

E. Baraboo Area Opportunities & Recommendations

1. Overall District Opportunities

The Baraboo Area lies at the heart of Sauk County and the Study Area. It is also the center of population, jobs, government, and education. The City of Baraboo, Village of West Baraboo, and Town of Baraboo make up 40% of the population of the nine-community Detailed Planning Area. The Baraboo Area's population is the youngest and most economically diverse. Six of the top nine employers in the Study Area are in Baraboo, totaling 3,300 jobs. The Baraboo Area also features Sauk County's largest downtown, the only museum in the nation solely devoted to interpreting the American circus, and close proximity to the most-visited state park.

The Baraboo Area is in a period of transition resulting from several challenges. Challenges (and opportunities) include:

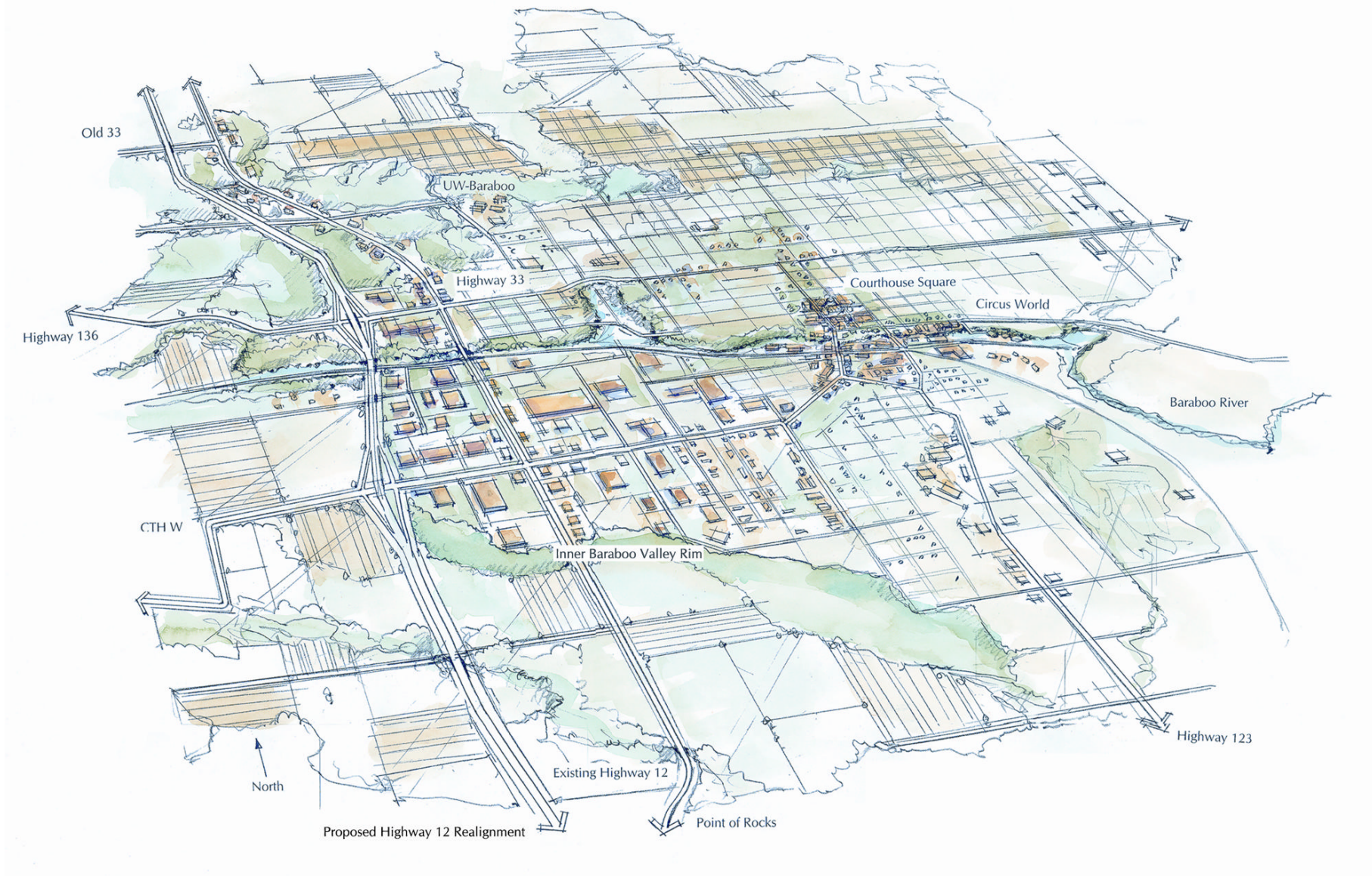
- The proposed Highway 12 realignment planned further west from the historic community center.
- Continued commercial development pressure along existing Highway 12.
- Development out to and beyond the inner rim of the Baraboo Valley (see Map 11) and into productive farmland.
- Intergovernmental tension associated with the previous challenges.
- The dwindling supply of vacant land within existing city and village limits for continued job growth.
- Revitalization of older sections.
- Challenges to economic primacy from other districts within and outside the Study Area.



