** The communities will work to limit the use of salt on roads, exploring environmentally friendly options. Snow and salt storage areas locations should be selected to minimize the chances of ground and surface water pollution.

Figure 3-1: Example of Vegetative Buffer



- **Help prevent and mitigate accidental spills.** Statutes require that spills of hazardous materials be immediately reported and cleaned. The three jurisdictions may cooperatively prepare a contingency plan for accidental spills, in coordination with WisDNR, fire and police departments, and Sauk County Emergency Management. Finally, new developments with reasonable probability of spills should prepare, file, and communicate contingency plans as part of development approval processes.
- **Encourage responsible management of livestock waste storage and spreading.** County and State agencies are generally responsible for managing livestock waste storage facilities. WisDNR requires a separation of at least 250 feet between such facilities and wells. Concentrated animal feedlot operations should also be located away from waterways. The Town and extraterritorial committees intend to reinforce County and State requirements during approval processes.
- **Encourage careful placement and management of septic systems.** Area communities encourage the County to ensure the proper placement and maintenance of on-site waste treatment (septic) systems. Also, new rural (septic) development should be limited near closed landfill sites. WisDNR requires separation of 1,200 feet between open or closed landfills and nearby private wells.

# CHAPTER 4

## CULTURE AND COMMUNITY CHARACTER

### GOAL

Preserve and enhance the Area's "rivertown" character and its rich cultural and historic resources.

### OBJECTIVES

1. Advance and celebrate the Sauk Prairie Area's character--defined by the Wisconsin River, gently rolling agricultural land, and the two historic Villages nestled between them.
2. Collaborate with landowners on protecting unique historic buildings and archeological areas.
3. Maintain and enhance scenic views and natural experiences.

### INITIATIVES

(SEE FULL CHAPTER TO READ MORE)

1. **Support Landowners in Preservation of Historic and Architecturally Significant Buildings.** The communities will support preservation, restoration, and rehabilitation as a way to show their commitment to their combined heritage and grow the local economy.
2. **Advance Tourism, Particularly Related to Nature, Heritage, and Agriculture.** The Sauk Prairie Area is particularly suited to nature- and heritage-based tourism, and already has several events and businesses geared to serve these types of tourists. Building the Great Sauk Trail is one such effort.
3. **Continue to Advance the Sauk Prairie Riverway Brand.** In collaboration with the Chamber, the communities will continue to embrace and advance this exciting brand in a number of ways, including expanding signage.
4. **Advance "River and Prairie" Community Character.** Decisions about community change will be based upon preserving this essential character. For example, new and remodeled buildings along the east side of Water Street should essentially have a second facade facing the River.

## CHAPTER PURPOSE

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The Sauk Prairie Area is rich in cultural resources and community character. Community character is defined as the unique expression or quality of a place, or more simply the way a community looks and feels to its residents and visitors. This chapter guides the preservation, enhancement, and celebration of historic and other cultural resources that distinguish the Sauk Prairie Area, integral at once to celebrating its past and advancing its future.

## CULTURE AND COMMUNITY CHARACTER POLICIES

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1. Work through and with the local historic commissions and societies and landowners to protect historic and archaeological resources that help define and contribute to the Area's character.
2. Assure that new development near historic buildings or areas, natural areas, or wildlife habitat respects the integrity, function, and scale of these buildings and areas as well as the typically small scale of these sites.
3. Emphasize the value of natural areas and wildlife—particularly the Bald Eagle—as focal points of beauty, recreation, and tourism.
4. In largely undeveloped areas, promote the use of existing topographic changes and vegetation to screen new development from public roads.
5. Treat Highway 12 as the Sauk Prairie Area's front door, using such tools as the Sauk City Highway 12 Corridor Design Guidelines to emphasize welcoming signage and high quality building and landscape design.
6. Support local concerts, festivals, fairs, farm tours, farm breakfasts, and markets that celebrate the area's heritage and way of life.



The Tripp Memorial Museum is home to the Sauk Prairie Area Historical Society. It houses a substantial archive of photographs, historical information, and rotating displays.

## CULTURE AND COMMUNITY CHARACTER INITIATIVES

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### 1. SUPPORT LANDOWNERS IN PRESERVATION OF HISTORIC AND ARCHITECTURALLY SIGNIFICANT BUILDINGS

The Sauk Prairie Area has a significant collection of older and architecturally interesting buildings and historic sites. These serve to define the Area's past, contribute to its community character and aesthetics, and provide a home to Area residents and businesses. At least as many historic or archeological sites are lost to ignorance of their significance than to intentional acts.

Due to their importance in maintaining the historic community character, the jurisdictions encourage the preservation of historically and architecturally significant structures/districts and archeological resources, especially historic residences and in the downtown districts. The communities will emphasize restoration of historic buildings as a first priority and rehabilitation as a second choice to enhance the viable economic use of historic structures. Both Villages have downtown design guidelines that emphasize historic preservation and restoration. To encourage preservation of historic structures, economic incentives may be offered, such as grants or low-interest loans for façade restoration. Federal and State Investment Tax Credits are also available to help finance the rehabilitation of historic commercial, industrial, and rental residential properties.

### A Locally Invented Building Technique

A particularly interesting group of stone farm houses, located in the northwestern corner of the Town of Prairie du Sac, have walls constructed in a way that is not known to appear anywhere else in the world. These houses have a "block and stack" type of construction unique to the type of stone available, mainly dolomite limestone. Larger cut blocks are laid in an alternating pattern with concealed stacks of bonded rubble to create a strong load-bearing wall.

Built between 1855 and 1885, the farm houses are part of the Honey Creek Swiss Rural Historic District that has been placed on the National Register of Historic Places. The District, comprised of a total of 183 buildings, spans 83,800 acres over the Towns of Prairie du Sac, Honey Creek and Troy.

### 2. ADVANCE TOURISM, PARTICULARLY RELATED TO NATURE, HERITAGE, AND AGRICULTURE

The Sauk Prairie Area is widely known for fun, unique annual events and activities such as the Wisconsin State Cow Chip Festival, Annual Eagle Days Festival, Madison Magazine's BBQ Festival, a Kansas City Barbecue Society Sanctioned Contest, Sauk Prairie Harley-Davidson's Annual Freedom Ride and more. These activities provide a way for people to experience the distinctive character of the Area. The River Arts Center, a 500-seat performing arts venue and gallery space, provides ample opportunity for local groups to showcase nationwide talent along with an award winning show choir and community theater group. The Sauk Prairie Historical Society is active, hosting speakers and events monthly to keep the Sauk Prairie story alive and well. Residents and the business community collaborate and engage around such events. The Sauk Prairie Area Chamber of Commerce serves as the community's

tourism entity and markets the area regionally, state-wide and throughout the Midwest with a mix of radio, digital and print advertising, utilizing the “Sauk Prairie Riverway” brand described below.

The communities, Chamber, and School District will continue to sponsor and support these types of events. The Chamber also intends to continue to tap available regional marketing publications and web-based resources to market existing Sauk Prairie Area festivals and events to the regional day-trip tourist market.

These partners will also explore new opportunities, particularly in the areas of nature, heritage, and agricultural-based tourism, within which the Sauk Prairie Area is particularly strong. Further, these forms of tourism will become increasingly popular as the baby boom generation eases into retirement. Finally, the Wisconsin Department of Tourism indicates that a typical heritage tourist stays longer, spends more money, and makes return trips or extends his or her stay much more than the average tourist.

For example, the impending construction of the Great Sauk Trail from Sauk City to the Sauk Prairie Recreation Area (former Badger Army Ammunition Plant) has potential to be a focal point for nature-based tourism. To tie together the Area’s nature, heritage and agriculture tourism assets, the communities could develop interpretive signage and a walking tour along and near this trail. Interpretive signage allows stories to be communicated through text and graphics to a wide audience. The River ecosystem, historic sites, and the agricultural base could be highlighted in different spots along the route. In addition, easy access to the flow of trail users should create demand for more shops and service-oriented establishments in the Village’s downtowns.



Waterfront paths, like this one on the University of Wisconsin’s Picnic Point, provide young and old with opportunities to connect with nature and the built environment in new ways.

### 3. CONTINUE TO ADVANCE THE SAUK PRAIRIE RIVERWAY BRAND

The Chamber has taken the lead in letting marketing targets know that whatever they may be seeking—dining opportunities, quality schools, recreational amenities, or steady industries—they need look no further than the Sauk Prairie Area. This means getting the message out to media outlets, realtors, business groups, and conferences to leverage the Sauk Prairie Area’s success differentiators.

The Chamber and communities have advanced a new brand—the Sauk Prairie Riverway—and associated marketing materials. Though the Villages and Town are three distinct entities, the consistent brand effectively links the communities into a single destination for visitors. Banners along Water Street, permanent welcome signs, and marketing materials all also utilize the Sauk Prairie Riverway brand. These materials often feature images of people enjoying the natural beauty and outdoors of the Area. The Chamber and communities will explore more opportunities to expand the Riverway brand, such as the following:

- Rebrand and unify park and trail signs with the Riverway logo and look. Specifically, through the recent Sauk Prairie Comprehensive Outdoor Recreation Plan (CORP), the communities have endorsed a concept to improve and standardize on-site park signage incorporating the logo.
- Continue the wayfinding signage system along the main roads in the Sauk Prairie Area. The CORP also suggests that the communities will expand the community-wide wayfinding sign system to identify key parks and bicycle routes. As part of its “First Impressions” report sponsored by the UW-Extension, representatives from the City of Waupun concluded that improving signage and promoting the Sauk Prairie Riverway brand was a key potential opportunity for the Sauk Prairie Area.
- Consider adding the Riverway logo to magnets on public works vehicles, police cars, and utility trucks.
- Embrace the Riverway look and language in local plans, studies, position papers, and other documents (see footer below).



Permanent signs and banners already feature the “Sauk Prairie Riverway” theme.

#### 4. ADVANCE “RIVER AND PRAIRIE” COMMUNITY CHARACTER

The Sauk Prairie Area has two distinctive and authentic character images that carry forward to much of its architecture, landscape, and activities: River and Prairie. These are defined in the sidebar.

Cookie cutter developments could overwhelm the Sauk Prairie Area and its character, converting it to “just another suburb” of Madison. The communities will utilize communication, planning, zoning, incentive, and other programs to advance River and Prairie character, including:

- High-quality, context-sensitive building, site, landscaping, signage, and lighting design for new non-residential and multiple-family residential projects. River-based architectural character is defined more fully in the downtown design guidelines of the two Villages. Prairie character is explored in documents like the Highway 12/PF/Airport Area Plan.
- New neighborhoods developed in more historic forms, such as Traditional Neighborhood Design, which favor smaller lots, houses not garages dominating the streetscape, and interconnected streets serving a variety of functions.
- Preservation and restoration of remaining prairie remnants in visible locations. The Moely property on Prairie Street may be one opportunity.
- Protection of undeveloped forested bluffs on the east side of the Wisconsin River through intergovernmental cooperation. Poorly planned development on the other side of the River has the potential to spoil the natural beauty of the river, wildlife habitat, and views from the west bank.

#### What is “River and Prairie” Character?

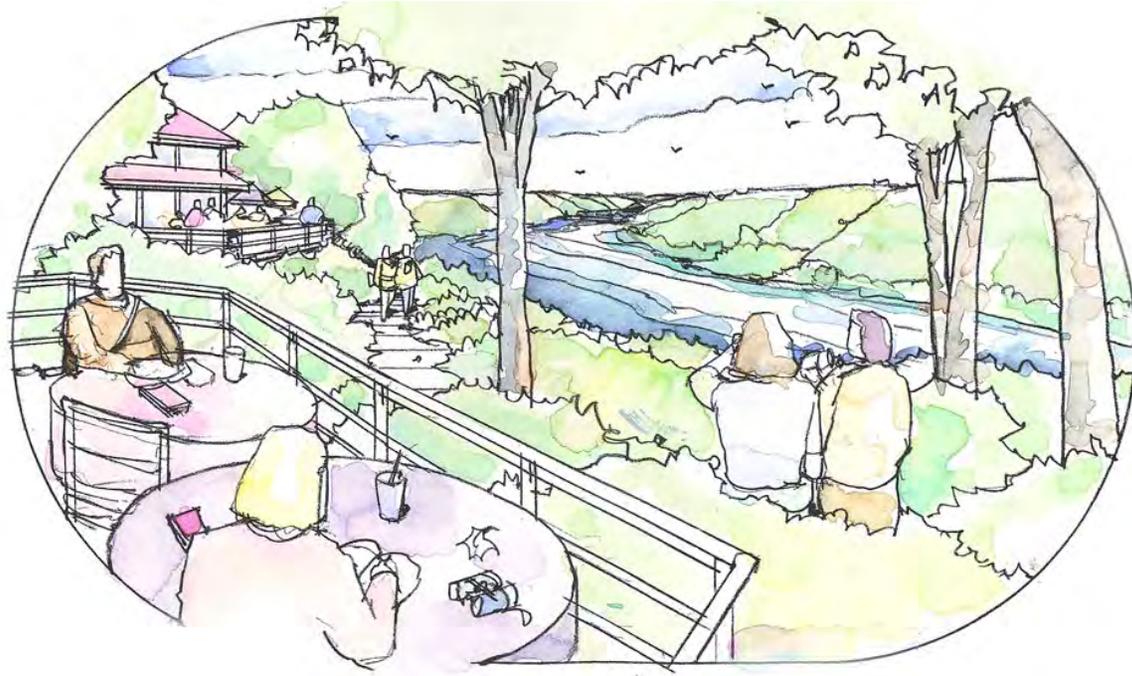
The “river” component of the Sauk Prairie Area’s predominant character is defined by:

1. The majestic Wisconsin River itself
2. Its 1800s-era waterfront downtown form
3. Neighborhoods extending in a grid from the River
4. The River’s bridges as entryways
5. Eagles and other River-based wildlife
6. Relationship of people to the River
7. River-based recreation, like paddling
8. River-oriented community events

The “prairie” component is defined by:

9. The predominate pre-settlement vegetation and landform in the Area.
10. The farmland that mostly replaced it.
11. An indigenous architectural style marked by horizontal lines that evoke and relate to the prairie landscape, flat or hipped roofs with broad overhanging eaves, and windows grouped in horizontal bands.
12. Modern local buildings with strong Prairie elements, including the Culver’s and Mueller Sports Medicine corporate headquarters and the Sauk Prairie Healthcare hospital buildings.

- Continuing to open views, access, and redevelopment potential near the River without damaging the River character or ecosystem. Orientation of new and remodeled buildings shall be consciously towards the River to capitalize on scenic views, such as through use of large banks of windows, balconies, and outdoor seating areas.



Commercial building rehabilitation, new construction, the Great Sauk Trail, and riverfront restoration presents a tremendous opportunity to enhance the Area's character.

(Image prepared by Vandewalle & Associates)

# CHAPTER 5

## ECONOMIC DEVELOPMENT

### GOAL

Emphasize the Sauk Prairie Area as a regional center of businesses, jobs, shopping, and services that contribute to its wealth and character.

### OBJECTIVES

1. Cooperate on economic development and joint community planning for the mutual benefit of all Sauk Prairie Area communities.
2. In the Villages, advance the development of retail and commercial services, restaurants and hotels, healthcare, clean manufacturing operations, office and research facilities, and technology-based businesses.
3. In the Town, encourage farming and agricultural support businesses.
4. Actively encourage investment in the downtowns and other Targeted Investment Areas identified in Chapter 8.

### INITIATIVES

(SEE FULL CHAPTER TO READ MORE)

1. **Develop a Cooperative, Progressive Economic Development Strategy.** The centerpiece recommendation of this chapter is for the three communities and the Chamber to develop a comprehensive strategy for the economic enhancement of the Sauk Prairie Area. The strategy should include several components, including a vision, target market identification, business retention and expansion approaches, organizational structure, and internal and external communication approaches.
2. **Help Existing Local Businesses Grow and Thrive.** Retaining and expanding businesses that are already here is the most cost-effective way to grow the Area's economy.
3. **Attract New Businesses that Capitalize on Strengths and Fill Niches.** The communities will use zoning, outreach, marketing, and incentives to attract new businesses in key sectors to meet local demand and grow the economy.
4. **Secure Enough Vacant, Improved Land for Commercial and Industrial Expansion.** Both Villages will plan for future expansions to their respective business/industrial parks and commercial corridors, and work with landowners and developers to grow these areas.

## CHAPTER PURPOSE

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This Sauk Prairie Area is home to a number of thriving businesses, jobs, shopping opportunities, and commercial services. These contribute to the Area’s wealth, quality of life, and experience of its residents. Per Wisconsin Statutes, this chapter is intended to promote the retention, stabilization, and growth of the economic base over the next 20 years. Beyond this, the chapter forms the framework for a joint economic development strategy for the Sauk Prairie Area.

## ECONOMIC DEVELOPMENT POLICIES

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1. Participate with local and regional agencies charged with economic development, like the Sauk Prairie Chamber of Commerce, Sauk County Development Corporation, MadRep, UW-Extension, and Wisconsin Economic Development Corporation.
2. Maintain a business-friendly environment through customer service, streamlined development approvals, fair and reasonable zoning standards, and incentives where practical.
3. Maintain an adequate supply of improved, developable land in the Villages for new industrial, commercial, office, and mixed use development, in areas identified in the Future Land Use map (Maps 9A and 9B) in the Land Use chapter.
4. Practice “place-based” economic development—seeking out projects that contribute to a unique sense of place, create gathering spots, and contribute to the aesthetics and activity in the Sauk Prairie Area. See Chapter 8 for further guidance.
5. When making economic development decisions, recognize the importance of preserving and enhancing the Area’s character, existing locally owned businesses, and the downtowns. Keep downtown revitalization as a priority.
6. Encourage new commercial and mixed-use developments convenient to and compatible with residential neighborhoods, sometimes limiting the range of non-residential uses, their impacts, and their hours of operation to avoid negative neighborhood impacts.
7. Support the economic health of agriculture, farm family businesses, and the development and expansion of markets for agricultural products. Generally limit non-residential uses in the Town to home-based businesses and agricultural-related businesses. See the Agriculture chapter for more information.
8. Encourage expansion of medical and health care services, information-oriented businesses, bio-based businesses, office and research, professional services, and modern manufacturing—and affordable educational opportunities and childcare facilities to support them.
9. Continue to support infrastructure improvements that drive economic activity, such as improvements to the utility, highway, and broadband networks.



## ECONOMIC DEVELOPMENT INITIATIVES

### 1. DEVELOP A COOPERATIVE, PROGRESSIVE ECONOMIC DEVELOPMENT STRATEGY

Through this Comprehensive Plan, the Area’s communities envision an assertive program of economic development and redevelopment. Proactive, directed, and cooperative action will enable this vision to be achieved in the most efficient and effective way possible. While the communities have collaborated on economic development before, these have mainly been informal, reactive, and/or “one-off” efforts. For example, Chamber and Village staff often interact when an economic development prospect approaches one of them. As another example, the three communities worked together and ultimately with Sauk Prairie Healthcare to manage the hospital’s relocation and then the reuse of the former hospital site.

The Sauk Prairie Area communities endeavor to prepare and adopt a joint economic development strategy. A joint strategy can assure that staff and other economic development resources are efficiently utilized, the Sauk Prairie Area is positioned for larger projects and efforts, internal competition for new development projects is avoided, and financial incentives are directed to the types of projects that best fulfill the Area’s vision. The strategy would ideally be prepared in concert with the Sauk Prairie Chamber of Commerce, perhaps even led by its Economic Development Committee.

While the exact components of an economic development strategy can and will evolve, the following may serve as a working outline:

1. **Economic Vision Statement.** This could be adapted from this Comprehensive Plan chapter’s goal or the community vision statement in Chapter 1. The idea is the articulate what the strategy should accomplish and how success will be determined.



A joint economic development strategy will encourage continued job growth in business parks and commercial development in downtowns and other nodes along the Phillips Boulevard, Prairie Street, and Water Street corridors.



2. **Review of Existing Resources.** This would include a review of existing local plans and policies, such as the Village of Prairie du Sac's 2003 economic development policy and more recent tax incremental district, downtown, district, and other local plans. This would also include a review of the capabilities and missions of groups such as the Sauk County Development Corporation (SCDC), MadRep, the Wisconsin Economic Development Corporation, and UW-Extension.
3. **Refinement of Target Markets.** This Plan chapter identifies some targeted business sectors. The Chamber's recent Sauk Prairie Market Analysis is another resource. One community in the Area may be better suited for a particular target than the other for a particular target, which should be identified and acknowledged in the strategy.
4. **Incentive Framework.** See sidebar to right.
5. **Business Retention and Expansion Strategy.** See Initiative #2 below.
6. **Organizational Structure.** This should include designation of an economic development entity, including a board or committee its support staff. The staff function could be devoted to networking, promoting, facilitating and implementing the economic development strategy, calling on local businesses, and streamlining communication among the Chamber's Economic Development Committee, its Executive

### What types of developments may warrant financial incentives?

Local governments regularly receive requests from prospective developers and businesses for financial incentives to support new projects. These incentives are sometimes available through tax incremental districts, but decisions on what projects to support and to what degree are often challenging. The joint economic development strategy may include a set of general criteria for making decisions on incentives. Based on experience in other communities, the following list is starting point:

- Projects that help locally-owned businesses get established or grow.
- Projects that clearly contribute to the economic vision
- Projects that complement other Sauk Prairie Area businesses and make the Area more attractive for future business investment.
- Projects that increase the diversity of businesses in the Area.
- Clean industries that do not emit pollutants, noise, odors, vibrations, heavy trucking activity, or other negative externalities.
- Projects that have a positive or neutral impact on all levels of public taxing jurisdictions, including the School District.
- Projects that guarantee payback of initial public expenditures.
- Wages above 125% (excluding CEO compensation) of Sauk County median income level, with comprehensive benefits.
- Construction that exceeds \$80 per square foot, for example.
- Site planning and building design that exceed zoning standards.

Director, and the two Village Administrators. The desired roles of entities like the SCDC and MadRep should also be described.

7. **Communication Protocols.** Related to organizational structure, the joint strategy should serve to describe how the communities will prepare themselves for each specific economic opportunity. As examples, the strategy should articulate how the parties will communicate with each other when a business prospect or site selector calls, and when an existing Sauk Prairie Area business wants to expand or relocate. This section could also include directions for an external communication component (marketing).
8. **Work Program.** The strategy may conclude with a preliminary set of initiatives for the first year or two, which could be updated on an annual basis. Development of at least part the work program may be deferred until the organizational structure is fully established.

## 2. HELP EXISTING LOCAL BUSINESSES GROW AND THRIVE

Locally grown and owned businesses are one of the Sauk Prairie Area’s greatest assets. Many local businesses have become identified with the Sauk Prairie Area and impart local flavor, often in the form of unique goods and services. Since many owners also live in the community, most profits (not just payrolls) will be spent locally.

Retaining and expanding businesses that are already here is the most cost-effective way to grow the Area’s economy. Such activities also create a business climate that is attractive to new investment from others.

The Villages and Town, therefore, intend to develop, adopt, and implement a formal business retention and expansion program and part of, or as an adjunct to, the joint economic development strategy advised above. A variety of different business retention and expansion models exist. The intention, regardless of model, is to stay in front of existing businesses with value-added propositions to show commitment

### What should be done to help existing businesses grow and thrive?

When the Chamber of Commerce asked local businesses how the Chamber, local municipalities, or the School District could help grow business, the following comments emerged:

- Give local businesses the opportunity to bid on local projects.
- Focus on empty retail shops and continuing to improve the downtowns.
- Focus on vocational programs, math and basic customer service skills, and connecting students with local businesses through job shadowing and real life career exploration. I
- Increase housing, especially multiple family.
- Recruit a hotel with convention/meeting space.
- Determine what type of businesses the Area want, then determine the best locations.
- Continue marketing the Sauk Prairie Area as a destination.

to their success and subsequently leverage those relationships to aid in attracting new businesses. Services could include regular contacts with area businesses to identify expansion possibilities and to make sure that small problems do not escalate, resulting in possible closure or relocation outside of the Area. Existing businesses could also be encouraged to tap into underserved markets, expand service lines, or modernize marketing and service approaches. Beyond this, the program could advance ideas resulting from a recent Chamber survey (see sidebar on previous page).

### 3. ATTRACT NEW BUSINESSES THAT CAPITALIZE ON STRENGTHS AND FILL NICHEs

The Sauk Prairie Area appears to have strengths and a competitive advantage in health care, medical equipment, tool production, financial services, and tourism businesses. The responsible party that emerges from the joint economic development strategy may wish to interview existing Area businesses in these sectors. Such interviews may suggest directions to help grow these particular sectors, including though the attraction of logical suppliers and provision of the appropriate business environment. The Area's leading sectors and strengths will also continue to be highlighted in marketing materials, and communicated to regional and state economic development agencies. Identified strengths are listed in the sidebar to the right.

Still, a recent analysis suggests that the Sauk Prairie Area is missing some retail sectors (see sidebar to on next page). In addition, the Area may be short in the variety of restaurants and in convening space (e.g., hotel with small convention center). This results in a leakage of wealth and tax revenue from the community, and unnecessary automobile trips as Sauk Prairie Area, resulting in more auto-related pollution and road maintenance costs. Residents travel outside the community for much of their shopping.

#### The Sauk Prairie Area's Strengths for Economic Development

- Proximity to Madison, the Dells, and major highways.
- “Rivertown” and small town atmosphere.
- Excellent schools and an educated workforce.
- Rich in performing and visual arts.
- Year-round recreational amenities, including the Wisconsin River/Lake Wisconsin, eagle watching, Devil's Lake State Park, hiking, and skiing.
- Strong healthcare community and resources.
- Sauk Prairie Airport and larger regional airports.
- Strong agritourism base, including Wollersheim Winery & Distillery, Woodshed Ale House & Brewing, Wytttenbach Meats, and Carr Valley Cheese.
- Appealing, waterfront downtowns.



