

# City of Reedsburg, Wisconsin Comprehensive Plan

**January 1, 2003**

**City of Reedsburg Plan Commission  
MSA Professional Services, Inc.**

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## INTRODUCTION AND PURPOSE OF THE PLAN

In 2001, the City of Reedsburg was awarded a planning grant from the Office of Land Information Services. The purpose of the grant was to assist the City in the writing of a comprehensive “Smart Growth” plan with an emphasis on the community and its surrounding area. Subsequently, the City of Reedsburg engaged MSA Professional Services, Incorporated for assistance in forming such a plan. This *City of Reedsburg Comprehensive Plan* is the result.

The City of Reedsburg found several reasons for engaging in such a planning effort. They are:

- A concern for and interest in the community’s future;
- To prevent or deal with conflicts in land use;
- To protect the public safety, health and general welfare;
- Natural resource protection;
- To protect property values and promote community economics; and
- To coordinate private land uses and public services.

Planning is a rational basis upon which land use decisions, laws and regulations are based. The resultant document, the Plan, is a written record of the planning process that can be cited by local officials in the modification of existing or the drafting of new regulations. In summary, planning is an educated basis for decision-making.

This plan’s narrative commences with an **introduction**. Next, a description of each of the plan’s nine functional elements begins with a **community profile** followed by **economic development, housing, transportation, public and community facilities, natural resources, land use** and **intergovernmental cooperation**. **Goals, objectives and action** statements are then derived from each of the elements. These statements are then translated into an overall **land use and development plan**. Finally, an **implementation plan** is suggested, a plan that incorporates the capabilities of the City of Reedsburg over an extended period of time.

# COMMUNITY PROFILE

## 1.0 Purpose

The following Community Profile of the City of Reedsburg consists of background information on the City, including demographic trends and characteristics, and population, household, and labor force forecasts. It serves as an introduction to the City and a starting point for developing the City's Comprehensive Plan. In addition, the Community Profile, along with the Comprehensive Plan's other eight element profiles (which are provided in the next eight sections of the plan), are meant to act as sources of reference information and to be used for deriving many of the key findings and recommendations of the plan. The Community Profile is written in a manner that facilitates quick and easy reference for use during and after the planning process.

## 1.2 Location

The City of Reedsburg is located in the southwest portion of Wisconsin along STH 33 and 23, within Sauk County (Map 1-1). It is 60 miles northwest of Madison, 30 miles north of Spring Green, and is 13 miles west of the Interstate 90/94, approximately midway between Minneapolis and Chicago.

## 1.3 Demographic Trends and Characteristics

### Population Trends

Table 1-1 shows historical population counts for the City of Reedsburg. These counts are compared with counts for the Towns of Reedsburg, Winfield, and Excelsior, Sauk County, and Wisconsin. The population of the City from 1930 to 2000 grew by 4,860 persons, which was an increase of 164 percent. The largest growth within the City during this period occurred between 1930 and 1940 and between 1990 and 2000, with increases of 21.6 percent and 34.2 percent, respectively. The lowest amount of population growth within the City over the 70-year period occurred during the 1960s. The populations of the towns of Reedsburg and Excelsior from 1930 to 2000 grew by 7.6 percent and 103.2 percent, respectively. However, during this same time period, the Town of Winfield declined by 2.3 percent. Sauk County's population over the past 70 years increased by 23,195, or 72.4 percent. The County experienced the largest growth during the 1940s and 1990s, with population increases of 13.1 percent and 17.6 percent, respectively. Between 1930 and 2000, Wisconsin's population increased by 2.4 million, or 82.8 percent. During this period, the largest growth within the State occurred during the 1960s and 1970s.

**Table 1-1**  
**Historical Population Counts and Growth Rates**  
**City of Reedsburg, Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County, and**  
**Wisconsin**  
**1930-2000**

Year	City of Reedsburg		Town of Reedsburg		Town of Winfield		Town of Excelsior		Sauk County		Wisconsin	
	#	% Change	#	% Change	#	% Change	#	% Change	#	% Change	#	% Change
1930	2,967	---	1,149	---	770	---	694	---	32,030	---	2.9 M	---
1940	3,608	21.6	1,167	1.6	666	-4.4	782	12.7	33,700	5.21	3.1 M	6.8
1950	4,072	12.9	1,188	1.8	685	2.9	680	-13.0	38,120	13.1	3.4 M	9.5
1960	4,371	7.3	1,349	13.6	590	-13.9	733	7.8	36,179	-5.1	3.9 M	15.1
1970	4,585	4.9	1,442	6.9	608	3.1	786	7.2	39,057	7.4	4.4 M	11.8
1980	5,038	9.9	1,468	1.8	624	2.6	1,266	61.2	43,469	11.3	4.7 M	6.5
1990	5,834	15.8	1,367	-6.9	649	4.0	1,194	-5.7	46,975	8.1	4.9 M	3.5
2000	7,827	34.2	1,236	-9.6	752	15.9	1,410	18.1	55,225	17.6	5.3 M	8.3
<b>1930-2000 Change</b>	4,860	163.8	87	7.6	-18	-2.3	716	103.2	23,195	72.4	2.4 M	82.8

Source: Wisconsin DOA (2000).

#### Age Group Distribution Comparison

Table 1-2 shows the age group distribution of the City of Reedsburg's population in comparison to the Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County, and Wisconsin for 2000. The age structure of the City of Reedsburg in 2000 was older when compared to structures of the Towns of Winfield and Excelsior, Sauk County, and the State. About 16 percent of the City's population was over 65 years of age. The Town of Reedsburg was the only comparable community with an age structure of 22 percent of the population over the age of 65.

Within the City, the age structure comprising 34 and younger accounted for approximately 50 percent of the community. This younger age structure was higher than all of the surrounding Towns, Sauk County, and the State.

**Table 1-2**  
**Age Group Distribution of Population**  
**City of Reedsburg, Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County, and**  
**Wisconsin**  
**2000**

Age Groups	City of Reedsburg		Town of Reedsburg		Town of Winfield		Town of Excelsior		Sauk County		Wisconsin	
	#	%	#	%	#	%	#	%	#	%	#	%
<b>0-9</b>	1,185	15.2	128	10.4	101	13.4	146	10.4	7,423	13.5	721,824	13.5
<b>10-19</b>	1,097	14.0	181	14.6	116	15.4	217	15.4	8,317	15.1	810,269	15.1
<b>20-34</b>	1,648	21.1	162	13.1	122	16.3	201	14.3	9,839	17.9	1,063,460	19.9
<b>35-44</b>	1,203	15.4	180	14.6	138	18.4	239	17.0	9,061	16.4	875,522	16.3
<b>45-54</b>	1,203	10.6	190	15.4	123	16.4	267	18.9	7,641	13.8	732,306	13.7
<b>55-64</b>	601	7.7	130	10.5	80	10.6	175	12.4	4,951	8.9	457,741	8.5
<b>65-74</b>	546	7.0	100	8.1	47	6.3	105	7.4	3,880	7.0	355,307	6.6
<b>75-84</b>	501	6.4	101	8.2	21	2.8	49	3.5	2,946	5.3	251,621	4.7
<b>85 &amp; Over</b>	219	2.8	64	5.2	4	0.5	11	0.8	1,167	2.1	95,625	1.8
<b>Totals</b>	7,827	100.0	1,236	100.0	752	100.0	1,410	100.0	55,225	100.0	5,363,675	100.0

Source: U.S. Bureau of Census, 2000.

Median Age

In 2000, the median age of residents in the City of Reedsburg was 34.9 years, which was younger than all surrounding towns, Sauk County, and the State of Wisconsin. Between 1980 and 2000, the City's population became younger, with the median age decreasing by .5 years.

**Table 1-3**  
**Median Age**  
**City of Reedsburg, Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County, and**  
**Wisconsin**  
**1980-2000**

Area	1980	1990	2000
<b>City of Reedsburg</b>	34.4	34.1	34.9
<b>Town of Reedsburg</b>	37.7	37.4	43.3
<b>Town of Winfield</b>	27.6	33.6	38.3
<b>Town of Excelsior</b>	28.5	36.1	41.8
<b>Sauk County</b>	31.5	34.2	37.3
<b>State of Wisconsin</b>	29.4	32.9	36.0

Source: U.S. Bureau of Census, for year cited.

Racial Composition

The racial make-up of the City of Reedsburg is primarily persons who are European American (Table 1-4). In 2000, European Americans accounted for 97.4 percent of the total population. The other racial groups accounted for only 2.6% of the total population. The largest minority group within the City was Native American. Over the 98 percent of

the populations of the Town of Reedsburg, Town of Winfield, and Town of Excelsior in 2000 were European American.

**Table 1-4**  
**Number of Persons by Race**  
**City of Reedsburg, Town of Reedsburg, Town of Winfield, Town of Excelsior, and Sauk County**  
**2000**

Race	City of Reedsburg		Town of Reedsburg		Town of Winfield		Town of Excelsior		Sauk County	
	#	%	#	%	#	%	#	%	#	%
<b>Total</b>	7,827	100%	1,236	100%	752	100%	1,410	100%	55,225	100%
<b>European American</b>	7,627	97.4 %	1,229	99.4%	746	99.2%	1,383	98.1%	53,775	97.4%
<b>African American</b>	13	0.2%	0	0%	0	0%	0	0%	142	0.3%
<b>Native American</b>	62	0.8%	4	0.3%	1	0.1%	12	0.9%	479	0.9%
<b>Asian American</b>	15	0.2%	2	0.2%	1	0.1%	4	0.3%	144	0.3%
<b>Other Races</b>	110	1.4%	1	0.1%	4	0.5%	11	0.8%	352	0.6%

Source: U.S. Bureau of the Census, 2000.

Population Density

In 2000, with a population of 7,827 persons and a land area of 5.2 square miles, the City of Reedsburg’s population density was 1,503.9 persons per square mile (ppsqm) (Table 1-5). The City of Richland Center had a population of 5,114 persons with a population density of 1,164.6 ppsqm. The 2000 population density figures for the Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County, and Wisconsin were 40.2 ppsqm, 21.2 ppsqm, 41.6 ppsqm, 65.9 ppsqm, and 98.8 ppsqm, respectively.

**Table 1-5**  
**Population Density**  
**City of Reedsburg, Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County, and Wisconsin**  
**2000**

Area	Land Area (Square Miles)	Population	Persons/ Square Mile
<b>City of Reedsburg</b>	5.2	7,827	1,503.9
<b>City of Richland Center</b>	4.4	5,114	1,164.6
<b>City of Mauston</b>	3.66	3,740	1,022.6
<b>City of Baraboo</b>	5.3	10,711	2,030.2
<b>Town of Reedsburg</b>	30.8	1,236	40.2
<b>Town of Winfield</b>	35.4	752	21.2
<b>Town of Excelsior</b>	33.9	1,410	41.6
<b>Sauk County</b>	837.6	55,225	65.9
<b>Wisconsin</b>	54,310.1	5,363,675	98.8

Source: U.S. Bureau of Census, for year cited.

Households

Table 1-6 shows U.S. Census household counts for the City of Reedsburg for 1970 thru 2000. These counts are compared with counts for the Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County, and Wisconsin. The number of households within the City from 1970 to 2000 grew by 1,573, which was an increase of 97.1 percent. This figure compares to 23.1 percent for the Town of Reedsburg, 80.3 percent for the Town of Winfield, 146.3 percent for the Town of Excelsior, 78.4 percent for the County, and 61.5 percent for the State.

**Table 1-6  
Number of Households  
City of Reedsburg, Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County, and  
Wisconsin  
1970-2000**

Year	City of Reedsburg		Town of Reedsburg		Town of Winfield		Town of Excelsior		Sauk County		Wisconsin	
	#	%	#	%	#	%	#	%	#	%	#	%
<b>1970</b>	1,620	---	320	---	147	---	214	---	12,133	---	1.3 M	---
<b>1980</b>	2,021	24.8	389	21.6	174	18.4	383	79.0	15,510	27.8	1.7 M	24.3
<b>1990</b>	2,400	18.8	373	-5.0	197	13.2	400	4.44	17,703	14.1	1.8 M	10.3
<b>2000</b>	3,193	33.0	394	5.6	265	34.5	527	31.2	21,644	22.3	2.1M	30.0
<b>% Change 1970-1990</b>	97.1		23.1		80.3		146.3		78.4		61.5	

Source: U.S. Bureau of Census, for years cited.

Average Household Size

In 2000, the average household size in the City of Reedsburg was 2.41, which compares with 2.40 in 1990 and 2.44 in 1980 (Table 1-7). In each of the decades from 1980 to 2000, the City's average household size was smaller than the Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County, and Wisconsin.

**Table 1-7  
Average Household Size  
City of Reedsburg, Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County, and  
Wisconsin  
1980-2000**

Area	1980	1990	2000
<b>City of Reedsburg</b>	2.44	2.40	2.41
<b>Town of Reedsburg</b>	3.00	3.10	2.78
<b>Town of Winfield</b>	3.59	3.26	2.84
<b>Town of Excelsior</b>	3.31	2.96	2.68
<b>Sauk County</b>	2.75	2.61	2.51
<b>Wisconsin</b>	2.77	2.61	2.50

Source: U.S. Bureau of Census, for years cited.

## Household Income Levels

In 1999 (based on 2000 Census data) the household income levels within the City of Reedsburg were below the income levels within the Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County and Wisconsin. About 15 percent of the City's households had annual income levels under \$15,000. About 13 percent of the City's households had annual income levels greater than \$75,000. This figure was 4 to 13 percentage points lower than the Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County, and Wisconsin. The City's median household income level in 1999 was \$39,152, which compares to \$49,236 for the Town of Reedsburg, \$49,688 for the Town of Winfield, \$54,375 for the Town of Excelsior, \$41,941 for Sauk County, and \$43,791 for the State.

**Table 1-8**  
**Household Income Levels**  
**City of Reedsburg, Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County, and Wisconsin**  
**1999**

Annual Income	City of Reedsburg		Town of Reedsburg		Town of Winfield		Town of Excelsior		Sauk County		Wisconsin	
	#	%	#	%	#	%	#	%	#	%	#	%
<b>Less than \$10,000</b>	256	8.0	18	4.5	11	4.4	33	6.3	1,461	6.7	148,964	7.1
<b>\$10,000-\$14,999</b>	230	7.2	25	6.3	3	1.2	18	3.4	1,255	5.8	121,366	5.8
<b>\$15,000-\$24,999</b>	470	14.8	30	7.6	17	6.7	47	9.0	2,890	13.4	264,897	12.7
<b>\$25,000-\$34,999</b>	481	15.1	36	9.1	29	11.5	52	9.9	2,987	13.8	276,033	13.2
<b>\$35,000-\$49,999</b>	600	18.9	95	23.9	68	27.0	79	15.0	4,552	21.0	377,749	18.1
<b>\$50,000-\$74,999</b>	727	22.9	97	24.4	69	27.4	158	30.1	5,014	23.2	474,299	22.7
<b>\$75,000-\$99,999</b>	261	8.2	45	11.3	24	9.5	74	14.1	1,976	9.1	226,374	10.9
<b>\$100,000-\$149,999</b>	95	3.0	33	8.3	22	8.7	47	9.0	1,019	4.7	133,719	6.4
<b>\$150,000-\$199,999</b>	42	1.3	8	2.0	3	1.2	4	0.8	232	1.1	30,598	1.5
<b>\$200,000 or More</b>	19	0.6	10	2.5	6	2.4	13	2.5	261	1.2	32,305	1.5
<b>Median</b>	\$39,152		\$49,236		\$49,688		\$54,375		\$41,941		\$43,791	

Source: U.S. Bureau of Census, 2000

## Educational Attainment

In 2000, the number of residents over 25 years of age within the City of Reedsburg that had no high school diploma was 908, or 18.0 percent (Table 1-9). This figure was lower than the Town of Reedsburg, but higher than the Towns of Winfield and Excelsior, Sauk County and Wisconsin. Overall, 82.0 percent of residents over 25 years of age within the City were high school graduates or higher, which was higher than the Town of Reedsburg (78.2 percent) and but lower than the Towns of Winfield (88.9 percent) and Excelsior (85.1 percent), Sauk County (83.5) and Wisconsin (85.1 percent). The proportion of City residents in 2000 with a bachelor degree or higher was 13.6 percent. This figure compares to 15.0 percent for the Town of Reedsburg, 14.1 percent for the Town of Winfield, 16.0 percent for the Town of Excelsior, 17.6 percent for Sauk County, and 22.4 percent for the State.



**Table 1-9**  
**Educational Attainment of Persons Over 25 Years**  
**City of Reedsburg, Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County, and**  
**Wisconsin**  
**2000**

Educational Level	City of Reedsburg		Town of Reedsburg		Town of Winfield		Town of Excelsior		Sauk County		Wisconsin	
	#	%	#	%	#	%	#	%	#	%	#	%
Less than 9 <sup>th</sup> Grade	402	8.0	95	10.5	20	4.3	41	4.2	2,335	6.4	186,125	5.4
9 <sup>th</sup> to 12 <sup>th</sup> Grade, No Diploma	506	10.0	101	11.2	32	6.9	104	10.7	3,711	10.1	332,292	9.6
High School Graduate	1,957	38.8	329	36.5	195	41.8	395	40.7	1,3867	37.8	1,201,813	34.6
Some College, No Degree	1,131	22.4	159	17.6	109	23.2	204	21.0	7,699	21.0	715,664	20.6
Associate Degree	363	7.2	82	9.1	45	9.6	71	7.3	2,629	7.2	260,711	7.5
Bachelor Degree	485	9.6	92	10.2	45	9.6	93	9.6	4,543	12.4	530,268	15.3
Graduate or Professional Degree	202	4.0	43	4.8	21	4.5	62	6.4	1,917	5.2	249,005	7.2
Total Population Over 25 Years	5,046	100	901	100	467	100	970	100	36,701	100	3,475,878	100
% High School Graduate or Higher	82.0		78.2		88.9		85.1		83.5		85.1	
% Bachelor Degree or Higher	13.6		15.0		14.1		16.0		17.6		22.4	

Source: U.S. Bureau of the Census, 2000.

### Labor Force Characteristics

In 1990, 2,894 residents 16 years of age and older accounted for the City of Reedsburg's labor force (Table 1-10). Of the residents in the labor force, 92.7 percent were employed. This figure compares to 96.2 percent for the Town of Reedsburg, 94.6 percent for the Town of Winfield, 94.2 percent for the Town of Excelsior, 94.0 percent for Sauk County, and 94.8 percent for Wisconsin. It should be pointed out that these figures are gathered by the U.S. Bureau of Census based on answers given by Census respondents, and do not match the official labor force numbers compiled by the Wisconsin Department of Workforce Development (DWD) for Counties, MSAs, and larger municipalities (population over 25,000) within the State. Labor force numbers calculated by DWD are based on monthly tabulation of unemployment claims. DWD currently does not calculate numbers for towns, villages, and cities within the State with populations under 25,000.

**Table 1-10**  
**Labor Force Characteristics**  
**City of Reedsburg, Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County, and**  
**Wisconsin**  
**2000**

Characteristics	City of Reedsburg	Town of Reedsburg	Town of Winfield	Town of Excelsior	Sauk County	Wisconsin
<b>Labor Force</b>	4,240	637	449	844	30,374	2,869,236
<b>Employed</b>	4,058	626	440	820	29,108	2,734,925
<b>% Employed</b>	95.7%	98.3%	98.0%	97.2%	95.8%	95.3%
<b>Unemployed</b>	182	11	9	24	1,266	134,311
<b>% Unemployed</b>	4.3%	1.7%	2.0%	2.8%	4.2%	4.7%

Source: U.S. Bureau of Census, 2000.

### Summary of the City's Demographic Trends and Characteristics

- Over the past 70 years, the City population has grown annually by over two percent. The most significant growth occurred during the 1930s and 1990s.
- The age structure of the City's population is similar when compared to the Towns of Winfield and Excelsior, Sauk County, and Wisconsin.
- The minority population within the City only accounts for less than one percent of the City's total population.
- In 1990, the population density of the City was approximately 1,577 people per square mile.
- In 2000, the median age for the City (34.9) was similar to the median age of Sauk County (37.3).
- Between 1970 and 2000, the number of households within the City grew by about 97 percent. During this same period, the average household size in the City declined.
- The household income levels within the City are lower than the income levels within the surrounding Towns, Sauk County, and the State.
- About 82 percent of the City's population over 25 years of age is a high school graduate or higher, which is slightly lower than the State's rate.
- In 2000, the unemployment rate within the City was higher than the surrounding Towns, but less than Sauk County and the State.

## **1.4 Forecasts**

### Population and Housing

In order to determine future changes in a community, the first step is to approximate what the future population and housing levels will be. To accomplish this scenario for the City of Reedsburg, three methods were developed. The first method involved using population projections calculated by Wisconsin Department of Administration (DOA) in 1993 for the City (the 2020 figure was estimated) and DOA's persons per household projections for Sauk County and Wisconsin to compute future household numbers for the City (Tables 1-11a and 1-11b). The second technique involved using U.S. Census historical population trends (1930-2000) and DOA population estimates (1990-2000) for

the City to project future population figures. The population projection figures for the City and persons per household projections from DOA for the County and State were then used to determine future household numbers for the City (Tables 1-12a and 1-12b). The final method involved using the historical household trends from the Census (1970-1990) and 1991-2000 household estimates (based on past building permit numbers) for the City to calculate the number of future households within the City. These projected household numbers and the DOA's persons per household projections for the County and State were then used to generate population projections for the City (Tables 1-13a and 1-13b). Applying the three methods, the population and household levels for the City were projected out to the year 2020.

**Table 1-11a**  
**Population Projections**  
**Based on DOA Projections (Method 1)**  
**City of Reedsburg**  
**2000-2020**

<b>Year</b>	<b>Number</b>	<b>Percentage Change</b>
<b>2000</b>	6,799	---
<b>2005</b>	7,064	3.90
<b>2010</b>	7,270	2.92
<b>2015</b>	7,463	2.65
<b>2020</b>	7,684	2.97
<b>2000-2020 Change</b>	885	13.02

Source: Wisconsin Department of Administration, 1993.

**Table 1-11b**  
**Household Projections**  
**Based on DOA Projections (Method 1)**  
**City of Reedsburg**  
**2000-2020**

<b>Year</b>	<b>Number</b>	<b>Percentage Change</b>
<b>2000</b>	2,924	---
<b>2005</b>	3,087	5.57
<b>2010</b>	3,230	4.63
<b>2015</b>	3,371	4.37
<b>2020</b>	3,531	4.75
<b>2000-2020 Change</b>	607	20.76

Source: MSA Professional Services, 2001.

**Table 1-12a**  
**Population Projections**  
**Based on Past Population Trends and Estimates (Method 2)**  
**City of Reedsburg**  
**2000-2020**

<b>Year</b>	<b>Number</b>	<b>Percentage Change</b>
<b>2000</b>	7,827	---
<b>2005</b>	8,408	7.42
<b>2010</b>	8,990	6.92
<b>2015</b>	9,571	6.46
<b>2020</b>	10,152	6.07
<b>2000-2020 Change</b>	2,325	29.70

Source: MSA Professional Services, 2001.

**Table 1-12b**  
**Household Projections**  
**Based on Past Population Trends and Estimates (Method 2)**  
**City of Reedsburg**  
**2000-2020**

<b>Year</b>	<b>Number</b>	<b>Percentage Change</b>
<b>2000</b>	3,193	---
<b>2005</b>	3,486	9.18
<b>2010</b>	3,789	8.68
<b>2015</b>	4,102	8.26
<b>2020</b>	4,425	7.89
<b>2000-2020 Change</b>	1,232	38.59

Source: MSA Professional Services, 2001.

**Table 1-13a**  
**Population Projections**  
**Based on Historical Household and Building Permit Trends (Method 3)**  
**City of Reedsburg**  
**2000-2020**

<b>Year</b>	<b>Number</b>	<b>Percentage Change</b>
<b>2000</b>	7,827	---
<b>2005</b>	8,442	7.86
<b>2010</b>	9,032	6.99
<b>2015</b>	9,598	6.27
<b>2020</b>	10,140	5.65
<b>2000-2020 Change</b>	2,313	29.55

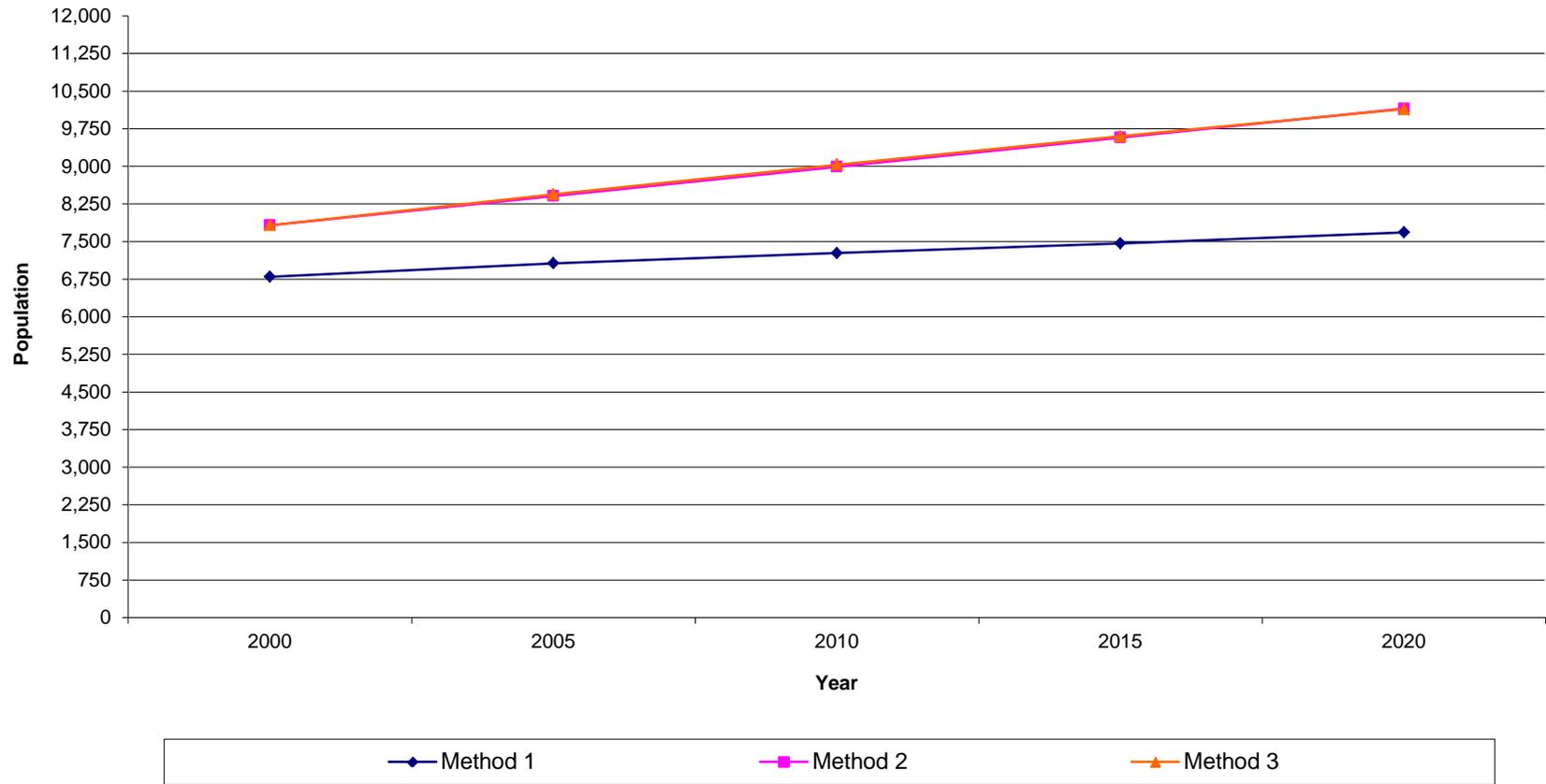
Source: MSA Professional Services, 2001.

**Table 1-13b**  
**Household Projections**  
**Based on Historical Household and Building Permit Trends (Method 3)**  
**City of Reedsburg**  
**2000-2020**

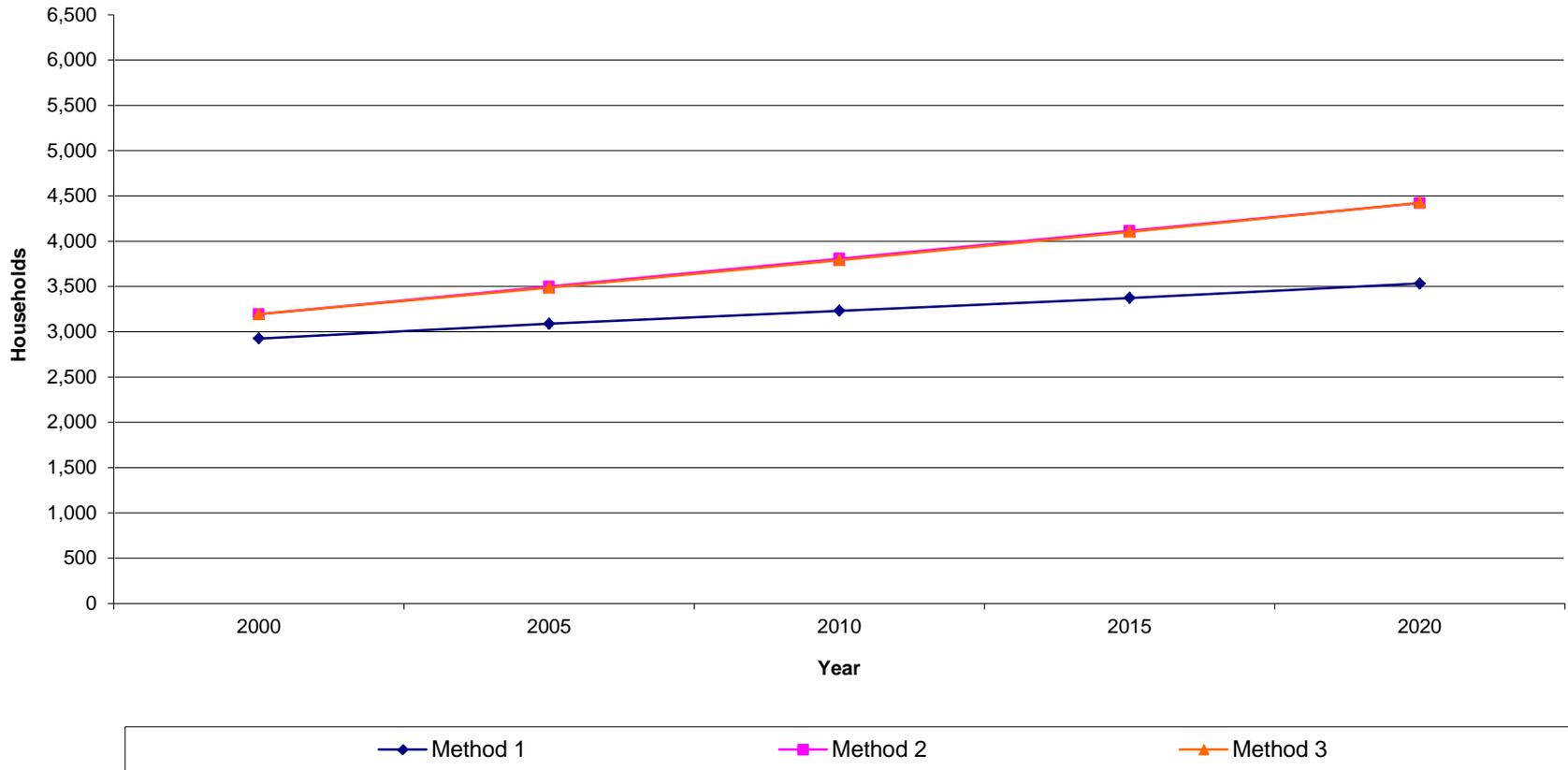
<b>Year</b>	<b>Number</b>	<b>Percentage Change</b>
<b>2000</b>	3,193	---
<b>2005</b>	3,499	9.60
<b>2010</b>	3,806	8.76
<b>2015</b>	4,113	8.08
<b>2020</b>	4,420	7.45
<b>2000-2020 Change</b>	1,227	38.43

Source: MSA Professional Services, 2001.

**FIGURE 1-1  
POPULATION PROJECTIONS  
City of Reedsburg**



**FIGURE 1-2  
HOUSEHOLD PROJECTIONS  
City of Reedsburg**



## Labor Force

In addition to forecasting future population and housing levels, it is important to determine the future labor force levels within a community. This scenario helps a community decide on the desired future levels of participation within the economy of an area. Based on the three above sets of population projections for the City of Reedsburg and DOA's projections for Sauk County for age groups between 15 and 64 years (working age), the following labor force projections to 2020 (tables 1-14a, 1-14b, and 1-14c) were calculated for the City:

**Table 1-14a**  
**Labor Force Projections (Method 1)**  
**City of Reedsburg**  
**2000-2020**

<b>Year</b>	<b>Number</b>	<b>Percentage Change</b>
<b>2000</b>	5,828	---
<b>2005</b>	6,239	7.1
<b>2010</b>	6,495	4.1
<b>2015</b>	6,558	1.0
<b>2020</b>	6,540	-0.3
<b>2000-2020 Change</b>	712	12.2

Source: MSA Professional Services, 2001.

**Table 1-14b**  
**Labor Force Projections (Method 2)**  
**City of Reedsburg**  
**2000-2020**

<b>Year</b>	<b>Number</b>	<b>Percentage Change</b>
<b>2000</b>	6,430	---
<b>2005</b>	7,065	9.9
<b>2010</b>	7,591	7.5
<b>2015</b>	7,904	4.1
<b>2020</b>	8,080	2.2
<b>2000-2020 Change</b>	1,650	25.7

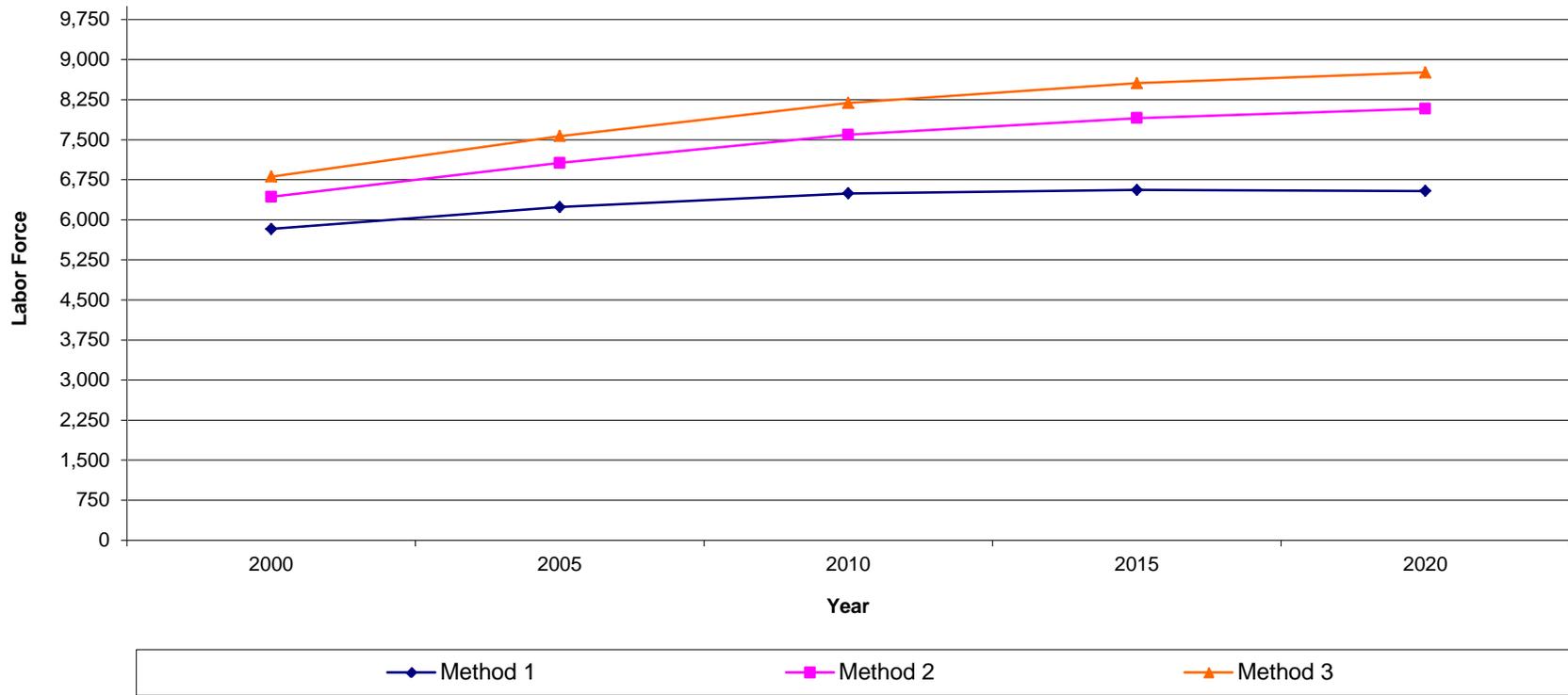
Source: MSA Professional Services, 2001.