Map 11 and Figure 9 illustrate a long-range growth concept plan based on the recommended future vision for the Baraboo Area and with reference to previous local planning efforts. Map 11 identifies, in a general way, areas appropriate for long-range preservation and different types of development, looking forward 50 years. Figure 9 illustrates the long-range form the Baraboo Area could take.

The future vision 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 proposed Highway 12 realignment. Near the southern edge of the City of Baraboo, the city has planned for the western extension of Mine Road to generally follow the southern edge of the inner Baraboo Valley Rim (see Map 15). Maintaining this edge will help preserve productive farmland, keep separation from the South Range, preserve a sense of community entry, result in lower service costs, and promote efficient land use. 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.

Figure 9: Future Vision of Baraboo Area from South



2. Community Character Recommendations

a) Preserve the agricultural, natural, and scenic landscapes west and south of the inner rim of the Baraboo Valley.

The proposed Highway 12 realignment is located along the west rim. Local planning, zoning, sewer service area and utility planning, and road access controls should reinforce this as the western edge of urban and intensive rural development (e.g., no subdivisions, retail, or industrial development). The proposed westerly extension of Mine Road is generally located along the south rim, which is bounded by some of the most productive farmland in



Sauk County, and provides an unbroken view of the South Range of the Baraboo Hills. This *Plan* supports previous and efforts to preserve this wonderful transition and the area's productive agricultural lands, including local zoning, sewer service area planning, farmland preservation and marketing, and purchase of conservation easement programs.

b) Preserve open space and woodland character in northern West Baraboo to provide a transition to and separation from the Tourist Entertainment Corridor.

This will be important for the Baraboo Area to retain its character as a unique, freestanding community; avoid the further dilution of tourist entertainment uses; and preserve woodlands, to the extent practical, as a locally important resource and habitat. Public acquisition and retention of exceptional resource lands in this vicinity is one component of this effort. However, recognizing that most of this transition area

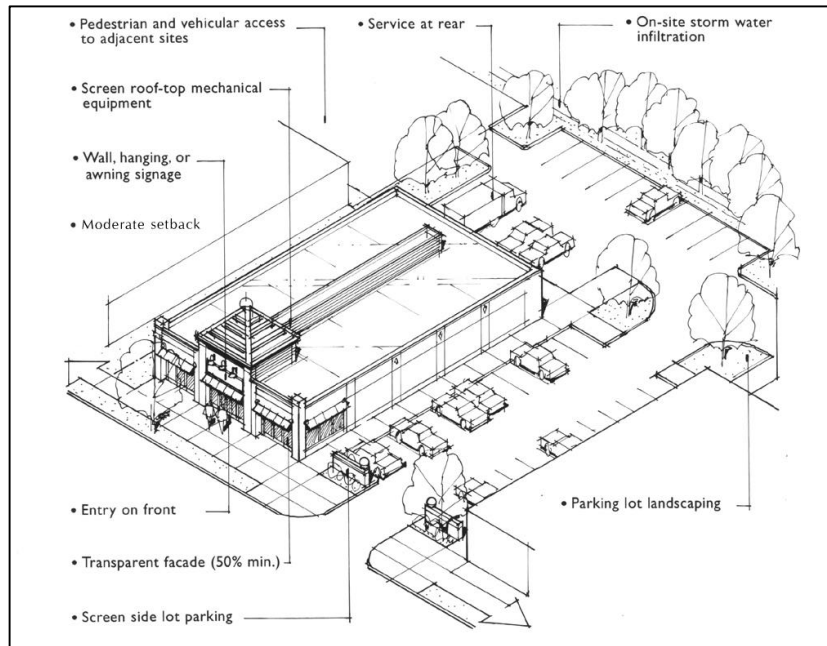
will develop, the affected communities should promote a development concept in this area that features lower densities, shorter buildings, greater setbacks, woodland protection, generous landscaping, monument signage, and low-intensity lighting. The affected communities and county should adopt more detailed design standards and the recommended highway design overlay zoning district, a model of which is included in Appendix C.



