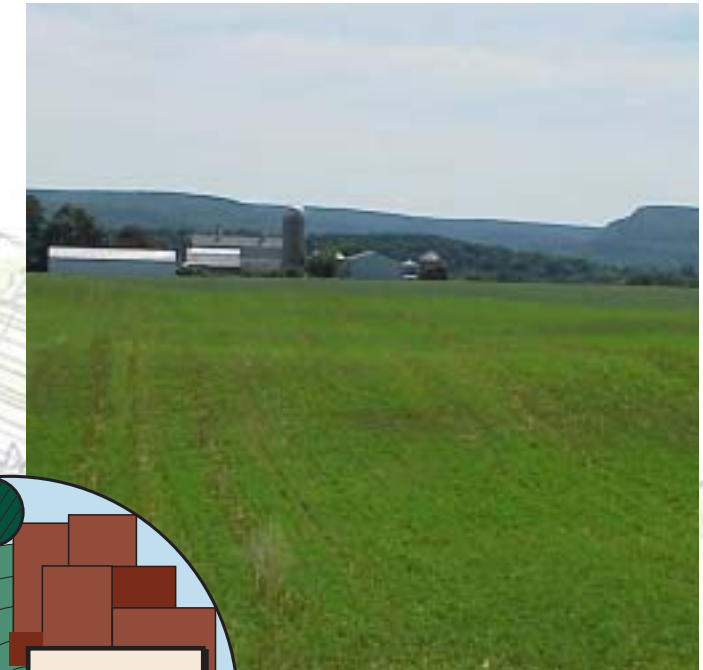


Neighborhood Devel

HIGHWAY 12 CORRIDOR GROWTH MANAGEMENT PLAN SUMMARY



FINAL: OCTOBER 21, 2003

ACKNOWLEDGMENTS

Highway 12 Local Planning Assistance Advisory Committee

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Dennis Breunig, Village of Prairie du Sac Representative

Tim Colby, Town of Sumpter Representative

Larry Fish, Village of Lake Delton Representative

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Sauk County Highway 12 Corridor Growth Management Products

Highway 12 Corridor Growth Management Plan Summary

Highway 12 Corridor Growth Management Plan Document

Appendix A: Inventory Report

Appendix B: Public Participation Results

Appendix C: Model Ordinance Language

Appendix D: Transportation Facility Implementation Tools

Appendix E: Model Intergovernmental Agreement

Appendix F: Potential Funding Sources

Adopted by Sauk County Board of Supervisors: October 21, 2003

Adopted by various local governments: Summer 2003



INTRODUCTION

Purpose

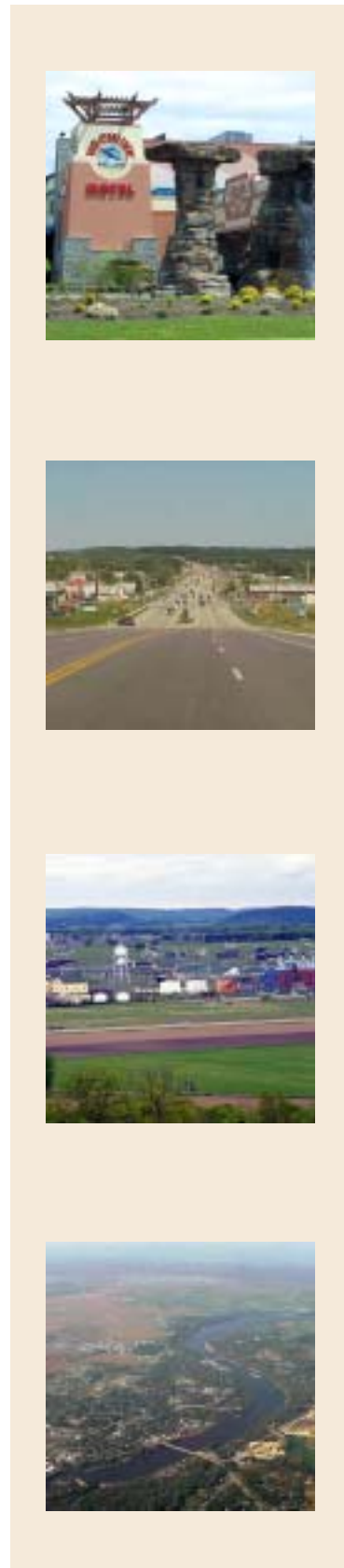
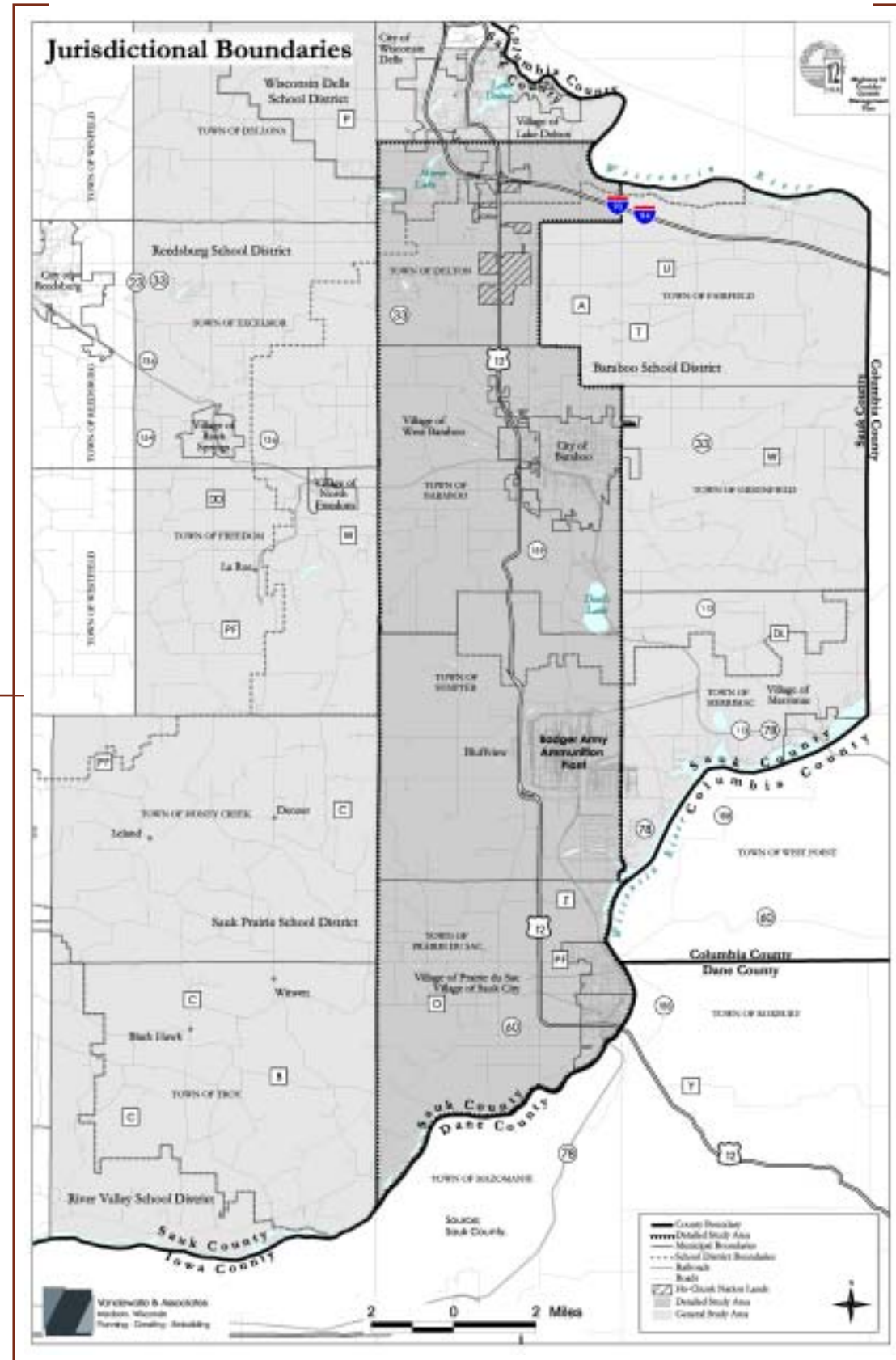
The *Highway 12 Corridor Growth Management Plan* includes an overall vision and detailed recommendations for the entire 24-mile Highway 12 corridor in Sauk County. The *Plan* identifies areas for growth and seeks to preserve natural areas and farms, protect community appearance and views, promote appropriate economic development, and make the most of transportation improvements. The *Growth Management Plan* does not make detailed recommendations on Highway 12 construction projects. These include the pending realignment in the Delton and Baraboo areas and a possible future bypass of the Sauk Prairie area.

