

TOWN OF SCOTT COMPREHENSIVE PLAN 2030

Town of Scott, Columbia County, Wisconsin

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*This comprehensive plan was prepared by the
Town of Scott Comprehensive Planning Committee*

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ISSUES AND OPPORTUNITIES

INTRODUCTION

In accordance with Wisconsin Statute Section §66.1001 the Town of Scott has developed a document known as the *Town of Scott Comprehensive Plan 2030*. A planning commission was assembled to accomplish this purpose. It was comprised of five members from the Town of Scott community and one Town Board member to draft a plan to guide new development in the township, protect existing resources, and provide general guidelines to maintain and improve the Town of Scott's quality of life.

At monthly meetings throughout the year, the Town of Scott Plan Commission met with numerous town officials, the Scott Town Board, private industry, Columbia County, State and Federal officials. The information gathered was shared with Town of Scott residents, other interested parties, and Columbia County Comprehensive Planning Administrators.

The results of these comprehensive planning efforts include visions, goals, objectives, and policies stated in this document. They reflect the deliberations of the Town of Scott Board and the Comprehensive Planning Group, based on findings, comments and opinions, and additional comments expressed by Town of Scott residents. References made to specific State, County, and other government plans and programs do not imply endorsement or adoption of such plans and programs, but are presented for background and reference.

THE PURPOSE OF PLANNING

Development in the Town of Scott consists of hundreds of decisions each year by unrelated individuals about how the land is to be used. Generally these decisions conform to tradition, but each has the potential to conflict with neighboring uses and each represents a step toward the land use pattern for the future. Without a plan, landowners have no guidance in making land use decisions and property owners have no protection from decisions that may not be in their best interest. Wisconsin Statutes, Section §62.23 by reference from Section §60.22(3) provides that, in a Town that has adopted village powers, it is a function and duty of the Town Plan Commission to make and adopt a master plan for the physical development of the Town.

This plan's general purpose is to guide and accomplish a coordinated, adjusted, and harmonious development which, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity, or the general welfare, as well as efficiency and economy in the process of development.

Wisconsin Statutes, Section §66.1001, further defines this master plan as a Comprehensive Plan and outlines the content of the plan and local unit of government's responsibilities in developing the plan. This legislation, often referred to as "Smart Growth" requires a community that engages in specific land use regulations develop a Comprehensive Plan and the plan be adopted by ordinance by a majority vote of the Town Board. This plan must contain nine elements as specified in the State statutes. It also requires that all land use decisions be consistent with the Comprehensive Plan.

The *Town of Scott Comprehensive Plan 2030* is an advisory guide to public and private decisions concerning land. It is not an ultimate design, but represents current thought and analysis. The *Town of Scott Comprehensive Plan 2030* was designed and intended to be dynamic. Therefore, it requires periodic reconsideration and updating. The Town's adopted plan is designed to be long range and general.

OVERALL VISION, GOALS, AND OBJECTIVES

Land and the public services, provided to the people who live on the land, are too expensive to use them unwisely. Limited resources must be used in the most beneficial and least wasteful manner. Planning attempts to apply a rational process of analysis and forethought to the development process. It attempts to guide the use of the Town's resources in an efficient, convenient, and healthful manner.

The planning process is advisory. The plan is a guide to public and private decisions concerning land. It is not an ultimate design, but represents thought and analysis at a point in time. Therefore, it requires periodic reconsideration and updating. The plan is long range and general, not something to be imposed in a narrow and rigid manner. An overview of demographic trends and background information gave direction to the Town of Scott plan implementation activities and guided planners to understand the changes taking place in the township. The Committee used the following criteria to create the *Town of Scott Comprehensive Plan 2030*:

- **Vision.** The purpose for which comprehensive planning is done. It provides direction to guide all future decisions. The Town of Scott vision is a general statement that guides the planning process in a generally acceptable direction. The Town's overall vision is a statement that provides guidance and direction to all of the elements in the plan. In addition to an overall vision, each element contained in the *Town of Scott Comprehensive Plan 2030* contains a vision which provides guidance and direction to that particular element of the plan. Vision statements rarely change unless the philosophy of the population changes.
- **Goals.** Statements of conditions that are intended to be maintained or achieved at some time in the future. Goals do not have specific time frames and usually cannot be specifically measured. The overall goals provided in the *Town of Scott Comprehensive Plan 2030* are a compilation of all the goals from the nine elements of the plan as Wisconsin Statute §66.1001(2). Goals seldom change unless they have been achieved, and then goals are usually only kept to maintain the condition that has been achieved.
- **Objectives.** Actions that need to be taken in order to achieve one or more goals. Objectives usually have an associated time frame and frequently must occur in a defined sequence. Objectives are normally measurable, and should be regularly reviewed to assess progress in implementing the plan. Objectives change frequently, achieved and then removed. Attempts to implement objectives sometimes reveal they cannot be achieved or by achieving them would not have a desired result. In such cases, objectives should be modified or replaced. A thorough review of goals and objectives should be conducted as needed. The overall objectives provided in the *Town of Scott Comprehensive Plan 2030* are a compilation of all the objectives from the nine elements of the plan.

VISION STATEMENT

The Town of Scott will continue to have a high quality of life and be an exceptional place to live, work and engage in recreation. The Town will continue to find balance between economic development, the preservation of agriculture, the protection of natural resources such as woodlands, wetlands, marshland aquifers, and the recognition of private property rights. Well-planned quality development, supported by appropriate infrastructure and an efficient transportation system, will ensure a vibrant and sustainable economy and provide a strong quality of life for its citizens as well as their children and grandchildren.

SURVEY RESULTS

Based on survey results from the local community, the Town of Scott Planning Committee developed initial guidelines to develop overall township goals, objectives, and policies. Community survey findings were used to create specific Town of Scott goals, objectives and policies.

POPULATION

As directed under Wisconsin Statutes, Section §62.23, Element 1 contains existing conditions, trends, and forecasts for populations, households, and employment. It also summarizes participation efforts and includes overall goals to guide the future preservation and development in the Town over a 20-year planning period, both from a regional and local perspective.

POPULATION VISION

- *Growth levels sustainable within the limited resources of the Town of Scott.*

POPULATION GOALS AND OBJECTIVES

Goal 1: Moderate and steady population growth.

Objective 1: Encourage residential development on other than productive agricultural soils.

Goal 2: Provide opportunities to live, work and recreate.

Objective 1: Encourage young adults to remain in the Town of Scott.

Objective 2: Increase local employment opportunities.

Objective 3: Maintain and encourage existing agricultural operations.

Objective 4: Encourage high quality schools and educational opportunities for the Town.

HOUSING

This element contains background information, goals, objectives, policies, and recommended programs aimed at providing a housing supply that meets existing and forecasted housing demand in the Town of Scott. An adequate supply of the type of housing needed by the Town's population is critical to population growth and can influence the type of people who choose to live in the Town.

HOUSING VISION

- Residences set in attractive, safe and appropriate environments for all Town residents.

HOUSING GOALS AND OBJECTIVES

Goal 1: Provide for planned and orderly housing development.

Objective 1: Encourage rehabilitation and proper maintenance of older homes.

Objective 2: Discourage residential development on productive agricultural lands or near active farms.

Objective 3: Encourage new development to be sited near or adjacent to existing development, when appropriate.

- Objective 4: Encourage new housing areas to be predominately single-family homes in unsewered areas.
- Objective 5: Limit the amount of multi-family housing in unsewered areas.
- Objective 6: Discourage the development of mobile home parks in all areas.
- Objective 7: Require that all new housing meet applicable codes and required standards of construction.
- Objective 8: Allow larger lot sizes and lower densities in unsewered areas of the Town, where appropriate.
- Objective 9: Discourage clustered residential development.

Goal 2: A cooperative approach involving the towns, county, state and private entities to meet current and future housing needs.

- Objective 1: Regularly meet with officials from all County municipalities to coordinate housing needs and plans.
- Objective 2: Seek input of appropriate governmental entities and property owners in areas affected by housing development plans.
- Objective 3: Meet with State officials as needed.

Goal 3: Appropriate regulations to implement the Comprehensive Plan.

- Objective 1: Review all Town of Scott Land Use Ordinances and recommend necessary changes to implement the Comprehensive Plan.
- Objective 2: Provide adequate enforcement of all Township regulations regarding housing.
- Objective 3: Encourage the development of County-wide standards for storm water management and erosion control.
- Objective 4: Monitor new technologies related to private sanitary sewer systems and implement the technology as appropriate.

TRANSPORTATION

The transportation system which serves The Town of Scott provides for the transport of goods and people into, out from, and within the Town. The transportation system contains multiple modes involving air, land, and water transport. Several elements of the system are not located in the Town itself; however the Town's proximity to these elements is an important consideration in evaluating and planning for the Town's transportation system.

TRANSPORTATION VISION

- Provide a safe, efficient, and well-planned transportation system that incorporates multiple modes of travel and a safe, efficient transportation system for multiple user needs.

TRANSPORTATION GOALS AND OBJECTIVES

Goal 1: A safe, well-maintained system of roads and highways.

- Objective 1: Work with the State Department of Transportation and County Highway Department to improve the highways under their responsibility.
- Objective 2: Assess proper jurisdiction of roads within the township.
- Objective 3: Promote safe, modern highways connecting the Town of Scott with the rest of Columbia County and adjacent counties.
- Objective 4: Annually assess all roads in the township for maintenance and safety issues.
- Objective 5: Plan for new roads including frontage roads and interchanges for future development.
- Objective 6: Maintain a safe, interconnected road network.
- Objective 7: Discourage cut-through traffic on Town roads through signage, speed zones and weight limits

Goal 2: Restricted access to arterial highways and through-town road corridors to protect traffic-carrying capacity.

- Objective 1: Restrict new access points to the highway through subdivision control.
- Objective 2: Preserve and protect the road corridor from encroachment that would limit the roadway's ability to carry traffic volume in the future.
- Objective 3: Continue to maintain and implement a Town road improvement program.
 - 3.1 Ensure that driveway length, width, design, and slope for emergency vehicle travel
 - 3.2 Address drainage issues
 - 3.3 Reinforce Comprehensive Plan objectives and policies
 - 3.4 Guide the placement of streets and driveways along existing contours, properly lines, fencerows, lines of existing vegetation or other natural features.
- Objective 4: Support access control and rural character objectives by discouraging "side of the road" or "strip" development on main roadways.

Goal 3: All town roads to meet minimum standards for right-of-way pavement and shoulder widths.

- Objective 1: Review and modify (as necessary) current standards for existing roads.

- Objective 2: Utilize the Passer program to its fullest, including capital improvements, to schedule road maintenance and/or reconstruction.
- Objective 3: Upgrade existing Town roads to current roadway standards to the extent practical when repaving or reconstructing those roads, but do not over design rural roads.
- Objective 4: Require that all new roads meet the road design and layout standards in the Town's pending subdivision and land division regulations.

Goal 4: Promote a unified approach involving the town, city, county, state and private entities for road development to meet the needs for future commercial, industrial and residential expansion.

- Objective 1: Regularly meet with city and county officials to coordinate development plans.
- Objective 2: Seek input of appropriate property owners in areas of development plans.
- Objective 3: Meet with State officials as needed.
- Objective 4: Coordinate transportation with land use.
- Objective 5: Work with WisDOT and the County Highway Department to implement safety improvements at intersections in the Township.
- Objective 6: Work with WisDOT and the County Highway Department when changes to land uses are being considered that could affect the function of highways.

Goal 5: Encourage the development and full utilization of all modes of transportation in the County.

- Objective 1: Support programs to provide transportation alternatives to the automobile.
- Objective 2: Support safe opportunities for biking and walking.

UTILITIES AND COMMUNITY FACILITIES

This element contains information about existing utilities and community facilities in the Town of Scott. Facilities discussed in this element include sewer and water, storm water management, solid waste & recycling, parks, utilities, cemeteries, health and childcare facilities, police, fire and rescue, libraries, schools, and other facilities such as the Town's buildings and facilities.

UTILITIES AND COMMUNITY FACILITIES VISION

- Adequate utilities and community facilities to meet the needs of Town residents.

UTILITIES AND COMMUNITY FACILITIES GOALS AND OBJECTIVES**Goal 1: Public facilities that meet the needs of Town residents.**

- Objective 1: Provide adequate public facilities for planned growth and development in proper locations and with adequate space for the future.
- Objective 2: Coordinate the provision of public facilities with other units of government, when feasible.
- Objective 3: Work with local school district officials to ensure that the locations of new schools adequately serve Town residents.
- Objective 4: Work with local school district officials to ensure that the closing of unneeded schools does not adversely affect Town facilities.
- Objective 5: Plan for future needs at Town facilities.
- Objective 6: Work with other public and private officials to coordinate the provision of public facilities, such as libraries, hospitals, and cemeteries to accommodate future development within the Town.

Goal 2: Maintain and improve services available to Town residents.

- Objective 1: Provide public services in accordance with current and future needs, in proper locations, and with adequate capacities for the future, when feasible.
- Objective 2: Coordinate the provision of public services with other units of government, when feasible.
- Objective 3: Direct public services into areas planned for future development.
- Objective 4: Work with local fire departments serving the Town to study response times for fire and EMS.
- Objective 5: Review the police protection services within the Town as needed.
- Objective 6: Annually meet with the neighboring towns, cities and/or villages to review the fire protection and ambulance service mutual aid and/or contractual agreements.
- Objective 7: Annually review the solid waste disposal and recycling services agreement.
- Objective 8: Develop a policy that established acceptable driveway standards for emergency vehicle access.

Goal 3: Ensure that modern and sufficient public services are available within the Town.

- Objective 1: Encourage public utilities to provide service in accordance with long-range needs and in proper locations within the Town.

Objective 2: Review planned developments to ensure adequate utilities can and will be provided according to long-range needs within the Town.

Objective 3: Meet with other units of government to coordinate the provision of public utilities to accommodate future development within the Town.

Goal 4: Ensure adequate park and recreational opportunities for Town residents.

Objective 1: Examine the need for additional recreational facilities in the Town (i.e. snowmobile trails, bike trails, and parks).

Objective 2: Encourage the Columbia County Board to support and expand the County Park System.

Objective 3: Encourage the development of parks as a means to preserve and protect important natural features in the town.

Goal 5: Promote a unified approach to utilities and community facilities development involving all levels of government and private entities.

Objective 1: Meet regularly with county and state officials to coordinate development plans.

Objective 2: Seek appropriate input from properly owners in areas planned for development.

Objective 3: Meet with local school board officials as needed.

AGRICULTURAL, NATURAL AND CULTURAL RESOURCES

This element contains information on the agricultural, natural, and cultural resources of the Town of Scott. Items covered in this element include ground water, woodlands, prime agricultural areas, environmentally sensitive areas, threatened and endangered species, stream corridors and surface water, floodplains, wetlands, wildlife habitat, mineral resources, open spaces, recreational areas, historical and cultural resources, and community design.

AGRICULTURAL, NATURAL AND CULTURAL RESOURCES VISION

- The Town of Scott's agricultural, natural and cultural resources are regarded as irreplaceable resources to be protected for future generations.

AGRICULTURAL, NATURAL AND CULTURAL RESOURCES GOALS AND OBJECTIVES

Goal 1: Preservation of the productive agricultural areas of the Town.

Objective 1: Preserve and protect the agricultural soils by encouraging Columbia County to develop appropriate land use regulations.

Objective 2: Focus new development in areas that will not adversely impact productive farmland or susceptible wet lands, marshes or aquifers in the Town.

Objective 3: Review development proposals for potential impacts and encroachments on the land needed for agriculture.

Goal 2: Maintain, preserve, and enhance the Town's natural resources, scenic views and unique natural features

Objective 1: Consider developing adequate storm water management plans and erosion control regulations to protect surface and groundwater resources with the Town.

Objective 2: Encourage the development of natural buffer areas along watercourses and drainage ways.

Objective 3: Discourage the application of chemicals and land spreading along watercourses and drainage ways

Objective 4: Protect the integrity of the Town's environmental corridors from the negative impacts of development.

Objective 5: Develop appropriate land use regulations to provide protection to the sensitive natural resource areas included in the environmental corridors.

Objective 6: Consider the impacts of development on the habitat of rare, threatened or endangered species or natural communities.

Objective 7: Prohibit the construction of new structures in the FEMA 100-year floodplains and the rebuilding of structures that are seriously deteriorated, damaged or destroyed.

Objective 8: Discourage concentrated animal numbers in the FEMA 100-year floodplains, but encourage other forms of agriculture.

Objective 9: Protect wetlands from siltation and runoff by encouraging a buffer area around all WDNR designated wetlands.

Objective 10: Prohibit further draining or filling of wetlands.

Objective 11: Discourage agricultural cultivation in wetlands.

Objective 12: Encourage the proper management of forestlands in the Town and discourage the clear cutting of any existing woodlots.

Objective 13: Control development in areas that possess valuable wildlife habitat.

Goal 3: The preservation of Town's historic and cultural resources.

Objective 1: Prohibit development on identified archeological and burial sites.

Objective 2: Evaluate the impacts of development proposals on historic buildings and sites in the Town and mitigate those impacts whenever possible.

Objective 3: Create and maintain an inventory of the remaining historic and archeological sites and structures throughout the County.

Objective 4: Assist local organizations in the promotion of historic and cultural resources within the Town.

Objective 5: Assist local historical societies and museums in preserving structures and artifacts that reflect the Town's past.

ECONOMIC DEVELOPMENT

This element identifies the economic characteristics and trends in the Town of Scott. The intent of this element is to identify opportunities as well as deficiencies in the Town's economic base in an effort to promote the stabilization, retention, and expansion of the Town's economy. The Town's economy, the manner in which residents support themselves and the services provided to residents, are critical to future development. Without a viable and competitive economy, residents will relocate to better circumstances in other locations. Assessing the current economy and setting direction for change are an important part of the planning process.

ECONOMIC DEVELOPMENT VISION

- A commitment to economic prosperity through properly located commerce, industry, agriculture and tourism economic activity areas while mitigating the impacts of incompatible land uses and the degradation of residential areas and the natural environment.

ECONOMIC DEVELOPMENT GOALS AND OBJECTIVES

Goal 1: An improved and diversified economy.

Objective 1: Assist existing businesses and industry to improve their efficiency and ability to stay competitive.

Objective 2: Encourage new business formation.

Objective 3: Promote ongoing dialog between the Town, the County and the Columbia County Economic Development Corporation to ensure that economic development projects are consistent with the goals and objectives of the Town's Comprehensive Plan.

Objective 4: Encourage intergovernmental cooperation in the siting of new business opportunities and retaining existing businesses.

Goal 2: Support the Town's agricultural economy by ensuring prime farmland is permanently retained for agricultural uses.

Objective 1: Restrict subdivision and non-farm development on productive farmland.

Objective 2: Retain property assessments of farmland consistent with their intended use.

Objective 3: Encourage participation in the farmland preservation program.

Objective 4: Discourage the sale of productive farmland to non-agricultural interests.

Objective 5: Direct rural, non-farm uses to those areas least suitable for cultivation.

Objective 6: Discourage isolated commercial and industrial uses in agricultural, residential and open space areas.

Objective 7: Investigate the use of grant monies to purchase development rights.

Goal 3: Protect and enhance the Town's scenic and environmental character as an economic asset to the Town and region.

Objective 1: Promote economic development that has little or no environmental impact.

Objective 2: Explore options to sustain and possibly increase tourism and recreation businesses in the Town, provided that these businesses do not negatively impact the rural character of the Town, nor harm the Town's outstanding natural resources.

Goal 4: Recognize agriculture and tourism as important economic resources and support the preservation and enhancement of these resources.

Objective 1: Assist in the promotion and attraction of agricultural related services and industries to maintain agriculture as a viable business.

Objective 2: Where consistent with local plans, allow small, low-impact non-farm businesses on farm properties where there will be no negative impacts on surrounding properties.

Objective 3: Foster tourism that promotes the natural resource base and the unique historical heritage of the Town.

Goal 5: Limit expansion and improve the appearance of commercial areas in the Town.

Objective 1: Accommodate new commercial businesses and the expansion of existing businesses where appropriate.

Objective 2: Encourage removal of dilapidated, unsafe buildings.

Objective 3: Promote landscaping and beautification projects.

Objective 4: Encourage clustering of commercial uses in compact areas to maximize consumer safety and convenience, improve traffic safety, and enhance economic viability, where appropriate.

Objective 5: Avoid strip commercial areas along roads and highways that conflict with surrounding land uses.

Objective 6: Consider creating development standards for business development to promote high-quality site design, building design, signage and landscaping for all new nonresidential developments.

Goal 6: Limit industrial and manufacturing uses.

Objective 1: Allow light industrial uses in designated areas when appropriate.

Objective 2: Limit the amount of undeveloped land for manufacturing or industrial uses in the Town

Objective 3: Locate industrial areas so they are visually and functionally compatible with surrounding land use.

Goal 7: Promote a unified approach involving the town, city/village, county, state and private entities for economic development of the area.

Objective 1: Participate in Columbia County, city/village and state economic development activities.

Objective 2: Encourage the expansion of commercial and industrial uses where municipal services are available.

Objective 3: Communicate with adjoining municipalities in the planning, siting, and appearance of commercial and industrial development proposed along shared borders.

Goal 8: Tax rates stabilized to the extent possible.

Objective 1: Use state and federal grant programs to supplement local tax revenue whenever practical and advantageous.

Objective 2: Institute a Town land division ordinance and collect park fees from new land divisions.

Objective 3: Insist that new land development pay for its own improvements.

INTERGOVERNMENTAL COOPERATION

This element identifies activities in Town of Scott associated with intergovernmental cooperation. Intergovernmental cooperation is generally considered to be any arrangement through which any two governmental jurisdictions coordinate plans, policies, and programs to address and resolve a mutual issue of interest.

Intergovernmental cooperation is a necessity for all levels of government to operate in a cost effective and efficient manner while providing required services to citizens.

The Town's relationship with neighboring and overlapping governmental units such as the state, county, cities and villages, towns, school districts, technical colleges, and other governmental districts can directly impact planning, the provision of services, and the siting of public facilities.

This element examines these relationships, identifies real or potential conflicts, and provides suggestions for addressing issues in a productive manner.

INTERGOVERNMENTAL COOPERATION VISION

- Intergovernmental cooperation opportunities between Columbia County, local municipalities, the region, the state, tribal governments, and other adjacent governmental units utilized to the fullest extent possible.

INTERGOVERNMENTAL COOPERATION GOALS AND OBJECTIVES**Goal 1: Establish mutually beneficial intergovernmental relations with other units of government.**

- Objective 1: Develop intergovernmental cooperative agreements for governmental services, activities, and programs wherever appropriate.
- Objective 2: Work to achieve cooperation and coordination between the Counties of Marquette, Green Lake, and Columbia; the Villages of Friesland and Cambria and the Towns of Marcellon, Randolph, and Springvale, and the Town of Scott on issues related to long-range planning and land use regulations.
- Objective 3: Work to raise local government awareness of Wisconsin Statutes regarding intergovernmental cooperation and encourage their use.
- Objective 4: Work with other local governments, state agencies, and school districts on land use and community development issues of mutual concern (e.g. siting of public facilities).

Goal 2: Seek coordination and communication on planning activities between the Town of Scott, adjacent municipalities, county, regional, state and federal agencies.

- Objective 1: Encourage the creation of and participate in an ongoing forum in which the county, cities, villages, and towns can discuss land use and zoning issues on a regular basis.
- Objective 2: Encourage the creation of and participate in a process to resolve conflicts between the Town's plan and the plans of other overlapping governmental jurisdictions.
- Objective 3: Work with adjacent towns, villages and cities to match land use plans and policies along municipal borders to promote consistency and minimize potential conflicts.
- Objective 4: Utilize County planning staff to act as facilitators and educators to assist the Town with plan and ordinance administration.
- Objective 5: Encourage Columbia County to develop a more consistent, integrated, and efficient code administration process that provides all affected municipal jurisdictions an opportunity to influence the outcome.
- Objective 6: Encourage and support cooperative efforts between Columbia County and surrounding counties to address basin-wide water resource management planning, regional transportation planning, and other regional planning issues that cross county boundaries.

Goal 3: Seek opportunities to maintain and improve the provision of shared public services and facilities such as police, fire, emergency rescue, parks, solid waste management, and transportation.

- Objective 1: Whenever possible, encourage increased sharing of police, fire, and emergency rescue facilities and services to improve efficiency and coordination.

- Objective 2: Continue to utilize the County composting and recycling center.
- Objective 3: Continue to utilize the services of the County Highway Department for local road maintenance.
- Objective 4: Work with County Highway Department and the Wisconsin DOT to coordinate highway improvements with planned development to minimize the impacts of land use changes on transportation facilities.
- Objective 5: Prior to purchasing new facilities or equipment, examine the possibilities of trading, renting, sharing or contracting such items with neighboring jurisdictions.
- Objective 6: Work with county and state agencies to coordinate the provision of park and recreation facilities and activities within the Town.
- Objective 7: Work with the Wisconsin Department of Transportation and other agencies to assure that transportation improvements are consistent with the goals and objective of this plan.
- Objective 8: Encourage cooperative agreements with the Wisconsin Department of Natural Resources (WDNR) that are mutually beneficial to the Town and the WDNR.

LAND USE

The land use element examines existing and future land uses within the Town of Scott. The examination and analysis of existing land use trends within the Town provides a means to forecast how land will likely be used in the future. The main function of the land use element is to guide future land uses in a manner that is compatible with the goals and objectives expressed within this plan.

LAND USE VISION

- Well-balanced and orderly development in the Township minimizes potential conflicts between residential, commercial, industrial and agricultural land uses.

LAND USE GOALS AND OBJECTIVES

Goal 1: New development occurring in a well planned, sustainable, aesthetically and architecturally pleasing manner compatible with the local character.

- Objective 1: Designate areas in the rural portions of the Town of Scott intended to remain agricultural in nature.
- Objective 2: Encourage conservation subdivision design principles for new subdivisions where appropriate
- Objective 3: Designate areas within the Town of Scott that are suitable for commercial and industrial uses and develop standards that encourage the separation and screening of these uses from other incompatible land uses.
- Objective 4: Encourage natural buffers between incompatible land uses where such uses adjoin one another.

Objective 5: Evaluate and recommend areas of the Town where animal confinement areas can be operated without conflicting with other forms of development.

Goal 2: Provide tools for managing and coordinating development consistent with the goals and objectives of the Comprehensive Plan while ensuring a balance between private property rights and the best interests of the community as a whole.

Objective 1: Update and integrate the land use related sections of the Town of Scott Code of Ordinances to reflect the new goals and policies of the Comprehensive Plan.

Objective 2: Follow a development review process related to the Comprehensive Plan that objectively examines the quality of a proposed development and the long-term positive and negative impacts of the Town.

Objective 3: Develop a site plan review process for rural areas of the Town that reviews the location of structures, roads, and driveways to minimize the impacts on productive agricultural land and environmental features.

Objective 4: Promote new housing to have set backs that preserve the Towns open spaces.

Objective 5: Lot size must meet minimum lot size for County sanitary permits.

Objective 6: Encourage new residential lots and building sites to be located and designed in a manner that protects environmental corridors, wetlands, floodplains and productive farmland.

Objective 7: New development should be consistent with town, village and city plans, where applicable.

Goal 3: Balanced and appropriate land uses within the Town of Scott that enhance and sustain the economic stability of the Town.

Objective 1: Encourage all local municipalities in the development of detailed comprehensive plans that promote the concepts of balanced community development, agricultural preservation, and clustered residential development.

Objective 2: Consider an economic feasibility review process that examines the costs of providing public services to proposed major developments including the cost of roads, sewer and water service, storm water management and schools.