c) Adopt detailed site and building design standards for the Highway 12 corridor.

This corridor has the greatest visibility, development pressure, property value, and potential for affecting the image of the Baraboo Area. The Baraboo Area communities should all, therefore, adopt similar detailed design standards that all development proposals in the corridor would have to meet, such as those listed below:

- Encouraging attractive buildings—rather than parking—to frame key intersections along existing Highway 12 such as CTH W, Hatchery Road, Highway 33/136, and Terrytown Road.
- Creating places for public gathering or art along existing Highway 12, ideally in keeping with the historic, outdoors, or circus theme of the area. These may be required as part of larger development projects.
- Including detailed design standards for projects with large retail or commercial service buildings, frequently measured as buildings of 20,000 square feet or greater, and other uses that typically have significant impacts (e.g., gas/convenience stores, fast food restaurants).
- Requiring high-quality landscaping, signage, and exterior lighting design, such as the model ordinances included in Appendix C.



d) Adopt a highway design overlay zoning district to implement new standards.

Local and county adoption of a highway design overlay zoning district would assist in protecting and improving development quality in the Highway 12 corridor by requiring detailed development site planning and providing basic standards for site and building design, signage, landscaping, and exterior lighting. Before the adoption of detailed design standards for the Highway 12 corridor in the Baraboo Area, as suggested above, such an overlay zoning district can be used to assure that the long-range vision for higher-quality development in this area is not compromised. Following adoption of the detailed standards, the overlay zoning district can be the primary tool to see that those new standards are being met. The City of Baraboo already has a highway corridor overlay zoning district. It should be emphasized that this recommendation focuses much more on the quality of land development than the type of land use.



e) Adopt ordinances that do not allow the placement of new billboards, at least along existing Highway 12 and its proposed realignment.

A vast majority of participants in this process have expressed dismay with the number of billboards already along Highway 12 and support for restrictions on additional billboards. Many have been placed in areas that obscure or diminish views of the rural landscape, which is so critical to the economic health of Sauk County. The Baraboo Area currently has 46 separate billboard sign faces between the north edge of the South Range and Old 33. Baraboo Area communities should adopt strict billboard controls, such as those adopted by the City of Baraboo or included with the model sign ordinances in Appendix C.



f) Mark the Baraboo Area's edges with community gateway treatments including monument signs, landscaping, and appropriately placed and distinctive buildings.

Such treatments will instill pride in the community, assist visitors in understanding the place they are entering and finding their way, and mark the dividing line between "city and country." Major gateway treatments should be located along existing Highway 12 entering the area from both the north and south, on Highways W and 136 just east of the proposed realignment, and at the east edge where the City of Baraboo proposes that a rerouted Highway 113 would join Highway 33.



3. Agricultural, Natural and Cultural Resources Recommendations

a) Focus agricultural preservation at the south edge of the Baraboo Area near Highway 12, directly west of the proposed realignment, and east of a cooperative growth edge near Highway 33 East.

These areas have the highest quality soils and the most productive farms. Particularly given their highway accessibility, they are also most susceptible to development pressure. The Baraboo Area communities and Sauk County should cooperate on a farmland preservation program in these areas that focuses on:

- Agreeing on long-term growth and preservation boundaries,
- Focusing conservation easement purchases under the Sauk County Preservation Program,
- Working with farmers to expand and develop markets for agricultural products,
- Limiting non-farm development through exclusive agricultural zoning, and
- Providing opportunities to cluster houses on smaller lots but at very low overall densities.

b) Limit intensive development over lands near the Baraboo-Dells Airport and underlain with gravel deposits at the north edge of the Baraboo Area.