Efforts that may close these gaps include:

- Assuring that sufficient areas are planned and zoned for such businesses, and there are not unnecessary regulatory requirements. Particularly promising hotel locations may be at or near the intersections of Highway 12 with Highway PF, Highway 60, and Lueders Road. A boutique hotel may find a location in one of the two downtowns promising, particularly near one of the bridges.
- Favoring businesses in these sectors through grants and other incentives, where available.
- Assisting existing businesses expand their product lines, and increasing internet presence so more diverse product lines can be offered without having to have them in the store all the time.
- Recruiting new businesses in these sectors.
- Providing and direct businesses to affordable spaces for start-up, including “pop-up” lease opportunities seasonally.
- Helping residents form and grow new businesses, particularly those related to serving both local needs and day-trip tourism.

### Retail Leakage Analysis

A 2015 Retail Leakage & Surplus Analysis completed by Buxton suggests the Sauk Prairie Area may be lacking in the following types of retailers:

- Furniture
- Home improvements
- Electronics
- Camera/photographic equipment
- Building materials
- Lawn and garden
- Specialty food stores
- Shoes
- Clothing

#### 4. SECURE VACANT, IMPROVED LAND FOR COMMERCIAL AND INDUSTRIAL EXPANSION

The Sauk Prairie Area communities will work with property owners to identify and secure new, viable geographic areas for commercial and industrial expansion, focusing on areas with good highway access and visibility. Though there appears to be a large supply of vacant land in the Sauk Prairie Area, much of it has been committed to farming or has otherwise been set aside for development for now for utility service or growth management reasons.

Phillips Boulevard (Highway 12), Prairie Street (Highway PF), Water Street (Highways 60/78), and the two downtowns are particular destinations for retail and commercial service activity. Plans for “targeted investment areas” along these corridors are included within Chapter 8. Working with larger property owners along these routes will be key to seeing that these plans can be implemented within a reasonable timeframe.



As advised in Chapters 7 and 8, both Villages plan for reasonable future expansions to their respective business/industrial parks. For Sauk City, this is reflected by a westerly expansion of the Sauk City Business Park, with careful attention to nearby historic sites and residences. For Prairie du Sac, this would be a northerly expansion of the Prairie du Sac Industrial Center. The North Ridge Business Park and new Sauk Prairie Healthcare campus area are also locations for office, research, and health care related businesses.

The Village’s should consider nominating their business and industrial parks as “Certified in Wisconsin” sites with the Wisconsin Economic Development Corporation. The Certified in Wisconsin program pre-certifies industrial sites as development ready. By certifying that these sites meet common basic development requirements, WEDC provides comfort to potential buyers looking to build quickly. See more at: <http://inwisconsin.com/insource-newsletter/certified-and-shovel-ready/#sthash.gmhGDg1y.dpuf>.



Finally, using existing industrial park space wisely is also critical. This includes:

- Promoting the redevelopment of several older sites, in the Prairie du Sac Industrial Park in particular, that are appropriate for higher value uses than currently occupy them.
- Encouraging businesses to select sites with amenities that match individual business needs with respect to transportation access, visibility, and communications access.
- Encouraging businesses to plan for future on-site expansion when initial site selection takes place—industrial sites should almost always be larger than initial demands require. When businesses submit site plans for Village approval, future building and parking expansion should be shown.

The Villages aim to attract light industrial, research, and office uses that maximize quality jobs and high property values. Badgerland Financial, headquartered in the North Ridge Business Park, provides its services to farmers, agribusinesses, and rural residents.



# CHAPTER 6

## HOUSING AND NEIGHBORHOODS

### GOAL

Support neighborhoods and housing that provide a rewarding living environment for all residents.

### OBJECTIVES

1. Maintain the predominantly single-family ambience of Sauk Prairie Area neighborhoods.
2. Enable housing in the Villages that meet the needs of persons of different income levels, age groups, and special needs.
3. Design neighborhoods that are welcoming, attractive, safe, pedestrian oriented, and connected to each other, to recreational opportunities, and to the broader community.
4. Promote the development of new neighborhoods, senior housing, and multiple family housing for families and the Sauk Prairie Area workforce.

### INITIATIVES

(SEE FULL CHAPTER TO READ MORE)

1. **Promote the Development of New Residential Subdivisions.** There is a shortage of vacant single-family lots in the Villages. Collaboration with developers and the diligent implementation of various plans will help the Villages accelerate residential development in planned areas inside Highway 12.
2. **Guide New Neighborhood Design Focused on Livability and Value.** The Villages will encourage a housing mix that maintains single-family character, connectivity and green spaces within and between neighborhoods, and neighborhood and home placement design that encourages interaction and enhances aesthetics.
3. **Encourage Multiple Family Housing to Respond to Generational and Workforce Needs.** Seniors, younger Millennial households, and the Area's workforce will increasingly demand these different options, currently in short supply in the Area.
4. **Require Maintenance of Older Neighborhoods and Housing.**
5. **Implement Design Standards for Limited Housing in Rural Areas.**

## CHAPTER PURPOSE

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This chapter will be used to guide provision of new housing and neighborhoods meeting current and expected demands and focused on livability, safety, and interaction. The chapter also includes advice on how to keep older housing and neighborhoods strong, so that they continue to provide decent, affordable places for people to live.

## HOUSING AND NEIGHBORHOODS POLICIES

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1. Encourage the public, private, and non-profit sectors to work together to increase the number of homes and improve the existing housing stock.
2. Guide new Village housing to neighborhoods with convenient access to commercial and recreational facilities, transportation, schools, shopping, and jobs.
3. Encourage new neighborhoods that protect environmental resources, achieve design creativity, include resident amenities, and manage density and transitions.
4. Promote affordable housing by encouraging a healthy supply of available vacant lots and homes for sale, and a sufficient supply of developable land for housing for a variety of income levels.
5. Work with private landowners and housing advocates to market the availability of land for affordable housing, particularly within the two Villages.
6. Direct eligible persons to Village, County, State, federal, and non-profit housing programs to promote and preserve decent, affordable housing for persons of different incomes, the elderly, and people with special housing needs. Also, support the private market in developing affordable housing for these groups.
7. Emphasize home and property maintenance. Engage in and support programs to help maintain and rehabilitate the Village's existing housing stock and older neighborhoods.



The Villages intend to maintain predominately single-family neighborhood character and encourage diversity in housing design.

## HOUSING AND NEIGHBORHOODS INITIATIVES

### 1. PROMOTE THE DEVELOPMENT OF NEW RESIDENTIAL SUBDIVISIONS

At time of writing, the two Villages had few vacant, improved single family lots available for sale. No new subdivisions have been platted since the national housing market crashed in 2007, and unbuilt phases of existing platted subdivisions have not yet been improved (though that situation was changing as of late 2016). The national and Madison area housing markets improved dramatically starting in 2012, but that has yet to translate to new subdivision improvement activity in the Sauk Prairie Area. Upon close inspection, this is unsurprising. Many larger Madison-area developers and builders have inventory of available land and approved plats in places like Waunakee and Verona, where new lots sell for upwards of \$125,000. In contrast, the prices of the remaining vacant lots in the Sauk Prairie Area are about half that, improvement costs are the same or maybe even higher, and Sauk Prairie Area land owners' raw land price expectations may be unreasonably high. Such expectations may be based on prices paid by institutional buyers over the past ten years. The consultant's casual conversations with a handful of Madison-area homebuilders suggests that their focus will remain in Madison and closer suburbs for the foreseeable future.

Still, the Sauk Prairie Area communities wish to expand the supply of available single-family lots, by promoting the expansion of existing residential neighborhoods and the development of new ones on the communities' west sides (see Maps 9A and 9B). Components of this effort may include:

- **Reconnecting with local developers and builders that have built Sauk Prairie Area neighborhoods over the past two decades.** The handful of local builders and developers will most likely be the ones to build the houses of the future in the Area. There



Since the housing market has recovered, new housing development in the Madison area has been focused fairly tightly on Madison and its 1<sup>st</sup> and 2<sup>nd</sup> ring suburbs.

also may be other local building interests and land owners that could transition into becoming local residential developers or builders.

- **Attempting to reduce sellers' land price expectations.** Most vacant and uncommitted land west of the Villages, inside of Highway 12, is in large ownership parcels controlled by a handful of property owners. Sales over the past ten years may have created an expectation on sale price that today's residential developers simply cannot afford.
- **Enabling greater density in single-family neighborhoods.** Through techniques like Traditional Neighborhood Development zoning, already available in Prairie du Sac's zoning ordinance, single family lot sizes may be as low as 5,000 square feet (4,000 with alleys) and street rights-of-way widths may be as low as 55 feet. These types of standards allow a greater number of homes per acre, which increases developers' bottom lines. Where lots of this size are allowed, careful attention to home quality, variety, design, setbacks, and garage placement will very important. Many suburban-style house plans do not fit well on smaller lots, but with careful attention to design, neighborhood quality can remain very high.
- **Considering appropriate adjustments to public improvement standards.** Both Village subdivision ordinances enable waivers and modifications to normal public improvement standards, especially when subdivisions are developed under Traditional Neighborhood and Planned Unit Development zoning. While the Village's should be careful not to sacrifice lasting quality and pedestrian accessibility, modifications to enable narrower-than-normal streets and engineered street-side swales, for example, may be considered.
- **Collaborating with the Sauk Prairie School District.** The School District is in a unique position as both a prime driver of residential development in the Area, and as a significant land owner. At time of writing, the District owned the former Spruce Street Elementary School site, which is being considered for new housing development in Sauk City. Further, the District owns 40 acres north of Sauk Prairie Road. A portion of this site could ultimately come available for residential use.
- **Creatively considering grants and incentives.** In general, there are few incentive, grant, or subsidy programs for single-family housing, except those aimed towards moderate income families. However, the Village's may strategically use programs like tax incremental financing to encourage non-residential development and redevelopment in a manner that brings roads and utilities closer to planned residential areas too.
- **Increasing single family residential demand.** This may result from continued growth in jobs and shopping in the Area; deliberate implementation of the planned park and trail network per the Comprehensive Outdoor Recreation Plan; developing memorable



places and events to enhance the sense of community and residential environment in the Sauk Prairie Area; and enhancing schools, education, arts, and athletics in partnership with the Sauk Prairie School District others.

## 2. GUIDE NEW NEIGHBORHOOD DESIGN FOCUSED ON LIVABILITY AND VALUE

As illustrated by Future Land Use maps within the Land Use chapter, the communities envision Village neighborhood expansion west of current Village limits, out to the north-south segment of Highway 12. These neighborhoods should be developed in accordance with detailed plans included as part of the Targeted Investment Areas chapter; focused on housing but also including parks, environmental corridors, trails, schools, churches, neighborhood-scale shopping and services; and designed in general accord with the following principles:

- **Mix.** A sustainable housing mix provides both owner-occupied and rental housing, varieties of single-family residences, and affordable options for lower-income residents. The Village will pursue a future housing mix that emphasizes these values, generally reflects the Villages' historic housing mix, and supports Sauk Prairie as a predominantly single-family area. The Villages generally intend to require that, within each neighborhood, single-family units comprise a minimum of 60% of all new housing units, with multiple family housing making up a maximum of 40% of units.
- **Connectivity.** The Villages will interconnect neighborhoods and their components with networks of utilities, paths, sidewalks, and streets. Street connectivity benefits are highlighted in the sidebar to the right.

### Why are Interconnected Public Streets Important?

- Accommodate bicycles, pedestrians, and motor vehicles.
- Multiple connections minimize high traffic impact on any one street.
- Minimize need to prematurely repair or widen the otherwise limited number of through streets, saving money.
- Assure that neighborhoods and key destinations have more than one way in and out in case of emergency.
- Cul-de-sacs are hard to plow, maintain, and patrol (dead-ends without bulbs even harder).
- Minimize vehicle trip length and associated time and pollution.
- Promote healthy living through easier and more frequent bike and pedestrian trips.
- Promote community interaction.
- Serve also as logical utility routes.
- Consistent with past community plans and street/neighborhood designs.



- **Greenspace.** Preserving and integrating green space and vegetation in neighborhoods has multiple benefits. Each neighborhood should contain or be within walking distance of a park providing recreational amenities not possible in people’s backyards. Mature trees should be preserved and street trees planted. Environmental corridors, stormwater basins, and conveyance routes ought to be incorporated seamlessly into the neighborhood environment. Future neighborhoods east of Highways 12 and 78 should be developed with a berm and landscaped buffer between the highway and housing.
- **Design.** Physical design of new neighborhoods and housing should reflect the existing historic patterns in the Villages. Developers and builders should carefully consider the relationship of homes to the street to encourage interaction and enhance aesthetics. Design techniques include encouraging smaller lots, minimizing home setbacks, deemphasizing the garage as the main feature on the front façade, and incorporating front porches. The graphic to the right illustrates these and other concepts.



### 3. ENCOURAGE NEW MULTIPLE FAMILY HOUSING TO RESPOND TO GENERATIONAL AND WORKFORCE NEEDS

Forward-looking communities are building housing and environments that meet the interests of both Baby Boomers and Millennials—two increasingly influential generations. The first of the Baby Boomers are now 70 years old, with many looking to move and downsize. The Millennial generation, born between 1985 and 2004, are and will be at prime household formation ages.

Both generations are demanding different forms of housing than predominated in the past, particularly as they enter different life stages. These include more urban single-family options, multiple-family options in both their owner-occupied (“condos”) and renter-occupied (“apartments”) form, and mixed use environments with restaurants and shopping within a comfortable walk. According to a 2015 poll conducted by the National Association of Realtors, Millennials prefer walking over driving by a substantially wider margin than any other generation. Many in this generation also prefer rental housing, or need to rent longer than their parents based on higher student debt and later family formation.

Also, as described in the Economic Development chapter, several Area employers believe that additional multiple family housing is required to meet the needs of their workforce.

As a result, the Sauk Prairie Area communities encourage the construction of new multiple-family housing units, both owner- and renter-occupied, and in both neighborhood and mixed use (e.g., downtown) settings. The communities have particularly observed a shortage of smaller multiple family housing units, such as one-bedroom apartments, and senior-oriented housing. These include senior-restricted condominiums, independent living apartments, assisted living apartments, memory care facilities, and community based living arrangements. Such living options are important to retain long-time Area residents, provide a safe and welcoming environment for seniors, grow the local economy, and increase community activity and tax base.



#### Universal Design

Homes can be made suitable for everyone from the start, with an entire life span in mind:

- One entry to the home is level inside and out, with no steps.
- Exterior doors and interior hallways are at least 36 inches wide.
- Utility controls (light switches) are positioned to be reachable to wheelchair users.
- Lever-style door handles and cabinet pulls are used, instead of knobs.
- At least one main floor bathroom is included.
- Bathroom walls are reinforced to permit attachment of grab bars.

*Source: Wisconsin Bureau of Aging & Disability Resources*

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that are  
mand.

Multiple family housing can cause community opposition. In some cases, this is because such projects have been poorly and cheaply designed in the past. The Villages intend to hold new multiple family housing to similar standards for lasting quality and livability that is expected of single family housing and neighborhoods. These standards include high-quality building materials, architectural variation and interest, durable and lasting finish materials (inside and out), and inclusion of garage and underbuilding parking. Perhaps most important is a commitment to responsible management.

Several State and federal programs help provide affordable housing for low and moderate income residents, who make up a good portion of the Area's workforce and retirees. These may be administered or advanced through local housing or community development authorities. Programs such as the federal tax credit program, administered through the Wisconsin Housing and Economic Development Agency, can help provide high-quality housing for lower income residents. The Villages will facilitate appropriate use of such programs to increase the supply of affordable housing for people who are often not accommodated through the private market operating independently.

#### 4. REQUIRE MAINTENANCE OF OLDER NEIGHBORHOODS AND HOUSING

The existing housing stock is an important component of the affordable housing supply, if housing is well maintained. The Area's neighborhoods vary in location, age, and style, reflecting Sauk Prairie's growth pattern through the past several decades.

Existing rental and multiple-family homes should remain safe and decent places to live and assets to the community, without resulting in problems that could negatively impact neighbors and lead to neighborhood decline. To achieve these objectives, the Villages may pursue proactive building, housing, zoning, and property maintenance code enforcement under a policy of active monitoring. The Villages also intend to work with property owners within to communicate issues and potential solutions, and connect property owners with resources to upgrade properties. These may include Community Development Block Grant (CDBG), HOME Investment Partnership Program, and other grants and connections to non-profit housing rehabilitation organizations.

The Villages intend to invest in existing neighborhoods, with reference to the unique character and needs of each one, to maintain and enhance quality of life and property values. The components of such a neighborhood investment strategy may include:

- Investing in new and improved roadway, sidewalk, trail, stormwater management, and landscape improvements.
- Identifying and pursuing catalytic projects in each neighborhood. This might involve addressing a particularly troublesome house or two in one neighborhood or improving a neighborhood park in another. As a key area of a neighborhood improves, the benefits can reverberate through the entire neighborhood.
- Seeking ways to enhance neighborhood identity and definition, such as through neighborhood entryway signs, neighborhood events, and neighborhood-based newsletters or listservs.
- Making sure that setback and other standards in zoning districts in older sections do not stymie home improvements.



Facilitating development proposals for senior housing may help free up older homes for a new generation, ensuring diverse and stable core neighborhoods.

#### 5. IMPLEMENT DESIGN STANDARDS FOR LIMITED HOUSING IN RURAL AREAS

In general, the Sauk Prairie Area communities discourage housing in the Town, outside of the limited areas specifically designated for “Rural Single Family” residential development on the Future Land Use map (Map 9A). The land between Highway 78 and the River, north of the Village of Prairie du Sac, is the most prominent area where this future land use category is mapped.

Housing quantities and densities beyond these areas are limited by County and extraterritorial zoning rules, and by County, Town, and Village subdivision regulations. The Town intends to allow a maximum density of one new home per 35 acres in areas planned for future “Agriculture” use on the Future Land Use map. However, instead of lots sized at least 35 acres as the only option to achieving this density, the Town intends to allow clusters of smaller lots, up to a maximum density of one lot per 35 acres, with individual lot sizes dictated by applicable zoning and subdivision regulations. Within the County’s zoning jurisdiction, the Planned Rural Development (PRD) is the tool. A PRD is defined as one or more lots or parcels of land to be developed as a single entity, which is a combination of a PRD development area and a PRD preservation area. See Figure 7-1 for more detail

Where homes are permitted in planned “Agriculture” areas, careful home siting and clustering are important to limit the impact on farmland and rural character. The following techniques will be encouraged in the siting of new residences:

- Site residences adjacent to tree lines where available and at the edge of open fields rather than the middle.
- Avoid multiple homesites side-by-side along existing roads with multiple driveways and modest building setbacks.
- Limit tree clearance in wooded areas to the area required for the residence, a cleared yard area generally not exceeding one acre, and an area for the driveway.
- Place new lots to allow for driveways suitable in length, width, design, and slope for emergency vehicle travel, per the Town’s driveway ordinance, and use shared driveways where possible.
- Avoid building placement within wetlands, floodplains, and slopes greater than 20%, as depicted on Map 5 of Volume 1.

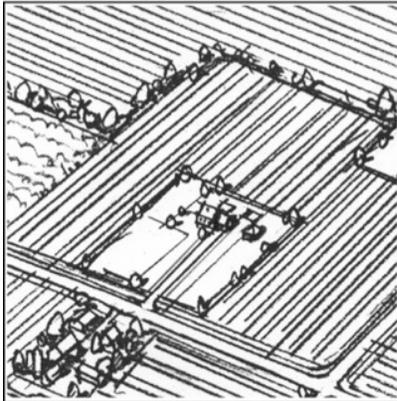
The graphics in Figure 6-2, prepared by Vandewalle & Associates in the early 2000s as part of the Highway 12 Corridor Growth Management Project, illustrate many of these techniques in both a single-lot and multi-lot examples.

## Figure 6-2: Rural Housing Design Standards, Single- and Multiple-lot Examples

The siting and treatment of a single residential lot in the Town's exclusive agriculture preservation districts will have an impact on valuable farmland and the existing visual character of the Town. Utilize the following strategies and "preferred" illustration below to guide proposed development in these situations.

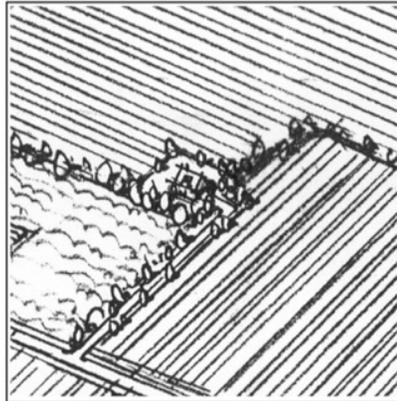
- Minimize loss of valuable farmable land
- Optimize the shape and configuration of farmable parcels
- Minimize visual impact of development from roadside
- Integrate development with existing landscape patterns (fields, fencerows, farmsteads, natural features)
- Use existing vegetation to screen new development

**Typical**



- Large isolated lot
- Homes and outbuildings visible from roadside
- Fragmented farmland and wildlife habitat

**Preferred**



- Cohesive farm fields
- Homes and outbuildings set back from road
- Development located at edge of farmland
- Driveway located along fencerow
- Homes screened with existing vegetation or new landscaping

The siting and treatment of multiple residential lots in the Town's exclusive agricultural districts will have an impact on valuable farmland and the existing visual character of the Town. The following guidelines are modeled after a typical farmstead building arrangement. Utilize the following strategies and "preferred" example below to guide proposed development in these situations.

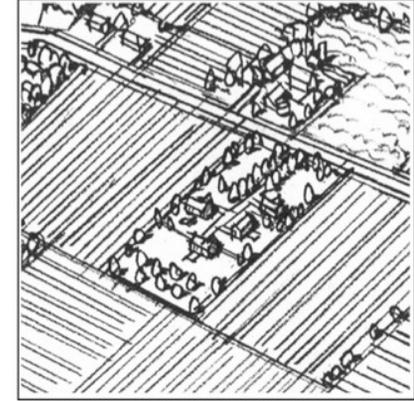
- Resemble typical farmstead arrangement
  - Clustered buildings
  - Single shared drive or cul-de-sac street
  - Fence rows and formal landscaping
- Minimize loss of valuable farmable land
- Optimize shape and configuration of farmable parcels

**Typical**



- Roadside lots with all homes visible from roadside
- Multiple driveways
- Perception of large amount of development

**Preferred**



- Residences clustered in the form of a typical farmstead
- Shared driveway or cul-de-sac (Tree-lined)
- Development set back from road
- Residences screened with new "farmstead" vegetation
- Cohesive farm fields
- Fence rows define parcels and developed area

# CHAPTER 7

## LAND USE

### GOAL

Promote a mixed future land use pattern consistent with the Sauk Prairie Area's character and to provide a diverse living environment and economy.

### OBJECTIVES

1. Plan for a sufficient supply of lands for new development, while also recognizing preservation interests.
2. Ensure a desirable and compatible mix of land uses consistent with the Area's character and desire for a strong and diverse economy.
3. Promote the revitalization of the Village's downtowns and other underused areas.
4. Provide attractive neighborhood settings to enhance resident experience and interaction.

### INITIATIVES

(SEE FULL CHAPTER TO READ MORE)

1. **Use the Future Land Use Maps to Guide Growth and Development.** Maps 9A and 9B represent desired land uses for the Sauk Prairie Area. These maps—and policies for each future land use category—will guide rezonings, subdivisions, annexations, and utility extensions.
2. **Promote (Re)Development in “Smart Growth Areas.”** The Villages and Town designate a number of specific areas for targeted investment and redevelopment to benefit the community, economy, and landowners.
3. **Consider Intercommunity Water Street Visioning Process.** This would conclude in consensus roles, theme, recreation, design, and roadway function for and around Water Street between Highway Z and River Road.
4. **Ensure Appropriate Transitions and Buffering Between Land Uses.** The Villages will promote a variety of techniques to minimize resident impacts where commercial and industrial development areas abut housing, without impeding economic development.
5. **Modernize Land Use Regulations and Align with this Plan.** The Village of Sauk City would benefit from updated zoning, subdivision, and stormwater management ordinances.

## CHAPTER PURPOSE

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A desirable, efficient, and valuable land use pattern is critical to the future economic health and quality of life in the Sauk Prairie Area. This chapter features Future Land Use maps and policies for each future land use category shown on that map. Together, these provide a basis for more detailed planning efforts like the “targeted investment area” plans described later in this volume, zoning maps and zoning ordinances, rezonings, subdivision plats, annexations, and intergovernmental agreements.