Objective 3: Encourage the redevelopment and adaptive reuse of underutilized agricultural, commercial and industrial structures, where consistent with designated future land uses.

IMPLEMENTATION

The Implementation Element of this plan outlines the programs, tools, and specific actions that will be used to guide the implementation of the Comprehensive Plan and achieve the desired outcomes. The Implementation Element does not work independently of the other plan elements, rather the

Implementation Element is intended to integrate the other plan elements and achieve the goals and objectives of the plan.

Any action taken to implement the plan can have direct and indirect effects on the other elements in the plan. The manner in which the implementation of the plan is conducted will directly impact the effectiveness of the plan and its ability to produce the desired results.

IMPLEMENTATION VISION

- A compilation of clear and defined actions necessary to implement all plan elements, summarize and track progress, and describe the procedures for amendments and revisions.

A variety of implementation programs and tools exist and are available for use by the Town of Scott in implementing the Comprehensive Plan. These programs and tools can be divided into two categories, regulatory and non-regulatory. Regulatory programs and tools are mainly in the form of ordinances that the Town of Scott can choose to adopt and enforce. Non-regulatory programs and tools are mainly acquisitions (e.g. buy land) and fiscal actions (e.g. impact fees) that the Town of Scott can choose to use in order to achieve a desired outcome.

1.0 POPULATION

Understanding the current and past trends of the Town's population is important in determining the amount of expected growth and development that is likely to take place in the Town in the future. These trends are considered in the following paragraphs.

1.1 POPULATION VISION

- *Growth levels sustainable within the limited resources of the Town of Scott.*

1.2 POPULATION GOALS AND OBJECTIVES

Goal 1: Moderate and steady population growth.

Objective 1: Encourage residential development on other than productive agricultural soils.

Goal 2: Provide opportunities to live, work and recreate.

Objective 1: Encourage young adults to remain in the Town of Scott.

Objective 2: Increase local employment opportunities.

Objective 3: Maintain and encourage existing agricultural operations.

Objective 4: Encourage high quality schools and educational opportunities for the Town.

1.3 HISTORY AND SETTING

The Town of Scott is located in the northern portion of Columbia County, Wisconsin, south of Green Lake County. The Town is adjacent to the Town of Randolph, Springvale, and Marcellon, as well as Marquette County and Green Lake County. It was established on April 2, 1850. Downtown Milwaukee is about 100 miles southeast of the Town of Scott and the City of Madison is approximately 45 miles south of the Town. STH 33 and 44 provide an important east-west and north-south route through the Town. CTH E serves as convenient east-west travel through the Township. The Town of Scott has a total area of 35.8 square miles.

1.4 POPULATION TRENDS

Over the course of the last century, the Town of Scott, as with other sections of Columbia County, had four decades of population decline followed, more recently, by several decades of population increases. During the first four decades of the 20th century, the Town of Scott experienced decades where the population declined.

However, starting in the years between 1940 and 1950 the Town began a period of population growth which, aside from a small population decline between 1980 and 1990, continues through the present. The period of the highest percentage growth occurred between 1970 and 1980. The Town's population grew steadily between 1940 and 1980.

In the Town of Scott, the decades with an actual population decline occurred between 1900 and 1940 as well as during the decade between 1980 and 1990. The population decline between 1980 and 1990 was likely due to the national recession during that period. The improved economic conditions during the 1990 resulted in a population increase between 1990 and 2000.

The percent of total population change for the Town of Scott over the last century was considerably lower than both the County and the State, with the County population increasing more than 40 percent higher and the State increasing 31 percent higher than the Town. The Town of Scott actually grew faster than the U.S. Census estimate indicated:

Table 1.1: Population Estimates for Town of Scott, Columbia County

	2000	2010
Population	791	937

Source: U.S. Census Bureau, 2000 Population Estimates, Census 2010

The State's population has grown steadily since 1900 and County's population has grown steadily since the 1930's while the Town's population began to grow steadily in the 1940's. County growth was highest between 1950 and 1970 and between 1990 and 2000 when the County experienced its largest increase of 16.37 percent. State growth was highest before 1930 and from 1950 to 1970.

1.5 POPULATION CHARACTERISTICS

1.5.1 Gender

The Town of Scott's population is fairly evenly distributed between male and female. The Township experienced an increase in population of 146 since 1990. The American Community Survey (ACSA) is an estimate of population, demographic and housing units. This 2005-2009 ACSA 5-Year Estimate Survey: American Community Survey found the following indicators for the Town of Scott:

Table 1-2: Town of Scott, Columbia County Population Summaries

Subject	Total	Male	Female
Total population	937	499	438
SUMMARY INDICATORS			
Median age (years)	24.2	24.8	23.8
Sex ratio (males per 100 females)	113.9		
Age dependency ratio	90.1		
Old-age dependency ratio	10.8		
Child dependency ratio	79.3		

Source: U.S. Census Bureau, 2005-2009
American Community Survey 5-Year Estimates

1.5.2 Marital Status

A large percentage of people in the Town of Scott are married compared with Columbia County. In addition, the percentage of single persons in the town that were never married is about equal to the County. The percentage of separated and widowed persons in the Town of Scott was lower than those same categories for the County.

1.5.3 Racial Composition

Nearly all of the Town of Scott's residents are white. Minority or mixed race persons in the Town were a very small percent of the total population. Several persons indicated they were of more than one race.

Table 1-3: Race Alone or in Combination: 2010 Census

SUBJECT	NUMBER	PERCENT
White or in combination	926	92.6
Black or Afro-American	1	.01
American Indian or Alaska Native	2	.02
Asian	3	.03
Native Hawaiian or other Pacific Islands	0	.00
Hispanic or Latino	3	.03
Some Other Race	2	.02

Source: U.S. Census Bureau, Census 2010

1.5.4 National Origin

Like many of the adjacent communities, the Town of Scott was a large percentage of German and Dutch ancestry. No other nationalities, with the exceptions of Norwegian, Polish, Irish, and English represent a significant percent of the Town's population.

1.5.5 Density

The overall density for Columbia County including all towns, villages and cities was 65.88 persons per square mile or 0.10 persons per acre. Table 1.5.5 illustrates the density of the Town of Scott and four geographic areas adjacent to the township:

Table 1-4: Population, Housing Units, Land Area, and Density

Geographic area	Population	Housing units	Total area (in square miles)	Water area (in square miles)	Land area (in square miles)	Population (per square miles of land area)	Housing units (per square miles of land area)
Fort Winnebago town, Columbia County	855	343	33.96	0.48	33.49	25.5	10.2
Marcellon town, Columbia County	1,024	380	35.78	0.28	35.50	28.8	10.7
Scott town, Columbia County	791	260	35.82	0.00	35.82	22.1	7.3
Springvale town, Columbia County	550	207	41.05	0.05	41.00	13.4	5.0
Wyocena town, Columbia County	1,543	714	37.05	0.82	36.23	42.6	19.7

Source: U.S. Census Bureau, Census 2010

The Town of Scott contains 35.82 square miles. In 2010 the Town had a population of 937 persons. The density in the Town was 7.3 housing units per square miles of land area.

The density of all Towns in Columbia County in 2000 was 0.05 or 31.12 persons per acre making the Town of Scott less dense than the average.

1.5.6 Natural Increase and Migration

There are two sources of population change, natural increase or decrease, and migration. Natural increase or decrease is the number of births compared with the number of deaths among residents of the County. The decreasing number of adults of childbearing age and the decreasing number of children in the Town of Scott coupled with slight increases in the number of elderly suggest the natural increase will not likely be a factor in population growth for the Town into the immediate future. In fact, these demographic trends indicate a natural population decrease is possible. Trends in age distribution are discussed in more detail in the next section.

Migration is the movement of people into or out of a community. The percentage of people moving to the Town of Scott from other parts of Wisconsin and other states tends to be on the rise. Migration from other countries is minimal. Residents moving to the Town, compared to Columbia County in general, are a higher number due to the migration of Old Order Amish communities to the local area.

1.5.7 Amish in the Town of Scott

Old Order Amish have been migrating to the Town of Scott for 30 years. The Amish community population has now become a significant part of the Town of Scott.

The Town of Marcellon reported 283 Amish residents as of October, 2010. Accurate data could not be obtained for Scott Township, but it is felt the Town of Scott's Old Order Amish population is very similar in number to the Town of Marcellon.

1.5.8 Education Levels

The largest percentages of school enrollment in the township are students attending elementary and secondary schools – i.e., kindergarten, elementary school, and high school. Many of the students continue on to higher education technical or academic training. Other Town of Scott residents have achieved graduate or professional degrees.

Additional information on the subject of population and related statistical information can be found on the official U.S. Census Bureau Fact Finder Web Site, <http://factfinder2.census.gov/> or, in the case of income levels, the Wisconsin Department of Revenue.

2.0 **HOUSING**

This element contains background information, goals, objectives, policies, and recommended programs aimed at providing a housing supply that meets existing and forecasted housing demand in the Town of Scott. An adequate supply of the type of housing needed by the Town's population is critical to population growth and can influence the type of people who choose to live in the Town.

2.1 **HOUSING VISION**

- Residences set in attractive, safe and appropriate environments for all Town residents.

2.2 **HOUSING GOALS AND OBJECTIVES**

Goal 1: Provide for planned and orderly housing development.

- Objective 1: Encourage rehabilitation and proper maintenance of older homes.
- Objective 2: Discourage residential development on productive agricultural lands or near active farms.
- Objective 3: Encourage new development to be sited near or adjacent to existing development, when appropriate.
- Objective 4: Encourage new housing areas to be predominately single-family homes in unsewered areas.
- Objective 5: Limit the amount of multi-family housing in unsewered areas.
- Objective 7: Discourage the development of mobile home parks in all areas.
- Objective 8: Require that all new housing meet applicable codes and required standards of construction.
- Objective 9: Allow larger lot sizes and lower densities in unsewered areas of the Town, where appropriate.
- Objective 10. Discourage clustered residential development.

Goal 2: A cooperative approach involving the towns, county, state and private entities to meet current and future housing needs.

- Objective 1: Regularly meet with officials from all County municipalities to coordinate housing needs and plans.
- Objective 2: Seek input of appropriate governmental entities and property owners in areas affected by housing development plans.
- Objective 3: Meet with State officials as needed.

Goal 3: Appropriate regulations to implement the Comprehensive Plan.

- Objective 1: Review all Town of Scott Land Use Ordinances and recommend necessary changes to implement the Comprehensive Plan.
- Objective 2: Provide adequate enforcement of all Township regulations regarding housing.
- Objective 3: Encourage the development of County-wide standards for storm water management and erosion control.
- Objective 4: Monitor new technologies related to private sanitary sewer systems and implement the technology as appropriate.

2.3 HOUSING POLICIES AND PROGRAMS**2.3.1 Columbia County Housing Rehabilitation Program**

Columbia County administers a Housing Rehabilitation Program for the repair and improvement of housing units in the County. The program is funded through a Community Development Block Grant (CBDG) and provides no interest, deferred payment loans for household repairs and improvements to homeowners who meet certain income requirements. Landlords who agree to rent to low or moderate income tenants can also receive no interest loans for rental properties to be paid back over a period of 5 to 10 years. The program also provides assistance with down payments and closing costs for qualified home buyers. Columbia County and the Town of Scott should continue to support this program and attempt to make all eligible property owners aware of the benefits the program offers in an effort to achieve many of the housing related goals state in this plan.

2.3.2 Habitat for Humanity

Habitat for Humanity is a nonprofit organization with a goal of eliminating poverty housing and homelessness. The program uses volunteer labor and donations of money and supplies to build or rehabilitate simple, decent houses. Habitat homeowners are required to invest hundreds of hours of their own labor into building their Habitat house and the houses of others. The homeowners are sold their Habitat home at no profit and are financed with affordable no-interest loans. Payments made on the mortgages are used to build and rehabilitate other Habitat homes. The Sauk-Columbia County Habitat for Humanity Affiliate coordinates all aspects of the program when it operates in Columbia County. Promotion and encouragement of this program can help to achieve many of the housing related goals outlined in this plan and should be supported by Columbia County and the Town of Scott.

2.3.3 United Migrant Opportunity Services (UMOS)

United Migrant Opportunity Services (UMOS) is a private, non-profit corporation established in 1965 to advocate for and provide services to Hispanic migrant and seasonal farm workers in Wisconsin. The housing department within UMOS addresses the housing needs of migrant workers that come to Wisconsin for work each growing season. UMOS provides a variety of housing services for migrant and seasonal workers. Locally, UMOS operates migrant housing facilities near Montello and Berlin and in Dodge County near Beaver Dam.

Migrant and season workers are important to the local economy in parts of Columbia County and efforts should be made to support organizations like UMOS that provide decent housing to this important part of the workforce.

2.3.4 Uniform Dwelling Code (UDC)

The Uniform Dwelling Code (UDC) is the statewide building code for one and two family dwellings built since June 1, 1980. The code sets minimum standards for fire safety; structural strength; energy conservation; erosion control; heating, plumbing and electrical systems; and general health and safety. A recent change in State law requires all municipalities in the State to enforce the UDC. The UDC is an important tool for use in developing quality housing in the Town of Scott.

2.4 HOUSING CHARACTERISTICS

2.4.1 Age of Housing Supply

Table 2-1 illustrates the age of the Town of Scott's housing units in 2000, both owner-occupied and renter-occupied. The greatest overall percent of housing was built prior to 1939. The Town of Scott had a small housing boom from 1980 through 1998.

Table 2-1: Town of Scott – Age of Housing Supply

Subject	Number	Percent
Tenure by Year Structure Built		
Owner-occupied housing units	225	100.0
Built 1999 to March 2000	7	3.1
Built 1995 to 1998	21	9.3
Built 1990 to 1994	23	10.2
Built 1980 to 1989	23	10.2
Built 1970 to 1979	12	5.3
Built 1960 to 1969	11	4.9
Built 1950 to 1959	14	6.2
Built 1940 to 1949	14	6.2
Built 1939 or earlier	100	44.4
Median	1949	(x)

Subject	Number	Percent
Tenure by Year Structure Built		
Renter-occupied housing units	15	100.0
Built 1999 to March 2000	0	0.0
Built 1995 to 1998	0	0.0
Built 1990 to 1994	3	20.0
Built 1980 to 1989	0	0.0
Built 1970 to 1979	0	0.0
Built 1960 to 1969	2	13.3
Built 1950 to 1959	0	0.0
Built 1940 to 1949	0	0.0
Built 1939 or earlier	10	66.7
Median	1940-	(x)

Subject	Number	Percent
Tenure by Year Householder Moved Into Unit		
Owner-occupied housing units	225	100.0
Moved in 1999 to March 2000	7	3.1
Moved in 1995 to 1998	21	9.3
Moved in 1990 to 1994	23	10.2
Moved in 1980 to 1989	23	10.2
Moved in 1970 to 1979	12	5.3
Moved in 1969 or earlier	139	61.9
Median	1949	(x)

Subject	Number	Percent
Tenure by Year Householder Moved Into Unit		
Renter-occupied housing units	15	100.0
Moved in 1999 to March 2000	0	0.0
Moved in 1995 to 1998	4	26.7
Moved in 1990 to 1994	5	33.3
Moved in 1980 to 1989	4	26.7
Moved in 1970 to 1979	0	0.0
Moved in 1969 or earlier	2	13.3
Median	1992	(x)

(x) Not applicable

Source: U.S. Census Bureau, 2000 Summary File 3, Matrices H36, H37, H38, and H39

Age of a community's housing stock is sometimes used as a measure of the general condition of the community's housing supply. As indicated in Table 2.1 above, the Town of Scott's housing units are older structures.

Almost 20 percent of Scott's total housing stock was constructed from 1990 to 2000, The majority of the Town's total housing stock was constructed prior to 1940. Over the planning period, some of these older homes may be in need of rehabilitation.

In 2000, there were 375 housing units in the Town of Scott, a 9 percent increase over 1990's 342 housing units. This may be partially attributed to the large number of Amish families moving into the Town over the past decade. Nearly all new housing units built in the Town have been single-family residences.

Occupied single-family detached homes represented 355 of the Town's housing units in 2000. Such homes made up 95.2 percent of the housing units as shown in Table 2-2. Although Scott has a mobile home ordinance in effect, the 2000 census indicated there were seven units in the community which are either grandfathered in or temporary under Columbia County Zoning rules and regulations.

Table 2-2: Number of Housing Units in Structure

Units in Structure	Owner-Occupied Housing Units		Renter-Occupied Housing Units	
	Housing Units		Housing Units	
1-unit, detached	299	99.0	39	73.6
1-unit, attached	2	0.7	2	3.8
2 units	0	0.0	0	0.0
3 or 4 units	0	0.0	4	7.5
5 to 9 units	0	0.0	2	3.8
Mobile home	1	0.3	6	11.3

Source: 2000 Census of Population & Housing

2.4.2 **Value of Owner-Occupied Housing**

A sample of owner-occupied housing in the Town of Scott provides an estimate of the range of value of such homes as shown in Table 2-3. The median value of homes in Marcellon is \$114,800 compared to the Town of Scott at \$105,800. The Town of Scott's median value of homes is slightly lower than for Columbia County, \$115,000. The availability of affordable homes for lower-income households is a growing problem in Columbia County. As the cost of homes increase, more households may find it difficult to afford adequate housing. Escalating housing costs can have affects on economic development, local tax base, and population migration in the County and the Town of Scott.

Table 2-3: Housing Stock Characteristics

	Town of Marcellon	Town of Scott	Village of Pardeeville	Columbia County	State of Wisconsin
Total Housing Units	375	260	873	22,685	2,321,144
Total Year-round Households	362	243	825	20,439	2,084,544
% Vacant	6.6%	6.5%	5.5%	9.9%	10.2%
% Owner Occupied	87.0%	90.1	64.8%	90.1%	68.4%
Median Housing Value	\$114,800	\$105,800	\$101,700	\$115,000	\$112,200
Median Contract Rent	\$567	\$392	\$522	\$507	\$540

Source: U.S. Census of Population & Housing, 2000

Table 2-3 compares other housing stock characteristics for Scott with the Township of Marcellon, the Village of Pardeeville, Columbia County, and the State of Wisconsin. In 2000, 6.5% of Scott's housing units were classified as "vacant." Of all the housing units, 90.1 percent were owner-occupied.

At county level, the median sale price for a home in Columbia County increased 15 percent, from \$102,500 in 1997 to \$120,500 in 2001, according to the South Central Wisconsin Multiple Listing Service (MLS) Corporation.

2.4.3 Rent for Non-Farm Housing

As illustrated in Table 2-3, in 2000, most housing units in the Town of Scott rented in the range of \$392. This was lower than the average rental unit in the Town of Marcellon, the Village of Pardeeville, Columbia County, and the State of Wisconsin.

2.4.4 Occupancy Characteristics

Of a total of 260 housing units, Table 2-3 shows that 90.1% were owner occupied.

The number of units increase was similar to the increases in occupied housing units for both the County, with a 21.17 percent increase, and the State, with a 14.4 percent increase, during the same time period.

Table 2-4: Housing Units by Population in Occupied Housing Units, 2000

Household Population	Number	Percent
Population in occupied housing units	791	100.0
Owner-occupied housing units	713	90.1
Renter-occupied housing units	78	9.9

Source: 2000 Census of Population & Housing

2.4.5 Household Size

Table 2-6 illustrates the changes in household size between 1900 and 2000 for Columbia County and the municipalities in the local County area, including the Town of Scott.

Table 2-5 Household Size by Municipality, Columbia County, 1990-2000

Municipality	1990 Household Size	2000 Household Size
Town of Fort Winnebago	3.01	2.63
Town of Marcellon	3.00	2.83
Town of Scott	3.06	3.26
Town of Springvale	2.89	2.79
Town of Wycocena	2.72	2.51
Village of Pardeeville	2.57	2.38
City of Portage	2.37	2.30
Columbia County	2.60	2.49
Wisconsin	2.61	2.50

Source: 2000 Census of Population & Housing

Columbia County's household size decreased from 2.60 persons per household in 1990 to 2.49 persons per household in 2000. The household size for the Town of Scott decreased slightly. These decreases in household size are consistent with state and national trends.

2.4.6 Housing Unit Trends

Table 2-7 illustrates the trend in the number of housing units for Columbia County and the municipalities in the County that are adjacent to the Town of Scott. Columbia County had 22,685 housing units in 2000, a 17.8 percent increase over 1990. The Town of Scott added housing units between 1990 and 2000.

Villages added 772 housing units and had the largest total percentage increase of 24.6 percent. All villages in the County experienced growth in the number of housing units. The Villages of Doylestown and Friesland experienced the smallest increases in the total number of housing units between 1990 and 2000, each adding only three housing units for increases of 2.5 percent and 2.7 percent, respectively. The Village of Poynette had the largest increase in housing units adding 286 units for a 42.6 percent increase.

Table 2-6 Housing Unit Trends by Municipality, Columbia County, 1990-2000

Municipality	1990 Total Housing Units	2000 Total Housing Units	Number Change 1990-2000	Percent Change 1990-2000
Town of Fort Winnebago	287	343	56	19.51%
Town of Marcellon	316	380	64	20.25%
Town of Scott	235	260	25	10.64%
Town of Springvale	181	207	26	14.36%
Town of Wyocena	557	714	157	28.19%
Village of Pardeeville	686	873	187	27.26%
City of Portage	3,556	3,970	414	11.64%
Columbia County	19,258	22,685	3,427	17.80%
Wisconsin	2,055,774	2,321,144	265,370	12.91%

Source: 2000 Census of Population & Housing

Under the “Smart Growth” legislation, a community must provide a range of housing choices that meet the needs of persons of all income levels, age groups, and special needs. Affordable housing choices in the Town will be most feasible where public sanitary sewer services are available and Town plans allow for housing.

Sewer service allows smaller (and therefore more affordable) lots and the potential for attached housing options, like condominiums and small apartments. The Village of Pardeeville provides the most appropriate location for affordable housing in the area.

According to the Wisconsin Housing and Economic Development Agency (WHEDA), there are no subsidized housing units in the Town of Scott. In Columbia County, housing assistance is provided through both a non-profit and a private company. The County receives federal and state funding to provide housing assistance to low- and moderate-income residents.

These programs include:

- Weatherization assistance to replace materials and rehabilitate homes
- Section 8 housing
- Rental assistance program

- Emergency funding through the Federal Emergency Management Agency (FEMA)
- Grants for temporary housing for the homeless
- Home buyers rehabilitation funding
- Down payment and closing cost assistance.

Other housing programs available to Town of Scott residents include home mortgage and improvement loans from WHEDA and home repair grants for the elderly from the U. S. Department of Agriculture. The HOME Investment Partnerships Program funds down payment assistance for homebuyers, rental rehabilitation, weatherization-related repairs, accessibility improvements, and rental housing development. The Housing Cost Reduction Initiative (HCRI) funds activities such as emergency rental aid, homeless prevention efforts, and related housing initiatives. Further information on these programs can be obtained by contracting WHEDA.

The USDA Rural Development Department provides low-interest loans to very low-income owner occupants, to improve or repair homes, to remove health and safety hazards, or to make homes accessible to disabled household members.

Other programs available to Columbia County residents can provide disabled, low-income, or elderly residents with energy assistance and in-home services, such as cleaning and health visits. Further information on these programs can be obtained by contacting the Columbia County Department of Health and Human Services.

3.0 **TRANSPORTATION**

The transportation system which serves The Town of Scott provides for the transport of goods and people into, out from, and within the Town. The transportation system contains multiple modes involving air, land, and water transport. Several elements of the system are not located in the Town itself; however the Town's proximity to these elements is an important consideration in evaluating and planning for the Town's transportation system.

3.1 **TRANSPORTATION VISION**

- Provide a safe, efficient, and well-planned transportation system that incorporates multiple modes of travel and a safe, efficient transportation system for multiple user needs

3.2 **TRANSPORTATION GOALS AND OBJECTIVES**

Goal 1: A safe, well-maintained system of roads and highways.

Objective 1: Work with the State Department of Transportation and County Highway Department to improve the highways under their responsibility.

Objective 2: Assess proper jurisdiction of roads within the township.

Objective 3: Promote safe, modern highways connecting the Town of Scott with the rest of Columbia County and adjacent counties.

Objective 4: Annually assess all roads in the township for maintenance and safety issues.

Objective 5: Plan for new roads including frontage roads and interchanges for future development.

Objective 6: Maintain a safe, interconnected road network.

Objective 7: Discourage cut-through traffic on Town roads through signage, speed zones and weight limits

Goal 2: Restricted access to arterial highways and through-town road corridors to protect traffic-carrying capacity.

Objective 1: Restrict new access points to the highway through subdivision control.

Objective 2: Preserve and protect the road corridor from encroachment that would limit the roadway's ability to carry traffic volume in the future.

Objective 3: Continue to maintain and implement a Town road improvement program.

3.1 Ensure that driveway length, width, design, and slope for emergency vehicle travel

3.2 Address drainage issues

3.3 Reinforce Comprehensive Plan objectives and policies

3.4 Guide the placement of streets and driveways along existing contours, properly lines, fencerows, lines of existing vegetation or other natural features

Objective 5: Support access control and rural character objectives by discouraging “side of the road” or “strip” development on main roadways

Goal 3: All town roads to meet minimum standards for right-of-way pavement and shoulder widths.

Objective 1: Review and modify (as necessary) current standards for existing roads.

Objective 2: Utilize the Passer program to its fullest, including capital improvements, to schedule road maintenance and/or reconstruction.

Objective 3: Upgrade existing Town roads to current roadway standards to the extent practical when repaving or reconstructing those roads, but do not over design rural roads.

Objective 4: Require that all new roads meet the road design and layout standards in the Town’s pending subdivision and land division regulations.

Goal 4: Promote a unified approach involving the town, city, county, state and private entities for road development to meet the needs for future commercial, industrial and residential expansion.

Objective 1: Regularly meet with city and county officials to coordinate development plans.

Objective 2: Seek input of appropriate property owners in areas of development plans.

Objective 3: Meet with State officials as needed.

Objective 4: Coordinate transportation with land use.

Objective 5: Work with WisDOT and the County Highway Department to implement safety improvements at intersections in the Township.

Objective 6: Work with WisDOT and the County Highway Department when changes to land uses are being considered that could affect the function of highways.

Goal 5: Encourage the development and full utilization of all modes of transportation in the County.

Objective 1: Support programs to provide transportation alternatives to the automobile.

Objective 2: Support safe opportunities for biking and walking.

3.3 TRANSPORTATION POLICIES AND PROGRAMS

3.3.1 Columbia County Highway Access Control Ordinance

The Columbia County Highway Access Control Ordinance regulates access on County highways including roads in the Town of Scott. The purposes for the access regulations are to protect the County's investment in existing and proposed highways by protecting the highway's traffic carrying capacity. In regulating access to County highways, the ordinance prevents improperly located access points that can lead to the road prematurely becoming obsolete and thereby requiring costly improvements. The ordinance provides for safe and efficient access to Columbia County highways. County highways are categorized by type according to definitions in the ordinance. Each category of County highway has its own set of access standards.

3.3.2 PASER Program

The PASER Program is a system for local government to evaluate and schedule road maintenance on the local road system. The program requires officials to evaluate the condition of local roads based on observing characteristics of the road such as the texture of the road surface or the spacing of cracks. The officials then assign a rating on a scale of 1 to 10. These ratings, along with information on traffic volumes, are used to schedule the maintenance and reconstruction of Town roads. The Town of Scott works with the Columbia County Highway Department to rate roads in the Town. The County Highway Department maintains a computer database of the rating on roads in the County and regularly reevaluates its road maintenance schedule using the PASER Program.