New development, particularly residential, should be kept away from the airport due to safety and noise concerns. Development should also be minimized over the extensive gravel deposits within the terminal moraine north of Baraboo. This will assure that the resource is available for future extraction and will minimize opposition to future operations. Map 4 in Appendix A provides additional location information on these deposits.

c) Go beyond traditional engineering approaches to stormwater management techniques that focus on Best Management Practices.

Water management is central to health and recreation potential of the Baraboo River and Skillet Creek, and to protecting downstream property values. Best Management Practices may include overland transfer of stormwater, natural landscaping to increase infiltration and reduce runoff, bio-infiltration systems, residential roof runoff directed to pervious yard areas, maximum impervious surface ratios for development sites, minimized and localized soil disturbance and compaction during construction, and narrower street cross-sections. The goals are to reduce stormwater release quantities to pre-development rates and produce water quality benefits that exceed typical standards.

Infiltration and retention basins should also serve as amenities for the surrounding development. Natural edge vegetation should be used and buildings should be oriented to take advantage of open space views. Stormwater basins and conveyance routes should be carefully integrated into the surrounding development pattern and be aesthetically pleasing, in addition to serving their necessary functions.

4. Land Use Recommendations

a) Use the Sanitary Sewer Service Area as a logical 20-year urban growth boundary.

As required by State water quality rules, the City of Baraboo recently completed and is awaiting approval of its first Sanitary Sewer Service Area Plan. Although easy to classify as another “engineering report,” the results of this study have critical growth management implications on the Baraboo Area. The resulting sanitary sewer service area boundary establishes where municipal sewer lines can and cannot be extended. Assuming there is consensus on this boundary, it can also serve as an important tool for intergovernmental cooperation, future municipal boundaries, and policies on new development. Within the sewer service area, intensive new development should only occur if provided with municipal sanitary sewer service. Rural development with on-site waste disposal systems in these areas should generally be limited to housing not exceeding an overall density of one house for every 35 acres owned, using clustering provisions described in the Rural Areas section of this *Plan*.

b) Negotiate and implement a binding intergovernmental agreement on future growth, urban and rural development, services, and annexation.

Many development-related challenges facing the Baraboo Area could be addressed by coming together on an intergovernmental agreement addressing areas of mutual concern. These issues focus on future limits and amounts of urban (sewered) growth, rural subdivisions and other development outside city and village boundaries, and issues such as sanitary sewer provision and extraterritorial rights. 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. The City of Baraboo, Village of West Baraboo, and Towns of Baraboo, Fairfield, and Greenfield should all participate in the negotiation of an intergovernmental agreement, which should be developed in conjunction with the comprehensive planning process that all are scheduled to undertake. The communities should consider selecting an impartial facilitator to assist with negotiations. Appendix E includes a framework for an intergovernmental agreement for the Baraboo Area.



c) Update local comprehensive plans to reflect the vision for the Baraboo Area included in this *Growth Management Plan* and the intergovernmental agreement.

All Baraboo Area communities have been awarded a state grant to update their local land use plans to meet the requirements of the 1999 comprehensive planning legislation. The communities should embark on a coordinated, intergovernmental planning effort to meet these requirements. The resulting individual community comprehensive plans may then reflect an intergovernmental vision and a negotiated agreement on future growth and boundaries, but would also respect continued local planning and decision-making. This effort, coupled with the intergovernmental agreement, will make sure that all government officials, property owners, developers, and other interested parties have a clear and consistent understanding of community plans and intentions.

d) Develop Baraboo’s planned east side business park efficiently.

Near Highway 33, east of Baraboo (within the Town of Greenfield), farmland quality is high and there are few natural boundaries that provide logical limits for development. From a transportation access and site suitability perspective, the City has determined this to be an appropriate location for future business development once available sites elsewhere are nearly filled. The communities should also explore techniques to utilize as little land as possible for this industrial development, while still allowing for future on-site expansion. This may include modifying the size of this planned business development area; promoting multi-occupant buildings, two or three story buildings, and tiered parking; and adopting modest setback and green space standards.

e) Direct large commercial uses to infill and redevelopment sites, and as a second priority to “greenfield” sites along Highway 12 north of the westerly extension of Mine Road.