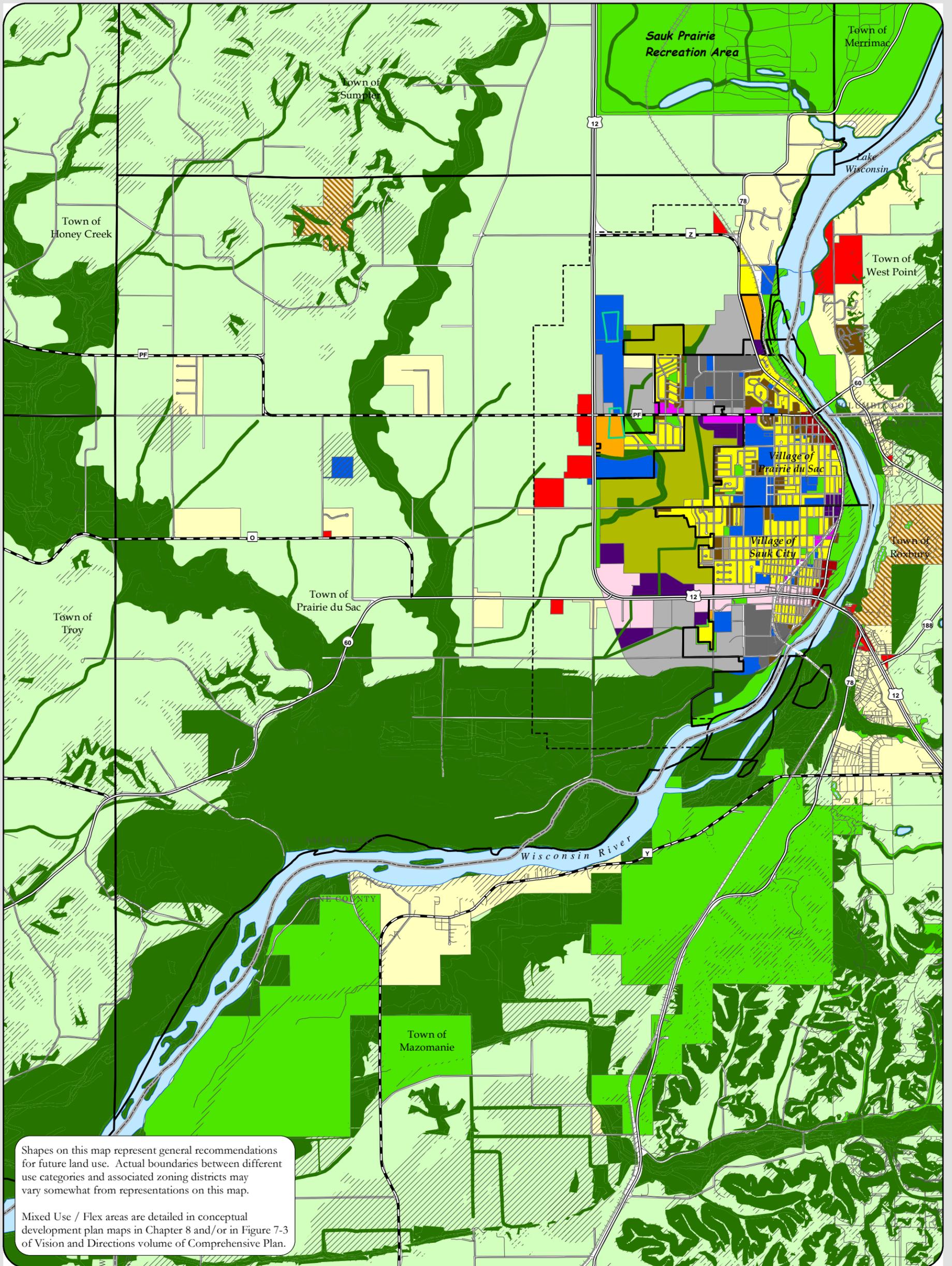
## GENERAL LAND USE POLICIES

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1. Ensure consistency between the future land use recommendations in this chapter (and this Comprehensive Plan in general) and zoning and subdivision ordinances, rezonings, utility extensions, and other decisions on land use and development.
2. Utilize standards in this Plan, other detailed plans and guidelines, and zoning ordinances to guide the quality of land development.
3. Promote redevelopment and rehabilitation of older properties in the downtowns and in other aging and vacant districts and buildings.
4. Maintain a distinct edge between farmland/open space and urban development areas.
5. Direct intensive new development, like subdivisions, to the two Villages; to areas adjacent to existing development; and where logical extensions to streets, sewer lines, and water lines are available.
6. Utilize natural and man-made barriers, like the Wisconsin River and highways, as boundaries for future development, through techniques like extraterritorial zoning, agreements, and utility policies.
7. Require the connection to municipal sewer and water services all new development on lands within the following geographic area: east of the north-south stretch of Highway 12, inside a potential southern realignment of Highway 12, and west of the River.
8. Encourage neighborhood-oriented retail, service, and recreational uses in areas that will conveniently serve Village neighborhoods.
9. Promote road and trail connections between development areas, and good access to home sites in rural areas.



The Wisconsin River is a natural boundary for the growth of the Villages.



Shapes on this map represent general recommendations for future land use. Actual boundaries between different use categories and associated zoning districts may vary somewhat from representations on this map.

Mixed Use / Flex areas are detailed in conceptual development plan maps in Chapter 8 and/or in Figure 7-3 of Vision and Directions volume of Comprehensive Plan.

**Sauk Prairie Comprehensive Plan**

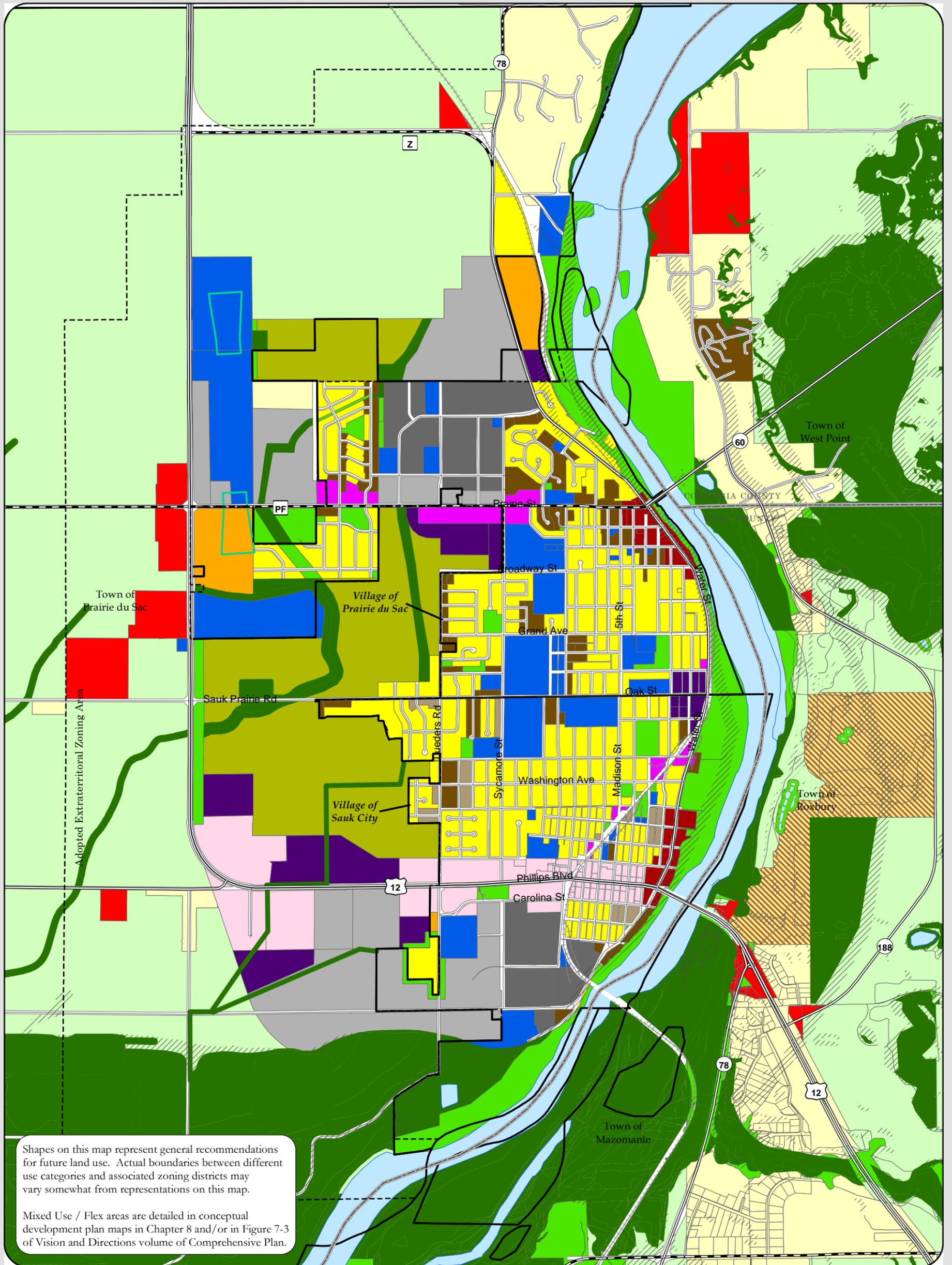
**Map 9A**

**Legend**

**Planning Area- Future Land Use**

<p><b>General</b></p> <ul style="list-style-type: none"> <li> United States Highway</li> <li> State Highway</li> <li> County Highway</li> <li> Railroad</li> <li> Adopted Extraterritorial Zoning Area</li> <li> County Border</li> <li> Municipal Border (2015)</li> <li> Primary Runway Protection Zone</li> </ul>	<p><b>Rural and Open Space</b></p> <ul style="list-style-type: none"> <li> Agriculture</li> <li> Extraction</li> <li> Public Open Space/Buffer</li> <li> Environmental Corridor</li> <li> Building Limitations Overlay</li> <li> Surface Water</li> </ul>	<p><b>Residential</b></p> <ul style="list-style-type: none"> <li> Rural Single Family</li> <li> Village Single Family</li> <li> Multiple Family</li> <li> Neighborhood</li> </ul>	<p><b>Non - Residential and Mixed Use</b></p> <ul style="list-style-type: none"> <li> Highway Business</li> <li> Rural Business</li> <li> Neighborhood Business</li> <li> Downtown</li> <li> Office / Research</li> <li> Business Park</li> <li> Industrial</li> <li> Institutional</li> <li> Mixed Use / Flex</li> </ul>
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Sources: Base information courtesy of US Census Bureau TIGER Line Files. Based on the 2000 census.



**Legend**

8 / 5 / 16

Sauk Prairie Comprehensive Plan

Map 9B

**Villages- Future Land Use**

- |  |   |   |  |
|--|---|---|--|
| <p><i>General</i></p> <ul style="list-style-type: none"> <li>United States Highway</li> <li>State Highway</li> <li>County Highway</li> <li>Railroad</li> <li>Adopted Extraterritorial Zoning Area</li> <li>County Border</li> <li>Municipal Border (2015)</li> <li>Primary Runway Protection Zone</li> </ul> | <p><i>Rural and Open Space</i></p> <ul style="list-style-type: none"> <li>Agriculture</li> <li>Extraction</li> <li>Public Open Space/Buffer</li> <li>Environmental Corridor</li> <li>Building Limitations Overlay</li> <li>Surface Water</li> </ul> | <p><i>Residential</i></p> <ul style="list-style-type: none"> <li>Rural Single Family</li> <li>Village Single Family</li> <li>Multiple Family</li> <li>Neighborhood</li> </ul> | <p><i>Non - Residential and Mixed Use</i></p> <ul style="list-style-type: none"> <li>Highway Business</li> <li>Rural Business</li> <li>Neighborhood Business</li> <li>Downtown</li> <li>Office / Research</li> <li>Business Park</li> <li>Industrial</li> <li>Institutional</li> <li>Mixed Use / Flex</li> </ul> |
|--|---|---|--|

Sources:  
Base information courtesy of US Census Bureau TIGER Line Files. Based on the 2000 census.

## LAND USE INITIATIVES

### 1. USE THE FUTURE LAND USE MAPS TO GUIDE GROWTH AND DEVELOPMENT

Maps 9A and 9B present recommended future land uses for the Sauk Prairie Area. These maps, along with the policies in Figures 7-1 to 7-4, will be a basis for land development decisions.

Changes to the existing land use pattern—towards realizing the recommended future land use pattern shown in Maps 9A and 9B—may occur if and when private property owners make requests for rezoning, annexation, subdivisions or land divisions, conditional use permits, or other development approvals. Not all areas suggested for future development on Maps 9A and 9B will develop or be rezoned for development immediately following adoption of this Comprehensive Plan. Careful consideration to the timing of development and associated zoning approvals is essential, given transportation, utility, and community service demands; a respect for intergovernmental agreements and desires; a desire to preserve productive farmland and natural areas; an interest in orderly development; and a desire to maintain the character of the Sauk Prairie Area.

The Future Land Use maps contain different land use categories that together illustrate the Sauk Prairie Area's land use vision. These are represented by different colored areas on Maps 9A and 9B. As presented in Figures 7-1 to 7-4, each category has a unique description, set of typical implementing zoning districts, recommended lot size and/or density range, and development policies. Maps 9A and 9B and Figures 7-1 to 7-4 should be used together to understand the land use vision and provide an effective guide for zoning and other land use decisions.

#### What was considered in the crafting of the Future Land Use maps?

- The overall vision for the Sauk Prairie Area, including the desire for managed levels and locations for growth.
- An emphasis on natural and human-made boundaries as growth edges wherever practical—for example, the north-south segment of Highway 12, the proposed southern realignment of Highway 12, and the Wisconsin River.
- The natural and agricultural landscape, including environmentally sensitive areas and productive farmlands.
- In many cases, a reflection and continuation of the Sauk Prairie intergovernmental boundary agreement and the past adopted plans and zoning, including the cooperative extraterritorial zoning ordinances in place between the Town and the two Villages.
- Land use demand forecasts presented in the Land Use chapter of Volume 1. More than enough developable acreage is shown within the future land use categories on Maps 9A and 9B to accommodate land use demand forecasts.



Figure 7-1: Agriculture Future Land Use Category Policies (two page figure)

Agriculture	
Description	Recommended Zoning
<p>Intended to preserve productive agricultural lands in the long-term, protect existing farm operations from encroachment by incompatible uses, promote further investments in farming, and maintain eligibility for farming incentive programs. The “Agriculture” future land use category is mapped over lands actively used for farming and/or with productive agricultural soils and topographic conditions suitable for farming. It also includes woodlands, open space areas, agricultural-related businesses, farmsteads, and limited housing at densities described in this figure.</p>	<p>Nearly all of the land mapped within this future land use category will remain zoned Exclusive Agriculture in the County’s zoning jurisdiction or Agricultural Preservation in the extraterritorial zoning jurisdictions. Rezoning to other zoning districts may be permitted where the proposal is in compliance with all applicable policies in this figure, applicable State and County farmland preservation program requirements, and standards in the applicable zoning ordinance.</p>
<b>Lot Size, Density, and Quantity Policies</b>	
<ol style="list-style-type: none"> <li>1. Minimum lot sizes within areas planned for “Agriculture” on Maps 9A and 9B vary depending on the zoning district and zoning jurisdiction, as follows:               <ol style="list-style-type: none"> <li>a. 2.5 acres, for the Agriculture (non-exclusive) zoning district and for Planned Rural Development (PRD) lots under the County zoning ordinance.</li> <li>b. 35 acres, for the Exclusive Agriculture zoning district under the County zoning ordinance (except for PRD lots) and for the Agricultural Preservation zoning district in the extraterritorial zoning ordinances.</li> <li>c. For residential zoning districts where mapped in a limited basis in planned “Agriculture” areas, see the associated zoning ordinance.</li> </ol> </li> <li>2. New homes on lands in the “Agriculture” future land use category shall generally be permitted at the density of 1 home per 35 acres of contiguous single ownership, by conditional use permit. Within the Villages’ extraterritorial zoning jurisdiction, this “1 per 35” policy will be carried out through application of associated policies in the Agricultural Preservation zoning districts in the associated extraterritorial zoning ordinances. Within the County’s zoning jurisdiction, this policy will be carried out via use of the PRD provisions in the County zoning ordinance, the Town’s land division ordinance, and in accordance with the following provisions of this Comprehensive Plan, whichever is more restrictive.</li> <li>3. The following is the maximum number of PRD lots that shall be placed on a parcel via transfer of density credits, which varies based on the size of the lot or parcel. Said maximum number of PRD lots is in addition to any PRD lots or principal buildings (e.g., residences) that may be placed on a parcel independent of transfer of density credits. Lot sizes exclude easements.               <ol style="list-style-type: none"> <li>a. On a lot-of-record of less than 5 acres, no transfer of density credits to the lot is allowed. For example, only one principal building (e.g., house) and accessory buildings are allowed on a 4 acre lot.</li> <li>b. On a lot-of-record of less than 20 acres and at least 5 acres, transfer of no more than 1 density credit to the lot is allowed. For example, 1 transferred density credit for a PRD lot, plus 1 principal building outside of the PRD lot, plus accessory buildings are allowed on a 15-acre lot.</li> <li>c. On a lot-of-record of 20 acres or more, transfer of no more than 2 density credits to the lot is allowed. For example, 2 transferred density credits for 2 PRD lots, plus 1 principal building outside of the PRD lot, plus accessory buildings are allowed on a 30-acre lot.</li> <li>d. On a parcel of 35 acres or more, transfer of no more than 3 density credits to the parcel is allowed. For example, 3 transferred density credits for 3 PRD lots, plus 3 on-site density credits for 3 additional PRD lots, are allowed on a 120-acre parcel. Any existing principal and accessory buildings on the parcel use 1 of the on-site density credits.</li> </ol> </li> <li>4. The following guides how many lots may be divided in areas planned for “Agriculture” on Maps 9A and 9B over time:               <ol style="list-style-type: none"> <li>a. No more than 3 PRD lots shall be created on a parcel in any 10-year period.</li> <li>b. No more than 3 lots shall be created on any parcel by land division within any 10-year period.</li> <li>c. If a land division, lot line adjustment, combination of contiguous parcels, or PRD process results in a buildable remnant or parcel, this remnant or parcel shall be subject to the original 10-year period restrictions placed on any of the original parcels participating in the aforementioned processes.</li> </ol> </li> </ol>	

## Agriculture

### Other Policies

1. New homes in the “Agriculture” areas shall be sited in accordance with the Town’s siting standards, copied in the Housing and Neighborhoods chapter and available on Town development approval applications.
2. Nonresidential uses within the “Agriculture” future land use category shall generally be limited to be those allowed in either the County’s Exclusive Agriculture zoning district or extraterritorial Agricultural Preservation zoning districts, where applicable, except where land has been previously assigned a different zoning district. Where a conditional permit is required, the Town or extraterritorial zoning committee will use review standards in the associated zoning ordinance and consider the impact on continued agricultural uses on the premises and surrounding area.
3. The Town and extraterritorial zoning committees will consider special exception and conditional use permit applications for non-metallic mineral extraction sites provided that:
  - a. The Town shall limit mineral extraction operations to sand, rock, and gravel quarries only, with only one long-term non-metallic mineral extraction operation allowed to operate in the Town at any one time. This limit does not include materials extracted on a farm if used for agricultural purposes, either on the farm or on an adjacent farm.
  - b. The extraction site and any associated buildings minimize use of Group I through II soils, as shown on Map 4 in the Volume 1 of this Comprehensive Plan.
  - c. The applicant submits for local review a complete project description, operations plan, and reclamation plan as required under the Sauk County Zoning Ordinance.
  - d. The project meets all standards applicable to special exception permits and conditional use permits, and specifically to mineral extraction operations, in the associated zoning ordinance.
  - e. Rock quarry operations shall be set
  - f. Back at least 1,320 feet from residences on parcels not in the same ownership.
4. For permitted land divisions within the “Agriculture” future land use category on Map 9A, the Town and Villages require a note to be added to the face of all certified survey maps that reads as follows: “Through Section 823.08 of Wisconsin Statutes, the Wisconsin Legislature has adopted a right to farm law. This statute limits the remedies of owners of later established residential property to seek changes to pre-existing agricultural practices in the vicinity of residential property. Active agricultural operations are now taking place and are planned to continue on lands in the vicinity of this CSM. These active agricultural operations may produce noises, odors, dust, machinery traffic or other conditions during daytime and evening hours.”
5. At the time of issuance of any building permit for lands within the Exclusive Agriculture zoning district, the Town intends to provide the applicant with a copy of the handbook “Partners in Rural Wisconsin, a Guide to Positive Neighbor Relations in Wisconsin Farm Country” published by the Farm Bureau, and require that the applicant sign an affidavit which acknowledges receipt of this handbook.
6. The Agriculture chapter of this volume of the Comprehensive Plan has additional policies and initiatives related to agricultural preservation in the Sauk Prairie Area.



Figure 7-2: Other Rural and Open Space Future Land Use Categories and Policies

Future Land Use Category	General Description of Land Uses Allowed	Typical Implementing Zoning Districts	Development Policies (see also zoning, subdivision, stormwater, official map, and other ordinances)
<b>Extraction</b> (orange/yellow cross hatched areas on Map 9A)	This category includes lands in current or approved use for nonmetallic mineral extraction. Excavation, grading, and dredging operations may occur, plus related on-site processes, such as stockpiling of materials, blending mineral aggregates or nonmetallic minerals, crushing, screening, scalping, and dewatering.	Within Sauk County zoning jurisdiction: Exclusive Agriculture, General Agriculture, or Resource Conservation zoning districts.  The area mapped as “Extraction” on Map 9A is not in either extraterritorial zoning jurisdiction.	<ol style="list-style-type: none"> <li>1. Except where indicated, “Extraction” policies in this section are applicable only to the “Extraction” area(s) mapped on Map 9A.</li> <li>2. The Town intends to review future requests for additional extraction operations in accordance with detailed policies within Figure 7-1, including the Town-wide limitations included in that figure. Within the County’s zoning jurisdiction, larger acreages generally require more intensive review.</li> </ol>
<b>Public Open Space/Buffer</b>	This category is mapped over existing and planned publicly-owned land designated as State parks and scenic, wildlife, and conservation areas; County parks and recreation areas; Town and Village parks; and recommended landscaped buffer areas between residential areas and industrial uses or highways. Parks may also be on lands mapped under other land use categories.	Prairie du Sac’s CON Conservancy district is the most appropriate zoning district in that Village’s zoning jurisdiction. Sauk City has used its Agricultural or residential zoning districts, but will consider creating a Conservancy district.	<ol style="list-style-type: none"> <li>1. Utilize the Sauk Prairie Comprehensive Outdoor Recreation Plan as a guide to the acquisition and siting of future “Public Open Space” areas.</li> <li>2. Where this future land use category is used to suggest buffers between potentially incompatible uses, generally require the more intensive land use to establish and maintain a fence, earthen berm, and/or all-season screen landscaping.</li> <li>3. Generally limit building construction to park shelters and other public buildings.</li> </ol>
<b>Environmental Corridor</b>	“Environmental Corridors” are continuous systems of existing and planned open space that include environmentally sensitive lands and drainageways. The full array of features that make up and define the “Environmental Corridors” on Maps 9A and 9B is described in the Natural Resources chapter. Where overlapping with “Public Open Space” areas, the “Environmental Corridor” category is not shown on these maps.	Similar to “Public Open Space/Buffer” category. Certain “Environmental Corridors” may also be subject to wetland, floodplain, or shoreland zoning rules based if warranted by the underlying natural resource feature.	<ol style="list-style-type: none"> <li>1. Limit structural development to utilities, passive recreational amenities, and/or education facilities designed to provide citizen access.</li> <li>2. Where compatible with natural resource and farmland preservation objectives, permit within “Environmental Corridors” cropping, grazing, and passive recreational activities such as trails and low-impact athletic fields.</li> <li>3. Where development is proposed in or near a mapped “Environmental Corridor,” determine its exact boundaries based on the features that define those areas. Remap lands away from “Environmental Corridor” to allow more intensive uses if: <ol style="list-style-type: none"> <li>a. detailed information or studies reveal that the characteristic(s) that resulted in its designation as an “Environmental Corridor” is not actually present,</li> <li>b. approvals from appropriate agencies are granted to alter a property so that the characteristic that resulted in its designation will no longer exist, and/or</li> <li>c. a mapping error has been identified and confirmed.</li> </ol> </li> </ol>
<b>Building Limitations Overlay</b> (grey-green cross hatched areas on Maps 9A, 9B)	This overlay future land use category defines additional areas with limitations for future building, and includes: <ul style="list-style-type: none"> <li>▪ Slopes between 12 and 20 percent.</li> <li>▪ 1,200-foot radius around closed landfills, where State rules generally restrict the siting of new private wells.</li> <li>▪ 250-foot buffer around designated eagle foraging, perching, and roosting areas.</li> </ul>	Most land in the “Building Limitations Overlay” will remain under the Exclusive Agriculture zoning districts in the Sauk and Dane County Zoning Ordinances.	<ol style="list-style-type: none"> <li>1. Undeveloped areas within this designation should remain undeveloped if other, more appropriate building sites can be found on the property. If more appropriate building sites are not available, the underlying land use designation should guide future land use types and density (e.g., Exclusive Agriculture).</li> <li>2. Where development is proposed in or near lands within the “Building Limitations Overlay,” the developer should determine the exact boundaries based on the features that define those areas.</li> </ol>