3.3.3 Rustic Roads – Wisconsin Department of Transportation

The Rustic Roads System in Wisconsin was created by the 1973 State Legislature in an effort to help citizens and local units of government preserve what remains of Wisconsin's scenic, lightly traveled country roads for the leisurely enjoyment of bikers, hikers, and motorists. Unique brown and yellow signs mark the routes of all officially-designated Rustic Roads. An officially designated Rustic Road remains under local control. The County, City, Village, or Town has the same authority over the Rustic Road as it possesses over other highways under its jurisdiction.

The following characteristics are needed for a road to qualify for the Rustic Program:

- The road should have outstanding natural features along its borders such as rugged terrain, native vegetation, native wildlife, or include open areas with agricultural vistas which singly or in combination uniquely set this road apart from other roads.
- The road should be a lightly traveled local access road, one which serves the adjacent property owners and those wishing to travel by auto, bicycle, or hiking for purposes of recreational enjoyment of its rustic features.
- The road should be one not scheduled nor anticipated for major improvements which would change its rustic characteristics.
- The road should have, preferably, a minimum length of 2 miles and, where feasible, should provide a completed closure or loop, or connect to major highways at both ends of the route.

A Rustic Road may be dirt, gravel or paved road. It may be one-way or two-way. It may also have bicycle or hiking paths adjacent to or incorporated in the roadway area. The maximum speed limit on a Rustic Road has been established by law at 45 mph,

however, a speed limit as low as 25 mph may be established by the local governing authority.

As of this writing there are three designated Rustic Roads in Columbia County: Rustic Road 49 follows Fairfield Street in the City of Portage and Levee Road in the Town of Caledonia and Rustic Road 69 follows Old Agency House Road in the City of Portage. In the Town of Marcellon Rustic Road 104, a ½-mile segment of Barry Road connects County Road CM to Dalton Road, and then completes a rural scenic driving loop in Marquette County.

Opportunities exist in the Town of Scott for roads to be designated as Rustic Roads. The Town of Scott should evaluate town roads under their jurisdiction for inclusions into the State of Wisconsin Rustic Road Program.

3.3.4 Other State Road Aid Programs

The State of Wisconsin Department of Transportation has a variety of transportation programs available to help fund local transportation projects. Each program is intended to address a particular aspect of the transportation system. The Town of Scott should take advantage of these funding sources, when appropriate, as they attempt to implement the Comprehensive Plan.

3.4 STATE AND REGIONAL TRANSPORTATION PLANS

The Wisconsin Department of Transportation maintains several statewide transportation related plans that contain policies, recommendations, and strategies regarding the transportation system in Columbia County and the Town of Scott. These plans should be taken into consideration when transportation related decisions and plans are made in the Town. The Wisconsin Department of Transportation's planning documents include the following:

- Wisconsin State Highway Plan 2020
- Wisconsin Bicycle Transportation Plan 2020
- Wisconsin State Rail Plan 2020
- Wisconsin Statewide Pedestrian Policy Plan 2020
- Wisconsin State Airport System Plan 2020
- Five year Airport Improvement Plan
- Translink 21: A Multi-modal Transportation Plan for Wisconsin's 21st Century
- Wisconsin Department of Transportation Access Management System Plan
- Statewide Transportation Improvement Plan
- Six-Year Improvement Program

The Wisconsin State Highway Plan 2020 addresses major needs and priorities for the State Highway System. No major improvements in the plan affect the Town of Scott.

In addition to the State Highway Plan, the Wisconsin Department of Transportation maintains a six-year improvement program for smaller projects throughout the State. Policies, recommendations, and strategies from the other plan documents listed above will be addressed as necessary in the appropriate sections of this Element.

Columbia County and the Town of Scott are not members of a regional planning commission or Metropolitan Planning Organization (MPO); therefore no regional transportation plans exist that pertain to Columbia County or the Town of Marcellon.

3.5 FUNCTIONAL CLASSIFICATION OF ROADWAYS

Vehicular travel on the public highway system is the transportation mode for the vast majority of trips by Town of Scott residents. Road and highway transportation systems primarily serve two basic functions. One function is to provide access to adjacent properties and the other function is to provide for the movement of vehicular traffic through the area. The primary function of a particular road is determined by its functional classification. Roads and highways are grouped into three main functional classes: Local, collector, and arterial. Descriptions of the functional classifications of roadways are listed in the section below.

The functional classification of a particular roadway is important to consider during the evaluation of proposed land use changes on adjacent lands. The effect a proposed land use might have on the function of a road that could lead to serious traffic congestion or safety issues and to costly improvements to correct the problems. The management of access points on higher volume roads helps to minimize the impacts of development on the ability of the road to function as it is intended. Evaluating the impacts of land use changes on the transportation system is an important consideration when making land use decisions.

3.5.1 Local Roads

Local roads primarily provide access to adjacent properties and only secondarily provide for the movement of vehicular traffic. Since access is their primary function, through traffic should be discouraged. A growing population in the Town of Scott is Old Order Amish with horse-drawn vehicles which reach top speeds of 15-20 mph.

Traffic volume is expected to be light and should not interfere with the access function of these streets. Most Town roads are considered local roads, but a growing concern is the traffic congestion created by tourist buses and similar large vehicles, such as semi trucks and agricultural equipment.

Some local Town roads are classified in an additional category called private entrances. These are local roads that serve to provide access to one or two properties. These roads are often dead-ends and have very light traffic volumes.

3.5.2 Collector Roads

Collector roads carry vehicular traffic into and out of residential, commercial, and industrial areas. These roadways gather traffic from the local roads and funnel it to arterial roads. Access to adjacent properties is a secondary function of collector roads. Collector roads are further divided into major or minor collectors depending on the amount of traffic they carry. An example of a collector road in the Town of Scott is County Trunk E.

3.5.3 Arterial Roads

Arterial highways serve primarily to move through traffic. Traffic volumes are generally heavy and traffic speeds are generally high. Arterial highways are further divided into principal and minor arterials depending on the traffic volume and the amount of access provided. Examples of minor arterials are State Highway 33 and 44. There are no principal arterials in the Town of Scott.

3.6 TRAFFIC VOLUMES

Traffic volume is also an important consideration for land use planning. The volume of traffic on a particular roadway and the associated noise, air quality, safety level, and other such concerns are considerations that need to be addressed in deciding how land should be used.

Columbia County Planning & Zoning Department has current maps of the average daily traffic volume of major traffic corridors within the Town of Scott.

Traffic volumes vary considerably on the different roadways within the Town. The volume of traffic on a particular roadway can be significantly influenced by its intersection with other roadways.

3.7 TRAFFIC SAFETY

The number of traffic accidents in the Town of Scott roadways provides insight into the overall safety level of the Town's transportation system. Between 1998 and 2003 the average annual number of accidents that occurred on Town roadways, not including accidents on private property or parking lots, was 38. In comparison, during this same period the number of accidents in the Town of Ft. Winnebago averaged 100, in the Town of Wycocena averaged 95, the Town of Marcellon averaged 77, and the Town of Springvale averaged 30. Additional traffic safety statistics for the Town of Scott can be obtained from Columbia County Planning & Zoning Department.

Information on traffic accidents is submitted to the Wisconsin Department of Transportation through accident reports from law enforcement agencies. The information on traffic accidents is used by the Wisconsin Department of Transportation and County Highway Departments to make decisions on local road improvement projects.

The Town of Scott has identified several locations in the Town's road system that poses potential safety concerns. These safety concerns include high traffic volumes on County Road E, State Highway 33 and 44; high truck traffic on State Highways 33 and 44; dangerous intersections at State Highways 33 and 44; and conflicts between motorized vehicles, agricultural machinery and Amish buggies and wagons in numerous locations around the Town.

Efforts should be made by the Town to further evaluate these identified potential hazards and work with County and State officials to correct these problems in the most expedient and cost efficient manner possible.

Traffic safety and efficiency on the Town of Scott's roadways can be improved by limiting or discouraging the creation of new parcels that require access to State and County Trunk Highways or to Town roads where sight distance is limited. This practice restricts the access points to these roadways thereby reducing accident potential and the need to reduce speed limits to improve safety. New parcels should be encouraged only where access can be safely provided by an existing Town road or where a new Town road will be constructed to accommodate the parcels. In addition, the impacts of land use changes can also have significant impacts on the safety of a road.

Limiting or discouraging land uses that generate high traffic volumes from having direct access to collector and arterial roads can help to preserve the function of the road and increase safety. Traffic impact analysis can also help the Town maintain safety on Town roads. A traffic impact analysis is a study done to determine the amount of traffic that will be generated by a proposed development. By requiring a traffic impact analysis, the Town can have a better idea what impact a proposed development will have on traffic in the area and be able to address problems before they occur.

Safety concerns on heavily traveled highways in the Town can also be addressed by examining the role the particular highway plays in the transportation network. Insuring that roads are properly classified based upon how they are functioning in the transportation network helps in planning for maintenance and reconstruction of the road, as well as managing access to the road.

Reclassifying the functional classification of these roads will allow the traffic carrying capacity of these roads to be preserved through additional scrutiny being placed on the location new access points to these roads and on the setbacks required for land uses along these roads.

Jurisdictional transfers are another way of improving traffic safety. Recommended jurisdictional transfers reflect the changes that are necessary to match the jurisdiction of the roads to their function. For example, if a County highway is functioning as a local road then the County highway should be transferred to the appropriate Town to be managed as a Town road. Likewise, if a Town road is functioning as a collector highway then the road should be transferred to the County highway department to be managed as a County highway. In addition, certain State Highways that are functioning as collector highways should also be transferred to the County highway department to be managed as County highways. Ideally, all roads classified as local roads would be under Town jurisdiction, all roads classified as collector roads would be under County jurisdiction, and all roads classified as arterial roads would be under State jurisdiction.

Another way in which road safety can be improved is through the construction of new road segments. New road segments can help to correct deficiencies in the County and Towns' transportation system and allow the system to function more safely and efficiently. There is no recommended new road construction projects proposed at this time.

3.8 DESCRIPTION OF EXISTING TOWN AND COUNTY ROADS

Detailed information about the Town of Scott roadway network can be obtained from the Columbia County Highway Department and/or the Columbia County Planning & Zoning Department. Length of each roadway segment, width of right-of-way, pavement and shoulder widths, average daily traffic, and function are included in their official summaries.

3.9 COUNTY ROAD DESIGN STANDARDS

The Columbia County Land Division and Subdivision Ordinance establish design standards for roadways in the unincorporated areas of the County including the Town of Scott. The design standards vary among roadways, as different roads serve different functions within the transportation system.

The Town of Scott should encourage Columbia County to review and evaluate the existing roadway standards to determine if they are meeting their intended purpose and whether they meet current recommended roadway standards. The Town should request that a full evaluation of existing roadway standards be conducted and the necessary changes made to bring the standards up to date. Existing Columbia County minimum road design standards can be located in Title 16 – Chapter 2 of the Columbia County Code of Ordinances.

3.10 TOWN ROADWAY DEFICIENCIES

The ability to identify and address deficiencies in the Town's road system is important in developing a safe and high quality transportation system. The County Land Division Ordinance standards provide a means to evaluate the Town roadway system against the current County standards. State standards for County trunk highways and Town roads provide additional means of evaluating the Town roadway system.

The Columbia County Land Division Ordinance standards require roads that are classified as collector highways to have a right-of-way of 100 feet and roads classified as local roads to have a right-of-way of 66 feet. Most of the Town and County roads in Scott have a right-of-way of at least 66 feet. The current requirements for right-of-way width in the County Land Division Ordinance should be examined to determine if these standards are still appropriate.

The Columbia County Land Division Ordinance also provides standards for pavement width. For roads classified as local roads the ordinance currently requires 20 feet of pavement. The County Land Division Ordinance currently does not provide a minimum pavement width for collector highways, but rather leaves the width to be determined by the local jurisdiction and the County highway commissioner. In addition, the Wisconsin Administrative Code also provides standards for Town roads and County trunk highways. State standards for the reconstruction of existing Town roads requires Town roads with a design speed limit of 40 mph to have 20 feet of pavement, Town roads with a design speed limit of 50 mph to have 22 feet of pavement, and Town roads with a design speed limit of 55 mph to have 24 feet of pavement regardless of their functional classification. When an existing Town road is only being resurfaced, a pavement width of 22 feet is allowed on roads with 50 and 55 mph design speeds. State standards for County Trunk Highways require all County highways with design speed limits of 40 and 50 mph to have a minimum of 22 feet of pavement and County highways with design speed limits of 55 and 60 mph to have a minimum pavement width of 24 feet, regardless of the functional classification.

All segments of Town and County roads in Scott that have less than 22 feet of pavement should be evaluated by the Town to determine if improvements can be made to bring these road segments up to current standards. The current requirements for pavement width in the County Land Division Ordinance should also be examined to determine if these standards are still appropriate and be adjusted to meet State standards when appropriate.

The State of Wisconsin Existing Town Road Improvement Standards and County Trunk Highway Standards also provide minimum requirements for shoulder widths. Shoulder widths are not addressed in the County Land Division Ordinance. State standards for shoulder width on Town roads being reconstructed require three foot shoulders on Town road with 40 mph design speeds, four foot shoulders on Town road with 50 mph design speeds, and six foot shoulders on Town road with 55 mph design speeds regardless of the functional classification. For Town road with design speeds 50 mph or less and four foot shoulders on Town roads with 55 mph design speeds. State required shoulder widths on County highways, regardless of the functional classification, are as follows: County trunk highways with design speeds of 40 mph require shoulder widths of two to four feet, County trunk highways with design speeds of 50 or 55 mph require shoulder widths of six feet, and County trunk highways with design speeds of 60 mph require shoulder widths of eight feet.

All segments of Town and County roads in Scott should be evaluated by the Town for substandard shoulder widths to determine if improvements can be made to bring these road segments up to current standards. In an effort to bring all the Town of Scott's roadways up to current standards, a road improvement plan should be established by the Town to determine which improvements are feasible and to make the improvements in the most economical manner possible.

The Town of Scott should also evaluate the roads in the Town that are classified as private entrances for their potential to be vacated and turned over to the adjacent landowners for use as a private driveway.

The Town of Scott will continue to evaluate and address these and other road-related issues as on-going road maintenance and safety projects.

3.11 THE TRANSPORTATION SYSTEM

The transportation system that serves the Town of Scott provides for the transport of goods and people into, out from, and within the Town. Many elements of the system are not located in the Town itself. While the Town has little direct influence on transportation links outside its boundaries, it may be in its best interest to encourage the improvement of these links to better

serve the Town's residents. The transportation system operates in the air and on land and water. Land based transport includes pedestrian, bicycles, and rail as well as highway.

3.11.1 Water Transport

Water born transport of goods is efficient, but the Town of Scott does not have river systems suitable for commercial transportation. The Mississippi River, approximately 100 miles west of the County, is the closest river system with commercial transportation services. The nearest international seaport is the Port of Milwaukee, approximately 110 miles east/southeast of the Town.

3.11.2 Airports

Air transportation is an important transportation mode for moving both goods and people. Its use is substantial and increasing. Convenient access to at least a general airport is critical to many businesses. A system of properly designed and coordinated airports is essential for efficient air transportation in the State of Wisconsin, Columbia County, and the Town of Scott. In the Town of Scott, commercial aviation services are provided by the Dane County Regional Airport in Madison. Commercial airline service is also available from the General Mitchell Field in Milwaukee.

The Wisconsin Department of Transportation, Bureau of Aeronautics in conjunction with the Bureau of Planning has developed the Wisconsin State Airport System Plan 2020.

Most airports included in the State Plan are eligible for State and Federal improvement grants. The State plan identifies four general classifications of airports based upon the type of service they provide.

The Portage Municipal Airport is the only airport in Columbia County that is part of the State's Airport System Plan. The Portage Municipal Airport is classified as a General Utility Airport and is expected to remain at this classification for the duration of the 20-year planning period. The Wisconsin DOT's Five Year Airport Improvement Program includes the Portage Municipal Airport as a facility slated for improvement. Under the Airport Improvement Program, the Portage Municipal Airport is to be relocated to a new site. Construction of the new airport is scheduled for construction depending on funding availability.

In addition to the Portage Municipal Airport, Columbia County has 19 other airport facilities. The airport facilities in the Town of Scott are small privately owned and operated airstrips.

Further detailed current information can be obtained from the Wisconsin DOT, Bureau of Aeronautics.

3.11.3 Railroads

Railroads are an important segment of the transportation system in Wisconsin. Approximately 3,664 miles of track are currently in service in Wisconsin. Because Columbia County is centrally located in the State, the County provides a vital link in the State's rail system and has a significant network of rail lines. Three freight rail companies currently serve the County with approximately 102.1 miles of track. The three freight rail companies consist of the Canadian Pacific Railway with 64.6 miles of track in the County, the Wisconsin & Southern Railroad Company with 21.6 miles of track, and the Union Pacific Railroad with 15.9 miles of track. Rail lines passes through 16 of the 21 Towns in the County.

The Canadian Pacific Railway operates the line which runs through the City of Portage. The rail lines in Columbia County are an important function of the local passenger system. Amtrak's Empire Builder passes through Columbia County, but not through the Town of Scott. The City of Portage hosts an Amtrak depot. Efforts to maintain a high quality local freight and passenger rail system should be encouraged whenever possible.

3.11.4 Bicycles

Bicycling can play an important role in the overall transportation system in the Town. Bicycles are used by Columbia County residents, including those in the Town of Scott, for a variety of purposes including adults commuting to work, tourist enjoying the Town of Scott scenery, and children riding bikes to school.

The State of Wisconsin DOT has prepared the Wisconsin Bicycle Transportation Plan 2020. The purpose of this plan is to establish bicycling as a viable, convenient, and safe transportation choice in the State.

The plan outlines the benefits offered by improving and expanding bicycling opportunities in the State. These benefits include the following: An alternative means of transportation, reduced traffic congestion, decreased need for parking, reduced pollution, increased physical activity, added roadway safety from paved shoulders (for both bicycles and motorists) and economic benefits from bicycle sales, service, and tourism.

The plan also outlines the roles and responsibilities of counties in implementing the State Plan. These roles and responsibilities include:

- Consider the needs of bicyclists in all road projects and build facilities accordingly.
- Develop, revise, and update long-range bicycle plans and maps.
- Consider adopting a shoulder paving policy.
- Promote land use policies that are bicyclist-friendly.
- Educate County sheriffs on the share-the-road safety techniques and enforcement strategies for specific high-risk bicyclist and motorist infractions of the law.

Bicycles facilities in the Town of Scott currently consist mainly of shoulder areas on existing roads. Shoulders on town roads are usually narrow and unpaved making bicycle travel difficult. State and County highways tend to have wider shoulders, but traffic levels on these roads make bicycle traffic unsafe or undesirable. Local streets in incorporated municipalities, such as the City of Portage, offer some opportunity for bicycling with paved areas between traffic lanes and curbs; however arterial roads in these communities with the absence of marked bike lanes combined with high traffic levels can discourage bicycle traffic. No officially designated off road bicycle routes currently exist in the Town.

A number of possibilities exist to improve bicycling opportunities and the safety of bicyclists in the Town of Scott and help in implementing the State Bicycle Plan. Town support for the preparation of a Bicycle and Pedestrian Improvement Plan for Columbia County can aid in promotion and improvement of conditions for bicycling in Columbia County including the Town of Scott. This should be a priority, especially in the vicinity of Scott's Amish community settlement.

A good starting point for this plan is the Wisconsin State Bike Map published by the Bicycle Federation of Wisconsin (a statewide, non-profit, bicycle advocacy organization)

in partnership with the Wisconsin DOT. This map classifies State and County roads throughout the State in terms of bicycling conditions. It also identifies recreational bicycle trails and mountain bike facilities and provides contacts for local bicycle route information. Town roads are not rated for their bicycling conditions but are identified with their road names. The State Bicycle Map can help in identifying roads that need improvements to accommodate bicycles. Efforts should be made to improve bicycling conditions on roads in the Town of Scott as the roads are periodically reconstructed. Improvements to the roads typically include wider paved shoulders and marked lanes for bicycles.

In addition to improving existing roads, the Town of Scott should examine the possibility of developing off road bicycle trails. Abandoned utility corridors, for example, provide unique opportunities for the development of bicycle trails. The Town of Scott should inventory these types of corridors in the Town and examine the feasibility of converting these corridors into bike trails. In addition, preserving future abandoned corridors for development of bike trails should be a priority.

3.11.5 Pedestrian Transportation

The pedestrian transportation system in the Town of Scott consists mainly of roadway shoulders. In 2000, the U.S. Census reported that 834 people in Columbia County walked to work. The State of Wisconsin DOT has prepared the Wisconsin Pedestrian Policy Plan 2020 to outline statewide and local measures to increase walking and promote pedestrian safety. The plan's three goals include increasing the number and improving the quality of walking trips in Wisconsin, reducing the number of pedestrian crashes and fatalities, and increasing the availability of pedestrian planning, design guidance, and other general information for State and local officials and citizens. The plan further encourages local levels of government to consider the needs of pedestrians in their plans.

Pedestrian transportation should be considered in new development projects, as well as redevelopment projects and road construction projects. In the Town of Scott, pedestrian transportation facilities might include a footpath system within a residential area or a path along a scenic Town road. These projects should look for ways to accommodate pedestrians and to provide the opportunity to walk rather than drive within a residential area. A full evaluation of potential pedestrian transportation opportunities should be considered by the Town.

3.11.6 Transportation for the Disabled

Transportation services are available to the elderly and disabled in Columbia County and the Town of Scott through the County Department of Health & Human Services Division of Aging & Long Term Care Support. Transportation Services are available to people who are over age 60 or are disabled and have no other access to affordable transportation. The Department provides a vehicle that transports older and disabled people from their homes to medical facilities located in Madison. The elderly and disabled also can get transportation for medical appointments or other important personal business from available Department vehicles or through volunteers willing to drive them.

4.0 UTILITIES AND COMMUNITY FACILITIES

This element contains information about existing utilities and community facilities in the Town of Scott. Facilities discussed in this element include sewer and water, storm water management, solid waste & recycling, parks, utilities, cemeteries, health and childcare facilities, police, fire and rescue, libraries, schools, and other facilities such as the Town's buildings and facilities.

4.1 UTILITIES AND COMMUNITY FACILITIES VISION

- Adequate utilities and community facilities to meet the needs of Town residents.

4.2 UTILITIES AND COMMUNITY FACILITIES GOALS AND OBJECTIVES

Goal 1: Public facilities that meet the needs of Town residents.

- Objective 1: Provide adequate public facilities for planned growth and development in proper locations and with adequate space for the future.
- Objective 2: Coordinate the provision of public facilities with other units of government, when feasible.
- Objective 3: Work with local school district officials to ensure that the locations of new schools adequately serve Town residents.
- Objective 4: Work with local school district officials to ensure that the closing of unneeded schools does not adversely affect Town facilities.
- Objective 5: Plan for future needs at Town facilities.
- Objective 6: Work with other public and private officials to coordinate the provision of public facilities, such as libraries, hospitals, and cemeteries to accommodate future development within the Town.

Goal 2: Maintain and improve services available to Town residents.

- Objective 1: Provide public services in accordance with current and future needs, in proper locations, and with adequate capacities for the future, when feasible.
- Objective 2: Coordinate the provision of public services with other units of government, when feasible.
- Objective 3: Direct public services into areas planned for future development.
- Objective 4: Work with local fire departments serving the Town to study response times for fire and EMS.
- Objective 5: Review the police protection services within the Town as needed.

Objective 6: Annually meet with the neighboring towns, cities and/or villages to review the fire protection and ambulance service mutual aid and/or contractual agreements.

Objective 7: Annually review the solid waste disposal and recycling services agreement.

Objective 8: Develop a policy that established acceptable driveway standards for emergency vehicle access.

Goal 3: Ensure that modern and sufficient public utility services are available within the Town.

Objective 1: Encourage public utilities to provide service in accordance with long-range needs and in proper locations within the Town.

Objective 2: Review planned developments to ensure adequate utilities can and will be provided according to long-range needs within the Town.

Objective 3: Meet with other units of government to coordinate the provision of public utilities to accommodate future development within the Town.

Goal 4: Ensure adequate park and recreational opportunities for Town residents.

Objective 1: Examine the need for additional recreational facilities in the Town (i.e. snowmobile trails, bike trails, and parks).

Objective 2: Encourage the Columbia County Board to support and expand the County Park System.

Objective 3: Encourage the development of parks as a means to preserve and protect important natural features in the town.

Goal 5: Promote a unified approach to utilities and community facilities development involving all levels of government and private entities.

Objective 1: Meet regularly with county and state officials to coordinate development plans.

Objective 2: Seek appropriate input from properly owners in areas planned for development.

Objective 3: Meet with local school board officials as needed.

4.3 UTILITIES AND COMMUNITY FACILITIES POLICIES AND PROGRAMS

4.3.1 Knowles-Nelson Stewardship Program

The Wisconsin Legislature established the Knowles-Nelson Stewardship Program in 1989 to preserve valuable natural areas and wildlife habitat, protect water quality and fisheries, and expand opportunities for outdoor recreation. The program is named for two of Wisconsin's conservation leaders, Governor Warren Knowles and Senator Gaylord Nelson. The two main goals of the program are to preserve Wisconsin's most

significant land and water resources for future generations and to provide the land base and recreational facilities needed for quality outdoor experiences. These goals are achieved by acquiring land and easements for conservation and recreation purposes, developing and improving recreational facilities, and restoring wildlife habitat.

The program is funded with general obligation bonds. The state sells bonds to investors now and then pays back the debt over the next 20 years. This spreads the cost over time so it is shared with future users of public lands. A total of \$60 million dollars is available each year. Foundations, businesses, and private citizens also contribute to Stewardship projects, and landowners may donate land and easements.

The leveraging of private resources with public funds is an important part of the Stewardship Program. Under the program, the WDNR provides 50 percent matching grants to local governments and private non-profit organizations for eligible projects. These grants enable the state to stretch its dollars by leveraging those dollars with other funding sources. The utilization of these grants by Town of Marcellon can help to acquire recreational lands in the Town and should be pursued when appropriate.

4.3.2 Clean Sweep Program

The Clean Sweep Program is a voluntary State and County program that provides a legal, safe, and convenient means of disposing of hazardous waste from homes, farms, and businesses. The Clean Sweep Program protects the environment by properly disposing of hazardous chemicals rather than allowing them to get into local landfills, neighborhood soils, or groundwater. County residents can dispose of unwanted hazardous items at specified drop off point on specific days that the program is offered. Clean Sweep is funded through grants from Wisconsin DNR and the Wisconsin Department of Agriculture, Trade, and Consumer Protection as well as by local contributions from Columbia County and others.

4.3.3 Crime Stoppers

The Columbia County Sheriff's Department works along with partners at the Portage Daily Register and the Pardeeville Area Schools to implement the Crime Stoppers Program. Under the program, the Sheriff's Department provides information to the Portage Daily Register that then publishes the "Top Ten Most Wanted" list and the "Crime of the Month". The "Top Ten Most Wanted" list includes the most sought after offenders while the "Crime of the Month" highlights a recent unsolved crime and seeks anonymous information that may lead to the identification of a suspect or arrest of the offenders.

At the Pardeeville, Cambria-Friesland, and Markesan Area Schools, the Columbia County Crime Stoppers has implemented the "Fast Cash Program" pays rewards to persons who provide information to Crime Stoppers concerning the possession of alcohol, drugs, or weapons within any of the Pardeeville schools. The Pardeeville High School media department has also worked with Columbia County Crime Stoppers by producing broadcast videos highlighting recent crimes. These short informational segments are aired on the local channels on a frequent basis.