For community character, farmland preservation, and serviceability reasons, this type of development should not be allowed any further south along Highway 12 or its proposed realignment than already approved. New developments should be directed to potential redevelopment sites along Highway 12 between the westerly extension of Mine Road and Highway 33 East. An intergovernmental agreement, discipline on zoning and extension of utilities, and limiting “greenfield” development incentives will all be important to implement this recommendation. If the main issue appears to be tax base competition, the communities should discuss a revenue sharing component as part of the recommended intergovernmental agreement. Development incentives—such as benefits under tax increment financing districts—should not be directed to large commercial developments on “greenfield” sites along Highway 12.

5. Transportation Recommendations

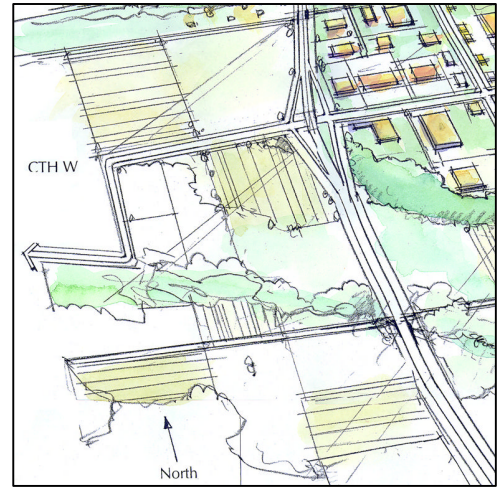
a) Adopt or update Official Maps for the Baraboo Area.

The purpose of an Official Map, which must be adopted by ordinance, is to ensure that areas for planned future public facilities may be reserved. Map 15 is a Conceptual Official Map for the Baraboo Area, showing general alignments of planned arterial and collector roads, expanded rights-of-way for certain existing roads, and recommended drainageways for stormwater management, possible sewer interceptors, and possible trails. When development is proposed in an area of a feature on an Official Map, the local government may obtain land for that feature through dedication, purchase, or reservation. The Official Map may be amended from time-to-time as desired by the local government. Minimum building setbacks from roads should then be measured from future right-of-way lines as recommended on the Official Map.

Map 15: Conceptual Official Map: Baraboo Area

b) For all roads intersecting with the proposed Highway 12 realignment, work with WisDOT to limit future road and driveway access to a point ¼ mile west of the interchange ramps.

Greater distances may be appropriate where natural features, like wetlands or steep slopes, or dangerous curves are present. Also, limit the use of frontage roads or driveways extending back east to the proposed realignment from these access points. These transportation efforts will help reinforce local plans and ordinances to limit future development west of the proposed realignment, to correspond with the proposed vision for the Baraboo Area.



c) Control new driveway access points to existing Highway 12.

Too many curb cuts are inefficient and dangerous to both drivers and pedestrians. The county and appropriate local communities should limit driveway access to Highway 12 and other state and county highways. Along Highway 12, private driveways should be limited to one per parcel, or no closer than 250 feet from each other in developed areas and 1,000 feet in rural areas. Public roads intersecting Highway 12 should be spaced 2,000 feet from one another. Also, when new development occurs, the communities should work to consolidate access points, promote shared driveways and interconnected parking lots across lot lines, encourage access to intersecting and “reverse frontage roads” behind sites, and provide for entrance driveway throat depths of at least 25 feet from the right-of-way line for proper vehicle stacking. Frontage roads along existing Highway 12 should generally be avoided. Frontage roads create greater separation of land uses, increased hard-surfaced areas making stormwater management more difficult, push development further from the main traffic route, lead to aesthetic challenges, and often result in overly tight curve radii to get back to the main highway.

d) Improve the loop road system and secure sufficient rights-of-way along existing roads to accommodate traffic increases.

The historic roadway pattern in the Baraboo Area directed all traffic to the downtown. While most north-south through traffic has since been diverted to the west, there remains an additional public and economic interest to divert heavy traffic away from central Baraboo. As suggested on the Conceptual Official Map, the recommended circumferential road network includes westerly extensions of Goerks Road and Mine Road to existing Highway 12, a reverse frontage road between existing Highway 12 and the proposed realignment, and a new north-south road connecting Highways 113 and 33 on the City’s east side. Actual construction of these roads should be preceded by detailed land use planning to fully account for growth-related impacts, particularly for those proposed road extensions near the inner Baraboo Valley Rim.

e) Plan and provide for non-auto modes of transportation.