Figure 7-3: Residential Future Land Use Categories and Policies

Future Land Use Category	General Description of Land Uses Allowed	Typical Implementing Zoning Districts	Development Policies (see also Village zoning, subdivision, stormwater management, official map, and other ordinances)
<b>Rural Single Family</b>	Single family residences, home occupations, and small-scale recreational uses. Such uses are intended to be served by private on-site or community waste treatment (septic) systems.	Sauk County: SFR Single Family Residential, Agriculture. Village of Prairie du Sac (ETZ): R-R Rural Residential. Village of Sauk City (ETZ): May also want to create R-R zoning district.	<ol style="list-style-type: none"> <li>1. Minimize mapping this category in the Villages and in areas intended or desirable for future urban expansion.</li> <li>2. Promote interconnection in road and trail networks within and among neighborhoods. Minimize long cul-de-sacs and permanent dead-end streets.</li> <li>3. Minimum lot sizes are per the zoning district. Within areas zoned SFR or R-R, 3+ acre lots are discouraged.</li> <li>4. Design all lots with public road frontage, and to allow the construction of driveways suitable in for emergency vehicle access, in accordance with the Town’s driveway ordinance.</li> <li>5. Minimize removal of mature trees and shoreline vegetation, and maintain and enhance public River access.</li> <li>6. Provide a 100-foot wide vegetative buffer along Highway 78, in accordance with a detailed preservation/landscape plan prepared by the subdivider, approved by the Town, and emphasizing diverse native vegetation.</li> </ol>
<b>Village Single Family</b>	Single family residences, home occupations, and small-scale institutional and recreational uses, all served by a public sanitary sewer system.	Within the two Villages, R-1-A and R-1-B Single Family Residential	<ol style="list-style-type: none"> <li>1. Promote interconnection in road and trail networks within and among neighborhoods. Minimize long cul-de-sacs and permanent dead-end streets.</li> <li>2. Where smaller lots are permitted, pay careful attention to home quality, variety, design, setbacks, and garage placement through zoning, covenants, and development agreements.</li> <li>3. Pursue single family residential infill opportunities where feasible.</li> <li>4. Ensure adequate park space and amenities with reference to subdivision ordinance requirements and the Sauk Prairie Comprehensive Outdoor Recreation Plan.</li> </ol>
<b>Multiple Family</b>	A range of housing types, including multiple family residences (e.g., townhouses, apartment buildings, multiplexes), two family residences, and single family residences, along with compatible institutional and recreational uses, all served by a public sewer system.	Within the Villages, the R-2 Two-Family Residential and R-M Multi-Family Residential are generally the most appropriate districts. PUD Planned Unit Development and TND Traditional Neighborhood Development districts may also be appropriate.	<ol style="list-style-type: none"> <li>1. Disperse higher-density residential development throughout the two Villages, rather than creating large concentrations of this type of development in just a few areas.</li> <li>2. Encourage design of multiple family developments to relate to public streets and integrate with the fabric of the surrounding neighborhood, rather than being designed as isolated enclaves.</li> <li>3. Hold new multiple family housing to similar standards for lasting quality and livability expected of single family housing. These standards include high-quality building materials, architectural variation and interest, durable and lasting finish materials (inside and out), inclusion of garage or underbuilding parking, and responsible management.</li> <li>4. Monitor areas of aging multiple family housing so that they are community assets. Work with owners and property managers to address problems, and direct them to County and State programs and local lenders for resources.</li> </ol>
<b>Neighborhood</b>	A mix of housing types in accord with Villages’ 2015 housing mix (minimum 60% of units being single family homes), neighborhood-scale commercial and institutional uses (often at neighborhood edges), home occupations, small community facilities, and parks, all served by public sewer. Intent is to create a compatible mix of predominately residential land uses and a distinct sense of place and human-scale.	The Village of Prairie du Sac’s TND Traditional Neighborhood Development district (Sauk City may wish to establish TND too). Alternatively, the Villages may approve a patchwork of traditional zoning districts (e.g., R-1-A, B-N), though achieving desired character may be more challenging.	<ol style="list-style-type: none"> <li>1. Utilize neighborhood development plans for each “Neighborhood” area, such as the Targeted Investment Area plans later in this volume, and use such plans to guide development approvals.</li> <li>2. Direct new residential development into neighborhoods (as opposed to just “subdivisions”), with a focus on creating high-quality, human-scaled, safe, and interconnected places.</li> <li>3. Encourage development of future “Neighborhood” areas on Map 9B in accordance with principles described in the Housing and Neighborhoods chapter.</li> <li>4. Also, refer to policies associated with each of the separate future land use categories that comprise each “Neighborhood” area, as presented in Figures 7-2 to 7-4.</li> </ol>



Figure 7-4: Non-Residential and Mixed Use Future Land Use Categories and Policies (three-page figure)

Future Land Use Category	General Description of Land Uses Allowed	Typical Implementing Zoning Districts	Development Policies (see also zoning, subdivision, stormwater management, official map, and other ordinances)
<b>Highway Business</b>	Indoor retail, commercial service, office, restaurant, lodging, health care, outdoor sales, and institutional uses. Uses in the “Highway Business” area will be served by public sanitary sewer and water services.	The Villages’ B-H Highway Business districts are generally the most appropriate zoning districts.	<ol style="list-style-type: none"> <li>1. Rezone sites designated for “Highway Business” use only after public sanitary sewer and water service is available, the land is within Village limits, and a specific development proposal is offered.</li> <li>2. Build on a genuine, place-based “River and Prairie” theme in landscaping, architecture, building placement, building heights, signage, and other aspects of community design (see also Chapter 4).</li> <li>3. Assure high quality building, site, landscape, lighting, signage, and other aspects of project design, including associated non-residential building and site design standards under the associated zoning ordinance.</li> <li>4. Require developments to address traffic, environmental, and neighborhood impacts.</li> <li>5. Promote lot sizes that enable future on-site expansion.</li> <li>6. Plan for/anticipate redevelopment of some existing auto-oriented land uses that are already on Phillips Boulevard to a broader mixture of uses, including housing, if Highway 12 is realigned to the south.</li> </ol>
<b>Rural Business</b>	A limited range of businesses requiring or aided by a rural location, including agricultural-, recreational-, and other rural-based commercial and light industrial uses, including both indoor and outdoor uses. Uses may be served by private wells and treatment systems or by public sanitary sewer and/or water services. All “Rural Business” areas west of the River are in the Town of Prairie du Sac at time of writing, mostly in the extraterritorial zoning areas.	Some agricultural-related business uses are allowed within the A-P Agricultural Preservation zoning district. In such cases (e.g., gun club), the communities do not intend to rezone lands to a business zoning district. In other cases, the Village of Prairie du Sac B-R Rural Business zoning district is the most appropriate district (Sauk City may wish to establish similar district). Within the Sauk County zoning jurisdiction, the RCOM Recreation Commercial or COM Commercial districts may be utilized.	<ol style="list-style-type: none"> <li>1. Within “Rural Business” areas, facilitate only those businesses that do not significantly exceed domestic water use.</li> <li>2. Require that each lot be at least one acre in “Rural Business” areas.</li> <li>3. Discourage general commercial and industrial uses in “Rural Business” areas that are more appropriate for the Villages’ downtowns, business parks, and commercial corridors.</li> <li>4. For properties fronting Highway 12, promote “backage” road access, building setbacks away from the future highway right of way as represented on Map 16, and high-quality building and landscape treatments, modest signage, well-organized sites, and screened outdoor storage.</li> <li>5. For the 40 acres designated as “Rural Business” on the north side of Sauk Prairie Road, just west of Highway 12, limit business uses to the current use and other uses that serve or advance the current use.</li> </ol>
<b>Neighborhood Business</b>	Smaller-scale (than “Highway Business”), neighborhood-supporting retail, service, restaurant, and office uses and accessory residential uses that are compatible with adjacent residential uses and neighborhood character. All served by public sanitary sewer and water services.	The Villages’ B-N Neighborhood Business districts are generally the most appropriate zoning districts, though PUD or TND zoning may also be utilized.	<ol style="list-style-type: none"> <li>1. Rezone sites designated for “Neighborhood Business” use only after public sanitary sewer and water service is available, the land is within Village limits, and a specific development proposal is offered.</li> <li>2. Build on a genuine, place-based “River and Prairie” theme in landscaping, architecture, building placement, building heights, signage, and other aspects of community design.</li> <li>3. Assure high quality building, site, landscape, lighting, signage, and other aspects of project design, including associated non-residential building and site design standards under the associated zoning ordinance.</li> <li>4. Preserve and blend with surrounding residential character through limited commercial uses, appropriate building scale, building appearance, landscaping, screening, signs, and limited traffic and loading, and access from the adjacent collector or arterial street.</li> </ol>



Future Land Use Category	General Description of Land Uses Allowed	Typical Implementing Zoning Districts	Development Policies (see also zoning, subdivision, stormwater management, official map, and other ordinances)
<b>Downtown</b>	Mapped within the historic downtown areas of the Villages, with uses and activities designed to create vibrant places and community gathering spots. Land uses include commercial services, retail, restaurants, lodging, office, multiple family residential (mainly upper stories), and institutional land uses, including on mixed-use sites and/or in mixed use buildings.	The Villages’ B-C Central Business zoning districts are generally the most appropriate, although Planned Unit Development zoning may also be appropriate for redevelopment sites.  The Village of Prairie du Sac also has a DO Design Overlay zoning district, within which special building design standards apply. Sauk City also has downtown design standards, but a slightly different zoning approach for applying them.	<ol style="list-style-type: none"> <li>1. Preserve the architectural and historic character of the downtown areas the application of detailed downtown design guidelines and incentives where practical.</li> <li>2. Identify and update specific targeted sites for redevelopment via detailed downtown planning efforts, such as those communicated in the Targeted Investment Areas chapter of this volume.</li> <li>3. Arrange uses in a pedestrian-oriented environment with off- and on-street parking; minimal building setbacks; and building designs, materials, placement, and scale that are compatible with the character of existing development.</li> <li>4. Open the downtowns to the riverfront by promoting rear building and yard uses and entries, capturing open space connections, and promoting rear façade rehabilitation.</li> <li>5. Retain governmental facilities (e.g., libraries, post offices) in the “Downtown” areas.</li> <li>6. Promote the continued geographic distinction of the two downtowns from one another, while investigating a design approach to stitch Water Street together.</li> </ol>
<b>Office/Research</b>	Office, research and testing, professional services, health care facilities and institutional uses, and other compatible and support uses (e.g., day care, health club, bank, lodging). Manufacturing, assembly, and warehousing uses generally not allowed. Arranged in a controlled office park setting, where allowable uses and activities do not generate noise, odor, vibrations, and particulate emissions. All served by a public sewer system.	Within the Village of Prairie du Sac, the O-R Office and Research district is the most appropriate zoning district, but the I-1 Institutional district may also be appropriate (Sauk City may wish to create similar districts). Industrial zoning districts allow too wide a range of manufacturing uses for a high quality office/research park setting. Alternatively, Planned Unit Development zoning may be considered.	<ol style="list-style-type: none"> <li>1. Design developments within “Office/Research” areas to result in higher-end “office park” or “office/research campus” setting.</li> <li>2. Rezone sites designated for “Office/Research” use only after public sanitary sewer and water service is available, the land is within Village limits, and a specific development proposal is offered.</li> <li>3. Build on a genuine, place-based “River and Prairie” theme in landscaping, architecture, building placement, building heights, signage, and other aspects of community design (see also Chapter 4).</li> <li>4. Promote lot sizes that enable future on-site expansion.</li> <li>5. Assure high quality building, site, landscape, lighting, signage, and other aspects of project design, including associated non-residential building and site design standards under the associated zoning ordinance.</li> </ol>
<b>Business Park</b>	Light industrial, office, research, and other compatible and support uses (e.g., day care, health club, bank, lodging). Arranged in a controlled business park setting, where allowable uses and activities include those associated with low levels of noise, odor, vibrations, and particulate emissions. All served by a public sewer system.	The Villages’ M-L Limited Industrial district is generally the most appropriate zoning district. The M-G General Industrial district may be appropriate in limited instances when the Village is provided with a specific, desirable development proposal with assurances to protect the character of the business park. B-H Highway Business zoning may also be appropriate for commercial uses that support the business park.	<ol style="list-style-type: none"> <li>1. Design “Business Park” areas to result in higher-end campus settings.</li> <li>2. Market “Business Park” areas for light manufacturing and assembly, office-related development, and support commercial uses. Direct heavy industry, truck terminals, large warehouses, and other uses incompatible with a “Business Park” setting to planned “Industrial” areas instead.</li> <li>3. Restrict outdoor storage and activities, except where essential to the business operation and fully screened from nearby uses and streets. Fully screen loading areas.</li> <li>4. Rezone sites designated for “Business Park” use only after public sanitary sewer and water service is available, the land is within Village limits, and a specific development proposal is offered.</li> <li>5. Promote lot sizes that enable future on-site expansion.</li> <li>6. Assure high quality building, site, landscape, lighting, signage, and other aspects of project design, including associated non-residential building and site design standards under the associated zoning ordinance.</li> </ol>



Future Land Use Category	General Description of Land Uses Allowed	Typical Implementing Zoning Districts	Development Policies (see also zoning, subdivision, stormwater management, official map, and other ordinances)
Industrial	Manufacturing, warehousing, distribution, office, storage, utility and other compatible businesses and support (e.g., day care, health club, bank, lodging) uses, sometimes with outdoor storage areas. Served by a public sewer system.	The Villages' M-G General Industrial and M-L Limited Industrial districts are the most appropriate zoning districts.	<ol style="list-style-type: none"> <li>1. Rezone sites designated for "Industrial" use only after public sanitary sewer and water service is available, the land is within Village limits, and a specific development proposal is offered.</li> <li>2. Assure high quality building, site, landscape, lighting, signage, and other aspects of project design, including associated non-residential building and site design standards under the associated zoning ordinance.</li> <li>3. Promote lot sizes that enable future on-site expansion.</li> <li>4. Require performance standards as necessary to avoid placing excessive demand on municipal utilities and roads, or creating environmental hazards or unwanted neighborhood impacts.</li> <li>5. Encourage the relocation of older industrial uses that have outgrown their present sites or that are located in predominantly residential areas to one of the "Industrial" areas on Map 9B.</li> <li>6. Encourage the redevelopment or intensification of older industrial, storage, and contractor uses and buildings in the Village's industrial parks.</li> </ol>
Institutional	A range of public, semi-public, educational, health care, child and senior care, religious, and other "gathering" type uses. The Sauk Prairie Airport and larger utility uses are also included under the "Institutional" future land use category. Uses are generally served by a public sanitary sewer system. Future small-scale institutional uses may be located in areas planned for residential, business, office, industrial, mixed, or neighborhood use.	<p>In the Village of Prairie du Sac (and its ETZ area): I-1 Institutional. For the Airport, the AIR Airport zoning district is the best option.</p> <p>In Sauk City (and ETZ area): RM Multifamily Residential, and conditional uses within the R1A, R1B, and R2 districts. (Sauk City may want to create an Institutional zoning district.)</p> <p>Within the Sauk County zoning jurisdiction, institutional uses are permitted uses within COM and RCOM districts and conditional uses within most other districts.</p>	<ol style="list-style-type: none"> <li>1. Build on a genuine, place-based "River and Prairie" theme in landscaping, architecture, building placement, building heights, signage, and other aspects of community design (see also Chapter 4).</li> <li>2. Assure high quality building, site, landscape, lighting, signage, and other aspects of project design, including associated non-residential building and site design standards under the associated zoning ordinance.</li> <li>3. Require larger-scale institutional uses to address off-site traffic, environmental, and neighborhood impacts.</li> <li>4. Continue to work with the School District to coordinate uses and activities on District-owned land.</li> <li>5. Plan for the continuation of the Sauk Prairie Airport in its current location as a recreational and small business use airport. Consider expansion to the Airport where applicable zoning ordinance and Highway 12/PF/Airport Area Plan criteria can be met. See further recommendations related to the Airport in the Transportation chapter and in the separate Highway 12/PF/Airport Area Plan.</li> </ol>
Mixed Use/Flex	A carefully designed blend or option of commercial services, retail, lodging, office, business park, multiple family residential, and/or institutional land uses, including mixed-use sites and/or buildings. Compared to the "Neighborhood" future land use category, "Mixed Use/Flex" areas typically are denser, more focused on non-residential development, do not typically include single family housing, and are generally located along major roadway corridors.	The Villages could apply appropriate traditional zoning districts (e.g., B-H, R-M) or PUD Planned Unit Development zoning districts within "Mixed Use/Flex" areas.	<ol style="list-style-type: none"> <li>1. Design "Mixed Use/Flex" areas according to a plan that skillfully mixes different uses on the same site and/or building, and creates amenities and "place."</li> <li>2. Generally specify that non-residential uses comprise a minimum of 50% of each "Mixed Use/Flex" area.</li> <li>3. Rezone sites designated for "Mixed Use/Flex" use only after public sanitary sewer and water service is available, the land is within Village limits, and a development proposal is offered.</li> <li>4. Build on a genuine, place-based "River and Prairie" theme in landscaping, architecture, building placement, building heights, signage, and other aspects of community design (see also Chapter 4).</li> <li>5. Assure high quality building, site, landscape, lighting, signage, and other aspects of project design, including associated non-residential building and site design standards under the associated zoning ordinance.</li> <li>6. Require developments to address traffic, environmental, and neighborhood impacts.</li> <li>7. See the Targeted Investment Areas chapter for detailed recommendations for each "Mixed Use/Flex" area.</li> <li>8. Also, refer to policies associated with each of the separate categories that comprise each "Mixed Use/Flex" area, as presented in Figures 7-2 to 7-4.</li> </ol>



## 2. PROMOTE (RE)DEVELOPMENT IN “SMART GROWTH AREAS”

The Villages and Town designate the Targeted Investment Areas in Chapter 8 of this volume as the Sauk Prairie Area’s “Smart Growth Areas” (see sidebar). These include Sauk City’s Downtown, Prairie du Sac’s Downtown, Prairie du Sac’s West Neighborhood area, Sauk City’s Highway 12–Lueders to 60 Corridor, and the Wellspring Campus area near Water Street between the two Villages. Other older industrial and commercial properties in and around the Villages are also designated as Smart Growth Areas. Redevelopment and intensification of these properties will also be promoted to improve tax base, job opportunities, stormwater management, and community appearance.

The Villages will consider use of incentives, developer RFPs, assistance with land assembly, allowances for densities that are higher than normal ordinance requirements, and other efforts to facilitate a higher redevelopment/infill implementation probability within Smart Growth Areas.

### What are Smart Growth Areas?

Wisconsin State law defines Smart Growth Areas as “areas that will enable the development and redevelopment of lands with existing infrastructure and municipal, State, and utility services, where practical, or that will encourage efficient development patterns that are contiguous to existing development and at densities which will have relatively low municipal, State governmental, and utility costs.” Municipalities must designate Smart Growth Areas in their comprehensive plans and include strategies to promote their development and redevelopment.

## 3. CONSIDER INTERCOMMUNITY WATER STREET VISIONING PROCESS

The communities, together with other stakeholders, will consider initiating a visioning process for the Water Street corridor as one whole, from County Highway Z to River Road. This would be a collaborative process likely initiated by the Villages, but also including the Town, private landowners, business owners, Chamber of Commerce, Sauk County, and State agencies (especially WisDOT). This process could culminate in a consensus vision that would cover the following topics and possibly others:

- A set of intercommunity goals for the Water Street corridor (e.g., place to work, live, shop, move, and enjoy the outdoors).
- Potential overall theme(s), which may be carried forward through unified signage, lighting, landscaping, banners, or other features. The theme could possibly derive from the “River and Prairie” theme in the Culture and Community Character chapter.
- Desired urban form—including setbacks, building heights, and materials—and how and where these may vary along the corridor.



- Complementary roles of two downtowns, Wellspring Campus area, nearby “midway” area, North Ridge Business Park, South Water Street area near River Road, and intervening residential and other areas.
- Updates, as necessary, to downtown plans for the two Village’s, promoting a pedestrian-oriented feel, along uses and activities advised elsewhere in this volume.
- Recreational elements, including interplay with the Great Sauk Trail and current and potential future riverfront parks and access.
- Potential Water Street roadway redesign and jurisdictional transfer issues. For example, the process could explore the possibility, advantages, and disadvantages of rerouting Highways 60 and/or 78 away from Water Street. Potential jurisdictional shifts Area-wide are described in the Transportation Chapter. Visioning activities will enable the communities fully realize their wishes for the roadway and surrounding corridor, and perhaps define a perspective on which to base future transportation decisions.

#### 4. ENSURE APPROPRIATE TRANSITIONS AND BUFFERING BETWEEN LAND USES

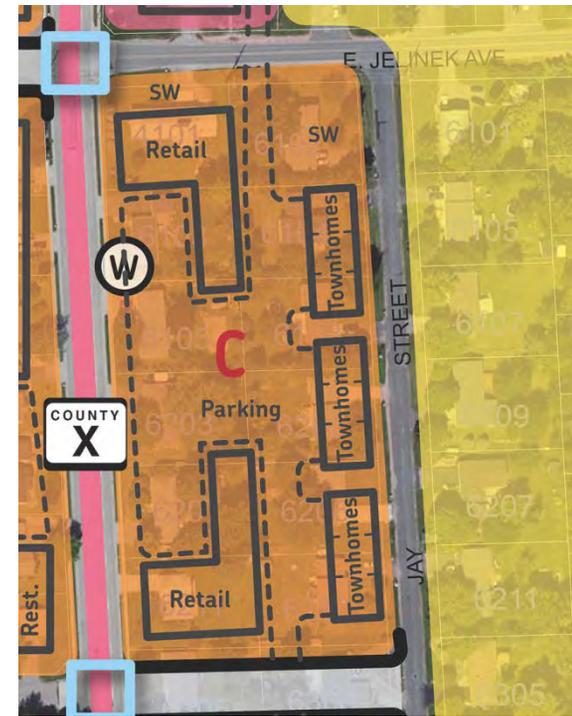
The Villages have several locations where existing and planned commercial and industrial uses interface with existing residential uses. The most prominent example in Sauk City is along the north side of Phillips Boulevard in Sauk City, where commercial uses often extend all the way north to John Adams Street. The most prominent example in Prairie du Sac occurs where the Highland Park neighborhood abuts the Prairie du Sac Industrial Park to the east and Mueller Sports Medicine to the west.

The Villages promote good communication between neighbors, and the continuation and establishment of landscaped and fenced buffers in such areas. Where impractical, or in cases of future redevelopment or expansion of commercial or industrial uses abutting residential areas, the following techniques are advised:

- **Communicate early.** For example, promote or require advance meetings between the commercial or industrial enterprise and residential neighbors in order to arrive at mutually acceptable solutions well before a project comes before the Village for development approval.
- **Back-to-back is best.** Abut back yards of commercial or industrial developments to back yards of residential uses wherever possible (see graphic to right).
- **Limited driveway access.** Keeping commercial driveways off mainly residential streets minimizes light, noise, and pedestrian and child safety concerns.



- **Detailed site and building plans.** These should include carefully sited and screened locations for roof and ground mounted mechanical and utility units, loading areas, dumpsters, exterior lighting, and signage. Screen these facilities, and consider placing them in yards that are away from the residential use.
- **Parking and circulation.** Where possible, avoid parking and circulation patterns that result in headlights pointing towards residential windows. Otherwise, use berms, all-season landscaping, or fencing.
- **Consider non-physical solutions.** For example, explore opportunities to limit hours of operation—or deliveries, lighting, or other potentially bothersome activities—early in the morning, during evenings, and on weekends.
- **Manage uses and activities.** Uses that require drive-through lanes, outdoor storage or sales, bright signage, and other similar activities are often not the best residential neighbors. Consider other locations.
- **Think about the future.** Where there are no adjacent residences today, but some are planned later, avoid inhibiting future access to sites behind commercial properties and creating an unattractive appearance, which will inhibit future development of these sites.



This redevelopment concept for a block along a highway corridor similar to Phillips Boulevard incorporates townhouses across Jay Street from existing single family home for a sensitive land use transition.

## 5. MODERNIZE LAND USE REGULATIONS AND ALIGN WITH THIS PLAN

To guide the quality of land development, the municipalities intend to amend and update key provisions of the Villages’ land use related ordinances. There are several purposes for modernizing the regulations, including consistency with current and best practices and to achieve desired outcomes like those described in this Plan. Sauk City’s zoning and land division ordinances, in particular, have not been updated for many years, and that Village does not have a comprehensive stormwater management ordinance.



# CHAPTER 8

## TARGETED INVESTMENT AREAS

### GOAL

Improve the sustainability and vibrancy of the Area by focusing development attention in key districts.

### OBJECTIVES

1. Position Targeted Investment Areas as special places within the community, through a combination of private and public investments and venues designed to create unique experiences.
2. Promote the efficient and elegant layouts of key community growth areas.
3. Actively implementation change in Targeted Investment Areas, including through zoning and subdivision review, infrastructure investments, and development incentives.

### INITIATIVES

(SEE FULL CHAPTER TO READ MORE)

1. Promote Economic Growth in the “Highway 12 Lueders-to-60 Corridor”
2. Encourage Housing and Neighborhood Businesses in the “Prairie du Sac West Neighborhood”
3. Integrate Health Care and Compatible Uses in the “Highway 12/PF/Airport Area”
4. Guide Continued Reinvestment in Downtown Prairie du Sac through a Unified Plan
5. Implement Recent Plans to Encourage Continued Reinvestment in Sauk City’s Downtown
6. Support Mixed Use Redevelopment On and Near the Former Spruce Street Elementary Site
7. Engage in Continued Reuse Planning and Implementation for the Wellspring Campus Area

## CHAPTER PURPOSE

This chapter hones the vision and recommendations from previous chapters, including Economic Development and Land Use. It identifies “Targeted Investment Areas” in the Sauk Prairie Area, and provides more detailed development and redevelopment guidance for these areas. Targeted Investment Areas are or will be key centers of activity, commerce, and gathering. The Targeted Investment Areas discussed in this chapter are all within the two Villages, or on lands planned to annex to one of the Villages.

## TARGETED INVESTMENT AREA POLICIES

1. Focus municipal, development organization, and private efforts and investments to develop and redevelop Targeted Investment Areas in support of continued economic, fiscal, and community vitality.
2. In preparation of capital improvement programs and larger municipal investments, prioritize projects that enhance Targeted Investment Areas.
3. Provide and maintain a full range of urban services, including municipal sewer and water, to each Targeted Investment Area in advance of development or redevelopment.
4. Enhance Targeted Investment Areas through infrastructure improvements and streetscaping investments, like street trees and decorative streetlights.
5. Communicate ideas and opportunities for each Targeted Investment Area with property owners, developers, businesses, and the Chamber.
6. For the Sauk City and Prairie du Sac downtowns:
  - a. Balance redevelopment with historic preservation, managing any impacts on adjacent neighborhoods.
  - b. Support expansion of service oriented businesses and specialty retail that serve both community residents and visitors. (From a recent “First Impressions” visit, City of Waupun representatives advised more “destination retail” in the downtowns.)
  - c. Promote business ventures that focus on celebrating the Sauk Prairie Area’s recreational focus and connection to food.
  - d. Recognize opportunities associated with a growing Hispanic population—both as potential entrepreneurs and customers.
  - e. Promote more downtown housing to enhance the local market for downtown goods and services and increase activity levels.
  - f. Encourage unified business promotion, marketing, advertising, operation, maintenance, and events.