4.3.4 Columbia County D.A.R.E Program

Drug Abuse Resistance Education (D.A.R.E.), a nationally recognized program that teaches school age children to say "NO" to drugs, was piloted by the Los Angeles Police Department in September of 1983. The program was so successful that it spread to all 50 states as well as American military posts throughout the world. D.A.R.E. is a collaborative effort between law enforcement, schools, parents, and the

community. D.A.R.E. teaches children to recognize and resist the direct and subtle pressures that influence them to experiment with alcohol, tobacco, marijuana, inhalants, and other drugs.

The D.A.R.E. Program can be introduced to K-2 children and continue with 3-4th grades with the core curriculum usually taught to 5th graders. A new D.A.R.E. curriculum challenges students by having them participate in active learning. The benefit to children is the strong foundation of decision-making skills that they apply to real life situations. The New D.A.R.E. curriculum has been shortened to nine lessons and a culmination. The Columbia County Sheriff's Office has supported the D.A.R.E. program since 1996. The Columbia County Sheriff's Office has several certified D.A.R.E. instructors who have been actively involved with schools in the following townships and communities: Arlington, Caledonia, Dekorra, Fort Winnebago, Lewiston, Marcellon, and Pardeeville.

The Columbia County Sheriff's Office has received generous support from the community to continue their efforts. Both businesses and private individuals have made contributions. In addition, the Portage Elks Club sponsors an annual golf outing to help raise money for local D.A.R.E. programs.

4.3.5 Columbia County Drug Education and Enforcement

The Columbia County Sheriff's Department is committed to providing education about the resistance to drug abuse, as well as a commitment to proactive enforcement of controlled substance laws. The Columbia County Sheriff's Department has successfully applied for federal drug task forces grants. The Sheriff's Department works jointly with local agencies to create a multi-jurisdictional task force designed to target drug traffickers and manufacturers. Street level drug dealers also receive additional enforcement attention. The grant is administered by The State of Wisconsin Office of Justice Assistance. Seventy-five percent of the funds awarded are made available to the state through the federal Bryne Memorial State and Local Law Enforcement Assistance Program. In addition to the Sheriff's Department, the following agencies participate in the CCDEE Task Force-Portage Police Department, Columbus Police Department, Fall River Police Department, Lake Delton Police Department, Lodi Police Department, Wisconsin Dells Police Department, Rio Police Department, and the Poynette Police Department. The Columbia County District Attorney's Office is also a participating agency serving in an advisory role.

4.3.6 Hope House/D.A.R.T.

Hope House of Columbia County and the Columbia County DART (Domestic Abuse Response Team) program offers services to persons in need during domestic violence incidents. Members of the DART team respond to domestic violence calls along with Law Enforcement in Columbia County. DART offers assistance with safety planning, counseling, temporary restraining orders, and many other functions. Hope House offers additional services including temporary placement of families during crisis, a 24-hour crisis phone line, options counseling, information and referrals, Women's and Children's support groups, and community education. In cooperation with the Columbia County Sheriff's Office, Hope House/DART offers 911 emergency cell phones to victims in need. The cell phone project involves the use of mostly donated cell phones. The cell phones only dial emergency 911.

4.3.7 Columbia County Cannabis Enforcement and Suppression Effort (CEASE)

The Columbia County Sheriff's Department is an active member agency involved in the CEASE program. The Cannabis Enforcement and Suppression Effort (CEASE) is a law

enforcement program directed at the reduction of cultivated and non-cultivated marijuana throughout the State of Wisconsin. The CEASE program is focused on supporting federal, state, and local law enforcement agencies in order to curb marijuana cultivation, distribution, and use.

The primary goal of the CEASE program is to augment local law enforcement efforts in locating indoor and outdoor marijuana grows operations and arrest of those responsible. CEASE also provides support for the eradication of non-cultivated, wild marijuana. CEASE program management compiles statewide statistics, intelligence data, and distributes funds to be used for the investigation and eradication of domestic marijuana cultivation.

Reports on CEASE activity are prepared and forwarded to the U.S. Drug Enforcement Administration and law enforcement throughout Wisconsin. Agencies involved in the CEASE program are individual Sheriff’s Departments, Drug Task Forces, Wisconsin Department of Natural Resources, U.S. Forest Service, and Civil Air Patrol. The Division of Narcotics Enforcement is responsible for program management, which is funded by the U.S. Drug Enforcement Administration and directly supported by the Wisconsin National Guard Drug Control Program.

4.4 UTILITIES AND COMMUNITY FACILITIES

4.4.1 Sanitary Sewer Service

Public sanitary sewer is not available in the Town of Scott. However, public sanitary sewer is available adjacent to the Town of Scott in the City of Pardeeville. The City does not extend sanitary sewer service into the Town of Scott. Detailed information about the types of treatment, design flow, and capacity of nearby public sanitary sewer systems in Columbia County are described in Table 4-1. The location of these municipal systems within the County is illustrated on Map 4-1.

**TABLE 4-1
Public Waste Water Treatment Plants, Columbia County, 2005**

Plant Location	Type of Treatment	Maximum Design Flow (gallons per day)	Average Daily Flow (gallons per day)	Percent Capacity Being Used	Year Built
Village of Cambria	Oxidation ditch, chlorine disinfection, liquid sludge storage	126,000	85,000	67.5%	1983
Village of Friesland	Stabilization ponds.	27,000	2,000	7.4%	1989
Village of Pardeeville	Aerated lagoons fill and draw effluent discharge.	314,200	200,000	63.7%	1985
City of Portage	Rotating biological contactors, chemical phosphorus removal, chlorine disinfection, anaerobic digesters, and cake sludge storage.	2,000,000	1,466,000	73.3%	1983
Village of Wycocena	Aerated lagoons, effluent land disposal	122,000	65,000	53.3%	1999

Source: Wisconsin Department of Natural Resources

4.4.2 County Owned Park and Recreational Facilities

TABLE 4-2

Inventory of County Owned Park and Recreational Facilities, Columbia County

Park or Recreational Facility	Location	Type
Wyona Park	Town of Wyocena	County Park
Governor’s Bend	Town of Fort Winnebago	County Park
Owen Memorial Park	Town of Caledonia	Special Purpose Park
Lake George Access	Town of Pacific	Special Purpose Park
Park Lake Boat Landing	Town of Wyocena	Special Purpose Park
Whalen Grade	Town of Dekorra	Special Purpose Park

Source: Columbia County Planning & Zoning

- **Wyona County Park**
 At 109.24 acres in size, Wyona County Park is Columbia County’s largest recreational facility. The park is located on County Highway GG, just east of the Village of Wyocena. The park has water frontage on the Wyocena Millpond. The main area of the park has a paved access road and parking lot along with a permanent shelter with toilet facilities, a barrier free portable toilet, and picnic tables. Several picnic areas with pedestal tables and grills are located nearby along with a children’s playground.
- **Governor’s Bend County Park**
 Governor’s Bend County Park is a 3.39 acre park located west of County Highway F on Lock Road in the Town of Fort Winnebago. Most of the park is located on an island in the Fox River. A bridge connects the island to the parking area at the end of Lock Road. The park contains the historic location of navigational locks on the Fox River. The Marquette Segment of the Ice Age Trail also passes through the park. A barrier free portable toilet is located in the parking area and picnic tables and grills are located on the island. The park provides passive recreation opportunities in the form of hiking, picnicking, fishing, and canoeing.
- **Lake George Access**
 Lake George Access is a one-acre facility located off of County Highway P on the north side of Lake George in the Town of Pacific. The facility has a paved parking lot and boat launch, a barrier free portable toilet, pit toilets and a picnic area with a grill and pedestal table.
- **Park Lake Access**
 Park Lake Access is 0.7 acre facility located off of State Highway 44 on the east side of Park Lake north of the Village of Pardeeville. The facility has a paved parking lot, boat launch with a dock, picnic tables, grill, and barrier free toilets.
- **Whalen Grade**
 Whalen Grade is a roadside area of less than an acre located along County Highway V in the Town of Dekorra. The grade is an enlarged portion of the roadbed that crosses Lake Wisconsin and provides fishing opportunities along its banks. No formal parking is provided.

The Columbia County Comprehensive Plan identifies several potential sites for future County parks and additions to existing County parks.

Parks and recreational facilities provide many benefits to the residents and visitors of the Town of Scott. National Recreation and Park Association (NRPA) and other sources indicate that the demand for outdoor recreation has been increasing for some years and will most likely continue to grow based on lifestyles that allow for increased leisure time, greater mobility, and larger incomes to spend on recreational activities. Also, as the resident and tourist population of the area continues to grow, demand for recreational facilities will increase. It is important to keep pace with these trends in order for the Town of Scott and all government levels to adequately provide parks and recreational facilities to their residents.

4.4.3 Other Parks and Recreational Facilities

Several other park and recreational facilities exist within Columbia County and are available to residents of the Town of Scott. These facilities are described as follows:

- **Snowmobile Trail System**

The County snowmobile trail system also offers a recreational opportunity to the residents of the Town of Scott. Counties in Wisconsin are eligible to apply for funding through the Wisconsin DNR to provide a system of well-signed and well-groomed snowmobile trails for public use in their county. Eligible projects for the funds include the maintenance and development of trails and the rehabilitation of existing snowmobile bridges and trail segments. Columbia County participates in this program for the maintenance of 298.7 miles of snowmobile trails within the County. The majority of the trails in Columbia County is located on private lands and has been established through an easement with the land owner.

In 2004, the Wisconsin DNR awarded \$74,675 to Columbia County for the County's snowmobile trail system. This money is distributed to 10 snowmobile clubs that operate in the County. These clubs are responsible for the signing, maintenance, and grooming of snowmobile trails in their assigned portion of the County. Clubs also operate club trails in addition to the ones funded through the State. Additional information, including the location of the snowmobile trail system in Columbia County and the Town of Scott may be obtained from the Columbia County Planning & Zoning Department.

- **Boat Landings**

Approximately 28 public boat landings exist in Columbia County. There are none in the Town of Scott. Public access to water features is an important function of these facilities and additional access to public water bodies should be pursued when appropriate and necessary.

- **Ice Age National and State Scenic Trail**

The Ice Age National and State Scenic Trail is one of the eight Congressionally designed National Scenic Trails located throughout the United States.

The Trail was authorized by Congress in 1980 and when completed will be a 1,200 mile footpath that meanders through 31 Wisconsin counties along the terminal moraine left by the glacier over 10,000 years ago. The Trail traces features left by the advance of the last glacier – the Wisconsin Glacier – from Potawatomi State park in Door County to Interstate State Park on the St. Croix River in Polk County.

Today, approximately half of the trail is complete. Over two million visitors use the trail each year. The Wisconsin Department of Tourism recognizes the Ice Age Trail as Wisconsin's number one outdoor recreation resource.

Two segments of the Ice Age Trail have been completed in Columbia County, the Portage Canal and Marquette Segment and the Lodi Marsh Segment. The Ice Age Trail extends into Fort Winnebago, the township adjacent to the Town of Marcellon. Additional information on the Ice Age National and State Scenic Trail can be obtained from the Columbia County Planning & Zoning Department, as well as other State and National resources.

4.4.4 Telecommunications Facilities

Verizon Communications was replaced by Frontier Communications in July, 2010 as the main provider of internet, land line, and cell telephone service Century Tel and U.S. Cellular in the Town of Scott.

A quality telecommunication system in the Town of Scott is important for economic development, with some businesses relying heavily on the telecommunication system. The telecommunications system is also important to public safety, providing contact with police, fire, and emergency services. Maintaining a quality telecommunications system should be a priority for the Town.

Wireless communications is also provided throughout Columbia County and the Town of Scott by various providers. Signal strength is influenced by the number and location of towers as well as topography. The locations of existing and proposed communications towers can be obtained from the Columbia County Planning & Zoning Department.

4.4.5 Electrical Service, Power Generating Plants, and Transmission Lines

Electrical service in Columbia County is provided by two utility companies and four municipal electric utilities. In the Town of Scott electrical service is provided by Alliant Energy and Adams-Columbia Electric Cooperative.

Major electrical infrastructure such as power plants, substations, and high voltage transmission lines form the backbone of the electrical system in Columbia County. Three power generating facilities exist in or adjacent to Columbia County. The Columbia Power Plant is located south of Portage on U.S. Highway 51. The plant consists of two coal fired generation units. The first unit began operating in 1975 and the second in 1978. Each unit produces 527 megawatts of electricity for a total plant output of 1,054 megawatts.

Glacier Hills Wind Energy Center is located in the Town of Scott. It is owned by Wisconsin Electric Power Company (We Energies). Glacier Hills Wind Energy Center is producing 73.8 mw. Addition information can be obtained at: www.wiwindinfo.net.

The Kilbourn Hydroelectric Dam is located on the Wisconsin River in Wisconsin Dells. The dam was built in 1909 and is capable of producing 10 megawatts of electricity.

The Prairie du Sac Hydroelectric Dam is located on the Wisconsin River in Prairie du Sac. The dam was built in 1913 and is capable of producing 29 megawatts of electricity. Columbia County has 29 substations located along the various high voltage transmission lines that traverse the County. These high voltage lines operate at voltages of 69 kilovolts, 138 kilovolts, and 345 kilovolts. Two of these lines, a 69 kilovolt line and a 138 kilovolt line cross the Town of Scott.

Demand for electricity increases each year. As a result of increasing demand several projects to improve the capacities and reliability of the electrical system are being planned by American Transmission Company (ATC). This company owns and operates the major transmission lines in Columbia County and the eastern half of Wisconsin. One of these projects affects electrical lines in the Town of Fort Winnebago. The Portage to Montello Electric Reliability Project will rebuild a 20-mile long transmission line mostly along an existing route roughly paralleling County Highway F. Two segments of the line will be rerouted to move the power line out of the French Creek Wildlife Area and to accommodate the Portage Municipal Airport relocation.

Reliable electric service is important to the economy of Columbia County and the Town of Scott. Efforts should be made to support improvements to the electrical system in the County and Town, when appropriate. Furthermore, the Town should carefully review all proposed projects to ensure that they are in the best interest of the Town and that they do not negatively impact the Town's natural or cultural resources.

Every effort should be made to examine all options and to proceed with the choice that has the fewest negatives and most positives for the Town.

4.4.6 Natural Gas Utilities and Pipelines

Alliant Energy provides natural gas service in the Town of Scott. Alliant Energy's natural gas service area covers the entire Town. Natural gas is not available in all parts of a company's service area, but rather these areas are where the company has the right to provide gas service. Detailed information can be obtained from the Columbia County Planning & Zoning Department.

Natural gas is brought into Columbia County by large underground pipelines that deliver gas to local distribution systems. Several large underground natural gas pipelines run through Columbia County, however none of these lines run through the Town of Scott. The location and capacity of these natural gas lines is important to economic development in the County and the Town. In particular, access to natural gas can be a major factor in a business or industry choosing to locate in the County or the Town. Support should be given to maintaining and improving access to natural gas in the Town of Scott, when appropriate.

The Lakehead Pipeline runs diagonally in a north-south direction through the County. This pipeline is part of the longest liquids pipeline in the world, delivering over 2 million gallons of crude oil from Canada to the Chicago area per day. No direct access to the oil in the pipelines exists within Columbia County or the Town of Scott however, pumping stations are located in the County. The location of pipelines in the Town should be considered when determining the location of residential uses in the Town. Detailed information can be obtained from the Columbia County Planning & Zoning Department.

4.4.7 Cemeteries

Columbia County contains 110 known cemeteries. These cemeteries range from small family plots to large municipal facilities dating back to the 1800's. Rosendale Cemetery is a private church cemetery located on State Highway 33. Pleasant Hill Cemetery and Portage Prairie Cemetery are both located on Ingelhart Road in the Town of Scott. Also, a private Amish cemetery is located on Fenske Road.

4.4.8 Health Care Facilities

The availability of adequate health care facilities and services are important for measuring the attractiveness of a community in which to live and work. Columbia County has a wide variety of health care facilities available within the County that are available to the residents of the Town of Scott. Currently there are no health care facilities located in the Town of Scott.

The Town of Scott's close proximity to Dane County and the City of Madison provides access to easily accessed advanced health care resources not available in Columbia County.

The following two hospitals in Columbia County serve residents in the Town of Scott:

- **Divine Savior Healthcare**

In October, 2003 Divine Savior opened a new state-of-the-art facility in the City of Portage, replacing an undersized and outdated facility. The inpatient facility includes a 40-bed medical/surgical unit with private rooms and a 6-bed intensive care unit. The hospital has a staff of 640 people and many volunteers. Divine Savior's Emergency Department physicians and nurses provide comprehensive, round-the-clock emergency services. They also maintain their own EMS service, which is integrated with the Emergency Department. Other services include nursing therapy, dietary, laboratory, radiology, cardiopulmonary, social services, speech, audiology, extended and home care and spiritual care personnel.

- **Columbus Community Hospital**

Columbus Community Hospital, located in the City of Columbus, is a 53-bed acute care facility offering a wide range of inpatient and outpatient services. The hospital employs 200 employees and 100 volunteers. A new 15,000 square foot Emergency Department was opened in March, 2004. The \$3.4 million renovation addressed spatial needs and improved patient flow. In addition, the construction of a 27,000 square foot Medical Office Building at the hospital was also completed in April, 2004.

Access to hospitals and quality health care appears to be adequate for the duration of the planning period. In addition to the hospital facilities listed above, there are several medical and health care clinics throughout Columbia County. These include clinics affiliated with UW Health University and St. Mary's/Dean Ventures, Inc. There are also numerous chiropractic clinics, dentists, optometrists, and physical therapy providers to accommodate the needs of the County's residents.

Population projections included in the Issues and Opportunities Element of this plan indicated that the Town's population is aging, a fact consistent with national trends. As the Town's population ages, the demand for long-term care, nursing homes, community based residential facilities, and similar elder care facilities increases. The shifting of baby-boomers into older age groups further indicate that the demand for these facilities will increase. The Town of Scott should continue to monitor the need for these types of facilities.

4.4.9 Childcare Facilities

The availability of quality childcare facilities is important to the well being of the Town of Scott's children and to the Town's economy. Quality childcare provides children a safe

and secure place while their parents are away at work, allowing parents to hold a job and contribute to the area's economy.

A license for the Wisconsin Department of Health and Family Services is required for childcare providers that care for four or more children under the age of seven. Two types of licenses are available, a group childcare license for nine or more children and a family childcare license for four to eight children. Columbia County also provides certification of childcare providers who care for up to three children. Licensing or certification of a childcare provider is required if they care for children whose family receives funding assistance from a government program.

Numerous licensed facilities are available in the Village of Cambria, Village of Randolph, Village of Friesland, Village of Pardeeville, Village of Wyocena, and the City of Portage.

The availability of childcare appears adequate for the duration of the planning period. Specific current information regarding names and addresses of local childcare providers can be obtained from the Columbia County UW-Extension Office.

4.4.10 Law Enforcement

The Columbia County Sheriff has jurisdiction over all areas of the County including the Town of Scott. The main duties of the Columbia County Sheriff's Department are to maintain the County Jail, serve civil process, investigate deaths and crimes, provide court services and enforce Federal and State laws and County ordinances. The Department's staff currently includes 92 full-time employees and numerous special use vehicles. Due to population growth, increased criminal activity, and reduction in federal and state funding, the staff will need to be increased by two deputies per shift within the next 10 years.

Additional duties of the Department include the Boat and Snowmobile Patrol and the County's K9 units. They also provide public services and awareness programs in public demonstrations as well as assist in a drug interdiction program throughout the year.

Aside from providing law enforcement patrols in the County, the largest responsibility of the Sheriff's Department is the County Jail and Huber Facility.

4.4.11 Fire and EMS Facilities

The Town of Scott's fire service is provided by the Pardeeville and Friesland Area Fire Districts. Emergency medical service is provided by Pardeeville Area Emergency Medical Service (EMS) and Friesland First Responders. In case of an emergency, dial 911. For non-emergency events, dial 742-4166.

4.4.12 Libraries

Public libraries serve an important function in making a wide range of informational materials available to the Town's population. The library closest to the Town of Scott is located in the Village of Pardeeville.

Town residents have adequate access to library services which include local library facilities plus access to the Village of Wyocena, the City of Portage, the Town of Kingston, the Village of Cambria, and the South Central Library Service.

4.4.13 Schools

The Town of Scott is served by the Pardeeville Area School District, Markesan Area School District, and Cambria-Friesland Area School District.

4.4.14 Other Governmental Facilities

A number of government facilities provide services to the Town of Scott:

4.4.14.1 Scott Town Hall

Each Town government in Columbia County operates a town hall. Town halls are used to conduct town government meetings and to serve as an administrative office for the community.

4.4.14.2 Columbia County Administrative Facilities

Columbia County maintains several public buildings or facilities. Most of these facilities are located in the City of Portage and the Village of Wyocena. These facilities serve all parts of Columbia County, including the Town of Scott. Columbia County's public buildings and facilities are listed below.

- **Carl C. Frederick Administration Building**
The Carl C. Frederick Administration Building is located at 400 DeWitt Street in Portage. This facility houses the following departments: Building & Grounds, Accounting, Corporate Counsel, County Clerk, County Treasurer, District Attorney, Land Information, Planning & Zoning, Register of Deeds, Veterans Services, Real Property Lister, Circuit Courts, Clerk of Circuit Court, Child Support, Court Commission and Register in Probate.
- **Health and Human Services Building**
The Health and Human Services Building is located at 2652 Murphy Road in Portage. This facility houses the Health and Human Services Department.
- **Columbia County Annex Building**
The Columbia County Annex Building is located at 120 West Conant Street in Portage. This facility houses the following departments: Human Resources, Land & Water Conservation, Management Information Services, University of Wisconsin Extension Service, and Dairy Herd Improvement Agency.
- **Highway and Transportation Department**
The Highway and Transportation Department is located at 303 West Old Highway 16 in Wyocena. This facility houses the Highway and Transportation Department. The Highway and Transportation Department also maintains five satellite shops at Cambria, Columbus, Lodi, Portage, and Poynette.
- **Columbia County Economic Development Corporation**
Economic Development is located at 311 East Wisconsin Street, Suite 108 in Portage.
- **Columbia County Jail**
The Columbia County Jail is located at 403 Jackson Street in Portage. The facility has 192-beds for housing county inmates. The lower level includes kitchen, laundry facility, male/female locker rooms, a booking area and two administrative offices.

- **Law Enforcement Center**

The Law Enforcement Center is located at 711 East Cook Street in Portage. This facility houses the County Sheriff's Department and dispatch center, Coroner's Office, Emergency Management Office and ARC of Columbia County.

4.4.14.3 County Recycling and Waste Processing Facility

The Columbia County Recycling and Waste Processing Facility are located at W7465 Highway 16 south of Portage. This facility houses the Solid Waste Department and the County's composting and recycling facilities.

4.4.14.4 Town of Scott Disposal and Recycling Center

The Town of Scott has a township disposal and recycling center. Local residents may bring limited waste materials to the Town disposable and recycling center on Larson Road, Saturdays from 9:00 to 11:30 am.

Additional information on the subject of Utilities and Community Facilities can be found on the official Town of Scott Web Site, <http://www.scottwi.com>.

5.0 **AGRICULTURAL, NATURAL, AND CULTURAL RESOURCES**

This element contains information on the agricultural, natural, and cultural resources of the Town of Scott. Items covered in this element include ground water, woodlands, prime agricultural areas, environmentally sensitive areas, threatened and endangered species, stream corridors and surface water, floodplains, wetlands, wildlife habitat, mineral resources, open spaces, recreational areas, historical and cultural resources, and community design.

5.1 **AGRICULTURAL RESOURCES VISION**

- The Town of Scott's agricultural, natural and cultural resources are regarded as irreplaceable resources to be protected for future generations.

5.2 **AGRICULTURAL RESOURCES GOALS AND OBJECTIVES**

Goal 1: Preservation of the productive agricultural areas of the Town.

Objective 1: Preserve and protect the agricultural soils by encouraging Columbia County to develop appropriate land use regulations.

Objective 2: Focus new development in areas that will not adversely impact productive farmland or susceptible wet lands, marshes or aquifers in the Town.

Objective 3: Review development proposals for potential impacts and encroachments on the land needed for agriculture.

Goal 2: Maintain, preserve, and enhance the Town's natural resources, scenic views and unique natural features

Objective 1: Consider developing adequate storm water management plans and erosion control regulations to protect surface and groundwater resources with the Town.

Objective 2: Encourage the development of natural buffer areas along watercourses and drainage ways.

Objective 3: Discourage the application of chemicals and land spreading along watercourses and drainage ways

Objective 4: Protect the integrity of the Town's environmental corridors from the negative impacts of development.

Objective 5: Encourage Columbia County to develop appropriate land use regulations to provide protection to the sensitive natural resource areas included in the environmental corridors.

Objective 6: Consider the impacts of development on the habitat of rare, threatened or endangered species or natural communities.

Objective 7: Prohibit the construction of new structures in the FEMA 100-year floodplains and the rebuilding of structures that are seriously deteriorated, damaged or destroyed.

- Objective 8: Discourage concentrated animal numbers in the FEMA 100-year floodplains, but encourage other forms of agriculture.
- Objective 9: Protect wetlands from siltation and runoff by encouraging a buffer area around all WDNR designated wetlands.
- Objective 10: Prohibit further draining or filling of wetlands.
- Objective 11: Discourage agricultural cultivation in wetlands.
- Objective 12: Encourage the proper management of forestlands in the Town and discourage the clear cutting of any existing woodlots.
- Objective 13: Control development in areas that possess valuable wildlife habitat.

Goal 3: The preservation of Town’s historic and cultural resources.

- Objective 1: Prohibit development on identified archeological and burial sites.
- Objective 2: Evaluate the impacts of development proposals on historic buildings and sites in the Town and mitigate those impacts whenever possible.
- Objective 3: Encourage Columbia County to create and maintain an inventory of the remaining historic and archeological sites and structures throughout the County.
- Objective 4: Assist local organizations in the promotion of historic and cultural resources within the Town.
- Objective 5: Assist local historical societies and museums in preserving structures and artifacts that reflect the Town’s past.

5.3 AGRICULTURAL, NATURAL AND CULTURAL RESOURCE POLICIES AND PROGRAMS

5.3.1 Farmland Preservation

The former Farmland Preservation Program was a State program created to provide tax relief to farmers and promote soil conservation practices. It is being replaced by the Wisconsin Working Lands Initiative.

5.3.2 Conservation Reserve Program (CRP)

The Conservation Reserve Program (CRP) is the Federal government’s largest environmental improvement program. Administered by the USDA, the purpose of the program is to reduce erosion, increase wildlife habitat, improve water quality, and increase forestland.

5.3.3 Managed Forest Law and Forest Crop Law

The Wisconsin Managed Forest Law was created in 1985 from the combination of two previous laws, the Forest Crop Law and the Woodland Tax Law.

The Managed Forest Law is designed to give tax credit to owners of forestlands at least ten acres in size to prevent premature cutting of timber for short run economic gain. In exchange for the tax credit, the landowner agrees not to burn or graze the land or to only harvest the timber under the direction of a trained forester. The landowner can also agree to open the land to public hunting, fishing, and other outdoor recreation in exchange for a larger tax credit. The idea behind the Managed Forest law is to encourage the growth of future commercial crops through owners' objectives and society's needs for compatible recreational activities, forest aesthetics, wildlife habitat, erosion control, and protection of endangered resources.

The Forest Crop Law, enacted in 1927, was the precursor to the Managed Forest Law. The guidelines of the two programs are very similar to one another except that the Forest Crop Law was directed toward landowners with large forested parcels. The Forest Crop Law Program is no longer open to new participants, except through purchase of land which is currently under contract. As the contracts expire, landowners may switch to the Managed Forest Law Program.

In Columbia County, 292 landowners with approximately 19,148 acres of woodlands are enrolled in the Managed Forest Law program. Encouragement of the Managed Forest Law program is another way the Town of Marcellon can help to preserve its rural character.

