



ORDINANCE NO. 3, SERIES 2019

AMENDMENTS TO TITLE 10, CHAPTER 1 (ZONING CODE) RELATED TO SETBACKS
FOR AIRPORT LAND USES AND WITHIN THE AIR AIRPORT ZONING DISTRICT

WHEREAS, on August 18, 2011, Title 10, Chapter 1 of the Village's Municipal Code (the Zoning Code), covering both lands within the Village limits and the extraterritorial zoning area in the Town of Prairie du Sac, was updated following a two year public process; and

WHEREAS, on July 8, 2019, the owner of the Sauk Prairie Airport applied for an amendment to the Zoning Code to allow airplane hangars to be sited as close as 25 feet from a side or rear lot line, rather than the 100 feet that the Zoning Code required before adoption of this ordinance; and

WHEREAS, the Village Plan Commission and Prairie du Sac Extraterritorial Zoning Committee held a joint public hearing on the proposed Zoning Code amendments included in this ordinance, and have favorably recommended Village Board adoption of the same; and

WHEREAS, the Village Board finds that the proposed amendments to the Zoning Code in this ordinance are consistent with the Sauk Prairie Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED that the Village Board of Prairie du Sac, Sauk County, Wisconsin, does ordain that the following amendments to Title 10, Chapter 1 (Zoning) of the Code of Ordinances are hereby adopted, with the amendments to Title 10, Chapter 1 applicable both within the Village and extraterritorial zoning area except where otherwise indicated.

Section 1: Amend definition of "Front Lot Line" in Section 10-1-0104 as follows:

Lot Line, Front: A lot line which abuts a public or private street right-of-way. In the case of a lot which has two or more street frontages, the lot line along the street from which the ~~house~~ lot is addressed shall be the front lot line.

Section 2: Amend Section 10-1-0310(f)(2) as follows:

- (2) Airport or Heliport. An Airport or Heliport is a transportation facility providing takeoff, landing, servicing, storage and other services for air transportation vehicles. ~~Except for helipads for hospitals or related uses, the~~ operation of any type of air transportation vehicle (including ultralight aircraft, hang gliders, parasails, and related equipment, but excepting model aircraft) within the jurisdiction of this Chapter shall occur only in conjunction with an approved Airport or Heliport. ~~The Airport or Heliport land use~~ does not include helipads for hospitals or related uses, which are instead considered accessory uses.

Regulations:

- a. All new or extended airport runways shall require a Conditional Use Permit.
- b. Minimum setbacks from all lot lines for the initial establishment or extension of improvements after August 1, 2019 shall be the greater of those required in Figure 10-1-0404(b) or as follows:

1. Runways, taxiways, helipads, or other similar higher-intensity operational areas as determined by the Zoning Administrator: 100 feet.
2. Except for permitted intrusions in Section 10-1-0412, a-All buildings, structures aside from fencing, screened outdoor airplane or helicopter storage areas, and any other activity lower-intensity operational areas: shall be located a minimum of 100-25 feet from all lot lines.
- ~~a-c.~~ Where any improvement described in subsection b. is proposed within 200 feet of a lot line abutting residentially zoned land or land in the Comprehensive Plan that is planned for residential use, the owner shall install and continually maintain a bufferyard with a minimum opacity of 0.80 (see Section 10-1-0701).
- ~~b-d.~~ All crops, trees, structures, fences, storage areas, and parking areas shall be located and setback from all runways in accordance an airport master plan developed by the Petitioner in accordance with FAA guidelines, or similar plan, and recorded with provided to the Village before the issuance of the associated Village permit.
- ~~e-c.~~ Minimum Required Parking: one space per each employee on the largest work shift, plus one space per every leasable hangar space plus sufficient parking required for any other approved on-site use.

Section 3: Amend Figure 10-1-0404(b) in the manner indicated in the attached Exhibit A.