Study Area

The *Plan's* recommendations will largely be implemented by participating local governments. Detailed recommendations are offered for communities located directly along Highway 12, including the Ho-Chunk Nation; the City of Baraboo; the Villages of Lake Delton (interchange area only), Prairie du Sac, Sauk City, and West Baraboo; and the Towns of Baraboo, Delton, Prairie du Sac, and Sumpter. These communities were all represented on the Highway 12 Local Planning Assistance Advisory Committee, which directed the process. More general recommendations and insights are provided for communities further from Highway 12.

Participation

To understand the goals, desires, and vision of the affected communities, the planning process included an extensive public participation effort. This included a community survey, corridor vision workshops, focus groups and stakeholder interviews, opportunities open houses, and local government plan review meetings. Monthly advisory committee meetings, county official updates, newsletters, and use of the County's web page supplemented these efforts. The participation exercises guided the overall vision, goals, and recommendations of the *Plan*.



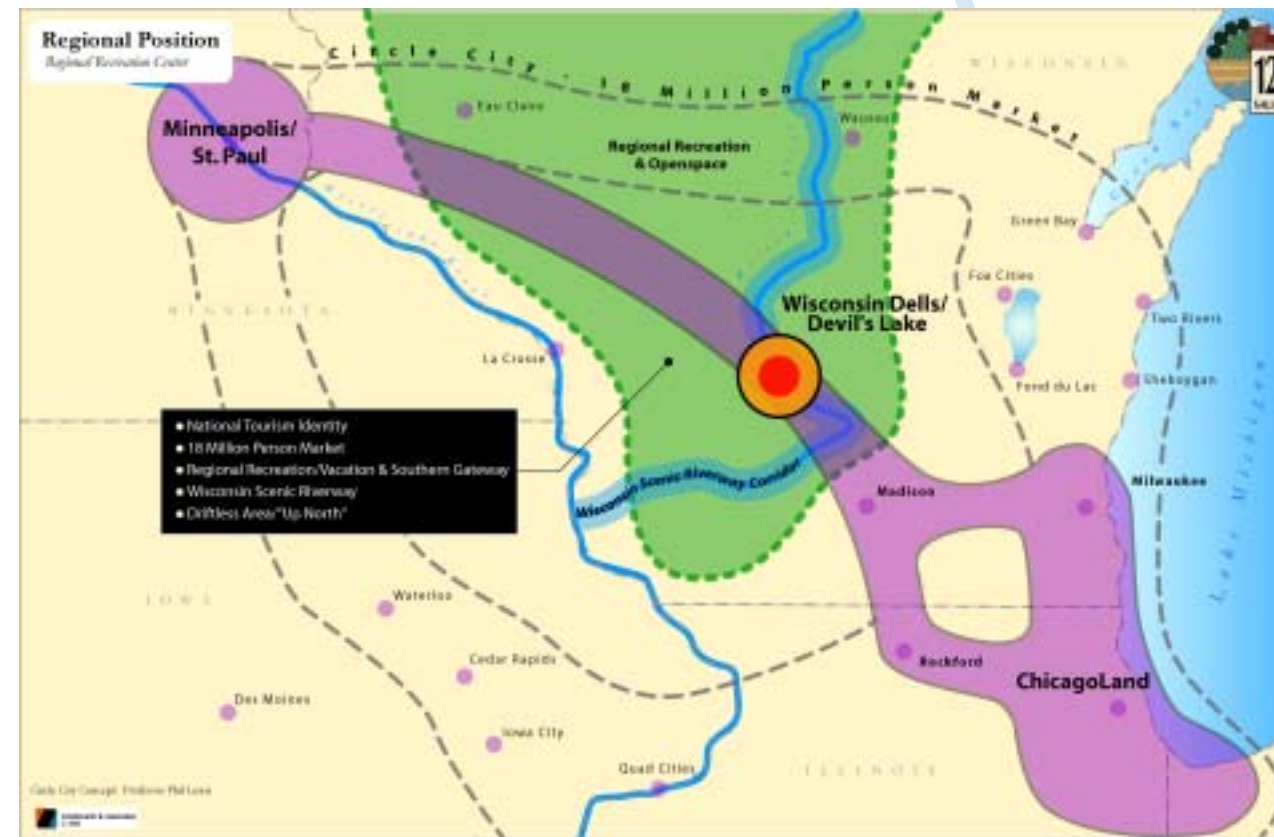
II OVERALL OPPORTUNITIES



The Sauk County stretch of Highway 12 traverses a dramatic and diverse natural landscape. It is here where an ancient ridge, a river valley, the unique Driftless Area, and the landscapes created by the retreat of the last glacier converge. Sauk County is also located at the centerpoint of regional population. Over 18 million people reside within a four-hour drive. This remarkable convergence of natural features and population creates multiple opportunities within the Highway 12 Study Area.

Opportunities are largely clustered near the Highway 12 corridor. These opportunities include:

- Greater marketability of nature- and commercial-based tourist destinations;
- Growth in traditional job and retail developments serving local and regional residents;
- Preservation of agricultural uses on the “outside” of future Highway 12 realignment and bypass projects;
- Expansion of new markets for local agricultural products; and
- Preservation of small-town living environments.



natural resources



quality of life

III VISION AND GOALS

The Highway 12 Local Planning Assistance Advisory Committee explored opportunities and reviewed public input to create a short vision statement and goals for the entire Highway 12 Study Area. The vision and goals provided a framework for more detailed recommendations in each of four planning districts.

VISION

The future economic and community health of the Highway 12 corridor communities is directly linked to the preservation of the region's natural and cultural resources. Preservation and enhancement of these assets through comprehensive, coordinated planning and development—along with the implementation of creative and diverse economic development initiatives—will help to maintain and ensure economic health and a high quality of life for future generations.

GOALS

- Preserve the region's diverse natural resources.
- Grow, coordinate, and celebrate the diverse tourist economy.
- Capitalize on emerging markets for agriculture.
- Preserve and enhance the region's quality of life for residents.