Targeted Investment Areas provide a mix of uses and activities.

## TARGETED INVESTMENT AREA INITIATIVES

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The following initiatives are organized around the Targeted Investment Areas identified by the Sauk Prairie Intergovernmental Planning Committee, which include in no order of importance:

- The “Highway 12 Lueders-to-60 Corridor”—generally west of the current Sauk City village limits.
- The “Prairie du Sac West Neighborhood”—generally including lands between the Sauk Prairie Hospital/Westwynde and the remainder of the Village of Prairie du Sac.
- The “Highway 12/PF/Airport Area”—to the west of the West Neighborhood and the subject of previous detailed planning.
- Downtown Prairie du Sac—focused around that Village’s historic commercial center.
- Downtown Sauk City—focused around that Village’s historic commercial center, and the subject of previous detailed planning.
- The area including and around the former Spruce Street Elementary School—located on Sauk City’s west side just north of Phillips Boulevard/Highway 12.
- The “Wellspring Campus Area”—west of Water Street straddling the Villages, and including the former Sauk Prairie Hospital.

### 1. PROMOTE ECONOMIC GROWTH IN THE “HIGHWAY 12 LUEDERS-TO-60 CORRIDOR”

Sauk City’s primary “greenfield” development opportunities lie west of the current Village limits. In the planning period, these opportunities extend west to the existing north-south segment of Highway 12 and Richolson Drive. The area includes one mile of largely undeveloped frontage along Phillips Boulevard/Highway 12 between Lueders Road and the Highway 60 intersection. Transportation access is excellent, land is generally flat with few environmental limitations, and there are relatively few land owners.

Map 10 is a conceptual development plan to guide future land use, road, environmental/stormwater, and recreational systems in this “Highway 12 Lueders-to-60 Corridor.” The general concept is to allow and promote extended business park development south of Phillips Boulevard, residential development north of Phillips Boulevard, and commercial and mixed-use development along Phillips Boulevard. The Lueders Road and Highway 60 intersection areas would be focal points of commercial services and retail development, including potential hotel/convention space. Because Highway 12 may be rerouted to the south in the future, it would be unwise for the community to plan for highway-oriented commercial service and retail uses along the entire one-mile stretch.

The future land use pattern would be knitted via extensions of existing roads and new trail and stormwater drainage networks. Highway 12 access would be limited to intersecting streets, including two new streets. Map 10 also suggests design themes. Sauk City’s Highway 12 Design Guidelines (available [here](#) in digital versions) should be used and enhanced to provide further guidance.



# Conceptual Development Plan Highway 12 Lueders-to-60 Corridor

Map 10

**Legend**

**FUTURE LAND USE**

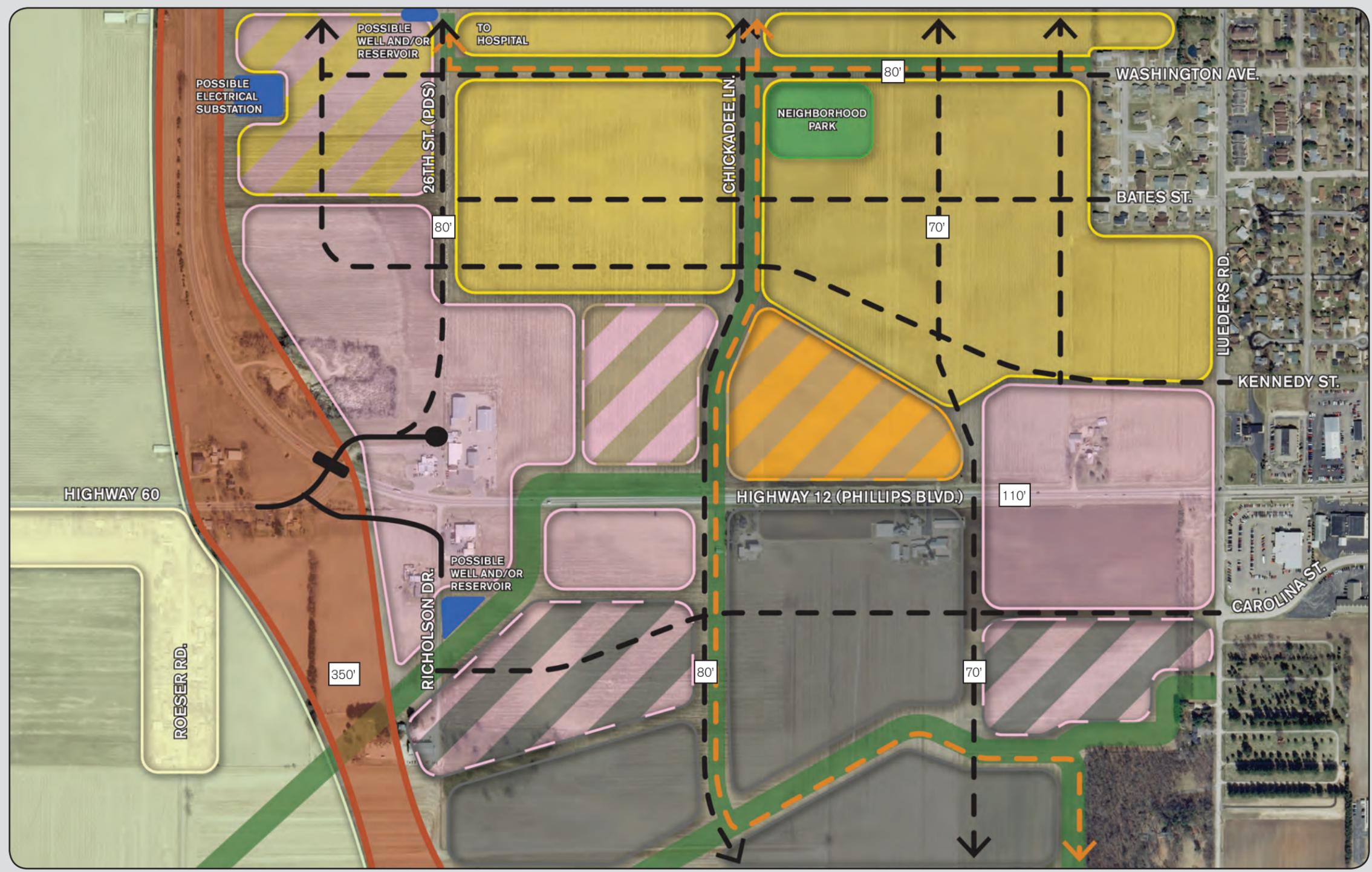
- Rural Single Family
- Neighborhood
- Highway Business
- Highway Business and/or Multiple Family Residential
- Highway Business or Neighborhood
- Highway Business and/or Business Park
- Office/Research and/or Multiple Family Residential
- Business Park
- Institutional
- Agriculture
- Public Open Space
- Environmental Corridor

**Planned Roads (with recommended ROW width where greater than 66')**

**WisDOT 2015 Highway Alignment Adjustments**

**Highway 12 Future Expansion Alternative**

**Planned Bike/Ped Facilities (e.g., paths)**




SAUK PRAIRIE  
COMPREHENSIVE PLAN

Approx 400'

December 15, 2015

N



Gateway Features



Larger Scale Retail



Hotels and Restaurants



Business Park



Active Neighborhoods

## 2. ENCOURAGE HOUSING AND NEIGHBORHOOD BUSINESSES IN THE “PRAIRIE DU SAC WEST NEIGHBORHOOD”

The Prairie du Sac “West Neighborhood” is anchored by recent major investments at its east and west ends. These include Sauk Prairie Healthcare’s new hospital and medical office building on the west, and the Sauk Prairie School District’s new Bridges Elementary School on the east. The land between is gently rolling and appealing for residential development. This neighborhood area also includes a ½ mile undeveloped segment of Prairie Street (Highway PF), where the Village sees opportunities for neighborhood-compatible commercial development.

Map 11 is a conceptual development plan to guide future land use, road, environmental/stormwater, and recreational systems in this “West Neighborhood” area. On its west end, it overlaps with the planning area for the 2012 Highway 12/PF/Airport Area plan (see description below). In general, development of the “West Neighborhood” will knit uses and activities in the older parts of the Village with the newer use areas including the hospital campus, school, and Westwynde neighborhood to its northwest. It also envisions commercial and multiple family residential opportunities around the recently-signalized 13 Street/Prairie Street intersection and the future Lueders Road/Prairie Street intersection.

Future lower-density residential areas will be characterized by nearby and integrated parks and trails, per the 2015 Sauk Prairie Comprehensive Outdoor Recreation Plan and the Village’s Westside Stormwater Management Plan. Map 11 suggests the possibility of a larger athletic complex/community park at its southwest corner, described more fully in the Comprehensive Outdoor Recreation Plan. If this complex does not come to fruition at this location, additional lower density residential development will be appropriate for this parcel.

The proposed road connections link with existing and planned roads, including those in the “Highway 12 Lueders-to-60 Corridor” area and the Highway 12/PF/Airport Area Plan. The Transportation chapter outlines the benefits of an interconnected local road network. For this neighborhood in particular, spreading manageable volumes of traffic on local roads will limit congestion and defer costly expansion on Prairie Street in particular.



# Conceptual Development Plan Prairie du Sac West Neighborhood

Map 11

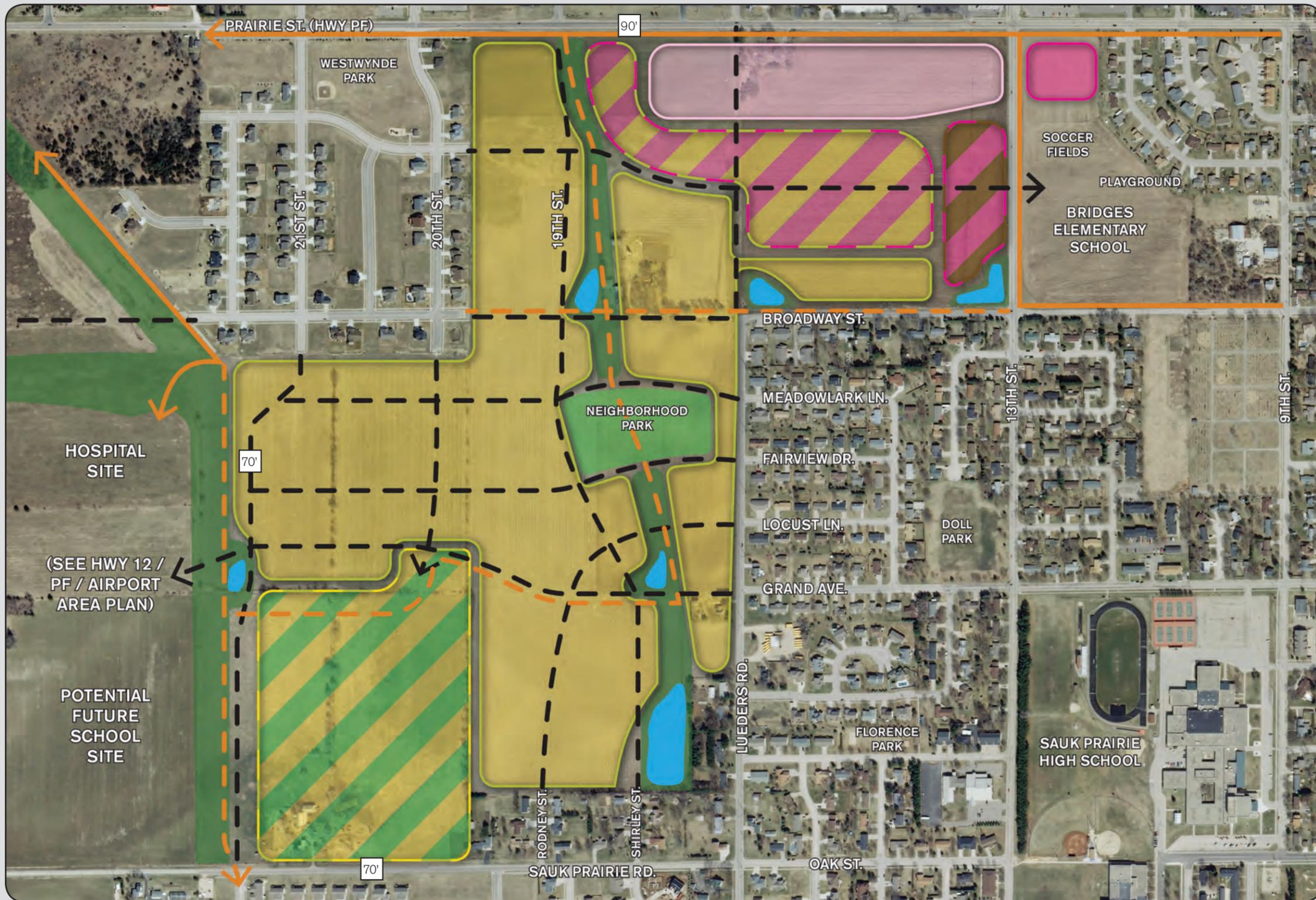
## Legend

**FUTURE LAND USE**

-  Multiple Family Residential
-  Neighborhood
-  Neighborhood Business
-  Neighborhood Business and/or Multiple Family Residential
-  Neighborhood Business or Neighborhood
-  Highway Business
-  Public Open Space
-  Public Open Space or Neighborhood
-  Environmental Corridor

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-  Planned Roads (with recommended ROW width where greater than 66')
-  Planned Bike/Ped Facilities (e.g., paths)
-  Existing Bike/Ped Paths
-  Conceptual Stormwater Basins







Approx 500'

December 15, 2015





Community Serving Shopping



Local Restaurants



Single family character



Compatible multiple family



Trails and Parks



Potential Athletic Complex

### 3. INTEGRATE HEALTH CARE AND COMPATIBLE USES IN THE “HIGHWAY 12/PF/AIRPORT AREA”

In 2012, the Villages and Town adopted the Highway 12/PF/Airport Area Plan as an addendum to the Comprehensive Plan. That Area Plan provides land use, transportation, recreation, and economic development advice for this 900+ acre area. Recommended in the 2005 Comprehensive Plan, a decision by the Sauk Prairie Healthcare to locate new facilities in this vicinity accelerated its completion. This section features a summary of recommendations from the Area Plan, which remains a detailed element of the Comprehensive Plan and is available by clicking [here](#).

Serving as a gateway into the community from the west and north, the Highway 12/PF/Airport Area is valuable real estate for future economic development, including future health care oriented uses and possibly hotel/convention space. Careful, phased development will advance the community’s farmland preservation, natural area protection, and growth management objectives. The communities also will plan for this Area in a manner that complements other existing and planned commercial, industrial, and office development districts; and which designates a sufficient amount of land for future neighborhood development.

As represented in Map 12, single and multi-family residential development are part of the Area Plan, with attention to maintaining a mainly single family residential environment. The future neighborhoods will be buffered from Highway 12 by preserving the existing vegetation and supplementing with a new berm and plantings. The School District has acquired a possible future school site, and planning for an athletic complex to its east is also in conceptual stages.

The Village of Prairie du Sac regulates airport runway protection zones north and south of the runways, and continues to plan for a compatible land use pattern around the Airport. West of the Airport runway, on and adjacent to the Airport ownership parcel, the communities will allow airport-supporting, light industrial, warehousing, and office businesses, when public utilities are provided.

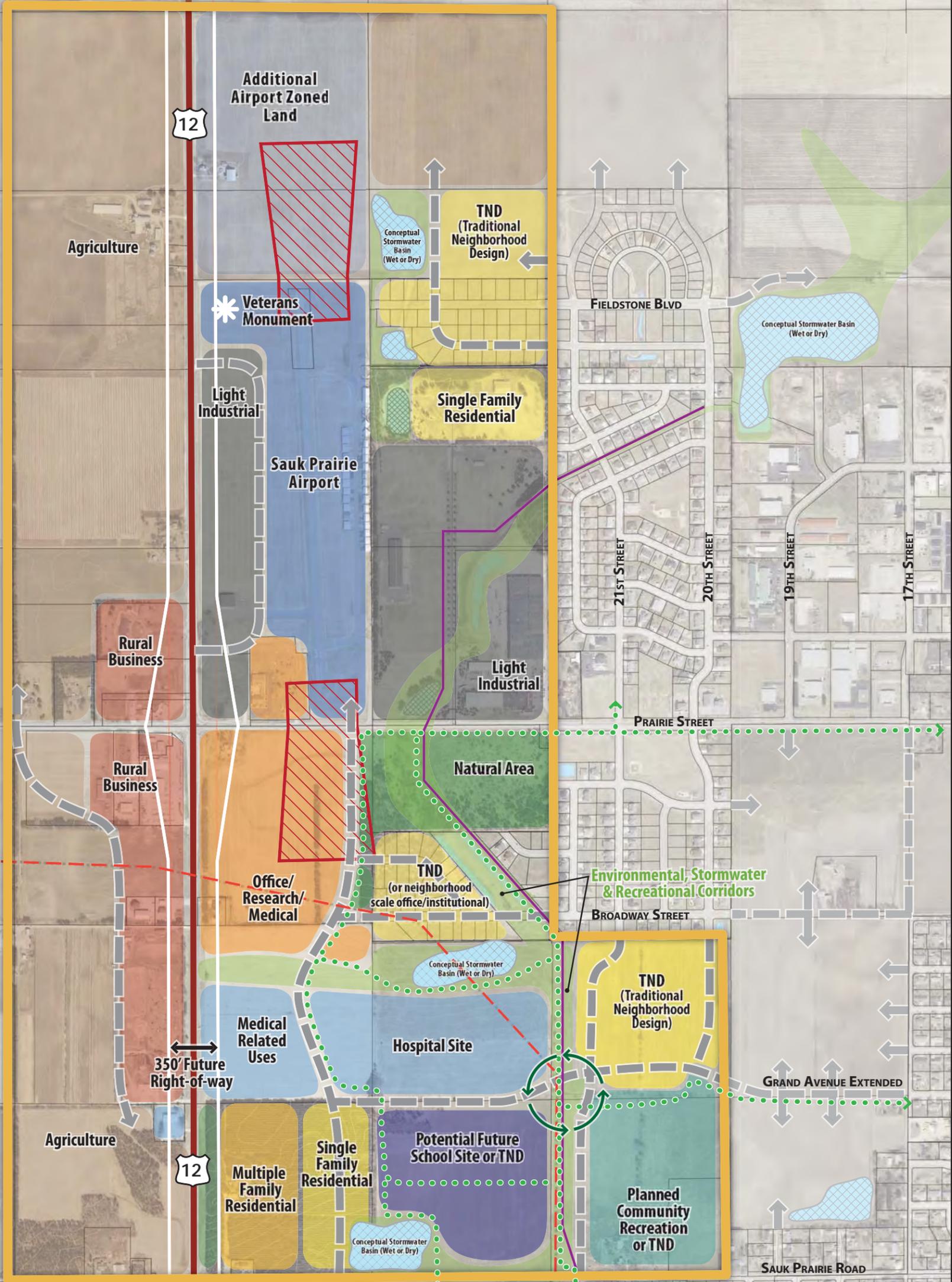
West of Highway 12, the communities support long-term agricultural preservation in most locations. Future on-alignment expansion in this north-south stretch of Highway 12 is most compatible with the Sauk Prairie Area’s vision and existing development patterns here.



Design concepts are included in the Highway 12/PF/Airport Area Plan.



Map 12  
**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.

#### 4. GUIDE CONTINUED REINVESTMENT IN DOWNTOWN PRAIRIE DU SAC THROUGH A UNIFIED PLAN

The Village of Prairie du Sac’s downtown—centered on Water Street south of Highway 60—has been the subject of several efforts over the years. These have included tax incremental district (TID) financing planning and implementation, a façade improvement loan program, a parking study, customized zoning standards embedded within a Downtown overlay zoning district, and downtown design guidelines linked to the zoning standards (available [here](#) in digital versions of this Plan). The Village and property owners have also had ideas for which sites may be best suited for future redevelopment.

Still, the Village has not had a written “comprehensive” plan for the continued revitalization of its downtown as a whole. Map 13 is the Village’s initial attempt to put various ideas for redevelopment, reuse/conversion of buildings, and public investments on paper. Map 13 features seven different “redevelopment opportunity sites” (in purple). As described in the map legend, nearly all of these sites present opportunities for mixed-use infill projects that will enhance the downtown’s character as a unique, vibrant, and livable place. Actual redevelopment of any parcel would be preceded by heavy involvement of the affected property owners, more detailed analysis, zoning approval processes, and possible incentives.

The Village will continue to maintain and adjust its other guidelines, plans, zoning standards, and efforts for its downtown area, using the information on Map 13 as a guide. The current TID overlapping much of the downtown is set to expire in 2023. This means that the Village does not have a lot of time to recover any further public investments in the downtown area through tax revenue increases accruing to this TID. The Village will investigate different options to TID remaining a factor in incentivizing redevelopment over the next several years. These may include possibly extending the term of the current TID, retiring the current TID early and creating a new one if financially feasible, or creating adjacent or even overlapping TIDs.



Downtown Prairie du Sac presents an appealing mix of newer and older buildings.

# Conceptual Development Plan Downtown Prairie du Sac

Map 13

## Legend

- Redevelopment Opportunity Sites
- Possible Reuse/Conversion Sites
- Riverfront Conservancy/Interpretative Site
- Gateway Enhancement Areas
- Great Sauk Trail, and connector "portals"
- Streetscape Enhancement (with future highway project)
- P Existing Public Parking Lots
- Village "Downtown Overlay" Zoning Boundary
- Suggested Expansion to "Downtown Overlay" Boundary

## Redevelopment Opportunity Site Summary

- A. Office, Retail, and/or Residential**
- 3-4 story maximum
  - "Gateway" building quality
  - Off-street parking
- B. Grocery Expansion and Upgrade**
- Vacation and reuse of 3rd Street
  - Possible retail/residential on Galena St
  - Gateway treatments near Water/Prairie
- C. Commercial Services or Retail, Upstairs Residential**
- Fill-in Water St with 2-3 story building
  - Replace public parking
- D. Mixed Commercial/Residential Use**
- 2-3 story buildings on Water St frontage
  - Capitalize on river views and slopes
  - Incorporate off-street parking if possible
- E. Mixed 1st floor Commercial, upstairs Residential Use**
- Commercial frontage on Water St.
  - Max 4 stories on Water St.—capture river views
  - Step-down scale towards Park Ave.
  - Off-street parking expected
- F. Restaurant or Retail/Commercial Services**
- Per Eagle Island View PUD documents
- G. Townhouse Residential**
- Max 3 stories
  - Modest setbacks
  - Off-street parking expected



Approx 200'

December 14, 2015



## 5. IMPLEMENT RECENT PLANS TO ENCOURAGE CONTINUED REINVESTMENT IN SAUK CITY'S DOWNTOWN

The Village of Sauk City's downtown—centered on Water Street near Phillips Boulevard—was the subject of the Village's Riverfront Redevelopment Vision, adopted in 2009 and most recently amended in 2013 (available for review [here](#)). The Riverfront Redevelopment Vision specifically focuses on the three waterfront blocks along Water Street, north of Highway 12. Through this document, the Village renewed commitment to the revitalization of its downtown as Sauk City's cultural heart and as a vital center of economic activity in the Sauk Prairie Area. Sauk City has established a TID, a façade improvement loan program, a revolving loan program, and downtown design guidelines (available [here](#)).

This section features a summary of key recommendation from the Riverfront Redevelopment Vision. In general, the Village desires redevelopment that will enhance the downtown's appeal and urban character and improve the relationship between the downtown and the Wisconsin River. The focus for future redevelopment efforts is between Water Street and the River, north of Phillips Boulevard.

Map 14 is actually two images for future redevelopment along Water Street. The top image is a redevelopment concept for the 700/800 blocks of Water Street, featuring a concept that takes full advantage of River access and views. A public overlook at the terminus of Jackson Street would take good advantage of the convenient access to the River. The bottom image is a redevelopment concept for lands further north along Water Street, around the Hahn House. This concept features mixed use buildings with retail on the ground floor and housing above. At time of writing, a brewery that would operate a pub and banquet facility was pursuing development there.



Downtown Sauk City is characterized by pedestrian scale buildings, generally fronting Water Street, in a traditional downtown pattern.

Sauk City will continue to maintain and adjust its guidelines, plans, zoning standards, and efforts for its downtown area. The TID overlapping much of the downtown is set to expire in 2025. This means that the Village does not have a lot of time to recover any further public investments in its downtown through tax revenue increases accruing to this TID. The Village will investigate different options so TID may remain a factor in incentivizing redevelopment over the next several years. These may include possibly extending the term of the TID, retiring the current TID early and creating a new one, or creating adjacent or even overlapping TIDs.

Map 14: Downtown Sauk City Redevelopment Concepts from Riverfront Redevelopment Vision



**6. SUPPORT MIXED USE REDEVELOPMENT ON AND NEAR THE FORMER SPRUCE STREET ELEMENTARY SITE**

With the opening of Bridges Elementary School in August 2015, the former Spruce Street Elementary school and its site became excess property for the Sauk Prairie School District. Working in tandem with the District, the Village of Sauk City created TID #9 in 2015 to encourage redevelopment of the site plus adjacent lands to its south along Phillips Boulevard. The boundary of the new TID is shown in red on Map 15. Existing single family housing surrounds the TID on its north half, with Phillips Boulevard commercial developments around its southern half.

Sauk City has a major shortage of vacant single family residential lots and other types of housing. Therefore, within TID #9, the former Spruce Street School site is likely to include residential uses, including multiple family/senior housing plus small lot single family housing. Per the Sauk Prairie Comprehensive Outdoor Recreation Plan, a portion of the site may also be retained and developed as a neighborhood park.