5.3.4 Historic Home Owner's Tax Credits

The Wisconsin Historical Society's Division of Historic Preservation (DHP) administers a program of 25% state income tax credits for repair and rehabilitation of historic homes in Wisconsin. To qualify, your personal residence must be one of the following:

- Listed in the State or National Register;
- Contributing to a State or National Register Historic District; or
- Be determined through the tax credit application process to be eligible for individual listing in the State Register;
- And you must spend at least \$10,00 on the following types of eligible work within a two year period (a five year expenditure period can be requested):

Work with the exterior of your house, such as roof replacement and painting, but not including site work such as driveways and landscaping;
Electrical, wiring, not including electrical fixtures;
Plumbing, not including plumbing fixtures;
Mechanical systems, such as furnaces, air conditioning, and water heaters; and
Structural work, such as jacking up floors.

5.3.5 Archeological Sites Property Tax Exemption Program

The State of Wisconsin's Archeological Sites Property Tax Exemption Program was created in 1989 and is administered through the State Historical Society of Wisconsin. The program provides property tax exemption for owners of archaeological sites listed in the National Register of Historic Places or the State Register of Historic Places. A site not included on one of these lists can be evaluated for inclusion on a list at the owner's request.

The purpose of this program is to provide an incentive for landowners to protect significant archaeological sites on their land. In exchange for the tax exemption, the landowners must agree to place a permanent protective covenant on the area of land that contains the archaeological site.

The covenant does not discourage all uses of the land to avoid containing the archaeological site, but rather encourages the landowner to plan the use of the land to avoid disturbing the site area. No landowner in the Town of Scott currently participates in the program. Encouragement of this program can help to preserve open spaces and the cultural heritage of the Town by preventing development on these lands.

5.3.6 Ground Water and Aquifers

The Town of Scott has a large untapped supply of good quality groundwater found in layers of porous subsoil and bedrock known as aquifers. The water in an aquifer travels underground from its source to a discharge point such as a well, wetland, spring or lake.

These aquifers supply the water to Town of Scott residents through private wells. Land use decisions can have impact on ground water, as anything that is spilled or spread on the ground can impact the quality of the ground water.

As a result, pollution of the ground water aquifers is a very real threat to the Town's water supplies. Listed below are some potential sources of ground water pollution found in the Town:

- Over concentration of septic tanks
- Poor site locations of concentrated feedlots
- Water supplies that are obtained from shallow wells screened just below the water table
- High water table close to the land surface
- The soil is permeable and the pollutant moves downward readily into the aquifer
- Aquifers that consist of highly permeable sand and gravel or fractured rock
- Shallow aquifers underlain by impermeable clay or crystalline rocks
- Excessive and improper application of chemical fertilizers

Problems such as these will need to be addressed in order to ensure clean drinking water supplies exist now and in the future.

The University of Wisconsin Geological and Natural History Survey has conducted statewide surveys of river basins in Wisconsin. This inventory includes an examination of ground water in each basin. Columbia County is situated within three river basins, the Rock-Fox Basin, the Wolf-Fox River Basin, and the Wisconsin River Basin. The Town of Scott is located in the Wolf-Fox River Basin, and Wisconsin River Basin. Below is a summary of the ground water resources for this river basin as inventoried by the Wisconsin Geological and Natural History Survey.

5.3.7 The Wolf-Fox River Basin

Glacial-Drift Aquifer

Water availability from glacial deposits differs greatly within small areas. The best glacial-drift aquifers are thick sands and gravels outwash laid down by melt waters from glaciers. Clay and silt that were deposited in glacial lakes restrict water movement and are not a good aquifer. Depending upon the thickness of the drift, yields from 5 to 100 gallons per minute can be obtained from properly constructed wells.

Water in the glacial drift aquifers generally has dissolved solids that range from 100 to 300 parts per million. Higher concentrations are found locally. The quality of water in

the aquifer is controlled by the type of water, type of rocks, and the rate of water movement.

Water is of the calcium magnesium bicarbonate type. This water is moderately hard and excessive iron is not a problem. Water from these aquifers generally is suitable for most domestic, municipal, and industrial uses.

Bedrock Aquifer

The sandstones of Cambrian Age, the Prairie du Chien Groups, and the St. Peter Sandstones form the principal bedrock aquifers. Properly constructed wells may yield from 500 to 1,000 gallons per minute.

Water in the bedrock aquifers generally range from 200 to 400 parts per million of dissolved solids. The water is of the calcium magnesium bicarbonate type. The water is hard and in some places, iron is a problem. Water from the bedrock aquifers generally is suitable for most domestic, municipal, and industrial uses.

5.3.8 Bedrock Geology

The bedrock of Columbia County contains the following geologic units: Upper Cambrian Sandstone Formations, St. Peter Sandstone, Prairie du Chien Dolomite Group, Galena-Platteville Dolomite, and Precambrian rocks.

5.3.9 Upper Cambrian Sandstone Formations (Cambrian Age)

More than 50 percent of Columbia County is underlain by bedrock formations of the Cambrian system. These formations for the most part consist of sandstone. There are four major formations within the Cambrian Systems. They are in descending order as follows:

Ordan Sandstone

Consists primarily of sandstone which is sometimes cemented with dolomite. The Ordan may be up to 50 feet thick, but commonly less than 30 feet thick, but commonly less than 30 feet thick.

St. Lawrence Dolomite

This formation consists predominating of dolomitic sandstone. It may be up to 80 feet thick, but is generally less than 40 feet.

Lone Rock Sandstone

Consists primarily of sandstone. Siltstone is sometimes encountered.

Elk Mound Group

Sandstone is dominant, but siltstone may also be present.

5.3.10 Soils

The Town of Scott's soils are a product of the deposits left by the last glacial ice age that ended approximately 12,000 years ago. The Town's soils are composed of varying proportions of sand, gravel, silt, clay, and organic material resulting in soil composition that varies from one location to the next.

As a result of these variations, the Soil Conservation Service within the United States Department of Agriculture has classified the soils in the County into groups called “soil associations.” A soil association is an area that has a distinct and proportional pattern of soils. The soils in Columbia County have been grouped into eleven broad soil associations, three of which are found within the Town of Scott. These associations are generalized areas and have three important limitations:

- Each group contains areas of other soils in addition to those named.
- The soils in any one association may have a wide range in properties.
- Soil associations are too general to be used for specific site planning.

The information provided by the soil associations is useful in identifying suitable areas for a particular type of land use and for a general guide in determining suitable community growth areas, locating appropriate areas for recreational uses, and for the management of natural resources. However, the composition of soils at a particular site must be evaluated prior to any development due to the varying limitations of each soil type. The characteristics of the soil associations found in the Town of Scott are described briefly as follows:

Boyer-Oshemo-Dresden Association

This association comprises about five percent of the County. In the Town of Scott, these soils generally occur in the southwest portion of the Town. The soils in this association are characterized as well drained sandy and loamy soils that have loamy subsoil and are underlain by sand and stratified sand and gravel. All but the Dresden soils in this association are of limited suitability for crops and are often used for specialty crops that are suited to these soils. Dairying and pasture land is also a common use of areas with this soil association. Generally all soils in this association are suitable for onsite sewage disposal and basements in areas without excessive slope.

Lapeer-Wyocena Association

This association comprises about 22 percent of the County. In the Town of Scott, these soils generally occur in the central and northwest portion of the Town. The soils in this association are characterized as well drained loamy and sandy soils that have loamy subsoil and are underlain by sandy loam or loamy sand glacial till. The soils of this association have limited suitability for crops with large areas in permanent pasture. Generally the soils in this association are suitable for onsite sewage disposal and basements in areas without excessive slope.

Houghton-Adrian-Palms Association

This association comprises about eight percent of the County. In the Town of Scott, these soils generally occur in the central and northwestern portions of the Town. The soils in this association are characterized as very poorly drained soils that are underlain in places by sandy or loamy sediments. All soils in this association are poorly suited for crops. However when they can be drained, these soils are used to grow crops such as potatoes, mint, and sod. Generally the soils in this association are not suitable for onsite sewage disposal and basements due to a high water table and flooding potential.

5.3.11 Productive Agricultural Areas

Soil types are the largest determining factor in the productivity of agricultural areas. The soils in Columbia County, including the Town of Scott, are classified by the United

States Department of Agriculture based upon their suitability for agricultural use. This classification is based on criteria such as crop production potential, soil conditions, and other basic production related criteria.

Soils are rated between Class I and Class VIII, with Class I, II, and III generally being considered good soils for agriculture. Class I, II, and the best soils of Class II are generally recognized as prime agricultural soils, with the remainder of the soils in Class III are generally recognized as unique farmland or farmland of statewide importance. In general, areas of the County that are not classified as Class I, II, and III soils include water bodies, wetlands, areas of steep slopes, and bedrock escarpments.

Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is also available for these uses. Unique farmland is land other than prime farmland that is used for the production of specific high-value food and fiber crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high-quality and/or high yields of a specific crop when treated and managed according to acceptable farming methods. Examples of such crops are citrus, tree nuts, olives, cranberries, fruit, and vegetables. Farmlands of statewide importance include those that are nearly prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some may produce as high a yield as prime farmlands if conditions are favorable.

While soil type is an important component to agriculture, other issues such as the availability of space to farm, the distance from other competing land uses, the availability of adequate transportation, etc. also affect the viability of farming in the Town. Efforts should be made to examine the issues facing agriculture as a comprehensive package that looks at the future viability of farming in the Town, including the preservation of the best and most productive soils.

5.3.12 Environmental Corridors

Environmental Corridors are areas that contain unique natural resource components that can be seriously impacted by intense development and should be preserved and protected. The Environmental Corridors include many of the most environmentally sensitive lands and provide a continuous linear system of open space. The protection and preservation of these areas is intended to serve several functions, including the protection of surface and groundwater quality and recharge areas; reducing the potential damage from floods and storm water runoff; the protection of sensitive natural resource areas; and the maintenance of important wildlife habitats or recreational areas.

The Environmental Corridors include the following areas:

- Floodplains
- Wetlands
- 50-foot buffers along all lakes, ponds, rivers, streams, and drainage ways
- Publicly owned lands and parks
- Steep slopes over 12%
- Shallow soils to bedrock
- Woodlots 20 acres or greater

5.3.13 Rare, Threatened, and Endangered Species and Natural Communities

Columbia County contains many rare, threatened, and endangered species of plants and animals as well as a number of rare natural communities that are located within the

Town of Scott. Both the U.S. Fish and Wildlife Service and the Wisconsin Department of Natural Resources (DNR) maintain lists of threatened and endangered species.

The U.S. Fish and Wildlife Service classifies a species as “endangered” when there is a danger of extinction within the foreseeable future throughout all or a significant portion of its range. A species is “threatened” when they are likely to become endangered in the foreseeable future. The Wisconsin DNR’s Bureau of Endangered Resources lists species as “endangered” when the continued existence of that species as a viable component of the State’s wild animals or plants is determined to be in jeopardy based on scientific information that the species may become endangered in the foreseeable future. The DNR also lists species of special concern that are suspected to have some problem of abundance or distribution.

The U.S. Fish and Wildlife Service do not list any endangered or threatened species that are permanent inhabitants of Columbia County or the Town of Scott. However, several threatened and endangered species, including the Bald Eagle and Whooping Crane, may use portions of the County and/or the Town of Scott during part of the year.

The Wisconsin Department of Resources maintains a database on rare, threatened, and endangered species and natural communities that are known to exist in Columbia County. This information is not available at Town level. It should be noted that parts of the State, including parts of Columbia County, have not yet been inventoried and therefore the list is not a complete and comprehensive list.

The intent of including information in this Plan regarding rare, threatened, and endangered species and natural communities in Columbia County and the Town of Scott is to raise awareness that these resources are present. Further study on the impact that a particular development may have on rare, threatened, or endangered species and natural communities may be needed in areas known to contain these resources. Consideration should be given to requiring review if developments are taking place in a habitat that might contain one of these species or natural communities.

6.0 ECONOMIC DEVELOPMENT

This element identifies the economic characteristics and trends in the Town of Scott. The intent of this element is to identify opportunities as well as deficiencies in the Town's economic base in an effort to promote the stabilization, retention, and expansion of the Town's economy. The Town's economy, the manner in which residents support themselves and the services provided to residents, are critical to future development. Without a viable and competitive economy, residents will relocate to better circumstances in other locations. Assessing the current economy and setting direction for change are an important part of the planning process.

6.1 ECONOMIC DEVELOPMENT VISION

- The Town of Scott has a commitment to designate land to appropriate locations for high-quality commercial land use.

6.2 ECONOMIC DEVELOPMENT GOALS AND OBJECTIVES

Goal 1: An improved and diversified economy.

- Objective 1: Assist existing businesses and industry to improve their efficiency and ability to stay competitive.
- Objective 2: Encourage new business formation.
- Objective 3: Promote ongoing dialog between the Town, the County and the Columbia County Economic Development Corporation to ensure that economic development projects are consistent with the goals and objectives of the Town's Comprehensive Plan.
- Objective 4: Encourage intergovernmental cooperation in the siting of new business opportunities and retaining existing businesses.

Goal 2: Support the Town's agricultural economy by ensuring prime farmland is permanently retained for agricultural uses.

- Objective 1: Restrict subdivision and non-farm development on productive farmland.
- Objective 2: Retain property assessments of farmland consistent with their intended use.
- Objective 3: Encourage participation in the farmland preservation program.
- Objective 4: Discourage the sale of productive farmland to non-agricultural interests.
- Objective 5: Direct rural, non-farm uses to those areas least suitable for cultivation.
- Objective 6: Discourage isolated commercial and industrial uses in agricultural, residential and open space areas.
- Objective 7: Investigate the use of grant monies to purchase development rights.

Goal 3: Protect and enhance the Town’s scenic and environmental character as an economic asset to the Town and region.

- Objective 1: Promote economic development that has little or no environmental impact.
- Objective 2: Explore options to sustain and possibly increase tourism and recreation businesses in the Town, provided that these businesses do not negatively impact the rural character of the Town, nor harm the Town’s outstanding natural resources.

Goal 4: Recognize agriculture and tourism as important economic resources and support the preservation and enhancement of these resources.

- Objective 1: Assist in the promotion and attraction of agricultural related services and industries to maintain agriculture as a viable business.
- Objective 2: Where consistent with local plans, allow small, low-impact non-farm businesses on farm properties where there will be no negative impacts on surrounding properties.
- Objective 3: Foster tourism that promotes the natural resource base and the unique historical heritage of the Town.

Goal 5: Limit expansion and improve the appearance of commercial areas in the Town.

- Objective 1: Accommodate new commercial businesses and the expansion of existing businesses where appropriate.
- Objective 2: Encourage removal of dilapidated, unsafe buildings.
- Objective 3: Promote landscaping and beautification projects.
- Objective 4: Encourage clustering of commercial uses in compact areas to maximize consumer safety and convenience, improve traffic safety, and enhance economic viability, where appropriate.
- Objective 5: Avoid strip commercial areas along roads and highways that conflict with surrounding land uses.
- Objective 6: Consider creating development standards for business development to promote high-quality site design, building design, signage and landscaping for all new nonresidential developments.

Goal 6: Limit industrial and manufacturing uses.

- Objective 1: Allow light industrial uses in designated areas when appropriate.
- Objective 2: Limit the amount of undeveloped land for manufacturing or industrial uses in the Town

Objective 3: Locate industrial areas so they are visually and functionally compatible with surrounding land use.

Goal 7: Promote a unified approach involving the town, city/village, county, state and private entities for economic development of the area.

Objective 1: Participate in Columbia County, city/village and state economic development activities.

Objective 2: Encourage the expansion of commercial and industrial uses where municipal services are available.

Objective 3: Communicate with adjoining municipalities in the planning, siting, and appearance of commercial and industrial development proposed along shared borders.

Goal 8: Tax rates stabilized to the extent possible.

Objective 1: Use state and federal grant programs to supplement local tax revenue whenever practical and advantageous.

Objective 2: Institute a Town land division ordinance and collect park fees from new land divisions.

Objective 3: Insist that new land development pay for its own improvements.

6.3 ECONOMIC DEVELOPMENT PROGRAMS

6.3.1. Columbia County Economic Development Corporation

The Columbia County Economic Development Corporation (CCEDC) is a non-profit corporation established to coordinate economic development throughout Columbia County.

6.3.2. Revolving Loan Fund

Two types of revolving loan funds are available to the Town of Scott:

6.3.2.1 Columbia County Revolving Loan Fund

The Columbia County Revolving Loan Fund program loans to businesses in Columbia County for proposed projects that create jobs, help businesses maintain or expand existing operations, and advance the County's economic development goals.

In Columbia County, the Revolving Loan Fund (RLF) is administered in the County's Accounting Office.

6.3.2.2 Columbia County Economic Development Corp. Revolving Loan Fund

The Columbia County Economic Development Corporation has a revolving loan fund. The goals of the fund are similar to the Columbia County Revolving Loan Fund (RLF).

The Columbia County Economic Development Corporation RFL provides funds for the gap that is unfulfilled by the Columbia County program.

6.3.3 Community Profiles

The Columbia County Economic Development Corporation maintains community profiles for each participating municipality in the County.

These profiles detail a community's demographics, government style, business climate, etc. for use by business and industry that are considering relocating to or expanding in Columbia County.

6.3.4 Land and Building Inventory

The Columbia County Economic Development Corporation maintains community profiles for the Town of Scott. The inventory lists the available buildings and building sites for business and industry. The inventory is available through the Columbia County Economic Development Corporation.

6.3.5 Technical College Programs

Madison Area Technical College (MATC) has a branch campus located in the City of Portage. This post-secondary institution provides numerous employment training opportunities for County residents.

6.3.6 Wisconsin Department of Tourism

The Wisconsin Department of Tourism administers numerous grants, programs, and marketing campaigns to promote tourism in the State.

6.3.7 Columbia County Tourism Committee

The Columbia County Tourism Committee (CCTC) was formed in 1999. Members of the Committee represent area tourism-related organizations and are appointed by the Columbia County Board.

6.3.8 Wisconsin Agricultural Development Zone Program

An agricultural development zone has been established in South Central Wisconsin. It encompasses five counties including Columbia County. Agricultural related businesses are eligible for tax credits that can be applied against their State income tax liability.

6.3.9 Wisconsin Department of Commerce

The Wisconsin Department of Commerce (WDOC) has several grant programs and services available to communities or businesses within communities.

6.3.10 Community Development Block Grant for Economic Development

The Community Development Block Grant for Economic Development (CDBG-ED) program was designed to assist businesses that will invest private funds and create jobs as they expand or relocate to Wisconsin.

6.3.11 USDA Wisconsin Rural Development Program

The Wisconsin Rural Development Program has many services that are available to rural communities and their residents. Some programs and services available include community development programs, business and community programs, rural housing and utilities services, and community facility programs.

6.3.12 WDNR Brownfields Grant Program

Brownfields are abandoned, idle or underused commercial or industrial properties where the expansion or redevelopment is hindered by real or perceived contamination. Brownfields vary in size, location, age, and past use – they can be anything from a five-hundred acre automobile assembly plant to a small, abandoned corner gas station.

6.3.13 Tax Incremental Financing and the Tax Incremental District (TID)

Tax Incremental Financing (TIF) is an economic development tool that helps promote economic development by using property tax revenue to fund site improvements to attract new business or eliminate blight. TIF allows a municipality to invest in infrastructure and other improvements and pay for these investments by capturing property tax revenue from newly developed property.

An area is identified (the tax incremental district or TID) as appropriate for a certain type of development, and projects are identified to encourage and facilitate the desired development. As property values in the TID rise, the portion of the property tax paid on the new private development is used by the municipality to pay for the projects.

After the costs of the project are paid off, the TID is closed and the value of all new development is distributed among all taxing entities.

In Wisconsin, cities, villages, and towns can utilize TIF and create TID's. In Columbia County, the Cities of Columbus, Lodi, and Portage as well as the Villages of Arlington, Fall River, Friesland, Pardeeville, Poynette, Randolph, and Rio are among the communities that currently utilize TIF or have utilized TIF in the past. No Towns have utilized TIF at this time.

6.4 ECONOMY

Personal income can be measured in two ways: Per capita income and household income. The trends in these forms of personal income are discussed below:

6.4.1 Per Capita Income

The Wisconsin Department of Revenue shows Columbia County's per capita income overall is just slightly below that of the State. The per capita income in Columbia County was below the average for the State during each of the 11 years between 1990 and 2001. However, during that same period, Columbia County's per capita income increased \$7,784, or 67.64% compared to Wisconsin's increase of \$7,405 or 58.37% during the same time period. Over the 11-year period the County's per capita income has grown more rapidly than the State exceeding the State by 5.12%.

6.5 LABOR FORCE AND EMPLOYMENT STATUS

An examination of the labor force and employment status of a community can provide insight into the economy of a community as well as provide guidance on the types of economic development strategies that might work within that community. The sections below examine the civilian labor force, unemployment rates, travel time to work, place of employment, and commuting.

6.5.1 Civilian Labor Force

The Wisconsin Department of Workforce Development defines the labor force as those individuals who are either working or looking for work. This decision does not include

individuals who have made a choice not to work such as retirees, homemakers, and students. Furthermore, the definition of labor force does not include military personnel, institutional residents, or discouraged job seekers.

6.5.2 Unemployment Rates

Monthly unemployment rates in Columbia County, including the Town of Scott, closely mirror those of the State of Wisconsin. However, unemployment in the County is somewhat higher in the winter months due to the number of seasonal jobs in tourism, agriculture, and construction. The number of unemployed includes those receiving unemployment benefits as well as those who actively looked for a job and did not find one.

6.5.3 Travel Time to Work

The location of a person's job is often a major determining factor in the location of that person's home. Understanding the amount of time people are willing to travel to work can provide insight into the suitable locations for future housing and employment centers.

However, some people are willing to travel greater distances to live in a particular location. Therefore, travel time to work is also an indication of what residents are willing to sacrifice for location.

6.5.4 Place of Employment

Examining the place of employment for the Town of Scott's residents provide insight into the employment opportunities available within the Town. Due to the Town's location and easy access to major population and economic centers many residents are leaving the area for work. The trend of having a large percentage of residents working outside the Town is expected to continue.

6.5.5 Commuting Patterns

The 2000 U.S. Census indicates that the commuting patterns for Columbia County, including the Town of Scott, will continue. Approximately 5,750 more workers travel out of the County for work than those that commute into the County for work. The largest number of commuters travel to Dane County (8,929), followed by Sauk County (1,692), and Dodge County (1,001). For those commuters that come to Columbia County for work, the majority commute from Dane County (1,581), followed by Marquette County (1,398) and Dodge County (1,115).

6.6 NEIGHBORING COUNTIES, VILLAGES AND TOWNS

6.6.1 Marquette and Green Lake Counties

To the north, Marquette County and Green Lake Counties borders the northern limits of the Town of Scott. These two counties and the Town of Scott may need to address future residential and economic activities along the townships' common boundaries.

6.6.2 Town of Marcellon

Due west is the Town of Marcellon. With a long common border, there will be need to address adjacent residential and economic development activities.

6.6.3 Town of Springvale

To the south is the Town of Springvale. In addition to common township borders, road maintenance issues will need to be addressed, as well as other Town business.

6.6.4 Town of Randolph

Due east is the Town of Randolph. With a common border, there will be need to address adjacent township residential and economic development activities.

6.7 REGIONAL PLANNING COMMISSION

The Town of Scott is not within the service area of any Regional Planning Commission or Metropolitan Planning Organization.

7.0 INTERGOVERNMENTAL COOPERATION

This element identifies activities in Town of Scott associated with intergovernmental cooperation. Intergovernmental cooperation is generally considered to be any arrangement through which any two governmental jurisdictions coordinate plans, policies, and programs to address and resolve a mutual issue of interest. Intergovernmental cooperation is a necessity for all levels of government to operate in a cost effective and efficient manner while providing required services to citizens. The Town's relationship with neighboring and overlapping governmental units such as the state, county, cities and villages, towns, school districts, technical colleges, and other governmental districts can directly impact planning, the provision of services, and the siting of public facilities. This element examines these relationships, identifies real or potential conflicts, and provides suggestions for addressing issues in a productive manner.

7.1 INTERGOVERNMENTAL COOPERATION VISION

- Intergovernmental cooperation opportunities between Columbia County, local municipalities, the region, the state, tribal governments, and other adjacent governmental units utilized to the fullest extent possible.

7.2 INTERGOVERNMENTAL COOPERATION GOALS AND OBJECTIVES

Goal 1: Establish mutually beneficial intergovernmental relations with other units of government.

- Objective 1: Develop intergovernmental cooperative agreements for governmental services, activities, and programs wherever appropriate.
- Objective 2: Work to achieve cooperation and coordination between the Counties of Marquette, Green Lake, and Columbia; the Villages of Friesland and Cambria and the Towns of Marcellon, Randolph, and Springvale, and the Town of Scott on issues related to long-range planning and land use regulations.
- Objective 3: Work to raise local government awareness of Wisconsin Statutes regarding intergovernmental cooperation and encourage their use.
- Objective 4: Work with other local governments, state agencies, and school districts on land use and community development issues of mutual concern (e.g. siting of public facilities).

Goal 2: Seek coordination and communication on planning activities between the Town of Scott, adjacent municipalities, county, regional, state and federal agencies.

- Objective 1: Encourage the creation of and participate in an ongoing forum in which the county, cities, villages, and towns can discuss land use and zoning issues on a regular basis.

- Objective 2: Encourage the creation of and participate in a process to resolve conflicts between the Town's plan and the plans of other overlapping governmental jurisdictions.
- Objective 3: Work with adjacent towns, villages and cities to match land use plans and policies along municipal borders to promote consistency and minimize potential conflicts.
- Objective 4: Utilize County planning staff to act as facilitators and educators to assist the Town with plan and ordinance administration.
- Objective 5: Encourage Columbia County to develop a more consistent, integrated, and efficient code administration process that provides all affected municipal jurisdictions an opportunity to influence the outcome.
- Objective 6: Encourage and support cooperative efforts between Columbia County and surrounding counties to address basin-wide water resource management planning, regional transportation planning, and other regional planning issues that cross county boundaries.

Goal 3: Seek opportunities to maintain and improve the provision of shared public services and facilities such as police, fire, emergency rescue, parks, solid waste management, and transportation.

- Objective 1: Whenever possible, encourage increased sharing of police, fire, and emergency rescue facilities and services to improve efficiency and coordination.
- Objective 2: Continue to utilize the County composting and recycling center.
- Objective 3: Continue to utilize the services of the County Highway Department for local road maintenance.
- Objective 4: Work with County Highway Department and the Wisconsin DOT to coordinate highway improvements with planned development to minimize the impacts of land use changes on transportation facilities.
- Objective 5: Prior to purchasing new facilities or equipment, examine the possibilities of trading, renting, sharing or contracting such items with neighboring jurisdictions.
- Objective 6: Work with county and state agencies to coordinate the provision of park and recreation facilities and activities within the Town.
- Objective 7: Work with the Wisconsin Department of Transportation and other agencies to assure that transportation improvements are consistent with the goals and objective of this plan.
- Objective 8: Encourage cooperative agreements with the Wisconsin Department of Natural Resources (WDNR) that are mutually beneficial to the Town and the WDNR.

7.3 INTERGOVERNMENTAL COOPERATION PROGRAMS AND RESOURCES

7.3.1 UW-Extension Local Government Center

The Local Government Center's mission is to provide focus, coordination, and leadership to UW System educational programs for local government and to expand the research and knowledge base for local government education. The Local Government Center maintains a collection of information on intergovernmental cooperation.