Walking, biking, and public transit will become increasingly important in the Baraboo Area, particularly as the elderly and youth population increase. The communities should:

- Require sidewalks along all new streets (minimum width of four feet).
- Provide and require pedestrian connections between different subdivisions and use areas.

- Develop the riverwalk along the Baraboo River as a walking and bicycle path, which would connect to a future regional path through the entire Study Area.
- Provide, in the final design for the proposed Highway 12 realignment, both an Ice Age Trail crossing and multi-use trail crossing.
- Explore shuttle service between the Baraboo Area, Tourist Entertainment Corridor, and the Dells.



6. Economic Development and Housing Strategy

a) Implement an economic development initiative focused on maintaining the Baraboo Area’s status as a regional center for jobs, shopping, and services.

The area has had success in attracting and retaining businesses that serve the Baraboo Area and a regional market. To maintain this position and the area’s character, this initiative should focus on:

- Promoting natural resources and heritage-based tourism rather than commercial-oriented tourism uses like hotel/waterparks and go-cart tracks.
- Directing business development programs, financial incentives, and site planning standards to retain existing companies and help them grow. New businesses and developers should indicate how they can expand on-site with initial site plan submittals to avoid costly relocations and possible future business relocations later.
- Focusing high-technology business development near existing Highway 12. These lands have the best access to high-speed data transmission and to the regional workforce.
- Ensuring that there is a quality, reliable, and redundant source of power in targeted industrial areas to meet the technology and advanced manufacturing needs of industry.
- Supplying or providing incentives for a business incubator to provide opportunities for small business start-ups.
- Exploring the potential for a joint business park with costs and revenues distributed among area communities.



b) Build on the unique historic, natural, and cultural heritage of the Baraboo Area for tourism.

Heritage-based tourism is a growing niche and potential compliment to the commercial-oriented tourism in the Tourist Entertainment Corridor and points north. The Baraboo Area is rich in potential for heritage tourism due to its circus past (and present), its intact and vital downtown square, its fine collection of historic homes, and its proximity to Devil’s Lake. The communities, Baraboo Area Chamber of Commerce, Sauk County Historic Society, Circus World Museum, and Devils Lake State Park should explore approaches to grow this niche. Efforts to consider include developing historic walking tours with brochures and interpretive signage along the routes, enhancing the Water Street and riverfront corridors, opening more of Circus World’s historic buildings and collection to the public, and forging partnerships with regional groups interested in heritage-based tourism such as the Ho-Chunk Nation.



c) Improve linkages between Downtown, Circus World Museum, the Baraboo Riverfront, and Devils Lake State Park.

The future of all of these areas, located within two miles of one another, should be more closely linked. No fewer than 16 separate historic, cultural and archeological sites are along this stretch. Also, there is a multi-use path along Highway 123. Unfortunately, the stretch is also home to incompatible uses, broken transportation connections, and vacant and run down areas. Building on the recommendations of the



Baraboo Rapids Strategic Plan, ideas for enhancing linkages include streetscape improvements; aggressive redevelopment efforts along Water Street and Highway 123; additional restoration and water-based recreation in the Baraboo River through marketing at Devil’s Lake State Park; improved building, site, and landscaping design standards; joint marketing and programming such as special event weekends spanning boundaries; and connecting the proposed riverwalk with the Highway 123 path and a regional path network described in the previous chapter.

d) Continue to build on linkages among the Baraboo School District, UW-Baraboo, MATC, employers, and the community.

These interests should continue to partner to advance job skills among graduates and provide on-going training directed to employer needs. Also, providing eclectic new development options (such as Baraboo River corridor redevelopment), affordable housing, incentives for repairing older homes, and a vibrant downtown will help retain (and reclaim) younger people as long-term residents.

e) Implement redevelopment recommendations of the Baraboo Rapids Strategic Plan.