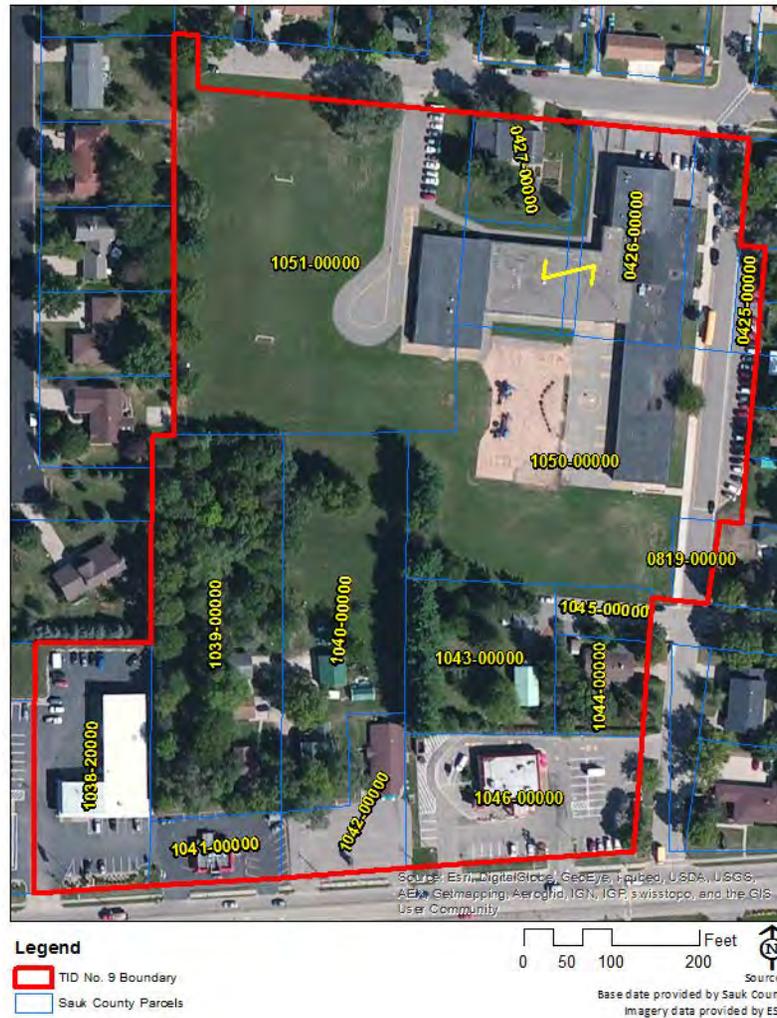
Closer to Phillips Boulevard, redevelopment for commercial and mixed uses will be promoted, serving community shopping, service, and housing needs. Whether Phillips Boulevard will also be Highway 12 in the long term should be considered in the use mix for the southern part of TID #9. Mixed use and multiple family residential buildings may be appropriate.



The Village can encourage new multiple family housing in response to its generational and workforce needs (see Housing and Neighborhoods chapter).



Map 15: Spruce Street TID Redevelopment Context



## 7. ENGAGE IN CONTINUED REUSE PLANNING AND IMPLEMENTATION FOR THE WELLSPRING CAMPUS AREA

With the relocation of its hospital and associated medical offices to Prairie du Sac’s west side, Sauk Prairie Healthcare (SPHC) and the three municipalities committed to a reuse plan for the site of the former hospital, offices, parking lots, and adjacent blocks. In 2014, an SPHC-sponsored planning process produced the Sauk Prairie Wellspring Campus Area Development Guide. That guide may be obtained from the Administrator of either of the two Villages. While that Guide is not an element of the Sauk Prairie Comprehensive Plan, the most relevant information and directions from that Guide are included in this section.

SPHC maintains its Wellness Center and other functions on what it now calls its Wellspring Campus. Together with other care-related uses in the vicinity, an existing wellness emphasis is set forth. The Wellspring Campus Area has a number of different assets and opportunities. The area is located at the crossroads of the two Villages, and continues to provide a key route to school, cultural, and recreational facilities to the immediate west. Its grid street network allows good local access in all directions. Sauk City’s Riverfront Path is within a short walk of the campus, and the future Great Sauk Trail will run along the River immediately to the east. Just a two-minute drive on Water Street to either Village’s downtown suggests synergistic relationships, where success in one area should spur more activity for all.



Sauk Prairie Healthcare relocated its hospital and medical office functions to a new site in 2014, opening up parts of the Wellspring Campus for new opportunities.

The Sauk Prairie Area communities intend that the Wellspring Campus (Block A on Map 16) and Blocks B-D remain an economic and community asset and function and a coherent whole. “Preferred” and “acceptable” future uses for each of the four blocks are laid out in Figure 8-1. The Villages and/or Sauk Prairie Healthcare may actively recruit businesses and developers involved with senior and assisted living, health care, and post-secondary/continuing education fields for Blocks A and B in particular. In 2015, the Sauk Prairie Ambulance Association commenced a plan to relocate from Block B to a site about one block to the west. Healthcare, housing, and even commercial uses may be appropriate for Water Street fronting Blocks C and D.

Public involvement—and at least a community meeting to present and obtain feedback on ideas—should precede any significant redevelopment or reuse proposal within the Wellspring Campus area. All zoning approvals and discussion of financial assistance will also require involvement of the two Village boards and plan commissions. The fact that the Wellspring Campus area straddles the two Villages creates challenges related to financial incentives, but they are surmountable. For example, the State of Wisconsin allows intermunicipal TIDs between villages. The Villages may also provide indirect support, such as through assistance with grant procurement, vacation of streets, and public utility and streetscape improvements. The presence and extent of local financial support will be critical to many entities considering redevelopment proposals in the Wellspring Campus area. Requests for financial support will be evaluated against the preferred uses in Figure 8-1, the design guidelines to the right, and the Villages' economic development policies.

### Wellspring Campus Area Design Guidelines

- Building height of up to three stories.
- New residential development density of up to 15 units per acre.
- Modest building setbacks, including 8-12 foot front, street side, and rear yard setbacks, and 4-6 foot interior side yard setbacks.
- High-quality building materials and architecture, reflecting the quality of the existing “anchor” Prairie Clinic and Wellness Center buildings.
- Building design to enhance the pedestrian experience (e.g., lighting, windows, landscape features/street trees, signage, banners, seating, and terrace pavers).
- Modest wall and monument-style signage reflecting a subdued theme and residential character.
- Sufficient off-street parking to meet overnight parking requirements at a minimum. Allow use of ample on-street parking in the area to meet some non-overnight parking requirements.
- Underbuilding parking wherever practical. Where impractical or insufficient, landscaped parking areas meeting building setbacks.
- Minimum landscaped surface percentages of 20%, where practical.
- Urban stormwater management solutions, focused on improving water quality and on-site stormwater storage where practical.
- Techniques to assist with the unique branding of the area, such as though on-site features, lighting, signage, streetscaping, and wayfinding signage (derivation of “riverway” or “midway” heritage?).

Map 16: Sauk Prairie Wellspring Campus Planning Area



**Figure 8-1: Sauk Prairie Wellspring Campus Area Future Uses**

<b>Study Area Blocks</b>	<b>Preferred Future Land Uses</b>	<b>Acceptable Future Land Uses</b>
<p><b>BLOCK A - 3.5 acres</b></p> <p>Zoning: I-1 Institutional</p>	<p>Health care and wellness uses, inc. related sales</p> <p>Senior citizen and/or assisted living</p> <p>Professional offices</p> <p>Research and development (if compatible with other uses in area)</p> <p>Small business incubator (if compatible with other uses in area)</p> <p>Other similar uses</p>	<p>Indoor public recreational/ community center facility</p> <p>Post-secondary and continuing education</p> <p>Multiple family housing</p> <p>Call center, Funeral home</p> <p>Joint governmental center</p> <p>Support services and parking for other preferred/acceptable uses</p> <p>Other land uses allowed in zoning districts covering block (only conditional uses compatible with area should be approved)</p>
<p><b>BLOCK B - 3.6 acres</b></p> <p>Zoning: R1A Single Family Residential</p>	<p>Senior citizen and/or assisted living</p> <p>Multiple family housing</p> <p>Health care and wellness uses, inc. related sales</p> <p>Professional offices</p> <p>Group housing (conversion of white house at corner of Washington/Webster, if desired)</p>	<p>Parking to support uses on same block or Blocks A or C</p> <p>Single family or duplex housing</p> <p>Other land uses allowed in zoning districts covering block (only conditional uses compatible area should be approved)</p>
<p><b>BLOCK C - 2.7 acres</b></p> <p>Zoning: BC Central Business and BN Neighborhood Business</p>	<p>Health care and wellness uses, inc. related sales</p> <p>Professional offices</p> <p>Senior citizen, assisted, or general multiple family housing redevelopment (if Prairie Clinic elects not to expand north)</p> <p>Townhouse residential or neighborhood commercial redevelopment along Oak Street</p>	<p>Parking to support uses on same block</p> <p>Single family or duplex housing</p> <p>Remodeling/conversion of existing buildings to support another preferred or acceptable use</p> <p>Other uses allowed in zoning districts covering block (only conditional uses compatible with area should be approved)</p>
<p><b>BLOCK D - 2.8 acres</b></p> <p>Zoning: B-N Neighborhood Business and I-1 Institutional</p>	<p>Neighborhood commercial or mixed commercial/residential redevelopment along Oak Street</p> <p>Multiple family or townhouse redevelopment, such as along Prairie Street</p>	<p>Single and two family residences</p> <p>Remodeling/conversion of existing buildings to support another preferred or acceptable use</p> <p>Other land uses allowed in zoning districts covering block (limit expansion of existing conditional uses)</p>

# CHAPTER 9

## TRANSPORTATION

### GOAL

Support, build, and maintain safe, efficient, and interconnected transportation networks.

### OBJECTIVES

1. Work within the Wisconsin Department of Transportation (WisDOT) and county highway departments on highway improvements, maintenance, and jurisdictional issues.
2. Encourage interconnected road, pedestrian, bike, and transit networks serving motorists, businesses, and residents of all ages and abilities.
3. Ensure that transportation system improvements are coordinated with land development, and when made, serve both the individual development and community.
4. Encourage new neighborhood and non-residential development designs that support a range of transportation choices.

### INITIATIVES

(SEE FULL CHAPTER TO READ MORE)

1. **Help Address Unsustainable Traffic Increases on Highway 12.** WisDOT has projected over 20,000 vehicles per day on Highway 12, which the municipalities believe will require some responses. These includes urging WisDOT to begin a formal alternatives analysis for construction, ideally on an alignment advised through this Comprehensive Plan. In the nearer term, there may be options to reroute segments of State and County highways in the Sauk Prairie Area to relieve Highway 12.
2. **Upgrade Local Roads to Meet Modern Needs.** These include Water Street, Prairie Street/PF, Lueders Road, Sauk Prairie Road/Oak Street, and others.
3. **Use the Official Map and Targeted Investment Area Plans to Guide Future Roadways.** With community growth, new roads will be required and a handful of existing roads may require expansion. These map and plans include advice for an interconnected road network.
4. **Expand Biking and Walking for Transportation and Recreation.**
5. **Support the Sauk Prairie Airport as a Small, Privately Owned and Operated Airfield.**

## CHAPTER PURPOSE

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Transportation planning in the Sauk Prairie Area presents several interrelated opportunities and challenges. The convergence of Highways 12, 60, and 78 provides excellent regional access in all directions. At the same time, increasing traffic volumes—particularly on Highway 12—present traffic congestion and safety challenges. This chapter contains policies and initiatives to guide the future development and maintenance of various modes of transportation in the Sauk Prairie Area.

## TRANSPORTATION POLICIES

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1. Provide a continuous, interconnected network of local streets, sidewalks, bicycle routes, and paths that result in safe and convenient access among neighborhoods, employment centers, schools, shopping areas, and recreational centers.
2. To the extent practical, build new local roads and upgrade existing local roads to current standards and use “complete streets” principles (see sidebar).
3. Continue to regulate the placement and design of driveways in the Town, and promote joint driveways on rural roads and highways.
4. Control access to arterial and collector streets and highways to enhance their capacity and increase safety, such as by requiring adjoining uses to share driveways or take access from intersecting local roads.
5. Continue to update and implement Capital Improvement/Town Road Improvement Programs to guide road projects, provide a platform for outside funding, promote responsible borrowing, and avoid big budget fluctuations.
6. Establish and sign bicycle paths and routes on local streets throughout the community to connect neighborhoods with schools, parks, and shopping, and to accommodate bicycle and pedestrian traffic on less traveled roads.
7. Work with Sauk County and private providers to continue and expand transportation options to the elderly and disabled, such as through continued shared ride services to both community and regional destinations (e.g., shopping, medical).
8. Support alternative means of transporting freight, and business travel, including trucking, air transport, and rail transport if it does not travel through the two Villages. Convert use of the rail line in the two Villages to the Great Sauk Trail.

### What are Complete Streets?

Complete streets are roadways designed and operated to enable safe, convenient, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street. In addition to providing a sound local transportation policy option state and federal transportation grant programs favor projects and communities that embrace complete streets principles.



## TRANSPORTATION INITIATIVES

### 1. HELP ADDRESS UNSUSTAINABLE TRAFFIC INCREASES ON HIGHWAY 12

In 2014, the Wisconsin Department of Transportation (WisDOT) finalized its US Highway 12 Corridor Study Report and US Highway 12 Access Management Plan. Both included the section of Highway 12 through the Sauk Prairie Area. Those studies suggested relatively modest safety and access control improvements, including the Highway 12/60 intersection project completed in 2015.

The Sauk Prairie Area municipalities perceive a disconnect between the relatively modest and short-term suggestions in the reports and WisDOT 20,000+ vehicle-per-day traffic forecasts along Highway 12 in the Sauk Prairie Area. These forecasts are above 2009 volumes along the four-lane Highway 12 segments east of the Wisconsin River, where four-lane expansion has already occurred. These traffic forecasts suggest a Highway 12 in the Sauk Prairie Area badly in need of a traffic solution in the next 15 to 25 years. Unfortunately, the reports do not offer any suggested solutions. The Sauk Prairie Area communities, therefore, request and urge WisDOT to address unsustainable traffic volume increases on Highway 12, and offer the following ideas to spur discussion.

First, the municipalities ask that WisDOT verify and help preserve a viable Highway 12 realignment option. Map 17—also the municipalities' Official Map—illustrates the locally-preferred route for the long term future of Highway

12. Based on the 2005 Long-Range U.S. Highway 12 Alternatives Study, this realignment has been the most supportable long-range Highway 12 alternative. The municipalities will continue to work to keep obstructions out of this realigned route. However, the selection of the actual future alignment, associated property purchases, and construction would be the responsibility of WisDOT



WisDOT projects traffic volumes along Highway 12 through the Sauk Prairie Area that almost certainly exceed the current capacity of Highway 12.



under State and federal law. The communities will participate on State-prepared environmental study and detailed engineering design for Highway 12 through the Sauk Prairie Area—advocating for the alignment shown on Map 17.

Second, the municipalities advise a multijurisdictional process analyzing the several U.S., State, and County highways, along with key local roads, in and around the Sauk Prairie Area. The desired result would be to relieve Highway 12 of unnecessary traffic, thereby addressing congestion, preserving access to existing Phillips Boulevard businesses (and minimizing the chance that potential customers will avoid the street), and deferring the major realignment or improvement to that highway discussed above. Such a process may consider jurisdictional changes and other improvements, *perhaps* including the following concepts:

- **Implement “Scenic Bypass” of Highway 12.** WisDOT and the communities could support modest road and signage improvements for a scenic highway route along a route following Highway 188/60/78/Z through the Sauk Prairie Area (see Map 17). This may serve to preserve traffic capacity along Highway 12 in the Sauk Prairie Area and increase tourism appeal and potential. Wisconsin’s Scenic Byway program is a cooperative effort between local communities and WisDOT to identify and promote state highway corridors with scenic and/or historical attributes that provide travelers an enjoyable visual, educational and recreational experience. While this program should be investigated, it is not integral to this concept.
- **Exploring the partial rerouting of Highway 60.** Currently, Highway 60 follows Phillips Boulevard (with Highway 12) and Water Street (with Highway 60) through the Sauk Prairie Area. Rerouting Highway 60 to travel through the Area via the north-south segment of Highway 12 then Highway PF (Prairie Street) could have advantages of managing traffic volume increases along Phillips Boulevard, and taking advantage of current and potential capacity along Highway PF. Long-term commercial viability along both Phillips Boulevard and Prairie Street could increase. Also,



The convergence of several highways in the Sauk Prairie Area creates opportunities for economic growth and traffic management.



rerouting Highway 60 away from Water Street may coincide with the results of a Water Street visioning process, such as by making the road more pedestrian-friendly. Such a potential visioning process is discussed in the Land Use chapter.

- **Exploring the partial rerouting of Highway 78.** Currently, Highway 78 is routed along Water Street through the two Villages, and the lightly-traveled Highway 188 parallels it to the east in Dane County. Rerouting Highway 78 to the current Highway 188 route could also mesh with the results of a Water Street visioning process.

## 2. UPGRADE LOCAL ROADS TO MEET MODERN NEEDS

Roads like Water Street (Highway 60-78) and Prairie Street (Highway PF) connect local traffic to different places in the community and to major highways. In the Sauk Prairie Area, some of these roads are deteriorating, built to rural standards, or do not have enough capacity for future traffic. The Villages and Town will engage in a strategic, phased program to upgrade and urbanize these roads for all types of users. This will require partnerships with entities like Sauk County, WisDOT, and adjoining units of government, and support from State and federal grant programs. The following existing through-streets in the Sauk Prairie Area will be in need of attention at some point over the next two decades:

- **Water Street.** This street, which also serves as Highways 60 and 78, is in varying states of repair. Its future improvement should be considered in conjunction with Water Street visioning (described in the Land Use chapter), downtown revitalization (described in the Targeted Investment Areas chapter), and possible rerouting of one or both State highways (described above).
- **Lueders Road.** This important west side collector road is planned for full connection between Prairie Street and River Road, connecting the Area's major commercial and industrial areas with its existing and planned interior neighborhoods (see Map 17). Once the remaining gap between Broadway and Prairie Street is closed, Lueders Road may require in Prairie du Sac Sauk City proposes upgrading to its segments in 2019-20.
- **Prairie Street/PF.** The Village of Prairie du Sac will continue to work with Sauk County to upgrade Prairie Street according to the emerging urban design along stretches, as adjacent development and traffic volumes warrant. In the meantime, the Village will work to limit direct driveway access and acquire additional right-of-way, as advised through Map 17.
- **Sauk Prairie Road/Oak Street.** West of Lueders Road, Sauk Prairie Road currently has a narrow rural cross-section. As adjacent land east of Highway 12 develops with residential and possibly educational and recreational uses, that road should be



urbanized and expanded. In the future, Sauk Prairie Road is also projected to over or underpass Highway 12. In addition, the two Villages may collaborate on the reconstruction of Oak Street from Water Street to Helen Street as soon as 2017.

At time of writing, the Village of Sauk City programmed the following road improvement projects through 2021:

- Madison Street, between Phillips Boulevard and Hemlock Street (2017)
- Webster Avenue, between Washington and Water Streets (2017)
- Water Street, between Phillips and John Q Adams Streets (2018)
- Maple Street, from Hemlock Street north to its terminus (2019)
- Lueders Road, from Carolina Street to Sauk Prairie Road (2020)
- Lueders Road, from Phillips to Carolina Streets (2021)

Also at time of writing, the Village of Prairie du Sac programmed the following road improvement projects through 2019-20:

- 3<sup>rd</sup> Street (2017)
- 13<sup>th</sup> Street (2017)
- 8<sup>th</sup> Street (2018)
- 7<sup>th</sup> Street (2018)
- 6<sup>th</sup> Street (2019-20)
- Grand Avenue (future priority)

These lists are subject to change and update by the two Villages. The actual availability of financial resources from the communities and State, federal, and County sources may affect the design and timing of these projects, as may other transportation and non-transportation priorities. Especially in light of financial limitations, collaboration with others will be critical on many of these projects.

### 3. USE THE OFFICIAL MAP AND TARGETED INVESTMENT AREA PLANS TO GUIDE FUTURE ROADWAYS

Map 17, the Area's Future Transportation and Community Facilities map (and Official Map), will guide the Villages, Town, land owners, and developers on future, significant new roads and connections of existing roads.

The recommended "Future Expansion Alternative" for Highway 12 is the most prominent future feature on this map. This alternative has been mapped by the Sauk Prairie Area as the preferred route in this alignment since 2005, and in general well before that. The idea is that this preferred route would evolve into a freeway, with limited access at interchanges (suggested at Highway Z, PF, 60, and 78/188 via Map 17). Wherever practical, the municipalities will attempt to preserve a 350-foot wide corridor for future



WisDOT right-of-way acquisition, ideally with wider areas at the planned interchange areas for future ramps. The municipalities also support WisDOT in restricting and consolidating driveways along the “Future Expansion Alternative” corridor. As described above, WisDOT has the ultimate discretion on whether to use this corridor for future Highway 12 upgrade.

Map 17 also shows, through thinner red lines, several important future local road connections. All of these are extensions of existing roads, most of which have been planned to extend for decades. Some of these future road connections are further detailed in conceptual neighborhood development plans for the Highway 12/PF/Airport Area, Prairie Du Sac West Neighborhood, and Sauk City Highway 12 Lueders-to-60 Corridor in the Targeted Investment Areas chapter. “Complete streets” principles will be referenced in the development of these roads, as described in the policies section earlier in this chapter.

Important future road extensions include, but are not limited to:

- **Washington Avenue.** This westerly extension in Sauk City has the greatest potential among all east-west streets to span that Village and its planned expansion area. This would help connect neighborhoods to destinations, and potentially relieve Phillips Boulevard of some local through-traffic.
- **Grand Avenue/Broadway Streets.** These east-west roadways are projected to extend west to provide additional connections among the new Sauk Prairie Healthcare campus, existing and potential schools, future westside neighborhoods, and older parts of the Village of Prairie du Sac—for bikes, pedestrians, buses, emergency services, and motorists. These local street connections will also serve to manage traffic on Prairie Street and Oak Street/Sauk Prairie Road.
- **Lueders Road.** The last missing link is between Prairie and Broadway Streets. This will likely be completed when adjacent land develops.
- **26<sup>th</sup> Street.** This is the current main private road into the Sauk Prairie Healthcare’s new campus. By agreement, that road is slated to become a public road when it is needed to serve development to the south. As envisioned on Map 17, 26<sup>th</sup> Street could eventually intersect with Highway 60 near the current bend of Highway 12. This is pending detailed highway study(ies) described and recommended elsewhere in this chapter.

Map 17 also indicates recommended rights-of-way widths for existing roadways in the Area’s jurisdiction, where there is particular interest in maintaining or expanding available right-of-way. The Villages and Town will utilize subdivision and other development approval authority to obtain additional right-of-way by dedication, where practical and proportionate to the transportation need created by the development.

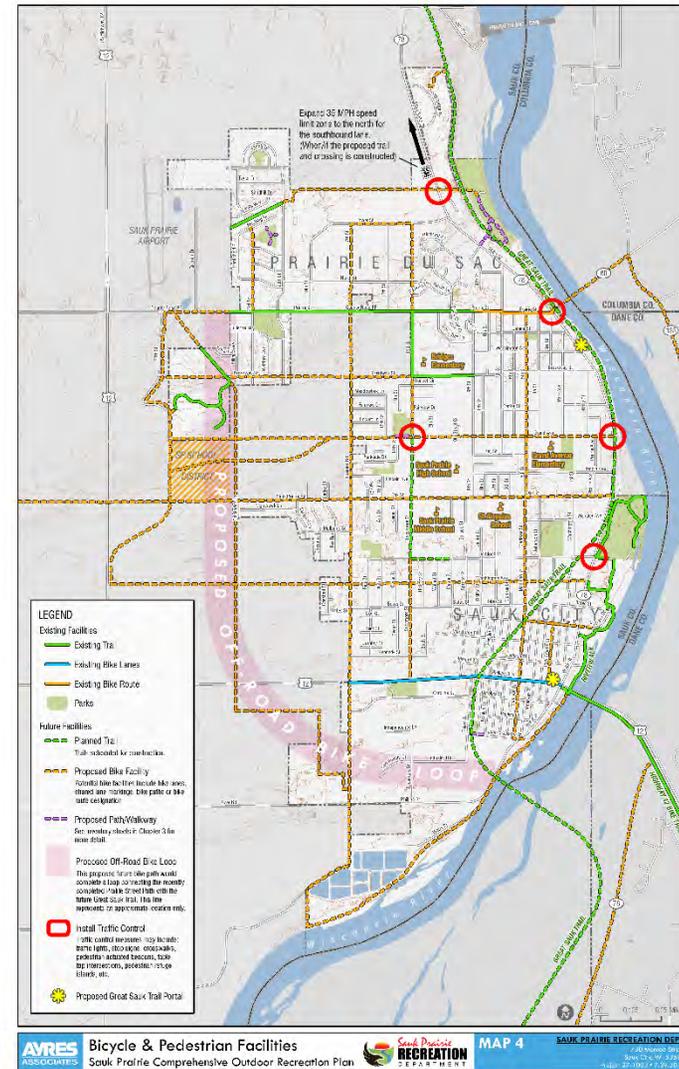


#### 4. EXPAND BIKING AND WALKING FOR TRANSPORTATION AND RECREATION

The communities prioritize the expansion of bicycling and walking for transportation and recreation in the Sauk Prairie Area, and will encourage multiuse paths and safe rural routes from the Sauk Prairie Area to other destinations in the region. The emerging increase in elderly and family residents, a greater emphasis on health and wellness, uncertain and volatile fuel prices, and pollution and congestion concerns all point in the direction of improved facilities and community design to support biking and walking.