**Table 1-14c**  
**Labor Force Projections (Method 3)**  
**City of Reedsburg**  
**2000-2020**

<b>Year</b>	<b>Number</b>	<b>Percentage Change</b>
<b>2000</b>	6,807	---
<b>2005</b>	7,565	11.1
<b>2010</b>	8,187	8.2
<b>2015</b>	8,558	4.5
<b>2020</b>	8,758	2.3
<b>2000-2020 Change</b>	1,951	28.7

Source: MSA Professional Services, 2001.

**FIGURE 1-3  
LABOR FORCE PROJECTIONS  
City of Reedsburg**



## ECONOMIC DEVELOPMENT

### 2.0 Introduction

Numerous factors contribute to the economic development of a community, many of which extend far beyond the community's boundaries. Therefore, in addition to the specific data on the City of Reedsburg, this element will include information on the Towns of Reedsburg, Winfield, and Excelsior, Sauk County, South Central Wisconsin Region, and the State of Wisconsin.

### 2.1 Labor Force Employment Status

Labor force data is collected at the county, metropolitan statistical area, and large city levels by the Wisconsin Department of Workforce Development (DWD). DWD does not compile figures for communities with populations less than 25,000.

The information summarized in Table 2-1 shows that the size of the labor force in Sauk County has steadily increased over the last decade. Between 1990 and 2000, an additional 9,225 individuals in the County were part of the labor force, which was an increase of 35.3 percent. During the past ten years, the unemployment rates in the County were at or above the State rates and the rates seen in the South Central Wisconsin Region. In 2000, the overall unemployment rate in the County was 2.1 percent, which was 1.4 percentage points higher than the State and two-tenths of a percentage point higher than the Region. Between 1990 and 2000 unemployment in Sauk County was the lowest in 2000. At the state and regional levels, unemployment was at the lowest level in 1999.

**Table 2-1**  
**Age Distribution of Population**  
**Sauk County, South Central Wisconsin Region, and Wisconsin**  
**1990-2000**

Year	Sauk County Labor Force			Unemployment Rates		
	Employed	Unemployed	Total	Sauk County	South Central Region	Wisconsin
1990	24,691	1,412	26,103	5.4%	4.8%	4.4%
1991	24,416	1,696	26,112	6.5%	5.9%	5.5%
1992	25,703	1,592	27,295	5.8%	5.7%	5.2%
1993	26,620	1,587	28,207	5.6%	5.2%	4.7%
1994	29,555	1,522	31,077	4.9%	4.9%	4.7%
1995	30,677	1,265	31,942	4.0%	3.8%	3.7%
1996	31,850	1,214	33,064	3.7%	3.4%	3.5%
1997	32,240	1,254	33,494	3.7%	3.6%	3.7%
1998	32,552	1,140	33,692	3.4%	2.2%	3.4%
1999	32,584	917	33,501	2.7%	1.9%	3.0%
2000	34,598	730	35,328	2.1%	2.3%	3.5%

Source: Wisconsin Department of Workforce Development

According to a 1997 labor market study, an increasing number of employers within Sauk County are using temporary workers as a means of locating qualified workers. Labor

shortages continue to affect the labor market in southern Wisconsin, including Sauk County. In the 1997 study, Sauk County employers reported having more difficulty recruiting skilled labor. This may be due in part to an aging workforce and the declining number of new entrants into the labor force. One additional factor affecting the labor market and overall wages in Sauk County (as well as the State) is due to the lack of large corporate offices being located in the region.

## **2.2 Employment by Industry Group**

The following employment analysis was obtained from 1990 Census data, which was based on the Standard Industrial Classification Manual (SIC). This manual was designed to classify establishments by the type of industrial activity in which they were engaged. The data used by the Census was collected from households instead of establishments, which may have resulted in less precise data in some categories.

According to Table 2-2, there were 2,684 persons employed within the City of Reedsburg in 1990. The Service and Manufacturing sectors were the most important employment sectors in the City, with 29.1 and 34.5 percent (respectively) of the total employment. These sectors also made up the largest share of employment in the Towns of Reedsburg, Winfield, and Excelsior, Sauk County, and the State of Wisconsin. The retail sector was the next most important for the City of Reedsburg (13.8 percent), Town of Excelsior (17.0 percent) Sauk County (16.3 percent), and the State (17.1 percent). However, for the Towns of Reedsburg and Winfield, Agricultural, Forestry, and Fishing was the third most important employment sector at 18.0 and 20.9, respectively. The top three employment sectors in the City, surrounding Towns, Sauk County, and Wisconsin accounted for over half of each community's labor force. These sectors accounted for 77.4 percent of the labor force in the City of Reedsburg, 67.2 percent in the Town of Reedsburg, 74.4 percent in the Town of Winfield, 61.2 in the Town of Excelsior, 65.9 percent in the Sauk County, and 71.5 percent in the State.

**Table 2-2**  
**Employment by Broad Economic Division**  
**City of Reedsburg, Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County, and Wisconsin, 1990**

Broad Economic Division	City of Reedsburg		Town of Reedsburg	Town of Winfield	Town of Excelsior	Sauk County	Wisconsin
	#	% Change	% Change	% Change	% Change	% Change	% Change
<b>Agricultural, Forestry, &amp; Fishing</b>	22	.8	18.0	20.9	14.7	10.3	4.6
<b>Mining</b>	3	.1	0	0	.6	.4	.1
<b>Construction</b>	174	6.5	6.3	8.6	8.9	7.6	4.9
<b>Manufacturing</b>	926	34.5	22.7	22.9	22.6	24.1	24.5
<b>Transportation and Public Utilities</b>	204	7.6	6.5	4.6	7.0	4.9	5.6
<b>Wholesale Trade</b>	68	2.5	2.8	2.3	3.1	3.9	4.1
<b>Retail Trade</b>	371	13.8	13.7	7.7	17.0	16.3	17.1
<b>Finance, Insurance, and Real Estate</b>	91	3.4	2.5	1.4	3.4	4.1	5.9
<b>Service</b>	780	29.1	26.5	30.6	21.6	25.5	29.9
<b>Public Administration</b>	45	1.7	2.2	1.1	1.2	2.9	3.2
<b>Total</b>	2,684	100%	100	100	100	100	100

Source: U.S. Bureau of the Census, 1990, STF 3A and STF 3C

According to a recent study (*The Economic Value of the Health Care Industry in Sauk County*, November 2000) prepared by the University of Wisconsin-Extension and Center for Community Economic Development, the Sauk County economy depends heavily on the strength of its health care sector. The health care industry in Sauk County is a basic industry that provides jobs and serves as a growth engine for the local economy. The health industry accounts for approximately 4,400 hundred jobs, or 11 percent of the total jobs in Sauk County. In addition the health care sector generates \$128 million in personal income, or about 12 percent of the county's total personal income. Lastly, for every two new health care jobs created in Sauk County one additional job will be created elsewhere in the county.

### **2.3 Economy/Largest Employers**

The Reedsburg area, including City of Reedsburg and Towns of Reedsburg, Winfield, and Excelsior, serves as a retail and service center for northwestern Sauk County and portions of Richland and Juneau Counties. Most of the area's professional offices and financial services are located either in the City or Town of Reedsburg. Table 2-3 lists the top manufacturing, distribution, and service employers within the Reedsburg area. The top five employers in the Reedsburg area, which account for approximately 3,085 employees, are all classified as service or manufacturing sector establishments.

**Table 2-3  
Major Manufacturing and Distribution Employers  
Reedsburg Area, 2000**

<b>Employers</b>	<b>Employees</b>	<b>Type of Industry</b>
Lands' End	Winter 1,700 Summer 1,100	Clothing manufacturer/distributor
Grede Foundries	887	Ductile iron foundry
Gerber Products	338	Plastic baby products
Seats, Inc.	317	Transportation & golf cart seats
Pace Industries	196	Extruded plastic
Skinner Transfer	135	Freight hauling
Plateco	110	Electroplating
Zinga Industries	70	Engine filters
Reedsburg Hardwood	64	Railroad ties, lumber, log cabins
Saputo Cheese	62	Mozzarella cheese
Columbia Par Car	79	Golf carts
Lakeside Foods	65	Canned & frozen vegetables
Foremost Farms, USA	51	Butter
Cellox Corporation	41	Polystyrene moldings

**Major Service Employers  
Reedsburg, 2000**

<b>Employers</b>	<b>Employees</b>	<b>Type of Industry</b>
Reedsburg School System	380	Education
Reedsburg Area Medical Center	380	Hospital
City of Reedsburg	120	Public service

Source: MSA Professional Services, March 2001

According to the 1999 Sauk County Workforce Profile (Wisconsin Department of Workforce Development) three of the top ten employers within Sauk County are located in Reedsburg. Employers include Land's End, Grede Foundaries, and Gerber Products. This is a slight drop compared to the 1997 Sauk County Workforce Profile where five of the top ten employers were located within Reedsburg (additional employers included Seats, Inc. and Reedsburg Area Medical Center).

#### **2.4 Employment by Place of Work**

Table 2-4 indicates that 2,492 of the 2,669 employed City residents, or 93.7 percent worked within Sauk County in 1990. An additional 169 worked within the State of Wisconsin but not within the County. Less than 1 percent (8 residents) worked outside of the State. The majority of these workers were likely employed at places located in the State of Iowa, which is at least an hour and a half commute (one-way).

**Table 2-4**  
**City Resident Workers 16 Years and Over by Place of Work**  
**City of Reedsburg, 1990**

<b>Characteristics</b>	<b>Number</b>	<b>Percent</b>
<b>Total City Residents Employed</b>	2,669	--
<b>Worked in Wisconsin</b>	2,661	99.7
<b>Worked Outside the State</b>	8	.3
<b>Worked in Sauk County</b>	2,492	93.7
<b>Worked Outside the County</b>	169	6.4

Source: U.S. Bureau of the Census, 1990, STF 3A.

However, according to a recent 1997 Sauk County labor market study approximately 32% of workers sampled commute out of the county for work. This marks a significant change in commuting patterns than those identified in the 1990 Census estimates.

## **2.5 Employees by Zip Code**

A recent survey was conducted by the Reedsburg Retail Marketing Committee identifying the breakdown of industry employees by zip code. Table 2-5 indicates that of the 2,355 employees identified, 1,070 or 45.4% were from the Reedsburg zip code. The remaining 54.6% of employees identified were from surrounding counties, including Juneau, Adams, Vernon, and Richland Counties.

**Table 2-5**  
**Number of Industry Employees by Zip Code**  
**City of Reedsburg**  
**2001**

<b>Zip Code</b>	<b>Community</b>	<b>Total Employees</b>
53941	La Valle	206
53968	Wonewoc	131
53913	Baraboo	111
53948	Mauston	104
53924	Cazenovia	99
54634	Hillsboro	47
53937	Hillpoint	45
53943	Loganville	45
53961	Rock Springs	41
53944	Lyndon Station	41
53965	Wisconsin Dells	41
53581	Richland Center	34
53951	North Freedom	20
53942	Lime Ridge	19
53950	New Lisbon	19
53929	Elroy	19
53577	Plain	15
54646	Necedah	13
53578	Prairie du Sac	7
53910	Adams	8
53959	Reedsburg	1,070
Zip Codes w/1 or 2 employees		220
	<i><b>Total</b></i>	2,355

Source: Reedsburg Retail Marketing Committee, 2000

This survey included information from the following industries: Reedsburg Hardwoods, Reedsburg Physicians Group, Cellox Corp., VTI Vacuum Technologies, Inc., Addison, Friede and Associates, LLC, Grede Foundries, Inc., Seats, Inc., Columbia Par Car, Saputo Cheese, Zinga Industries, Hanksraft Motors, Inc., Lakeside Foods, RAMC, Skinner Transfer, Cenex Transportation. It does not include Lands End, Meister, or Reedsburg School District.

## **2.6 Downtown/Other Retail Areas**

### Downtown Business District

The core area of the downtown business district comprises approximately four blocks of stores and businesses fronting Main Street. The area is generally defined as Third Street to the north, Pine Street to the east, the Chicago-Northwestern rail line to the south, and to the west those businesses along the west bank of the Baraboo River. Additional businesses exist on several of the north-south cross streets and along 2<sup>nd</sup> Street. The downtown is characterized by historic structures built in the late 1800s and early 1900s. These structures are representative of business districts of this time period. Currently, the majority of these buildings are in good condition and have been well preserved. The City

has been fortunate in having retained a significant number of its historic buildings along Main Street. Additional structures have been constructed over the past several decades in blocks surrounding Main Street.

The downtown businesses are a mix of banks, bars, restaurants, drug stores, gift shops, clothing and hardware stores. Several professional services are also located in the downtown district including attorneys, real estate, insurance, and doctor/dentist offices. Parking is provided on-street and in rear lots of the commercial storefronts. Additional specialty shops oriented towards tourism have also recently opened.

The south end of the downtown area includes a mixture of commercial and industrial facilities having evolved as a result of the Chicago-Northwestern rail line. The Chicago-Northwestern Railroad has been abandoned between Reedsburg and Elroy and has been developed into the '400' State Trail. Both underdeveloped and underutilized parcels exist in downtown area and along the railroad corridor.

The Baraboo River also cuts through the downtown district, and is currently underutilized as a community asset. A Tax Incremental Finance District (TID #6) was created in 2000 that included businesses along the west bank of the Baraboo River, in addition to businesses along portions of North Webb Avenue and Second Street. This District was created to help redevelop downtown and promote the use of the Baraboo River as a community asset.

The downtown area also includes most of the governmental facilities for the community. This includes City Hall, the Public Library, Fire/Police Station, and the public works garage.

#### Westside District

There is also a small group of businesses adjoining the downtown area, west of the Baraboo River, located along Main Street to the City limits, and a second area of businesses on South Albert (or STH 23).

#### Eastside Corridor

The eastside commercial corridor extends from approximately one-half mile east of the downtown (around Dewey Avenue) to Golf Course Road. The major development along the corridor is the Viking Village shopping center, and True Value at the intersection of East Main Street and County Highway H. Additional retail businesses and services are located along this commercial corridor.

#### Downtown Planning

Significant planning efforts have been conducted for the downtown retail district. The following is a list of completed planning projects addressing downtown planning needs:

- Comprehensive Plan (1989)
- Reedsburg Downtown Plan (1990)
- Downtown Reedsburg Parking Study (1990)
- Reedsburg Downtown Action Plan (2000)
- Tax Incremental Finance District #5 (July 1999)
- Tax Incremental Finance District #6 (July 2000)
- Downtown Redevelopment District #2 (July 2000)

*Comprehensive Plan (1989)* – The most recent Comprehensive Plan prepared for the City of Reedsburg. For the downtown district, this plan focused its goals and objectives around downtown redevelopment/revitalization efforts, underutilized property along railroad corridors, parking concerns, appearance codes, transition between east-side and downtown, competition between east-side and downtown, and the promotion of tourism and the Baraboo River. A Business Improvement District (BID) was created for the downtown area to address owner needs and priorities.

*Reedsburg Downtown Plan (1990)* – This plan is a conceptual vision of how downtown Reedsburg should grow and identifies Downtown Action Strategies. Provides a conceptual drawing of how the downtown may look someday following implementation of the plan. This plan integrates elements from the 1989 Comprehensive Plan. It addresses parking issues, theme and appearance, uniform business practices, marketing, linkage to the bike trail and river, and targets future business needs.

*Downtown Reedsburg Parking Study (1990)* – Provides downtown parking inventories and identifies parking improvement strategies, including proposed parking expansion areas.

*Downtown Action Plan (2000)* – Provides current downtown goals and objectives and recommends the creation of a Downtown Council to help achieve the goals of the Action Plan. This plan also includes a 1-year, 2-5 year, and 5+ year Action Plan and strategies.

*Tax Incremental Finance District #5 (1999) and #6 (2000)* – The Reedsburg Community Development Authority created TIDs No. 5 and 6 for the purpose of redeveloping and growing the downtown. Funds generated from these districts will be used for real estate acquisition, site development infrastructure development/improvement, and Baraboo River development.

*Downtown Redevelopment District #2 (2000)* – A redevelopment district and plan developed by the City of Reedsburg and Reedsburg Community Development Authority (CDA) to provide available implementation tools for items in the Downtown Action Plan. CDA has the authority to issue bonds to help finance projects.

## **2.7 Industrial and Business Parks**

In 1978, Reedsburg began its industrial development program. Land was purchased east of Dewey Avenue and south of Highway 33/East Main Street to become the new

industrial park. As of 1997, the development of the industrial park has been very successful. A substantial number of industries have located within the industrial park, with hundreds of jobs created resulting in an industrial job base of more than 2,850. By 1997, the Industrial Park was essentially full, with only a couple of vacant parcels.

### Industrial Development Planning

Since 1997, significant planning efforts have been conducted for the industrial and business park. The following is a list of completed planning projects addressing industrial development planning needs:

- Proposed Next Phase Industrial Development Program (1997)
- Tax Incremental Finance District #3 (1998)\*
- Tax Incremental Finance District #4 (1998)\*
- Redevelopment District #3 (2000)\*
- Business Center Redevelopment District #4 (2000)\*
- Industrial Development Program Marketing Plan (2001)

\*see Map 2-1 for additional information

*Proposed Next Phase Industrial Development Program (1997)* – The Reedsburg Common Council and Industrial Development Commission adopted a new Industrial Development Plan. This plan established strategic, long-term goals and objectives for Reedsburg’s Industrial Development Program. Specific recommendations included the expansion of the existing industrial park through acquisition, utilization of TIF financing as the foundation for the City’s financing strategy, and to development a marketing strategy.

*Tax Incremental Finance District #3 (1998)* – An approximately 60-acre addition to the existing industrial park located along South Dewey Avenue, south of the railroad tracks. This is an industrial tax incremental finance district proposed for heavy industry and to be a regional growth center.

*Tax Incremental Finance District #4 (1998)* – This tax incremental district #4 (TID #4), includes portions of the existing industrial park, plus an approximately 40-acre expansion (25 developable acres). The majority of TID #4 is located south of East Main Street, centered around the Reedsburg Municipal Airport. The district is bounded to the west by South Dewey Avenue and to the east by Wengel Drive. A portion of the district also extends north of East Main Street, along Viking Drive (CTH H). TID #4 is designated for light, higher-end manufacturing and includes the Reedsburg Business Center.

*Redevelopment District #3 (2000)* - A redevelopment district and plan developed by the City of Reedsburg and Reedsburg Community Development Authority (CDA) to provide implementation tools for promoting development within TID No. 3. CDA has the authority to issue bonds to help finance projects.

*Business Center Redevelopment District #4 (2000)* - A redevelopment district and plan developed by the City of Reedsburg and Reedsburg Community Development Authority (CDA). The purpose of the Redevelopment District is to promote industrial development in the Reedsburg Business Center. The district consists of approximately 81 acres and is located between Veterans Drive to the west and Wengel Drive to the east. The CDA has the authority to issue bonds to help finance projects.

*Industrial Development Program Marketing Plan (2001)* – A marketing plan, which builds off of the 1997 Industrial Development Plan and helps to identify how the Reedsburg Industrial Development Commission will promote businesses to locate in the Industrial Park and Business Center.

## **2.8 Economic Strengths**

- Quality of life
- Quality of labor force
- Good transportation services (both highway and rail)
- Aggressive and creative use of financial assistance programs
- Ready to build industrial sites
- Proven track record of successful projects
- High quality medical facilities and services
- Baraboo River and other recreational resources
- “Wired” Community – telecommunication services
- Diversified manufacturing sector

## **2.9 Economic Weaknesses**

- Large manufacturing base, need to diversify
- Not close to commercial airport
- No immediate access to Interstate
- Rural location – difficult to access vendors, difficult to recruit professionals and managers
- Lack of diversity of retail goods and services

## **2.10 Brownfields**

Many urban and rural areas have former industrial or commercial sites where contamination is present, or perceived to be present. These “brownfield” sites are often abandoned or underutilized sites that could be remediated and redeveloped to accommodate growth.

Below is a listing from the Wisconsin Department of Natural Resources of both active and closed contamination sites within the City of Reedsburg.

### Active Sites

Status	Type	Activity Name	Site Name	Address	Municipality	County
Active	Spills	310 RAILROAD ST	310 RAILROAD ST	310 RAILROAD ST	Reedsburg	Sauk
Active	Spills	70 W MAIN ST	70 W MAIN ST	70 W MAIN ST	Reedsburg	Sauk
Active	LUST	DOUGLAS AMOCO	AMOCO OIL CO	1705 E MAIN ST	Reedsburg	Sauk
Active	LUST	BERNING IMPLEMENT	BERNING IMPLEMENT	605 S ALBERT AVE	Reedsburg	Sauk
Active	Spills	COMMERCIAL AVE	COMMERCIAL AVE	COMMERCIAL AVE	Reedsburg	Sauk
Active	LUST	COOP COUNTRY PARTNERS	COOP COUNTRY PARTNERS	306 E MAIN ST	Reedsburg	Sauk
Active	Spills	CTH K & STH 23	CTH K & STH 23	CTH K & STH 23	Reedsburg	Sauk
Active	Spills	DICK POPE MOBIL SERVICE STATION	DICK POPE MOBIL SERVICE STATION	DICK POPE MOBIL SERVICE STATION	Reedsburg	Sauk
Active	Spills	FARMERS UNION CTRL EXCH CENEX	FARMERS UNION CTRL EXCH CENEX	1587 LAUKANT ST	Reedsburg	Sauk
Active	LUST	GADE KLEEBER SITE	GADE KLEEBER SITE	305 MAIN ST	Reedsburg	Sauk
Active	Spills	GRADE FOUNDRY PARKING LOT	GRADE FOUNDRY PARKING LOT	GRADE FOUNDRY PARKING LOT	Reedsburg	Sauk
Active	Spills	700 ASH ST, FOUNDRY	GREDE FOUNDRIES INC	700 ASH ST	Reedsburg	Sauk
Active	ERP	HOLTZ OIL CO	HOLTZ OIL CO	70 W MAIN ST	Reedsburg	Sauk
Status	Type	Activity Name	Site Name	Address	Municipality	County
Active	LUST	KOENECKE FORD	KOENECKE EQUIPMENT	S2745 TWIN PINE RD	Reedsburg	Sauk
Active	LUST	KWIK TRIP #838	KWIK TRIP STORE 838	E6766 STH 33	Reedsburg	Sauk
Active	Spills	WEBB ST	NA-CHURS PLANT FOOD	WEBB ST	Reedsburg	Sauk
Active	LUST	NEMEC SERVICE	NEMEC SERVICE	1002 E MAIN ST	Reedsburg	Sauk
Active	ERP	R & L SUPPLY AG CHEMICAL FACILITY	R & L SUPPLY AG CHEMICAL FACILITY	INDUSTRIAL PARK	Reedsburg	Sauk
Active	Spills	R & L SUPPLY CORP	R & L SUPPLY CORP	1360 LAUKANT ST	Reedsburg	Sauk
Active	LUST	ZOBEL CONST	RAY ZOBEL & SONS INC	321 VETERANS DR	Reedsburg	Sauk
Active	ERP	REEDSBURG CLEANERS	REEDSBURG CLEANERS	349 E MAIN ST	Reedsburg	Sauk
Active	LUST	REEDSBURG CLEANERS	REEDSBURG CLEANERS	349 E MAIN ST	Reedsburg	Sauk
Active	ERP	REEDSBURG LF	REEDSBURG CTY		Reedsburg	Sauk
Active	LUST	REEDSBURG TIMES PRESS	REEDSBURG TIMES PRESS	117 S WALNUT ST	Reedsburg	Sauk
Active	LUST	REEDSBURG TRAVEL PLAZA	REEDSBURG TRAVEL PLAZA	2190 E MAIN ST	Reedsburg	Sauk

Active	LUST	ROECKER FARM PROPERTY	ROECKER FARM PROPERTY	S4052 CTH K	Reedsburg	Sauk
Active	Spills	S SEC OF RD .25 W OF PINC RD	S SEC OF RD .25 W OF PINC RD	S SEC OF RD .25 W OF PINC RD	Reedsburg	Sauk
Active	Spills	S SIDE OF FACILITY ON ASH ST	S SIDE OF FACILITY	ASH ST	Reedsburg	Sauk
Active	LUST	SKINNER TRANSFER BLDG	SKINNER TRANSFER BLDG	1801 E MAIN ST	Reedsburg	Sauk
Active	LUST	SKINNER TRANSFER SITE #3	SKINNER TRANSFER CORP	2050 E MAIN ST	Reedsburg	Sauk
Active	LUST	SPELLMAN MONUMENT	SPELLMAN MONUMENT	403 E MAIN ST	Reedsburg	Sauk
Active	LUST	STEVES STANDARD	STEVES STANDARD	60 W MAIN ST	Reedsburg	Sauk
Active	ERP	UNITED COOP	UNITED COOP	55 EAGLE ST	Reedsburg	Sauk

Source: Wisconsin Department of Natural Resources, 2001

Before finalizing final use arrangements for any area identified as having possible environmental contamination, an environmental assessment and any required clean-up should be performed. This is an important first step in the reuse of any “brownfield” site. Several state and federal grant programs, including the Wisconsin Department of Natural Resource Brownfield Site Assessment Grant Program (SAG) and Brownfields Environmental Assessment Program (BEAP), are available to assist with environmental assessments. After preparing an environmental assessment, the City and property owners should prepare site redevelopment strategies.

### **2.11 Economic Development Programs**

Included in Appendix A of this plan is a list of several regional, state, and federal economic development related programs available to the City of Reedsburg, surrounding communities, local economic development organizations, and/or local businesses. These programs are organized according to the agency that makes each of them available. A description is provided for each program.

### **2.12 Issues, Opportunities, and Constraints**

The community would like to consider drawing in big box and/or other large retail businesses. However, according to a retail visioning exercise conducted by the Reedsburg Chamber of Commerce the likelihood of a “big box” retail outlet locating within the community is small due to population size and freeway access. It was also documented that over 40 “big box” stores are within a 60-minute drive of Reedsburg, and that regionally, the community is being serviced by these businesses.

The City needs to utilize a recently conducted business services survey to help identify gaps in their market place.

The community has a stable workforce, drawing individuals from surrounding areas. Due to the future leveling of the labor pool, the City will need to continue to find ways of attracting business and labor to the community. According to a recent study an increasing number of employers within Sauk County are using temporary workers as a means of locating qualified workers.

There is a demand and need for growth in the health field. According to a recent report the Sauk County economy depends heavily on the strength of its health care sector and has a significant impact on other businesses.

There is also a desire to attract high tech industries. Because of the amount of industry in Reedsburg, wage levels are low. High tech industries and other business sectors would allow for job market and wage diversification. However, a recent study indicates that employers are having more difficulty recruiting skilled labor.

According to a 1997 Sauk County labor market study approximately 32% of workers sampled commute out of the county for work.

Due to the Wisconsin Dells/Lake Delton area turning into a year-around destination location, employees working in these communities will need places to live. Because of area congestion, cost of housing, and other issues surrounding the Wisconsin Dell area, Reedsburg may be in a position to capture a portion of this housing market.

There is a concern of slow industrial and commercial growth in existing Tax Incremental Finance Districts.

Strategic marketing might be necessary to attract industrial/commercial growth, tourism, and other business opportunities.

A considerable amount of planning work and activity has been prepared for the downtown area. Recent efforts include the Reedsburg Downtown Action Plan (2000), Tax Incremental Finance District #5 (July 1999), Tax Incremental Finance District #6 (July 2000), and the Downtown Redevelopment District #2 (July 2000).

A considerable amount of planning work and activity has been prepared for industrial development within Reedsburg. Recent efforts include the Industrial Development Program (1997), Tax Incremental Finance District #3 (1998), Tax Incremental Finance District #4 (1998), Redevelopment District #3 (2000), Business Center Redevelopment District #4 (2000), and the Industrial Development Program Marketing Plan (2001).

There is a need to explore new and additional types of economic development tools.

The City needs to capitalize on existing community assets, including the encouragement of railroad corridor use and the Baraboo River.

Additional marketing and business effort needs to be placed into the tourism sector. According to the retail visioning exercise conducted by the Chamber of Commerce more than 40 state parks, natural recreation areas, and cultural tourism sites are located within 50 miles of Reedsburg. Since a significant amount of traffic is generated by these attractions, and passes through Reedsburg, an opportunity exists to capture a portion of this traffic by developing the City as an activity center.

## HOUSING

### 3.0 Introduction

The housing characteristics of a community are an important element of a comprehensive plan. The physical location of housing determines the need of many public services and facilities. Also, housing characteristics are related to the social and economic conditions of the community's residents. The information to be presented in this element of the City's Comprehensive Plan will provide town officials with information about the current housing stock as well as identify significant changes that have occurred in the area of housing over the past years and an analysis of housing needs.

### 3.1 Housing Units, Occupancy, and Tenure

Table 3-1 shows occupancy and tenure of the City of Reedsburg's housing in comparison to the Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County, and the State of Wisconsin in 2000. During that period, 94.5 percent of the City's housing units were occupied, while the remaining 5.5 percent were vacant. Of the occupied units, the City had a comparable rate of residents that resided in their own homes as with Sauk County and the State. However, the City had a lower percentage of residents in their own home as compared with the Towns of Reedsburg, Winfield, and Excelsior. Lastly, in 2000 both the City and surrounding Towns had a very low percentage of vacant units as compared with Sauk County, and Wisconsin.

**Table 3-1**  
**Total Housing Units, Occupancy, and Tenure**  
**City of Reedsburg, Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County, and Wisconsin, 2000**

Units	City of Reedsburg		Town of Reedsburg		Town of Winfield		Town of Excelsior		Sauk County		Wisconsin	
	#	% Change	#	% Change	#	% Change	#	% Change	#	% Change	#	% Change
<b>Total Units</b>	3,380	100.0	415	100.0	297	100.0	558	100.0	24,297	100.0	2,321,144	100.0
<i>Occupied</i>	3,193	94.5	394	94.9	265	89.2	527	94.4	21,644	89.1	2,084,544	89.8
<i>Vacant</i>	187	5.5	21	5.1	32	10.8	31	5.6	2,653	10.9	236,600	10.2
<b>Tenure - (Occupied)</b>	3,193	100.0	394	100.0	265	100.0	527	100.0	21,644	100.0	2,084,544	100.0
<i>Owner</i>	2,143	67.1	329	83.5	225	84.9	471	89.4	15,864	73.3	1,426,361	68.4
<i>Renter</i>	1,050	32.9	65	16.5	40	15.1	56	10.6	5,780	26.7	658,183	31.6
<b>Vacancy - (Vacant)</b>	187	100.0	21	100.0	32	100.0	31	100.0	2,653	100.0	236,600	10.2
<i>Seasonal</i>	14	7.5	7	33.0	22	68.8	17	54.8	1,578	59.5	142,313	60.1
<i>Other</i>	173	92.5	14	66.0	10	31.2	14	45.2	1,075	40.5	94,287	39.9

Source: U.S. Bureau of Census, 2000.

### 3.2 Age of Housing

According to the City of Reedsburg building permit records and 2000 Census data, approximately 31 percent of the City’s housing stock was constructed during the 1990s, which between 1940 and 2000 was the largest housing construction decade in the City (Table 3-2).

According to the 2000 Census, only about 11 percent of the City’s housing stock was constructed during the 1980s. This figure was lower than all of the surrounding towns, Sauk County, and the State. Approximately 24 percent of the City’s housing stock was constructed prior to 1940, which is comparable to the State but lower than the Town of Reedsburg and Sauk County. Between 1940 and 1990, new home construction in the City was the lowest from 1960 to 1969, only accounting for 7.9 percent of the total housing stock.

**Table 3-2**  
**Age of Housing**  
**City of Reedsburg, Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County, and Wisconsin, 2000**

Year Structure was built	City of Reedsburg		Town of Reedsburg		Town of Winfield		Town of Excelsior		Sauk County		Wisconsin	
	#	%	#	%	#	%	#	%	#	%	#	%
<b>1990 to 2000</b>	1,026	30.6	77	17.6	91	30.6	156	28.1	5,844	24.0	389,792	16.8
<b>1980 to 1989</b>	383	11.4	63	14.4	42	14.1	72	12.9	3,021	12.4	249,789	10.8
<b>1970 to 1979</b>	395	11.8	74	16.9	54	18.2	150	27.0	3,764	15.5	391,349	16.9
<b>1960 to 1969</b>	265	7.9	20	4.6	6	2.0	43	7.7	1,931	7.9	276,188	11.9
<b>1940 to 1959</b>	485	14.4	64	14.6	23	7.7	43	7.7	3,000	12.3	470,862	20.3
<b>1939 &amp; before</b>	803	23.9	141	32.1	81	27.3	92	16.5	6,737	27.7	543,164	23.4

Source: U.S. Bureau of Census, 2000.

### 3.3 Units in Structure

In 2000, about 63 percent of the 3,357 housing units within the City were classified as one unit structures. This figure was lower than the Towns of Reedsburg, Winfield, and Excelsior, Sauk County, and the State of Wisconsin (Table 3-3). Multiple family residences of two or more units accounted for approximately 28.8 percent of the City’s housing units. This figure was substantially higher than the figures for each of the surrounding Towns, Sauk County, and the State. Mobile home units made up 8.2 percent of the City’s housing units, which was comparable to Sauk County, but higher than the surrounding Towns and the State.

**Table 3-3**  
**Units in Structure**  
**City of Reedsburg, Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County,**  
**and Wisconsin**  
**2000**

Units	City of Reedsburg		Town of Reedsburg		Town of Winfield		Town of Excelsior		Sauk County		Wisconsin	
	#	% Change	#	% Change	#	% Change	#	% Change	#	% Change	#	% Change
<b>1 unit</b>	2,166	63.0	397	90.4	269	90.6	515	92.7	17,642	72.6	1,609,407	69.4
<b>2 units</b>	337	10.0	17	3.9	16	5.4	9	1.6	1,632	6.7	190,889	8.2
<b>3 or 4</b>	183	5.5	0	0.0	0	0.0	0	0.0	809	3.3	91,047	3.9
<b>5 to 9</b>	168	5.0	9	2.1	4	1.3	0	0.0	986	4.1	106,680	4.6
<b>10 to 19</b>	91	2.7	0	0.0	0	0.0	2	0.4	619	2.5	75,456	3.3
<b>20 or more</b>	188	5.6	0	0.0	0	0.0	0	0.0	482	2.0	143,497	6.2
<b>Mobile home</b>	274	8.2	16	3.6	8	2.7	30	5.4	2,084	8.6	101,465	4.4
<b>Other</b>	0	0	0	0.0	0	0.0	0	0.0	43	0.2	2,703	0.1
<b>Total</b>	3,357	100.0	439	100.0	297	100.0	556	100.0	24,297	100.0	2,321,144	100.0

Source: U.S. Bureau of Census, 2000.

### 3.4 Structural Characteristics

According to a 1999 community-wide survey the following structural characteristics were in need of repair:

# of Responses	Structural Element	# of Responses	Structural Element
129	Heating	116	Plumbing
217	Siding	305	Doors/Windows
17	Well/Septic/Water	163	Electrical
145	Foundation	27	Roof

In addition, because of the age of the City's housing stock (approximately 24 percent was constructed prior to 1940) the City will need to address its future rehabilitation needs.

### 3.5 Housing Values and Rents

The median housing value in the City of Reedsburg in 2000 was \$92,800 (Table 3-4a). This figure was lower than all surrounding Towns, Sauk County, and the State of Wisconsin.

The median rent level for the City in 2000 was \$489 per month (Table 3-4b). This compares with \$600 for the Town of Reedsburg, \$579 for the Town Winfield, \$494 for the Town of Excelsior, \$508 for Sauk County, and \$540 for the State.

In 1999, the City of Reedsburg prepared a Community Survey, which was primarily targeted for a CDBG Housing Rehabilitation Grant Program. In addition to a survey target area for the CDBG Housing application, a City-wide random survey was also conducted. According to the survey the approximate range for median rent values was

\$385-\$400. For additional information, see the City of Reedsburg Community Survey, 1999.