7.3.2 Wisconsin Partnership

The State of Wisconsin offers local government expertise such as contract purchasing, technical advice, data, and financial assistance to more efficiently provide government services. Through its website, www.wisconsinpartnership.wi.gov the State of Wisconsin allows local governments to access these resources. The website also offers significant information related to intergovernmental cooperation in Wisconsin.

7.3.3 Wisconsin Counties Association (WCA)

The Wisconsin Counties Association (WCA) is an association of county governments assembled for the purpose of serving or representing counties. The direction of this organization is determined by the membership and the WCA Board of Directors consistent with the WCA Constitution. The organization provides up to date information on issues affecting counties in Wisconsin and offers opportunities for counties to share information.

7.3.4 Wisconsin Towns Association (WTA)

Wisconsin Towns Association (WTA) is a non-profit, non-partisan statewide organization created to protect the interests of the 1,264 towns in the State of Wisconsin and to improve town government. The association is organized into six districts and is headquartered in Shawano. WTA activities include regular district meetings, an annual statewide convention, publications, participation in cooperative training programs and other efforts.

7.3.5 League of Wisconsin Municipalities

The League of Wisconsin Municipalities is a voluntary non-profit association of Wisconsin cities and villages working to advance local government. The League was first established in 1898 and provides a variety of services and resources to members including legal resources, the League Conference, training opportunities, sample ordinances, legislative review, a variety of publications and handbooks.

7.3.6 State of Wisconsin

The State of Wisconsin has a number of statues and related programs that deal with intergovernmental cooperation.

7.4 INTERGOVERNMENTAL COOPERATION

7.4.1 Town of Scott and Adjacent Governmental Units

The Town of Scott shares borders with several other governmental units. The Town's involvement with these other units of government is described below:

7.4.1.1 Adjacent Governmental Units

The Town of Scott is located in Columbia County. The Town of Scott shares a common border with the Towns of Marcellon, Springvale, and Randolph. It also shares a common border with Marquette and Green Lake County.

7.4.1.2 Relationship

The Town of Scott's relationship with the adjacent communities can be characterized as one of mutual respect with limited opportunities for shared resources and services. Towns are not incorporated and cannot annex land. Therefore, the borders between the Town of Scott and the adjacent communities are fixed and boundary disputes are virtually nonexistent.

The Town of Scott's relationship with Columbia, Marquette, and Green Lake Counties can be characterized as one of mutual respect. Scott is located within Columbia County and therefore the County has some jurisdiction within the Town. In particular, the County administers several land use related regulations within the Town of Scott regarding private sanitary systems, floodplains, and shore lands.

The County Sheriff's Department also has law enforcement jurisdiction within the Town.

7.4.1.3 Siting Public Facilities

The Town of Scott does not currently share any public facilities with other units of local government. The Town of Scott has no formal process established for siting and building public facilities with other local units of government.

7.4.1.4 Sharing Public Services

The Town of Scott mutually owns fire protection and emergency services with the Friesland and Pardeeville Area Fire Departments and the Pardeeville Area Ambulance Service. The Town utilizes the Columbia County Solid Waste Department and the County Highway Department. Public parks and a library in the Village of Pardeeville and Cambria are available to Town residents.

The Town of Scott has no formal process established for sharing public services with other local units of government. These types of agreements are handled on a case by case basis.

7.4.1.5 Town of Scott and Local School Districts

The Town of Scott is serviced by the Cambria-Friesland, Markesan, and Pardeeville Area School Districts. The local Amish community services their students in private elementary schools in the Town. Our involvement with local school districts is described below. More detail about school districts can be located in the ***Utilities and Community Facilities Element*** of the Comprehensive Plan.

7.4.1.6 Relationship

The Town of Scott's relationship with the local public school district can be characterized as good. School districts tend to operate rather independently. For this reason interaction with the Town has been minimal.

7.4.1.7 Siting School Facilities

The siting of new school facilities is mainly conducted by the school districts; however the Town of Scott does have a limited history of providing input into the location of new schools. In 1959, one-room schools in the township were consolidated and absorbed into the Pardeeville Area School District.

7.4.2 Region

The Town of Scott is located in the south-central region of the State of Wisconsin. Columbia County and the Town of Scott are not part of a regional planning commission. As a result, the Town's interactions and contacts within the region are limited as there is no regional entity to be involved with.

7.4.3 State

The Town of Scott's relationship with the state mainly involves state aid for local roads and the administration of various State mandates. In regards to comprehensive planning, coordination with several state agencies occurred as part of the Town of Scott Comprehensive Plan development process. The relationship with these state agencies and their assistance with the Town Comprehensive Plan development process include, but are not limited to the following:

- **Wisconsin Department of Administration (WDOA)**

The WDOA awards and administers comprehensive planning grants. The Town of Scott utilized this grant as part of the Town's planning effort. These grants are also made available as an important resource for future planning efforts.

In addition to grant awards and administration, the WDOA also provides population and demographic estimates and projections for planning purposes. The WDOA is responsible for the administration of various programs often utilized for plan implementation. The WDOA is the state contact for land information modernization activities.

- **Wisconsin Department of Transportation (WDOT)**

The WDOT maintains several plans with statewide policies and recommendations regarding various aspects of transportation. Plan recommendations were consulted and incorporated into the Town of Scott Comprehensive Plan where applicable. These plans are covered in more detail in the **Transportation Element** of this plan.

- **Wisconsin Department of Natural Resources (WDNR)**

The WDNR has provided a number of resources to the Town of Scott comprehensive planning process. These resources include information on natural resources such as wetlands, surface waters, groundwater, air quality, threatened and endangered species, wildlife habitat, and recreational uses and activities including hunting and fishing.

WDNR provided information through programs the department maintains regarding shore land management, nonmetallic mining reclamation, storm water, public sewer and water systems, solid waste management, and dam permitting. As a result, opportunities to work collaboratively with the WDNR are numerous.

- **Wisconsin Historical Society**

The Wisconsin Historical Society provided data for the Town of Scott planning effort through its Wisconsin Architecture and History Inventory (AHI) and Archaeological Sites Inventory (ASI).

- **Other State Agencies**

In addition to the above, the following state agencies also contributed data and other trend information towards the Town of Scott comprehensive planning process:

- Wisconsin Department of Public Instruction (school enrollments and district information)
- Wisconsin Department of Commerce (economic information)
- Wisconsin Public Service Commission (information on public utilities)

7.4.4 Other Governmental Units

Several other governmental units, such as lake districts, sanitary districts, utility districts, drainage districts, etc., exist within Columbia County and may encompass territory within the Town of Scott. These governmental units tend to operate rather independently and interaction with the Town tends to be minimal.

7.5 WISCONSIN INTERGOVERNMENTAL COOPERATION STATUTES

7.5.1 Intergovernmental Agreements

Wisconsin Statute §66.0301 permits local agreements between the state, cities, villages, towns, counties, regional planning commissions, and certain special districts, including school districts, public library systems, public inland lake protection, and rehabilitation districts, sanitary districts, farm drainage districts, metropolitan sewage districts, sewer utility districts, Indian tribes or bands, and others.

Intergovernmental agreements prepared in accordance with §66.0301, formerly §66.30, are the most common form of agreement and have been used by communities for years, often in the context of sharing public services. Examples are police, fire, or rescue.

This type of agreement can also be used to provide for revenue sharing, determine future land use within a subject area, and to set temporary municipal boundaries.

7.5.2 Boundary Agreements Pursuant to Approved Cooperative Plan

Under §66.0307, Wisconsin Statutes, combinations of municipalities may prepare cooperative boundary plans of agreements. Each city, village, or town that intends to participate in the preparation of a cooperative plan must adopt a resolution authorizing its participation in the planning process.

Cooperative boundary plans or agreements involve decisions regarding the maintenance or change of municipal boundaries for a period of 10 years or more. The cooperative plan must include a plan for the physical development of the territory covered by the plan, a schedule for changes to the boundary, plans for the delivery of services, an evaluation of environmental features and a description of any adverse environmental consequences that may result from the implementation of the plan, and it must address the need for safe and affordable housing.

The participating communities must hold a public hearing prior to its adoption. Once adopted, the plan must be submitted to the Wisconsin Department of Administration for State approval. Upon approval, the cooperative plan has the force and effect of a contract.

7.5.3 Creation, Organization, Powers and Duties of a Regional Planning Commission

Wisconsin Statute §66.0309 permits local governments to petition the governor to create a regional planning commission (RPC). If local support for a commission is unanimous, the governor may create it by executive order. The governor may also create a commission if local governments representing over 50% of the population or assessed valuation of the proposed region consent to the creation. Commission members are appointed by either local governments or the governor.

State Statutes require the RPC to perform three major functions:

- Make and adopt a comprehensive plan for the physical development of the region.
- If requested by a local unit, report recommendations to that local union the location of or acquisition of land for any of the items or facilities, which are included in the adopted regional comprehensive plan.
- Make an annual report of its activities to the legislative bodies of the local governmental units within the region.

RPC's are also authorized to perform several other functions; however, by law they serve a strictly advisory role.

7.5.4 Municipal Revenue Sharing

Wisconsin Statute, §66.0305, Municipal Revenue Sharing, gives authority to cities, villages and towns to enter into agreements to share revenue from taxes and special charges with each other. The agreements may also address other matters, including agreements regarding services to be provided or the location of municipal boundaries.

Boundaries of the shared revenue area must be specified in the agreement and the term of the agreement must be for at least 10 years. The formula or other means for sharing revenue, the date of payment of revenues, and the means by which the agreement was made may be invalidated after the minimum 10-year period.

7.5.5 Annexation

Wisconsin Statute, §66.201, Annexation of Territory, provides three petition methods by which annexation may occur. Annexation involves the transfer of one or more tax parcels from a town to a city or village. Cities and villages cannot annex property without the consent of landowners as required by the following petition procedures:

- Unanimous approval. A petition is signed by all of the electors residing in the territory and the owners of all of the real property included within the petition.
- Notice of intent to circulate petition (direct petition for annexation). The petition must be signed by a majority of electors in the territory and the owners of one-half of the real property either in value or in land area. If no electors reside in the territory, then only the landowners need to sign the petition.
- Annexation by referendum. A petition requesting a referendum election on the question of annexation may be filed with the city or village when signed by at least 20 percent of the electors in the territory.

7.5.6 Incorporation

Wisconsin Statutes, §66.0201 – Incorporation of Villages and Cities: Purpose and Definitions, and §66.0211 – Incorporation Referendum Procedure, regulate the process of creating new villages and cities from town territory. Wisconsin Statute, §66.0207 – Standards to be applied by the Department, identifies the criteria that have to be met prior to approval of incorporation. Additional information on this process can be obtained from the Wisconsin Department of Administration.

7.5.7 Extraterritorial Zoning

Wisconsin Statutes, §62.23(7a), Extraterritorial Zoning, allows a city with a population of 10,000 or more to adopt zoning in town territory, three miles beyond its corporate limits. A city or village with a population less than 10,000 may adopt zoning 1.5 miles beyond its corporate limits. In Columbia County, all cities and villages had populations less than 10,000 during the 2000 U.S. Census and therefore have the potential to exercise extra-territorial zoning authority up to one and one-half miles. If the extraterritorial area of two municipalities overlaps, jurisdiction is divided between them as provided under §66.0105.

Under extraterritorial zoning authority, a city or village may enact an interim zoning ordinance that freezes existing zoning, or, if there is no zoning, existing uses while a plan and regulations are developed. The statute provides that the interim ordinance may be for two years. A joint extraterritorial zoning committee must be established consisting of three city or village plan commission members and three town members. The city or village plan commission works with the joint committee in preparing the plan and regulations. The joint committee must approve the plan and regulations by a majority vote before they take effect.

7.5.8 Extraterritorial Subdivision Review

Wisconsin Statute, §236.10, Approvals Necessary, allows a municipality with a population of 10,000 or more to adopt zoning in town territory, three miles beyond a city or village corporate limits. A city or village with a population less than 10,000 may adopt zoning 1.5 miles beyond its corporate limits. However, unlike extraterritorial zoning that requires town approval of the zoning ordinance; extraterritorial plat approval applies automatically if the city or village adopts a subdivision ordinance or official map. The town does not approve the subdivision ordinance for the city or village.

All cities and villages in Columbia County had populations less than 10,000 during the 2000 U.S. Census and therefore have the potential to exercise extra-territorial plat review authority up to one and one-half miles. A city or village may waive its extraterritorial plat approval authority if it does not wish to use it. The purpose of extraterritorial plat approval jurisdiction is to help cities and villages influence the development pattern of areas outside their boundaries that will likely be annexed to the city or village. Overlapping authority by incorporated municipalities is handled by drawing a line of equal distance from the boundaries of the city and/or village so that no more than one ordinance will apply.

Contact the Columbia County Planning and Zoning Department for additional information and current intergovernmental conflicts and opportunities for resolution in Columbia County.

7.6 PLANNING IN COLUMBIA COUNTY

For additional information on planning processes completed and/or underway in the county, contact the Columbia County Planning and Zoning Department.

7.7 INTERGOVERNMENTAL CONFLICTS AND OPPORTUNITIES

Existing and/or potential conflicts between units of government will likely need to be addressed during the course of this planning period. Conflicts are most effectively addressed in a proactive manner by pursuing opportunities that will reduce or altogether prevent future conflicts. These issues are summarized in Table 7.1.

TABLE 7-1
Intergovernmental Conflicts and Opportunities for Resolution
Town of Scott

Existing or Potential Conflict	Opportunities for Resolution
Concerns regarding wind towers and safety in Town of Scott.	Review dynamic research findings regarding wind tower and safety issues to address local citizen concerns.
Concern that Columbia County’s land use regulations are not administered fairly.	All towns need to work together with the Columbia County Board to develop workable and fair ordinances and enforcement policies.
Concerns over incompatible land uses in one municipality negatively impacting landowners and residents in adjacent municipalities.	Columbia County Planning & Zoning Department should work with local municipalities to modify or add land use regulations that address local concerns. Columbia County Planning & Zoning Department should encourage municipalities to develop, update, and properly administer local land use ordinances and programs.
Conflicts and inconsistencies between town and county plans and ordinances.	Columbia County Planning & Zoning Department should work with municipalities on procedures for the review of development proposals. Columbia County Planning & Zoning Department should provide assistance to municipalities in the development of plans and ordinances. Columbia County Planning & Zoning Department should review and provide comments on drafts of local comprehensive plan and ordinances.
Concerns regarding water and sanitary with multi-unit housing.	Review and address multi-unit housing water and sanitation issues.
Concerns regarding safety on roads with slower traffic vehicles.	Review and address concerns regarding slower traffic vehicles on Township roads.

8.0 LAND USE

The land use element examines existing and future land uses within the Town of Scott. The examination and analysis of existing land use trends within the Town provides a means to forecast how land will likely be used in the future. The main function of the land use element is to guide future land uses in a manner that is compatible with the goals and objectives expressed within this plan.

8.1 LAND USE VISION

- Well-balanced and orderly development in both urban and rural areas of the Township minimizes potential conflicts between residential, commercial, industrial and agricultural land uses.

8.2 LAND USE GOALS AND OBJECTIVES

Goal 1: New development occurring in a well planned, sustainable, aesthetically and architecturally pleasing manner compatible with the local character.

- Objective 1: Designate areas in the rural portions of the Town of Scott intended to remain agricultural in nature.
- Objective 2: Encourage conservation subdivision design principles for new subdivisions where appropriate
- Objective 3: Designate areas within the Town of Scott that are suitable for commercial and industrial uses and develop standards that encourage the separation and screening of these uses from other incompatible land uses.
- Objective 4: Encourage natural buffers between incompatible land uses where such uses adjoin one another.
- Objective 5: Evaluate and recommend areas of the Town where animal confinement areas can be operated without conflicting with other forms of development.

Goal 2: Provide tools for managing and coordinating development consistent with the goals and objectives of the Comprehensive Plan while ensuring a balance between private property rights and the best interests of the community as a whole.

- Objective 1: Update and integrate the land use related sections of the Town of Scott Code of Ordinances to reflect the new goals and policies of the Comprehensive Plan.
- Objective 2: Follow a development review process related to the Comprehensive Plan that objectively examines the quality of a proposed development and the long-term positive and negative impacts of the Town.
- Objective 3: Develop a site plan review process for rural areas of the Town that reviews the location of structures, roads, and driveways to minimize the impacts on productive agricultural land and environmental features.

- Objective 4: Promote new housing to have set backs that preserve the Towns open spaces.
- Objective 5: Lot size must meet minimum lot size for County sanitary permits.
- Objective 6: Encourage new residential lots and building sites to be located and designed in a manner that protects environmental corridors, wetlands, floodplains and productive farmland.
- Objective 7: New development should be consistent with town, village and city plans, where applicable.

Goal 3: **Balanced and appropriate land uses within the Town of Scott that enhance and sustain the economic stability of the Town.**

- Objective 1: Encourage all local municipalities in the development of detailed comprehensive plans that promote the concepts of balanced community development, agricultural preservation, and clustered residential development.
- Objective 2: Consider an economic feasibility review process that examines the costs of providing public services to proposed major developments including the cost of roads, sewer and water service, storm water management and schools.
- Objective 3: Encourage the redevelopment and adaptive reuse of underutilized agricultural, commercial and industrial structures, where consistent with designated future land uses.

8.3 LAND USE PROGRAMS

8.3.1. Town of Scott Ordinances

The Town of Scott will adopt ordinances to regulate various activities within the Town.

8.4 EXISTING LAND USE

Columbia County Planning & Zoning Department has created a summary of land use in the Town of Scott. This information was prepared in 2005. It is the most current land use data available.

Future land use during the next two decades in the Town of Scott is anticipated to remain as the same percentages listed on the following page.

Summary of Land Use in the Town of Scott

		Prelim Land Use Acres	Additional Residential Squares	Transportation Adjustment	Land Use Totals	Percentage
Scott	Agricultural or Open Space				21,659.2	94.52%
	Single-Family Residential				631.0	2.75%
	Non-Farm Single-Family Residential	469.0	86.0	33.6	521.4	2.28%
	Farm Residential	53.2	59.0	2.6	109.6	0.48%
	Multi Family Residential	4.4		0.6	3.8	0.02%
	Commercial	12.2		0.9	11.3	0.05%
	Industrial	20.8		0.1	20.7	0.09%
	Institutional/Public	13.2		1.7	11.5	0.05%
	Utilities	4.8		0.5	4.3	0.02%
	Recreational	30.4		1.0	29.4	0.13%
	Transportation				544.8	2.38%
	TOTAL AREA:				22,916.0	100.00%
	TOTAL NON-AG AREA:				1,256.8	5.48%

Source: Columbia County Planning & Zoning Department, 2011

8.4.1 Agriculture and Other Open Space

The Agriculture and Other Open Space land use category occupies the majority of the land in the Town of Scott. The majority of the lands in the Agriculture and Other Open Space use category are productive farmlands, pastures, and woodlands that provide the Town of Scott with its rural character and agricultural heritage.

8.4.2 Single-Family Residential

Single-Family Residential land uses in the Town of Scott account for a small percentage of the total land area of the Town. Single-Family Residential land uses are comprised of two subcategories: Non-Farm Single-Family Residential and Farm Residential. During the County land use inventory conducted as part of the planning process, lands assigned to the two subcategories of single-family residential land use were identified as having the following characteristics:

- The *Non-Farm Single-Family Residential* land use subcategory includes lands that contain a one-family residence not associated with an “active farm”. In occurrences where a non-farm single-family residence was located on a parcel of land 10 acres or less in size, the entire parcel was assigned to the *Non-Farm Single-Family Residential* land use subcategory for area determination purposes. In occurrences where a non-farm single-family residence was located on a parcel greater than 10 acres in size, one acre was assigned to the *Non-Farm Residential* land use category for area determination purposes.
- The *Farm Residential* land use category includes lands that contain a single-family residence that is associated with an “active farm”. In occurrences where an “active farm” residence was located on a parcel of land 10 acres or less, the entire parcel

was included in the *Farm Residential* land use category for area determination purposes. In occurrences where an “active farm” residence was located on a parcel of land greater than 10 acres in size, a one acre area was assigned to the *Farm Residential* land use category for area determination purposes.

8.4.3 Multi-Family Residential

Multi-Family Residential land uses in the Town of Scott account for an extremely small percent of the total land use. The *Multi-Family Residential* land uses that exist in the Town of Marcellon consist of mainly duplex rental units and multi-family Amish homes. None of the *Multi-Family Residential* land uses in the Town of Scott are located within areas where public sewer service is available.

During the land use inventory conducted as part of the Columbia County planning process, lands assigned to the *Multi-Family Residential* land use category were identified as having the following characteristics:

- The *Multi-Family Residential* land use category includes lands that contain two or more residences. This category includes duplexes, condominiums, mobile home parks, group homes, assisted living facilities, and apartment complexes. In most cases the entire parcel that contained the multi-family land use was included in *Multi-Family Residential* land use category for area determination purposes.

8.4.4 Commercial

Commercial land uses in the Town of Scott account for a small percentage of the total land use of the Town. The commercial uses that exist in the Town of Scott generally consist of service based retail trade establishments. Over the past 25 years Marcellon and Scott townships in Columbia County have become a location of numerous Amish family home-based retail and light manufacturing businesses.

During the land use inventory conducted as part of the Columbia County planning process, lands assigned to the *Commercial* land use category were identified as having the following characteristics:

- The *Commercial* land use category includes lands used primarily for retail/wholesale trade or service activities that sell goods and services direct tot the public. In most cases, the portion of the lot or parcel that contains the commercial building and the associated parking lot(s) and storage area(s) were included in the commercial land use classification for area determination purposes.

8.4.5 Industrial

Industrial land uses in the Town of Scott account for a small percentage of the total land use of the Town. During the land use inventory exercise conducted as part of the Columbia County planning process, lands assigned to the *Industrial* land use category were identified as having the following characteristics:

- The *Industrial* land use category includes lands used for producing an industrial or manufacturing product or for providing an industrial or manufacturing service. In most cases, the portion of the lot or parcel that contains the industrial building and any associated parking lots, storage areas, or raw material extraction sites was included in the *Industrial* land use classification for area determination purposes. Many of the industrial land uses consist of sand and gravel extraction sites. In

these cases, the current boundary of the extraction site was used in defining the extent of the industrial use.

8.4.6 Institutional/Public

Institutional/Public land uses in the Town of Scott account for a small percentage of the total land use. *Institutional/Public* land uses in the Town generally consist of government facilities and Scott's cemeteries, which are open to the general public in some capacity. *Institutional/Public* land uses are identified as having the following characteristics:

- Land assigned to the *Institutional/Public* land use category includes lands which have facilities or institutions that are open to the public in some capacity and provide a public or semi-public service. These include churches, fire stations, libraries, town halls, hospitals, cemeteries, and schools. In most cases, the portion of the parcel that contains the public or semi-public facility and the associated parking lots and storage areas were included in the *Institutional/Public* land use classification for area determination purposes.

8.4.7 Utilities

Utilities land uses in the Town generally consist of lands and facilities used to provide public utilities.

Utilities land uses are identified as having the following characteristics:

- Land assigned to the *Utilities* land uses category includes lands that contain a public utility facility or are used to provide serve from a public utility. These include water towers, wastewater treatment facilities, electric substations, gas and electric generating or processing plants, and radio or cellular towers. In most cases, only the portion of the parcel being actively used for utility purposes was included in the *Utilities* land use classification for area determination purposes.

8.4.8 Recreational Areas

Recreational Areas land uses in the Town of Scott generally consist of public hunting grounds and other public recreation areas. *Recreational Areas* land uses are one of the more common land uses in the Town. Only the *Agriculture or Other Open Space* land use category contains more area than the *Recreational Areas* land use category.

The land assigned to the *Recreational Areas* land uses category were identified as having the following characteristics:

- The *Recreational Areas* land uses category contains lands open to the public in some capacity for use in recreational activities. These areas include parks, boat landings, public hunting grounds, animal refuges, sportsman clubs, and golf courses. In most cases, the entire parcel containing the recreational land use was included in the *Recreational Areas* land use classification for area determination purposes.

8.4.9 Transportation

Transportation land uses in the Town of Scott generally consist of road right-of-ways. The Town does not have railroad right-of-ways. *Transportation* land uses are one of the most common land uses in the Town. Only *Agriculture or Other Open Space*, the *Recreational*, and the *Single-Family Residential* land use categories contain more area.

As a result of being a common land use type, the amount of *Transportation* land uses is relatively high. The land assigned to the *Transportation* land uses category were identified as having the following characteristics:

The *Transportation* land uses in the Town of Scott generally consist of road right-of-ways. The Town does not have railroad right-of-ways. *Transportation* land uses are one of the more common land uses in the Town. Only the *Agriculture or Other Open Space*, the *Recreational*, and the *Single-Family Residential* land use categories contain more area than the *Transportation* land uses category. As a result of being a common land use type, the amount of *Transportation* land uses is relatively high.

The *Transportation* land uses category has the following characteristics:

- The *Transportation* land uses category contains lands used for right-of-ways purposes for roads (or if they existed, railroad right-of-ways) as well as lands used in private landing strips. When a public right-of-way exists, and is mapped, the area of the right-of-way was used for area determination purposes. In other areas, where the right-of-way does not exist or is not mapped, a width of 66 feet was assigned to the right-of-way for area determination purposes. For private landing strips (the Town has no commercial airports), only the portion of the parcel used for private landing strip purposes was classified as a *Transportation* land use for area determination purposes.

8.5 **TRENDS**

The *Trends* section of this plan examines the characteristics and changes that are taking place in regards to supply, demand, and price of land in the Town of Scott. This section also examines the opportunities for the redevelopment of underutilized land, discusses existing and potential land use conflicts, and examines land use trends and projected acreage needed.

8.5.1 **Supply, Demand, and Price of Land**

An examination of the supply, demand, and price of land in Columbia County, including the Town of Scott, can provide insight into the trends in land use that are taking place within the County and the Town. A number of sources of information are available that help to measure the trends supply, demand, and price of land within the County. Contact the Columbia County Planning & Zoning Department for current demographic information.

8.5.2 **Agricultural Land Sales**

Detailed up-to-date information on agricultural land sales in Columbia County is available from the Wisconsin Agricultural Statistics Service.

8.5.3 **Forest Land Sales**

Detailed up-to-date information on forest land sales in Columbia County is available from the Wisconsin Agricultural Statistics Service.

During recent years the total acres of forest land sold annually has decreased, while the value of the forest land sold has increased over 80 percent. According to information supplied by the Wisconsin Agricultural Statistics Service, Forest Land Sales, the amount of Columbia County land sold for continued forest use has declined slightly during the last decade, while the amount of forest land sold for other uses has decreased significantly during the same period.

Both the price paid for forest land continuing in forest use and for forest land being diverted to other uses increased. However the price paid for forest land continuing in forest use increased considerably more than the price paid for forest land being diverted to other uses.

Additional information can be obtained the South-Central Wisconsin Multiple Listing Service and the Wisconsin Department of Revenue, Statement of Equalized Values. This up-to-date information includes equalized values in dollars, the average price per acre, and the average selling price for residential and agricultural land in Columbia County.

8.5.4 Opportunities for Redevelopment

Opportunities for the redevelopment of underutilized properties exist in many areas of the Town of Scott. Underutilized agricultural structures provide opportunities for reuse and redevelopment. New uses for underutilized agricultural structures that are no longer part of an active farm operation should be explored. Furthermore, former sand and gravel operations are no longer suitable for use in agriculture but offer some potential for conversion to other uses. Where appropriate opportunities exist, efforts should be made to steer development towards the areas in need of redevelopment before approving new sites for development.