The 2015 Sauk Prairie Comprehensive Outdoor Recreation Plan (CORP) includes a blueprint for a comprehensive bike and pedestrian system in the Sauk Prairie Area. Key components of that system are the Great Sauk Trail near the riverfront; better linking schools with sidewalks, paths, and safer crossings; and a western and southern circumferential loop path that together with the existing Prairie Street path and Great Sauk Trail should form a complete circle around the Villages. Components of this loop are further detailed in the conceptual plans included in the Targeted Investment Areas chapter. The system plan as a whole is reproduced in this page.

In addition to building paths and sidewalks, thoughtful and interconnected community and neighborhood design is critical to make the Sauk Prairie Area more bike and pedestrian friendly. Local streets should interconnect between different neighborhoods and districts, and cul-de-sacs will be minimized. Bike and pedestrian facilities are central components of “complete streets.” The Villages intend to integrate them into each new and reconstructed street as practical. The municipalities also promote the siting of parks, schools,



and services within walking and biking distance of all Village homes.

### 5. SUPPORT THE SAUK PRAIRIE AIRPORT AS A SMALL, PRIVATELY OWNED AND OPERATED AIRFIELD

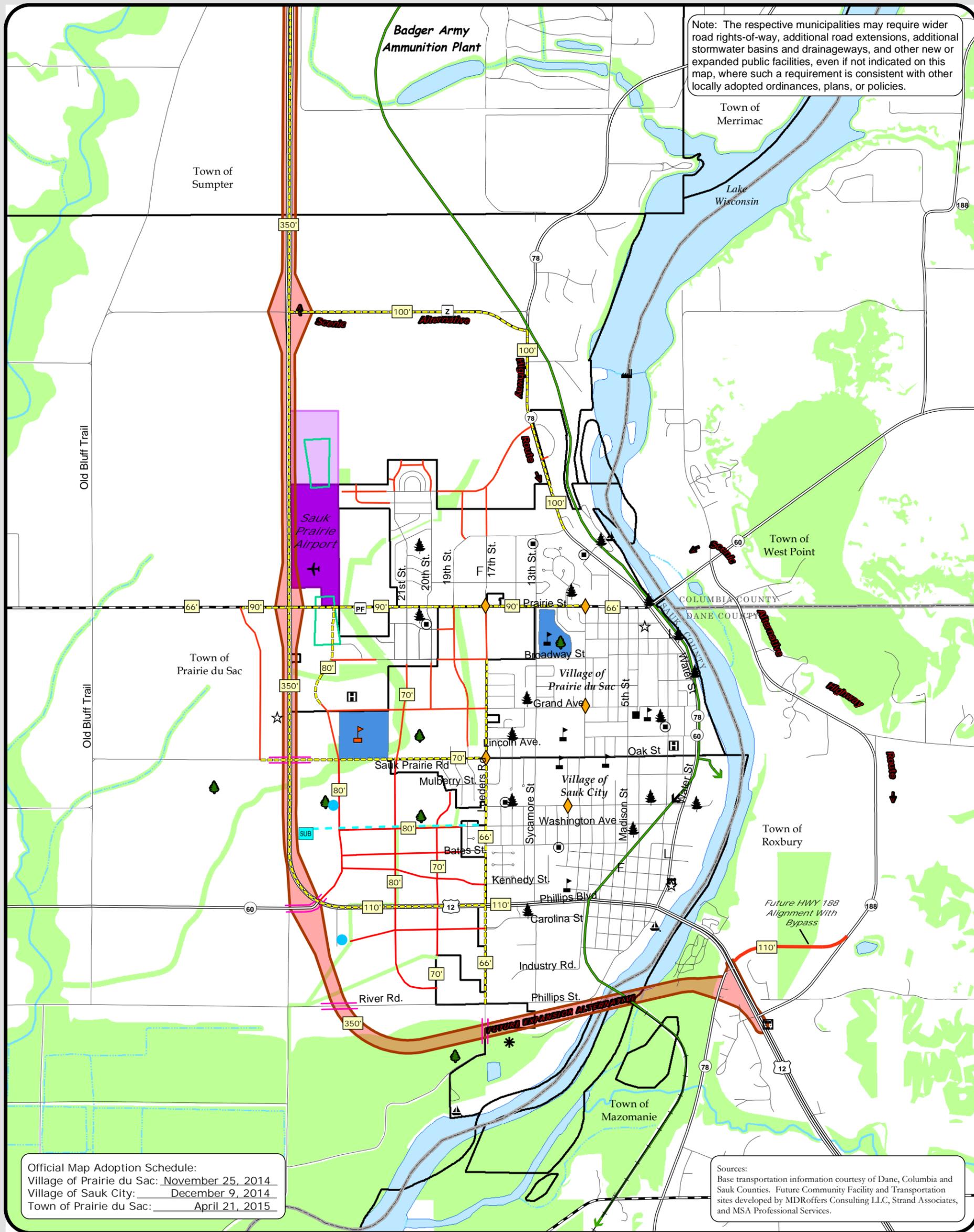
The future of the Sauk Prairie Airport has long been debated. Most recognize the economic value of the Airport. Still, as Village development extends westward, the challenges associated with safety and land use compatibility have become greater. As part of the process to complete the 2012 Highway 12/PF/Airport Area Plan, the municipalities reached public policy consensus towards the Airport.

The Sauk Prairie Area municipalities anticipate the continuation of the Airport in its current location as a small, privately owned and operated airfield. The communities do not intend to support any Airport expansion that facilitates commercial flights. The municipalities will entertain the possibility of some future runway or other Airport expansion to the north of the existing facilities, within the lands outlined as “Potential Future Airport Expansion Area” on Map 17 and largely zoned in Prairie du Sac’s AIR Airport zoning district. The Highway 12/PF/Airport Area Plan includes criteria that the municipalities will use to consider any request to expand the Airport or its runway, in addition to zoning ordinance standards.

A carefully planned development pattern, including airport runway zone and height protections enforced by the Village of Prairie du Sac, are also intended to minimize possible conflict. Through the Highway 12/PF/Airport Area Plan, the communities also opened up the potential for compatible industrial and related development on the Airport property itself.



Photo courtesy of Sauk Prairie Airport, Inc.



Official Map Adoption Schedule:  
 Village of Prairie du Sac: November 25, 2014  
 Village of Sauk City: December 9, 2014  
 Town of Prairie du Sac: April 21, 2015

Sources:  
 Base transportation information courtesy of Dane, Columbia and Sauk Counties. Future Community Facility and Transportation sites developed by MDRoffers Consulting LLC, Strand Associates, and MSA Professional Services.

**Legend**

Sauk Prairie Comprehensive Plan

Map 17

**Future Transportation, Stormwater and Public Facilities / Official Map**

General	Future Transportation Improvements*	Future Community Facilities	Sauk Prairie Airport
<ul style="list-style-type: none"> <li>United States Highways</li> <li>State Highways</li> <li>County Highways</li> <li>Railroad</li> <li>County Border</li> <li>Municipal Borders (2015)</li> </ul>	<ul style="list-style-type: none"> <li>Future Road (with Officially Mapped Right-of-Way Width)</li> <li>Future Reconstruction of Existing Road (with Officially Mapped Right-of-Way Width)</li> <li>Future Improvement to Existing Intersection or Pedestrian Crossing</li> <li>Future Underpass or Overpass</li> <li>Great Sauk Trail</li> </ul>	<ul style="list-style-type: none"> <li>Park</li> <li>2014 School Ownership</li> <li>Future Public School Site</li> <li>Drainageway/Environmental Corridor</li> <li>Future Municipal Water Well and/or Reservoir Site</li> <li>Future Electrical Substation</li> <li>Future Electrical Transmission Line</li> </ul>	<ul style="list-style-type: none"> <li>2015 Ownership Parcel</li> <li>Potential Future Airport Expansion Area</li> <li>Airport Runway Protection Zone</li> </ul>
			Existing Community Facilities
			<ul style="list-style-type: none"> <li>Airport</li> <li>Aquatic Center</li> <li>Boat Launch</li> <li>Dam</li> <li>Fire Department</li> <li>Hospital</li> <li>Library</li> <li>Police Department</li> <li>Park</li> <li>Park &amp; Ride Lot</li> <li>School</li> <li>Sewage Treatment Plant</li> <li>Village or Town Hall</li> <li>Well and/or Water Tower</li> </ul>

\*All future road ROW's are 66' where not otherwise indicated on map. Other planned bicycle and pedestrian facilities are in the Sauk Prairie Comprehensive Outdoor Recreation Plan, in the Safe Routes to School Plan, and/or by policy in Village subdivision and other ordinances.



# CHAPTER 10

## COMMUNITY FACILITIES AND UTILITIES

### GOAL

Preserve the Sauk Prairie Area's sense of community and quality of life by maintaining and enhancing access to public services and facilities.

### OBJECTIVES

1. Coordinate utilities and community facility planning with land use, transportation, natural resource, and recreation planning.
2. Pursue logical, cost-efficient investments in public utilities to serve a compact development pattern.
3. Ensure that all residents and businesses have access to basic public services—such as police and fire protection.
4. Coordinate and consolidate community facilities and utility infrastructure where appropriate and advantageous.

### INITIATIVES

(SEE FULL CHAPTER TO READ MORE)

1. **Stage Improvements to Public Facilities through Capital Improvement Programs.** This chapter includes a list various facility and infrastructure projects the municipalities may undertake or encourage over the next ten years. The Villages will prioritize and detail projects within their capital improvement programs.
2. **Implement a Dig Once and Joint Trench Use Policy.** Such a policy will help maximize the lifespan of roadways and other improvements in public rights-of-way; minimize costs to taxpayers and utility customers; and expand utility and communications coverage and reliability.
3. **Expand High-Speed Internet and Data Transmission Services.** High-speed broadband communications service is critical to modern quality of life and economic development. The Sauk Prairie Area communities endeavor to work with internet service providers to expand service, including via exercises to demonstrate and measure unmet demand and through grants.

## CHAPTER PURPOSE

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Public utilities and facilities are critical to serve existing residents and businesses, and to accommodate planned growth in the Sauk Prairie Area. Particularly the two Villages will use this chapter to guide the maintenance and expansion of utilities and community facilities. This chapter is supplemented and detailed through municipal capital improvement programs and budgets.

## COMMUNITY FACILITIES AND UTILITIES POLICIES

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1. Maximize use of existing utilities and facilities by promoting infill of mostly developed areas and sites in the Sauk Prairie Area.
2. Ensure that the Villages' and Sewerage District's sanitary sewer, wastewater treatment facility, water, and storm sewer systems have adequate capacity to accommodate existing users and future growth.
3. Extend municipal utilities only to areas planned for urban development as shown on Maps 9A and 9B, following annexation of such lands to the Village, except by intergovernmental agreement accompanied by future amendment to this Comprehensive Plan and.
4. Maintain a high standard of excellence in public safety services, including police, fire, and emergency medical services.
5. Support local health care providers as they continue to offer top-rated health care for Area residents.
6. Provide and support quality, accessible school and library facilities and services to meet the needs of all age groups.
7. Collaborate with the Sauk Prairie School District on projects of mutual interest, and to ensure awareness of community growth issues that may impact schools.
8. Implement and require progressive stormwater management.
9. Invest in technologies and infrastructure solutions that reduce costs, promote resource stewardship, and protect the environment.
10. Advance the park and recreational system per the Sauk Prairie Comprehensive Outdoor Recreation Plan.
11. Improve trails, related facilities, safe access (including wheelchair/elderly) to the Wisconsin River, without impairing the ecosystem.
12. Promote a strong wireless and fiber optic system for residents and businesses, working with local and national providers.
13. Pair utility and community facility projects with other Village, intergovernmental, and private infrastructure projects where practical.
14. Maintain capital improvement programs (CIPs) for large projects to address needs while managing expenses and debt capacity.
15. Explore various revenue sources, like user and impact fees, grants, and tax incremental financing, for public facility and utility costs.



## UTILITIES AND COMMUNITY FACILITIES INITIATIVES

### 1. STAGE IMPROVEMENTS TO PUBLIC FACILITIES THROUGH CAPITAL IMPROVEMENT PROGRAMS

The Villages of Prairie du Sac and Sauk City intend to update and maintain their Capital Improvement Programs (CIPs). Up-to-date CIPs will provide the Villages with a timeline for improvements to public facilities and infrastructure over the following 3 to 6 years. The CIPs balance factors like current infrastructure condition, impact of improvement on community and economic development, effects of deferring improvement, state and federal mandates, project cost, and funding and financing availability, and fit within overall Village budgets and fee/taxing capacities. The two Villages will endeavor to coordinate their individual CIPs and seek joint project opportunities wherever practical.

Along with the transportation projects listed in Chapter 9, the projects listed in Figure 10-1 will influence what the Villages include in their CIPs. This figure provides a general timetable forecasting approximate need to expand or rehabilitate existing facilities, creation of new facilities, and assessment of future facility and utility needs. The CIPs are more specific on projects and timeframes. Figure 10-1 also includes elements not typically considered capital improvements or municipal functions, but that are required to be addressed in a comprehensive plan under Wisconsin Statutes.

#### What is a Capital Improvement Program (CIP)?

A CIP is a community planning and fiscal management tool used to coordinate the type, location, timing, estimated cost, and financing of public capital improvements over a multi-year period. As opposed to operating expenditures or minor facility maintenance, capital improvements are major, non-recurring expenditures in fixed facilities. Often such facilities warrant borrowing to spread the expense of a project with long-term benefit over multiple years.

Figure 10-1: Identification and Timetable for Community Facilities and Utilities Projects (multipage figure)

Category	Recommended Projects and Timeframes
Municipal Water Supply and Distribution	<ol style="list-style-type: none"> <li>1. Undertake projects in Village CIPs.</li> <li>2. Identify logical locations for future wells and storage facilities, including those identified on Map 17. Amend Map 17/Official Map as new locations are identified.</li> <li>3. For the Village and Town of Prairie du Sac, continue to monitor, stay involved, and advocate local interests in water service issues associated with the formation of the Town of Merrimac Sanitary District.</li> <li>4. Within Sauk City, complete water main upgrades from 4” mains by 2020.</li> <li>5. Pursue opportunities to loop water supply mains to enhance supply of fresh water to users.</li> <li>6. Investigate combining storage facilities for the two Villages and potentially consolidating water service into a single entity.</li> </ol>
Sanitary Sewer Collection and Treatment	<ol style="list-style-type: none"> <li>7. Undertake local projects in Village CIPs, and regional projects via Sewerage Commission.</li> <li>8. Minimize chlorides in treatment plant effluent to meet State rules</li> <li>9. Increase plant capacity when future development dictates (likely after 2025).</li> <li>10. Integrate trail, park, and neighborhood development ideas into utility and stormwater drainage corridors (including west sewer interceptor route).</li> </ol>
Electrical and Natural Gas Distribution	<ol style="list-style-type: none"> <li>11. Identify logical locations for future electrical substations and other electrical utility needs, including those identified on Map 17. Amend Map 17 with new locations as necessary.</li> </ol>
Telecommunications	<ol style="list-style-type: none"> <li>12. Rely on the market to expansion of reliable cellular phone service for common carriers.</li> <li>13. Pursue opportunities to expand high-speed broadband service in the Sauk Prairie Area.</li> </ol>

Category	Recommended Projects and Timeframes
Stormwater Management	14. Attempt to comply with Wisconsin Pollution Discharge Elimination System (WPDES) sediment reduction and Total Maximum Daily Load (TMDL) requirements. 15. For Sauk City, prepare a west side stormwater management plan, and consider a stand-alone stormwater management ordinance and/or utility. By intergovernmental agreement, extend coverage of such plan and ordinance to the extraterritorial area (as in Prairie du Sac ET area). 16. For Village of Prairie du Sac, update and implement west side stormwater management master plan and ordinance as necessary. 17. Acquire or require the provision of stormwater management corridors and basin areas, per stormwater management plans and Map 17/Official Map.
Hazard Mitigation	18. Jointly address stormwater flow issues across Sauk Prairie Road, west of Lueders Road, to address spring flooding issues. 19. Participate in updates to the Sauk County Hazard Mitigation Plan (required every 5 years if County wishes to maintain FEMA funding eligibility for itself and its municipalities). 20. Look for opportunities to pair hazard mitigation with stormwater, street, utility, and public and private building projects.
Village and Town Hall Buildings	21. Explore potential for facility consolidation when major future capital investments and hiring decisions are considered. 22. Pursue Town Hall access changes or relocation if/when Highway 12 is upgraded to a freeway.
Fire Protection and EMS	23. Explore the potential for greater fire service collaboration, especially when major future capital investments and hiring decisions are considered. 24. Work with educational providers and local employers to develop and recruit new volunteer fire fighters and emergency medical technicians.
Police Protection	25. Continue participation in the Sauk Prairie Police Department. 26. Continue to develop Spanish speaking capacity within the police force.
Libraries and Community Centers	27. Pursue expansion or relocation of the Sauk City Public Library by 2020 if funding permits. 28. Explore long-term potential expansion of the Ruth Culver Memorial Library. 29. Investigate community center needs, considering the Sauk Prairie School District community center, libraries, and potential reuse of the Sauk Prairie Healthcare Wellspring Campus. 30. Continue to explore potential for collaboration, including with the School District, whenever



Category	Recommended Projects and Timeframes
	major future capital investments and hiring decisions are considered
Schools	<p>31. Work with the Sauk Prairie School District on sharing resources and meeting common goals, particularly for recreational facilities.</p> <p>32. For Sauk City, work with the District on disposition and redevelopment of the former Spruce Street Elementary site in accordance with this Comprehensive Plan and the TID #9 plan.</p>
Parks and Recreation Facilities	<p>33. Expand the function of current Recreation Commission to be a joint Parks and Recreation Commission/Department, with added management responsibilities over the Area’s parklands.</p> <p>34. Implement recommendations of the Comprehensive Outdoor Recreation Plan, focusing on implementing the Great Sauk Trail, developing a bike trail system around it, upgrading and rebranding existing parks, and investigating an intercommunity athletic field complex.</p> <p>35. Update the Comprehensive Outdoor Recreation Plan (CORP) for the three jurisdictions via the Recreation Department (required every 5 years to meet recreation funding eligibility).</p>
Solid Waste Collection	<p>36. Continue to work with private collection companies, renewing/rebidding contracts when they are set to expire.</p> <p>37. Continue waste-reduction education programs.</p>
Recycling Collection	<p>38. Continue to work with private collection companies, renewing/rebidding contracts when they are set to expire.</p> <p>39. Continue to explore opportunities and technologies to expand the number of efficiency of materials recycled.</p> <p>40. Work to maintain and increase State support of local recycling.</p>
Medical Facilities	<p>41. Support Sauk Prairie Healthcare and other providers on operation and expansion of facilities.</p> <p>42. Coordinate on the reuse of the hospital’s old location, now known as the Wellspring Campus, in accordance with this Comprehensive Plan.</p>
Cemeteries	43. Private parties will add to cemetery land as needed.
Childcare Facilities	44. Area child care facilities will expand to meet needs as required.

## 2. IMPLEMENT A DIG ONCE AND JOINT TRENCH USE POLICY

The Sauk Prairie Area municipalities adopt a dig once and joint trench use policy, limiting street openings and promoting extension of broadband internet service (or at least conduit for future service) when road and utility projects occur. The policy includes the following components. To fully implement aspects of the policy marked with an asterisk (\*) below, adjustments to ordinances and engineering design standards are also necessary or advisable.

1. Share CIPs with utility, telecommunication companies, and non-profit entities to enhance the likelihood of coordinating projects.
2. Coordinate with broadband service providers for joint trenching and simultaneous projects when undertaking the engineering/design and pre-construction phases of all road and utility projects. The communities could also include fiber/conduit as part of the bid document, and in any case will coordinate on timing.
3. Require coordination between road and utility construction projects, no matter which agency or business initiates such projects, to the extent permitted by state and federal law. This should include sharing of engineering/design plans for comment and contribution, invitations and attendance at pre-construction meetings, and joint trenching wherever possible. Joint trenching for electrical and fiber lines are particularly feasible and even desirable.\*
4. Include the simultaneous installation of fiber conduit within all Village and Town infrastructure installation projects, including local infrastructure installed by developers in new subdivisions and business parks, unless infeasible from a cost, public safety, or available space standpoint. Conduit serves as “place holder” for future service providers for network expansion.\*
5. Adapt engineering standards for designing roads and utilities (including developer installation) to ensure that conduit will be of a feasible size, design, and placement for future fiber installation and to maximize joint trenching. Also, establish standards advising the scope of project for which conduit would be required to be installed (e.g. major corridors or all roadways?)\*

### Why Dig Once?

“Dig once” and joint trench use policies are local government efforts to reduce the number and scale of repeated excavations for the installation and maintenance of communications and utilities infrastructure in public rights-of-way. They require a coordinated effort among public and private entities for installing infrastructure when there are plans for excavation. Such policies are sensible solutions to expedite the deployment of public and private utilities, including broadband telecommunications lines, along main routes.



6. Add “broadband/fiber” to the list of required public improvements in new subdivisions and other developments at the expense of the developer, and specify design requirements and construction standards/scope for installation of conduit and fiber infrastructure.\*
7. Restrict the frequency of road excavation for the purpose of installing utility, communications, or other underground infrastructure. This is designed to protect street investments, encourage earlier collaboration, and enable other alternatives like directional boring and small cells. Directional boring is a trenchless method of installing underground pipes, conduits, and cables along a prescribed bore path by using a surface-launched drilling rig, with minimal impact on the area. Small cells are devices attached to poles and/or buildings to increase network capacity via a wireless signal instead of excavation.\*
8. Encourage or require different techniques to minimize the impact of excavation, where required. For example, micro-trenching involves digging a small trench just inches under the road surface along the curb line to install fiber optic lines.\*
9. Encourage the County and State to coordinate with telecommunication providers and install conduit for fiber in accordance with Village standards, when participating on technical teams supporting or advising on County and State highway projects.
10. Investigate and follow WisDOT standards for facilitating highway corridors for broadband infrastructure, and explore possible relationships that may result in expansion of facilities from providers utilizing the Highway 12 corridor.

### 3. EXPAND HIGH-SPEED INTERNET AND DATA TRANSMISSION SERVICES

Communities across the country are recognizing the importance of wireless and high-speed internet access to quality of life for residents, and as an economic development tool to attract and retain technology-based employers and employees. The Sauk Prairie Area municipalities support the extension of high-speed broadband internet service. The goal is to assure that business parks, educational institutions, libraries, and even private residences are connected to high-speed, affordable service.

The Sauk Prairie Area may lag behind other Madison area and Sauk County communities in communications service, speed, and reliability. Rather than providing services directly, the Sauk Prairie Area municipalities seek to encourage current and potential internet service providers (ISPs) to expand and enhance service.

This may include further efforts to demonstrate local demand. Working through the Chamber of Commerce, the communities may organize a consortium of business stakeholders to assess needs against the levels of service that are available, identify the needs that are not being met, and explore new opportunities to expand use. This consortium could be connected to service providers. The communities can also engage in a broadband demand survey to identify un-served and under-served locations specific to consumer/business addresses. This information can be used to understand and analyze broadband gaps, and hopefully lead to opportunities to address gaps. LinkWISCONSIN has information on such surveys at <http://www.link.wisconsin.gov/surveys>.

The Villages may also pursue grants and creative use of local funding beyond property taxes to expand ISP service and broadband infrastructure. Potential grants are listed in the sidebar. Local sources like tax incremental financing may be used to assist with fiber or other high-speed communications transmission infrastructure.

#### Promising High-Speed Internet Expansion Grants

- *PSC Broadband Expansion Grants.* Administered by the Public Service Commission of Wisconsin to improve broadband communication facilities, targeted to underserved areas.
- *Wisconsin Economic Development Corporation Grants.* Supports community development efforts and provide financial incentives for shovel-ready projects. Grant recipients must demonstrate significant, measurable benefits in job opportunities, property values, and/or leveraged investment by local and private partners.
- *Community Development Block Grant.* Offers both public facilities and economic development grants, which can be leveraged to support infrastructure and facility projects.
- *USDA Community Connect Grants.* Offers grants to fund acquisition or leasing of facilities to serve residences and businesses, as well as community access points.



# CHAPTER 11

## INTERGOVERNMENTAL COOPERATION

### GOAL

Enhance relationships among the three municipalities, and with nearby and overlapping governments including the Sauk Prairie School District.

### OBJECTIVES

1. Work together and with others to encourage a compatible and efficient land use pattern; enhance economic opportunities; and preserve farming and natural resources.
2. Work together and with surrounding communities, counties, and WisDOT on future highway and pathway planning, design, and construction.
3. Continue to collaborate on delivering public services and utilities and exploring future opportunities.

### INITIATIVES

(SEE FULL CHAPTER TO READ MORE)

1. **Follow and Update the Three-Municipality Intergovernmental Boundary and Land Use Agreement.** The 2009 agreement has had many benefits, including establishing clear boundaries for municipal expansion through 2024. The municipalities intend to regularly review this agreement, and update it by 2024.
2. **Consider Formal Intergovernmental Agreements with Other Towns and the School District.** These may include provisions for joint park system management, water and sewer services adjacent to the Town of Merrimac, and Highway 12 planning and construction.
3. **Consider Future Opportunities for Additional Community Facility and Service Consolidation.** For example, before making significant capital investments in single-municipality services, the municipalities agree to study the potential for service consolidation, using a set of general criteria and intergovernmental communication.

## CHAPTER PURPOSE

The municipalities and school district in the Sauk Prairie Area have successfully demonstrated the many benefits of intergovernmental cooperation. These include logical community growth, consensus towards farmland and natural area preservation, efficient service delivery, high and consistent community appearance and character, and avoidance of unnecessary and costly conflict. This chapter contains policies and initiatives to continue and potentially expand intergovernmental cooperation in the Sauk Prairie Area.