**Table 3-4a**  
**Median Housing Values**  
**City of Reedsburg, Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County,**  
**and Wisconsin, 2000**

<b>Area</b>	<b>Median Housing Value</b>
<b>City of Reedsburg</b>	\$92,800
<b>Town of Reedsburg</b>	\$118,900
<b>Town of Winfield</b>	\$126,900
<b>Town of Excelsior</b>	\$123,500
<b>Sauk County</b>	\$107,500
<b>Wisconsin</b>	\$112,200

Source: U.S. Bureau of the Census, 2000.

**Table 3-4b**  
**Median Contract Rent, Renter Occupied Housing Units**  
**City of Reedsburg, Town of Reedsburg, Town of Winfield, Town of Excelsior, Sauk County,**  
**and Wisconsin, 2000**

<b>Area</b>	<b>Median Contract Rent</b>
<b>City of Reedsburg</b>	\$489
<b>Town of Reedsburg</b>	\$600
<b>Town of Winfield</b>	\$579
<b>Town of Excelsior</b>	\$494
<b>Sauk County</b>	\$508
<b>Wisconsin</b>	\$540

Source: U.S. Bureau of the Census, 2000.

### **3.6 Subsidized Housing**

Table 3-5 shows the summary of a senior housing market analysis for the City of Reedsburg prepared in January 2001. According to the summary, there are approximately 141 one-bedroom (4.3 percent vacancy rate), 146 two-bedroom (2.1 percent vacancy rate), and 12 three-bedroom or greater (0 percent vacancy rate) senior housing units. The average rent for a one-bedroom is from \$439-\$537, a two-bedroom is from \$520-\$695, and a three-bedroom or more is \$604. The number of units receiving rental subsidies include 80 one-bedroom units, 54 two-bedroom units, and 4 three-bedroom (or more) units.

**Table 3-5**  
**Summary of Reedsburg Senior Housing**  
**City of Reedsburg**  
**2001**

	Number of Units			
	Efficiency	1BR	2BR	+3BR
<b>LIHC Developments</b>	--	37	48	8
<b>Other subsidized developments</b>	--	80	54	4
<b>Other non-subsidized developments</b>	--	24	44	--
<b>Total</b>	--	141	146	12

	Average Rent (excluding utilities)				Number of Units Receiving Rental Subsidies		
	Effic.	1BR	2BR	+3BR	1BR	2BR	+3BR
<b>LIHC Developments</b>	--	439	520	604	0	0	0
<b>Other subsidized developments</b>	--	30% AGI	30% AGI	30% AGI	80	54	4
<b>Other non-subsidized developments</b>	--	537	695		0	0	0
<b>Total</b>	--	439- 537	520- 695	604	80	54	4

Source: Senior Housing Market Analysis Summary. The Hersh Group, Ltd., January 2001.

Number of developments survey: LIHC 3, HUD 3, Other 2

\*AGI – Adjusted Gross Income

\*LIHC – Low Income Housing Credit

\*HUD – Dept. of Housing and Urban Development

### **3.7 Housing Programs**

The City of Reedsburg currently participates in the following housing programs:

- HOME grants to first time home-buyers (down-payment assistance)
- Rehabilitation loans to homeowners (no interest, deferred payments)

### **3.8 Issues, Opportunities, and Constraints**

There has been significant growth in single-family housing starts and other construction over the past ten years. This trend appears to be continuing.

Because of the significant growth over the past ten years providing adequate levels of infrastructure is of concern. This includes providing infrastructure for both new developments and upgrading existing systems.

The City of Reedsburg has a high elderly population and will need to address elderly housing and assisted living.

The City needs to continue providing a good housing mix, including affordable housing.

Because of aging housing stock the City will need to address its future rehabilitation needs.

## TRANSPORTATION

### 4.0 Introduction

Transportation is necessary for the effective movement of people and goods within and outside an area. It plays a vital role in the facilitation of an area's economy, land use, and development.

This element of the City of Reedsburg's Comprehensive Plan presents an inventory of the existing transportation facilities and services within the Reedsburg area and discusses future transportation needs and concerns. Included in this section is a detailed analysis of the various aspects of the area's road system, airport and railroad facilities and services, public transit service, and non-motorized transportation facilities.

### 4.1 Transportation Master Plan (1994)

Prepared in 1994, the Transportation Master Plan was adopted to aid in policy making and to be incorporated into the yearly budget process for road improvements. Specific recommendations included needed road improvements, signage needs, emergency signals, intersection improvements, parking, truck routes, future roads, transit, and a possible truck bypass.

### 4.2 Road System

The movement of people and goods from one destination to another in a safe, economical, and efficient manner is of great importance. The Federal Highway Administration (FHA) has established the National Functional Classification for categorizing transportation road systems. It classifies roads according to their function along a continuum that indicates the greatest mobility/greatest access to property. Roads that provide the greatest mobility are classified as principal arterials. Minor arterials and collectors follow in this continuum. Roads classified as local provide the greatest access to property.

Within the Reedsburg area, the following highway segments are classified as **principal arterials**: Main Street, and Albert Avenue, from Main Street south to the city limits. In addition to being a major thoroughfare within the area, Main Street (STH 33) is an important east-west route that connects the Reedsburg area to Interstates 90/94 via USH 12. These interstates serve as vital routes for the transportation of commerce and people in the Upper Midwest. The segment of Albert Avenue (STH 23) within the Reedsburg area is classified as an arterial, serves as an important intra-area transportation route and is part of a tourism corridor from Spring Green to Wisconsin Dells.

Road segments within the Reedsburg area classified as **minor arterials** include:

- Viking Drive (CTH H), north of Main Street
- 8<sup>th</sup> Street, west of CTH H to North Walnut Street
- Myrtle Street, north of Main Street

- North Walnut, north of Main Street
- South Dewey Avenue, south of Main Street.

Viking Drive (CTH H) and Myrtle Street (CTH K) are both important north-south road segments that regionally connect the City of Reedsburg with the principal arterial Interstate 90/94. South Dewey Avenue is an important road segment south of Main Street, providing access to the City's industrial business district. The segments of 8<sup>th</sup> Street and North Walnut Street classified as minor arterials, along with the other minor arterial segments within the Reedsburg area, distribute traffic between the area's collector streets and principal arterials.

In addition to principal and minor arterials, the Reedsburg area has a number of road segments classified as **collectors**, which distribute traffic between the area's arterials and local roads. The segments that serve as collectors within the area include:

- North Dewey Avenue
- North Webb Avenue to 8<sup>th</sup> Street
- Riverview Road, north of 8<sup>th</sup> Street
- Railroad Street, from Webb Avenue to South Dewey Avenue
- South Walnut, South Park, and South Pine Streets, north of Railroad Street
- Vine Street between Webb Avenue and South Park Street.

All road segments within the Reedsburg area that are not classified as arterial or collector are classified as local. Map 4-1 breaks down the area's road system by functional classification.

Lastly, in 1997 an Official Map Study was completed that identified future street and highway corridors in the city and extraterritorial areas. Map 4-1 identifies these future roadway corridors.

### 4.3 Traffic Volumes of Road System

Table 4-1 and Map 4-2 give a synopsis of the average daily traffic (ADT) volumes on selected road segments within the Reedsburg area for 1990, 1993, 1996, and 1999. Thirty of the 35 count locations within the area, with counts taken in 1990 and 1999, experienced increases in traffic volumes over the nine-year period. The largest growth in average daily traffic during this period occurred along Viking Drive (CTH H), north of 8<sup>th</sup> Street, which experienced an increase in ADT of 4,090, or 163 percent. Other noteworthy increases in traffic levels within the Reedsburg area during the nine-year period include:

- Viking Drive, North of Main Street (107.8%)
- CTH K, north of 8<sup>th</sup> Street (116.7%)
- Railroad Street, west of South Dewey Avenue (51.5%)
- STH 33, northwest of Main Street (51.1%)
- Main Street, east of Viking Drive (55.8%)
- South Dewey Avenue, south of Main Street (30%)
- Albert Avenue, south of Main Street (69.9%)

- Albert Avenue (STH 23), south of K Street (89.3%)
- K Street (CTH K), west of Albert Avenue (36.4%)

Of the 35 counts taken within the area in 1996 and 1999, the largest growth in traffic levels during the three-year period occurred along Albert Avenue, south of K Street (CTH K), with an increase of 2,300 vehicles per day, or 62 percent. The increase during this time period can be attributed to the construction of the new high school near the intersection of CTH K and Albert Avenue. A Traffic Impact Analysis for the new high school was conducted in 1996 evaluating and identifying infrastructure, pedestrian access, bus routing, and signal warrant recommendations. For additional information, refer to the Traffic Impact Analysis for the New High School, 1996.

Between 1990 and 1999, 4 count locations within the Reedsburg area saw declines in traffic levels. The largest decline during this six-year period occurred along Walnut Street, north of Main Street, which experienced a decrease in ADT of 2,770, or a 63 percent decrease. The following count locations also saw declines in traffic:

- North Webb Avenue, south of 8<sup>th</sup> Street (-36%)
- South Pine Street, south of Plum Street (-28%)
- Walnut Street, south of Main Street (-51%)

From 1996 to 1999, the largest decline in traffic levels within the Reedsburg area occurred along Walnut Street, north of Main Street, with a decrease in ADT of 600, or 27 percent. Declines on both North Webb Avenue and Walnut Street can again be attributed to the relocation of the former high school, previously located south of 8<sup>th</sup> Street on Webb Avenue.

**Table 4-1**  
**Historic Vehicular Traffic Flows for Selected Road Segments**  
**Average Weekday Volume**  
**City of Reedsburg**  
**1990, 1993, 1996, and 1999**

<b>Route</b>	<b>1990</b>	<b>1993</b>	<b>% Change</b>	<b>1996</b>	<b>% Change</b>	<b>1999</b>	<b>% Change</b>	<b>% Change 1990-1999</b>
CHT H, North of 8 <sup>th</sup> Street	2,510	3,100	23.5	4,900	58.1	6,600	34.7	163.0
Viking Drive, North of Main Street	4,620	8,700	88.3	7,100	-18.4	9,600	35.2	107.8
Main Street, West of Viking Drive	15,740	17,400	10.6	17,000	-2.3	18,000	5.9	14.4
Main Street, East of Viking Drive	9,950	12,400	24.6	14,400	16.1	15,500	7.6	55.8
Main Street, West of North Webb Ave.	12,490	19,100	52.9	12,200	-36.1	14,900	22.1	19.3
Main Street, West of Walnut Street	11,340	11,700	3.2	12,000	2.6	NA	---	5.8 ('90-'96)
Main Street, West of Locust Street	13,870	NA	---	NA	---	15,900	---	14.6
Main Street, East of Locust Street	NA	12,600	---	14,000	11.1	NA	---	---
Main Street, West of Pine Street	13,120	NA	---	NA	---	NA	---	---
Main Street, East of Pine Street	NA	15,700	---	15,500	-1.3	19,100	23.2	21.7 ('93-'99)
Main Street, West of Myrtle Street	13,030	NA	---	NA	---	NA	---	---
Main Street, East of Myrtle Street	NA	15,300	---	15,800	3.3	18,000	13.9	17.7 ('93-'99)
Main Street, West of Albert Ave.	7,930	8,100	2.1	7,900	-2.5	8,400	6.3	5.9
Vine Street, West of Walnut Street	1,210	2,400	98.4	1,700	-29.2	1,300	-23.5	7.4
South Dewey Ave, South of Main Street	4,540	4,300	-5.3	5,200	20.9	5,900	13.5	30.0
North Dewey Ave, North of Main Street	2,790	4,600	64.9	2,900	-37.0	3,400	17.2	21.9
North Dewey Ave, North of 8 <sup>th</sup> Street	3,200	4,200	31.3	2,600	-38.1	3,800	46.2	18.8
8 <sup>th</sup> Street, East of North Dewey Ave.	2,870	6,400	123	2,900	-54.7	3,400	17.2	18.5
8 <sup>th</sup> Street, West of North Grove Street	3200	5,400	68.8	NA	---	NA	---	---
8 <sup>th</sup> Street, West of North Oak Street	NA	NA	---	3,100	---	4,900	58.1	---
8 <sup>th</sup> Street, West of North Park Street	2,780	5,000	79.9	2,600	-48.0	2,800	7.7	.7

CTH K, North of 8 <sup>th</sup> Street	1,200	1,500	25.0	2,200	46.7	2,600	18.2	116.7
North Myrtle, South of 6 <sup>th</sup> Street	1,820	1,800	-1.1	1,800	0	2,000	11.1	9.9
CTH V, North of Riverview Road	1,110	1,300	17.1	1,300	0	1,300	0	17.1
North Webb Avenue, South of 8 <sup>th</sup> Street	3,460	4,900	41.6	2,300	-53.1	2,200	-4.4	-36.4
South Pine Street, South of Plum Street	870	1,100	26.4	750	-31.8	630	-16.0	-27.6
Railroad Street, West of South Dewey Ave.	660	1,000	51.5	920	-8.0	1,000	8.70	51.5
Railroad Street, West of South Park Street	3,060	4,100	34.0	2,800	-31.7	3,300	17.9	7.8
STH 33, Northwest of Main Street	4,500	5,500	22.2	5,500	0	6,800	23.6	51.1
Albert Avenue, South of Main Street	4,180	6,000	43.5	5,500	-8.3	7,100	29.1	69.9
Albert Avenue (STH 23), South of K Street	3,170	3,900	23.0	3,700	-5.1	6,000	62.2	89.3
K Street (CTH K), West of Albert Avenue	1,980	2,500	26.3	2,400	-4.0	2,700	12.5	36.4
Webb Avenue, South of Main Street	2,640	3,900	47.7	2,800	-28.2	3,100	10.7	17.4
Walnut Street, South of Main Street	1,950	1,400	-28.2	670	-52.1	950	41.8	-51.3
Walnut Street, North of Main Street	4,370	1,200	-72.5	2,200	83.3	1,600	-27.3	-63.4
Park Street, South of Main Street	2,290	3,100	35.4	2,800	-9.7	2,500	-10.7	9.2

Source: Wisconsin Department of Transportation, Wisconsin Highway Traffic Volume Data, 1990, 1993, 1996, and 1999.

#### 4.4 Roadway Improvement Projects

According to the Six-Year Proposed Highway Improvement Program for the Wisconsin Department of Transportation District 1, the State is planning to make improvements to STH 33 and STH 23 in the Reedsburg area (Table 4-2 and Map 4-3). Within the City of Reedsburg, the State is planning to resurface STH 33 from Golf Course Road to USH 12; resurface (including grade and base) STH 33 from Viking Drive to Golf Course Road; and recycle pavement on STH 23/Albert Street from Lime Ridge Road to STH 33/Main Street. These projects are scheduled for 2002 and 2003. The State is also planning to recycle pavement on STH 23 from Loganville to Reedsburg Road, in addition to replacing the Narrows Creek Bridge on STH 23. The improvement projects are scheduled for 2003.

The Sauk County Highway Department has one major improvement project planned for the Reedsburg area in the next five years, which includes a bridge project within the Town of Winfield along CTH F (Hay Creek Bridge and Approaches) (Table 4-2 and Map 4-3). This project is scheduled for 2001. An additional construction project not programmed by the county is another bridge project at CTH WD (Hay Creek Bridge and Approaches).

The Reedsburg Public Works Department has 12 improvement projects identified for the City's local street system on its capital improvements plan for 2001 through 2005 (Table 4-2 and Map 4-3). This list of street improvements includes 10 reconstruction projects, one box culvert, and one street extension.

**Table 4-2  
Near Future Road Improvement Projects  
Reedsburg Area**

<b>Jurisdiction</b>	<b>Year</b>	<b>Roadway</b>	<b>Location</b>	<b>Length (miles)</b>	<b>Type of Work</b>
<b>State</b>	2002	STH 33	Reedsburg – Golf Course Rd. to USH 12	9.82	Resurface Pavement
	2002	STH 33	Main Street (Viking Drive - Golf Course Rd.)	0.77	Grade, Base, and Surface
	2003	STH 23	Albert Ave. (K Street to STH 33)	0.51	Recycle Pavement
	2003	STH 23	Loganville to Reedsburg Rd.	6.38	Recycle Pavement
	2003	STH 23	Loganville to Reedsburg (Narrows Creek Bridge)	---	Bridge Replacement

<b>County</b>	2001	CTH F	CTH K – CTH KK (Hay Creek Bridge and Approaches)	0.04	Bridge & Approaches
	Not programmed	CTH WD	CTH K – CTH HH Road (Hay Creek Bridges)	0.10	Bridge & Approaches
<b>Jurisdiction</b>	<b>Year</b>	<b>Roadway</b>	<b>Location</b>	<b>Length (miles)</b>	<b>Type of Work</b>
<b>City</b>	2003	La Valle Street	--	--	Box Culvert
	2002	S. Dewey Avenue	--	--	Street Reconstruction
	2003	La Valle Street	N. Albert to City Limits	--	Street Reconstruction
	2001	South Park Street	South Park St. & Plymouth	--	Street Reconstruction
	2003-2005	South Ave., S. Dewey, King Street, & Cady Ct.	--	--	Street Reconstruction
	2003-2005	South Walnut	From Railroad to end	--	Street Reconstruction
	2003-2005	Granite Avenue	S. Webb Street to K Street	--	Street Reconstruction
	2003-2005	K Street	Granite Avenue to S. Albert	--	Street Reconstruction
	2001 & 2003	Wengel Drive	Main Street to Reedsburg Rd.	--	New Street Extension
	2001	Main Street	Viking Drive to Golf Course Rd.	--	Street Reconstruction
	2003	S. Albert (STH 23)	Main Street to K Street	--	Street Reconstruction
	2004	Main Street	Dewey Street to Logelin Street	--	Street Reconstruction

#### 4.5 Road System Condition

By December 2001, the Wisconsin Department of Transportation is requiring all incorporated communities to prepare a pavement rating of their local roads, and submit it for review. This data will provide the foundation for the Wisconsin Information System for Local Roads (WISLR), which is a computer resource that will enable communities and the State to begin to assess Wisconsin's local roadway system. To comply with the State's mandate, the City of Reedsburg will be conducting a PASER analysis (Pavement Surface Evaluation and Rating system) this summer to determine the condition of its streets. The previous street condition inventory was conducted as part of the City of Reedsburg Transportation Master Plan in 1994.

The PASER system, which was designed by the Transportation Information Center of the University of Wisconsin-Madison, rates road surfaces from a scale of 1 to 10. This scale is broken down as followings: "1" and "2", very poor condition; "3", poor condition; "4"

and “5”, fair condition; “6” and “7”, good condition; “8”, very good condition; and “9” and “10”, excellent condition. In addition to its use in the new WISLR, the rating system gives communities a detailed assessment of the appropriate maintenance method for each road segment under their jurisdiction.

#### **4.6 Traffic Accidents**

Vehicle accident reports that are filed by local law enforcement departments provide local officials with vital information on where within their communities accidents are most likely to occur. These reports are often excellent indicators of problems with street alignments, roadway construction, geometric design of streets, traffic control systems, etc. The number and location of accidents can point towards traffic safety problem areas, which may be alleviated through a variety of measures. A few of the physical alterations and adjustments that can be made to make a specific intersection or area safer include: alterations in the road geometry, enlargement of the intersection turning radii, placement of more prominent signs, relocating access drives, and speed changes.

Table 4-3 and Map 4-4 show the locations within the City of Reedsburg from 1990 to March 2001 that had one or more intersection related accidents. Sixteen of the twenty highest accident locations occurred along Main Street. The locations with the most accidents during this 40-month period occurred near the following intersections: Main Street and Dewey Avenue (129), Main Street and Webb (111), Main Street and Viking Drive (84), Main Street and Walnut Street (73), Main Street and Park Street (57), Main Street and Veterans Drive (47), Main Street and Albert Avenue (45), Main Street and Logelin Street (39), Main Street and Pine Street (34), Albert Street and K Street (33), and Main Street and King Street (31). Table 4-3 also identifies the types of traffic control devices found at the intersections of the locations with 30 or more accidents.

**Table 4-3**  
**Intersection Related Vehicle Crashes**  
**1990 – March 2001**  
**City of Reedsburg**

<b>Intersection</b>	<b>Intersection Traffic Control Device</b>	<b>Accidents</b>
Main St. & Dewey Avenue	Signals – 4-way	129
Main St. & Webb Avenue	Signals – 4-way	111
Main St. & Viking Drive	Signals – 4-way	84
Main St. & Walnut Street	None; updated intersection	73
Main St. & Park Street	Signals – 4-way	57
Main St. & Veterans Drive	Stop sign/signals	47
Main St. & Albert Avenue	Stop signs (on Albert Ave)	45
Main St. & Logelin Street	Stop signs (on Logelin St.)	39
Main St. & Pine Street	Stop Signs (on Pine St)	34
Albert & K Street	Stop signs (on K Street)	33
Main St. & King Street	Stop signs (on King St.)	31
Viking Drive & 8 <sup>th</sup> Street		24
Main St. & Preston		21
Main St. & Oak Street		20
Main St. & Golf Course Road		19
8 <sup>th</sup> Street & Myrtle Street		18
Main Street & Locust Street		18
Webb & 2 <sup>nd</sup> Street		17
Main St. & Grove		17
Main St. & Laurel		17
Main St. & Granite		16
Viking Drive & 19 <sup>th</sup> Street		16
Main St. & Myrtle Street		16
Webb & Railroad		14
Dewey Avenue & Lucky		13
Webb & 4 <sup>th</sup> Street		10
Dewey Avenue & 19 <sup>th</sup> Street		10
Main St. & Ellinwood		9
Main St. & Willow		8
Dewey Avenue & Railroad		7
Main Street & James		7
Pine Street & Railroad		6
Main St. & Alexander		1

Source: City of Reedsburg Police Department, 1990 – March 2001.

#### **4.7 Access Control**

The Wisconsin Department of Transportation (WisDOT) revised Wisconsin's Administration Rule Trans 233 in February 1999. Trans 233 is the law that gives WisDOT the authority to review all land division requests for areas adjacent to state highways, including state trunkline highways, connecting highways, and service roads. It allows WisDOT to determine the affects of the land divisions on the transportation

system. The rule is design to improve safety along state highways by limiting the number of highway access points, which allows traffic to flow smoother and safer. Under the law, land dividers prior to dividing land adjacent to a state highway must submit a sketch of the division to WisDOT for review and approval or denial. The law allows WisDOT to review the preliminary and final land division sketches to determine if proper setback requirements and limited access measures were incorporated in the division plans. Within the City of Reedsburg, Trans 233 applies to the following highways: STH 33 and STH 23.

The City of Reedsburg currently does not have any access control measures in place for controlling access points along local roads (city streets and county trunkline highways) within the City. Under Wisconsin State Statutes, communities within the State have the authority to prepare and enact access control ordinances for controlling access points along local roadways.

#### **4.8 Air Service**

Reedsburg Municipal Airport, located in the south central portion of the City of Reedsburg, off of Main Street, provides air service to the Reedsburg area (Map 4-5). The airport is owned, maintained, and operated by the City. It is classified as a “Transport/Corporate” airport facility intended to serve corporate jets, small passenger and cargo jet aircraft used in regional service, and small airplanes used in commuter air service. Such airports have the ability to handle aircraft with a maximum weight of less than 60,000 pounds. These airports typically have a primary runway of greater than 4,500 feet. The City’s airport has a 4,900-foot long (75-foot wide) and a 2,650-foot long paved runway.

Annually, approximately 8,600 private (75% of traffic) and corporate (25% of traffic) owned airplanes and jets fly in and out of the airport. Primary users include charter flights, Lands’ End, Gerber Products, and Grede Foundries. The closest airport that provides similar services to the Reedsburg Municipal Airport is the Baraboo-Wisconsin Dells Airport located 12 miles east of Reedsburg. The closest commercial passenger and air cargo services is the Dane County Regional Airport, which is a regional airport facility located in the City of Madison, about 55 miles to the southeast of Reedsburg.

In 1995, consultants for the City of Reedsburg prepared an Airport Development Study and Layout Report. This report provided background information for existing conditions and defined an alternatives analysis for new site development along with continued development of the existing site (including both advantages and disadvantages). The report also provided phasing and cost estimates as part of an Airport Capital Improvement Program. Based on plan recommendations, the airport runway and taxiway were reconstructed, along with updated lighting and other improvements in 1997. Currently, the airport is examining animal control issues (primarily deer/plane accidents), providing additional hanger space, and are concerned with residential and other encroaching growth (i.e. – communication towers, water towers, etc.)

#### 4.9 Freight Railroad Service

Wisconsin & Southern Railroad maintains a spur to the City, with oversight provided by the Pink Lady Rail Transit Commission. The line is owned by Union Pacific and leased to Wisconsin & Southern Railroad. This line primarily services Pace Industries, Meister Log & Lumber Company, and Lakeside Foods. Table 4-4 provides a summary a rail usage within the industrial park. This rail line ends on the westside of downtown and then becomes the trailhead for the '400' State Trail.

**Table 4-4**  
**Number of Rail Cars**  
**Wisconsin & Southern Rail Line into Industrial Park**  
**City of Reedsburg**

	<u>Meister Lumber/Midwest</u> <u>Hardwoods</u>	<b>Pace Industries</b>
1997	NA	109
1998	21 in/15 out	125
1999	4 in/13 out	148
2000	0 in/10 out	233

#### 4.10 Passenger Railroad Service

Amtrak does not provide passenger railroad service to the Reedsburg area. The closest Amtrak station is located 14 miles northeast in Wisconsin Dells. The Amtrak trains run on the Canadian Pacific rail line that runs between the City of Milwaukee and the Twin Cities. This stretch of rail line is part of Amtrak's Empire Builder Route, which is a major east-west route that runs between Chicago and Seattle. Two trains run along the route daily, one eastbound and the other westbound, which both make stops in the City of Wisconsin Dells (Map 4-5). Other stops along the route, between Milwaukee and the Twin Cities, include Columbus, Portage, Tomah, La Crosse, Winona (MN), and Red Wing (MN).

The Wisconsin Department of Transportation is currently working with nine other state transportation agencies, Amtrak, and the Federal Railroad Administration on the development of a proposed Midwest Regional Rail System. If developed, this system will connect Wisconsin and eight other mid-western states (Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, and Ohio) with high-speed passenger rail service. The major elements of the proposed new regional rail system include: use of 3,000 miles of existing rail rights-of-way to connect rural, small urban, and major metropolitan areas; operation of a "hub-and-spoke" passenger rail system providing through-service in Chicago to locations throughout the Midwest; introduction of modern train equipment operating at speeds up to 110 mph; provision of multi-modal connections to improve system access (feeder bus service); and improvement in reliability and on-time performance.

Within Wisconsin, the plan is to have a major route linking Chicago, Milwaukee, Madison, and the Twin Cities and a minor route linking Green Bay with Milwaukee. The Twin Cities to Chicago route would have trains running speeds up to 110 mph, while the Green Bay to Milwaukee route would have trains running speeds up to 80 mph. The existing Amtrak route (Canadian Pacific railroad line) running through the City of Wisconsin Dells is proposed to be part of the Twin Cities to Chicago route. The scheduled service startup for segments along this route include: 2003 for Milwaukee to Madison, 2005 for Madison to Twin Cities, and 2009 for Milwaukee to Chicago. The Green Bay-Milwaukee route is scheduled for service by 2007.

#### 4.11 Intra-community Transportation Services

Within the Reedsburg area, intra-community transportation is provided to residents by the Reedsburg Cab Service, a for-profit taxi company privately contracted by the City. In addition, the City does receive State and Federal assistance for a shared ride taxi-system. Since the City does not have a bus system, there has been a steady increase in daily ridership and miles driven over the past three years (Table 4-5). In 2000 alone, there were approximately 45,000 total daily rides and over 134,000 miles driven. Part of the cab fleet does include a handicapped van that accounted for nearly 12,000 miles driven in 2000.

**Table 4-5  
Daily Ridership  
Reedsburg Cab Service  
1998-2000**

Day	1998		1999		2000	
	Year Total	Ave. Per Day	Year Total	Ave. Per Day	Year Total	Ave. Per Day
Sunday	2,173	43	2,324	45	2,780	53
Monday	6,394	123	7,052	136	6,939	136
Tuesday	6,467	124	6,990	134	7,200	138
Wednesday	6,319	122	7,116	137	7,474	143
Thursday	6,461	124	6,837	131	7,048	138
Friday	7,019	138	7,751	149	8,211	158
Saturday	4,424	87	4,844	93	5,301	102
<b>Totals</b>	<b>39,257</b>	<b>109</b>	<b>42,914</b>	<b>118</b>	<b>44,953</b>	<b>124</b>

Source: Reedsburg Cab Service 2000 Year-End Report

No bus or shuttle service is provided in the City.

#### 4.12 Inter-Community Bus Service

Inter-community bus service is not provided in the City of Reedsburg. The nearest bus service is the Greyhound Lines bus terminal in the City of Wisconsin Dells (Map 4-5). The Wisconsin Dells terminal is along 15 northwest-southeast routes that daily run between the Twin Cities and Milwaukee or Chicago. Along these routes, there are service locations in Hudson, Menomonie, Eau Claire, Osseo, Black River Falls, Red Wing (MN), Rochester (MN), La Crosse, Tomah, Mauston, Wisconsin Dells, Portage, Madison, and Rockford (IL). In addition, there are bus stops located in Lake Mills and

Delafield. Daily, northwest and southeast bound buses stop at the Wisconsin Dells terminal, the northwest bound buses are primarily destined for La Crosse, Rochester, Eau Claire, and Twin Cities, while the southeast bound buses are primarily destined for Madison, Milwaukee, Rockford, and Chicago.

#### **4.13 Non-Motorized Transportation Facilities**

The City of Reedsburg is the beginning point of the '400' State Trail which was officially opened in June of 1993. A former railroad grade, the packed limestone trail spans 22 miles from Reedsburg to Elroy. The '400' Trail is one segment among the 117 miles of linked recreation trails in west central Wisconsin.

According to the Department of Transportation State Bicycle Plan, these are listed State Priority Routes (Map 4-5):

##### Regional Priority Routes:

STH 23 - Mineral Point to Reedsburg

##### Local Priority Routes:

CTH K north of Reedsburg

CTH H northeast of Reedsburg

Old Reedsburg Road east of Reedsburg

##### State Trails:

400 Trail - Reedsburg to Elroy

In addition, the Wisconsin Department of Transportation resurfaced STH 33 from Reedsburg to USH 12 in 2001. As part of this project, bike lanes were constructed from Viking Drive to Golf Course Road. On the remainder of STH 33 to USH 12 DOT placed wide paved shoulders that accommodate bicycles.

#### **4.14 Water Transportation**

The most significant water feature in the Reedsburg area is the Baraboo River (Map 7-4). The Baraboo River flows through the western and southern portion of the City and its planning area. After flowing east/southeast through Reedsburg, the river continues through the City of Baraboo and eventually into Lake Wisconsin and the Wisconsin River. The majority of land located along the river is within a designated floodplain and/or wetland. In addition, most of the shoreline areas along the river are undeveloped as well. Four creeks are also located in the Reedsburg area (Twin, Hay, Babb, and Copper) and are tributaries of the Baraboo River. The Baraboo River is not considered a major transportation corridor but does have a considerable draw for tourism and recreational activities.

#### **4.15 Issues, Opportunities, and Constraints**

Goals and recommendations from the existing (1994) Transportation Master Plan need to be updated.

Because of the traffic increase within the City, an assessment of present and future impacts (both direct/indirect) on the community is needed. This specifically includes State Highways 23, 33, 136, and 154, plus nearby U.S. Highway 12, CTH H, and I-90/94 (regional).

Additional impacts of truck traffic on certain routes will need to be addressed.

Appropriate signage for proposed and/or designated truck routes will need to be addressed.

Due to increased traffic counts the City needs to assess highway access policies, including no access with a frontage road system. Specifically, this includes the creation of an access management plan for Trans 233 (including STH 33, STH 23, and CTH H).

Possible transportation modeling of alternative routing options may be necessary as a result of the increasing traffic counts. This includes the exploration of how to most effectively handle one-way streets.

Because of increased traffic counts, adequate intersection control devices for locations throughout the City will need to be addressed.

Future traffic corridors and the impacts of high speed rail (proposed Midwest Regional Rail System) will need to be addressed.

Aside from taxi service, the City currently lacks alternative forms of transportation. Additional modes of transportation, including possible bus service or light rail, van pools, and shuttle bus opportunities need to be explored.

The '400' State Trail has been a welcomed addition to the City. However, there is a need for additional bicycle improvements, including lanes, maps, and signage that would help provide connections to existing and supporting facilities throughout the City. The '400' State Trail would be extended if the railroad were to cease operation.

The amount and frequency of signage and billboards along CTH H continues to be a growing concern.

Parking improvements, including downtown, continues to be a concern for the City.

While the sidewalks remain in good condition, care will need to be given to maintain these walkways and their handicap accessibility.

The majority of roads are found to be in good shape. To comply with the State's mandate requiring all incorporated communities to prepare a pavement rating of their local roads, and submit it for review the City will be evaluating its road system this summer (2001) using the PASER system. Roadway and intersection capacity also need to be reviewed.

As identified in the 1994 Transportation Master Plan, snowmobile access remains a concern for the City.

Because of its proximity to the City and its continued use, issues surrounding the airport will continually need to be addressed.

Circulation patterns need to be addressed due to growth and development around Jubilee Foods and the Post Office.

## **PUBLIC AND COMMUNITY FACILITIES AND SERVICES**

### **5.0 Introduction**

Public and community facilities and services provided by public or private entities to a community are vital elements in a community's progress and well-being. Public and community facilities include local governmental buildings, libraries, education institutes, and maintenance and storage facilities. Services include police and fire protection, medical, municipal water and wastewater, electrical, natural gas, telephone, and telecommunication facilities.

As a part of the comprehensive planning process, the public and community facilities and services provided either by the City of Reedsburg or by other public or private entities were reviewed and evaluated as to their present condition and adequacy to meet the current and future needs of the City.

### **Public and Community Facilities and Services**

#### **5.1 Planning Activities**

##### **City of Reedsburg Space Needs Study**

Prepared in 1999, the Space Needs Study lists existing conditions of community and government service buildings located within the City. The report also provides recommendations for additional space needs, building improvements, and cost estimates for renovation.

##### **Capital Improvements Program**

Adopted in January 2001, the City of Reedsburg Capital Improvements Program (CIP) outlines a five-year schedule of public expenditures (2002-2006) presenting a capital budget for each year. Listed improvements include, but are not limited to infrastructure, parks, police and fire equipment, wastewater treatment facility, and public works.

#### **5.2 City Hall**

The Reedsburg City Hall is located at 134 South Locust Street near the central portion of the city (Map 5-1). It currently consists of administrative offices (city administrator, assessor, building inspector, mayor, public works, clerk / treasurer, city engineer, and parks director), council chamber, and conference/meeting space. The building was constructed in 1971.

#### **5.3 City Fire Department**

The City's fire department is located at 131 South Park Street, one block west of City Hall (Map 5-1). The building was constructed in 1971. The operation of the City's fire

department is directed by the Fire Chief. The facility houses departmental offices, a meeting/training room, an activity room, storage areas, and a garage area for vehicles and equipment.

Currently there are 38 volunteer members on the City fire department and 16 on the rural fire department. The emergency fire district encompasses approximately 131 square miles and services the City of Reedsburg, and the Towns of Winfield, Dellona (partial), Excelsior (partial), Reedsburg (partial), and Ironton (partial).

There are eight trucks serving the city and rural departments as well as foam generating equipment and a rescue unit, including hydraulic cutting equipment. The vehicles available for service include: three pumper trucks, a snorkel-pumper truck (includes a 100-foot aerial ladder), a ladder/pumper truck, a personnel carrier, and a chief's car.

The City of Reedsburg currently has an ISO insurance rating of 3 for its fire protection service. Where classified areas have a split classification, the determination of the first listed protection class is five road miles or less to responding fire station, while the second listed class is five road miles or more to responding station. ISO's fire protection insurance is rated on a scale of 1 to 10, with A1" representing the best protection and A10" representing an essentially unprotected community.

#### **5.4 Police Department**

The police department for the City of Reedsburg is currently located with the fire department at 131 South Park Street. Construction of a new police department will be located in a separate 19,000 square foot facility at the southwest corner of Vine and South Park Street (Map 5-1). Estimated completion is for January 2003. Currently, the police department is a fully equipped agency employing 16 full-time officers and operates three marked patrol units, two unmarked units, and a narcotics K-9 unit. It operates its own 24-hour per day telecommunications center, which dispatches police, rescue, fire, and EMS services and is interfaced with Sauk County's 911 system.