This innovative 2002 plan created an exciting vision for the Baraboo River and Water Street corridors. Certainly, public land acquisition, streetscaping, and the planned riverwalk will continue the improvements to this important yet underutilized district. However, costs associated with site acquisition, assembly, demolition, and possible clean-up will likely be a barrier for private redevelopment of key sites, particularly along and near Water Street. The City of Baraboo and its Community Development Authority should prepare a statutory redevelopment plan and explore financial incentives for redevelopment, when tax increment financing capacity allows. Incentives could be tied to adherence to high-quality design standards. Pending detailed site analyses for possible contamination, an eclectic community of multiple family housing, a hotel, live-work space, and commercial uses supporting Circus World Museum appear quite viable.



f) Facilitate mixed use, mixed density development projects, particularly along existing Highways 12, 33, W, 123 and Water Street.

If and when the proposed realignment is completed, the removal of through traffic from existing Highway 12 will result in the relocation of some auto-oriented businesses and allow for increased density without traffic congestion. Mixed use projects in well-designed environments can provide attractive and convenient settings for residents and enhance markets for businesses. The Baraboo Area communities should adopt performance-based regulatory approaches—



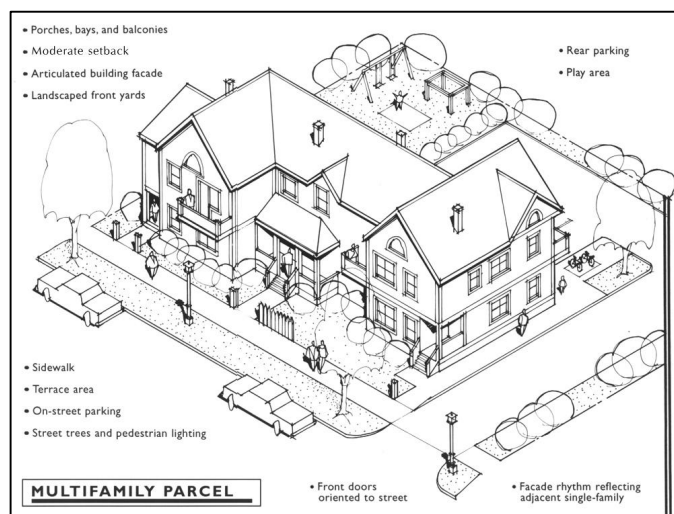
like a Planned Unit Development (PUD) district—to facilitate carefully planned mixed-use projects. This could be applied to recommended redevelopment projects in the Baraboo Rapids Strategic Plan and to new development areas. As shown on Map 17, the large area north of Highway W will emerge as a prime redevelopment area, which could accommodate a more intensive mix of uses.

g) Promote smaller single-family lots to preserve land and create walkable neighborhoods.

Fifty-year housing forecasts for the Baraboo Area suggest that 300 to 500 fewer acres of land would be required for new residential development if single family housing densities increase by just 25% over recent trends. Within urban (sewered) areas, communities should provide the ability to create single family lots as small as 8,000 square feet (or less) in area and 60 feet (or less) in width, provided that the subdivider submits and records proposed house designs, house areas, house widths, and/or garage placements to demonstrate that future houses will be appropriate for the sizes of the lots. Within rural areas, communities should adopt and promote techniques such as clustering permitted housing on relatively small lots (e.g., 2 acres) within an overall housing density cap for a particular landholding (e.g., 1 new house for every 35 acres owned).

h) Adopt standards and provide land for high-quality multiple family housing.

The continued growth in moderately-paying industrial and service jobs in the Baraboo Area and the aging population suggests additional demand for affordable workforce and senior housing. Better design and quality of multiple family housing will improve community appearance, provide for lasting value, and help minimize community resistance to higher densities. Appendix C includes some recommended zoning standards. In addition, communities in the Baraboo Area should map zoning districts that allow for multiple family housing in areas close to jobs and shopping and in mixed-use projects.



i) Develop a quality day care delivery system to meet the needs of working parents.

The non-traditional schedules for today's workforce, the number of employers with after-hour shifts, and the growing number of households with two working parents and single parents will require the establishment of childcare facilities with hours of operation that complement employee shifts and a wide range of childcare options (e.g., infant care, day care centers, family day care). Local businesses should offer childcare services as part of the benefits package for their employees. In addition, local schools will need after and before school programs and bus services to after-hours childcare programs.