Section 4: Create Section 10-1-0412(a)(2)e. [Permitted Intrusions Into Required Interior Side Yards] as follows:

- e. Fuel and other above-ground tanks, provided that each is set back no less that the minimum required pavement setback in Figure 10-1-0402(b), 10-1-0403(b), or 10-1-0404(b), as applicable, and that all applicable state and federal setbacks are also met.

Section 5: Create Section 10-1-0412(a)(3)f. [Permitted Intrusions into Required Rear Yards] as follows:

- e. Fuel and other above-ground tanks, provided that each is set back no less that the minimum required pavement setback in Figure 10-1-0402(b), 10-1-0403(b), or 10-1-0404(b), as applicable, and that all applicable state and federal setbacks are also met.

Section 6: This ordinance shall become effective upon its adoption and publication in the manner provided for by law.

Adopted this 10th day of September, 2019.
 Published this 19th day of September, 2019.



Village of Prairie du Sac, WI

Cheryl A. Sherman
 Cheryl A. Sherman
 Village President

Niki Conway
 Niki Conway
 Village Clerk

Exhibit A: Amendments to Figure 10-1-0404(b)

Figure 10-1-0404(b): Business, Office, Manufacturing, Institutional, and Airport District Setback and Height Standards

(1) Zoning District	Minimum Setbacks (ft) (b)(g)						Minimum Principal Building Separation (ft)	Maximum Building Height (stories/ft)	
	Principal and Accessory Building to Front and Street Side Lot Lines (a)	Principal Building to Interior Side Lot Line	Principal Building to Rear Lot Line	Side/Rear to Accessory Building (d)	Pavement (c)			Principal Bldgs	Accessory Bldgs
					Front or Street Side	Interior Side or Rear			
B-N Neighborhood Business	25	15	20	4/4	10	5	10	2/30	1/20
B-C Central Business	0	0 (f)	0	0/0	5	0	0	3/45	1/20
B-H Highway Business	35	15	30	12/15	10	5	10	3/45	1/20
B-R Rural Business	35	15	30	12/15	10	5	10	3/45	1/20
O-R Office and Research	25	15	20	12/15	10	5	10	4/60	2/35
M-L Limited Manufacturing	25	15	30 (h)	12/15	10	5	10	3/45	1/20
M-G General Manufacturing	35	15	30 (h)	12/15	10	5	10	3/45	2/35
I-1 Institutional (e)	25 (e)	15 (e)	20 (e)	4/4	10 (e)	5 (e)	10 (e)	4/60 (e)	1/20
AIR Airport (i)	35	15	25 30	12/15	10	5	10	2/30	1/20

- (a) Measured from existing or Officially Mapped right-of-way line, whichever is furthest from the centerline of the street.
- (b) Additional setback may be required along zoning district boundaries for landscape buffers. See Section 10-1-0701.
- (c) Includes all concrete, pavers, gravel, black-top, or and other similar paved or hard surfaces. This setback excludes intrusions required for driveway entrances and permitted or required for cross access driveways and pedestrian ways; shared driveways; and shared parking lots. See Section 10-1-0808(j) for minimum and maximum driveway widths.
- (d) On corner lots, street side yard setbacks must be equal to or greater than the minimum street side setback for the principal structure.
- (e) I-1 Institutional Districts adjacent to the B-C District shall instead use the same standards as the B-C District.
- (f) If side yard is provided, building must be at least 10 feet from side lot line abutting a non-residential zoning district (15 feet from residential district).
- (g) Minimum setback from US Highway 12 is 175 feet from centerline of highway right-of-way.
- (h) For each principal building constructed prior to August 18, 2011, the minimum setback between such building and the rear lot line shall be 15 feet.
- (i) All terminals, control towers, fueling facilities, hangars, pilot lounges, and other primary airport buildings as determined by the Zoning Administrator shall be classified as principal buildings. See Section 10-1-0310(f)(2) for unique setback requirement for new improvements associated with Airport or Heliport land uses.