All employees hold State of Wisconsin Certification for their respective positions, and average 38 hours of recertification and specialized training each year. New employees undergo an intensive thirteen-week field training program before working solo.

#### **5.5 Public Works and Parks Department**

The Public Works and Parks Department is located between South Walnut Street and South Webb Avenue, south of the railroad (Map 5-1). Presently, the Public Works Department is comprised of 8 dump trucks, a grader, and a variety of other equipment. New equipment is identified in the CIP plan. A new cold storage building was constructed. The new storage building replaced the existing structure.

The Parks Department is also housed within the Public Works building. Presently, the Parks Department is comprised of pick-up trucks and a variety of other equipment. New equipment is identified in the CIP plan.

## **5.6 Emergency Medical Service**

Emergency medical services are provided by the Reedsburg Area Ambulance Service. Located in the new ambulance garage (constructed in 1998) at 230 Railroad Street (Map 5-1), the ambulance service maintains 3 fully equipped ambulances and has a staff of 7 drivers and 14 Emergency Medical Technicians (EMTs). First responders are also located in Loganville, LaValle, Hillpoint, Rock Springs, and North Freedom. The total service area includes the Towns of Washington, Reedsburg, Winfield, Excelsior, LaValle, Westfield, Seven Mile Creek, Ironton, Freedom, and Dellona; plus the Villages of Lime Ridge, Loganville, and LaValle. The total population served is approximately 15,295.

## **5.7 Medical Care**

Hospital service is provided to City residents by the Reedsburg Area Medical Center, which is located at 2000 North Dewey Avenue (Map 5-1). The hospital is an independent, nonprofit organization that is locally controlled. The facility was constructed in 1976, and is continually undergoing expansion.

The Reedsburg Area Medical Center provides a full range of services including 24-hour emergency, urgent care, and surgery. The hospital has a combination of 53 acute care beds, 50 long term care beds, and eight day care surgery beds. The Surgical Department has three OR suites, an Endoscopy Lab, four Post-Anesthesia Care beds, and an eight-bed Ambulatory Care Unit (One Day Surgery). The Consulting Care Unit is equipped with seven exam rooms.

Other facilities include the Sauk County Health Care Center, located at S4555 Highway CH. This skilled nursing facility offers professional and individualized nursing, rehabilitative and supportive care and services, including specialty units for Alzheimer's and Rehabilitation/ Intensive nursing care.

Additional health care service is provided by the Reedsburg Physicians Group. Located at 1900 North Dewey Avenue, this physicians group provides primary and specialized care.

## **5.8 Library**

Reedsburg Public Library, located at 370 Vine Street, is a public library that is owned and maintained by the City of Reedsburg (Map 5-1). This library was recently constructed in 1998, across from the original "Carnegie Library" constructed in 1911. The former library is currently being used by the City for additional meeting and office space. The library has about 50,000 volumes available, 12 internet stations, two

Macintosh workstations, children's programs, audio/video equipment rental, study rooms, conference room and a community room available for public use.

## **5.9 Educational Facilities**

The Reedsburg School District encompasses approximately 264 square miles and services the City of Reedsburg, as well as Rock Springs, Loganville and Ironton-LaValle. Each of these outlying areas has a kindergarten through sixth (K-6) grade facility, with a school located at LaValle, jointly serving Ironton-LaValle. The school district has a combined K-12 population of approximately 2,450. There are five schools within the City of Reedsburg, including Reedsburg Area High School, 1100 S. Albert Avenue; Webb Middle School, 707 N. Webb Avenue; Pineview Elementary School, 1121 8<sup>th</sup> Street; South Elementary School, 420 Plum Avenue; and Westside Elementary School, 401 Alexander Avenue. The City of Reedsburg also has three private schools including, Peace Lutheran School; 1400 8<sup>th</sup> Street; Sacred Heart Catholic School, North Oak Street; and St. Peter's Lutheran School, 346 N. Locust Street. Total enrollment for these private schools is approximately 440 students.

According to Reedsburg School Administration, due to the construction of the new high school, and the addition to Westside Elementary no space issues currently exist. South Elementary School remains the oldest structure in the district but will remain in use for the foreseeable future.

According to Reedsburg School Administration as population demographics shift, school district boundaries will be adjusted to maximize efficiency on classroom size. However, a grandfather clause is included, whereby if there is a school boundary shift the affected student(s) will be allowed to stay in their existing school.

Higher education is provided to City residents by Madison Area Technical College-Reedsburg (MATC/Reedsburg) located on Alexander Ave., or by Western Wisconsin Technical College (WWTC/Mauston). The main MATC campus is located in the City of Madison, 62 miles southeast of Reedsburg. The closest two-year university is the University of Wisconsin-Baraboo (15 miles) or the University of Wisconsin-Richland Center (32 miles). The closest four-year universities are the University of Wisconsin-Madison (62 miles), and Edgewood College, Madison, Wisconsin (62 miles).

## **Public Utilities**

### **5.10 1999 Utility Master Plan**

Prepared in 1999, the Utility Master Plan is the guide for future growth of the City-owned water, sanitary sewer, and electrical utilities within the areas bounded by the existing extraterritorial limits of the City. The plan is also to be used as a guideline for considering impacts of future growth within the City.

## **5.11 Water Service**

The City's water system consists of supply, storage, and distribution facilities. Provided by the Reedsburg Utility Commission, located at 501 Utility Court (Map 5-1), the water system is supplied by six operating wells, two ground storage water tanks, one booster station, and a distribution system ranging from 4-inch to 12-inch diameter pipes. For additional information see the City of Reedsburg Utility Master Plan, 1999.

### **Municipal Wells**

- Well Number 1 is rated at 300-gpm, and is located southeast of South Webb Avenue and the Union Pacific Railroad. This well is identified as an emergency well.
- Well Number 2 is rated at 300-gpm, and is located southeast of Granite Avenue and the Union Pacific Railroad. This well is identified as an emergency well.
- Well Number 3 is rated at 1,000-gpm, and is located north of Fourth Street between North Pine and Myrtle Street.
- Well Number 4 is rated at 800-850-gpm, and is located on Lucky Street between South Willow and South Grove Street.
- Well Number 5 is rated at 500-gpm, and is located northwest of South Park and Railroad Street. This well is to be abandoned in Fall 2002.
- Well Number 6, built in 1990, is rated at 1,000-gpm, and is located north of 8<sup>th</sup> Street, between CHT H and North Dewey Avenue.
- Well Number 7 is located on Sarah Rose Lane in the high pressure district.

### **Storage Tanks**

- Tank 1 is 46-foot diameter ground storage tank with a 500,000-gallon capacity. It is located north of Reedsburg Road between CTH H and Golf Course Road.
- Tank 2 (Gavin Reservoir) is a 60-foot diameter ground storage tank with a 500,000-gallon capacity. It is located southwest of Gavin Court.
- Tank 3 is a 36-foot diameter elevated water tank with a 200,000-gallon capacity.
- Ground level reservoir of 400,000 gallons at CTH 'H' and 21<sup>st</sup> Street.

### **Booster Station**

The booster station, constructed in 1992, is located northwest of Winfield Drive and 19<sup>th</sup> Street. Additional booster stations may be required based on future expansions. For additional information see the City of Reedsburg Utility Master Plan, 1999.

### **Distribution System**

The distribution system consists of 4, 6, and 8-inch cast iron and ductile iron mains. 10-inch and 12-inch ductile iron and water mains are provided to loop the system from wells and tank feed sources. The water system has several thousand feet of 4-inch ductile iron

pipe, especially in the older section of the City. For additional information see the City of Reedsburg Utility Master Plan, 1999.

### **Future Improvements**

The 1999 Utility Master Plan identifies a proposed future water system configuration. Due to growth occurring both to the north and west four new water storage tanks are suggested. Tank F1 has been recommended (currently being constructed off of CTH H in the Town of Winfield) to meet requirements for the northeast side, and Tank F2 is recommended to meet the requirements for the northwest side. Tank F3 is recommended to be located at the far southwest boundary of the extraterritorial limits within the City. Tank F4 is recommended to be located south of Old Ironton Road and serve the far westside of the service area.

Based on elevation, amount of developable land, and average daily demands the plan recommends that future tank capacity should consist of at least 250,000-gallons.

From the 1999 Utility Master Plan, several water main locations within the existing service area were recommended for replacement. These included:

- The existing 4-inch main on Walnut Street from 4<sup>th</sup> Street north to the City limit, should be replaced with a minimum of a 12-inch main to serve areas located north on CTH V.
- On CTH K (Myrtle Street), a new 10 or 12-inch should be extended north from Mary Avenue to 22<sup>nd</sup> Street.
- A new 12-inch water main is recommended to be installed to the west of City View Drive, and then eventually aligned to extend further along the Clark Street corridor.
- The Plan recommends that all 4-inch water mains be upgraded to at least 6-inch whenever street work is being conducted, or as replacement is required due to deteriorated piping. According to City personnel, water mains are continually being upgraded during street projects.

An additional well may also be needed south/southwest of the Baraboo River, including a separate reservoir. City personnel estimated the demand to be approximately 2.5 – 3.0 million gallons per day, especially when canning activities are underway at Lakeside Foods.

### **5.12 Wastewater System**

The City of Reedsburg Wastewater Treatment Plant is located along Division Street in the southern portion of the City (Map 5-1). It was originally constructed in 1939, with an upgrade in 1984. The plant has a design flow of 1.8 million gallons per day (MGD) and is currently averaging 1.46 MGD. The City began a facility study in 2002 to address future needs, primarily at the treatment facility.

## **Sanitary Sewer System**

The entire City is currently served by a sanitary sewer collection system. The sanitary sewer system consists of nine lift stations, a wastewater treatment plant, and a distribution system ranging from 4 to 36-inch diameter pipes. For additional information see the City of Reedsburg Utility Master Plan, 1999. The information below is from the Utility Master Plan:

### **Sanitary Sewer Lift Stations**

- Hay Creek lift station (number 3) is located at Riverview Drive (CTH V) and Hay Creek Crossing. The lift station has a pumping flow rate of 150-gpm.
- North Preston Avenue lift station (number 8) is located north of Babbs Creek and North Preston Avenue. This lift station has a pumping flow rate of 200-gpm and the effluent is discharged through 450 feet of 4-inch diameter force main.
- South James Avenue lift station (number 7) is located north of Clark Street and South James Avenue. This lift station has a pumping flow rate of 400-gpm and the effluent is discharged through 300 feet of 6-inch diameter force main.
- Lime Ridge Road lift station (number 5) is located at Granite Avenue and Lime Ridge Road, east of CTH K and STH 23. This lift station has a pumping flow rate of 200-gpm and the effluent is discharged through 500 feet of 4-inch diameter force main.
- Granite Avenue lift station (number 6) is located north of Granite and South Webb Avenue, west of the Baraboo River. This lift station has a pumping flow rate of 2,000-gpm and the effluent is discharged through 850 linear feet of 8-inch diameter force main.
- The Reedsburg Bank lift station (number 4) is located at the Reedsburg Bank main office north of Main Street. This lift station has a pumping flow rate of 400-gpm.
- CTH 'K' and 22<sup>nd</sup> Street lift station (number 2) is located at CTH 'K' and 22<sup>nd</sup> Street. This lift station has a pumping flow rate of 300-gpm and the effluent is discharged through 1,850 linear feet of 4-inch diameter force main.
- Zinga Drive lift station (number 1) is located on Zinga Drive in the southeast section of the City. This lift station has a pumping flow rate of 300-gpm and the effluent is discharged through 1,400 linear feet of 6-inch diameter force main.

### **Collection Lines**

The City's distribution system consists of a range of sizes from 4-inch PVC to 36-inch ductile iron sanitary sewer pipes. The City also has a separate storm sewer system which outfalls in the Baraboo River. According to the 1999 Utility Master Plan the City has been replacing lengths of sanitary sewer pipes and upgrading through regular improvement projects. Emphasis for improvements to the sanitary sewer plan was placed on maximizing use of gravity sewer mains and minimizing the recommendations for new lift stations and renovating the existing lift stations. According to City personnel, for the

Utility Master Plan, the Sanitary Sewer section remains relevant. The Plan map for future development is shown in Exhibit E of this plan.

The 1999 Utility Master Plan recommendations:

- Area Number 1 – North of Mary Avenue/Greenwood Cemetery and between CTH ‘V’ and CTH ‘K’, and extends north of Bass Road. A 12-inch sanitary sewer interceptor is proposed on CTH V and will flow to lift station number 1. According to the Plan, the lift station is under capacity and equipped with only one pump. Depending on future growth, complete renovation or a new lift station is recommended.

An 8 or 10-inch gravity sewer interceptor is proposed west of Hay Creek and is to connect to lift station number 7 at CTH K and 22<sup>nd</sup> Street. According to the plan, lift station number 7 is not deep enough to accept new proposed gravity sewers. Depending on future growth, complete renovation or a new lift station is recommended. West of CTH K on Mittlesteadt Road is identified as the proposed location (and since completion of the Utility Master Plan, has become the location of lift station #9).

- Area Number 2 – North of 19<sup>th</sup> Street/Fawn Valley Road between Cooper Creek and CTH H. New 8 and 10-inch sanitary sewers have been proposed as collector mains.
- Area number 3 – South/southwest of STH 33 and STH 23 up to Ski Hill Road. New 8-inch sanitary sewers have been proposed as collector mains on future roadway corridors.
- Area number 4 – East/northeast of STH 23 and Ski Hill Road. A new lift station will be proposed southwest of South Park across the Baraboo River.
- The 2002 Facility Study also addresses the inflow and infiltration in the collection system.

### **5.13 Storm Sewer System**

All of Reedsburg is currently served by the City’s storm sewer system. The majority of the system is made up of 18 to 24-inch non-reinforced concrete (reinforced concrete if within the last 15 years). Additional 10 to 18-inch pipes also exists. According to City staff these older, smaller diameter pipes (some of which are clay pipes) are repaired and replaced as needed. Within the past five-years, High-Density Polyethylene pipes (HDPE) have been placed in 2 or 3 new subdivisions. At this time the City is still allowing this type of piping material to be used.

The City currently has no storm water ordinance in place. There has been some discussion of creating a developers agreement requiring developers to construct

holding/retention ponds in new developments in an effort to help control storm water runoff. Three detention ponds currently exist. These include a detention pond on North Park Street near the hospital, a second located in the South Ridge Subdivision by the new High School, and a third located by lift station number 7 at CTH K and 22<sup>nd</sup> Street. A fourth detention pond will be located west of Hay Creek in the Ernstmeyer Acres, 8<sup>th</sup> Addition on Thomas Road.

#### **5.14 Electrical Service**

The Reedsburg Utility Commission provides electric service to the City's residential units and businesses. The electric system consists of seven substations, five being 69 KV to 2.4/2.16 KV and two being 69 KV to 7.2/12.5 KV. As of 1999, there is over 53 miles of 2.4/4.16 KV overhead and underground lines and approximately 15 miles of 7.2/12.5 KV overhead and underground lines. For additional information see the City of Reedsburg Utility Master Plan, 1999.

**Substations** – Below is a listing of current substations within the City of Reedsburg. According to City personnel, future substations will be constructed as determined by load growth demands:

- North substation – located on 19<sup>th</sup> Street, north of Nishan Park.
- Washburn substation – located at Wellington Drive and Ridge Street
- Industrial substation – located at South Dewey Street and Industrial Street
- Grede West substation – located on Railroad Street, south of the Grede plant.
- Grede 69 substation – located south of the Grede plant. This substation is owned by Grede with service provided by the Reedsburg Utility Commission.
- Grede East substation – located along Railroad Street south of the Grede plant.
- Main substation – location at South Webb Avenue and Railroad Street.
- Wholesale Service from ATC – upgrade regional transmission lines from 69KV to 138 KV.

#### **5.15 Natural Gas Service**

Natural gas service for the City of Reedsburg is provided by Alliant Utilities (WP&L). Natural gas service is available throughout the City.

#### **5.16 Telephone Service/Telecommunications**

Local telephone service in the City is provided by Verizon. Internet, DSL and other telecommunications services are available from multiple providers. The City of Reedsburg currently has a fiber optic backbone consisting of a 12-mile loop around the community and operates a communications utility. Additional connections and services will be an on-going process.

### **5.17 Cable Service**

Cable television service is provided to the City of Reedsburg by Charter Communications. Service lines are currently being upgraded to a hybrid fiber optic coaxial line.

### **5.18 Issues, Opportunities, and Constraints**

Because of continued growth, extension of utilities to new developments, along with surrounding topography remain concerns for the City.

To maintain the high pressure water district, adequate lift stations, and other systems controls, implementation of sanitary sewer and wastewater master plans will be important.

Due to overall growth and cost of implementation funding mechanisms, such as impact fees for development and/or developers agreements, are being explored.

Adequate space needs regarding community and City buildings remain an issue for the City. A Space Needs Study was prepared for the City in September, 1999.

Increased growth and development have created local flooding issues. As future development occurs within the City, capacity of the existing system and storm water management will need to be addressed, possibly through revisions to the subdivision ordinance. An area of particular concern is the open storm water ditch, located across Main Street beginning at the hospital.

Existing and aging infrastructure will need to be upgraded/maintained. Rating of the road system using the PASER system will help determine needed road improvements.

Adequate care facilities and services for child/infant care, daycare services for the elderly, and the senior center will need to be addressed.

An assessment on the condition, age, and distribution of school facilities is needed.

Because of anticipated growth within the City, continued updating and implementation of the Capital Improvements Program (CIP) will remain important.

Due to growth, additional wells located north off of CTH H and south/southwest of the Baraboo River, may be needed within the next few years.

Adequate cemetery space is becoming a concern for the City.

As growth continues, increased demands on City services including the wastewater treatment facility, water, and electrical may prompt upgrades/additions to these systems.

## RECREATIONAL, HISTORICAL, AND CULTURAL RESOURCES

### 6.0 Introduction

The purpose of the recreational, historical, and cultural resources element of a comprehensive plan is to provide a community with an inventory of existing parks and recreational facilities, natural resource assets, and historically and culturally significant places and events found within the community. In addition, the element will provide an assessment of current and future needs and desires in regards to these resources.

### 6.1 Recreational Resources

#### Existing Plans

Comprehensive Outdoor Recreation Plan: The City of Reedsburg just completed its five-year (2000-2004) Comprehensive Outdoor Recreation Plan. Adopted in January 2001, this plan is to serve as a short-range document to aid in policy making and to be incorporated into the yearly budget process for park and open space improvements. The plan includes a park inventory for the City, identifies standards and criteria for parks and open space areas, defines a prioritization of needs, outlines coordination with existing plans, and establishes a five-year action plan.

#### Park and Open Space Resources

The following recreational resources (as identified in the *City of Reedsburg Comprehensive Outdoor Recreation Plan, 2000 – 2004*) are found within the Reedsburg area (Map 6-1):

Anna Stone Park: This 1.5 acre park is located in the southwest part of the City. The park contains a playground, basketball court, restroom facilities, and a play field that serves as an ice rink during the winter months.

City Park: This 2.5-acre park is located close to downtown. City Park is the host to many community events and includes a gazebo, picnic shelter, barbecue grills, benches, restrooms, and playground equipment.

North Park: This 7-acre park is located on the northeast side of the City. Dedicated by the Reedsburg Memorial Hospital Foundation, this park serves as a water retention area and is used for numerous outdoor activities. This park includes a shelter, playground equipment, basketball court, and restroom facilities.

Huntington Park: This 2-acre park is located on the northeast side of the City and consists of playground equipment, picnic shelter, and basketball court.

Oak Park: This 4.1-acre park is located in the north central part of the City. This is a highly used park, and contains a regulation Little League field, lighted tennis courts, basketball court, restroom facilities, and playground equipment. Oak Park was home to Wisconsin's first Little League games.

Ramsey Park: This 2.4-acre park is located on the southwest side of the City, and contains a full-size basketball court, picnic shelter, restroom facilities, a triple-A baseball field, and playground equipment.

Willow Park: Formerly known as Three Willow Park, this 1.4-acre park is located on the southeast side of the City. The park contains playground equipment, a picnic shelter, and restroom facilities.

Webb Park: This 35.5-acre community park is located adjacent to Webb Middle School and provides a variety of activities for the entire community. The park is home to both the Webb swimming pool and Webb tennis courts. Webb Park was previously known for its "rocket ship" that has now been replaced with newer playground equipment. The park also contains three large picnic shelters, and includes a veterans memorial, open play areas, barbecue grills, a pond, and restroom facilities.

Nishan Park: This 50-acre park is located on northeast side of the City and is one of Reedsburg's largest and most visited parks. The park contains two softball fields, three Little League fields, one regulation baseball field, three picnic shelters, a sand volleyball court, barbecue pit, tractor pull area, restroom facilities (2), and playground equipment. When needed, the park is also used as a soccer facility. The park also contains the Reedsburg Area Community Arena (RACA), a multi-use facility for hockey and special events. The Lions/Jaycees also maintains a building that is used for special events and available for public rental.

Nishan Park also hosts Reedsburg's annual *Butter Festival*. Past events have included the Midwest Championship for girls fast pitch softball, the state Little League tournament, the ASA women's tournament, and Reedsburg's own 80-team baseball tournament.

South Park: Located on the City's south side, this 25-acre park provides access to the Baraboo River. The park also contains a pond and fresh water spring, a picnic shelter, restroom facilities, and some of the oldest trees in the City.

The Popple Nature Area: This 60-acre park is located west of Webb Park and is the City's premiere nature area. The park contains part of the Baraboo River, Half Moon Lagoon, and Hay Creek. Consisting of primarily woods and patches of wet grassy areas supporting a diverse amount of wildlife. The City of Reedsburg and the Reedsburg School District are sharing the responsibility of improving the area's trail system.

The Smith Conservancy: This 27-acre conservancy is a small wooded wetland area that lies along the Baraboo River. The area supports a diverse wildlife population and contains benches and walking trails.

Ernstmeyer Park: Located on the northeast side of the City, this is the community's only tot lot. The park is targeted for preschool age children, and is expected to be heavily utilized by area residents.

Hay Creek Park: This 43-acre park and nature area is part of the 8<sup>th</sup> addition of Ernstmeyer Acres, located on the far northwest portion of the community. The park is part of the Baraboo River trail system that will eventually connect to the Popple, Monument, and Smith Conservancy Trails. In addition, two areas within the subdivision will be developed and contain play equipment and offer other recreational activities.

400 State Trail: The City of Reedsburg is the beginning point of the '400' State Trail which was officially opened in June of 1993. A former railroad grade, the packed limestone trail spans 22 miles from Reedsburg to Elroy. The '400' Trail is one segment among the 117 miles of linked recreation trails in west central Wisconsin.

## **6.2 Historical and Cultural Resources**

### **Cultural Resources**

Pioneer Log Village and Museum: Located two miles east of Reedsburg along STH 33, the Pioneer Log Village is located on 52 acres of pine forest and farm fields. The Village features seven log buildings for preservation and viewing, displaying 1890's log homes, church, blacksmith shop, and school.

Museum of Norman Rockwell Art: Reedsburg is home to the privately owned Museum of Norman Rockwell Art containing approximately 4,000 of original magazine covers, calendars, story illustrations, advertisements and other memorabilia on display.

Harvest Fest: This annual event, held in early October, represents the historical role that Reedsburg played in the farm economy as the primary "market" town for western Sauk County and areas to the north and west.

Butter Festival: The City of Reedsburg is the self proclaimed "Butter Capital of America," and has been hosting the annual Butter Festival every June since 1971. The festival celebrates Wisconsin's heritage to the farming and dairy industry. Currently held on the grounds of Nishan Park, Butterfest activities include dairy and steer shows, demolition derbies, Little League games, Hot Wheels rodeo, Bossy Bingo and as well as the annual crowning of Miss Reedsburg.

CAL Center (Communication Arts and Learning Center): City's 600-seat community arts center; is part of the new high school.

## **Historical Resources**

Historical Structures: In 1983, a survey of historical and architectural resources within the City of Reedsburg was conducted (*City of Reedsburg Intensive Survey: A History of Reedsburg, WI*). The purpose was to identify and evaluate the significance of properties that contribute to the City's history and heritage. While the City was first settled in the 1840's, most of the architectural and historical resources date from between 1870-1930. Approximately 900 properties were identified during the survey as having historical or cultural significance, however, many of these structures have undergone alteration. The survey did identify two historic districts and twelve individual buildings worthy of National Register status. The National Register is a nationwide inventory of sites, districts, structures or objects of state, local, or national importance. Table 6-1 lists those historic properties that are either eligible for or are listed on the State or National Register (Map 6-2).

The neighborhoods of Reedsburg are well cared for and reflect a sense of community pride. As the historic survey has shown, as well as the listings on the State/National Registers, Reedsburg has many structures of historical and architectural significance. If the City (or private individual/group) is interested in historical preservation, information is available from the State Historical Society. In addition, tax incentives and sources of funding are available from State and Federal sources. To help protect these resources, the City does maintain an Historic Preservation Committee and has adopted preservation ordinances.

## **Archeological Resources**

According to the State Archeologist, there are approximately a dozen or so archeological/cultural sites within the Reedsburg area. The majority of these sites are located along the Baraboo River.

The City should work with the State Archaeologist on identification and protection of archaeological sites, mounds, unmarked cemeteries, and cultural sites listed on the State's Archaeological Site Inventory (ASI).

**Table 6-1  
Buildings Listed on the State and/or National Historic Register  
Reedsburg, 2001**

<b>Address</b>	<b>Historic Name</b>	<b>Certification</b>	<b>Certification Date</b>	<b>Historic Function</b>	<b>Area of Significance</b>	<b>Period of Significance</b>	<b>Number of Buildings</b>
312 S. Park St.	<i>Central Wisconsin Creamery</i>	Determined Eligible/Owner Objection	December 1984	Manufacturing Facility	Industry	1900-1949	1
Railroad St.	<i>Chicago &amp; Northwestern Depot</i>	Listed - National/State Register	December 1984	Rail related	Transportation/Architecture	1900-1949	1
125 Main St.	<i>City Hotel</i>	Listed - National/State Register	December 1984	Hotel	Architecture	1875-1899	1
121 S. Webb. Ave.	<i>Corwith, J.W., Livery</i>	Determined Eligible/Owner Objection	December 1984	Road related	Transportation	1900-1949	1
612 E. Main St.	<i>Hackett, Edward M., House</i>	Listed - National/State Register	December 1984	Single-family dwelling	Architecture	1875-1899	1
226 N. Pine St.	<i>Harris, Abner L., House</i>	Listed - National/State Register	December 1984	Single-family dwelling	Commerce, Politics/Govt., Architecture	1850-1924	1
531 E. Main St.	<i>Perry, Ralph P., House</i>	Determined Eligible/Owner Objection	December 1984	Single-family dwelling	Architecture	1900-1924	2
401 N. Walnut St.	<i>Reedsburg Brewery</i>	Listed - National/State Register	December 1984	Processing	Industry/Architecture	1900-1924	4
215 North Walnut St.	<i>Reedsburg Post Office</i>	Listed - National Register	October 2000	Post Office	Colonial Revival	1940	1
26 Main St.	<i>Reedsburg Woolen Mill Office</i>	Listed - National/State Register	December 1984	Business Warehouse	Industry	1875-1924	1
547 S. Park St.	<i>Riggert, William, House</i>	Listed - National/State Register	December 1984	Single-family dwelling	Architecture	1875-1899	2
432 S. Walnut St.	<i>Stolte, William, Jr., House</i>	Listed - National/State Register	December 1984	Single-family dwelling	Architecture	1875-1899	2
444 S. Walnut St.	<i>Stolte, William, Jr., House</i>	Listed - National/State Register	December 1984	Single-family dwelling	Architecture	1875-1899	2
Main Street area	<i>Main Street Commercial Historic District</i>	Listed - National/State Register	December 1984	Business, Financial Institution, Specialty Store, Department Store	Commerce, Architecture	1850-1949	21
Park Street area	<i>Park Street Historic District</i>	Listed - National/State Register	December 1984	Single-family dwelling	Architecture	1850-1949	45

Source: Wisconsin State Historical Society, 2001.

### **6.3 Issues, Opportunities, and Constraints**

The City recently adopted its 2000-2004 Comprehensive Outdoor Recreation Plan. To meet the short-term needs of Reedsburg, the City should implement the goals, objectives, and policies stated within the plan.

For additional recreational opportunities, exploration of development options along the Baraboo riverfront is needed.

Since various sites along the Baraboo River and Copper Creek contain Native American burial mounds, adequate protection of these resources should be addressed.

The City contains many historical sites. Preservation of these and other landmarks needs to be addressed. Ongoing historic preservation and community education is also warranted.

Because of Reedsburg's heritage, promotion of cultural tourism (German, Amish, Native Americans) will be important.

The City is fortunate to contain many nice parks within the community, but there is a concern for the need of additional larger community parks and less "pocket parks."

The addition of the Hay Creek Park on the northwest side of the community provides additional hiking and biking opportunities. This park will be the northern leg of the Baraboo River trail system that will connect to the Popple, Monument, and Smith Conservancy Trails.

## **NATURAL RESOURCES**

### **7.0 Introduction**

Natural resources, including soils, topography, surface water resources, and other natural features, have a profound effect on a community's development. These physical features directly or indirectly constrain or encourage growth; for example, soil types often affect the ability of a community to provide high quality water and wastewater services. The natural resources that occur in certain areas are often a primary factor in the establishment and growth (or decline) of communities.

Natural resources are often interrelated, and a disturbance in one area can potentially affect other areas. From a planning standpoint, it is important to understand these interrelationships, and the role that natural resources play in determining a community's future development. The following element profile describes the natural resource characteristics found within the Reedsburg area.

### **7.1 Topography**

Topography, or the configuration of a land area's varying elevation, is an important planning consideration. The examination of topography is necessary to help determine areas where development should be avoided, or where potential constraints may exist. While steep slopes can provide attractive views and recreational opportunities, various types of land use and building development can be adversely impacted. Because of terrain issues in the Reedsburg area, growth and development into outlying areas may require the construction of additional lift stations and pressure districts, increase the cost for developed lots, and possibly require erosion control measures.

In the Reedsburg area the topography varies, from generally flat to gently rolling and hilly areas (Map 7-1 and 7-2). Elevation for the City and its planning area was obtained from USGS 30 meter digital elevation models. Elevation ranges from about 860 feet above sea level along the Baraboo River, to about 1,180 feet above sea level in the Towns of Winfield and Reedsburg (to both the north and south).

Within the City of Reedsburg the topography is mostly flat to gently rolling. To the north and northeast of the City, areas within the Towns of Reedsburg and Winfield are primarily characterized by hilly terrain. To the west and northwest of the City, the terrain is flat to gently rolling. Lastly, most of the area within the Town of Reedsburg, located south of the Baraboo River is characterized by hilly terrain.

As mentioned previously, steep slopes can also be deterrents to growth and development. Development on steep slopes may cause excessive erosion and runoff. If these areas are developed for urban uses, erosion and sediment control measures should be implemented. Map 7-3 identifies those sites in the Reedsburg area that are classified as having slopes in excess of 10 percent. In the Reedsburg area, steep slopes are predominantly located

south of Ski Hill Road (south of the City) and to areas north and northeast of the City corporate limits.

## **7.2 Wetlands**

Within the City's corporate limits, wetlands are primarily located along the Baraboo River, Hay Creek, and to a lesser extent along Copper Creek (Map 7-4). These wetlands extend along these surface water resources into the towns of Reedsburg and Winfield. In addition to the Baraboo River, and Hay and Copper Creeks, large areas of wetlands are found in the southeastern portion of the City's planning area, located between the airport and Golf Course Road. Additional wetlands are found in the western portion of the City's planning area, located between the Baraboo River and CTH V.

Wetlands are defined as those areas between terrestrial and aquatic systems where the water table is at, near, or above the land surface for a significant part of most years, and include marshes, mudflats, wooded swamps, and wet meadows. The presence of wetlands in an area can limit the type of development that can occur. Developments in wetland areas are regulated by the Wisconsin Department of Natural Resources and in some cases U.S. Army Corps of Engineer.

## **7.3 Flood Hazard Areas**

The flood hazard areas (100-year and 500-year) within the City of Reedsburg and its planning area as mapped by the Federal Emergency Management Agency (FEMA) are principally located along the Baraboo River, Hay Creek, Babb Creek, and Copper Creek (Map 7-5). The Baraboo River flows southeast through the western and southern portions of the City and its planning area. Hay Creek, Babb Creek, and Copper Creek are tributaries of the Baraboo River and flow either north or south through the western and eastern portions of the City's planning area. Hay Creek and Babb Creek flow into the Baraboo River just north of LaValle Street, west of Webb Avenue. Copper Creek flows into the Baraboo River just east of STH 136. FEMA has also designated a large flood hazard area in the southeastern portion of the City and the City's planning area, located north of the Baraboo River between the airport and STH 136. Additional designated flood hazard areas exist outside of the City's planning area east of STH 136 (southeast of the City), and north of the Baraboo River (northwest of the City).

A 100-year flood hazard area is defined as an area in which there is a one percent chance of a flood occurring in any given year, while a 500-year flood hazard area has a 0.2 percent chance of a flood occurring in any given year. Due to the potential for property damage and health and safety risks, there are restrictions on development within designated flood hazard areas.

## **7.4 Surface Water Resources**

The City of Reedsburg is located in an area containing several surface water resources. The primary hydrological features found within the City and its planning area, include rivers, streams, and ponds.

The most significant water feature in the Reedsburg area is the Baraboo River (Map 7-4). The Baraboo River flows through the western and southern portion of the City and its planning area. After flowing east/southeast through Reedsburg, the river continues through the City of Baraboo and eventually into Lake Wisconsin and the Wisconsin River. The majority of land located along the river is within a designated floodplain and/or wetland. In addition, most of the shoreline areas along the river are undeveloped as well. Four creeks are also located in the Reedsburg area (Twin, Hay, Babb, and Copper) and are tributaries of the Baraboo River.

One additional surface water feature located just outside of the City of Reedsburg planning area is Lake Virginia. A manmade lake, Lake Virginia is located a few miles east of Reedsburg along STH 33 and provides recreational opportunities for area residents and visitors. Some single- family development does exist around the lake, with the construction of additional subdivisions pending.

Surface water resources, such as the Baraboo River and Lake Virginia, play an important economic role for communities. Recreational opportunities, including swimming, boating, and fishing, provided by these resources attract tourists from outside the region. Protection of these water resources is critical in maintaining water quality, and is also what attracts people to these resources. Any growth and development along the Baraboo River, its tributaries and watershed should take into account the impact on the natural systems, and address potential pollution problems through natural resource management practices such as shoreland buffers and environmental corridor protection. Additional management practices should also be designed to control storm water runoff rates and discharge quality to help protect these water resources. It should be noted that the wastewater treatment facility for the City of Reedsburg is a point-source discharge into the Baraboo River. Continued monitoring of this discharge will help to insure high water quality levels for the river.

## **7.5 Soils**

To better guide development and land use in the City of Reedsburg and its planning area it is important know and understand soil properties and their limitations. Soil properties affecting potential land use decisions include depth to bedrock, slope, drainage/permeability, shrink-swell potential, and flooding. Soil characteristics can vary widely across a given area, but generalizations can be made based a soil series or association. A soil series has profiles that are almost alike, while a general soil association is made up of two or more geographically associated soils.

Soil data has been collected by the Natural Resource Conservation Service (NRCS) and compiled into the Sauk County Soil Survey. From the soil survey, three dominant soil associations were identified in the City of Reedsburg and its planning area. The soil associations found include the La Farge-Norden-Gale, Eleva-Boone-Plainfield, and Ettrick-Fluvaquents, wet-Curran associations. The NRCS defines these soil associations as follows:

La Farge-Norden-Gale: Gently sloping to very steep, well drained, medium textured soils with sandstone bedrock at a depth of 20 to 40 inches. The soils in this association are suited for cultivated crops and pasture, with steeper soils in woodlands. The potential for residential development is fair, with depth to bedrock creating a severe limitation for septic tank absorption fields.

Eleva-Boone-Plainfield: Gently sloping to very steep, somewhat excessively drained to excessively drained, moderately coarse textured to coarse textured soils underlain by sandstone bedrock or outwash sand. This soil association is suited for cultivated crops or pasture, has a fair potential for residential development, and has a severe limitation for septic tank absorption in most areas due to depth to bedrock.