## INTERGOVERNMENTAL COOPERATION POLICIES

1. Continue and enhance where possible cooperative extraterritorial zoning, land division review, official mapping, building permitting, stormwater management, and other intergovernmental regulatory processes.
2. Continue and expand intergovernmental agreements covering municipal boundaries, utilities, services, land uses, transportation, and other issues.
3. Work with the Sauk Prairie School District on growth projections, school facility planning, safe routes to schools implementation (e.g., sidewalks), joint recreational spaces and programming, and other issues of mutual interest.
4. Continue to pursue joint purchasing of equipment, materials, and services among the three municipalities and School District, such as through coordinating on capital improvement programs.
5. Work with neighboring jurisdictions, Sauk County, and neighboring counties on their land use, farmland preservation, and other planning efforts, with a goal of achieving consistency with the Sauk Prairie Comprehensive Plan.
6. Work together, and with neighboring towns, Wisconsin Department of Natural Resources (WisDNR), Lower Wisconsin Riverway Board, and local conservation groups on river, watershed, recreation, and habitat protection and improvement projects, including those in the Natural Resources chapter of this volume and the Comprehensive Outdoor Recreation Plan.
7. Cooperate with legislators, adjacent local governments, WisDOT, Federal Highway Administration, and WisDNR on intergovernmental transportation recommendations included in the Transportation chapter.

### Successful Cooperation Efforts

- 3-municipality intergovernmental agreement
- Intergovernmental Planning Committee, 2006-
- Joint Comprehensive Plan, 1995, 2005, 2016
- Joint Comprehensive Outdoor Recreation Plan, 2015
- Highway 12/PF/Airport Area Plan, 2012
- Sauk Prairie Healthcare siting and reuse, 2011-
- Highway 12 Growth Management Plan, 2003



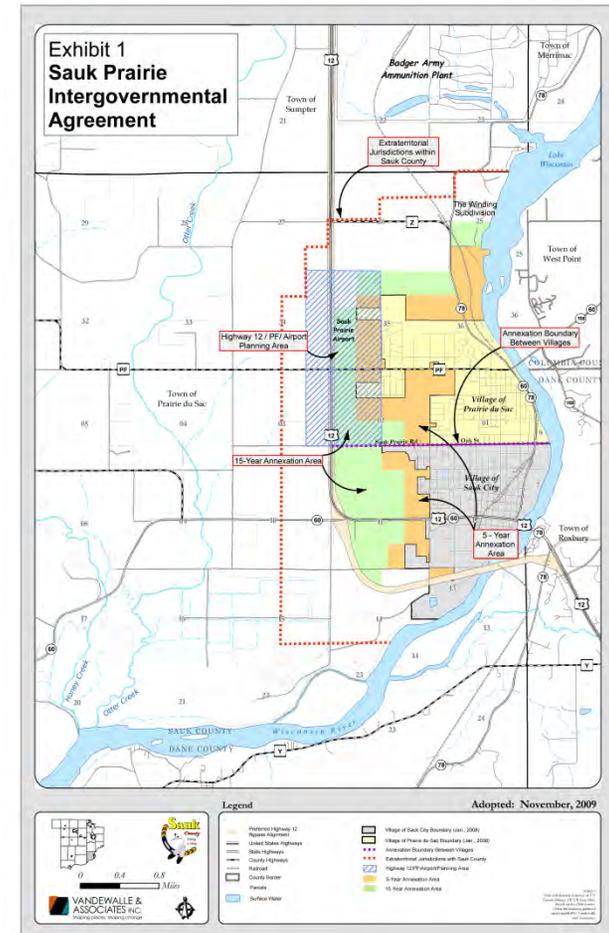
## INITIATIVES FOR INTERGOVERNMENTAL COOPERATION

### 1. HONOR AND UPDATE THREE-MUNICIPALITY INTERGOVERNMENTAL BOUNDARY AND LAND USE AGREEMENT

In 2009, the Villages and Town entered an intergovernmental agreement addressing a number of joint planning, boundary, land use, and zoning issues of mutual concern. This agreement is available for review by clicking [here](#) in digital versions, with the map summarizing geographic-based provisions reproduced to the right. This agreement had the following important results:

- Formally established the nine-member Intergovernmental Planning Committee (IPC)—a group with equal representation from the three municipalities. The IPC steers joint planning and implementation efforts, including amendments and updates to this Comprehensive Plan.
- Commits the municipalities to a program of annexation phasing. The areas in green and gold on the map to the right are available for annexation, under statutory procedures and limitation, at any time as of 2016. Lands beyond the green and gold areas may not be annexed until 2024. Sauk Prairie Road is the annexation border between the two Villages.
- Limits the provision of sewer and water services only to annexed land.
- Sets program for Highway 12/PF/Airport Area planning, completed in 2012.
- Directs completion of updates to the two Village/extraterritorial area zoning ordinances, which were either completed or underway at time of writing.

The recommendations in this Comprehensive Plan are based on this 2009 agreement. The current agreement expires in 2024, before the next Plan update would need be completed by statute. There is also occasional pressure to revisit the annexation and utility service boundaries, particularly at the Highway 12/PF intersection area. Therefore, the municipalities intend to review this agreement through the IPC, and update it before expiration.



## 2. CONSIDER FORMAL INTERGOVERNMENTAL AGREEMENTS WITH OTHER TOWNS AND THE SCHOOL DISTRICT

The municipalities will enter into other agreements with each other, with the governments of bordering towns, and with the Sauk Prairie School District. Such potential new or expanded agreements include the following:

- **With the Sauk Prairie School District.** The School District and the Sauk Prairie Recreation Commission—a creation of the municipalities in the vicinity—have 2004 and 2015 agreements for joint provision of recreational services for Area residents through the Sauk Prairie Recreation Department. As advised through the Sauk Prairie Comprehensive Outdoor Recreation Plan, the Sauk Prairie municipalities and the School District may explore adding the use, management, acquisition, and improvement of local parks to the job of the Department. District and municipal representatives participate in “5<sup>th</sup> Monday” meetings on each month that has one, which will be one venue for continued discussions.
- **With the Town of Merrimac.** In response to water quality issues associated with activities at the former Badger Army Ammunition Plant, the Town of Merrimac in 2015 formed a sanitary district. At time of writing, that district was waiting for the U.S. Army’s funding appropriation before beginning construction of a public water system. The Village of Prairie du Sac intends to pursue an agreement with the Town of Merrimac to advocate local interests in water and sanitary sewer service issues associated with the Town of Merrimac Sanitary District related to the Prairie du Sac Extraterritorial Zoning Area.
- **With the Town of Roxbury.** Highway 12 travels through Roxbury and any subsequent activities that may occur with WisDOT will need to include the Town. The Roxbury comprehensive plan acknowledges and maps Sauk City’s and Prairie du Sacs’ preferred location for a Highway 12 expansion alternative south of Sauk City, but a formal agreement may be advisable. This agreement could also cover agreements on land use patterns and service delivery.
- **With other towns, villages, and counties.** These may include, but are not limited to West Point, Sumpter, and Troy.

## 3. CONSIDER FUTURE OPPORTUNITIES FOR ADDITIONAL COMMUNITY FACILITY AND SERVICE CONSOLIDATION

The Sauk Prairie Area municipalities have a long history of collaboration and consolidation on public services and facilities. These have included a joint sewage treatment plant and interceptors, emergency medical services, police protection, and recreational programming. The municipalities intend to continue intergovernmental and shared service agreements for these public facilities and services, and on other service collaboration as opportunities present themselves. Through this Plan, the municipalities take no position on consolidation of two or more of the Sauk Prairie Area municipalities. Municipal consolidation may result in greater operational efficiency and economic growth. The most commonly raised concern over municipal consolidation appears to be loss of individual community identity and history.

# CHAPTER 12

## IMPLEMENTATION

### TOP PRIORITY PLAN IMPLEMENTATION INITIATIVES

(SEE FULL CHAPTER TO READ MORE)

- **Highest overall priority initiatives from entire plan listed here. To be recommended by Intergovernmental Planning Committee, following public input.**

## CHAPTER PURPOSE

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Specific follow-up actions will be required for the Comprehensive Plan to become reality. Further, adoption, implementation, and amendment processes are complicated by the fact that this is one unified plan for three municipalities. This final chapter provides the Sauk Prairie Area municipalities with a roadmap for joint Plan management and implementation.

## UNDERSTANDING THE COMPREHENSIVE PLAN

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The Sauk Prairie Comprehensive Plan was adopted following procedures specified by Wisconsin’s comprehensive planning statute. This included opportunities for public, business, intergovernmental input; Village and Town Plan Commission recommendations; a joint public hearing; and finally Village Board and Town Board adoption of the Plan by ordinance. Considering both the Conditions and Issues and Vision and Directions volumes, the Plan includes all necessary elements under statute.

In addition to these two volumes, the Sauk Prairie Comprehensive Plan includes two other stand-alone plans. One is the Highway 12/PF/Airport Area Plan, which the municipalities’ adopted as a detailed component of the Comprehensive Plan on June 26, 2012. The second is the Sauk Prairie Comprehensive Outdoor Recreation Plan (CORP). Each of the three communities originally adopted the CORP in fall 2015, but together they re-adopted the CORP as a detailed component of the Sauk Prairie Comprehensive Plan when these two volumes were adopted in 2016.

The comprehensive planning statute requires that this Implementation chapter “describe how each of the elements of the comprehensive plan shall be integrated and made consistent with the other elements of the comprehensive plan.” Because the two volumes of the entire Plan were prepared simultaneously, and the communities worked to resolve potential conflicts, there are no known internal inconsistencies between the different elements or chapters of either volume of this Comprehensive Plan. Further, the IPC and community planners took care to assure consistency among these volumes, the Highway 12/PF/Airport Area Plan, and the CORP.

## MARKETING THE COMPREHENSIVE PLAN

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This Plan volume should be used by government officials, developers, residents, and others interested in the future of the Sauk Prairie Area to guide growth, development, redevelopment, and preservation. Still, this Plan will have value only if it is shared, understood, and supported. The municipalities will work to increase awareness of this Plan, such as by:

- Ensuring that up-to-date materials are easily accessible on the Town and Village websites.
- Speaking to community organizations and school groups about the Plan.



- Displaying the Sauk Prairie Area’s vision, the Future Land Use map, and other Plan materials at Town and Village Halls.
- Incorporating initiatives into annual budgets and capital improvement programs, as funding allows.
- Presenting and discussing implementation progress and performance reports to the Intergovernmental Planning Committee (IPC), and later Town and Village Boards and Plan Commissions.
- Encouraging all committees and staff to become familiar with and use the Plan in their decision making.

### **IMPLEMENTING INITIATIVES IN THE PLAN**

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Figure 12-1 includes all of the initiatives from each chapter within this volume of the Plan. See the referenced chapter in this figure for more information on each initiative. Also, see Figure 10-1 for Community Facilities and Utilities projects.

The IPC evaluated all of the initiatives in Figure 12-1 against one another to arrive at a priority rating for each initiative, considering the overall benefit to the Sauk Prairie Area. Each Village or Town may have its own local priorities that differ. “Top” priorities in Figure 12-1 are a primary regional focus, at least, over the following few years. “High” priorities should advance as soon as practical, assuming that “top” priorities are on course and manageable. “Moderate” priorities may elevate to “high” or “top” priorities, or may be ongoing or time-permitting initiatives of the associated staff. Priorities may be adjusted by individual Village/Town Boards, or to capture unique opportunities. Also, Figure 12-1 may not include all priorities the municipalities were actively pursuing at time of writing, such as development of the Great Sauk Trail.

### **PRIORITIES IN TABLE TO BE COMPLETED FOLLOWING PUBLIC INPUT ON DRAFT PLAN**



Figure 12-1: List of Comprehensive Plan Initiatives by Priority

#	Initiative (click on link to learn more)	From Chapter...	Area-wide Priority
1	<a href="#">Continue and Refine Land Use Policies that Support Agriculture</a>	2: Agriculture	
2	<a href="#">Support Farmers if Interested in an Agricultural Enterprise Area</a>	2: Agriculture	
3	<a href="#">Help Expand Markets for Local Farm Products</a>	2: Agriculture	
4	<a href="#">Support Development of New Uses for Agricultural Products</a>	2: Agriculture	
5	<a href="#">Support Agricultural Education and Information Exchange</a>	2: Agriculture	
6	<a href="#">Identify, Protect, and Refine Environmental Corridors</a>	3: Natural Resources	
7	<a href="#">Maintain and Enhance the Natural Experience Along the Wisconsin River Corridor</a>	3: Natural Resources	
8	<a href="#">Maintain and Improve Water Quality</a>	3: Natural Resources	
9	<a href="#">Encourage Preservation of Historic and Architecturally Significant Buildings</a>	4: Culture & Comm	
10	<a href="#">Advance Tourism, Particularly Related to Nature, Heritage, and Agriculture</a>	4: Culture & Comm	
11	<a href="#">Continue to Advance the Sauk Prairie Riverway Brand</a>	4: Culture & Comm	
12	<a href="#">Advance “River and Prairie” Community Character</a>	4: Culture & Comm	
13	<a href="#">Develop a Cooperative, Progressive Economic Development Strategy</a>	5: Economic Development	
14	<a href="#">Help Existing Local Businesses Grow and Thrive</a>	5: Economic Development	
15	<a href="#">Attract New Businesses that Capitalize on Strengths and Fill Niches</a>	5: Economic Development	
16	<a href="#">Secure Vacant, Improved Land for Commercial and Industrial Expansion</a>	5: Economic Development	
17	<a href="#">Promote the Development of New Residential Subdivisions</a>	6: Housing & Neighborhoods	
18	<a href="#">Guide New Neighborhood Design Focused on Livability and Value</a>	6: Housing & Neighborhoods	
19	<a href="#">Encourage New Multiple Family Housing to Respond to Generational &amp; Workforce Needs</a>	6: Housing & Neighborhoods	
20	<a href="#">Require Maintenance of Older Neighborhoods and Housing</a>	6: Housing & Neighborhoods	
21	<a href="#">Implement Design Standards for Limited Housing in Rural Areas</a>	6: Housing & Neighborhoods	
22	<a href="#">Use the Future Land Use Maps to Guide Growth and Development</a>	7: Land Use	

#	Initiative (click on link to learn more)	From Chapter...	Area-wide Priority
23	<a href="#">Promote (Re)Development in “Smart Growth Areas”</a>	7: Land Use	
24	<a href="#">Consider Intercommunity Water Street Visioning Process</a>	7: Land Use	
25	<a href="#">Ensure Appropriate Transitions and Buffering Between Land Uses</a>	7: Land Use	
26	<a href="#">Modernize Land Use Regulations and Align with this Plan</a>	7: Land Use	
27	<a href="#">Promote Economic Growth in the “Highway 12 Lueders-to-60 Corridor”</a>	8: Targeted Investment Areas	
28	<a href="#">Encourage Housing &amp; Neighborhood Businesses in “Prairie du Sac West Neighborhood”</a>	8: Targeted Investment Areas	
29	<a href="#">Integrate Health Care and Compatible Uses in the “Highway 12/PF/Airport Area”</a>	8: Targeted Investment Areas	
30	<a href="#">Guide Continued Reinvestment in Downtown Prairie du Sac through a Unified Plan</a>	8: Targeted Investment Areas	
31	<a href="#">Implement Recent Plans to Encourage Continued Reinvestment in Sauk City’s Downtown</a>	8: Targeted Investment Areas	
32	<a href="#">Support Mixed Use Redevelopment On and Near the Former Spruce Street Elementary Site</a>	8: Targeted Investment Areas	
33	<a href="#">Engage in Continued Reuse Planning and Implementation for the Wellspring Campus Area</a>	8: Targeted Investment Areas	
34	<a href="#">Help Address Unsustainable Traffic Increases on Highway 12</a>	9: Transportation	
35	<a href="#">Upgrade Local Roads to Meet Modern Needs</a>	9: Transportation	
36	<a href="#">Use the Official Map and Targeted Investment Area Plans to Guide Future Roadways</a>	9: Transportation	
37	<a href="#">Expand Biking and Walking for Transportation and Recreation</a>	9: Transportation	
38	<a href="#">Support the Sauk Prairie Airport as A Small, Privately Owned and Operated Airfield</a>	9: Transportation	
39	<a href="#">Stage Improvements to Public Facilities through Capital Improvement Programs</a>	10: Com Facilities & Utilities	
40	<a href="#">Implement a Dig Once and Joint Trench Use Policy</a>	10: Com Facilities & Utilities	
41	<a href="#">Expand High-Speed Internet and Data Transmission Services</a>	10: Com Facilities & Utilities	
42	<a href="#">Honor and Update 3-Municipality Intergovernmental Boundary &amp; Land Use Agreement</a>	11: Intergvmntl Cooperation	
43	<a href="#">Consider Formal Intergovernmental Agreements with Other Towns &amp; the School District</a>	11: Intergvmntl Cooperation	
44	<a href="#">Consider Future Opportunities for Additional Community Facility &amp; Service Consolidation</a>	11: Intergvmntl Cooperation	

## USING THE PLAN FOR DAY-TO-DAY DECISION MAKING

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The three municipalities will constantly evaluate their decisions on private development proposals, public investments, regulations, incentives, and other actions against the recommendations of this Plan. Many of the individual decisions guided by this Plan will revolve around zoning, land divisions, public investments, and intergovernmental relations. The three municipalities' approach to evaluating consistency of subsequent decisions with this Comprehensive Plan is as listed below:

- **Zoning:** Proposed zoning text and map amendments (rezonings) must be consistent with this Plan by statute. The Future Land Use map (Maps 9A and 9B) will be used to guide the application permanent zoning to property. However, the precise location of zoning district boundaries may vary from the Future Land Use map, as judged appropriate by the associated municipality. Departures from the exact land use boundaries depicted on the Future Land Use map may be particularly appropriate for properties located at the edges of future land use areas. In their consideration of zoning map changes, the associated Plan Commission and Village or Town Board will also evaluate the specific timing of the zoning map amendment request, its relationship to the nature of both existing and future land uses, the current availability of public infrastructure and services, and the details of the proposed development. Therefore, this Plan allows for the phasing of zoning actions and the refinement of the precise recommended land use boundaries through the zoning processes. Where the Village or Town wishes to amend its zoning map in a manner that differs from this Plan, the Plan will first need to be amended to resolve the difference(s) under the procedures specified later in this chapter.
- **Land Division:** Proposed land division ordinances/subdivision regulations must be consistent with this Plan, and land divisions and subdivisions under them should be generally consistent. In their consideration of land divisions, the associated Plan Commission and Village/Town Board will also evaluate the specific timing of the land division request, its relationship to the nature of both existing and future land uses, the current availability of public infrastructure and services, and the details of the proposed development. This Plan allows for the phased timing and the refinement of the precise recommended development pattern through the land division process, as deemed appropriate by the associated Plan Commission and Village Board.
- **Official Map Actions:** The Official Map must also be consistent with the Comprehensive Plan. The Future Transportation and Community Facilities Map (Map 17) is both a part of this Comprehensive Plan and the Villages' and Town's Official Map under Section 62.23(6) of Wisconsin Statutes. It will be used to guide the general location and design of both existing and new public streets and other features shown on that map. Departures from the exact locations depicted on these maps will often be resolved through platting and land development processes. In their consideration of amendments to this map, the associated Plan Commission(s) and Village/Town Board(s) will evaluate the specific timing of the amendment request, its relationship to the nature



of both existing and future land uses, and the details of the proposed amendment. Amendments to Map 17 should follow amendment processes under both Sections 62.23(6) and 66.1001 of Wisconsin Statutes.

- **Public Investments:** Proposed public investment decisions will generally be guided by the recommendations in this Comprehensive Plan, including Figure 10-1. The timing and precise location of public investments may vary, as judged appropriate by the associated Village or Town Board, often following recommendations from appropriate committees. This Plan allows for the phased timing and the refinement of the precise recommended public facilities and other public investments, as deemed appropriate by the associated Village or Town Board.
- **Intergovernmental Relations:** The three-municipality intergovernmental agreement, as amended or updated, will be used to guide zoning, land division, official map, and public investment decisions. Amendments or updates to that agreement, other new or amended agreements, or other intergovernmental relation decisions will generally be guided by the recommendations in this Plan. However, in their consideration of intergovernmental decisions and agreements, the Town and Village Boards will also evaluate a wide variety of other factors. Departures from the recommendations in this Plan shall be resolved by the Village and/or Town Boards through the associated intergovernmental process.

## MONITORING THE PLAN AND THE IPC'S ROLE

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The three municipalities generally rely both on their staffs and on the IPC to monitor the Comprehensive Plan and potential amendments. The IPC intends to meet at least once annually to:

- Review decisions on private development proposals and progress on initiatives over the previous year against the recommendations of this Plan.
- Consider municipality, developer, and public requested amendments to the Plan over the previous year and in response to new opportunities, more detailed analyses, or changing community conditions.
- Monitor changes in the State comprehensive planning and related laws to determine how they may affect this Plan.
- Offer recommendations to the Plan Commissions and Boards on amendments to the Comprehensive Plan.
- Monitor the implementation of the intergovernmental agreement among the three municipalities, and consider amendments, extension, or update of that agreement as may be mutually beneficial.



The IPC may meet more frequently than once per year if one of the participating municipalities identifies an issue that is related to the Comprehensive Plan or otherwise as advised by the communities to address planning matters of mutual concern. The IPC will not convene at the direction of any other person, group, or entity. In other words, other interests will need to convince one of the participating IPC that the Committee should convene before the IPC will convene.

## AMENDING THE COMPREHENSIVE PLAN

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The three municipalities will amend and update the Plan as appropriate. Because this is a three-community Plan, amendments and updates will occasionally create logistical and political challenges. However, the three communities agree that the advantages of intergovernmental cooperation and regional thinking outweigh these challenges.

“Amendments” are generally defined as minor changes to the plan maps or text, and inclusion of other detailed components (like the CORP). Amendments may be appropriate in the years following initial Plan adoption, particularly in instances where the Plan is becoming irrelevant or contradictory to emerging policies or trends, or does not provide specific advice or guidance on an emerging issue. The 2005 Plan included a general limitation on amendments to the Plan to once per year, but the IPC considered this limitation to be impractical. Going forward, the IPC and municipalities may consider amendments on a more frequent basis, but reserve the right to establish limitations in the future.

The following process for Plan amendments, also summarized in Figure 12-2, is proposed in response to the challenges associated with a three-community plan. The process is intended to make sure that regional issues receive heightened regional attention, local issues may be dealt with as locally as possible, and the plan amendment procedures of Section 66.1001(4), Wisconsin Statutes, are followed.

1. In coordination with the appropriate Town/Village Board, the local Plan Commission meets to discuss a potential amendment to the Plan. The Commission may then vote to forward the proposed Comprehensive Plan amendment to the IPC. The Town or Village is not required to forward all private requests for Plan amendments to the IPC, if the Town or Village does not agree with the request.
2. The IPC reviews all forwarded amendment requests against the vision, goals, and objectives of the Comprehensive Plan. The IPC may also initiate its own Plan amendment proposals, with or without the advice of its staff. Public comment may be solicited during an IPC meeting. For each amendment request, the IPC makes a determination on whether to recommend local approval of the request, how specifically to respond to the request (i.e., what language and/or map in the Plan to change), and whether the amendment will have a “regional” (2+ community) or “local” (only one community) impact. The IPC then forwards all recommended amendments for Town/Village consideration of approval.



3. The Plan Commissions of each community make a recommendation by resolution to the appropriate Town Board or Village Board by majority vote of the entire Commission (see Section 66.1001(4)b of Statutes). The Plan Commissions intend to defer to the wishes of the affected communities for amendments determined by the IPC to have a “local” impact only.
4. The administrative coordinator of the IPC, who shall be selected by the IPC, may send a copy of the recommended Plan amendments to all adjacent and overlapping government jurisdictions, including the Sauk County Conservation, Planning, and Zoning Department. Metallic mine operators, any person who has registered a marketable nonmetallic mineral deposit with the local government, and any other property owner or leaseholder who has requested notification in writing must be informed through this notice procedure.
5. The administrative coordinator directs the publishing of a Class 1 notice, with such notice published at least 30 days before the joint public hearing described below and containing information required under Section 66.1001(4)d, Wisconsin Statutes.
6. Not less than 30 days after publishing of the notice, the Town and Village Boards hold a joint public hearing on identical ordinances that would incorporate the proposed amendments into the Sauk Prairie Comprehensive Plan.
7. Each Town and Village Board acts on the ordinance adopting the proposed Plan amendments. Adoption must be by a majority vote of all members of each Board. This may be at the same meeting immediately following the public hearing, or at a subsequent joint or individual Board meeting. The Boards intend to defer to the wishes of the affected communities for amendments determined by the IPC to have a “local” impact only.
8. The IPC’s administrative coordinator sends a copy of the adopted Board ordinances and Plan amendments to all adjacent and overlapping government jurisdictions and metallic mine operators, any person who has registered a marketable nonmetallic mineral deposit with the local government, and any other property owner or leaseholder who has requested notification in writing as required under Sections 66.1001(4)b and c, Wisconsin Statutes.

## UPDATING THE COMPREHENSIVE PLAN

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A Plan update is more significant than an amendment. An update often involves a substantial re-write of the document and maps, including review of statistical data and identification of policy changes. Under current State law, the Villages of Prairie du Sac, Sauk City and Town of Prairie du Sac will need to update this Plan no later than 10 years following the adoption date on the cover. Based on this deadline, the three communities intend to update this Comprehensive Plan by the year 2026 (i.e., ten years after 2016).



Figure 12-2: Sauk Prairie Comprehensive Plan, Summary of Plan Amendment Process