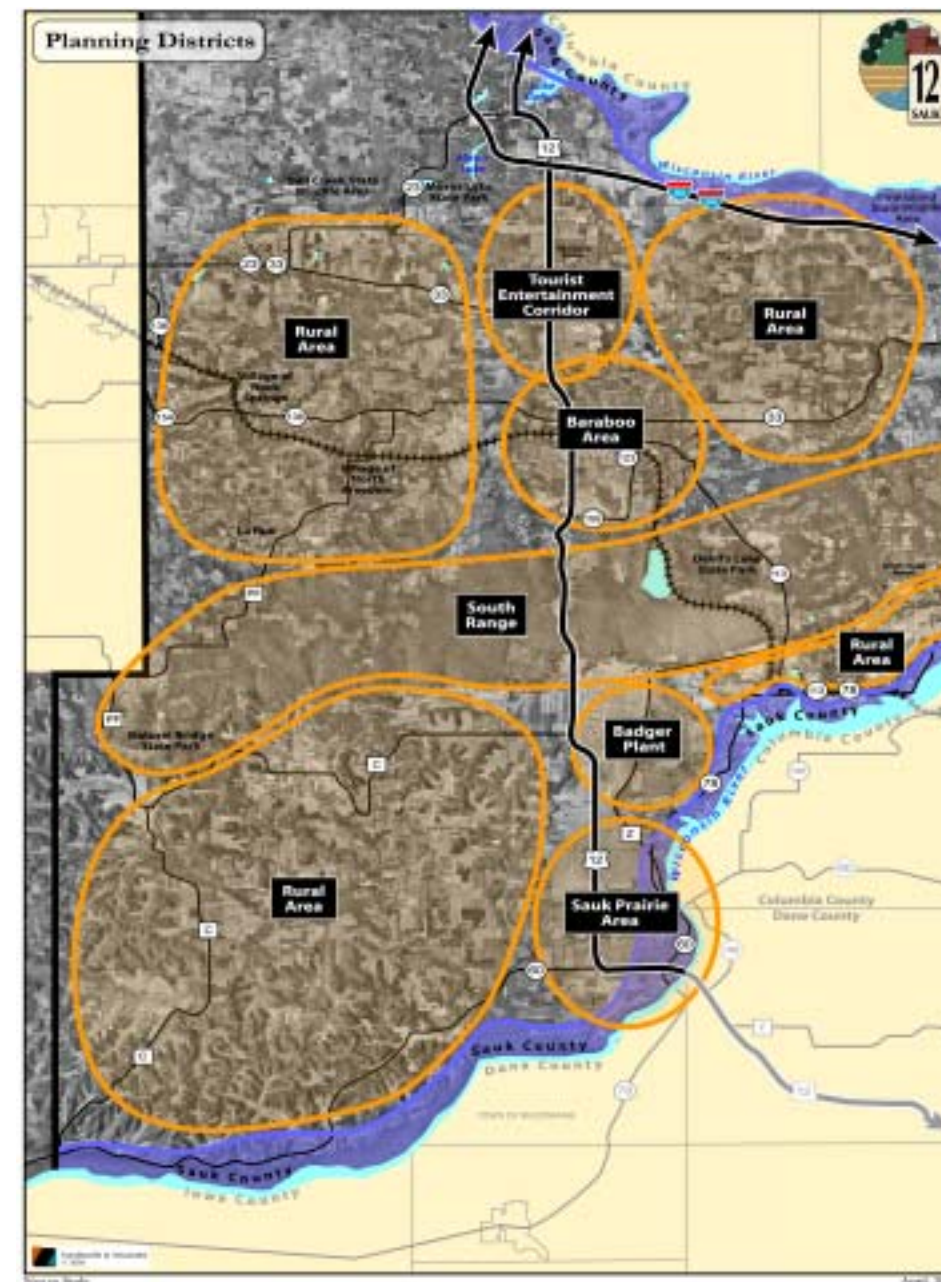
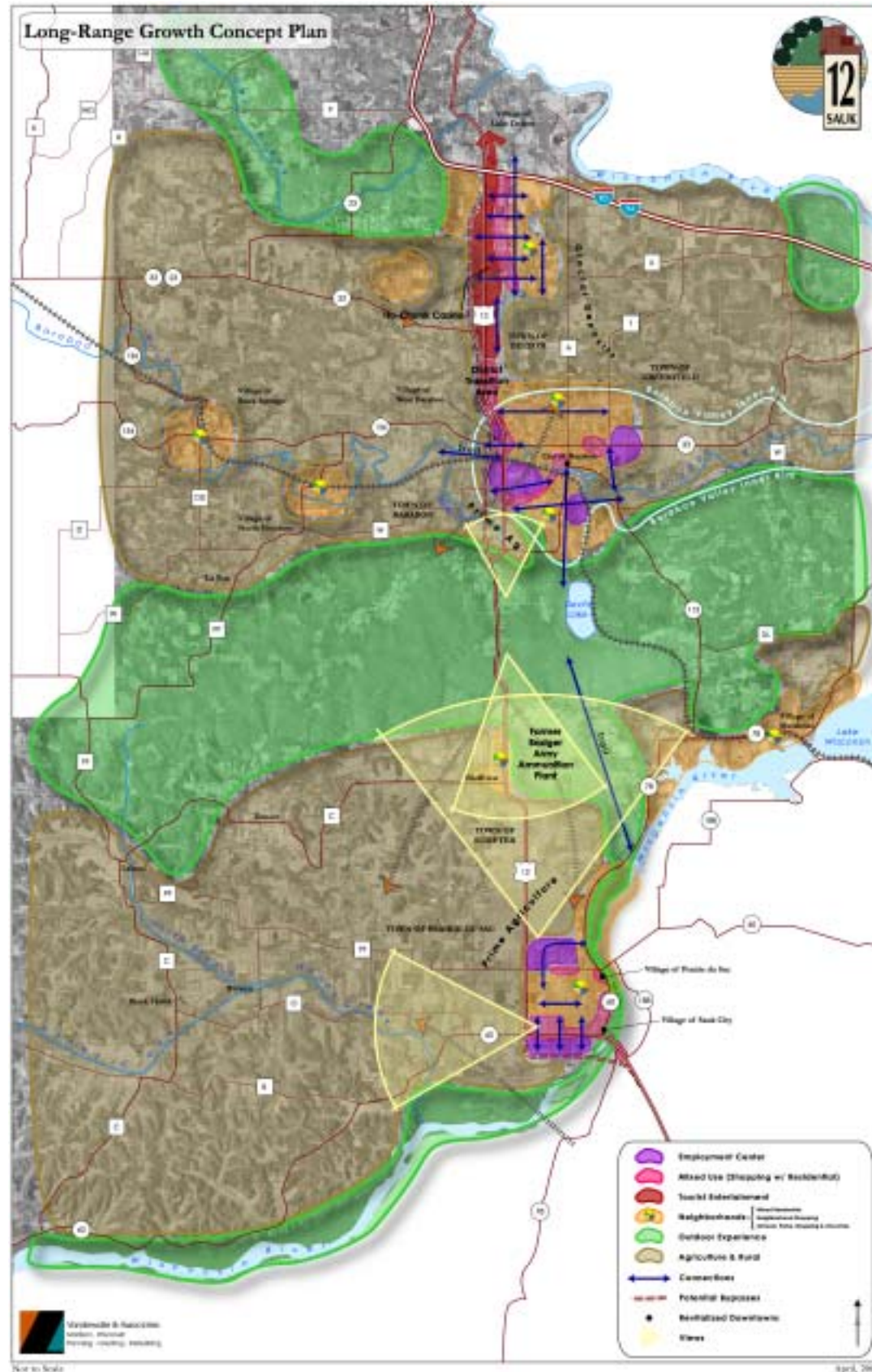
tourist economy



emerging markets



IV FRAMEWORK FOR FUTURE CHANGE



Long-Range Growth Concept Plan

Looking forward roughly 50 years, the map on the far left provides a general framework for future growth and preservation consistent with the overall vision. It is not a detailed land use plan for the Study Area. The map suggests:

- ❑ Concentrations of future growth where development has historically occurred.
- ❑ A new development corridor between the Baraboo Area and Lake Delton, building off from the Ho-Chunk Casino.
- ❑ Natural and man-made barriers, including Highway 12, providing future urban development edges.
- ❑ The importance of providing, maintaining, and enhancing transportation connections.
- ❑ An emphasis on maintaining the productive and scenic rural landscape.

Description of Different Districts

Different parts of the Study Area have dramatically different characters, landscapes, economies, governance issues, concerns, and needs. This points to the need to become more focused on recommendations for different parts of the Study Area. The rest of this document summarizes recommendations for the following planning districts:

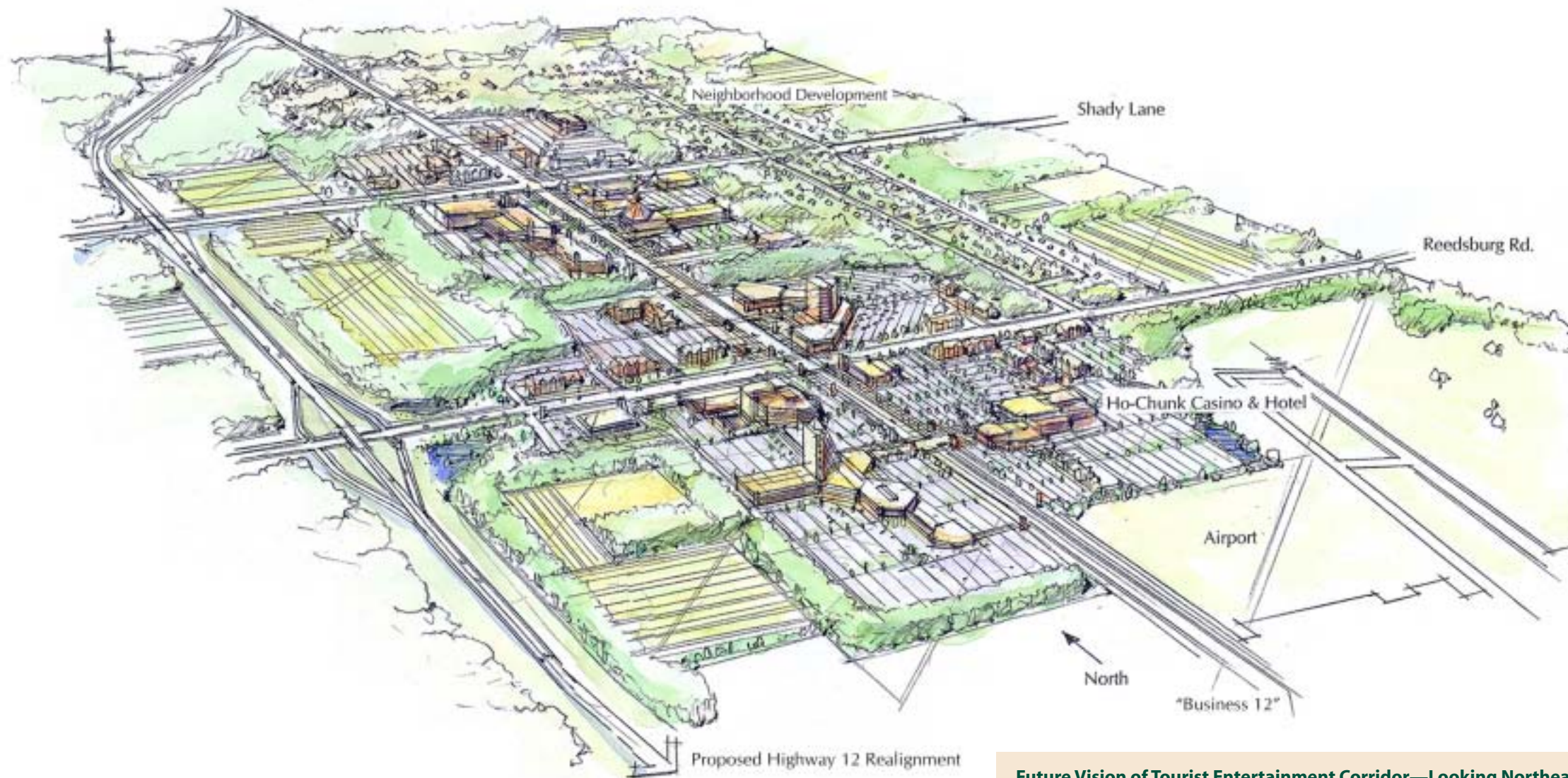
- ❑ Tourist Entertainment Corridor (between Baraboo Area and Interstate 90-94)
- ❑ Baraboo Area
- ❑ Sauk Prairie Area
- ❑ Rural Areas (within mostly farming and natural areas east and west of Highway 12)

V TOURIST ENTERTAINMENT CORRIDOR VISION

The Tourist Entertainment Corridor is at the northern end of the Study Area, between Interstate 90/94 in Lake Delton and the Highway 33/Old 33 area near West Baraboo. Growth opportunities are created by the concentration of hotels, commercial recreation, and entertainment venues; access to target markets for visitors via Interstate 90/94 the proposed Highway 12 realignment; and the availability of developable land.

Visitors from throughout the Midwest would come to experience high-quality entertainment in a unique setting built around a “forest and rivers” theme and celebrating local heritage. High-quality tourist-entertainment uses should be concentrated along the existing Highway 12 route, not the proposed realigned route. New development should be of higher density, emphasize quality design, include modest signage and lighting, and incorporate commercial tourist uses and activities in a pedestrian-friendly environment. Alternative modes of the transportation should include pedestrian walkways, bike paths, and perhaps a trolley system. Future development further off Highway 12 should feature services and housing to support local employees.

This vision for the Tourist Entertainment Corridor should be pursued in its entirety. Achievement of this vision will require the participation and leadership of the private sector and extensive intergovernmental cooperation at a level not seen before.



Future Vision of Tourist Entertainment Corridor—Looking Northeast

TOURIST ENTERTAINMENT CORRIDOR RECOMMENDATIONS

*forest and
rivers theme*

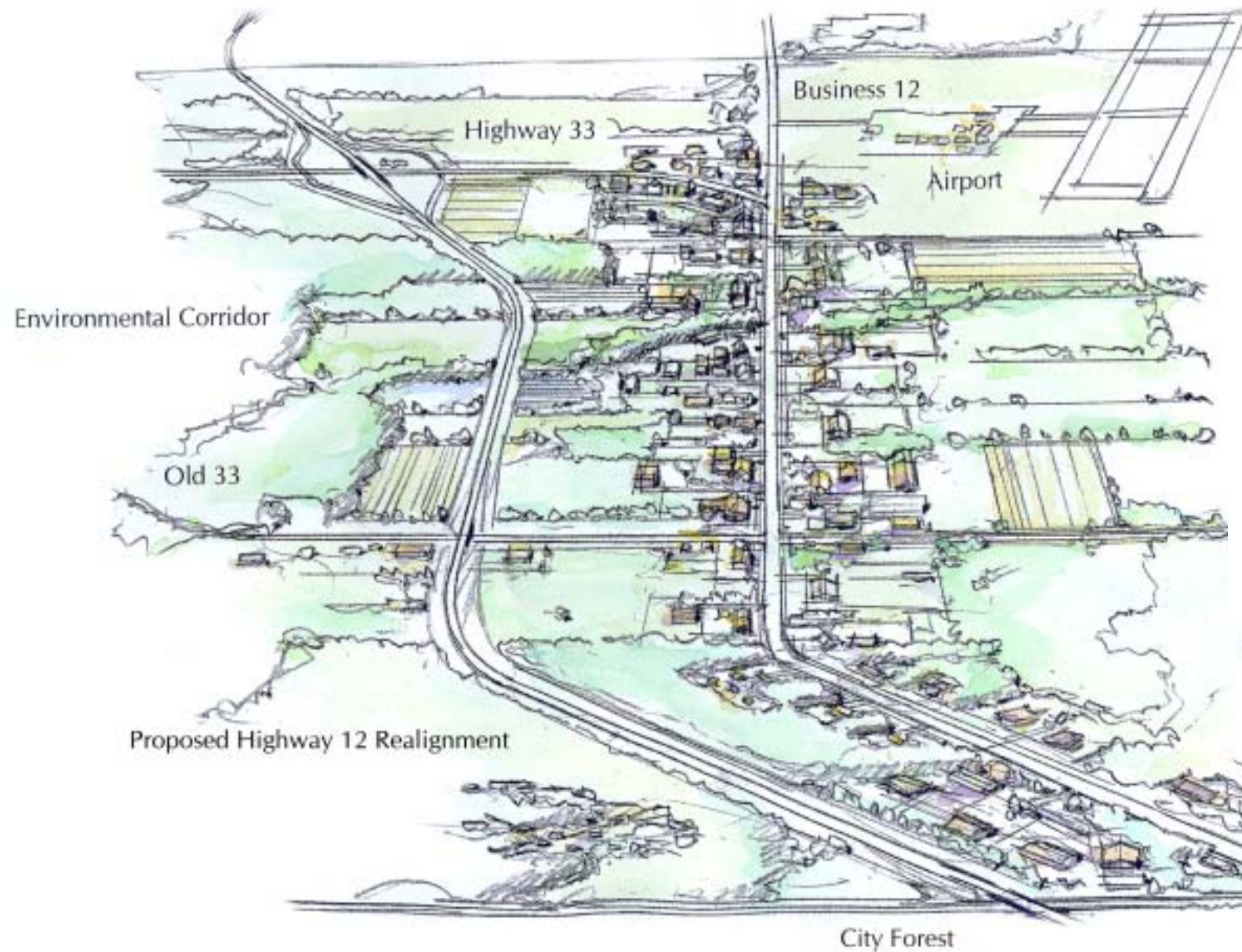


pedestrian-oriented streetscape

Community Character

- ❑ Implement a streetscape design theme for the existing Highway 12 route. The existing Highway 12 should evolve from a rural highway to a vibrant street and an attractive environment for people.
- ❑ Adopt detailed design standards for development and Highway 12 Design Overlay Zoning to:
 - Expand the desired “forest and river” theme.
 - Promote higher-density, multi-story hospitality, entertainment, and support uses.
 - Create an interconnected entertainment district, including public gathering spaces.
 - Require high-quality building, landscaping, signage, and lighting.
- ❑ Adopt ordinances to improve the number, location, and quality of signs, and to restrict the placement of new billboards. There are already 70 billboard sign placements in the Tourist Entertainment Corridor.