Some of the existing commercial and industrial sites within the Town may also be underutilized and offer opportunities for reuse and redevelopment. Appropriate redevelopment of these sites should be encouraged. However, it is possible that some of these sites may contain environmental contamination issues to address before redevelopment can occur. Efforts should be made to utilize funding from state programs to aid in the cleanup and redevelopment of these sites. The location of potentially contaminated sites within the Town is discussed in more detail in the *Economic Development* element of this plan.

It is the intent of this plan to recognize that opportunities for redevelopment of existing properties exist within the Town. The following opportunities for redevelopment exist within the Town of Scott.

8.5.5 Existing and Potential Land Use Conflicts

A number of existing or potential land use conflicts will need to be considered by the Town of Scott when planning future use of land:

- Increasing pressure to convert agricultural land to other uses, mainly residential. The increasing number of residential uses within agricultural areas leads to conflicts between farmers and non-farm residents. New non-farm residents may complain about farm odors, slow machinery on roads, and late hours of operation in fields. Such conflicts could lead to the end of farming in that area.
- Increased pressure to allow traditional (hydro power plant expansion) and alternative energy systems (wind, solar, ethanol production, manure digesters, etc.) to be located within the Town. These facilities will have an impact on existing and future residential developments.
- Increased pressure to locate or expand large animal confinement facilities within the Town. These facilities may negatively impact nearby residential areas.

- Incompatible land uses along the borders of other Towns. Development in one Town can spill over into an adjacent Town and create undesirable land uses.

8.5.6 Understanding of Development Potential and Trends

An understanding of development potential and trends in the unincorporated areas of the Town of Scott can be developed by looking at areas where development has taken place and area with development potential.

Upon examination of Columbia County Zoning and Planning information provided to the Town, a decision was made to use housing projections based upon building permit trends in the development of the Future Land Use Map for the Town of Scott. This decision was made by the Town of Scott Planning Commission because it is believed that permit trends are a more accurate reflection of the building activity that is currently taking place and is likely to take place in the future.

The amount of land utilized by other land use categories such as agricultural, commercial, and industrial will also change over the planning period. For example, agricultural land will continue to be converted to other uses thereby reducing the overall amount of agricultural lands. Commercial and industrial lands will likely continue to be developed at current rates; however these uses will most likely take place in nearby cities and villages as has been the case in the past. As a result, the Town of Scott will not likely require any additional amounts of commercial and industrial future land uses.

8.6 FUTURE LAND USE

The *Future Land Use* section of this plan describes how future development is intended to take place as the provisions of the plan are implemented.

Below are descriptions of the future land use categories. These descriptions provide information on the purpose and intent of each future land use category and provide examples of the uses that can be expected within each category. The *Future Land Use* categories include: *Agricultural and Other Open Space, Single-Family Residential, and Multi-Family Residential, Commercial, Industrial, Institutional/Public, Recreational, Transportation, and Environmental Corridors.* (See Appendix A, Map 8.3)

8.6.1 Agricultural and Other Open Space

DESCRIPTION: The *Agricultural and Other Open Space* future land use category represents locations where agricultural or other open space types of land use and development are encouraged. The *Agricultural and Other Open Space* land use category includes lands that are predominately intended for agricultural purposes or other undeveloped open space purposes such as pastures or the raising and storage of crops and livestock. This category will also allow for agricultural related uses either as conditional uses or in an appropriate agricultural zoning district, which would not require a plan amendment. Non-agriculture resource based uses such as non-metallic mining will be acceptable either as conditional uses or in an appropriate resource based zoning district. Likewise, other facilities, such as minor utility infrastructure (e.g. electrical and natural gas substations), private aircraft landing strips, and wireless communication towers can be sited in *Agricultural and Other Open Space* designated areas subject to County ordinances.

Low-density residential development is also allowed in *Agricultural and Other Open Space* designated areas subject to certain requirements, but major subdivisions are prohibited. The minimum density standard in this district is one residence per 35 acres. In order to guide the development of low-density residential development within the

Agricultural and Other Open Space designated areas, the “*Residential Development within the Agricultural and Other Open Space Designated Areas*” requirements listed below were created for this comprehensive plan. It is the intent of this comprehensive plan that the development requirements described between be followed when reviewing and approving single-family residential development within the *Agricultural and Other Open Space* designated areas.

The rezoning to a residential district of either existing or new development to accommodate the “*Residential Development within the Agricultural and Other Open Space Designated Areas*” requirements listed below will not require amendments to the future land use map. The town may require deed restrictions, covenants and/or similar notations to be included or certified survey maps, plats, or other documents recorded in the Columbia County Register of Deeds.

RESIDENTIAL DEVELOPMENT

WITHIN THE AGRICULTURAL AND OTHER OPEN SPACE DESIGNATED AREAS

DEFINITIONS

“Contiguous Ownership” For Determining Right to Develop: All contiguous lands zoned Agricultural and currently under the same ownership. “*Contiguous Ownership*” may include one or more tax parcels, “40’s”, or lots with lots defined as a parcel designated in a recorded plat or certified survey map, or described in a conveyance recorded in the office of the Register of Deeds. A public road, map, or described in a conveyance recorded in the office of the Register of Deeds. A public road, railroad, navigable waterway, or connection at only one point does not break up contiguity.

Cluster: Three or more contiguous residential lots.

Development

Landowners with 35 acres or more of “*Contiguous Ownership*” as defined above are able to develop a single-family residence in the *Agricultural or Other Open Space* designated areas subject to the requirements listed below and approval from the local Town Board.

- Allow only in areas designated “*Agricultural or Other Open Space*” on the Town of Scott Future Land Use Map.
- A landowner is allowed one development right per 35 acres of “*Contiguous Ownership*.”
 - Ownership and acreage verification may be required.
 - An existing house counts as a development right.
 - A landowner can buy additional land from adjacent landowners to assemble the necessary “*Contiguous Ownership*” acres.
 - The new house must remain with 35 acres.

SITING STANDARDS FOR RESIDENTIAL DEVELOPMENT

WITHIN THE AGRICULTURAL AND OTHER OPEN SPACE DESIGNATED AREAS

The following are siting standards established for use when evaluating the location of designated “Agricultural or Other Open Space” areas.

8.7 SITING STANDARDS

8.7.1 Proposed Site(s)

The proposed residential site(s) will not adversely affect agricultural operations in surrounding areas or be situated such that future inhabitants of such residence might be adversely affected by agricultural operations in surrounding areas. In considering whether this general standard is achieved, the Committee shall evaluate the following factors:

- The proposed lot(s) are located in a manner as to minimize the amount of agricultural land converted to nonagricultural use.
- The proposed lot(s) are not located within 500 feet of operating agricultural facilities.
- A new road or driveway needed to serve the site does not severely impact existing farm fields.

8.7.2 Single-Family Residential

DESCRIPTION: The *Single-Family Residential* future land use category represents locations where single-family types of land use and development are encouraged.

8.7.3 Multi-Family Residential

DESCRIPTION: The *Multi-Family Residential* future land use category represents locations where dense multi-family types of land use and development.

The need for multi-family residential areas is not anticipated during the planning period and as a result no such areas have been planned.

8.7.4 Commercial

DESCRIPTION: The *Commercial* future land use category represents locations where commercial types of land use and development are encouraged. The Commercial future land use category includes lands that will be used for retail/wholesale trade or service activities that sell goods and services directly to the public such as gas stations, restaurants, chain stores, video stores, car washes, marinas, strip malls, etc. This comprehensive plan calls for the creation of new commercial zoning districts that further divide commercial uses based on the intensity of the commercial use. For example, a light commercial district would include smaller scale retail development such as a gas station while an extensive commercial district would include larger scale retail developments such as a strip mall.

8.7.5 Industrial

DESCRIPTION: The *Industrial* future land use category represents locations where industrial and manufacturing types of land use and development are encouraged. The *Industrial* future land use category includes lands that will be used for producing an industrial or manufacturing product or for providing an industrial or manufacturing service.

This comprehensive plan calls for the creation of new industrial zoning districts that further divides industrial uses based on the extreme impacts of the industrial use. For example, a light industrial district would include industrial and manufacturing uses that do not produce offensive noise, smoke, odors, health hazards, frequent traffic congestion, and other similar conditions while a heavy industrial district would allow for industrial and manufacturing uses that may produce these external impacts. An additional example of an industrial district would be an industrial power generation district for power plants.

8.7.6 Institutional/Public

DESCRIPTION: The *Institutional/Public* future land use category represents locations where institutional and public types of land use and development are encouraged. The *Institutional/Public* future land use category includes lands that have facilities or institutions that are open to the public in some capacity and/or provide a public or semi-public service. These include uses such as churches, fire stations, police stations, libraries, town halls, hospitals, clinics, cemeteries, public and private schools, colleges and universities, municipal wells, water towers, wastewater treatment facilities, etc.

8.7.7 Recreational

DESCRIPTION: The *Recreational* future land use category represents locations where recreational types of land use and development are encouraged. The *Recreational* future land use category contains lands open to the public in some capacity for use in recreational activities. These areas include public and private parks, boat landings, public hunting grounds, wildlife refuges, sportsman clubs, shooting ranges, group camp/retreats, campgrounds and camping resorts, ski hills, golf courses, etc.

8.7.8 Transportation

DESCRIPTION: The *Transportation* future land use category represents locations where new additions or significant changes to the transportation system are proposed. The *Transportation* future land use category contains proposed right-of-ways for new roads, railroads, and trails as well as areas for new or expanded airports.

8.7.9 Environmental Corridors

DESCRIPTION: The *Environmental Corridors* are mapped areas that represent locations which contain unique natural resource components. The *Environmental Corridors* future land use category includes many of the most environmentally sensitive lands and provides a continuous linear system of open space. These land areas are also most susceptible to seriously impact from intense development.

The *Environmental Corridors* include the following areas:

- Floodplains
- Wetlands
- 35-foot buffers along all lakes, ponds, rivers, streams, and drainage ways
- Publicly owned lands and parks
- Steep slopes over 12%
- Shallow soils to bedrock
- Woodlots 20 acres or greater

Environmental corridors overlay portions of all other mapped future land use categories and land uses of many types are contained with these other mapped categories.

Development that takes place under one of these other mapped future land use categories can have impacts on the natural resource components within the environmental corridors. As a result, this comprehensive plan calls for the implementation of basic protections to the natural resource components of the environmental corridors. The intent of these protections should be to mitigate the impacts development may have on the components of the environmental corridors. These protections should provide specific criteria that indicate the protections necessary for each natural resource component.

8.8 CONSISTENCY WITH FUTURE LAND USE

Future land use designations are related, but not necessarily identical. Future land use categories tend to be fairly general. Because future land use categories are general, it is common for more than one district to correspond to each land use category. It is also possible that some districts might be consistent with more than one future land use designation.

9.0 **IMPLEMENTATION**

The *Implementation Element* of this plan outlines the programs, tools, and specific actions that will be used to guide the implementation of the comprehensive plan and achieve the desired outcomes. The *Implementation Element* does not work independently of the other plan elements, rather the *Implementation Element* is intended to integrate the other plan elements and achieve the goals and objectives of the plan.

Any action taken to implement the plan can have direct and indirect effects on the other elements in the plan. The manner in which the implementation of the plan is conducted will directly impact the effectiveness of the plan and its ability to produce the desired results.

9.1 **IMPLEMENTATION VISION**

- *A compilation of clear and defined actions necessary to implement all plan elements, summarize and track progress, and describe the procedures for amendments and revisions.*

9.2 **IMPLEMENTATION PROGRAMS, TOOLS, AND SPECIFIC ACTIONS**

A variety of implementation programs and tools exist and are available for use by the Town of Scott in implementing the comprehensive plan. These programs and tools can be divided into two categories, regulatory and non-regulatory. Regulatory programs and tools are mainly in the form of ordinances that the Town of Scott can choose to adopt and enforce. Non-regulatory programs and tools are mainly acquisitions (e.g. buy land) and fiscal actions (e.g. impact fees) that the Town of Scott can choose to use in order to achieve a desired outcome. The following section provides a brief description of many of the available implementation programs and tools.

9.2.1. **Regulatory Implementation Programs and Tools**

▪ **Land Division/Subdivision Ordinance**

A *Land Division/Subdivision Ordinance* is a tool to control how, when, and if land will be divided and developed while protecting the needs and welfare of the community. It also regulates how new lots will be made ready for future development such as provisions for adequate access (required roads and/or driveways) wastewater treatment and water supply.

The impact of land division regulations is more permanent than zoning (which regulates the type of development that takes place on a parcel) because once land is divided into lots and streets are laid out, development patterns are set. Local review and regulation of future divisions of land can therefore be an effective tool to realize plan goals to maintain agriculture as a strong part of the local economy, protect natural resources, and retain rural character.

A *Land Division/Subdivision Ordinance* can also incorporate “conservation design guidelines and standards” to help implement the plan goals, objectives, and policies supporting protection of the community’s agricultural lands and open spaces. Conservation subdivisions are intended to be an alternative approach to the conventional lot-by-lot division of land in rural areas which spreads development evenly throughout a tract of land without regard to the natural features of the area.

▪ **Driveway Ordinance**

Driveway Ordinances are developed to establish standards for driveways that regulate the siting, construction, and maintenance of driveways as well as provide for safe and

adequate access from private development to public right-of-ways. The term “driveway” is generally defined to mean private driveway, road, field road, or other means of travel through any part of a private parcel of land or which connects or will connect with any public roadway. The ordinance typically only impacts new driveways which are required as a result of land use modifications. A driveway ordinance provides an opportunity for review of driveway construction to ensure that the goals and objectives of the comprehensive plan are being met.

- **Planned Developments (PDs)**

Planned developments allow developers to vary some of the standards in local zoning ordinances to provide for innovative approaches that may allow for better design and arrangement of open space to protect natural resources. PD’s require flexibility from both the developer and the local government.

- **Performance Standards**

Performance Standards provide a method that permits controlled development while also being sensitive to the landscape. It tries to regulate the impacts of land uses, rather than the uses themselves, by outlining general goals for developers that they can meet in different ways. Landowners are permitted a wide variety of uses, so long as they meet certain numeric standards such as a certain density, a certain amount of open space, or certain noise, air quality, or lighting level standards.

- **Design/Site Review**

Design/Site Review involves the review and regulation of the design of buildings and their sites. *Design/Site Review* standards are often, included as part of zoning and subdivision ordinances. It seeks to protect communities from multi-family, commercial, industrial, and institutional development which would detract from the appearance of the community and reduce property values. Such an ordinance is especially recommended for communities with buildings of historic or architectural importance and where tourism is a major economic activity.

- **Historic Preservation Ordinance**

The objectives of a comprehensive plan which note the need to preserve important historic structures and sites can be implemented through the adoption of a historic preservation ordinance. These ordinances are meant to protect historic buildings and districts. Counties, towns, cities, and villages have express authority to enact historic preservation ordinances. In addition, the Wisconsin Legislature has determined that historic preservation is such an important objective that all cities and villages that contain any property listed on either the national register of historic places or the State register of historic places must enact an historic preservation ordinance to regulate historic or archeological landmarks and historic districts in an effort to preserve those landmarks.

- **Uniform Dwelling Code (UDC)**

Uniform Dwelling Code is a uniform statewide code that sets minimum standards for safety; structural strength; energy conservation; erosion control; heating; plumbing and electrical systems; and general health and safety in dwellings. UDC covers new one and two family dwellings built since June 1, 1980 and all additions and alterations to these dwellings.

- **Wireless Communications Ordinance**

A *Wireless Communications Ordinance* can be used to minimize the visual effects of towers, maximize the capacity of existing towers and reduce impacts of adjacent properties. Local governments cannot unilaterally prohibit cell towers by ordinance, zoning or any other means. However, local governments can enact ordinances to prohibit towers from certain specially identified areas, regulate tower height, specify minimum setbacks, require collocation strategies, and encourage landscaping and disguising techniques.

An important benefit of having a *Wireless Communications Ordinance* is that it provides decision-making consistency and decreases the chances of discrimination against a particular company. Wireless communication ordinances seek to balance business and industry needs with community character, aesthetics, and resident needs.

- **Nonmetallic Mining Reclamation Ordinance**

A *Nonmetallic Mining Reclamation Ordinance* regulates the reclamation of nonmetallic mining sites to ensure that the sites are effectively reclaimed after the mining of the site ends. Under the ordinance, a nonmetallic mining operation developed after the effective date of the ordinance must have a reclamation plan for the site that includes a post-mining land use for the site and ensures that the final reclamation of the mining site is consistent with uniform reclamation standards.

The reclamation standards address environmental protection measures including topsoil salvage and storage, surface and groundwater protection, and contemporaneous reclamation to minimize the acreage exposed to wind and water erosion. Non-metallic mine operators are also required to submit annual fees for inspection of the site for compliance with the plan and to have an acceptable financing mechanism to ensure completion of the reclamation plan.

- **Erosion Control Ordinance**

An *Erosion Control Ordinance* is developed to protect the environment from erosion and sedimentation problems that occur during development projects. Often the most environmentally sensitive period of development is the initial construction phase when land is cleared of vegetation and graded to create a proper surface for construction. The removal of natural vegetation and topsoil makes the exposed area particularly susceptible to erosion, causing the transformation of existing drainage areas and the disturbance of sensitive areas. Eroded soil endangers water resources by reducing water quality and causing the siltation of aquatic habitat for fish and other desirable species. Eroded soil also necessitates repair of sewers and ditches and the dredging of lakes. In addition, clearing and grading during construction causes the loss of native vegetation necessary for terrestrial and aquatic habitat.

- **Storm Water Control Ordinance**

A *Storm Water Control Ordinance* is developed to protect water quality and minimize the amount of sediment and other pollutants carried by runoff to lakes, streams, and wetlands during a storm event. These ordinances primarily focus on maintaining storm water best management practices including the design, routine maintenance, and inspection of storm water management structures and facilities.

- **Private Sewerage System Ordinance**

A *Private Sewerage System Ordinance* is developed to promote and protect public health and safety by assuring the proper siting, design, installation, inspection, and management of private sewage systems and non-plumbing sanitation systems (e.g. a privy).

- **Access Control Ordinance**

An *Access Control Ordinance* is developed to establish standards for private access points on public right-of-ways. The ordinance also establishes standards to maintain appropriate access spacing, require appropriate access design, and control the total number of access points to public right-of-way. An access control ordinance provides an opportunity for review of access points on public right-of-ways to ensure that the goals and objectives of the comprehensive plan are being met.

- **Sign Ordinance**

A *Sign Ordinance* restricts the type, size, and location of signs within a community. It also often restricts the types of materials that can be used to construct signs. These ordinances can regulate signage to achieve a number of community values such as improved property values, public safety and glare control. Counties, towns, cities, and villages may all adopt sign ordinances and billboard regulations.

- **Official Maps**

Cities, villages, and towns may adopt official maps. These maps adopted by ordinance or resolution, may show existing and planned streets, highways, historic districts, parkways, parks, playgrounds, railroad right-of-ways, waterways and public transit facilities. The map also may include a waterway only if it is included in a comprehensive surface water drainage plan.

Counties have limited official mapping powers. Counties may adopt highway-width maps showing the location and width of proposed streets or highways and the widths of any existing streets or highways which are planned to be expanded. The municipality affected by the street or highway must approve the map. Counties may also prepare plans for the future platting of lands, or for future location of streets, highways, or parkways in the unincorporated areas of the County. These plans do not apply to the extraterritorial plat approval jurisdiction of a city or village unless the city or village consents.

- **Cooperative Boundary Agreements**

Cooperative boundary agreements can reduce some of the conflict regarding boundary issues, including annexation, that often arise between towns and their incorporating neighbors (cities and villages). The Legislature has provided express enabling authority for these agreements. The communities involved in such agreements undertake cooperative preparation of a plan for the areas concerned.

The plan for changing or maintaining boundaries, and for controlling land use and services is sent to the Department of Administration. If the plan is approved, a contract binding the parties to it is put into effect.

- **Annexation**

Cities and villages have the power to annex given to them by the state. The power to extend municipal boundaries into adjacent unincorporated (town) lands allows a community to control development on its periphery.

Annexation occurs at the request of town residents, not at the request of the incorporated municipality. Petitions for annexation are filed by the town landowners and the village or city acts upon the annexation petition.

Under current annexation statutes, no city or village may annex any territory if none of the city's or village's territory is in the same county as the territory to be annexed. Cities and villages are also required to make payments for five years to towns that lose territory due to annexations. Cities and villages will have to pay to the town from which the land is annexed the amount of the town tax for the annexed property. An exemption from this payment exists for cities and villages that have boundary agreements with the neighboring towns.

- **Extraterritorial Zoning**

Any city or village that has a plan commission may exercise extraterritorial zoning power in the unincorporated areas surrounding the city or village. The extraterritorial zoning power may be exercised in the unincorporated areas located within three miles of the corporate limits of a first, second or third class city, or within one and one-half miles of a fourth class city or village. Extraterritorial zoning may be initiated by a city or village adopting a resolution and providing notice of the extraterritorial area to be zoned. The city or village may unilaterally adopt an interim zoning ordinance to preserve existing zones or uses for up to two years while a comprehensive zoning plan is being prepared. A joint committee, consisting of three city or village plan commission members and three town members must approve of the plan and regulations by majority vote.

- **Livestock Facilities Siting Ordinance**

Livestock Facilities Siting Ordinances are designed to create a standardized set of requirements for farmers across the state to follow when planning to establish a new facility or expand an existing facility that will have over 500 animal units. It has become important for producers to plan and manage expansions well to avoid potential conflicts and the expenses to both the producer and to local government caused by such conflicts. For facilities planned to have greater than 500 animal units, the ordinance sets rules regarding property line setbacks, water quality setbacks, waste and manure management and storage, runoff management from animal lots and feed storage facilities (e.g. silage), mortality management, and odor management.

- **Nuisance Ordinance**

A nuisance can generally be defined as an action, or lack thereof, which creates or permits a situation that annoys, injures or endangers the peace, welfare, order, health or safety of the public in their persons or property. Nuisance ordinances can be defined in many ways, depending what issues are present in the community. Possible nuisances include noxious weeds, storage of vehicles, odors, noise, signs, obstruction of streets, animals, fireworks and any number of related type nuisances. Concisely defining nuisances as well as enforcement, abatement and recovery of costs for abatement are very important in the creation of a nuisance ordinance. A nuisance ordinance provides landowners and residents with a mechanism for identifying and preventing non-compliant situations.

Further, there are some practical but nevertheless important reasons for developing a local ordinance. They include: 1) the ability to set a minimum and a maximum forfeiture amount; 2) the ability to decide a protocol for providing notice and the time to cure or abate the nuisance; and 3) the ordinance can state that the unpaid bill for the cost of abating the nuisance can be placed on the tax bill as a special charge. Most public nuisance ordinances cover five broad areas. They include:

- Noxious weeds
- Environmental health
- Morality (sexually oriented businesses)
- Public safety and peace
- Junk vehicle or equipment

9.2.2 Non-Regulatory Implementation Tools

▪ Land Acquisition

Communities and non-profit conservation organizations can acquire land for conservation purposes simply by purchasing it outright. This is recommended when public access to the property is required.

▪ Conservation Easements

Conservation easements limit land to specific uses and this protect it from development. These voluntary legal agreements are created between private landowners (grantors) and qualified land trusts, conservation organizations or government agencies (grantees). Conservation easements may be purchased but are frequently donated by conservation-minded landowners. Grantors can receive federal tax benefits as a result of donating easements. Grantees are responsible for monitoring the land and enforcing the terms of the easements. Easements can be tailored to the unique characteristics of the property and the interests of the landowner. Easements may apply to entire parcels of land or to specific parts of a property. The easement is recorded with the deed to the property to limit the future uses of the land as specified in the easement. Land protected by conservation easements remain on the tax roll and is privately owned and managed.

▪ Purchase of Development Rights (PDR)

The Purchase of Development Rights (PDR) is a land conservation tool that communities can use to protect important natural resources such as farmland, hillsides, and wetlands. Under a PDR program, a unit of government (city, village, town, county, or state) or a nonprofit conservation organization (such as a land trust) purchases a conservation easement that limits the use of the land to accomplish a certain purpose, including protecting the land from development. The rights purchased are recorded in a conservation easement. PDR programs are voluntary and participants retain ownership of their land. They can sell or transfer their property at any time; but, because of the easement, the land is permanently protected from certain types of development.

▪ Land Trusts

A land trust is a private, nonprofit organization with a mission to conserve land and its resources. Landowners may work with a land trust when they wish to permanently protect the ecological, agricultural, scenic, historic, or recreational qualities of their land from inappropriate development.

- **Capital Improvement Programs (CIP)**

The Capital Improvement Program (CIP) is a way of implementing issues related to capital facilities specified in a plan. Capital improvements are those projects which require the expenditure of public funds for the acquisition, construction, or replacement of various public buildings such as police and fire halls, schools, and city/village/town halls; roads and highways; water and sewer facilities; and parks and open spaces.

A Capital Improvement Program is a listing of proposed public projects according to a schedule of priorities over the next few years, usually a five year programming period. A CIP allows local communities to plan for capital expenditures and minimize unplanned expenses. Sources of funding for capital improvements include impact fees, subdivision requirements, special assessments, and revenue or general obligation

bonding. The usefulness of the CIP depends upon the community properly budgeting for expenditures as part of the community's annual capital improvements budget.

- **Impact Fees**

Cities, villages, towns, and counties may access impact fees. Impact fees are financial contributions imposed on developers by a local government as a condition of development approval.

Impact fees are one response to the growing funding gap in infrastructure dollars between revenues and needs. Impact fees help shift a portion of the capital cost burden of new development to developers in an effort to make new development responsible for serving itself rather than raising taxes on existing development.

Local governments can use impact fees to finance highways and other transportation facilities, sewage treatment facilities, storm and surface water handling facilities, water facilities, parks and other recreational facilities, solid waste and recycling facilities, fire and police facilities, emergency medical facilities, and libraries. Impact fees cannot be used to fund school facilities. Furthermore, counties cannot use impact fees to fund highways and other transportation related facilities.

- **Tax Increment Financing Districts (TIF)**

Wisconsin towns recently gained a new tool to help promote rural development in Wisconsin with passage of legislation in 2004. This new legislation provides towns the authority to use the tax incremental financing authority that cities and villages have been using for years, to provide infrastructure for tourism, agriculture, and forestry projects in towns.

The new law will give an optional tool to help site projects in towns across the state when special infrastructure needs such as all weather roads, power lines, improved rail connections, and more are needed to create new or expanded tourism, agricultural, and forestry projects. An example of the type of project this tool could be used for is to provide a town highway that could carry heavy truck traffic to such a facility as an ethanol production plant or large livestock facility. A new or improved town highway could be constructed to allow the new facility to be located in more remote areas of the state, thus reducing potential land use conflicts with neighbors, yet avoiding placing the burden of the new improvement on the remainder of the town taxpayers.

This 2004 legislation gives towns' similar authority for tax incremental financing as cities and villages, but is limited to the type of rural development in tourism, agriculture, and forestry that does not compete with cities and villages.

- **Additional Planning Efforts**

The updating or development of other planning documents can aid in the implementation of a comprehensive plan. Other planning documents can help with access to available funding sources and provide additional support to achieving the goals and objectives of a comprehensive plan. In addition, keeping the comprehensive plan up to date insures that the plan is a useful tool in creating and maintaining desired land use types.

9.3 INTEGRATION AND CONSISTENCY OF PLAN ELEMENTS

The State of Wisconsin's comprehensive planning statutes require that the implementation element describes how each of the nine elements of the comprehensive plan will be integrated and made consistent with the other elements of the plan. The planning approach used to produce the Town of Scott Comprehensive Plan was conducted in such a manner that all nine of the plan elements were developed through the same planning process.

Each element was developed with the other elements in mind, thereby eliminating the threat of inconsistencies among the elements. In addition, the plan development process was overseen by the Town of Scott.