Ettrick-Fluvaquents, wet-Curran: Nearly level and gently sloping, somewhat poorly drained to very poorly drained, mostly medium textured soils underlain by outwash sand or stratified loamy and sandy deposits. The soils in this association are suited mainly for cultivated crops and pasture. Fluvaquent soils are mainly used for pasture and woodland. The potential for residential development is poor, with flooding and wetness creating severe limitations for septic tank absorption fields.

Restrictive features for a given soil property identified above are rated slight, moderate, or severe. The limitations are considered *slight* if soil properties and site features are generally favorable for the indicated use and limitations are minor and easy to overcome; *moderate* limitations if soil properties or site features are not favorable for the indicated use and a special planning or design is needed to overcome the limitation; and *severe* limitations if soil properties or site features are so unfavorable or difficult to overcome that special design and significant construction costs are required.

The building site development and sanitary facility limitations for each soil type found in the City of Reedsburg and the City's planning area are detailed in Table 7-1. Severe limitations for dwellings with basements and septic tank absorption fields are graphically depicted on maps 7-6 and 7-7. Map 7-8 identifies the most likely type of on-site wastewater treatment system suitable for a soil type. For septic tank absorption fields, soil properties are evaluated for absorption of the effluent in addition to the construction of the system. Septic system suitability ratings for the area are generally listed as severe throughout the City and its planning area. Due to the severe limitations it is recommended that these areas not be opened up to development until City utilities can be extended to provide service.

For construction of dwellings with basements, soils are rated for dwellings less than three stories in height built on shallow foundations on undisturbed soil. Soil suitability ratings for dwellings are determined by several factors, including a high water table, flooding, and/or shrink-swell potential.

**Table 7-1  
Building Site Development and Sanitary Facility Limitations in the Reedsburg Area by Soil Types**

SOIL TYPE	SEPTIC SYSTEM SUITABILITY	EXCAVATION	DWELLING WITHOUT BASEMENTS	DWELLING WITH BASEMENTS	SMALL COMMERCIAL BUILDINGS	LOCAL STREETS	SEPTIC SYSTEM TYPE	DRAINAGE CLASS
<b>Ad</b>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		VERY POOR
<i>ArA</i>	SEVERE	MODERATE	SEVERE	SEVERE	SEVERE	SEVERE		MODERATELY WELL
<i>BeB</i>	MODERATE	SEVERE	MODERATE	MODERATE	MODERATE	SEVERE	below grade	WELL
<i>BeC2</i>	MODERATE	SEVERE	MODERATE	MODERATE	SEVERE	SEVERE	below grade	WELL
<i>BiB</i>	SEVERE	SEVERE	SLIGHT	SLIGHT	SLIGHT	MODERATE	below grade	WELL
<i>BiC2</i>	SEVERE	SEVERE	MODERATE	MODERATE	SEVERE	MODERATE	below grade	WELL
<i>BmA</i>	SEVERE	SEVERE	SLIGHT	MODERATE	SLIGHT	MODERATE	at grade	MODERATELY WELL
<i>BoB</i>	SEVERE	SEVERE	SLIGHT	SLIGHT	MODERATE	SLIGHT	at grade	EXCESSIVE
<i>BoC</i>	SEVERE	SEVERE	MODERATE	MODERATE	SEVERE	MODERATE	at grade	EXCESSIVE
<i>BoD</i>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	at grade	EXCESSIVE
<i>BrA</i>	SEVERE	SEVERE	MODERATE	SEVERE	MODERATE	MODERATE	new mound	MODERATELY WELL
<i>ChA</i>	SEVERE	MODERATE	SEVERE	SEVERE	SEVERE	SEVERE		MODERATELY WELL
<i>CuA</i>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	new mound	SOMEWHAT POOR
<i>DaB</i>	SEVERE	SEVERE	SLIGHT	SLIGHT	MODERATE	MODERATE	below grade	WELL
<i>DeA</i>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	new mound	SOMEWHAT POOR
<i>EiB</i>	SEVERE	SEVERE	SLIGHT	MODERATE	MODERATE	MODERATE	at grade	WELL
<i>EiC2</i>	SEVERE	SEVERE	MODERATE	MODERATE	SEVERE	MODERATE	at grade	WELL
<i>EiD2</i>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	at grade	WELL
<i>EiE</i>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	at grade	WELL
<i>EmA</i>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		SOMEWHAT POOR
<i>EnB</i>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		WELL
<i>EnC</i>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		WELL
<i>EnD</i>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		WELL
<i>Et</i>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		VERY POOR
<i>FaB</i>	SLIGHT	SLIGHT	MODERATE	MODERATE	MODERATE	SEVERE	below grade	WELL
<i>FaC2</i>	MODERATE	MODERATE	MODERATE	MODERATE	SEVERE	SEVERE	below grade	WELL
<i>FaD2</i>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	below grade	WELL
<i>Fu</i>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		SOMEWHAT POOR
<i>Fw</i>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		POOR
<i>GaB</i>	SEVERE	SEVERE	MODERATE	MODERATE	MODERATE	SEVERE	at grade	WELL
<i>GaC2</i>	SEVERE	SEVERE	MODERATE	MODERATE	SEVERE	SEVERE	at grade	WELL
<i>GaD2</i>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	at grade	WELL
<i>GaE</i>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	at grade	WELL

SOIL TYPE	SEPTIC SYSTEM SUITABILITY	EXCAVATION	DWELLING WITHOUT BASEMENTS	DWELLING WITH BASEMENTS	SMALL COMMERCIAL BUILDINGS	LOCAL STREETS	SEPTIC SYSTEM TYPE	DRAINAGE CLASS
GoB	SEVERE	SEVERE	SLIGHT	SLIGHT	SLIGHT	SLIGHT	below grade	WELL
GoC	SEVERE	SEVERE	MODERATE	MODERATE	SEVERE	MODERATE	below grade	WELL
GoD	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	at grade	WELL
Gr	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		VERY POOR
Gv	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		VERY POOR
Ho	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		VERY POOR
JaA	SEVERE	SEVERE	MODERATE	MODERATE	MODERATE	SEVERE	new mound	MODERATELY WELL
JaB	SEVERE	SEVERE	MODERATE	MODERATE	MODERATE	SEVERE	new mound	MODERATELY WELL
LfB	SEVERE	SLIGHT	MODERATE	MODERATE	MODERATE	SEVERE	new mound	WELL
LfC2	SEVERE	MODERATE	MODERATE	MODERATE	SEVERE	SEVERE	new mound	WELL
LfD2	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	at grade	WELL
LfE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	at grade	WELL
Mc	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		VERY POOR
NIB	SEVERE	SLIGHT	SLIGHT	SLIGHT	MODERATE	MODERATE	at grade	WELL
NIC2	SEVERE	MODERATE	MODERATE	MODERATE	SEVERE	MODERATE	at grade	WELL
NID2	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	at grade	WELL
NIE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	at grade	WELL
NrE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		WELL
Or	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		SOMEWHAT POOR
Pa	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		VERY POOR
PfB	SEVERE	SEVERE	SLIGHT	SLIGHT	SLIGHT	SLIGHT	below grade	EXCESSIVE
PfC	SEVERE	SEVERE	MODERATE	MODERATE	SEVERE	MODERATE	below grade	EXCESSIVE
RmA	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	new mound	SOMEWHAT POOR
Ry	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	new mound	SOMEWHAT POOR
Se	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		VERY POOR
SfA	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	new mound	SOMEWHAT POOR
ShA	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	new mound	SOMEWHAT POOR
St	SEVERE	SEVERE	SLIGHT	MODERATE	SLIGHT	SLIGHT	new mound	MODERATELY WELL
TaA	SLIGHT	SLIGHT	MODERATE	MODERATE	MODERATE	SEVERE	below grade	WELL
TaB	SLIGHT	SLIGHT	MODERATE	MODERATE	MODERATE	SEVERE	below grade	WELL
TaC2	MODERATE	MODERATE	MODERATE	MODERATE	SEVERE	SEVERE	below grade	WELL
TeA	SEVERE	SEVERE	MODERATE	SLIGHT	MODERATE	SEVERE	below grade	WELL
TeB	SEVERE	SEVERE	MODERATE	SLIGHT	MODERATE	SEVERE	below grade	WELL
TeC2	SEVERE	SEVERE	MODERATE	MODERATE	SEVERE	SEVERE	below grade	WELL
TeD2	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	below grade	WELL
TvA	SEVERE	SEVERE	MODERATE	MODERATE	MODERATE	SEVERE	new mound	MODERATELY WELL
TvB	SEVERE	SEVERE	MODERATE	MODERATE	MODERATE	SEVERE	new mound	MODERATELY WELL
TwB	SEVERE	SEVERE	SLIGHT	SEVERE	SLIGHT	MODERATE	new mound	WELL
UfB	SEVERE	SLIGHT	SLIGHT	SLIGHT	MODERATE	MODERATE	new mound	SOMEWHAT EXCESSIVE
UfC2	SEVERE	MODERATE	MODERATE	MODERATE	SEVERE	MODERATE	new mound	SOMEWHAT EXCESSIVE

<b>SOIL TYPE</b>	<b>SEPTIC SYSTEM SUITABILITY</b>	<b>EXCAVATION</b>	<b>DWELLING WITHOUT BASEMENTS</b>	<b>DWELLING WITH BASEMENTS</b>	<b>SMALL COMMERCIAL BUILDINGS</b>	<b>LOCAL STREETS</b>	<b>SEPTIC SYSTEM TYPE</b>	<b>DRAINAGE CLASS</b>
<i>UfD2</i>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		SOMEWHAT EXCESSIVE
<i>UfE</i>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		SOMEWHAT EXCESSIVE
<i>VaD2</i>	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE	SEVERE		WELL
<i>WwB</i>	SEVERE	MODERATE	SEVERE	SEVERE	SEVERE	SEVERE	new mound	WELL
<i>W</i>								
<i>Pe</i>								
<i>LDF</i>								

Source: United States Department of Agriculture, Soil Conservation Service.

## **7.6 Woodlands**

The Reedsburg area contains scattered areas of woodlands (Map 7-9). At present, there is not much logging activity occurring within the planning area. Most of the area's woodlands are found in the towns of Reedsburg, Winfield, and Excelsior on privately owned parcels of land less than 200 acres in size. The majority of these parcels are a mix of wooded and agricultural/open areas. Typically, the woodland portions of these parcels are located in areas not well suited for agricultural production, including wetlands, areas along rivers/creeks, and hilly topography.

## **7.7 Agricultural Lands**

Land currently in agricultural production is found throughout the Reedsburg area (Map 7-10). The majority of this land is located within the City's planning area. In both the western and eastern portions of the planning area, large parcels of land are being cultivated for crop production and/or dairy/beef farm operations. To the north of the City, as the topography becomes more hilly, scattered parcels of land are also in agricultural production. Like the western and eastern portions of the City's planning area, most of the land to the north is being cultivated for crop and some dairy/beef farm operations. Due to soil and wetland limitations agricultural activities are limited in the south/southwestern and northwestern portions of the City's planning area. Areas that are considered to be prime agricultural soil areas are identified on the City's Environmental Corridor Map (Map 11-5). These areas are located primarily along existing floodplains or other environmental corridors. The City does not encourage agricultural uses within the city limits.

## **7.8 Mineral Resources**

Currently, just one quarry located north/northeast of Copper Creek along CTH H is the only active facility near the City's planning area. Several inactive facilities exist in the area, including one located along CTH H in the northeastern portion of the planning area, and a second located south of CTH K in the far southwestern portion of the City's planning area. It should be note that sand and limestone are not high value mineral resources or sources of large employment; however, they are crucial to construction and road building activities.

## **7.9 Issues, Opportunities, and Constraints**

Water and wetlands located on the south and west sides of the City will be environmental constraints for future growth and development.

Topography on the north side of the community could be a possible constraint, including the future extension of City utilities.

There are many natural resource/environmental barriers within the Reedsburg area for the construction of future transportation facilities, including wetlands, floodplains, poor soils, steep slopes, and river and stream crossings.

As the deer population continues to grow statewide, deer management within the City and its planning area may become an increasing concern for the City.

As the City continues to grow towards the north wellhead protection efforts for groundwater recharge areas along Hay Creek will need to be explored.

The Baraboo River is an important natural resource corridor for Reedsburg. Additional revitalization, improvement, and protection efforts will need to be explored.

Maintenance of existing urban trees and other landscaping is important to the character of Reedsburg. Exploration of special grant programs, replanting of aging trees, and other landscape concerns will need to be addressed.

## **LAND USE**

### **8.0 Introduction**

The analysis of land use serves as a fundamental element in comprehensive planning. A review and assessment of both the type and quantity of land uses in a community through time is an indication of the pace of community development. After mapping and analyzing growth trends, land use analysis may be used in conjunction with population and housing trend projections to anticipate future physical growth potential. Growth potential may then be compared to the various community policies and values to assess desired types, amounts, and directions of growth.

### **8.1 Existing Land Use**

The following examines the existing land use pattern for the City of Reedsburg and its extraterritorial planning area (up to one and a half miles from the City corporate limits), and was based on a combination of several methods. For the planning area, photo interpretation from 1995 aerial photography and City staff review were utilized to help determine land use. For areas within the City a combination of the 2001 digital parcel database, tax assessment rolls, photo interpretation, City staff review, and field verification were utilized to determine the land use inventory. The inventory of existing land use patterns within the City and its extraterritorial planning area was divided into approximately 20 categories. These categories are depicted on Map 3-1 and broken down into acreage in Table 3-1. The City of Reedsburg is composed of approximately 3,317 acres, of which approximately 2,716 acres, or 82 percent is considered developed to some extent.

#### Residential

About 23 percent of the City's total acreage is in single-family residential use. This use makes up about 28 percent of the developed acreage in the City. Single-family residential use areas are primarily concentrated within the central, north central, and southwest portions of the City. Newer single-family residential homes have mainly occurred southwest of the Baraboo River, and north near North Dewey Avenue and other areas near the hospital. A small amount of single-family homes have also occurred near the east end of the City along Golf Course Road and Main Street (STH 33). Within the City's extraterritorial planning area, only about 7 percent of the land is in single-family residential use. While single-family development occurs throughout the planning area, higher concentrations of development exist east of Golf Course Road and along CTH V, K, and H north and northeast of the City corporate limits.

It should be noted however, that through the use of the 2001 parcel database for the City of Reedsburg, over 200 parcels within the City labeled, as "Single-Family" had no improvement values listed. The total acreage of these parcels totaled approximately 77 acres, with the average parcel being about 1/3 of an acre in size. While some of these lots

are owned by adjoining homeowners (i.e. – double or triple lots) many can be considered vacant lots scattered throughout the City, or in developing subdivisions.

Multi-family residential use makes up approximately 3 percent of the total land within the City and 4 percent of the developed land. While multi-family units are found throughout the City, larger concentrations are located in the northern and far southwestern areas of the City. Several larger areas of manufactured home units are also found within the City corporate limits; primarily south of Main Street near the airport, and north of Main Street at the far east end of the City. These areas account for about 82 acres, or just 3 percent of the developed acreage within the City. No manufactured home communities appear to be located in the City's extraterritorial planning area.

### Farmstead

According to land use analysis no farmsteads are currently located within the City of Reedsburg. Within the City's extraterritorial planning area, 46 active farmsteads (full-time, part-time, lease, and hobby) were counted from photo interpretation. These farmsteads are scattered throughout the extraterritorial planning area. This use, excluding land in crop production, accounts for about 198 acres, or 2 percent of the total extraterritorial planning area.

### Commercial

Approximately 228 acres of the City are in commercial use. This figure accounts for 8 percent of the City's total developed land area and 7 percent of the total land area. The main clusters of land in commercial use are found along the west end of Main Street, north along Viking Drive, the Downtown business district along Main Street, and the commercial district along Albert Avenue. Newer commercial developments have primarily occurred east along Main Street (STH 33) and southwest along Albert Avenue (STH 23). Only about 10 acres, or less than 1% percent of the City's extraterritorial planning area is in commercial use. Commercial developments along STH 33 and South Dewey Avenue accounts for this acreage.

### Industrial

Approximately 421 acres of land within the City are currently in industrial use, which accounts for about 16 percent of the City's total developed land area and 12 percent of the total land area. The majority of the industrial area is located near the municipal airport south of Main Street. Based on photo interpretation, approximately 11 acres were classified as industrial within the City's planning area.

### Extraction

Approximately 34 acres of land within the City's planning area are currently in active extractive uses. The active quarry is located along CTH H, northeast of Copper Creek. An additional 8 acres of land classified as extractive are identified as inactive quarries.

The first is located along CTH H, just northeast of the City's corporate limit. The second is located near Thiemann Hill Road, located in the far southwestern corner of the planning area. No extractive uses are located within the City corporate limits.

### Public and Quasi-Public

About 10 percent of the City's total developed land area is in public/quasi-public use. This land use category includes facilities on land owned by the village, school district, churches, and nonprofit entities. The majority of the Public and Quasi-Public use acreage within the City is made up of Reedsburg School District owned properties. The City has one 500,000-gallon reservoir located east of the City limits, north of STH 33 and another reservoir located at CTH 'H' and 21<sup>st</sup> Street. These are the only public/quasi-public use properties located outside of the City corporate limits, within the extraterritorial planning area.

### Park and Recreation

A total of 321 acres of the City are classified as park and recreation land. This figure makes up 10 percent of the total area of the City and 12 percent of the City's developed area. Recreational areas include City parks, special area facilities, and tot lots. Approximately 202 acres, or approximately 2 percent of the total area within the City's planning area is comprised of private parkland (the Reedsburg Country Club).

### Transportation

Approximately 551 acres within the City are classified as transportation right-of-way land, which includes land currently in transportation use (highway, local roads, railroad lines, airport, etc.) or reserve for future use. This figure accounts for 20 percent of the City's developed land area and 17 percent of the total land within the City. Within the City's extraterritorial planning area, transportation right-of-way land accounts for about 261 acres, or 3 percent of the total extraterritorial planning area.

### Water/Wetlands

About 119 acres within the City are classified as surface water and/or wetlands. This figure accounts for approximately 4 percent of the City's total area. Water areas in the City include the Baraboo River, and the Hay and Babb Creeks. Much of the land in the vicinity of the Baraboo River and Hay Creek, particularly in the southern and western part of the City, is classified as wetland and/or flood hazard area. In general, these areas are off-limit to development. Over 308 acres of the City's extraterritorial planning area are classified as water, wetlands and/or flood hazard land. Additional information on wetlands and flood hazard areas is provided in sections 7.2 through 7.4.

### Woodlands

Based on photo interpretation, there are approximately 6 acres of woodlands within the City. This accounts for less than one percent of the City's total area, but does not include those woodland areas classified under parks and recreation. For the City's planning area however, approximately 1,692 acres, or 19 percent of the total planning, are classified as woodlands. While woodland areas extend throughout the planning area larger concentrations exist north of the City corporate limits and areas along the Baraboo River and its tributaries.

### Agricultural/Open Space/Vacant

About 475 acres of the City is vacant or open space. This figure accounts for about 13 percent of the City's total land area. Land classified in the Vacant/Open Space category is general physically suitable for development. The largest concentrations of this type of land within Reedsburg are found in the south and southwestern extent of the City, in addition to areas in the northern portion of the City. In addition, over 63 percent of the City's extraterritorial planning area is currently open space, vacant, or in crop production.

**Table 8-1  
Existing Land Use, 2001  
City of Reedsburg**

Land Use Type	City of Reedsburg		City's Planning Area	
	Acres	%	Acres	%
Single Family Residential	753.7	22.7	591.6	6.6
Multi-Family Residential	96.2	2.9	0.0	0.0
Manufactured Home Residential	82.2	2.5	0.0	0.0
Downtown Commercial	20.6	0.6	0.0	0.0
General Commercial	207.7	6.3	9.7	0.1
Industrial	421.3	12.7	10.5	.1
Extraction	0.0	0.0	42.2	.5
Park and Recreation	321.4	9.7	202.4	2.3
Public and Quasi-Public	262.5	7.9	2.0	0.02
Farmsteads	0.0	0.0	197.8	2.2
Water	16.6	.5	8.6	0.1
Wetlands/Flood Hazard Areas	102.0	3.1	299.2	3.3
Agricultural/Open Space/Vacant	475.3	14.3	5,655.8	63.0
Woodlands	6.4	0.2	1,691.6	18.9
Transportation ROW	551.0	16.6	260.8	2.9
<b>Total</b>	<b>3,317</b>	<b>100.00</b>	<b>8,972</b>	<b>100.00</b>
<b>Developed Land</b>	<b>2,716</b>	<b>81.9</b>	<b>1,317</b>	<b>14.7</b>
<b>Land Unsuitable for Development</b>	<b>125</b>	<b>3.7</b>	<b>308</b>	<b>3.4</b>
<b>Land Available for Development</b>	<b>475.3</b>	<b>14.3</b>	<b>7,348</b>	<b>81.9</b>

Source: 2001 digital parcel database, tax assessment roles, photo interpretation, City staff review, and field verification

## 8.2 Existing/Potential Land Use Conflicts

Due to growth over past ten years the City will need to address measure of preserving its small town character and rural setting. This is a regional issue over which no agency has authority as Sauk County is in an area without a regional planning commission.

Future growth and increased truck/automobile traffic will present additional land use conflicts.

As the City grows separation of industrial, commercial, and residential areas will need to be addressed.

Future growth along CTH and STH remains a concern so that commercial areas do not become linear corridors.

Urban types of development should stay within the City corporate limits; future land use conflicts may arise over residential and commercial development beyond the corporate limits (Towns of Winfield, Excelsior, and Reedsburg).

Siting of a new regional airport late in the planning period.

### **8.3 Opportunities for Redevelopment**

Opportunities for redevelopment would include identified “brownfield” sites listed in the Economic Development section (Section 2.0). Additional opportunities include continued improvement, updating, and renovation of the City’s historic downtown. Lastly, opportunities for renovation, rehabilitation, and infill exist throughout the City for both commercial and residential development/re-development.

### **8.4 Issues, Opportunities, and Constraints**

The City has experienced over 30% growth within the past ten years. There remains a concern on how best to maintain a decent growth rate, as well as maintain the community’s small town character and rural setting.

Due to increased growth, various land use control measures will need to be explored by the City.

As the City’s downtown commercial district continues to expand development strategies may need to be explored on how to gain depth to the Main Street corridor and not continue with linear development patterns.

Due to increased traffic counts, including trucking, a feasibility study of an alternative truck route (possibly via Veterans Drive and south end of runway) is needed.

As the City continues to grow separation of expanding industrial zones with residential areas will need to be addressed.

Proper land use control measures will be needed to help separate types of uses (i.e. – residential) by density.

Where should new growth be directed? What types of future land uses will occur along new road development?

The amount and frequency of signage and billboards along CTH H continues to be a growing concern. Future commercial growth along CTH H also remains a concern.

Urban types of development should stay within the City corporate limits; proper services for this type of development need to be provided.

Appropriate measures to allow for infill and reuse of older neighborhoods, including provisions that allow additions to structures within these neighborhoods, needs to be examined.

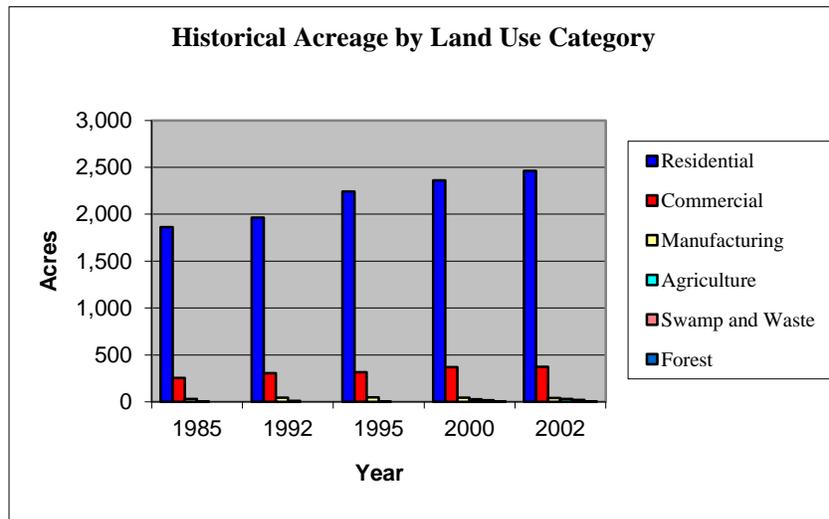
Vacant areas within the City need to be developed (infill development).

Does the cemetery have enough space for future needs?

### 8.5 Trends in Land Demand and Land Prices

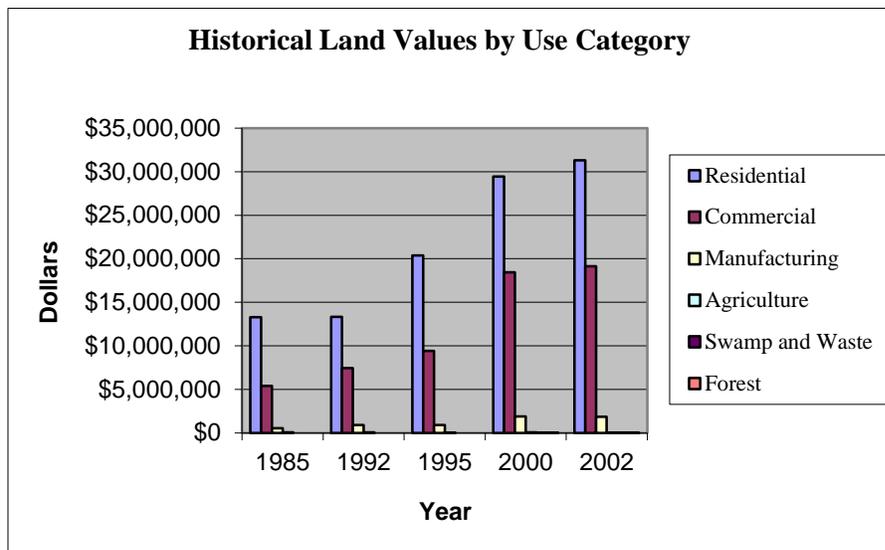
Since 1985, residential uses continue to be the most significant demand on new land. Commercial uses has also steadily increased at a slightly slower pace.

Table 8-2



Total residential and commercial land values are increasing, but the rate of increase has slowed slightly since 2000. The average value for a residential unit has remained around \$100,00 compared to the significant drop from just under \$200,000 to just under \$60,000 between 1985 and 1995. Total manufacturing values decreased slightly since 2000, but the average value has increased slightly since 1985. Both the average and total commercial values have increased since 1985.

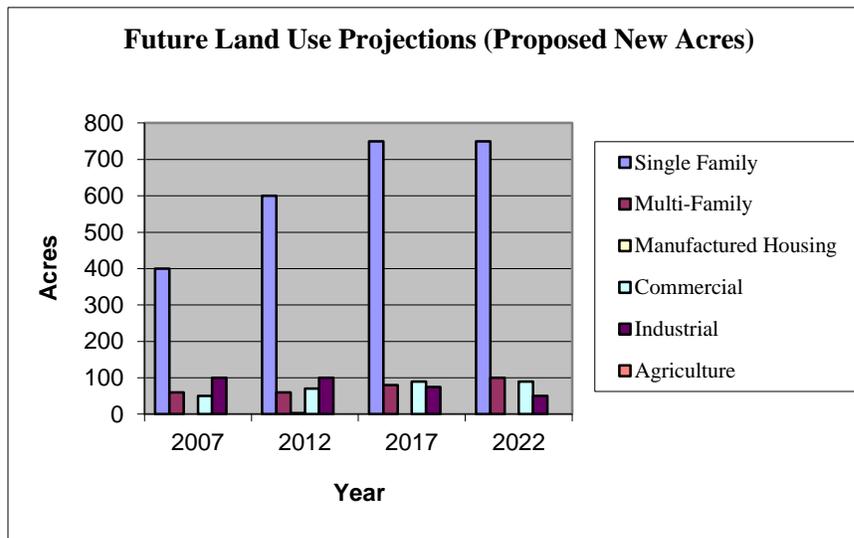
Table 8-3



## 8.6 20-Year Projections for Critical Land Uses (5-Year Increments)

Residential uses are anticipated to grow at the fastest pace, projected to need almost 2,800 acres by 2022. Commercial uses will likely grow at faster pace than the rest of the County, and are projected at just over 300 total acres by 2022. Industrial uses are expected to grow quicker in the next ten years than the following ten, totaling just under 325 acres for the duration of this plan. No agricultural acres were projected for the City.

Table 8-4



## **INTERGOVERNMENTAL COOPERATION**

### **9.0 Introduction**

This element of the comprehensive plan analyzes the relationship of the City of Reedsburg in terms of planning and decision making to adjacent local governmental units and quasi-public, regional, state, and federal governmental entities. It looks at these governmental entities' planning and land use control/growth management documents, agreements, and programs in which the City is a part of or is affected by. Finally, the element identifies issues, opportunities, and constraints associated with the City's relationship to the other governmental entities.

### **9.1 Relationship to Other Governmental Entities**

#### Regional Planning Agency

None

#### Adjacent Towns

The Town of Reedsburg surrounds the City of Reedsburg to its west, south, and east. Adjacent to the north of the City is the Town of Winfield. From the Town of Winfield, County Highways V, K, and T enter the City from the north. CTH K continues west from the City through the Town of Reedsburg. The heavily traveled STH 33 runs east-west/northwest through the Town and City of Reedsburg. STH 23 enters the City from the south from the Town of Reedsburg.

The emergency fire district for the City of Reedsburg's fire department encompasses approximately 131 square miles and services the City of Reedsburg, and the Towns of Winfield, Dellona (partial), Excelsior (partial), Reedsburg (partial), and Ironton (partial).

Regional emergency medical services are provided by the Reedsburg Area Ambulance Service. The total ambulance service area includes the Towns of Washington, Reedsburg, Winfield, Excelsior, LaValle, Westfield, Seven Mile Creek, Ironton, Freedom, and Dellona; plus the Villages of Lime Ridge, Loganville, and LaValle. The total population served is approximately 15,295.

#### Sauk County

The City of Reedsburg is located in the north central portion of Sauk County. Currently, the City of Reedsburg is the second largest city within the County. The largest community is the City of Baraboo, and is also the County Seat. Baraboo is located approximately 15 miles southeast of Reedsburg.

### Reedsburg Area School District

The Reedsburg School District encompasses approximately 264 square miles and services the City of Reedsburg, as well as Rock Springs, Loganville, and Ironton-LaValle. The school district has a combined K-12 population of approximately 2,450.

### Economic Development Corporations

To help promote and retain economic development within the City the Sauk County Development Corporation (SCDC) actively seeks to develop partnerships with public and private organizations that will support and encourage local businesses. The SCDC also helps to facilitate the development of skilled individuals to meet the needs of Sauk County businesses, promotes and solicits new economic growth, and identifies and responds to new issues and opportunities within the County.

### Wisconsin Department of Transportation

The Wisconsin Department of Transportation (WisDOT) is the state agency that plans for and oversees improvement projects to state trunkline highways within the City of Reedsburg and surrounding area, including STH 33 and STH 23. The City is in the department's District #1, which includes Sauk County and nine other counties in south central Wisconsin. The WisDOT District #1 office is located in the City of Madison (Dane County), about 55 miles southeast of the City. Most of the major decisions on state trunkline highway improvement projects within the district, including distribution of state and federal funds and prioritization of projects, are made by district officials.

### Wisconsin Department of Natural Resources

The City of Reedsburg has two parcels of land that are owned by the State of Wisconsin. The 400 State Trail, is located along the old Chicago & Northwestern rail corridor, beginning at Reedsburg's historic train depot. Officially opened in June of 1993, this former railroad grade spans 22 miles from Reedsburg to Elroy. The '400' Trail is one segment among the 117 miles of linked recreation trails in west central Wisconsin. Operations of this trail are overseen by the Wisconsin Department of Natural Resources, and are managed out of the Wildcat Mountain State Park office.

The second parcel is the 80-acre 'Cady's Marsh' located along Golf Course Road, southeast of the business center. According to DNR officials at the Dells Ranger Station, Cady's Marsh is a state natural area, open to public hunting but is considered a threatened ecosystem because of endangered plants located there. Presently, the DNR has no foreseeable plans to develop this natural area and would be concerned with any surrounding development that would threaten the water table within the marsh.

## 9.2 Intergovernmental Planning Related Documents

### Adjacent Towns

*Town of Excelsior:* The Town of Excelsior adopted its first *Development Plan* in April 1999 in response to increased development pressures. Although the Town completed a Development Plan, it continues to participate in county zoning. This gives Sauk County the authority to enforce the County's zoning ordinance within the Town. All individuals proposing to make a change of land use or zoning must work with the Sauk County Department of Planning and Zoning to be reviewed by the Town Board for comment.

According to plan objectives the Town desires to "establish criteria for future development in an orderly manner that will provide for service provision in an economical and efficient fashion. To achieve this, future development will be encouraged to occur in those areas near existing development or incorporated areas."

According to the 1999 plan, residential development is encouraged to take place in delineated residential areas as indicated by the Town's Development Plan Land Use Map. These areas are primarily located around Lake Virginia, near the eastern end of the Reedsburg Country Club, and south of STH 136 along Junction Road. By action of the Town Board, as of December, 1998 all areas within the Town were zoned resource conservancy 5, with the exception of those areas that were previously zoned residential or commercial prior to this date.

The Town also desires to preserve productive farmland for continued agricultural use, preserve its rural character, and to encourage new single family development to occur in existing subdivisions or within existing lots of record.

Each home within the Town must install and maintain their own well and septic system that are subject to state standards in effect at the time of their installation. At the time of the adoption of the plan, no public utility was providing water to any of the properties within the township.

*Town of Reedsburg:* The Town of Reedsburg adopted its *Development Plan* in October 1990 due to increased demands on agricultural land for non-farm development. The Town still participates in Sauk County zoning as it has since officially adopting in 1964. The Town also participates in Exclusive Agricultural Zoning. In 1976, the City of Reedsburg established extraterritorial zoning within the Town.

According to the 1990 plan the Town desires to limit residential development to parcels of less than 35 acres (as recorded lots at the time of adoption of the plan) and to residential structures that serve as residences for owners and employees of a farm operation. The Town also desires to limit non-farm development and zoning to those areas occurring within the boundaries of the City of Reedsburg's extraterritorial boundary, areas adjacent to this boundary, and areas that fall within the transition boundary as adopted for the Town of Reedsburg in the Sauk County Farmland

Preservation Plan. Lastly, for commercial and industrial development the Town desires to restrict this type of development to agricultural related businesses only.

*Town of Winfield:* According to Town officials, the Town does not have an approved comprehensive land use plan yet, but is currently in the processing of creating one. The Town currently participates in Sauk County zoning, which the Town originally adopted in 1964. In addition, the Town is also a member of the Extraterritorial Committee, along with the City of Reedsburg and the Town of Reedsburg. In 1976, the City of Reedsburg established extraterritorial zoning within the extraterritorial boundaries that fall in the Town of Winfield.

### Intergovernmental Agreements

In 1974, the Towns of Reedsburg and Winfield, along with the City of Reedsburg created an extraterritorial committee to examine and discuss issues surrounding the transition area between the City and adjacent towns. In 1976, the City of Reedsburg established extraterritorial zoning within the extraterritorial boundaries that fall within the two Towns.

As previously mentioned, emergency fire and medical services are shared by the City of Reedsburg and surrounding communities.

### Sauk County

In response to increased residential development and rapid changes occurring throughout the County, Sauk County adopted its current *20/20 Development Plan* in February 1999. The plan provides the County with an overall strategy regarding land use and development. The plan addresses Community Change, Economic Development, Farmland Preservation, Housing, Natural Resources, and Transportation. The recommendations for each of these sections or elements are defined through Vision, Goal, and Policy statements. The final chapter or Implementation section of the Development Plan is meant to provide the County, town boards, and local residents with an understanding of what needs to be accomplished to realize the plans visions, goals, and policies.

Specific intergovernmental cooperation references include plan recommendations that all units of government should work to encourage cooperation between municipalities, that the County should facilitate cooperation between incorporated and unincorporated areas, including the facilitation of boundary agreements, and that the County's municipalities should create annexation policies.

Sauk County has envisioned that while they would create the standards within the Development Plan, each unit of government would create their own current land use plan to help guide their future land use decisions. The intent of the plan is to serve as a countywide umbrella policy, identifying County policies and actions.

Currently, Sauk County administers several ordinances regulating land use in the County, including a zoning ordinance, shoreland protection ordinance, land division and subdivision ordinance, private sewage system ordinance, and a floodplain ordinance.