TOURIST ENTERTAINMENT CORRIDOR RECOMMENDATIONS



Agricultural, Cultural, and Natural Resources

- ❑ Preserve the wooded open space character at the District's south edge to allow the Tourist Entertainment Corridor and the Baraboo Area to retain their individual character.
- ❑ Preserve the rural scenic parkway experience along the proposed Highway 12 realignment, using it as an edge for urban development. West of the realigned highway, local planning and zoning, preservation incentives, proper utility planning, and road access control will be important. Landscaping east of the realigned highway should provide a visual break.
- ❑ Protect natural resource remnants and crossings along Highway 12. Preserving east-west environmental corridor crossings and avoiding significant resource areas should be a key component of highway project design and new development proposals. Modern stormwater management techniques should be used.
- ❑ Develop a Visitor Interpretive and Education Center as a new visitor destination. This center could celebrate the unique Native American and natural history of the area.

TOURIST ENTERTAINMENT CORRIDOR RECOMMENDATIONS

mixed-use transition



restaurant niche



transit



childcare facilities



Land Use

- ❑ Prepare a detailed, intergovernmental neighborhood development plan, such as the example shown to the lower left. This district has complex land use, transportation, recreation, utility service, and environmental protection patterns and issues. The neighborhood plan should designate land east of existing Highway 12 for adequate workforce housing. These new residential areas should be developed as neighborhoods with a range of housing types, prices, and tenures to meet workforce needs. Mixed-use transition areas between commercial tourism uses on existing Highway 12 and these neighborhoods should be provided.
- ❑ Update Village, Town, and Tribe Comprehensive Plans to reflect the vision for the Tourist Entertainment Corridor.

Transportation

- ❑ Control new driveway access points to existing Highway 12.
- ❑ Adopt an Official Map for the Tourist Entertainment Corridor. An Official Map would ensure that future roads and public facilities are reserved near Highway 12 and especially in the neighborhoods proposed east of Highway 12. The map in the upper left corner identifies general alignments for planned roads, expanded rights-of-way for existing roads, and drainageways.
- ❑ Address pedestrian and transit connections along existing Highway 12.

Economic Development

- ❑ Undertake an economic development strategic planning process to refine the vision, advance implementation of the Tourist Entertainment Corridor, and:
 - Develop facilities and services to meet the needs of the foreign-born workforce.
 - Develop a restaurant niche that capitalizes on locally grown products.
 - Develop quality, affordable childcare for the hospitality and entertainment workforce.
- ❑ Discuss an intergovernmental agreement on future growth, urban design, utility services, and annexation. Issues that should be addressed in the agreement include:
 - Ways to minimize competition for development by allowing allow governments to share in the economic benefits of high-quality development;
 - The recommended neighborhood development plan;
 - Development of design standards, sign controls, and zoning;
 - Sanitary sewer and water services, including the potential for joint utility districts;
 - Police and fire protection; and
 - Future municipal boundaries and extra-territorial issues.



VI BARABOO AREA VISION



The Baraboo Area lies at the heart of Sauk County and the Highway 12 Study Area. The future vision for the Baraboo Area suggests that new growth be directed to less productive, less sensitive areas—coupled with coordinated infill and redevelopment—to provide continued economic opportunities and protect community character. This vision relies on cooperation to keep urban development within the inner Baraboo Valley Rim and the Highway 12 Bypass. The vision also advocates a three-pronged approach to economic growth including:

- ❑ Thoughtful infill and redevelopment of the downtown, riverfront, and older highway areas;
- ❑ Tourism focused on cultural heritage and nature-based recreation; and
- ❑ Traditional industrial and commercial development emphasizing living wages and appropriate locations, densities, and designs.



Future Vision of Baraboo Area—Looking Northeast



scenic landscapes



public gathering spaces

VI BARABOO AREA RECOMMENDATIONS

Community Character

- ❑ Adopt detailed site and building design standards and Highway Design Overlay Zoning for the Highway 12 corridor, which should:
 - Encourage attractive buildings—rather than parking—to frame key intersections.
 - Include detailed design standards for projects with large retail or commercial service buildings.
 - Require high-quality buildings, landscaping, signage, and lighting.
 - Create places for public gathering or art along existing Highway 12.
- ❑ Adopt ordinances that do not allow the placement of new billboards, at least along existing Highway 12 and its proposed realignment. The public process revealed no support for additional billboards.
- ❑ Mark the Baraboo Area's edges with community gateway treatments, such as the example below.



Agricultural, Cultural, and Natural Resources

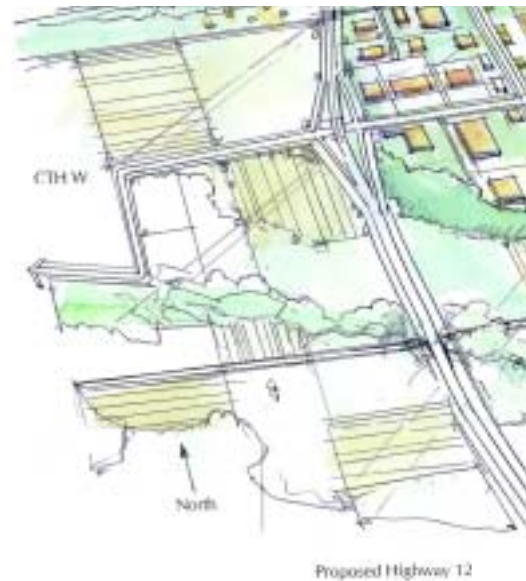
- ❑ Preserve the agricultural, natural, and scenic landscapes west and south of the inner rim of the Baraboo Valley. The realigned Highway 12 is proposed to follow the west rim and existing development has been generally kept within the south rim.
- ❑ Advance stormwater management techniques that reduce stormwater quantities to pre-development rates, produce water quality benefits that exceed typical standards, and serve as development amenities.

community gateway experience



VI BARABOO AREA RECOMMENDATIONS

mixed-use development



intergovernmental agreement



Land Use

- ❑ Use the Baraboo Sanitary Sewer Service Area as a logical 20-year urban growth boundary. This boundary establishes where municipal sewer lines may be extended. It can also serve as an important tool for intergovernmental cooperation, future municipal boundaries, and policies on new development.
- ❑ Negotiate and implement a binding intergovernmental agreement on future growth, urban and rural development, services, and annexation. In the absence of an intergovernmental agreement, uncertainty, distrust, and competition among local governments may result in planning and development decisions that will not benefit Baraboo Area residents.
- ❑ Update local comprehensive plans to reflect the vision for the Baraboo Area and the intergovernmental agreement.
- ❑ Facilitate mixed use, mixed density development projects, particularly along existing Highways 12, 33, W, 123, and Water Street.
- ❑ Direct large commercial uses to infill and redevelopment sites, and as a second priority to “greenfield” sites north of the south edge of the Baraboo Valley Inner Rim.
- ❑ Create walkable neighborhoods by promoting smaller single-family lots and providing land for high-quality multiple family housing.

Transportation

- ❑ Adopt or update Official Maps for the Baraboo Area. A loop road system should be advanced to accommodate traffic increases and move regional traffic away from city and village centers.
- ❑ Limit future road and driveway access west of the ramps of a realigned Highway 12 and control new driveway access points to existing Highway 12 to facilitate safer traffic flow.
- ❑ Plan and provide for non-auto modes of transportation by:
 - Requiring walkways along all new streets and between neighborhoods;
 - Developing the riverwalk along the Baraboo River connecting to a future regional path through Sauk County;
 - Designing the Highway 12 bypass to include trail crossings; and
 - Exploring shuttle service between the Baraboo Area, Tourist Entertainment Corridor, and the Dells.