7. Implementation

The following implementation actions should be completed following the adoption of this *Plan*. Figure 10 includes recommended actions, priorities, and agencies or groups that should work together to complete each action.

Figure 10: Baraboo Area Implementation Strategies

Action	Priority	Responsible Parties
1. Prepare simultaneous updates to comprehensive plans to meet requirements of new state legislation and minimize inconsistencies among plans.	High	<ul style="list-style-type: none"> ● City of Baraboo ● Village of West Baraboo ● Town of Baraboo ● Town of Fairfield ● Town of Greenfield
2. Negotiate and adopt an intergovernmental agreement on land use, municipal boundaries, extraterritorial powers and water, sewer and other services. Formalize into appropriate legal document (see model in Appendix E).	High	<ul style="list-style-type: none"> ● City of Baraboo ● Village of West Baraboo ● Town of Baraboo ● Town of Fairfield ● Town of Greenfield
3. Design a gateway treatment program, including appropriate locations, signage, landscaping, lighting, and nearby private development recommendations. Implement in part with federal transportation enhancement funds (see funding source in Appendix F).	Medium	<ul style="list-style-type: none"> ● City of Baraboo ● Village of West Baraboo ● WisDOT
4. Adopt highway access control standards, based on the model in Appendix C, within zoning and subdivision regulations.	Medium	<ul style="list-style-type: none"> ● Village of West Baraboo ● City of Baraboo ● Sauk County
5. Adopt or update Official Map, using or based on Map 17. Amend zoning ordinances to require measurement of street yard setbacks from officially mapped rights-of-way. Model language is included in Appendix D.	Medium	<ul style="list-style-type: none"> ● City of Baraboo ● Village of West Baraboo ● Town of Baraboo
6. Develop and implement a coordinated approach to heritage- and nature-based tourism in the Baraboo Area.	Medium	<ul style="list-style-type: none"> ● Local communities ● Baraboo Area Chamber ● Sauk County Historic Society ● Circus World Museum ● Devils Lake State Park
7. Adopt the Sauk County Preservation Program, seek grants to enhance program funding, and focus conservation easement acquisition efforts over the productive agricultural lands south of the City near Highway 12.	High	<ul style="list-style-type: none"> ● Sauk County
8. Explore privately-sponsored shuttle services between Baraboo Area attractions, the Tourist Entertainment Corridor and the Dells area.	Low	<ul style="list-style-type: none"> ● Baraboo Area Chamber of Commerce ● Dells/Delton Visitors Bureau ● Ho-Chunk Nation

Action	Priority	Responsible Parties
9. Adopt a Planned Unit Development (PUD) district to increase opportunities for mixed-use, mixed density projects in exchange for excellence in site planning and design. (see model in Appendix C).	Medium	<ul style="list-style-type: none"> ● City of Baraboo ● Village of West Baraboo
10. Reduce, as necessary, minimum lot size and street width standards within residential districts or adopt a Traditional Neighborhood Development (TND) zoning district (see model in Appendix C).	Medium	<ul style="list-style-type: none"> ● City of Baraboo ● Village of West Baraboo
11. Adopt zoning standards for the design of multiple family residential projects to ensure lasting quality (see model in Appendix C).	Medium	<ul style="list-style-type: none"> ● City of Baraboo ● Village of West Baraboo
12. Adopt as part of town comprehensive plans alternatives to the 35-acre minimum lot size in agricultural areas, including density based zoning and clustering options (see Rural Areas section and Appendix C).	Medium	<ul style="list-style-type: none"> ● Town of Baraboo ● Town of Fairfield ● Sauk County
13. Adopt billboard control and general sign ordinance affecting Highway 12 Corridor (see model in Appendix C).	High	<ul style="list-style-type: none"> ● Village of West Baraboo ● Sauk County
14. Develop and adopt long-range economic development strategy and intergovernmental approach for implementing that strategy, including the potential for a shared business or industrial park.	Medium	<ul style="list-style-type: none"> ● City of Baraboo ● Village of West Baraboo ● Baraboo CDA ● Baraboo Area Chamber of Commerce ● Sauk County EDC
15. Adopt a highway design overlay zoning district for new development abutting Highway 12, based on models in Appendix C.	High	<ul style="list-style-type: none"> ● Sauk County ● Local governments