The *Zoning Ordinance* was adopted in 1963 creating specific zoning districts and a map, along with a list of permitted and special uses. The surrounding Towns of Reedsburg, Winfield, and Excelsior each participate in County Zoning. The *Shoreland Zoning Ordinance* was adopted in 1968, with revisions occurring in 1986 and 1997. Mandated by state law, this ordinance is designed to protect shorelines and improve water quality. The *Land Division and Subdivision Ordinance* was adopted in 1979, and regulates the division of property in rural areas. A *Private Sewage System Ordinance* was adopted in 1980 to regulate the placement and construction of private sewage systems in the County. Lastly, the *Floodplain Ordinance* was adopted in 1992 to help regulate the uses and placement of buildings in these areas.

#### Wisconsin Department of Natural Resources

In 1990, the Wisconsin Department of Natural Resources prepared a plan for managing the '400' State Trail, with its trailhead located in the City of Reedsburg. The plan provides background information on the trail system; the goals, annual objectives, and additional benefits of the trail; provides recommended management (including vegetative, wildlife, and fisheries); and a development program.

Upcoming projects for the 400 Trail include road maintenance, Reedsburg depot grounds (2003-2005), improve drainage at STH 33 (2003-2005), fencing (2005-2007), Strawbridge security lights (2005-2007), and ditching (2005-2007).

#### Wisconsin Department of Transportation

In the spring of 2000, the Wisconsin Department of Transportation (WisDOT) District #1 prepared a six-year highway improvement program for 2000 through 2005. On a biannual basis, the eight WisDOT district offices within the State are responsible for preparing this type of document for their respective districts. The documents list the state trunkline highway projects by year that the district offices have programmed to do within their district within a six-year period. Within the latest six-year highway improvement program prepared by WisDOT District #1, the district has scheduled four major improvement projects for the Reedsburg area. The projects are scheduled for stretches of STH 33 and STH 23 located within the City of Reedsburg, Town of Reedsburg, and Town of Excelsior (see Transportation Element, Section 4.4).

According to the Department of Transportation State Bicycle Plan, these are the listed State Priority Routes (see Transportation Element, Section 4.13):

#### Regional Priority Routes:

STH 23 – Mineral Point to Reedsburg

Local Priority Routes:

CTH K north of Reedsburg  
CTH H northeast of Reedsburg  
Old Reedsburg Road east of Reedsburg

State Trails:

400 Trail – Reedsburg to Elroy

**9.3 Existing/Potential Conflicts**

Disagreements may occur regarding to both large and small-scale annexations.

Conflicts may occur regarding the City’s willingness and ability to extend utilities outside of the corporate limits except under very limited and special conditions.

Enforcement of building codes in the extraterritorial area.

Creation of impact fees or similar charges that may become applicable to development outside the City.

**9.4 Issues, Opportunities, and Constraints**

As the City continues to grow, expansion of its extraterritorial authority may need to be explored.

To help promote coordination of planning efforts the use of cooperative boundary agreements may provide a useful mechanism for efficient growth.

Intergovernmental cooperation and communication with surrounding towns will be important to maintaining a coordinated planning effort.

Continued support of regional emergency services (fire and medical), and educational facilities/services is needed.

Currently, the City of Reedsburg police department operates its own 24-hour telecommunications center, which dispatches police, fire, and EMS services and is interfaced with Sauk County’s 911 system. The City is currently exploring the implementation of its own 911 emergency system.

As growth and development continue to increase, especially near water features, a lake district may be needed in the Town of Excelsior.

As growth and expansion of services continue within the City and surrounding communities, there is an increasing need for written agreements (i.e. – boundary agreements, emergency services, other) between communities.

Future annexation issues, including policy and procedures, needs to be addressed.

The City does not wish to encourage the creation of sanitary sewerage districts outside of its corporate limits so as to not complicate intergovernmental cooperation and cause fragmentation of services.

## **GOALS, OBJECTIVES, AND ACTION PLAN**

### **10.0 Introduction**

Throughout the preceding nine elements of the City's Comprehensive Plan, detailed information has been presented defining the historical trends and current situation within the City of Reedsburg. This information, along with the issues, opportunities, and constraints identified in each element, has helped the City's Plan Commission to gain an understanding of the forces that have shaped the growth of the City to this point.

In order for a community to have a sound plan for growth and development, it is essential that goals be set. Such goals are broad statements that reflect desired future conditions, and are based on the background information and the issues, opportunities, and constraints presented in the previous elements. More specific objectives are then developed. An objective is a specific attainable end derived from a related goal to be accomplished within a particular time frame. Finally, a set of action statements is developed for each specific focus area as strategies that make the plan a reality.

The last stage of the planning process, which is implementation of the plan, begins once the goals, objectives, and action statements have been identified. The first step in plan implementation is the adoption of this plan by the City Council by ordinance (based on the recommendations of the City's Plan Commission) following a 30-day public review and comment period and formal public hearing. Effective efforts to implement the plan come from City officials and staff, local residents and groups, and surrounding community officials and staff working in collaboration with each other. The importance of coalition building in advancing this implementation strategy cannot be underestimated.

Plan implementation continues through adherence to the goals, objectives, and action statements set forth in this plan. However, it should be emphasized that these goals, objectives, and action statements are not "cast in concrete." While the City's Plan Commission has developed these goals, objectives, and action statements based on the best information available, and the needs of the City at a point in time, changing needs and desires within the City, or changes in local population or economy may mean that these goals, objectives, and action statements will need to be re-evaluated. This plan must remain flexible enough to respond to changing needs and conditions, while still providing a strong guiding mechanism for future development. The City's Plan Commission, Common Council, committees, staff, and residents, together with other communities, groups, organizations, and individuals, can use this as a dynamic decision making tool, and should assure that the plan is referred to frequently and updated at least every ten years. A list, with definitions of implementation tools that may be mentioned in this section or other sections of the plan, are provided in Appendix B.

## 10.1 Economic Development

*Goal:* The City has a vibrant and historic central business districts as well as other commercial areas and will encourage a variety of commercial developments within these districts. The natural beauty surrounding the City will be utilized to build on its diverse economy, including strong healthcare, retail trade, service elements, manufacturing, and tourism.

*Objectives:* Take advantage of the wealth of natural resources and amenities within the Reedsburg region to promote the expansion of tourism-based industries, yet preserving the area's remaining quality natural resources.

- Work with the local businesses, Chamber of Commerce, surrounding towns, and Sauk County to publicize and promote the Reedsburg area's natural resources and other tourism attractions using tools such as informational brochures, websites, and signage. Utilize the proximity to I90/94 in the regional marketing effort.
- Capitalize on existing community assets, including the encouragement of re-development along the railroad corridor, recreation development of the Baraboo River, and continued efforts on the historic downtown.
- Additional marketing and business effort needs to be placed into the tourism sector. According to the retail visioning exercise conducted by the Chamber of Commerce more than 40 state parks, natural recreation areas, and cultural tourism sites are located within 50 miles of Reedsburg. Since a significant amount of traffic is generated by these attractions, and passes through Reedsburg, an opportunity exists to capture a portion of this traffic by developing the City as an activity center.

Establish strategic marketing strategies to attract new manufacturing, retail trade, and service firms to the Reedsburg area.

- Utilize recently conducted business survey and community survey to help identify gaps in the market place. Respondents to the community survey highlighted retail shopping (upscale, discount, and specialty), family restaurants, and entertainment as top priorities.
- Work with local businesses, Reedsburg Area Chamber of Commerce, Reedsburg Industrial Development Commission, Reedsburg Community Development Authority, and other local organizations to develop a shared economic development vision for the Reedsburg area. Complete a strategic planning process aimed at determining and implementing this shared vision.
- Focus marketing efforts on attracting high tech industries. High tech industries would allow for job market and wage diversification.

Discourage unplanned, large-scale commercial developments along the highways entering and leaving the community.

- Implement the Comprehensive Plan to help direct future growth. Actively update this document on a continual basis.
- Update and implement appearance and design guidelines for commercial development.

Encourage new commercial development to locate within the downtown business district, yet realize some types of business may need to be developed outside of the downtown district because of larger size needs.

- Provide incentives for commercial development and reuse in areas where they are desirable but otherwise may not occur. Specific techniques may include Tax Incremental Financing (TIF), National Main Street Program, and the Department of Commerce CDBG-Public Facilities and Economic Development funds.
- Implement the recommendations identified in the *2000 Downtown Action Plan*.

Encourage and actively participate in the retention, expansion, and relocation of businesses and industries located in the Reedsburg area.

- Continue to revise and implement the business recruitment and marketing plan designed to identify target industries, promote on-going retention, establish a mechanism for responding to business inquiries, and develop a promotional campaign aimed at marketing the Reedsburg area to new business.
- Work with surrounding towns, Sauk County, and local economic development groups to create an area wide business retention program that will offer technical and resource assistance to meet current and future development needs.
- Promote the extension of the fiber optic network throughout the City and its planning area.

Plan for an adequate amount of developable land to be made available for future industrial and commercial developments, which considers physical limitations, access to the existing transportation system, and availability of needed infrastructure.

- Update the City's zoning ordinance and map, so they are consistent with the City's Comprehensive Land Use Plan Map.
- As industrial and commercial development expand beyond Reedsburg's corporate limits look at possibly establishing cooperative boundary agreements with the surrounding towns.

Actively pursue additional funding options for small business development.

- Pursue funding options for small business development, including but not limited to Reedsburg's revolving loan fund, or Wisconsin Department of Commerce CBED or CDBG funds. See Appendix A for additional funding options/opportunities.

Actively participate and help support efforts to maintain the vitality of the Reedsburg Area Medical Center, and overall growth in the health care industry.

- Work with Sauk County, Reedsburg Area Medical Center, Madison Area Technical College, and others in the healthcare industry to ensure an adequate supply and diverse types of medical and healthcare professionals are working within the Reedsburg area.
- Work with Sauk County, Reedsburg Area Medical Center, and others in the healthcare industry to ensure that the needs of the community's senior population are met

Keep lines of communication open with existing businesses that provide employment and income in the community, and assist where possible in linking these firms to available resources, such as grant funds, training, etc.

- Create and maintain an inventory of industrial and commercial lands and buildings that could be made available to potential developers and/or businesses seeking to start, expand, or relocate in the Reedsburg area.
- Provide incentives for commercial and industrial growth and development in areas planned for suitable expansion. Specific techniques or programs may include those sponsored by the Wisconsin Department of Commerce (i.e. - CDBG) or U.S. Economic Development Administration (i.e. – Public Works and Development Facility Grant Program).
- Continue to create and implement Tax Incremental Finance (TIF) districts for industrial expansion and growth. TIF district #3 and 4 will be terminating during this planning period. Until terminated, it may be difficult to create additional districts.

Promote the development of the local labor force to meet current and future skill level needs by working with local businesses, the school district, and area colleges to establish training related programs.

- Encourage economic development groups to work with local businesses on a regular basis to determine the types of training programs needed at Reedsburg Area High School and area colleges to provide a skilled workforce to meet current and future needs. These presently include the

areas of law enforcement, health care, and the increased demands for skilled labor.

- Encourage the Chamber of Commerce, Industrial Development Commission, Sauk County Development Corporation, and other local groups to facilitate the organization of apprenticeship, on-the-job training, student touring and visitation, and student work-study programs with local industries, businesses, and schools.

Promote partnerships and communication between the City, local businesses, Sauk County, surrounding towns, Reedsburg Industrial Development Commission, Reedsburg Chamber of Commerce, and other local organizations to consolidate economic development and recruitment efforts within the Reedsburg area.

Continue to implement, and integrate with this Comprehensive Plan, previous planning work and activities.

- For Downtown development this includes the Downtown Action Plan (2000), Tax Incremental Finance District #5 (July 1999), Tax Incremental Finance District #6 (July 2000), and the Downtown Redevelopment District #2 (July 2000).

For industrial development this includes the Industrial Development Program (1997), Tax Incremental Finance District #3 (1998), Tax Incremental Finance District #4 (1998), Redevelopment District #3 (2000), Business Center Redevelopment District #4 (2000), and the Industrial Development Program Marketing Plan (2001).

## **10.2 Housing**

*Goal:* To encourage a high quality living environment in all neighborhoods and to assure an adequate supply of decent, safe, affordable, and sanitary housing for all within the City of Reedsburg.

*Objectives:* Expand housing opportunities in the City to meet the needs of continued population growth, increased labor supply, and the trend toward fewer persons per household.

- Through the City of Reedsburg's zoning ordinance, map, and other land use regulation tools, ensure that sufficient sites are available in the City to develop new housing.

Encourage a range of choices in housing types, design, and cost, including single family, affordable single-family manufactured home (permanent foundation), multi-family, and senior housing units that meet quality construction standards.

- Implement land use controls that encourage a range of choices in housing types.
- Work with local organizations, civic groups, and local builders to provide increased senior housing and assisted living opportunities.
- Promote the re-use of older buildings for renovation into affordable housing such as the conversion of the former hospital into 24 apartments for senior citizens (TIF 7).

Encourage and support programs that assist residents in the City with first-time ownership.

- Specific housing programs include WHEDA's Home Ownership Loans and the City's Revolving Loan Fund, to assist community residents with first-time home ownership.

Create new opportunities for affordable single-family manufactured home (permanent foundation) and multi-family construction.

- Implement land use control measures that encourage a range of choices in housing.
- Update the City's zoning ordinance and map, so they are consistent with the City's Comprehensive Land Use Plan Map, which designates selected areas in the City for these types of developments.

Provide decent, safe, and sanitary housing for low and moderate-income residents of the City, including families, individuals, and seniors.

- Encourage the development of a property maintenance code for all housing units in the City. Include the enforcement of this code, along with a stronger inspection schedule for these units.

Where appropriate, encourage the rehabilitation of substandard homes in the City to provide decent and safe living conditions and prevent deterioration and blight.

- Specific programs include the Community Development Block Grant (CDBG) Housing Program for rehabilitating substandard homes.
- Participate in State and County programs, such as Community Development Block Grants and H O M E, to provide, maintain, and rehabilitate existing housing stock. Include both the City and extraterritorial planning area in these programs.

Actively encourage residential development in areas to be served conveniently and economically with municipal utilities, facilities, and services.

- Continually update the Capital Improvement Plan to maintain public utilities and services to all residential areas. Continue to seek funding for infrastructure improvement project (i.e. – water, sewer, etc.) that benefit low-to-moderate income levels within the City, such as the CDBG Housing Program.

Encourage neighborhood locations that protect residential areas from surrounding incompatible land uses.

- Establish and implement zoning district requirements that adequately buffer incompatible uses. Adopt the Land Use Plan Map identifying where future land use activities will occur.

Discourage the concentration of rental or multi-family housing in any one part of the community.

- Establish and implement zoning district requirements and ordinances that allow for various multi-family housing options. Adopt the Land Use Plan Map identifying future areas open to multi-family development.

Preserve and protect environmentally sensitive areas that add character and define the Reedsburg area.

- Incorporate design requirements into the land subdivision ordinance that result in the use and protection of open spaces, parks, and drainage/waterways to protect the City’s natural resources.
- Implement land use control measures, which protect the City’s environmental corridors (see Map 11-5) from future growth and development.

### **10.3 Transportation**

*Goal:* Develop and maintain a well-integrated and cost-effective transportation system within the City of Reedsburg and its extraterritorial planning area that is capable of moving people and goods to, from, and within the community in a safe and efficient manner.

*Objectives:* Traffic Flow and Safety

Minimize conflicts between pedestrians and vehicular traffic throughout the City, with special attention given towards the downtown business district.

- To improve pedestrian travel in the City’s downtown business district install traffic signal devices at certain intersections within the business district that pedestrians can activate.

Study ways to reduce traffic congestion and hazards and improve safety along the area's arterial and collector routes, such as the implementation of access control strategies and additional traffic control devices and engineering along these routes.

- Work with the Wisconsin Department of Transportation, Sauk County, and the surrounding towns to study ways to reduce traffic congestion and hazards and improve safety along the arterial and collector routes within the Reedsburg area and in the vicinity of the area's main interchanges/intersections. Solutions for improving traffic flow and safety along these routes and at the interchanges and intersections include the implementation of access control strategies (including frontage roads), additional traffic control devices, staging of traffic signals, and engineering improvements.
- To help reduce traffic congestion and hazards and improve safety along arterial and collector routes within the City, prepare, enact, and implement an access control ordinance. Such an ordinance would restrict vehicle entry onto streets with the goal of reducing congestion. Various means would be employed including limitations on the numbers of curb cuts, entryway apron width specifications, driveway throat depth specifications, etc. Work with Sauk County to prepare and implement control access plans for high traffic volume county trunk line routes within the Reedsburg area.

Improve the efficiency of the City's street system by establishing an improvement program that ensures streets within the system are able to handle existing and expected traffic volumes.

- Provide for new development areas within the City and its extraterritorial area identified on the Land Use Plan map with this Plan by planning for the design, connection, and extension of streets. Promote varied/unique streets designs within new residential areas.
- Transportation modeling of alternative routing options may be necessary as a result of increasing traffic counts. This includes the exploration of how to most effectively handle one way streets.
- Continue to update the City's official map to reserve corridor areas for future street and highway improvements. Coordinate such efforts with the affected townships.

Study ways to improve the consistency and transition of speed limits along STH 33, CHTs H, V, and K.

## Road System/Future Roads

Ensure that adequate roads are provided within the growing portions of the City and the City's planning area to serve existing and expected levels of vehicle traffic.

- Provide for new development areas within the City and the City's planning area identified on the 20-year Land Use Plan Map in this Plan by planning for the design, connection, and extension of streets.
- Incorporate street and highway design requirements that are compatible with the natural environment and features, as well as, complement existing land uses within the City and the City's planning area and the land use plans for these areas.
- To improve traffic flow patterns (over the next 20-years) within the City and the City's planning area, work with the Wisconsin Department of Transportation, Sauk County, and the surrounding towns to establish a northern and/or southern bypass corridor (see Map 11-#).

Improve local, thru, and commercial truck traffic movements within the City and the City's planning area, especially in the central portion and southern portions of the City.

- To create better access from the south, one selected alternative would include the construction of an additional bridge at Pine Street (see Map 11-#).

To ensure good traffic flow and improve safety in growth areas of the City, make necessary improvements to roadways within these areas, including traffic control devices and engineering.

- Work with the Wisconsin Department of Transportation, Sauk County, and the surrounding towns, developers, and property owners to make necessary improvements to roadways and highways within growth areas of the City and the City's planning area. Solutions for ensuring good traffic flow and improve safety in these areas include installation of additional traffic control devices, expansion of the roadways, redesigning intersections, and implementing access control measures.
- Undertake a study to identify different means of providing financing for roadway improvements within growth areas of the City, including the possible use of impact fees for financing the proposed improvements, extensions, and expansions of the roadways. Look at sample impact fee ordinances from other communities that have successfully enacted and implemented ordinances for financing roadway improvements.

### Roadway/Highway Conditions

Actively participate in current road maintenance and assessments of future road needs and additional transportation services.

Ensure that roads within the City's road system are able to handle existing and expected traffic volumes by continuing to assess and improve the roads.

- The PASER system should be used by the City on an annual basis for assessing the pavement conditions of the local street system and future improvement needs.
- Address the City's street system and other transportation needs by continuing to update the community's capital improvements plan on an annual basis. Build, extend, and improve streets according to the plan's schedule.
- Work with the State and County to ensure that state highway and county trunk line highway segments within the City and the City's planning area are in good condition and meeting capacity requirements.
- To help finance proposed road improvement projects on the five-year road improvement plan, apply for funds under state and federal grant programs, including the Wisconsin Department of Transportation's Transportation Economic Assistance (TEA) program, Local Road Improvement Program, Wisconsin Department of Commerce's Community Development Block Grant Public Facility and Public Facility for Economic Development programs, and Economic Development Administration's Public Works and Development Facilities program.

### Commercial and Industrial Truck Traffic

Promote the separation of commercial truck and thru-traffic from local traffic by rerouting commercial truck traffic away from City's downtown business district.

- To improve commercial truck traffic flow patterns within the City, work with local businesses and trucking companies to establish a commercial truck route. This local route may include the Viking Drive/Prothero/Railroad Street/S. Webb bridge route. (see Map 11-#). Proactively enforce the truck route.
- Provide adequate road/route signage identifying the designated truck route.

Improve local, thru, and commercial truck traffic movements within the City and the City's planning area, especially in the central portion and southern portions of the City.

- To create better access from the south, one selected alternative would include the construction of an additional bridge at Pine Street (see Map 11-#).
- To improve traffic flow patterns (over the next 20-years) within the City and the City's planning area, work with the Wisconsin Department of Transportation, Sauk County, and the surrounding towns to establish a northern and/or southern bypass corridor (see Map 11-#).

\*See Road System/Future Roads for additional information.

### Transportation and Emergency Services

Improve emergency vehicle circulation and responsiveness within the City and the City's planning area.

- Install electronically concerted traffic signal controls along heavily traveled routes within the Reedsburg area to improve emergency vehicle circulation within the area.

For existing narrow streets, improve the efficiency of the City's street system by establishing an improvement program that ensures streets within the system are able to handle existing and expected traffic volumes, along with fire and ambulance protection services.

### Elderly and Disabled Transportation

Encourage and support the development of additional transportation services, including transit services, for the elderly and disabled residents within the City and its extraterritorial planning area.

- Work with Sauk County to develop additional transportation services for the elderly, disabled, and other residents in the Reedsburg area including possible private transportation services or regional shuttle bus service. To meet future demands, look at creating a demand responsive bus service that provides service to Reedsburg residents with transportation needs on a daily basis.

Study ways to reduce hazards and improve pedestrian safety for the City's elderly, disabled, and other residents.

- Continue to construct and maintain an intra-connecting network of sidewalks within the City. Include proposed improvement projects for maintaining existing sidewalks and constructing new sidewalks within the City's five-year capital improvements plan. Solutions for improved safety include mid-street refuges, or "rest-stops" for longer crosswalks (i.e. – Main Street), adequate duration for crosswalk signal lights, and handicap accessibility.

### Air Service

Examine future options for the location of a regional airport.

- Talk with the Cities of Wisconsin Dells, Baraboo, and Sauk Prairie, as well as Sauk County about potentially creating a regional shared airport if such of airport is needed for providing adequate air service within the region beyond the next 20 years.
- Participate in the five-year plans for airport improvements with the State Bureau of Aeronautics.

### Railroad Service

To ensure that freight and passenger railroad services are still available in the future, continue to support these services within the Reedsburg area.

- Work with Wisconsin & Southern Railroad, Union Pacific Railroad, Pink Lady Rail Transit Commission, and Sauk County to ensure that freight railroad service is still available within the Reedsburg area over the next 20 years.
- Work with the Chamber of Commerce, Industrial Development Commission, Community Development Authority, Sauk County Development Corporation, and other local organizations on maintaining the growth, viability, and expansion of the City's industrial park.

### Non-Motorized Transportation

Continue to provide support for the '400 State Trail.'

Encourage the development of non-motorized transportation facilities throughout the City and promote non-motorized forms of transportation as a vital part of the City's transportation system.

- Encourage non-motorized forms of transportation and minimize non-motorized/motorized transportation conflicts within the City and the City's planning area by constructing non-motorized transportation facilities, including bicycle and pedestrian pathways, bicycle lanes, wide roadway shoulders, etc. Work with the Wisconsin Department of Transportation, Sauk County, and the surrounding towns in the development and interconnection of the existing and future non-motorized transportation facilities within the Reedsburg area.
- Adopt an official map ordinance reserving future street and non-motorized transportation facilities.

- Construct a multi-use trail system encompassing the entire City, which links with the existing 400 State Bicycle Trail (see Map 11-4).

Minimize conflicts between bicyclists and vehicular traffic throughout the City and the City's planning area, including the Main Street crossing for the '400 State Trail.'

- To improve bicycle and pedestrian travel and safety in the City's downtown business district install traffic signal devices at certain intersections within the business district that bicyclists and pedestrians can activate.

Look at options for the intra-connection of existing and future non-motorized transportation facilities within the Reedsburg area.

- Should the railroad be eliminated, extend the '400' Trail southward to Rock Springs and Merrimac.

Look at options for the connection of existing and future local bicycle facilities with regional and state bicycle facilities within the Reedsburg area.

- Work with the Wisconsin Department of Transportation, Sauk County, and surrounding towns in the development and interconnection of the existing and future local bicycle facilities with regional and state bicycle facilities within the Reedsburg area, including the 400 State Bicycle Trail.
- Minimize conflicts between bicyclists and vehicular traffic within the Reedsburg area through the construction of bicycle lanes and/or sidewalks along arterial and collector routes and paved pathways within the more densely developed portions of the City and the City's planning area.
- To help finance proposed non-motorized transportation facility projects, apply for funds under state and federal grant programs, including the Wisconsin Department of Transportation's Statewide Transportation Enhancement and Surface Transportation Discretionary programs, Wisconsin Department of Natural Resources' Stewardship programs, and federal LAWCON program.

#### Intra/Inter City Transportation

Encourage cooperation, coordination, and potential expansion among the shared ride taxi systems in the area for inter-community travel.

Encourage the development of additional transportation services, including possible bus service, light rail, vanpools, and/or shuttle bus service.

- The use of park and rides and the creation of regional hub locations to help coordinate commuting and traffic may be an opportunity for the City.

Encourage the coordination of a regional van or shuttle service in cooperation with other communities, employers and human service agencies.

#### Environmental Constraints

Avoid development and expansion of the City’s transportation network into locations that would negatively impact the area’s natural resources.

- Incorporate street and highway design requirements that are compatible with the natural environment and features, as well as, complement existing land uses within the City and the City’s planning area and the land use plans for these areas.

Improve drainage along roadways within the City that have had severe storm water drainage problems in the past.

- Install proper drainage facilities along roadways within the City that have had severe storm water drainage problems in the past, such as storm sewers, drainage basins, and/or ditches. On an annual basis, incorporate these needs into the City’s capital improvement program. Use the official map to secure the rights-of-way for the drainage facilities.

### **10.4 Public/Community Facilities**

*Goals:* The City will plan for and provide public utilities to promote efficient, economical, and orderly growth and development for the community. Where not available, City utilities should be phased in accordance to their system master plans.

Maintain and provide public and community facilities and services to make the City a safer and more attractive community in which to live, work, play, and raise a family.

*Objectives:* Encourage the provision of a wide variety of social, cultural, and educational activities and services for the benefit and enjoyment of all residents.

- Work with the Chamber of Commerce, Sauk County, surrounding towns, area school district, and civic groups to ensure a wide variety of social, cultural, and educational activities are provided within the Reedsburg area for the benefit and enjoyment of all residents.

Promote adequate space and facility needs for existing (and future) community and government service buildings located within the City.

- Implement the recommendations identified in the *1999 Space Needs Study*. Continue to review and modify these and other space need issues to determine equipment and facility needs of the City. On an annual basis, incorporate these needs into the City's Capital Improvement Plan.

Support the development of health and medical care facilities to meet the needs of all residents.

Ensure that all utility systems have adequate capacity or are upgraded to accommodate projected growth.

- Implement recommendations identified in the *1999 Utility Master Plan*. Incorporate these improvement needs and upgrades into the Capital Improvement Plan on an annual basis. Modify and update the Utility Master Plan to include the revision and expansion of the extraterritorial planning area identified in this plan.
- Due to growth, an additional well, located north off of CTH H, may be needed immediately. An additional well may also be needed south/southwest of the Baraboo River, including a separate reservoir in 3-5 years.
- As development extends beyond the City's corporate limits, booster and lift stations for water and sewer extensions will be necessary due to topography. The City may consider phasing future growth to ensure that all utility systems have adequate capacity (Maps 11-1 through 11-5).
- Implement the Communication Utility Plan.

Ensure that future development does not burden existing service capacities.

- As the City's wastewater treatment facility reaches its treatment capacity, the City will have to assess the impact of future industrial developments to determine the overall load it will place on the treatment facility. Expansion and or upgrade of the treatment facility may be necessary.
- Continue to maintain the water, sewer, and storm water systems at levels that meet or exceed state and federal codes and regulations, and when necessary, replace aging and worn-out components of each system. Incorporate future needs and upgrades into the Capital Improvement Plan on an annual basis.
- Explore various funding and revenue options for the expansion and upgrading of City services. This includes but is not limited to Department of Commerce CDBG-Public Facilities and Economic Development funds, potential development impact fees, and the annual review and update to the Capital Improvement Plan

Provide adequate police and fire protection to all areas of the community.

- Address the City's police and fire protection needs by continuing to update the community's Capital Improvements Plan on an annual basis. Replace or improve protective equipment and staffing needs according to the plan's schedule.

Enhance and improve storm water drainage in areas of the City that have experienced problems in the past.

- Create and adopt a storm water ordinance for the City.
- Identify problem storm water drainage areas within the City and determine future upgrades needed for improvement. Include improvements and upgrades into the Capital Improvement Plan. Possible solutions include the creation of development agreements requiring developers to construct holding/retention ponds in new developments in an effort to help control storm water runoff. This may require creation of a stormwater utility.
- Prepare to meet future DNR discharge requirements including monitoring of water quality to meet discharge permit conditions.

Require all new development within the City to be served by a full range of public utilities.

- Land developers should be held responsible for the cost of providing adequate municipal utilities in the newly developed areas.
- Whenever possible, use public/private agreements to pay for utility extension into new commercial/industrial developments and residential subdivisions.

Actively pursue grants and alternative funding sources for utility improvements and upgrades.

- Apply for state and federal public facility grant funding from the U.S. Economic Development Administration (EDA) and Wisconsin Department of Commerce (DOC) to upgrade existing and/or install new municipal utility facilities.

Coordinate public utilities and services with land use, natural resource, and transportation planning.

- Promote and maintain cooperation and planning efforts between the City and the Reedsburg Utility Commission.
- To facilitate desirable land use patterns and aesthetic characteristics, the City should participate with the design, layout, and installation of municipal utilities in key locations (see maps 11-1 through 11-5).

- Provide for new development areas within the City and its extraterritorial area identified on the Land Use Map within this Plan by planning for the design, connection, and extension of municipal utilities (including fiber optic). Study the feasibility of extending utilities outside of the current corporate limits, including city-town cooperative boundary agreements or annexation.

Ensure the fair and equitable distribution of the costs of development to those who benefit from public utilities.

- Identify new means of providing utility system financing. The City should undertake a study to identify possible uses of impact fees (i.e. – for new water systems) or other measures for financing utility systems for development.

Encourage adequate, high quality teaching and educational facilities within the Reedsburg area.

- Work with the Reedsburg School District and area colleges to ensure that high-quality education is provided within the Reedsburg area to meet existing and future academic and business needs.
- Conduct an overall assessment on the condition, age, and distribution of school facilities to determine existing and future needs

## **10.5 Cultural/Historical/Recreational**

*Goal:* Provide adequate park, open space, and recreation facilities within the City of Reedsburg that offer a wide range of recreational opportunities to all groups and abilities and enhance the appearance of the community.

*Objectives:* Provide park and recreation facilities in existing or proposed residential areas where these facilities are not currently available or are lacking. Include capital improvement planning for the maintenance and preservation of existing facilities.

- Work with community residents and developers to determine suitable locations for new neighborhood parks within the City.
- Maintain open space and parkland through acquisition, developer dedication, potential impact fees (fees in lieu of park land), zoning, and the adoption of an official map delineating present and planned future parkland sites.
- Complete a study of Impact Fees.

The City recently adopted its 2000-2004 Comprehensive Outdoor Recreation Plan. To meet the short-term needs of Reedsburg, the City should implement the goals, objectives, and policies stated within the plan.

- On annual basis, incorporate park and recreation equipment, facility, and programs needs in the City into the City's Capital Improvement Plan. Update these needs on a 5-year basis.
- Utilize the recently conducted community survey to help identify recreational improvement needs. Respondents to the community survey highlighted youth, adult, and senior recreation programs as top priorities.

Explore additional recreational, revitalization, and improvement efforts for the Baraboo River.

- Work with the Chamber of Commerce, Parks and Recreation Committee, and other local organizations on potential development options along the Baraboo Riverfront (i.e. – canoe launch, river walk).
- To help finance proposed river development projects, apply for funds under state and federal grant programs, including the Wisconsin Department of Natural Resources' Stewardship programs, and federal LAWCON program.
- Cooperate with other organizations within the watershed to achieve recreational and habitat improvement goals.

Encourage the continued development and support of motorized and non-motorized transportation facilities throughout the City (i.e. – snowmobiling, hiking and biking trails).

- Adopt an official map ordinance reserving both future street and non-motorized transportation facilities.
- Construct a multi-use trail system encompassing the entire City that will connect with the existing 400 State Bicycle Trail, and to the Popple, Monument, and Smith Conservancy Trails (see Map 11-4).
- Work with the local snowmobile club on the development of routes and continued support of snowmobiling within the City.

Preserve and protect natural resources and open space corridors located within the City and its planning area.

- Implement land use control measures, which protect the City's environmental corridors, natural features, and groundwater resources (see Map 11-5) from future growth and development.
- Explore the use of conservation easements, deed restrictions, land acquisition, and other tools for land purchase and preservation.

Preserve and protect historic and cultural resources that contribute to the City of Reedsburg.

- Work with the Chamber of Commerce, Sauk County, surrounding towns, and other local groups to help ensure accessibility to major historical and cultural events in the Reedsburg area.
- Work with the Chamber of Commerce, Sauk County, surrounding towns, and other local groups to help promote and protect the historical and cultural resources found within the Reedsburg area.
- Maintain the City's Historic Preservation Committee. Continue to implement the historic preservation ordinance to protect those sites identified as having historical or cultural significance. Review, modify, and update this ordinance as necessary.

Preserve and protect Native American and other architectural resources that contribute to the history and culture of the Reedsburg area.

- The City, along with the local historical society and citizens, should undertake the identification and evaluation of archaeological sites within the City and its planning area and take steps to assess the affects of any developments on these sites. Updates to these intensive historical, architectural, and archaeological surveys should be conducted on a regular basis.
- Work with the State Archaeologist on identification and protection of archaeological sites, mounds, unmarked cemeteries, and cultural sites listed on the State's Archaeological Site Inventory (ASI).

## **10.6 Natural Resources**

*Goal:* Preserve and enhance the natural resources that make the City of Reedsburg a desirable place to live, visit, and do business, while encouraging development in suitable areas.

*Objectives:* Ensure that the environmental and natural resource aesthetic qualities of the area are considered when planning for future development.

- Conduct an inventory of unique places, open spaces, scenic areas, natural resources, and areas of environmental and ecological significance within the City to determine which areas are key amenities and need to be preserved.
- Utilize zoning and other land use control measures to protect environmentally sensitive areas.

Preserve and protect environmental corridors, water resources, wetlands, ground water recharge areas, woodlands, and other environmentally sensitive areas.

- Revise and implement existing zoning restrictions and standards that prohibit significant natural resources within the City from being negatively impacted. Such restrictions include wetland and shoreline setbacks, drainage and waterway setbacks, minimum lot sizes, minimum buildable areas, etc.

Encourage land use development where physical factors, such as steep slopes, will not be a detriment to the development.

- As part of the review process for new development incorporate the maps found in the Natural Resources Element of this plan that identify soil types, floodplains, water and wetlands, steep slopes, and forested areas. Utilize the maps to help direct development to those areas that are suitable for development and away from the City's natural resources.

To control potential environmental degradation to community surface water and natural resources, establish strict development standards within these environmentally sensitive areas.

- Incorporate design requirement into the land subdivision ordinance that result in the use and protection of open spaces, parks, and drainage/waterways to protect the City's natural resources.
- Incorporate design requirements in the City's subdivision regulations that result in the use of open spaces, parks, drainage and waterways, and the natural topography to define and connect neighborhoods.
- Implement land use control measures, which protect the City's environmental corridors (see Map 11-5) from future growth and development.

Encourage the preservation and protection of land most suitable for agricultural production.

- Work with local farmers, UW-Extension, and Sauk County to initiate efforts to preserve and protect some the remaining prime agricultural land within the City and surrounding planning area. Areas of high priority include farmland west of Babb Creek.

Control the entry of agricultural run-off and non-point source pollution into the community's surface water resources.

- Work with Sauk County to help create stricter drainage/surface water management standards within the County's subdivision and shoreland zoning ordinances for developments near surface water resources, which will help protect the water quality of the City's resources.