VI BARABOO AREA RECOMMENDATIONS

high-technology businesses



historic, natural and cultural tourism

Economic Development

- ❑ Implement an economic initiative to maintain the Baraboo Area as a regional center through:
 - Retaining existing companies and help them grow.
 - Focusing high-technology businesses near Highway 12.
 - Ensuring quality, reliable, and redundant power sources.
 - Providing incentives for business incubators.
 - Exploring the potential for a joint business park.
- ❑ Build on the unique historic, natural, and cultural heritage of the Baraboo Area for tourism, rather than competing with commercial-oriented tourism to the north. Linkages between Downtown, Circus World Museum, the Baraboo Riverfront, and Devils Lake State Park should be improved.
- ❑ Work together to implement the recommendations of the 2002 Baraboo Rapids Strategic Plan.
- ❑ Support a quality day care system to meet the needs of working parents.

VII SAUK PRAIRIE AREA VISION

The Sauk Prairie Area is the southern gateway into Sauk County and the Highway 12 Study Area. The future vision suggests that compact, human scale new growth be directed to western expansion areas, patterned after the area's historic neighborhood development form and focused around the Sauk Prairie High School and River Arts Center. Future job growth should be targeted to the northwest and southwest quadrants, which have good

highway access. New development would be kept within the north-south segment of Highway 12 and any future bypass. Maintaining a clear edge for new development will help preserve productive farmland, provide a sense of entry, result in lower service costs, and promote efficient land development. New development would be coupled with a coordinated reinvestment strategy for downtown and Phillips Boulevard (existing Highway 12). Continuing to open up the Wisconsin River should be an overriding goal in an effort to celebrate and enhance the "rivertown" character of the Sauk Prairie Area. Although represented in the sketch to the left, a final decision on if, where, and when to build a Highway 12 Bypass has yet to be decided.

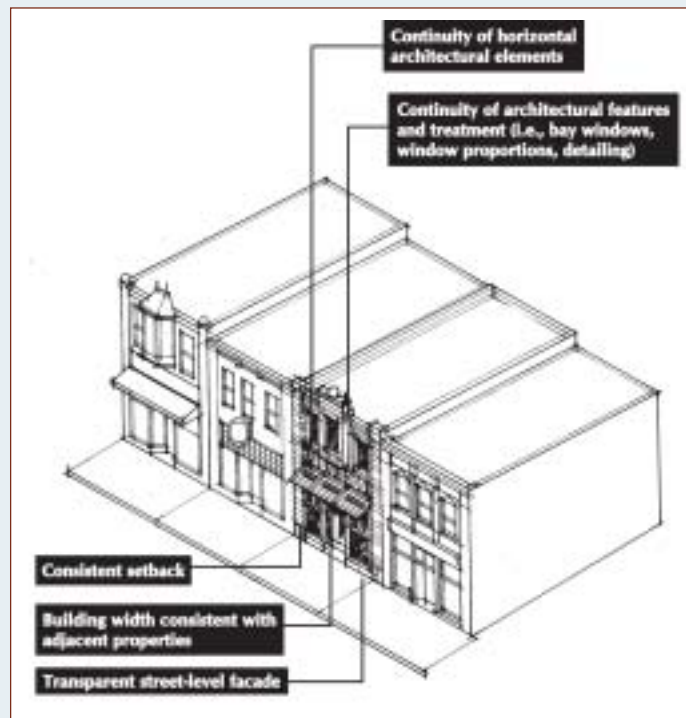


Future Vision of Sauk Prairie Area—Looking North

VII SAUK PRAIRIE AREA RECOMMENDATIONS



rivertown character



design guidelines



Community Character

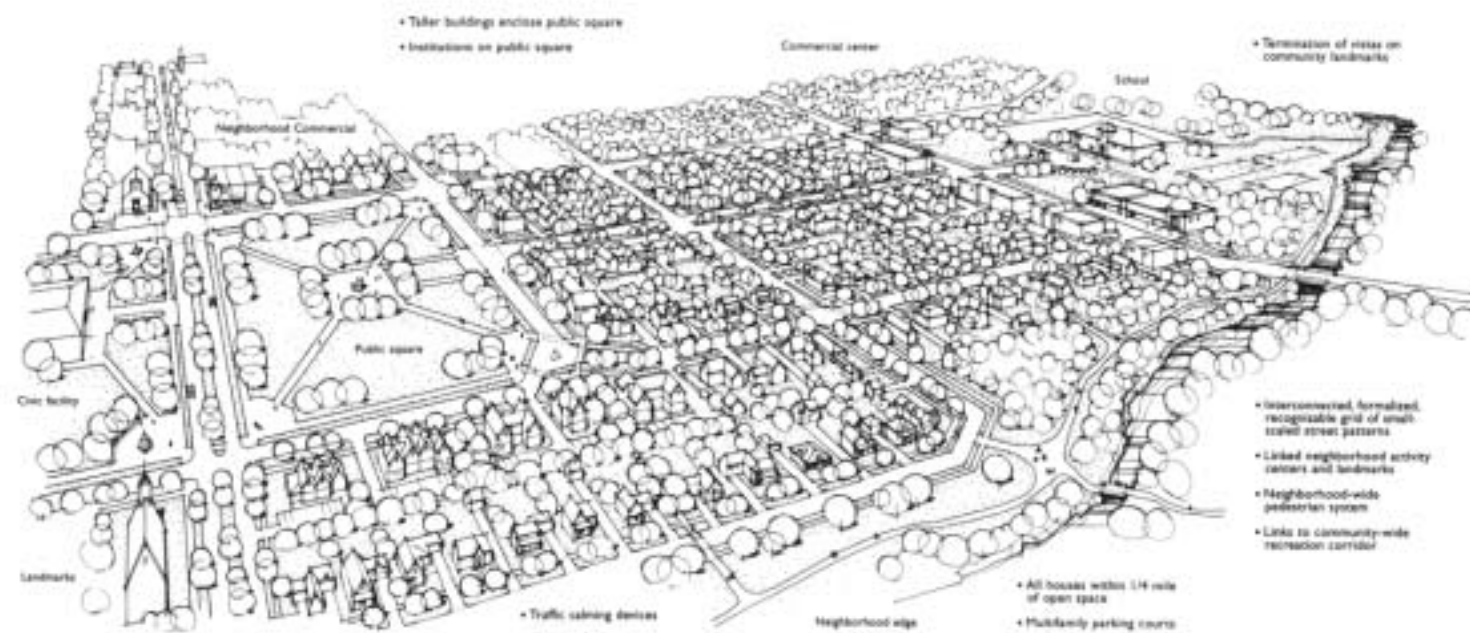
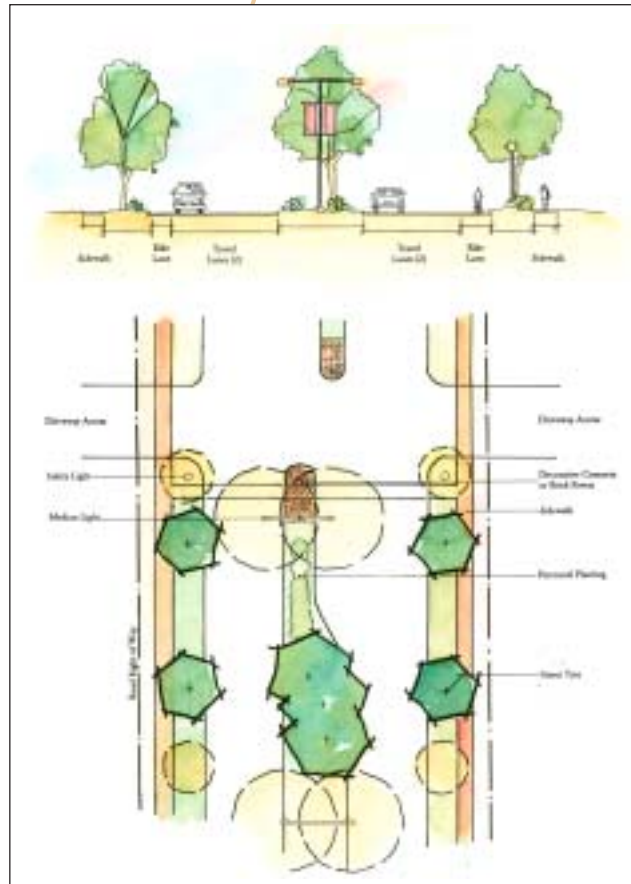
- ❑ Base decisions on community growth and change around preserving the vital “rivertown” character. Increasing development pressure from the Madison area will challenge the Sauk Prairie Area. Careful decisions on the type, location, scale, pace, and form of new development will be critical in preserving community character, particularly in the planning and policies for new neighborhoods and possible large-scale commercial uses.
- ❑ Prepare and adopt building, site, landscaping, signage, and lighting design standards for new development projects and Highway 12 Design Overlay Zoning. These standards should:
 - Encourage attractive buildings to frame key intersections.
 - Provide internal pedestrian and driveway systems that connect to adjoining developments.
 - Include detailed design standards for projects with large retail or commercial service buildings.
 - Require high-quality building, landscaping, signage, and exterior lighting design.
- ❑ Improve views and access to and from the Wisconsin River. New and remodeled buildings should be oriented towards the river. The communities should adopt detailed building design guidelines to preserve river views and work together to complete the Wisconsin Riverfront Recreational Trail.