Over time, as plan amendments occur the threat of inconsistencies will surface. It is important in the future that the Town of Scott conduct consistency reviews to ensure the plan is up to date and consistent among the nine elements.

It is also important to attempt to maintain consistency between the Town of Scott Comprehensive Plan and the Columbia County Comprehensive Plan. Amendments to either a town plan or the county plan can introduce inconsistencies and should be reviewed carefully.

9.4 MEASUREMENT OF PLAN PROGRESS

The State of Wisconsin's comprehensive planning statutes require that the implementation element provide a mechanism to measure the progress toward achieving all aspects of the comprehensive plan. Measurements of comprehensive plan progress can be achieved in two ways:

- Review of the goals and objectives of this plan
- Review of the *Implementation Programs, Tools, and Specific Actions* section of this element.

Goals and objectives are included in each element of the comprehensive plan and provide direction for the implementation of the plan. The measure of plan progress can be accomplished through a review of these goals and objectives over time. Goals should be evaluated and measured to determine if they are still valid and that the intended purpose of the goal is being achieved. Likewise, objectives should be measured to determine in progress has been made toward achieving the objective and whether the objective is still relevant to achieving the goal. Measuring the progress of an objective can be as simple as determining whether the objective has been implemented or not. Each goal and objective in the plan should be periodically reviewed to determine the amount of progress that has been made and the effectiveness of the goal or objective in achieving the intended results.

The Implementation Programs, Tools, and Specific Actions section of this element spells out the recommended changes or additions to the ordinances as well as other planning related activities that should be carried out to implement the plan. This section also provides a recommended timeline for accomplishing the recommended actions.

The measurement of plan progress can be determined by a review of this section to determine if the recommended activities have been implemented.

In an effort to insure the plan is achieving the intended and desired results, a review of the comprehensive plan's progress shall be conducted by the Town of Scott Plan Commission and reported to the Town of Scott Board at least once every five years, or more frequently at the request of the Board.

9.5 AMENDING OF THE PLAN

The Town of Scott Comprehensive Plan should be evaluated as needed to gauge the progress made towards achieving the goals and objectives of the plan. Unforeseen circumstances or opportunities in the future may warrant that amendments to the plan are needed to maintain the effectiveness and consistency of the plan. Amendments should be minor changes to the overall plan and should be done after careful evaluation in a non-accommodating manner to maintain the plan as a planning tool upon which decisions are based.

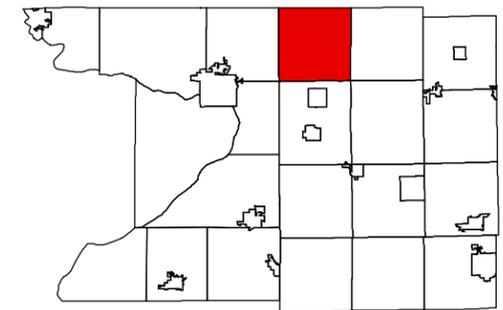
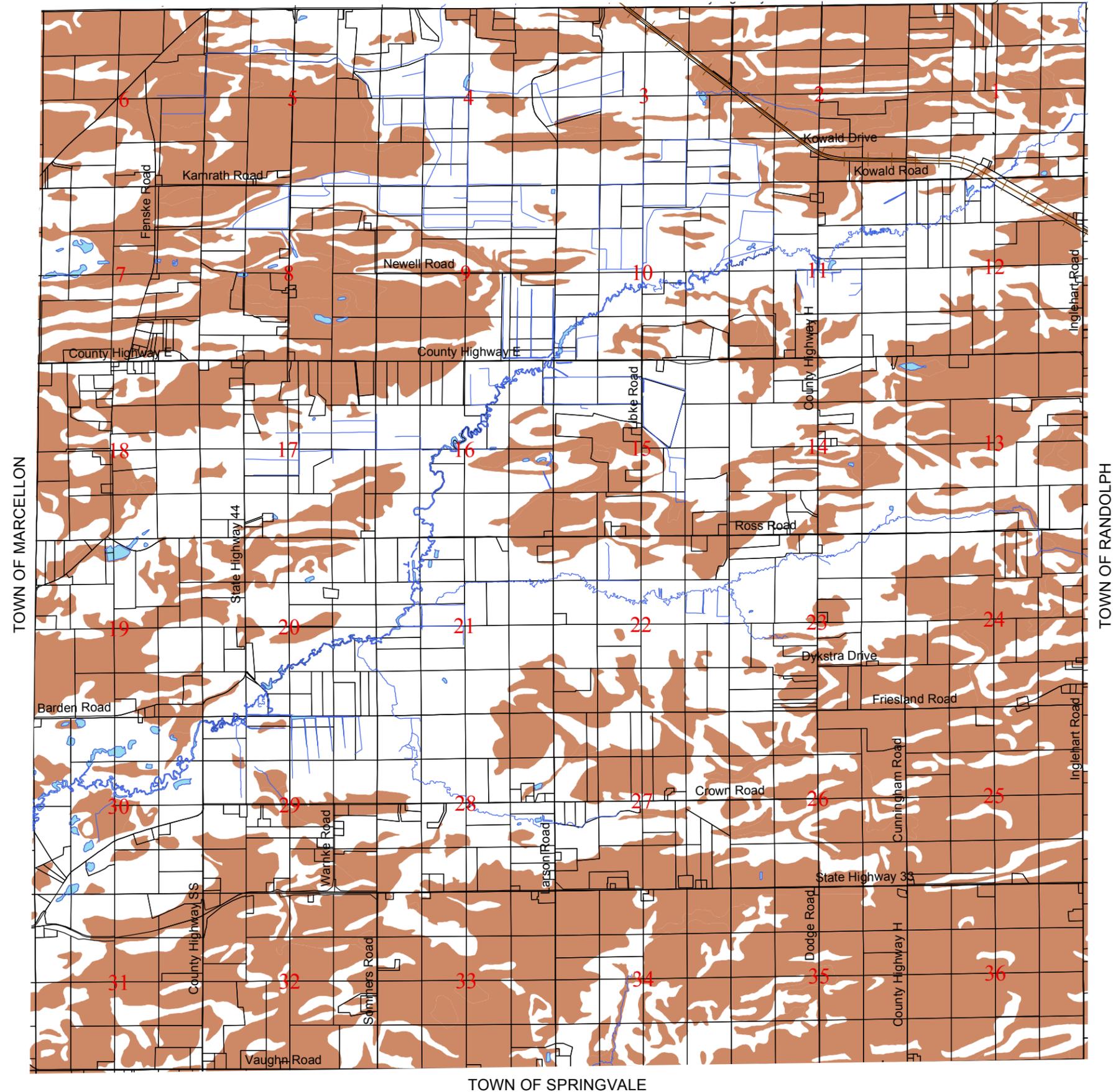
It is the intent of this comprehensive plan to have proposed amendments reviewed on an as needed basis. Changes and amendments to the plan shall follow a process that requires a petition to the Town of Scott Plan Commission. The petition shall specify the change requested and the reasons for the change. The same process used to initially adopt the plan under the State of Wisconsin's comprehensive planning statutes shall also be used when adopting amendments to the plan. Furthermore, state statutes should be monitored to determine if any changes have been made that would affect the amendment process.

9.6 UPDATING OF THE PLAN

The State of Wisconsin's comprehensive planning statutes require that a comprehensive plan be updated at least once every ten years. An update of the plan requires a revisiting of the entire planning document. Unlike an amendment, an update is often a substantial re-write of the text, updating of the inventory and tables, and substantial changes to the maps. The plan update process should follow a similar process as the one used in the initial creation of this plan including similar time and funding allotments. State statutes should be monitored to determine if any changes have been made that would affect the updating process.

MARQUETTE COUNTY

MAP 5-4 PRODUCTIVE AGRICULTURAL SOILS Town of Scott Columbia County, Wisconsin



 Prime Farmland¹

1. Prime farmland was derived using USDA-SSURGO data. Prime farmland as defined by the U.S.D.A., as land that has the best combination of physical and chemical characteristics for producing food & fiber in for the nation. Prime Farmland primarily contains Class I, II, and III soils.

This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only.

Source: NRCS, USDA, Columbia County Land Information, Columbia County Planning, 2005

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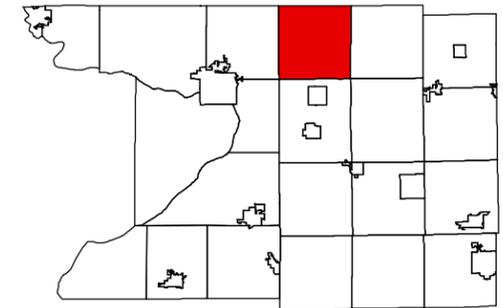
TOWN OF MARCELLON

TOWN OF RANDOLPH

TOWN OF SPRINGVALE

MAP 5-8 FLOODPLAINS

Town of Scott
Columbia County,
Wisconsin



-  100 Year Floodplain
-  500 Year Floodplain

Floodplains delineated from Flood Insurance Rate Map (FIRM) dated April 2, 2008. Flood risk information presented on FIRMs is based on historic, meteorologic, hydrologic, and hydraulic data, as well as open-space conditions, flood control works, and development. To prepare FIRMs that illustrate the extent of flood hazard in a flood prone community, FEMA conducts engineering studies referred to as Flood Insurance Studies (FISs). Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas (FHAs) on FIRMs.

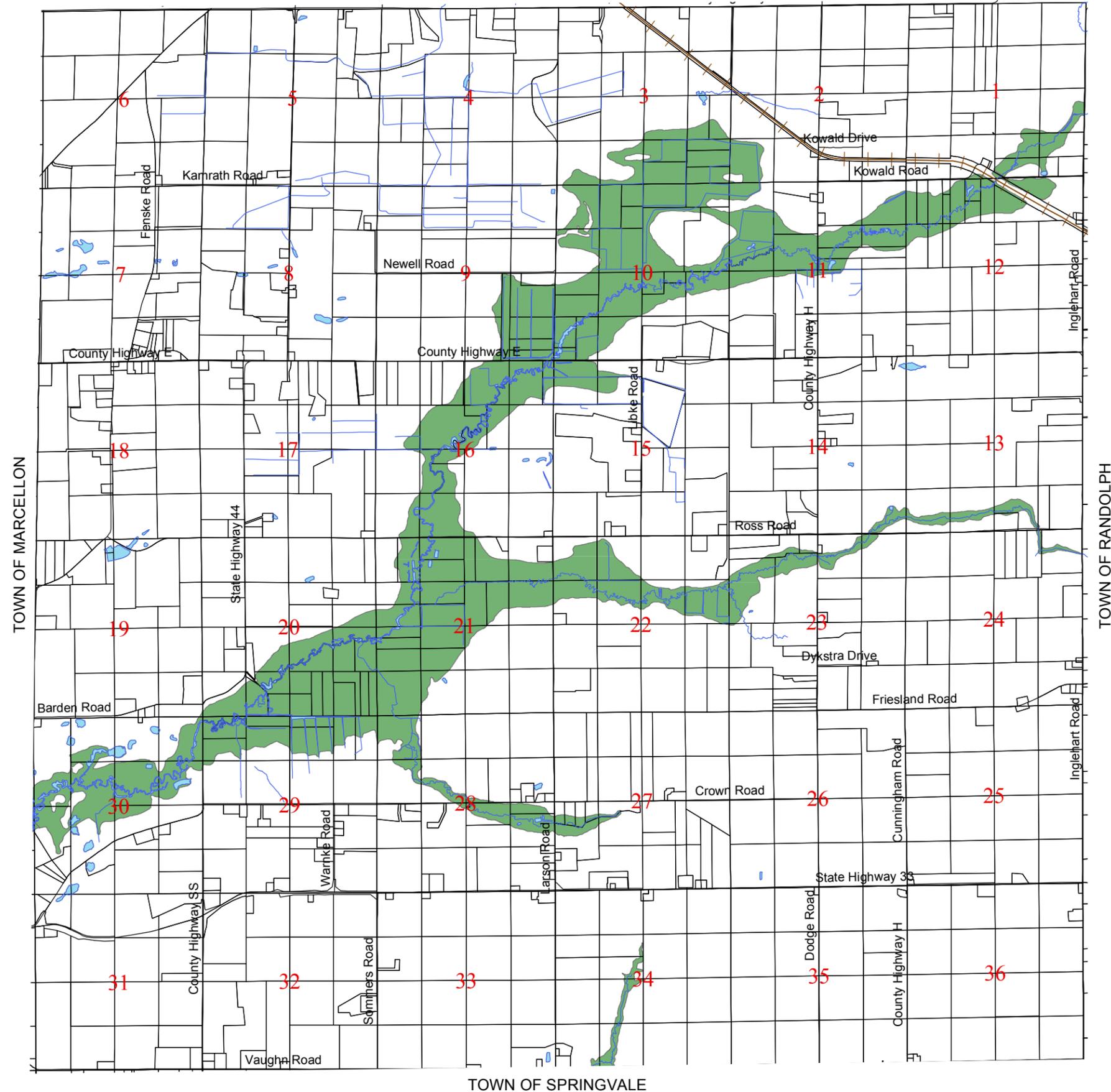
This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only.

Source: Federal Emergency Management Agency,
Columbia County Planning, 2010

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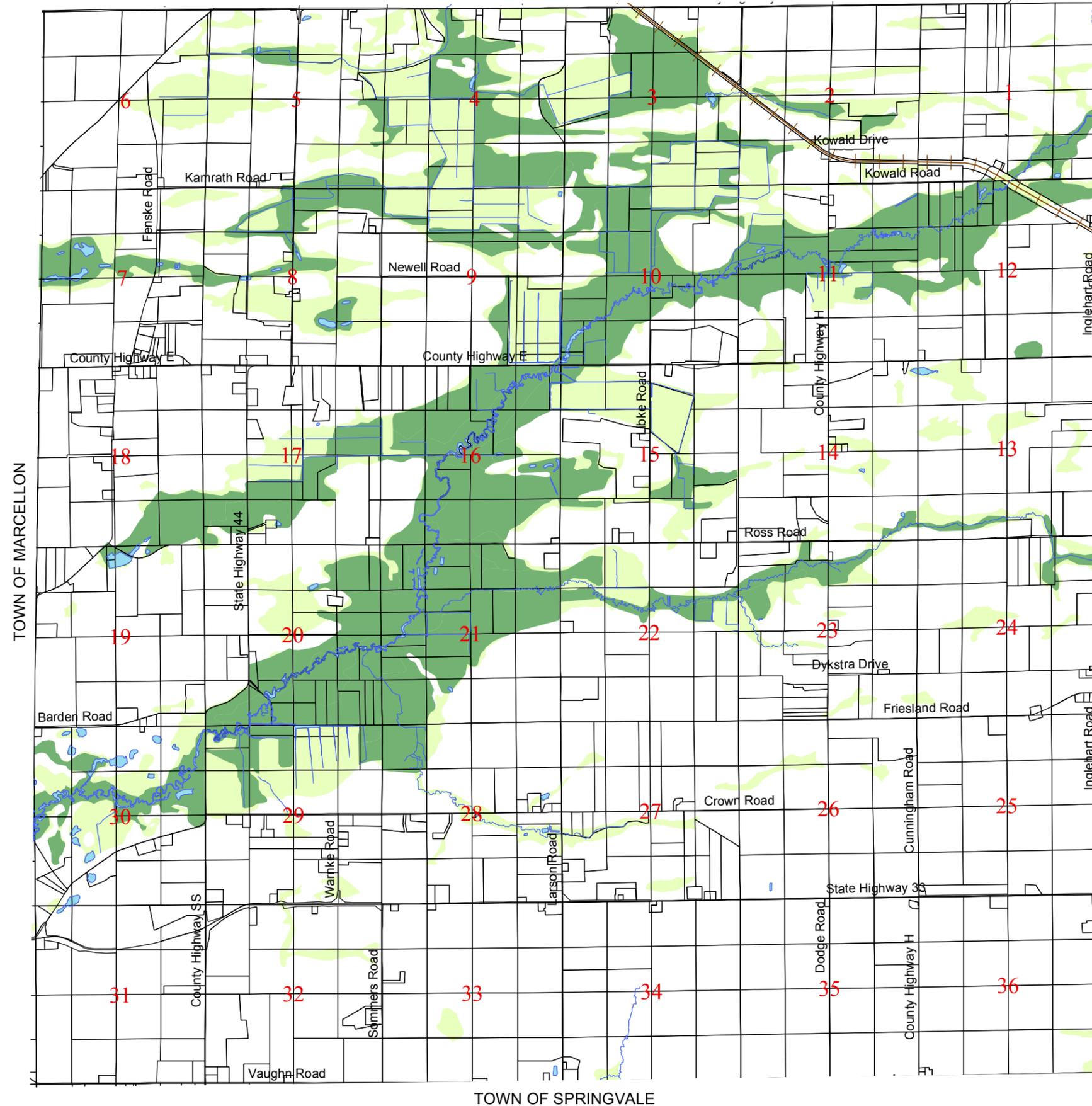
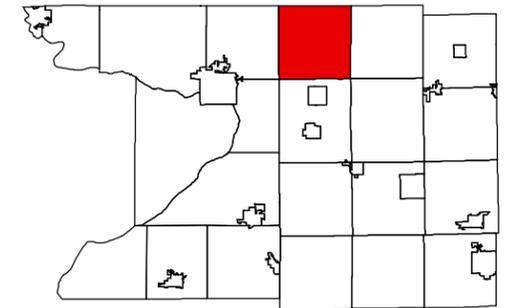
TOWN OF MARCELLON

TOWN OF RANDOLPH

TOWN OF SPRINGVALE



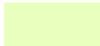
MAP 5-9 WETLANDS & HYDRIC SOILS Town of Scott Columbia County, Wisconsin



TOWN OF MARCELLON

TOWN OF RANDOLPH

TOWN OF SPRINGVALE

-  DNR Wetlands¹
-  Hydric Soils²

1. Wetlands extracted from WDNR's Wisconsin Wetlands Inventory, which includes mapped wetlands at least 5 acres in size derived mainly from air photo interpretation. All wetlands subject to state or federal regulations may not be shown.
2. A hydric soil is a soil formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part. They are generally not advised for building construction.

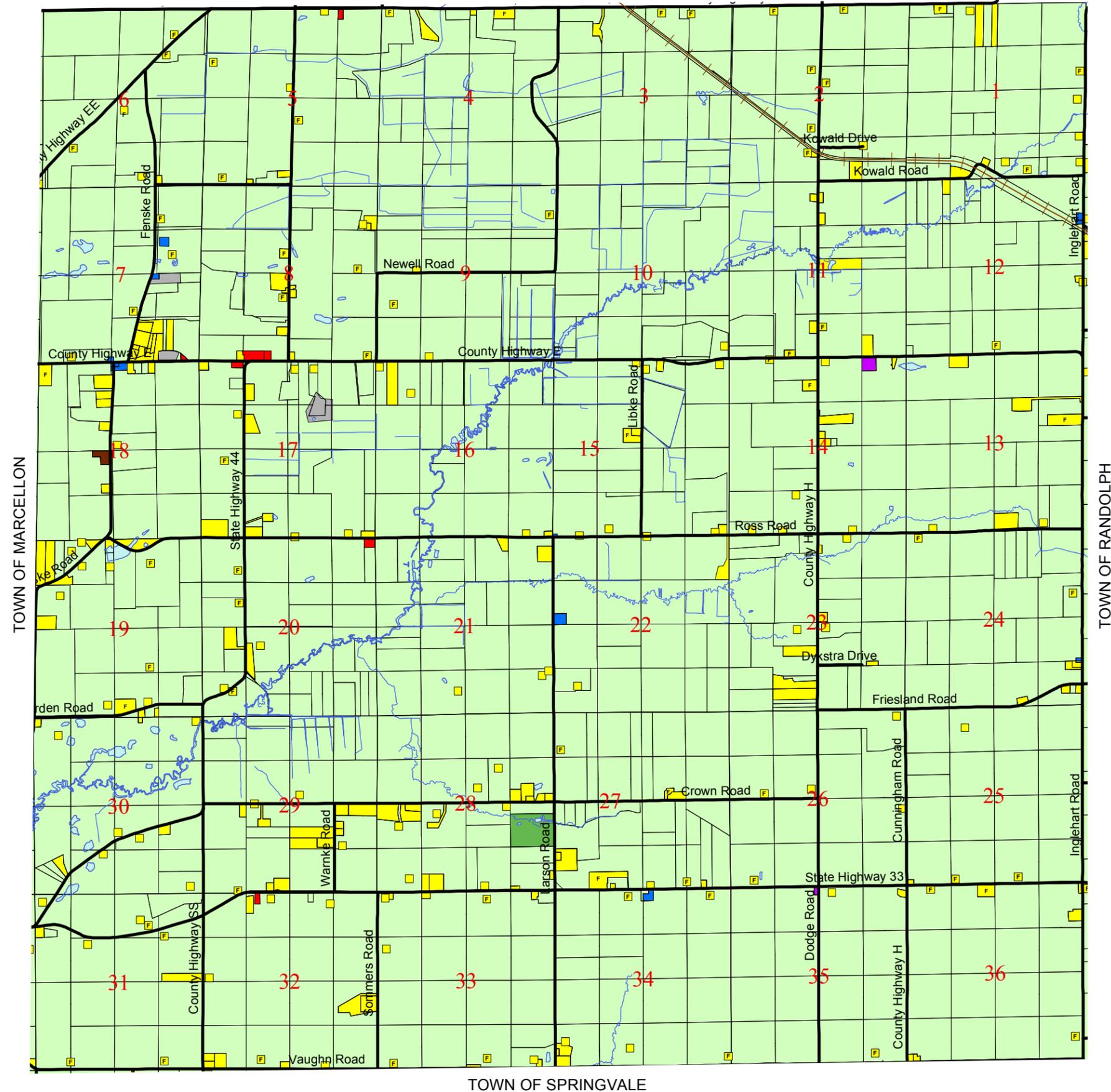
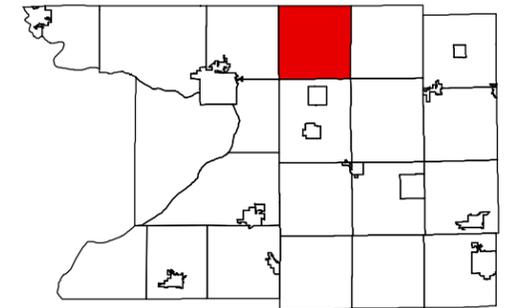
This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only.

Source: Wisconsin DNR, USDA-NRCS,
Columbia County Planning, 2010

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MAP 8-1 EXISTING LAND USE 2005 Town of Scott Columbia County, Wisconsin



Land Use Categories

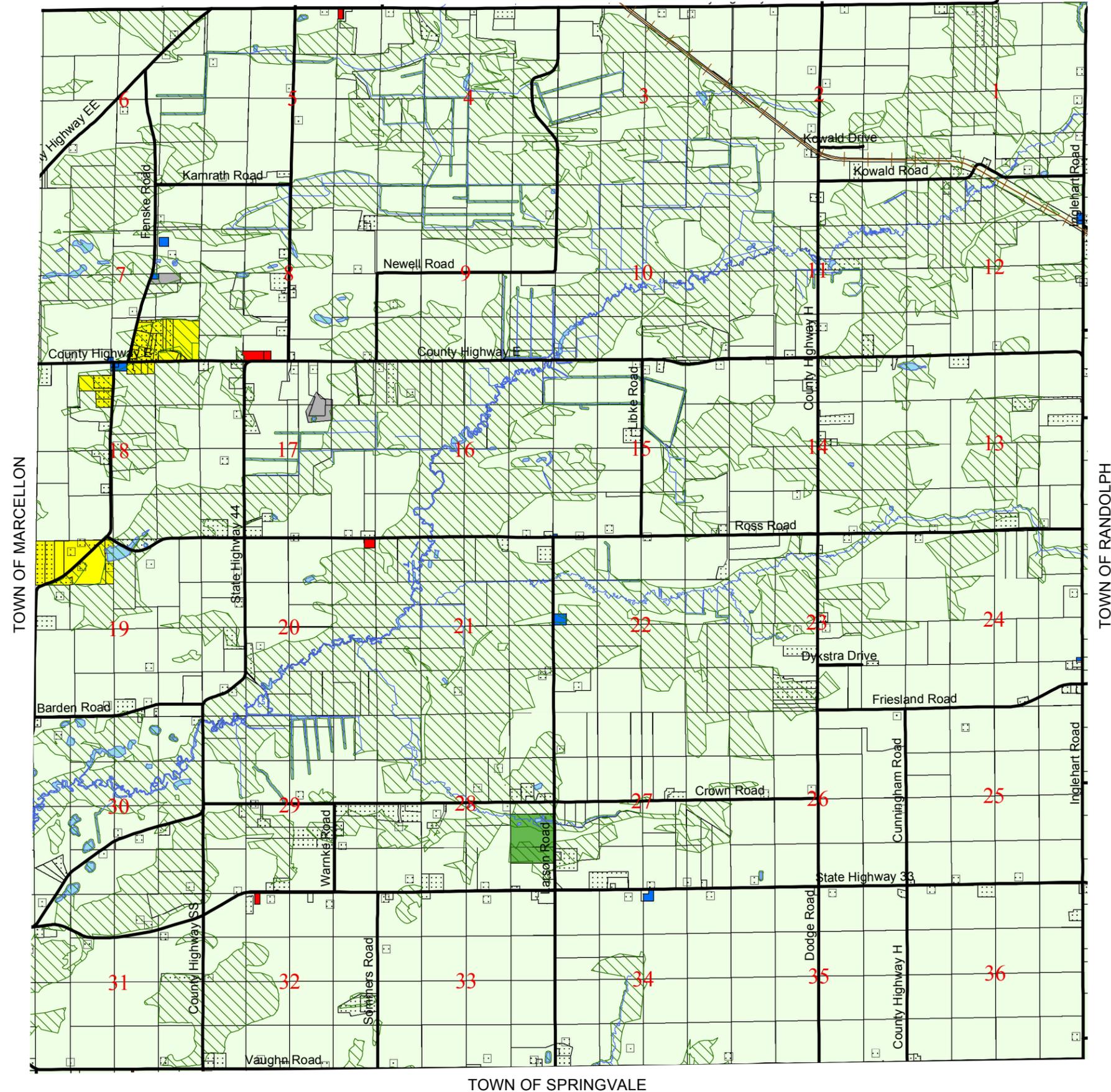
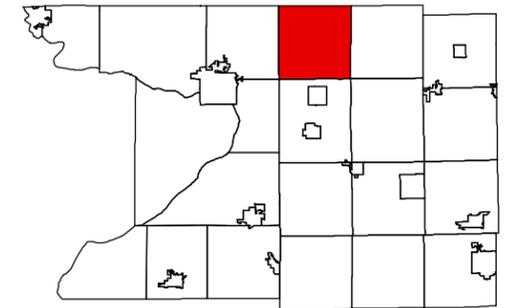
-  Agricultural or Open Space
-  Single Family Residential
-  Multi Family Residential
-  Commercial
-  Industrial
-  Institutional/Public
-  Recreational
-  Transportation
-  Environmental Corridors
-  Existing Development

This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only.

Source: Columbia County Planning, 2010
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MAP 8-3 FUTURE LAND USE 2030 Town of Scott Columbia County, Wisconsin



TOWN OF MARCELLON

TOWN OF RANDOLPH

TOWN OF SPRINGVALE

Land Use Categories

-  Agricultural or Open Space
-  Single Family Residential
-  Multi Family Residential
-  Commercial
-  Industrial
-  Institutional/Public
-  Recreational
-  Transportation
-  Environmental Corridors
-  Existing Development

This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only.

Source: Columbia County Planning, 2010
0 1000 2000 3000 4000 5000 Feet



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