- Establish land use regulatory programs and controls (i.e. – wellhead protection and extraterritorial zoning) that are designed to protect surface water and ground water supply.
- Restrain the entry of non-point source pollution into area water resources by encouraging nearby industrial, commercial, and residential developments to implement water runoff control measures, such as vegetation filter strips and detention settling basins.

Explore additional revitalization, improvement, and protection efforts for the Baraboo River.

- To help finance proposed river development projects, apply for funds under state and federal grant programs, including the Wisconsin Department of Natural Resources Stewardship programs, and federal LAWCON program.

Create and protect green spaces throughout the community.

- Apply for funding through the State’s Stewardship Program to preserve, enhance, and/or create natural resource areas within the City, including green space areas.

Avoid development and expansion of the City’s transportation network into locations that would negatively impact the area’s natural resources.

- Incorporate street and highway design requirements that are compatible with the natural environment and features, as well as, complement existing land uses within the City and the City’s planning area and the land use plans for these areas.

## **10.7 Land Use and Development**

*Goal:* Encourage a more coherent, consistent land use pattern within the City of Reedsburg and its extraterritorial planning area, with community growth and development occurring in an organized, economically efficient and environmentally sound manner.

*Objectives:* Promote coordinated and consistent land uses throughout the City, making sure proposed adjacent uses are compatible with existing or anticipated future developments.

- Enact and enforce land use controls through zoning ordinance and subdivision regulations that promote harmonious land use patterns throughout the City and extraterritorial planning area, making sure proposed adjacent uses are compatible with existing or anticipated future development.

Maintain an active planning process to assure orderly and rational growth and development patterns in the City and its extraterritorial planning area.

- Develop detailed plans for areas within the City and extraterritorial planning area that the City anticipates being developed in the next five to ten years.

Provide suitable sites within the City in sufficient quantity for each type of proposed land use. Ensure that new developments are constructed in areas of the City suitable for development.

- Through the City of Reedsburg's zoning ordinance, official map, and other land use regulation tools, ensure that sufficient sites are available for the defined land use (i.e. – residential, commercial, industrial).

Actively encourage new developments of all types in areas of the City to be served conveniently and economically with municipal utilities, facilities, and services.

Encourage the expansion of municipal utilities, facilities, and services into areas of high potential growth within the City and its extraterritorial planning area.

- Provide for new development areas within the City and its extraterritorial area identified on the Land Use Plan and Utility Plan maps in this plan. Provide services according to phasing of development identified on these maps.
- Study the feasibility of extending municipal utilities outside the current corporate limits, including City-Town cooperative boundary agreements and/or annexation.

Ensure that new housing developments in the City and its extraterritorial planning area are compatible with adjacent land uses. Conflicting land uses should not be located in residential areas.

- Using zoning to restrict inappropriate uses from developing adjacent to residential areas within the City and its planning area.

Consider residential developments in areas of the City suitable for such developments and that such proposals present and reflect detailed, quality residential environments.

- Incorporate design and construction requirements into the City's subdivision regulations that result in quality construction standards for new developments.

Use growth management tools and land use control devices for controlling how and where the community develops. Update these regulations as necessary to control the location, mix, and impact of development.

- Adopt a Land Use Plan Map identifying where future land use activities will occur.
- Update the City's zoning ordinance and map, so they are consistent with the City's Comprehensive Land Use Plan Map.

Encourage compact and infill development within the City that promotes the efficient use of space and reduces development costs, as an alternative to scatter or linear development.

- Review and modify the City zoning ordinance and subdivision regulations to control urban sprawl characteristics, such as scatter, leap frog, and linear development.
- To promote infill development and/or other renovation, review and modify existing City ordinances to allow for the creation of an automatic or "relaxed" variance approval process that recognizes small and irregular lots for the purpose of development and infill.

To control potential environmental degradation to community surface water and natural resources, establish strict development standards within these environmentally sensitive areas.

- Incorporate design requirement into the land subdivision ordinance that result in the use and protection of open spaces, parks, and drainage/waterways to protect the City's natural resources.
- Incorporate design requirements in the City's subdivision regulations that result in the use of open spaces, parks, drainage and waterways, and the natural topography to define and connect neighborhoods.
- Implement land use control measures, which protect the City's environmental corridors (see Map 11-5) from future growth and development.

Provide for a wide range of housing options, including single-family manufactured home (permanent foundation) and multi-family housing, to serve persons of different income levels, age, and needs.

- Implement land use controls that encourage a range of choices in housing types. Adopt the Land Use Plan Map identifying where future land use activities will occur.

Encourage new commercial development in the historic business district, yet realize some types of business may need to be developed outside of the historic because of large size needs.

- Provide incentives for commercial development and reuse in areas where they are desirable but otherwise may not occur. Specific techniques may include Tax Incremental Financing (TIF), National Main Street Program, and the Department of Commerce CDBG-Public Facilities and Economic Development funds.
- Implement recommendations identified in the *Downtown Action Plan (2000)*. Incorporate improvement needs and upgrades into the capital improvement plan on an annual basis.
- Favor “depth” over linear expansion within the downtown business district, work with the Downtown Council, Community Development Authority, Business Improvement District, Reedsburg Chamber of Commerce, and other local businesses/civic groups to identify ways to expand this commercial area.

Plan for an adequate amount of developable land to be made available for future industrial and commercial developments, which considers physical limitations, access to the existing transportation system, and availability of needed infrastructure.

- Ensure that areas designated for industrial and commercial development within the City and extraterritorial planning area are zoned for said use. Avoid development intrusion from other uses that would interfere with efficient industrial and commercial development.

Evaluate the size, location, and proposed use for all commercial and industrial developments to ensure compatibility with surrounding areas and natural resources.

Consider residential developments in areas of the City suitable for such development and are conveniently located near community facilities, such as parks, schools, and retail services.

Provide park and recreation facilities in existing or proposed residential areas of the City and its extraterritorial planning area where these facilities are not currently available.

Assure that the pace of development does not exceed the capacity of community facilities and utilities.

- Implement recommendations identified in the *1999 Utility Master Plan*. Incorporate these improvement needs and upgrades into the Capital Improvement Plan on an annual basis.

- Continue to maintain the water, sewer, and storm water systems at levels that meet or exceed state and federal codes and regulations, and when necessary, replace aging and worn-out components of each system. Incorporate future needs and upgrades into the capital improvement plan on an annual basis.

Pro-actively coordinate the planning activities of the City of Reedsburg and the towns of Reedsburg, Excelsior, and Winfield, and Sauk County.

- Address development patterns of areas outside the City within one and a half miles of the City corporate limits (the City's extraterritorial planning area), by creating extraterritorial zoning and/or land subdivision ordinances.
- Work with the Towns of Reedsburg and Excelsior, and Sauk County to establish uniform land, zoning, and design standards for site planning.
- State rule NR 151 require that any municipality with a population greater than 1000 persons per square mile to implement a storm water management plan by 2008 that includes the following activities:
  - Public education and municipal activities for leaf management and collection, and proper disposal of grass clippings;
  - Public education covering (a) the proper use of lawn and garden fertilizers and pesticides, (b) pet waste management, and (c) the prevention of dumping oil and other chemicals in storm sewers;
  - Information and education on fertilizer application based on soil test results and the use of an integrated pest management plan, for properties over 5 acres,
  - Fertilizer application based on soil test results, and pesticide application using an integrated pest management plan on municipal property with pervious areas greater than 5 acres; and
  - Detection and elimination of illicit discharges to storm sewers.
- In addition to the above, Wisconsin municipalities required to get a WPDES permit must also do the following to meet EPA requirement 5, pollution prevention from existing urban areas.
  - Achieve a 20% reduction in total suspended solids [TSS] as compared to no controls for existing urban areas (through street sweeping, catch basin cleaning, de-icer management, public education) by 2008
  - Achieve a 40% reduction in total suspended solids [TSS] as compared to no controls for existing urban areas by 2013 (through the high-efficiency street sweeping and/or structural retrofit practices)

Promote the separation of commercial truck and thru-traffic from local traffic by rerouting commercial truck traffic away from City's downtown business district.

- To improve commercial truck traffic flow patterns within the City, work with local businesses and trucking companies to establish a commercial truck route. This local route may include the Viking Drive/Prothero/Railroad Street/S. Webb bridge route. (see Map 11-3). Proactively enforce the truck route.

Ensure that adequate roads are provided within the growing portions of the City and the City’s planning area to serve existing and expected levels of vehicle traffic.

- Provide for new development areas within the City and the City’s planning area identified on the 20-year Land Use Plan Map in this Plan by planning for the design, connection, and extension of streets.
- Incorporate street and highway design requirements that are compatible with the natural environment and features, as well as, complement existing land uses within the City and the City’s planning area and the land use plans for these areas.
- To improve traffic flow patterns (over the next 20-years) within the City and the City’s planning area, work with the Wisconsin Department of Transportation, Sauk County, and the surrounding towns to establish a northern and/or southern bypass corridor (see Map 11-3).

See the Transportation goals and objectives for additional information on the City’s transportation system.

## **10.8 Intergovernmental Cooperation**

*Goal:* The City will encourage the cooperation with adjacent local governmental units and those agencies with overlapping jurisdiction to assure a more coordinated planning and decision-making effort.

*Objectives:* Encourage the coordination with adjacent communities and Sauk County to address growth issues and other mutual planning related issues, specifically residential and large-scale commercial developments.

- Plan a future land use pattern that is compatible with existing land uses in adjacent communities.
- Consider the impacts on adjacent communities when reviewing development proposals.
- As industrial and commercial development expands beyond Reedsburg’s corporate limits look at possibly establishing cooperative boundary agreements with the surrounding towns.
- Concentrate commercial growth within the City. Discourage this growth from extending beyond the extraterritorial planning area.

- Promote infill and redevelopment within the existing corporate limits before extending growth and public services into outlying areas.
- Where feasible, adopt intergovernmental agreements regarding the placement and design of future urban land use, as well as future utility extensions.

Encourage the continued existence of the Extraterritorial Committee to help examine and discuss issues surrounding the transition area between the City and adjacent town.

- Work with the surrounding towns on modifications to the extraterritorial boundary.
- Maintain extraterritorial zoning as the land use control measure for lands within the extraterritorial jurisdiction. Review, modify, and amend this zoning ordinance as necessary.

Encourage cooperation and coordination of shared service agreements with surrounding local units of government that are in the best interest of public safety, welfare, and health.

- Continue shared service agreements with the surrounding towns for both ambulance and fire protection services.

Discourage the creation of sanitary sewerage districts outside of the corporate limits so as not to complicate intergovernmental cooperation and cause fragmentation of services.

- Provide for new development areas within the City and its extraterritorial area identified on the Land Use Map within this Plan by planning for the design, connection, and extension of municipal utilities. Study the feasibility of extending utilities outside of the current corporate limits, including city-town cooperative boundary agreements or annexation.

Work with Sauk County, the towns of Reedsburg, Excelsior, and Winfield, and other towns to explore alternative transportation options for the elderly and disabled.

- Work with Sauk County to develop additional transportation services for the elderly, disabled, and other residents in the Reedsburg area including possible private transportation services or regional shuttle bus service. To meet future demands, look at creating a demand responsive bus service that provides service to Reedsburg residents with transportation needs on a daily basis.

Work with the surrounding communities and WisDOT on planning, access controls, and other elements of both motorized and non-motorized transportation systems.

- Adopt an Official Map ordinance reserving future street and non-motorized transportation facilities.
- Construct a multi-use trail system encompassing the entire City (see Map 11-5).

Encourage mutual efforts to promote the preservation of Reedsburg's existing and future natural and recreational resources.

- Work with Sauk County and surrounding towns to help revise and implement existing zoning restrictions and standards that prohibit significant natural resources within the City from being negatively impacted. Such restrictions include wetland and shoreline setbacks, drainage and waterway setbacks, minimum lots sizes, minimum buildable areas, etc.
- Work with the Department of Natural Resources on the protection of 'Cady's Marsh' located along Golf Course Road, southeast of the business center.

Encourage mutual efforts to protect the area's surface water resources from non-point source pollution, and proper shoreland area protection.

- Work with Sauk County and surrounding towns to help create stricter drainage/surface water management standards within the County's subdivision and shoreland zoning ordinances for developments near surface water resources.

Work with Sauk County, the towns of Reedsburg, Excelsior, and Winfield, and other surrounding communities to support and preserve area-wide cultural, historical, and other community-wide resources.

Promote a collective effort to improve traffic flow patterns and road improvements and maintenance within the Reedsburg area.

- Continue to implement the PASER (Pavement Surface Evaluation Rating) system to rate the existing surface conditions of local roads within the planning area.
- Address the street system and other transportation needs by continuing to update the community's capital improvement plan on an annual basis. Build, extend, and improve streets according to the plan's schedule.
- For new development identified on the Land Use Plan map, plan for the appropriate design, connection, and extension of future streets. Promote varied/unique street designs within new residential areas.

Encourage coordination with the school district on the shared service, use, and planning of future schools and/or expansions.

- Work with the Reedsburg School District on coordination of their planning activities with recommendations of this comprehensive plan. Encourage the school district to identify and acquire schools sites in planned growth areas.
- Due to shifting demographics and annexations, work with the Reedsburg School District on how to support and maintain school structure (i.e. – fluctuating student enrollment, transportation/busing, other).

## **LAND USE PLAN, 2020**

### **11.0 Introduction**

The purpose of this section of the plan is to describe the 20-year land use and development plan. Both a graphic and narrative format will be used. The graphic format is in the form of a map that can be used as a basis for changes in land use ordinances and other elements of the City's growth management system. The narrative format is used in order to incorporate planning goals that have no visual component in the land use plan.

The City of Reedsburg's Plan Commission used a three-step process to determine the preferred future land use patterns for the City and the City's extraterritorial planning area for the next 20 years. First, the Plan Commission members reviewed the population, housing and economic forecasts, background information, and issues, opportunities, and constraints that were established in the previous stages of the planning process. They then looked at Plan Concept Maps for the City and extraterritorial planning area, which were prepared after talking with local experts and focus groups to gain their views on likely continued development trends within the City and extraterritorial planning area. After reviewing and discussing the information gained in the first two steps and the input received from the public, the Plan Commission used this knowledge to develop the following visions on how they would like Reedsburg to look if new responses to identified trends were put into action. Maps 11-1 through 11-5 visually depict the desired future land use patterns for the City and its extraterritorial planning area. The following provides a synopsis of these desired future land use patterns.

With respect to the accuracy of this and other maps included in this document, a disclaimer is necessary. The City of Reedsburg Plan Commission and MSA Professional Services have prepared and reviewed maps herein. It has been mutually understood that these maps were accurate for planning purposes and that they will continue to be used to make planning and zoning decisions. However, the Reedsburg City Council will have authority over final interpretation of the map. Due to scale limitations or potential data errors, it is now recognized that disputes may arise concerning areas delineated on the maps. If a landowner or any other party alleges error or misrepresentation of map delineations, he or she must submit proof from recognized professionals that such is the case. If any errors are found, affected parties will be notified and relevant maps will be corrected.

#### **11.1 Single Family Residential**

The City has identified several areas for single-family development in the next 20 years. Ideally, the City would like to see single-family development occur within its corporate limits. Since the City has limited land for residential development available within its corporate limits, the majority of single-family growth will occur as infill development. For growth outside of the corporate limits the City has identified future single-family residential use within its extraterritorial planning area, adjacent to its corporate limits. To the west of the City this includes areas along Old Ironton Road, CTH K, and southwest of

the high school. Due to environmental constraints and cost of utility extension only limited residential development has been identified west of Babb Creek (along portions near Ironton Road). To the south, single-family development is limited to areas east of STH 23 and south to Ski Hill Road due to environmental constraints (i.e. – wetlands and topography). For areas to the east, single-family residential development has been identified along STH 33, and south along STH 136 to Junction Road. Large areas of single-family have also been identified east of Viking Drive encompassing the area behind Lands End and other commercial areas. This area of single-family residential extends towards Golf Course Road and Copper Creek. Due to cost of utility extension, the City does not foresee residential development east of Copper Creek. For areas on the north side of the community single-family residential development has been identified between North Dewey Avenue and CTH H. Lastly, additional residential land has been identified northwest along CTH V, largely in the area known as the Ernstmeyer Acres subdivision.

*Total proposed acres for single-family residential = 2,489.*

## **11.2 Multi-Family Residential**

The City has identified several areas to be converted into multi-family residential use within the next 20-years (Maps 11-1 and 11-5). These areas would serve as transition areas between existing and future single-family, manufactured housing, industrial, and commercial areas. For areas within the City, multi-family areas have been identified on the far north side located near existing multi-family and the Reedsburg Area Medical Center.

Within the City's extraterritorial planning area, multi-family residential use has been identified west of the corporate limits, but east of Babb Creek. Additional multi-family development has been identified southwest of the high school. To the east, multi-family development has been identified along Golf Course Road to serve as a buffer between future light industrial and single-family residential. Lastly, multi-family development has been designated north of the corporate limits along both North Dewey Avenue and CTH H.

*Total proposed acres for multi-family residential = 307.*

## **11.3 Manufactured Housing**

Through its zoning code, the City currently controls manufactured housing through minimum construction size/standards. For all residential districts minimum building dimensions are 24' wide by 30' wide per living unit. No specific limitations are listed for manufactured housing. In addition, the City does allow as a conditional use, the construction of mobile home parks in the City. For specific manufactured/mobile home development, the City has identified land adjacent to the Maple Aire mobile home park as future manufactured home development (Map 11-5).

*Total proposed acres for manufactured housing = 3.*

#### **11.4 Commercial**

Over the next 20-years the City desires commercial use in several areas of the City and its extraterritorial planning area (Maps 11-1 and 11-5). The City would like to take advantage of the proximity to STH 33 and designate commercial use along this corridor, both along the east and west ends. Design guidelines for commercial development will be established for these areas. It is the intent of the City to develop nodes or clusters of commercial development, and allow for flexible, mixed-use development patterns along the STH 33 corridor rather than promote linear commercial districts. The City would also like to encourage new development in the central business district (CBD) to help maintain economic viability in the downtown, but realizes that some types of business may need to be developed outside of the CBD because of larger size needs. To accommodate this need, designated commercial land has been identified along the STH 33 corridor, and is located within both the City and its extraterritorial planning area. Additional commercial expansion has been identified along STH 23 or the City's southern entrance. Commercial areas have also been identified along Viking Drive, and north along CTH H.

*Total proposed acres for commercial development = 305.*

#### **11.5 Industrial**

Over the next 20-years, the City desires the majority of both light and heavy industrial to be located in the south central portion of the City and its extraterritorial planning area (Maps 11-1 and 11-5). Limited by development constraints, the City would like to expand its industrial base by designating future industrial uses adjacent to existing industrial lands presently located near STH 33, as well as the existing rail line. As the City's wastewater treatment facility reaches its maximum treatment capacity, the City will have to assess the impact of future industrial developments to determine the overall load it will place on the treatment facility. Expansion and upgrading of the treatment facility may be necessary.

*Total proposed acres for industrial = 326.*

#### **11.6 Parks and Recreation**

In the next 20-years, the City would like neighborhood parks established in all major residential developments within the City and its extraterritorial planning area (Maps 11-1 and 11-2). These small neighborhood parks would mostly serve residents living within the surrounding residential areas. Facilities that would be provided at these sites include: benches, limited picnic facilities, playground equipment, and small sports fields.

To connect with the 400 Trail the City has also identified a bike and pedestrian trail system encompassing the entire City (Map 11-4). The identified trail is located within

both the City and its extraterritorial planning area, extending from the current 400 Trail, then north through the central business district, continuing along Hay Creek connecting with Hay Creek Park and CTH K, east from CTH K to CTH H to Copper Creek, south along Copper Creek to Golf Course Road, south along Golf Course Road, across the Baraboo River to Ski Hill Road, and then north on South Dewey Avenue back to the 400 Trail. Trail spurs from the main loop have also been identified to connect Webb Park, South Park, and the Smith Conservancy. Additional connections provide linkages to the high school, linkages to CTH K and H (identified State bicycle routes), and intercity connections along Reedsburg Road, Viking Drive, and CTH V. Specific route linkages will require additional engineering studies and site investigations.

In 2000, the City completed and adopted its five-year Comprehensive Outdoor Recreation Plan (2000-2004). This plan serves as a short-range document to aid in policy making and to be incorporated into the yearly budget process for park and open space improvements. The plan defines a prioritization of needs, outlines coordination with existing plans, and establishes a five-year action plan.

### **11.7 Public and Quasi-Public**

In 1999 the City completed a Space Needs Study listing existing conditions of community and government service buildings location within the City. The report provides recommendations for additional space needs, building improvements, and cost estimates for renovation. Future expansion and renovation will be included in the City's annual Capital Improvement Program.

### **11.8 Transportation**

To accommodate growth over the next 20-years the City has designated future road extensions for identified future development areas within the City's extraterritorial planning area (Map 11-3). Future intersections have also been identified where road extensions cross county and state highways.

In 1997, an official map was prepared identifying the future location of both utility and road extensions (Map 11-3). Future road designations primarily follow those areas identified as future residential/commercial/industrial growth areas. To improve commercial truck traffic flow patterns a local route was also identified, possibly including a Viking Drive/Prothero/Railroad Street/S. Webb Bridge route.

### **11.9 Land Use Projections**

The tables below list the anticipated housing/residential development scenarios based on population projections, average household size, and household projections. The total acreage required assumes an average requirement of 0.32 acres per housing unit (consistent with average lot size currently found within the City).

Table 11-1

*A. Based on Past Population Trends and Estimates (Method 1)*

<b>Year</b>	<b>Population Projections*</b>	<b>Household Projections*</b>	<b>Total Residential Acreage Required**</b>
2000	7,827	3,366	1,077
2005	8,408	3,675	1,176
2010	8,990	3,994	1,278
2015	9,571	4,324	1,384
2020	10,152	4,665	1,493

Table 11-2

*B. Based on Historical Household and Building Permit Trends (Method2)*

<b>Year</b>	<b>Population Projections*</b>	<b>Household Projections*</b>	<b>Total Residential Acreage Required**</b>
2000	7,941	3,415	1,093
2005	8,565	3,743	1,198
2010	9,164	4,071	1,301
2015	9,739	4,400	1,408
2020	10,289	4,728	1,513

*\*see the Community Profile for information on projections*

*\*\*average acreage requirement of 0.32 acre per housing unit*

## PLAN IMPLEMENTATION

### 12.0 Introduction

The implementation of the City of Reedsburg comprehensive plan involves decision-making by both public officials and the citizens of the community. These decisions will be measured by the concern over the welfare of the community, the willingness to make substantial investments for improvement within the community, and the realization that certain procedures must be followed and adhered to for the continued high quality environment found within the City. Suggested implementation measures include:

- The implementation and enforcement of regulatory ordinances and non-regulatory activities based on the goals and objectives identified in the comprehensive plan.
- The establishment and support of a continued planning process providing for periodic review and updates to the plan and land use control measures.
- The support of committees and local organizations to carry-out specific community improvements as identified in the comprehensive plan.

### 12.1 Regulatory Measures

Regulatory measures used to guide development are an important means of implementing the recommendations of a comprehensive plan. Various examples, including the zoning ordinance, land division or subdivision regulations, official mapping, and extraterritorial land use controls comprise the principal regulatory devices used to protect existing development as well help to guide future growth and development as identified in the comprehensive plan. These regulatory and land use control measures are officially adopted by the City Council as ordinances (or as revisions to the existing ordinances), then administered by the various City departments and officials. The objectives and recommendations of these regulations are discussed below and in Table 12-1. *\*Note: All current and future ordinance language should reference the City of Reedsburg Comprehensive Plan.*

#### A. Zoning Ordinance

Zoning is used to guide and control the use of land and structures on land. In addition, zoning establishes detailed regulations concerning the areas of lots that may be developed, including setbacks and separation for structures, the density of the development, and the height and bulk of building and other structures. The general purpose for using zoning is to avoid undesirable side effects of development by segregating incompatible uses and by maintaining adequate standards for individual uses. However, zoning can also be used to allow appropriate mixed uses such as neighborhood shopping and apartments above stores.

The establishment of zoning districts is generally conducted after careful consideration of the development patterns indicated in the comprehensive plan.

Amending zoning district boundaries has the overall effect of changing the plan (unless amendments correspond to changes within the plan), therefore, it is reasonable to assume that indiscriminate changes may result in weakening of the plan. The City Council makes the final decisions on the content of the zoning ordinance and the district map. These decisions are preceded by public hearings and recommendations of the Plan Commission. Recommendation for re-zoning comes from the Plan Commission and Extraterritorial Committee.

#### *Recommendations*

- Change the official zoning map to reflect recommendations identified in the City's Land Use Plan and accompanying Map.
- As identified in the Land Use Plan Map (Map 11-1) development is identified over a 20-year period. To accommodate this development over time, transition zones could be created allowing growth and development to occur only when adequate services and demands are in place.
- Determine phasing of future land use development patterns.
- Promote in-fill development, and rehabilitation/renovation in R-1 residential districts through simplified variance procedures. Promote quality residential construction within these areas.

#### *B. Subdivision Ordinance*

Subdivision regulations serve as an important function by ensuring the orderly growth and development of unplatted and undeveloped land. These regulations are intended to protect the community and occupants of the proposed subdivision by setting forth reasonable regulations for public utilities, storm water drainage, lot sizes, street design open space, other improvements necessary to ensure that new development will be an asset to the City.

#### *Recommendations*

- To comply with State statutes, current subdivision regulations should reference the City's Comprehensive Plan.
- The City should review developer's obligations (i.e. – utilities, roads, impact fees) for new subdivisions.

#### *C. Official Map*

An official map is a map adopted legislatively that reflects a community's fixed decision to locate streets, parks, and other facilities as indicated on the map. The community thereby reserves the property for later acquisition. The current owner

retains title and possession. The City is not obligated to obtain the sites shown on the official map but has, in a sense, a “first option” on them at the time of their sale or subdivision. The purpose of an official mapping policy is to keep the land at its current state of development and encourage effective planning.

*Recommendations*

- The City of Reedsburg should update and implement its official map ordinance and corresponding map (1997) to regulate growth based on the recommendations found within the comprehensive plan. The main purpose of the official mapping activities would be to preserve future street right-of-way parks, and other facilities/sites to allow for access to new development and the efficient growth of the City. The City Plan Commission would be responsible for creating the official map.
- Map should be extended to match new extraterritorial boundaries.

*D. Shoreland Zoning*

Shoreland areas are those lands within 1,000 feet of a navigable lake, pond, or flowage, or 300 feet of a navigable stream. Wisconsin law also requires that cities/villages place wetlands of five acres or more located within shorelands in a conservancy zoning district. Minimum standards for shoreland/wetland zoning are specified in rules developed by the Wisconsin Department of Natural Resources. Local restrictions can be more restrictive than these rules.

*Recommendations*

- Amend and update ordinance to eliminate boiler plate language; include provisions for Babb, Hay, and Copper Creeks. Possibly include Lake Virginia if the extraterritorial boundary extends to the lake.

*E. Floodplain Zoning*

Wisconsin law requires that cities, villages, and counties adopt a floodplain zoning ordinance. The minimum standards for the ordinance are specified by the Wisconsin Department of Natural Resources. Local restrictions can be more restrictive than these rules.

*Recommendations*

- Update as necessary

*F. Storm Water Management*

To meet federal requirements, the Wisconsin Department of Natural Resources has developed a state storm water management and permitting program. The program includes regulation of municipal and industrial storm water discharges.

*Recommendations*

- Create a storm water management plan.
- Consider a storm water control ordinance.

*G. Erosion Control*

To meet federal requirements, the Wisconsin Department of Natural Resources has developed a state storm water management and permitting program. The program includes regulation of municipal and industrial storm water discharges and construction site erosion control measures.

*Recommendations*

- State is lowering threshold for construction site erosion control measures from 5 acres to 1 acre; amend and update the City's ordinance accordingly.

*H. Wellhead Protection*

Wellhead protection is a method by which communities can actively protect its drinking water resources. The wellhead protection aims to prevent contaminants from entering through the land(s) surrounding a public water supply well.

*Recommendations*

- Update ordinance to include all zones of contribution for each well

*I. Building, Mechanical, Housing, and Sanitary Codes*

Cities and villages may enact building and sanitary codes. Building codes are sets of standards and regulations for the construction of buildings in a community. These codes must conform to state building, plumbing, and electrical codes. Housing codes define standards for how a dwelling unit is used and maintained after construction. The code is concerned with keeping housing from becoming dilapidated.

*Recommendations*

- Consider a housing maintenance ordinance and the requisite inspections.

## *J.     Aesthetic Controls*

### *Historic Preservation*

Cities and villages may enact historic preservation ordinances. These ordinances are created to preserve and protect historic buildings, structures, and/or districts.

### *Recommendations*

- Actively apply and enforce historic building codes; preserve historic sites through renovations and adaptive reuse.
- Add an historic overlay district (identifying historic sites and districts) to the current zoning map.

### *Design Review*

Design review involves the both the review and regulation of building design and their site or location. This review measure is often included as part of a community's zoning and/or subdivision ordinance. The primary objective of a design review ordinance is to protect communities from development that would detract from its appearance and/or reduce property values.

### *Recommendations*

- Establish/create design controls for downtown commercial areas, Main Street, and Viking Drive.

## *K.     Access Control*

The Wisconsin Department of Transportation (WisDOT) revised Wisconsin's Administration Rule Trans 233 in February 1999. Trans 233 is the law that gives WisDOT the authority to review all land division requests for areas adjacent to state highways, including state trunkline highways, connecting highways, and service roads. It allows WisDOT to determine the affects of the land divisions on the transportation system. The rule is design to improve safety along state highways by limiting the number of highway access points, which allows traffic to flow smoother and safer. Under the law, land dividers prior to dividing land adjacent to a state highway must submit a sketch of the division to WisDOT for review and approval or denial. The law allows WisDOT to review the preliminary and final land division sketches to determine if proper setback requirements and limited access measures were incorporated in the division plans. Within the City of Reedsburg, Trans 233 applies to the following highways: STH 33 and STH 23.

*Recommendations*

- The City of Reedsburg currently does not have any access control measures in place for controlling access points along local roads (city streets and county trunkline highways) within the City. Under Wisconsin State Statutes, communities within the State have the authority to prepare and enact access control ordinances for controlling access points along local roadways.

*L. Telecommunication Tower Ordinance*

Land use control measure providing regulation for the location, setback, and aesthetic requirements for telecommunications towers.

*Recommendations*

- Current ordinance needs to be updated, strengthened, and coordinated with Sauk County plans and regulations.

*M. Extraterritorial Controls*

To ensure orderly development and use of land in areas adjacent to a municipality, Wisconsin law grants communities under 10,000 population extraterritorial zoning and platting jurisdiction for areas within one and one-half miles of the corporate limits (for first, second, and third class communities, this extraterritorial area is extended to 3-miles). Extraterritorial zoning power (granted under Chapter 62 of the Wisconsin Statutes) allows any community that has a planning commission and has adopted a zoning ordinance to prepare and provide for the enforcement and administration of an extraterritorial zoning ordinance. In addition, extraterritorial platting power, allows municipalities to grant plat approval of any subdivision within its extraterritorial jurisdiction. Also, under Wisconsin Statutes, municipalities are allowed to cooperate in planning for the growth and development of the lands within the extraterritorial area. This includes the ability to establish municipal boundaries and determine in advance the provision of municipal services.

In 1973, the Towns of Reedsburg and Winfield, along with the City of Reedsburg created an extraterritorial committee to examine and discuss issues surrounding the transition area between the City and adjacent towns. In 1976, the City of Reedsburg established extraterritorial zoning within the extraterritorial boundaries that fall within the two Towns.

*Recommendations*

- The Plan Commission and City Council should coordinate with surrounding Town officials on the need for cooperative planning (including possible cooperative boundary agreements) in areas surrounding Reedsburg. In

addition, to help resolve potential conflicts arising over land use and other intergovernmental issues, a process should be established for resolution of these conflicts (i.e. – Alternative Dispute Resolution).

- Change the official zoning map to reflect recommendations identified in the City’s Land Use Plan and accompanying Map. Establish the new extraterritorial planning boundary and assign appropriate zoning designations.
- The City, along with the surrounding Towns and County, should coordinate on all rezoning and subdivision requests which could impact future development of Reedsburg and the surrounding areas.
- Extend City building code requirements to all construction within the Extra Territorial area.

## **12.2 Non-Regulatory Measures**

### *A. Capital Improvement Programming*

This is an ongoing financial planning program intended to help put planning proposals into effect. The program allows local communities to plan for capital expenditures and minimize unplanned expenses. The capital improvement plan (CIP) is a listing of proposed projects according to a schedule of priorities over the next few years. It identifies needed public improvements, estimates their costs, discusses means of financing them, and establishes priorities for them over a four-to-six year programming period.

#### *Recommendations*

- It is recommended that the community base its capital improvement programming decisions on the community’s comprehensive plan. The plan will contain an analysis of present conditions, along with future growth and development recommendations. These recommendations, along with projects identified by other community departments, will provide the basis for a capital improvement program that will meet the current and projected needs of the community.
- The City presently has an adopted Capital Improvement Program for 2002 – 2006. Continued updating and implementation of this document is recommended.

### *B. Impact Fees*

At the time a building permit is issued, fees are obtained from developers and applied exclusively to construct or expand public facilities that generally serve an area greater than that of the development. These “impact fees” are most

commonly applied to major street and highway projects, water and sewerage systems, obtain open space, community parks, and storm water control facilities.

The City recently adopted a water system impact fee to help finance capital costs of this public utility/facility.

*Recommendations*

- Include language in the City's ordinances for land dedication or money in lieu of dedication for the identified trail system.
- To accommodate future needs park and recreation impact fees need to be increased.
- To comply with State statutes, current subdivision regulations should reference the City's Comprehensive Plan.

*C. Tax Incremental Financing (TIF)*

Cities and villages may create tax increment finance districts to assist in financing public improvements through the property taxes generated on subsequent increases in the value of taxable property in the district.

*Recommendations*

- Continue to create and implement Tax Incremental Finance (TIF) districts for industrial expansion and growth. TIF districts 3,4,5,6, and 7 will be terminating during this planning period. Until terminated, it may be difficult to create additional districts.

*D. Business Improvement Districts*

Business improvement districts can be created by cities at the request of business owners in an area. Business owners are assessed a fee by the municipality. The money is then used to fund pre-determined business activities and improvements.

*Recommendations*

- The City currently maintains a business improvement district; future expansion is under consideration. The City may wish create additional districts in other areas of the community.