- ❑ Design and install community entry and wayfinding markers.
- ❑ Adopt ordinances that do not allow the placement of any new billboards, at least along existing Highway 12 and any future bypass.
- ❑ Actively participate in downtown redevelopment.

Agricultural, Cultural, and Natural Resources

- ❑ Focus agricultural preservation west of northbound Highway 12 and north of a mutually-agreed upon growth edge between Highways PF and Z.
- ❑ Adopt stormwater management techniques that reduce stormwater quantities to pre-development rates, produce water quality benefits that exceed typical standards, and serve as development amenities.

community-sensitive design for Phillips Boulevard



traditional neighborhood concept

VIII SAUK PRAIRIE AREA RECOMMENDATIONS

Land Use

- ❑ Prepare a detailed neighborhood development plan for the area between Highways 12 and PF west of the developed neighborhoods, including traditional neighborhood standards, such as:
 - A mix of housing types;
 - Small-lot single family development;
 - Neighborhood focal points, such as parks, squares, schools, and neighborhood retail and service centers;
 - Interconnected grid of streets;
 - Orientation to the pedestrian;
 - Modest front yard setbacks; and
 - Natural stormwater management techniques.
- ❑ Carefully evaluate recommendations for the Highway 12/PF area and lands north of Highway PF. A number of issues will intersect near the northwestern edge of the Village of Prairie du Sac, including:
 - Northerly industrial expansion;
 - Conflicts between industry and neighborhoods;
 - Improvements to Highways PF and its intersection with Highway 12;
 - The future of the Sauk Prairie Airport; and
 - Previous recommendations for commercial development at the intersection.

- ❑ Redefine the land use pattern along Phillips Boulevard. The Villages should also work with WisDOT to create a community-sensitive design for the reconstruction of Phillips Boulevard reflecting the desired character and mix of uses, such as the concept shown on the upper left of this page.

Transportation

- ❑ Complete a local alternatives study for a Sauk City Highway 12 bypass. Many area residents expressed a desire for a Highway 12 bypass around Sauk City. A local alternatives study evaluating different potential alignments for a Highway 12 bypass should be completed, with input from appropriate local, state and federal agencies. This study should generally evaluate the environmental, land use, community, intergovernmental, economic, and cost impacts of different realistic options. Following this local study, the affected communities should include their preferred alternative in their upcoming intergovernmental comprehensive plan.
- ❑ Adopt an Official Map for the Sauk Prairie Area, based on the concept provided in the Growth Management Plan, and shown to the left.



VIII SAUK PRAIRIE AREA RECOMMENDATIONS

downtown redevelopment



high-technology businesses

childcare facilities



natural and cultural tourism

Economic Development

- ❑ Maintain the area as a local center for jobs, shopping, and services, without reducing the character of the communities.
- ❑ Engage in joint marketing of industrial parks and consider creating a joint industrial park.
- ❑ Market business and industrial space to high-technology companies. The communities should capitalize on the growing niche for high-tech companies by marketing the Sauk Prairie Area as an affordable alternative to Madison's west side and establishing appropriate infrastructure (e.g., fiber ring).
- ❑ Develop quality, affordable childcare facilities.
- ❑ Continue to pursue opportunities to consolidate municipal services.
- ❑ Build on the area's historic, natural, and cultural heritage to promote tourism.

VIII RURAL AREAS VISION

The Rural Areas are generally located away from Highway 12, but notably also include the Town of Sumpter directly along the highway. The Tourist Entertainment Corridor, Baraboo Area, and Sauk Prairie Area districts are basically surrounded by lands in Rural Areas.

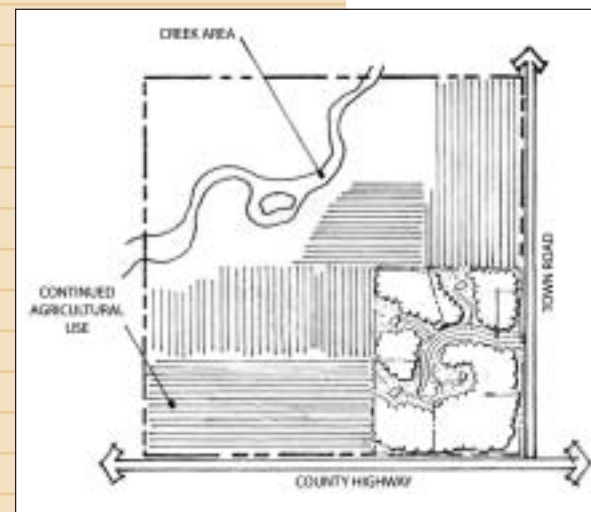
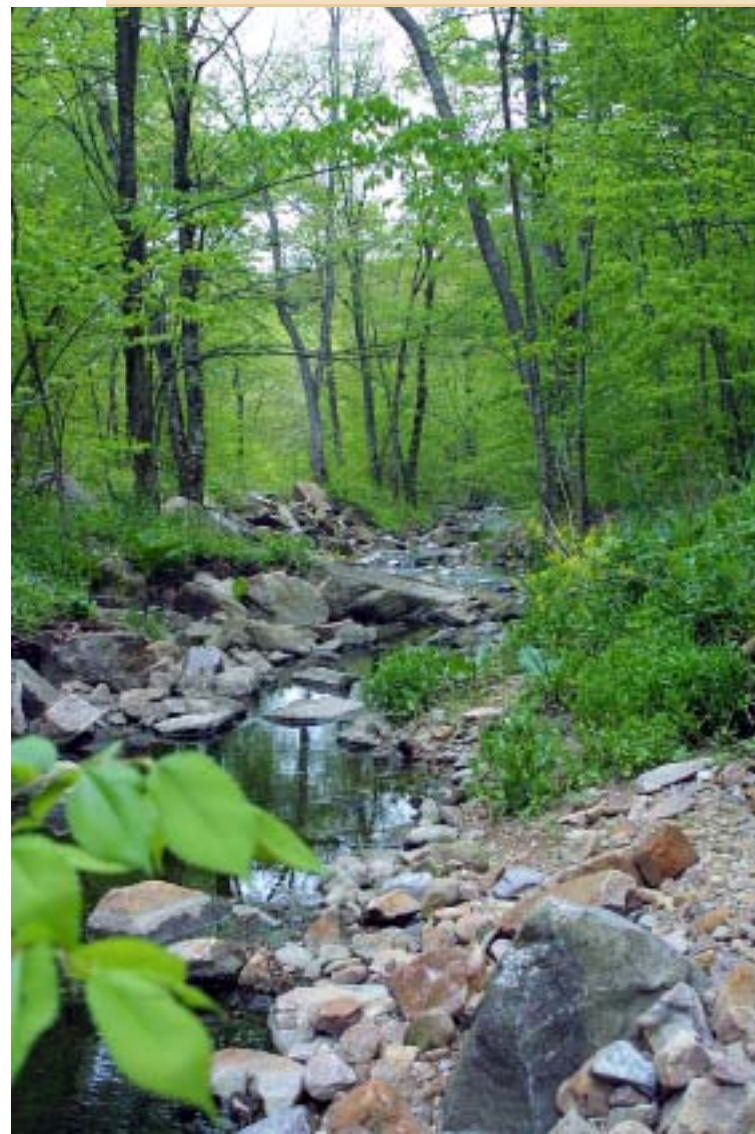
The vision for the Rural Areas seeks to protect the economic viability of farming, natural beauty, and rural character by preserving the rural landscape and limiting large-scale development. The vision also suggests zoning changes to allow density-based and cluster development approaches. This would maintain current development potential, but also provide local farmers with the opportunity to sell less productive portions of their properties for limited rural residential development.

The vision also suggests that the local farming community work with appropriate governments and organizations to develop strategies to add value to locally produced products. Direct marketing techniques, Agricultural Development Zone tax credits, and heritage-based tourism opportunities should be explored. Conservation easement purchase programs would provide another option for private property owners, if they choose not to develop their land.



Future Vision of Rural Areas—Composite Sketch

natural features and farmland preservation



cluster development

VIII RURAL AREAS RECOMMENDATIONS

Community Character

- ❑ Preserve the rural and natural scenic landscape visible from Highway 12 through design overlay zoning. The impact on the scenic landscape, including distant views of the Baraboo Range, should be carefully considered when new development, sign, and lighting proposals are offered.
- ❑ Minimize the visual impact of development. An illustrative handbook would provide a better understanding of methods for hiding rural development.
- ❑ Adopt ordinances that do not allow or limit the placement of new billboards, in accordance with public wishes voiced through the process.

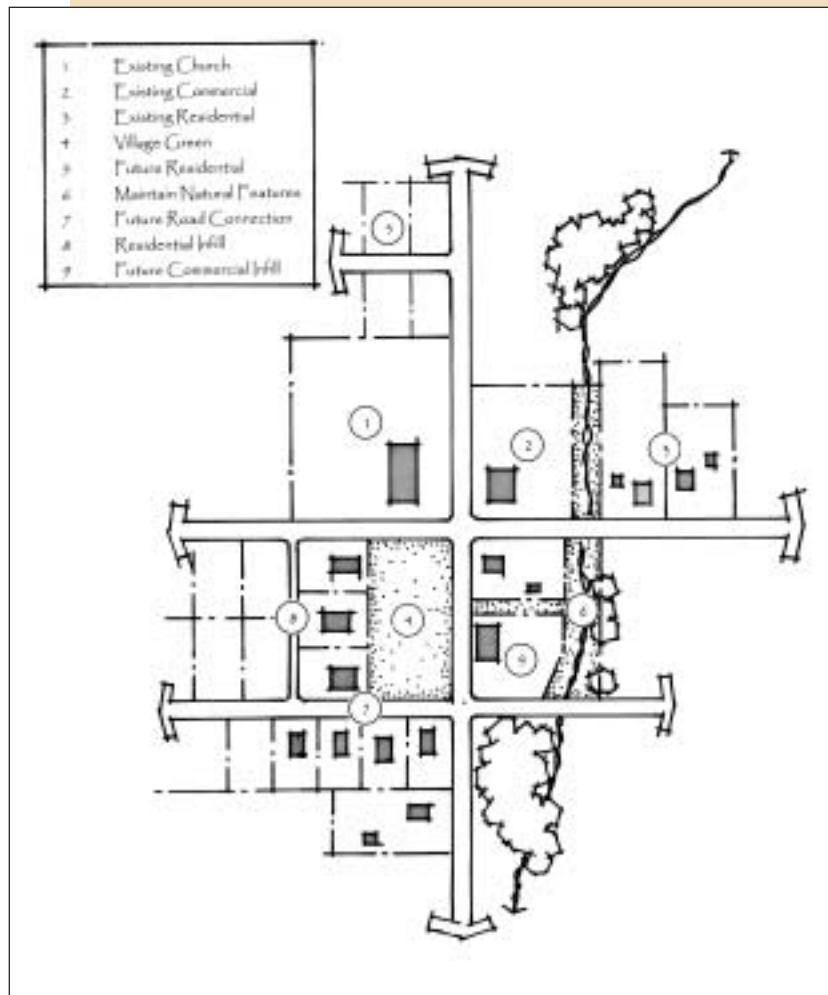
Agricultural, Cultural, and Natural Resources

- ❑ Support and participate in the Sauk County Preservation Program. The program is designed to protect farmland and natural resources by providing landowners with an option to developing their property. The program is based on the premise that landowners can voluntarily sell off only a portion of their property rights.
- ❑ Pursue density-based and cluster development options, such as is shown to the left. 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.

Conservation development options, or clustering, preserve farmland and rural character by placing homes on smaller lots, away from productive fields.

- ❑ Direct development away from sensitive natural features. Water resources, both surface and groundwater, are critical to the long-term health of the rural community. To maintain and improve water quality, the county and local governments should:
 - Develop construction site erosion control and stormwater management ordinances.
 - Keep development out of floodplains, wetlands, shoreland areas, and steep slopes leading to water bodies.
 - Work with state agencies to manage livestock waste storage facilities.
 - Identify and preserve wellhead protection areas.
 - Not allow new development to locate near landfill sites.
 - Ensure the proper placement and maintenance of on-site waste disposal (septic) systems.
 - Prepare watershed plans.
- ❑ Promote historic preservation and preserve the agricultural heritage. To encourage preservation of historic structures, economic incentives may be offered to private landowners.

regional trail connections



rural hamlet development approach



farmers markets

VIII RURAL AREA RECOMMENDATIONS

Land Use

- ❑ Complete town comprehensive plans in consultation with the County and surrounding local governments to reflect the vision for the Rural Areas included in this *Growth Management Plan*.
- ❑ Direct intensive development to cities, villages and rural hamlets.
- ❑ Prepare a detailed neighborhood development plan for the Bluffview area, located in Sumpter across from the Badger Plant. The neighborhood plan should:
 - Plan for small-scale commercial, institutional, and multi-family residential uses.
 - Promote the close spatial relationship of key community gathering areas.
 - Fill in the areas around the center with development served by new roads.
 - Provide pedestrian/bike facilities.

- ❑ Preserve access to Wisconsin River.

Transportation

- ❑ Design and maintain town roads for the function they serve. Town roads should be designed and maintained to agricultural, not suburban, standards.
- ❑ Control new driveway access to existing Highway 12.

- ❑ Study Highway 12 crossing, grade separation, and intersection/change options at various places. The feasibility, desirability, and general location for a road crossing in Badger consistent with preservation and farming goals should be investigated.

- ❑ Provide appropriate regional trail connections.

Economic Development

- ❑ Develop strategies to promote value-added agriculture. Ideas that should be explored include organic agriculture, niche farming, direct marketing to consumers, and new uses for agricultural products. Local governments and the farming community should investigate opportunities to participate in the Agricultural Development and Diversification Grant Program and the Agricultural Development Zone Program.
- ❑ Advance direct marketing of farm products to consumers, including delivery services, pick-your-own programs, mail order services, farmers markets, roadside stands, and community-supported agriculture programs.
- ❑ Promote nature-based, heritage-based, and agricultural-based tourism.

natural resources



quality of life



tourist economy



emerging markets



IX NEXT STEPS

Significant local government and public-private cooperation and vigilance in implementation are essential for the vision expressed in this *Plan* to become a reality. The following implementation actions include short-term steps to adopt and begin implementation of the *Plan* and long-term steps that should be completed following the adoption of the *Plan*.

Steps to **Adopt** the Highway 12 Corridor Growth Management Plan

- ❑ Hold three open houses to present the *Highway 12 Corridor Growth Management Plan* to local governments and the public (Spring 2003)
- ❑ Revise *Plan* based on open house comments and Advisory Committee direction (Late Spring)
- ❑ Hold public hearing on the *Plan* before the Planning, Zoning, and Land Records Committee (Summer)
- ❑ Forward *Highway 12 Corridor Growth Management Plan* to County Board for adoption (Late Summer)

Initial Steps to **Implement** the Plan

- ❑ Prepare Comprehensive Plans compliant with the new Smart Growth requirements that reflect the vision and recommendations of this *Growth Management Plan*.
- ❑ Convene group of local government representatives to arrive at an intergovernmental agreement concerning land use, design, utility services, and boundaries in both the Baraboo Area and the Tourist Entertainment Corridor.
- ❑ Establish public/private committees to develop economic strategies and design standards for the Tourist Entertainment Corridor.
- ❑ Complete a local alternatives study for a Highway 12 bypass in the Sauk Prairie Area. Explore the future role of and incorporate a community-sensitive redesign for Phillips Boulevard.
- ❑ Adopt or update Official Maps to include future rights-of-way and alignment recommendations for roadways.
- ❑ Adopt a highway design overlay zoning district and billboard control ordinances for land abutting Highway 12.