**Table 12-1  
City of Reedsburg Implementation Measures**

<b><i>Regulatory</i></b>	<b>Last Updated</b>	<b>Summary/Purpose of Code</b>	<b>Key Issues in Code</b>	<b>Application</b>
<i>Zoning Ordinance</i>	Chapter 17 - last amendments were to sign code	Regulates placement of structures and land uses.	Promote in-fill, "simple variance" in R-1 districts to promote residential quality, no concentration of multi-family units. Distribution of land uses.	Land use control; separation of use; range of housing choice; commercial/industrial lands. Initiate zone changes as necessary to implement plan.
<i>Extraterritorial Controls</i>	Chapter 17.15 - boundaries set in 1986, code amended in 2001.	Extend zoning into ET area.	Expanded boundary, inspection of non-residential construction and renovations. Boundary Agreement.	Coordination of growth; maintain land use control; future location of public facilities
<i>Official Map</i>	Chapter 24 - Amended 1999	Protect future corridors for streets, utilities and public lands	Extend to match new ET boundaries, need drainage corridors along new roads	Reserve corridor areas for future street and other transportation improvements
<i>Storm water Control Ordinance</i>	n.a.	Protect Baraboo River from non-point source pollution	Detention requirements, storm water utility?, prepare for future discharge permit requirements, improvements to storm water collection system	Require practices to control storm water flow; storm water control system for land-disturbing activities
<i>Erosion Control Ordinance</i>	Chapter 14.56 - 1997	Applies to all construction sites	State is lowering the threshold limits to 1 acre	Require practices to minimize erosion and sedimentation; permit system for land-disturbing activities

<i>Historic Preservation Ordinance</i>	Chapter 33 - 1998	Designate and protect historic properties	Apply historic building codes, preserve through renovations and adaptive reuses. Possible overlay district.	Protect historic buildings/ community heritage
<i>Wellhead Protection Ordinance</i>	Chapter 17.12	Protect well areas from groundwater pollution.	Expand area to longer timeframe	Use in ET area
<i>Design Review Ordinances</i>	n.a.	Architectural review for compatibility in commercial districts.	Historic downtown - other commercial district standards, architectural design standards, process, cost. Overlay of areas	Control unplanned/ uncoordinated commercial growth, aesthetic/design layout
<i>Building Codes</i>	Chapter 14	Apply UDC and Wis. Administrative Building codes	Fire District (Chapter 26) appears out of date?	
<i>Mechanical Codes</i>	Chapter 14			Public safety, welfare, and health
<i>Housing Codes</i>		Maintain quality of residential properties.	How do we maintain quality of housing stock?	Public safety, welfare, and health
<i>Sanitary Codes</i>	Chapter 16 - plumbing and Chapter 15 Electrical			Public safety, welfare, and health
<i>Flood Plain Ordinance</i>	Chapter 23 - 2000	Regulate uses in flood hazard areas	Mitigation & Protection	Public safety, welfare, and health; protection of private property; natural resource preservation
<i>Shoreland Protection Ordinance</i>	Chapter 31	Regulate uses along riverbank	ET? Update for changes in flood plain ordinance, apply to Babb and Hay Creeks, amend to eliminate boiler plate	Natural resource protection/ preservation

<i>Access Policies Ordinance</i>	n.a.	Control ingress and egress on collector streets and arterials to minimize accidents. Location and width of driveways.	Which streets to control? Coordinate with State Trans 233 rules.	Reduce traffic congestion and hazards; improve traffic flow
<i>Telecommunication Tower Ord</i>	Chapter 17.08	Controls the location, setback and aesthetic requirements for telecommunication towers.	Current ordinance is weak and is not coordinated with county ordinance.	Typical ordinance requires co-location of antenna by competitors. Federal statutes apply.
<i>Subdivision Ordinances</i>	Chapter 18		What should be the developer's obligations?	Control of process of converting raw land into building sites. Shift public investment onto developer.
<b><u>Non-Regulatory</u></b>				
<i>Capital Improvement Plan (CIP)</i>	2002-2006			Public & community facilities & services; budgeting process for maintaining high level of service
<i>Water Utility Impact Fees</i>	Chapter 2002		\$\$ for plan	Cost-sharing mechanism for paying proportionate cost of public facilities due to land development
<i>Business Improvement Districts</i>			Expansion under consideration, other districts?	Downtown development/ redevelopment; overall economic development
<i>TIF/Redevelopment Districts</i>			TIF cap, expansions, meeting \$\$ obligations	Development of business and industrial parks, downtown; overall economic development
<i>Park Impact Fees</i>	Chapter 18.07	\$200 per unit or land for acquisition or improvements	Time to increase to meet future needs	Cost-sharing for parkland development
<i>Boundary Agreement</i>	n.a.	Provide for orderly annexation of urban uses. May provide for tax base sharing.	Different rules of different types of annexations? Building code enforcement.	Can be Chapter 66.0301 (formerly 66.30) Agreement or a formal agreement under 66.0307

### **12.3 Plan Implementation Recommendations/Schedule**

The plan implementation table on the following pages provides a detailed list and work schedule of major actions that the City should complete as part of the implement of the Comprehensive Plan. It should be noted that many of the actions will require considerable cooperation with others, including the citizens of Reedsburg, City staff/departments, and local/state governments. The completion of recommended actions in the timeframe presented may be affected and or impacted due to competing interests, other priorities, and financial limitations facing the City.

## Plan Implementation Recommendations and Schedule

<i>Element/Category</i>	<i>Recommendation</i>	<i>Schedule</i>
<b>1. Economic Development</b>	<ul style="list-style-type: none"> <li>• Work with the local businesses, Chamber of Commerce, surrounding towns, and Sauk County to publicize and promote the Reedsburg area’s natural resources and other tourism attractions.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Capitalize on existing community assets, including the encouragement of re-development along the railroad corridor, recreation development of the Baraboo River, and continued efforts on the historic downtown.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Additional marketing and business effort needs to be placed into the tourism sector.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Utilize recently conducted business survey and community survey to help identify gaps in the market place.</li> </ul>	2002-04
	<ul style="list-style-type: none"> <li>• Work with local businesses, Reedsburg Area Chamber of Commerce, Reedsburg Industrial Development Commission, Reedsburg Community Development Authority, and other local organizations to develop a shared economic development vision for the Reedsburg area. Complete a strategic planning process aimed at determining and implementing this shared vision.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Focus marketing efforts on attracting high tech industries. High tech industries would allow for job market and wage diversification.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Provide incentives for commercial development and reuse in areas where they are desirable but otherwise may not occur.</li> </ul>	2002-04
	<ul style="list-style-type: none"> <li>• Implement the recommendations identified in the <i>2000 Downtown Action Plan</i>.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Continue to revise and implement the business recruitment and marketing plan designed to identify target industries, promote on-going retention, establish a mechanism for responding to business inquiries, and develop a promotional campaign aimed at marketing the Reedsburg area to new business.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Work with surrounding towns, Sauk County, and local economic development groups to create an area wide business retention program that will offer technical and resource assistance to meet current and future development needs.</li> </ul>	Ongoing
<ul style="list-style-type: none"> <li>• Update the City’s zoning ordinance and map, so they are consistent with the City’s Comprehensive Land Use Plan</li> </ul>	Ongoing	

	<p>Map.</p> <ul style="list-style-type: none"> <li>• As industrial and commercial development expand beyond Reedsburg’s corporate limits look at possibly establishing cooperative boundary agreements with the surrounding towns.</li> <li>• Pursue funding options for small business development, including but not limited to Reedsburg’s revolving loan fund, or Wisconsin Department of Commerce CBED or CDBG funds.</li> <li>• Work with Sauk County, Reedsburg Area Medical Center, Madison Area Technical College, and others in the healthcare industry to ensure an adequate supply and diverse types of medical and healthcare professionals are working within the Reedsburg area.</li> <li>• Work with Sauk County, Reedsburg Area Medical Center, and others in the healthcare industry to ensure that the needs of the community’s senior population are met</li> <li>• Create and <u>maintain</u> an inventory of industrial and commercial lands and buildings that could be made available to potential developers and/or businesses seeking to start, expand, or relocate in the Reedsburg area.</li> <li>• Provide incentives for commercial and industrial growth and development in areas planned for suitable expansion.</li> <li>• Continue to create and implement Tax Incremental Finance (TIF) districts for industrial expansion and growth. TIF district #s 3,4,6, &amp; 7 will be terminating at the end of planning period, allowing for the creation of additional districts.</li> <li>• Encourage economic development groups to work with local businesses on a regular basis to determine the types of training programs needed at Reedsburg High School and area colleges to provide a skilled workforce to meet current and future needs.</li> <li>• Encourage the Chamber of Commerce, Industrial Development Commission, Sauk County Development Corporation, and other local groups facilitate the organization of apprenticeship, on-the-job training, student touring and visitation, and student work-study programs with local industries, businesses, and schools.</li> <li>• Implement (and coordinate with the Comprehensive Plan) ongoing downtown and industrial development planning efforts. This includes the Downtown Action Plan (2000), Tax Incremental Finance District #5 (July 1999), Tax Incremental Finance District #6 (July 2000), and the Downtown Redevelopment District #2 (July 2000).</li> </ul>	<p>2002-04</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing/Current</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>
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	For industrial development this includes the Industrial Development Program (1997), Tax Incremental Finance District #3 (1998), Tax Incremental Finance District #4 (1998), Redevelopment District #3 (2000), Business Center Redevelopment District #4 (2000), and the Industrial Development Program Marketing Plan (2001).	
<b>2. Housing</b>	<ul style="list-style-type: none"> <li>• Through the City of Reedsburg’s zoning ordinance, map, and other land use regulation tools, ensure that sufficient sites are available in the City to develop new housing.</li> <li>• Work with local organizations, civic groups, and local builders to provide increased senior housing and assisted living opportunities.</li> <li>• Promote the re-use of older buildings for renovation into affordable housing such as the conversion of the former hospital into apartments for senior citizens.</li> <li>• Implement land use control measures that encourage a range of choices in housing.</li> <li>• Update the City’s zoning ordinance and map, so they are consistent with the City’s Comprehensive Land Use Plan Map, which designates selected areas in the City for these types of developments.</li> <li>• Encourage the development of a property maintenance code for all housing units in the City. Include the enforcement of this code, along with a stronger inspection schedule for these units.</li> <li>• Implement programs for first time homebuyers. Specific programs include the Community Development Block Grant (CDBG) Housing Program for rehabilitating substandard homes.</li> <li>• Participate in State and County programs, such as Community Development Block Grants and H O M E, to provide, maintain, and rehabilitate existing housing stock. Include both the City and extraterritorial planning in these programs.</li> <li>• Continually update the Capital Improvement Plan to maintain public utilities and services to all residential areas. Continue to seek funding for infrastructure improvement project (i.e. – water, sewer, etc.) that benefit low-to-moderate income levels within the City, such as the CDBG Housing Program.</li> <li>• Establish and implement zoning district requirements that adequately buffer incompatible uses. Adopt the Land Use Plan Map identifying where future land use activities will occur.</li> </ul>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>2002-04</p> <p>2005-10</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>2002-04</p>

	<ul style="list-style-type: none"> <li>• Establish and implement zoning district requirements and ordinances that allow for various multi-family housing options. Adopt the Land Use Plan Map identifying future areas open to multi-family development.</li> <li>• Incorporate design requirements into the land subdivision ordinance that result in the use and protection of open spaces, parks, and drainage/waterways to protect the City’s natural resources.</li> <li>• Implement land use control measures, which protect the City’s environmental corridors (see Map 11-5) from future growth and development.</li> </ul>	<p>2002-04</p> <p>2002-04</p> <p>2002-04</p>
<p><b>3. Transportation</b></p>	<ul style="list-style-type: none"> <li>• To improve pedestrian travel in the City’s downtown business district install traffic signal devices at certain intersections within the business district that can be activated by pedestrians.</li> <li>• Work with the Wisconsin Department of Transportation, Sauk County, and the surrounding towns to study ways to reduce traffic congestion and hazards and improve safety along the arterial and collector routes within the Reedsburg area and in the vicinity of the area’s main interchanges/intersections.</li> <li>• To help reduce traffic congestion and hazards and improve safety along arterial and collector routes within the City, prepare, enact, and implement an access control ordinance.</li> <li>• Provide for new development areas within the City and its extraterritorial area identified on the Land Use Plan map with this Plan by planning for the design, connection, and extension of streets.</li> <li>• Transportation modeling of alternative routing options may be necessary as a result of increasing traffic counts. This includes the exploration of how to most effectively handle one way streets.</li> <li>• Continue to update the City’s official map to reserve corridor areas for future street and highway improvements. Coordinate such efforts with the affected townships.</li> <li>• Provide for new development areas within the City and the City’s planning area identified on the 20-year Land Use Plan Map in this Plan by planning for the design, connection, and extension of streets.</li> <li>• Incorporate street and highway design requirements that are compatible with the natural environment and features, as well as, complement existing land uses within the City and the City’s planning area and the land use plans for these</li> </ul>	<p>2002-04</p> <p>Ongoing</p> <p>2002-04</p> <p>2002-04</p> <p>2005-10</p> <p>2002-04</p> <p>Ongoing</p> <p>Ongoing</p>

	<p>areas.</p> <ul style="list-style-type: none"> <li>• To improve traffic flow patterns (over the next 20-years) within the City and the City’s planning area, work with the Wisconsin Department of Transportation, Sauk County, and the surrounding towns to establish a northern and/or southern bypass corridor (see Map 11-3).</li> <li>• To create better access from the south, one selected alternative would include the construction of an additional bridge at Pine Street .</li> <li>• Work with the Wisconsin Department of Transportation, Sauk County, and the surrounding towns, developers, and property owners to make necessary improvements to roadways and highways within growth areas of the City and the City’s planning area.</li> <li>• Undertake a study to identify different means of providing financing for roadway improvements within growth areas of the City, including the possible use of impact fees for financing the proposed improvements, extensions, and expansions of the roadways.</li> <li>• The PASER system should be used by the City on an annual basis for assessing the pavement conditions of the local street system and future improvement needs.</li> <li>• Address the City’s street system and other transportation needs by continuing to update the community’s capital improvements plan on an annual basis. Build, extend, and improve streets according to the plan’s schedule.</li> <li>• Work with the State and County to ensure that state trunk line and county trunk line highway segments within the City and the City’s planning area are in good condition and meeting capacity requirements.</li> <li>• To help finance proposed road improvement projects on the five-year road improvement plan, apply for funds under state and federal grant programs, including the Wisconsin Department of Transportation’s Transportation Economic Assistance (TEA) program, Wisconsin Department of Commerce’s Community Development Block Grant Public Facility and Public Facility for Economic Development programs, and Economic Development Administration’s Public Works and Development Facilities program.</li> <li>• To improve commercial truck traffic flow patterns within the City, work with local businesses and trucking companies to establish a commercial truck route. This local route may include the Viking Drive/Prothero/Railroad Street/S. Webb bridge route. (see Map 11-3). Proactively enforce the truck route.</li> </ul>	<p>2005-10</p> <p>2010-15</p> <p>Ongoing</p> <p>2005-10</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>2005-10</p>
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	<ul style="list-style-type: none"> <li>• Provide adequate road/route signage identifying the designated truck route.</li> <li>• Install electronically concerted traffic signal controls along heavily traveled routes within the Reedsburg area to improve emergency vehicle circulation within the area.</li> <li>• Work with Sauk County to develop additional transportation services for the elderly, disabled, and other residents in the Reedsburg area including possible private transportation services or regional shuttle bus service. To meet future demands, look at creating a demand responsive bus service that provides service to Reedsburg residents with transportation needs on a daily basis.</li> <li>• Continue to construct and maintain an intra-connecting network of sidewalks within the City. Include proposed improvement projects for maintaining existing sidewalks and constructing new sidewalks within the City's five-year capital improvements plan.</li> <li>• Talk with the Cities of Wisconsin Dells, Baraboo, and Sauk Prairie about potentially creating a regional co-shared airport if such of airport is needed for providing adequate air service within the region beyond the next 20 years.</li> <li>• Participate in the five-year plans for airport improvements with the State Bureau of Aeronautics.</li> <li>• Work with Wisconsin &amp; Southern Railroad, Union Pacific Railroad, Pink Lady Rail Transit Commission, and Sauk County to ensure that freight railroad service is still available within the Reedsburg area over the next 20 years.</li> <li>• Work with the Chamber of Commerce, Industrial Development Commission, Community Development Authority, Sauk County Development Corporation, and other local organizations on maintaining the growth, viability, and expansion of the City's industrial park.</li> <li>• Encourage non-motorized forms of transportation and minimize non-motorized/motorized transportation conflicts within the City and the City's planning area by constructing non-motorized transportation facilities, including bicycle and pedestrian pathways, bicycle lanes, wide roadway shoulders, etc.</li> <li>• Adopt an official map ordinance reserving future street and non-motorized transportation facilities.</li> <li>• Construct a multi-use trail system encompassing the entire City, which links with the existing 400 State Bicycle Trail (see Map 11-4).</li> </ul>	<p>Ongoing</p> <p>2005-10</p> <p>2005-10</p> <p>Ongoing</p> <p>2010-15</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>2002-04</p> <p>2005-10</p>
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	<ul style="list-style-type: none"> <li>• To improve bicycle and pedestrian travel and safety in the City’s downtown business district install traffic signal devices at certain intersections within the business district that can be activated by bicyclists and pedestrians.</li> <li>• Work with the Wisconsin Department of Transportation, Sauk County, and surrounding towns in the development and interconnection of the existing and future local bicycle facilities with regional and state bicycle facilities within the Reedsburg area, including the 400 State Bicycle Trail.</li> <li>• Minimize conflicts between bicyclists and vehicular traffic within the Reedsburg area through the construction of bicycle lanes and/or sidewalks along arterial and collector routes and paved pathways within the more densely developed portions of the City and the City’s planning area.</li> <li>• To help finance proposed non-motorized transportation facility projects, apply for funds under state and federal grant programs, including the Wisconsin Department of Transportation’s Statewide Transportation Enhancement and Surface Transportation Discretionary programs, Wisconsin Department of Natural Resources’ Stewardship programs, and federal LAWCON program.</li> <li>• The use of park and rides and the creation of regional hub locations to help coordinate commuting and traffic may be an opportunity for the City.</li> <li>• Incorporate street and highway design requirements that are compatible with the natural environment and features, as well as, complement existing land uses within the City and the City’s planning area and the land use plans for these areas.</li> <li>• Install proper drainage facilities along roadways within the City that have had severe storm water drainage problems in the past, such as storm sewers, drainage basins, and/or ditches. On an annual basis, incorporate these needs into the City’s capital improvement program. Use the official map to secure the rights-of-way for the drainage facilities.</li> </ul>	<p>2002-04</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>2005-10</p> <p>Ongoing</p> <p>Ongoing</p>
<p><b>4. Public/Community Facilities</b></p>	<ul style="list-style-type: none"> <li>• Work with the Chamber of Commerce, Sauk County, surrounding towns, area school district, and civic groups to ensure a wide variety of social, cultural, and educational activities are provided within the Reedsburg area for the benefit and enjoyment of all residents.</li> <li>• Implement the recommendations identified in the <i>1999 Space Needs Study</i>. Continue to review and modify these and other space need issues to determine equipment and facility needs of the City. On an annual basis, incorporate these needs into</li> </ul>	<p>Ongoing</p> <p>2002-07</p>

	<p>the City's Capital Improvement Plan.</p> <ul style="list-style-type: none"> <li>• Implement recommendations identified in the <i>1999 Utility Master Plan</i>. Incorporate these improvement needs and upgrades into the Capital Improvement Plan on an annual basis. Modify and update the Utility Master Plan to include the revision and expansion of the extraterritorial planning area identified in this plan.</li> <li>• Due to growth, an additional well, located north off of CTH H, may be needed in 2-3 years. An additional well may also be needed south/southwest of the Baraboo River, including a separate reservoir.</li> <li>• As development extends beyond the City's corporate limits, booster and lift stations for water and sewer extensions will be necessary due to topography. The City may consider phasing future growth to ensure that all utility systems have adequate capacity (Maps 11-1 through 11-5).</li> <li>• As the City's wastewater treatment facility reaches its treatment capacity, the City will have to assess the impact of future industrial developments to determine the overall load it will place on the treatment facility. Expansion and or upgrade of the treatment facility may be necessary.</li> <li>• Continue to maintain the water, sewer, and storm water systems at levels that meet or exceed state and federal codes and regulations, and when necessary, replace aging and worn-out components of each system. Incorporate future needs and upgrades into the Capital Improvement Plan on an annual basis.</li> <li>• Explore various funding and revenue options for the expansion and upgrading of City services.</li> <li>• Address the City's police and fire protection needs by continuing to update the community's Capital Improvements Plan on an annual basis. Replace or improve protection equipment and staffing needs according to the plan's schedule.</li> <li>• Identify problem storm water drainage areas within the City and determine future upgrades needed for improvement. Include improvements and upgrades into the Capital Improvement Plan.</li> <li>• Create and adopt a storm water ordinance for the City.</li> <li>• Prepare to meet future DNR discharge requirements including monitoring of water quality to meet discharge permit conditions.</li> <li>• Land developers should be held responsible for the cost of providing adequate municipal utilities in the newly</li> </ul>	<p>2002-04</p> <p>Current/2005-10</p> <p>Ongoing</p> <p>2002-10</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>2005-10</p> <p>2005-10</p> <p>2002-04</p>
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	<p>developed areas.</p> <ul style="list-style-type: none"> <li>• Whenever possible, use public/private agreements to pay for utility extension into new commercial/industrial developments and residential subdivisions.</li> <li>• Apply for state and federal public facility grant funding from the U.S. Economic Development Administration (EDA) and Wisconsin Department of Commerce (DOC) to upgrade existing and/or install new municipal utility facilities.</li> <li>• Promote and maintain the continued cooperation and planning efforts between the City and the Reedsburg Utility Commission.</li> <li>• To facilitate desirable land use patterns and aesthetic characteristics, the City should participate with the design, layout, and installation of municipal utilities in key locations (see maps 11-1 through 11-5).</li> <li>• Provide for new development areas within the City and its extraterritorial area identified on the Land Use Map within this Plan by planning for the design, connection, and extension of municipal utilities.</li> <li>• Identify new means of providing utility system financing. The City should undertake a study to identify possible uses of impact fees (i.e. – for new water systems) or other measures for financing utility systems for development.</li> <li>• Work with the Reedsburg School District and area colleges to ensure that high-quality education is provided within the Reedsburg area to meet existing and future academic and business needs.</li> <li>• Conduct an overall assessment on the condition, age, and distribution of school facilities to determine existing and future needs</li> </ul>	<p>2002-04</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Current/Ongoing</p> <p>Ongoing</p> <p>2002-04</p>
<p><b>5. Cultural/ Historical/ Recreational</b></p>	<ul style="list-style-type: none"> <li>• Work with community residents and developers to determine suitable locations for new neighborhood parks within the City.</li> <li>• Maintain open space and parkland through acquisition, developer dedication, potential impact fees (fees in lieu of park land), zoning, and the adoption of an official map delineating present and planned future parkland sites.</li> <li>• On annual basis, incorporate park and recreation equipment, facility, and programs needs in the City into the City’s Capital Improvement Plan. Update these needs into the Capital Improvement Plan on a 5-year basis.</li> <li>• Utilize the recently conducted community survey to help</li> </ul>	<p>Ongoing</p> <p>2003; Ongoing</p> <p>Ongoing</p> <p>2002-04</p>

	<p>identify recreational improvement needs. Respondents to the community survey highlighted youth, adult, and senior recreation programs as top priorities.</p> <ul style="list-style-type: none"> <li>• Work with the Chamber of Commerce, Parks and Recreation Committee, and other local organizations on potential development options along the Baraboo Riverfront (i.e. – canoe launch, river walk).</li> <li>• To help finance proposed river development projects, apply for funds under state and federal grant programs, including the Wisconsin Department of Natural Resources’ Stewardship programs, and federal LAWCON program.</li> <li>• Cooperate with other organizations within the watershed to achieve recreational and habitat improvement goals.</li> <li>• Adopt an official map ordinance reserving both future street and non-motorized transportation facilities.</li> <li>• Construct a multi-use trail system encompassing the entire City that will connect with the existing 400 State Bicycle Trail, and to the Popple, Monument, and Smith Conservancy Trails (see Map 11-4).</li> <li>• Implement land use control measures, which protect the City’s environmental corridors, natural features, and groundwater resources (see Map 11-5) from future growth and development.</li> <li>• Explore the use conservation easements, deed restrictions, land acquisition, and other tools for land purchase and preservation.</li> <li>• Work with the Chamber of Commerce, Sauk County, surrounding towns, and other local groups to help ensure accessibility to major historical and cultural events in the Reedsburg area.</li> <li>• Work with the Chamber of Commerce, Sauk County, surrounding towns, and other local groups to help promote and protect the historical and cultural resources found within the Reedsburg area.</li> <li>• Maintain the City’s Historic Preservation Committee. Continue to implement the historic preservation ordinance to protect those sites identified as having historical or cultural significance. Review, modify, and update this ordinance as necessary.</li> <li>• The City, along with the local historical society and citizens, should undertake the identification and evaluation of archaeological sites within the City and its planning area and take steps to assess the affects of any developments on these sites. Updates to these intensive historical, architectural, and</li> </ul>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>2002-04</p> <p>2005-10</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>2002-04</p> <p>Ongoing</p>
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	<p>archaeological surveys should be conducted on a regular basis.</p> <ul style="list-style-type: none"> <li>• Work with the State Archaeologist on identification and protection of archaeologist sites, mounds, unmarked cemeteries, and cultural sites listed on the State’s Archaeological Site Inventory (ASI).</li> </ul>	Ongoing
<p><b>6. Natural Resources</b></p>	<ul style="list-style-type: none"> <li>• Conduct an inventory of unique places, open spaces, scenic areas, natural resources, and areas of environmental and ecological significance within the City to determine which areas are key amenities and need to be preserved.</li> <li>• Utilize zoning and other land use control measures to protect environmentally sensitive areas.</li> <li>• Revise and implement existing zoning restrictions and standards that prohibit significant natural resources within the City from being negatively impacted. Such restrictions include wetland and shoreline setbacks, drainage and waterway setbacks, minimum lot sizes, minimum buildable areas, etc.</li> <li>• As part of the review process for new development incorporate the maps found in the Natural Resources Element of this plan that identify soil types, floodplains, water and wetlands, steep slopes, and forested areas.</li> <li>• Incorporate design requirement into the land subdivision ordinance that result in the use and protection of open spaces, parks, and drainage/waterways to protect the City’s natural resources.</li> <li>• Incorporate design requirements in the City’s subdivision regulations that result in the use of open spaces, parks, drainage and waterways, and the natural topography to define and connect neighborhoods.</li> <li>• Implement land use control measures, which protect the City’s environmental corridors (see Map 11-5) from future growth and development.</li> <li>• Work with local farmers, UW-Extension, and Sauk County to initiate efforts to preserve and protect some the remaining prime agricultural land within the City and surrounding planning area.</li> <li>• Work with Sauk County to help create stricter drainage/surface water management standards within the County’s subdivision and shoreland zoning ordinances for developments near surface water resources, which will help protect the water quality of the City’s resources.</li> <li>• Establish land use regulatory programs and controls (i.e. –</li> </ul>	<p>2005-10</p> <p>Ongoing</p> <p>2002-04</p> <p>2002-04</p> <p>2002-04</p> <p>2002-04</p> <p>2002-04</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>2002-04</p>

	<p>wellhead protection and extraterritorial zoning) that are designed to protect surface water and ground water supply.</p> <ul style="list-style-type: none"> <li>• Restrain the entry of non-point source pollution into area water resources by encouraging nearby industrial, commercial, and residential developments to implement water runoff control measures, such as vegetation filter strips and detention settling basins.</li> <li>• To help finance proposed river development projects, apply for funds under state and federal grant programs, including the Wisconsin Department of Natural Resources Stewardship programs, and federal LAWCON program.</li> <li>• Apply for funding through the State’s Stewardship Program to preserve, enhance, and/or create natural resource areas within the City, including green space areas.</li> <li>• Incorporate street and highway design requirements that are compatible with the natural environment and features, as well as, complement existing land uses within the City and the City’s planning area and the land use plans for these areas.</li> </ul>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>
<p><b>7. Land Use and Development</b></p>	<ul style="list-style-type: none"> <li>• Enact and enforce land use controls through zoning ordinance and subdivision regulations that promote harmonious land use patterns throughout the City and extraterritorial planning area, making sure proposed adjacent uses are compatible with existing or anticipated future development.</li> <li>• Develop detailed plans for areas within the City and extraterritorial planning area that the City anticipates being developed in the next five to ten years.</li> <li>• Through the City of Reedsburg’s zoning ordinance, official map, and other land use regulation tools, ensure that sufficient sites are available for the defined land use (i.e. – residential, commercial, industrial).</li> <li>• Provide for new development areas within the City and its extraterritorial area identified on the Land Use Plan and Utility Plan maps in this plan. Provide services according to phasing of development identified on these maps.</li> <li>• Study the feasibility of extending municipal utilities outside the current corporate limits, including City-Town cooperative boundary agreements and/or annexation.</li> <li>• Using zoning to restrict inappropriate uses from developing adjacent to residential areas within the City and its planning area.</li> <li>• Incorporate design and construction requirements into the</li> </ul>	<p>Ongoing</p> <p>2002-04</p> <p>2002-04</p> <p>2002-04</p> <p>2002-04</p> <p>Ongoing</p>

	<p>City’s subdivision regulations that result in quality construction standards for new developments.</p>	2002-04
	<ul style="list-style-type: none"> <li>• Adopt a Land Use Plan Map identifying where future land use activities will occur.</li> </ul>	2002-04
	<ul style="list-style-type: none"> <li>• Update the City’s zoning ordinance and map, so they are consistent with the City’s Comprehensive Land Use Plan Map.</li> </ul>	2002-04
	<ul style="list-style-type: none"> <li>• Review and modify the City zoning ordinance and subdivision regulations to control urban sprawl characteristics, such as scatter, leap frog, and linear development.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• To promote infill development and/or other renovation, review and modify existing City ordinances to allow for the creation of an automatic or “relaxed” variance approval process which recognizes small and irregular lots for the purpose of development and infill.</li> </ul>	2002-04
	<ul style="list-style-type: none"> <li>• Incorporate design requirement into the land subdivision ordinance that result in the use and protection of open spaces, parks, and drainage/waterways to protect the City’s natural resources.</li> </ul>	2002-04
	<ul style="list-style-type: none"> <li>• Incorporate design requirements in the City’s subdivision regulations that result in the use of open spaces, parks, drainage and waterways, and the natural topography to define and connect neighborhoods.</li> </ul>	2002-04
	<ul style="list-style-type: none"> <li>• Implement land use control measures, which protect the City’s environmental corridors (see Map 11-5#) from future growth and development.</li> </ul>	2005-10
	<ul style="list-style-type: none"> <li>• Implement land use controls that encourage a range of choices in housing types. Adopt the Land Use Plan Map identifying where future land use activities will occur.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Provide incentives for commercial development and reuse in areas where they are desirable but otherwise may not occur. Specific techniques may include Tax Incremental Financing (TIF), National Main Street Program, and the Department of Commerce CDBG-Public Facilities and Economic Development funds.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Implement recommendations identified in the <i>Downtown Action Plan (2000)</i>.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Favor “depth” over linear expansion within the downtown business district, work with the Downtown Council, Community Development Authority, Business Improvement District, Reedsburg Chamber of Commerce, and other local business/civic groups to identify ways to expand this</li> </ul>	2002-10

	<p>commercial area.</p> <ul style="list-style-type: none"> <li>• Ensure that areas designated for industrial and commercial development within the City and extraterritorial planning area are zoned for said use. Avoid development intrusion from other uses that would interfere with efficient industrial and commercial development.</li> <li>• Implement recommendations identified in the <i>1999 Utility Master Plan</i>.</li> <li>• Continue to maintain the water, sewer, and storm water systems at levels that meet or exceed state and federal codes and regulations, and when necessary, replace aging and worn-out components of each system</li> <li>• Address development patterns of areas outside the City within one and a half miles of the City corporate limits (the City’s extraterritorial planning area), by creating extraterritorial zoning and/or land subdivision ordinances.</li> <li>• Work with the Towns of Reedsburg and Excelsior, and Sauk County to establish uniform land, zoning, and design standards for site planning.</li> <li>• Provide for new development areas within the City and the City’s planning area identified on the 20-year Land Use Plan Map in this Plan by planning for the design, connection, and extension of streets.</li> <li>• Incorporate street and highway design requirements that are compatible with the natural environment and features, as well as, complement existing land uses within the City and the City’s planning area and the land use plans for these areas.</li> </ul>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>2002-04</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>
<p><b>8. Intergovern. Cooperation</b></p>	<ul style="list-style-type: none"> <li>• Plan a future land use pattern that is compatible with existing land uses in adjacent communities.</li> <li>• Consider the impacts on adjacent communities when reviewing development proposals.</li> <li>• As industrial and commercial development expands beyond Reedsburg’s corporate limits look at possibly establishing cooperative boundary agreements with the surrounding towns.</li> <li>• Concentrate commercial growth within the City. Discourage this growth from extending beyond the extraterritorial planning area.</li> <li>• Promote infill and redevelopment within the existing corporate limits before extending growth and public services</li> </ul>	<p>Ongoing</p> <p>Ongoing</p> <p>2002-04</p> <p>Ongoing</p> <p>Ongoing</p>

	into outlying areas.	
	<ul style="list-style-type: none"> <li>• Where feasible, adopt intergovernmental agreements regarding the placement and design of future urban land use, as well as future utility extensions.</li> </ul>	2002-04
	<ul style="list-style-type: none"> <li>• Work with the surrounding towns on modifications to the extraterritorial boundary.</li> </ul>	2002-04
	<ul style="list-style-type: none"> <li>• Maintain extraterritorial zoning as the land use control measure for lands within the extraterritorial jurisdiction. Review, modify, and amend this zoning ordinance as necessary.</li> </ul>	2002-04
	<ul style="list-style-type: none"> <li>• Continue shared service agreements with the surrounding towns for both ambulance and fire protection services.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Provide for new development areas within the City and its extraterritorial area identified on the Land Use Map within this Plan by planning for the design, connection, and extension of municipal utilities. Study the feasibility of extending utilities outside of the current corporate limits, including city-town cooperate boundary agreements or annexation.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Work with Sauk County to develop additional transportation services for the elderly, disabled, and other residents in the Reedsburg area including possible private transportation services or regional shuttle bus service. To meet future demands, look at creating a demand responsive bus service that provides service to Reedsburg residents with transportation needs on a daily basis.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Adopt an Official Map ordinance reserving future street and non-motorized transportation facilities.</li> </ul>	2002-04
	<ul style="list-style-type: none"> <li>• Construct a multi-use trail system encompassing the entire City (see Map 11-4).</li> </ul>	2005-10
	<ul style="list-style-type: none"> <li>• Work with Sauk County and surrounding towns to help revise and implement existing zoning restrictions and standards that prohibit significant natural resources within the City from being negatively impacted.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Work with the Department of Natural Resources on the protection of ‘Cady’s Marsh’ located along Golf Course Road, southeast of the business center.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Work with Sauk County and surrounding towns to help create stricter drainage/surface water management standards within the County’s subdivision and shoreland zoning ordinances for developments near surface water resources.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Implement the PASER (Pavement Surface Evaluation Rating) system to rate the existing surface conditions of local</li> </ul>	Ongoing

	<p>roads within the City and planning area.</p> <ul style="list-style-type: none"> <li>• Address the City’s street system and other transportation needs by continuing to update the community’s capital improvement plan on an annual basis. Build, extend, and improve streets according to the plan’s schedule.</li> <li>• For new development identified on the Land Use Plan map, plan for the appropriate design, connection, and extension of future streets. Promote varied/unique street designs within new residential areas.</li> <li>• Work with the Reedsburg School District on coordination of their planning activities with recommendations of this comprehensive plan. Encourage the school district to identify and acquire schools sites in planned growth areas.</li> <li>• Due to shifting demographics and annexations, work with the Reedsburg School District on how to support and maintain school structure (i.e. – fluctuating student enrollment, transportation/busing, other).</li> </ul>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>
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#### 12.4 Plan Amendments and Updates

The City of Reedsburg should regularly review its progress towards achieving its goals, objectives, and recommendations of the Comprehensive Plan, and update and amend the plan as appropriate. Below is the suggested criteria, along with procedures, for monitoring, amending, and updating the Comprehensive Plan.

##### A. *Monitoring the Plan*

The City should continually review and evaluate its decisions on public investments, regulations, development proposals, and other actions against the recommendations found within the Comprehensive Plan. In addition, the City Administrator should prepare an annual report to assessing the City’s progress in implementing the recommendations of the plan, and identify major decisions that were consistent (or inconsistent) with the plan. This report should be distributed to the City Council, Plan Commission, and other applicable City committees and staff.

##### B. *Plan Amendments*

Plan implementation continues through the adherence to the goals, objectives, and actions statements set forth in this plan. However, it should be emphasized that these goals, objectives, and action statements are not cast in concrete. Amendments may be appropriate in years following the adoption of the plan, particularly where the plan is becoming contradictory towards emerging issues, policy, or trends. These amendments are typically minor changes to the plan’s

maps or text. Large-scale changes or frequent amendments to meet individual development proposals should be avoided or the plan loses integrity and becomes meaningless. To follow State comprehensive planning law, the City should use the same process to amend the plan as it originally followed when it was initially adopted (regardless of how minor the amendment or change is).

### *C. Plan Updates*

According to the State comprehensive planning law the Comprehensive Plan must be updated at least once every ten years. As opposed to an amendment, the plan update is a major re-write of the plan document and supporting maps. The State planning law requires that by January 1, 2010 all programs and/or actions that affects land use will have to be consistent with the locally adopted comprehensive plan. To meet this deadline, the City should adopt this Comprehensive Plan and related ordinances on or before the year 2010.

## **12.5 Consistency Among Plan Elements**

The State of Wisconsin planning legislation requires that the implementation element describe how each of the nine-elements will be integrated and made consistent with the other elements of the plan. Since the City of Reedsburg completed its planning process in its entirety, no inconsistencies exist between elements within their Comprehensive Plan.

This Comprehensive Plan references both previous planning efforts (i.e. – *Downtown Action Plan, Utility Master Plan*), as well as future detailed planning needs (i.e. – *City trail system*). To remain consistent with the Comprehensive Plan the City should implement existing plans as pieces to the Comprehensive Plan, and adopt all future plans as detailed elements of the Comprehensive Plan.

## **APPENDICES**