

# TOWN OF PACIFIC



**2012 UPDATE TO  
COMPREHENSIVE PLAN  
Adopted by the Town Board  
May 1, 2012**



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**APPENDIX I: Maps**

**APPENDIX II: Ordinance to Update**

**APPENDIX III: Resolution**

**APPENDIX IV: Public Participation Plan**

**APPENDIX V: Visioning Session Results**



## OVERALL EXISTING PROGRAMS AND POLICIES

The existing programs discussed in this section represent a compilation of the current efforts being taken by various levels of government. These efforts provide a means to implement the vision, goals, objectives, and policies of this plan. Each program has a specific problem or issue it is attempting to address. It is the intent of these programs to provide assistance, guidance, and regulation in addressing a particular problem or issue. These programs provide a means to reach the goals of this plan and achieve the related objectives. Below are listed many of the programs that are currently available within the Town of Pacific. The list also contains governmental or quasi-governmental agencies that offer programs or assistance that can be utilized by the Town of Pacific. A more detailed description of each of these programs is located within the individual plan elements.

- Columbia County Housing Rehabilitation Program
- Habitat for Humanity
- United Migrant Opportunity Services (UMOS)
- PASER Program
- Rustic Roads – Wisconsin Department of Transportation
- State Road Aid Programs
- Knowles-Nelson Stewardship Program
- Clean Sweep Program
- Crime Stoppers
- Columbia County D.A.R.E. Program
- Columbia County Drug Education And Enforcement
- Hope House/D.A.R.T.
- Columbia County Cannabis Enforcement And Suppression Effort (CEASE)
- Farmland Preservation Program
- Conservation Reserve Program (CRP)
- Managed Forest Law and Forest Crop Law
- Wetlands Reserve Program
- National and State Registers of Historic Places
- Wisconsin Historical Society - Division of Historic Preservation Subgrant Program
- Historic Preservation Tax Credits for Income-Producing Historic Buildings
- Historic Home Owner’s Tax Credits
- Archeological Sites Property Tax Exemption Program
- Columbia County Economic Development Corporation
- Revolving Loan Fund (RLF)
- Community Profiles
- Land and Building Inventory
- Technical College Programs
- Wisconsin Department of Tourism
- Columbia County Tourism Committee
- Wisconsin Agricultural Development Zone Program
- Wisconsin Department of Commerce
- Community Development Block Grant for Economic Development (CDBG-ED)
- USDA, Wisconsin Rural Development Programs
- WDNR – Brownfields Grant Program
- Tax Incremental Financing (TIF) and the Tax Incremental District (TID)
- UW-Extension Local Government Center
- Wisconsin Partnership
- Wisconsin Counties Association (WCA)

- Wisconsin Town Association (WTA)
- League of WI Municipalities
- State of Wisconsin Statutes and Programs
  - Intergovernmental Agreements
  - Boundary Agreements Pursuant to Approved Cooperative Plan
  - Creation, Organization, Powers and Duties of a Regional Planning Commission
  - Municipal Revenue Sharing
  - Annexation
  - Incorporation
  - Extraterritorial Zoning
  - Extraterritorial Subdivision Review
- Town of Pacific Code of Ordinances
  - Land Division and Subdivision Regulations
  - Erosion Control and Storm Water Runoff Ordinance
  - Mobile Homes Ordinance
  - Uniform Dwelling Code (UDC)
- Columbia County Code of Ordinances
  - Zoning Ordinance
  - Land Division and Subdivision Ordinance
  - Private Sewage Systems Ordinance
  - Floodplain Zoning Ordinance
  - Shoreland Wetland Protection Ordinance
  - Wireless Communication Facilities Ordinance
  - Nonmetallic Mining Reclamation Ordinance
  - Highway Access Control Ordinance
  - Animal Waste Management Ordinance

## POPULATION AND BACKGROUND INFORMATION

### 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.

### *History and Setting*

The Town of Pacific is located in the middle portion of Columbia County, Wisconsin. The Town is adjacent to the Town of Lewiston, Fort Winnebago, Marcellon, Wyocena, Dekorra and Caledonia and the City of Portage. The City of Portage and the Wisconsin River abuts the western portion of Town of Pacific. Downtown Milwaukee is about 90 miles southeast of the Town of Pacific and the City of Madison is approximately 40 miles south of the Town. US Highway 51 provides an important north-south route through the Town of Pacific. US Highway 51 leads to combined Interstate Highways 39, 90 and 94 which is a major north-south transportation route. State Highway 16 provides east-west access and County Highways P and G also provide important transportation routes. The Town of Pacific is the smallest Town in size with the highest population. The regional setting of the Town of Pacific is illustrated on Map 1-1 in Appendix I. The highway distance relationship of Columbia County and the Town of Pacific to large urban centers in the Midwest is shown on Map 1-2 in Appendix I.

The Town came into being in 1854 when it was sectioned off from the City of Portage. At that time, a large portion of the Town was owned by N.H. Wood. Mr. Wood constructed a plank road from the east side of Portage to the high ground on the west and he charged a toll for those who crossed the low marshland in this manner. Mr. Wood became the first Chairman of the Town in an election in which 51 votes were cast. The Old Plank Road was made of heavy oak planks laid in “corduroy fashion” along the Wisconsin River and connected with the Military Road to the east and west. The Military Road connected Fort Crawford at Prairie Du Chien, Fort Winnebago in Portage and Fort Howard at Green Bay. The building housing the North Star Tavern at the intersection of US Highway 51 and North Star Road is a historic structure as it was the Old Coach Inn on the Military Road.

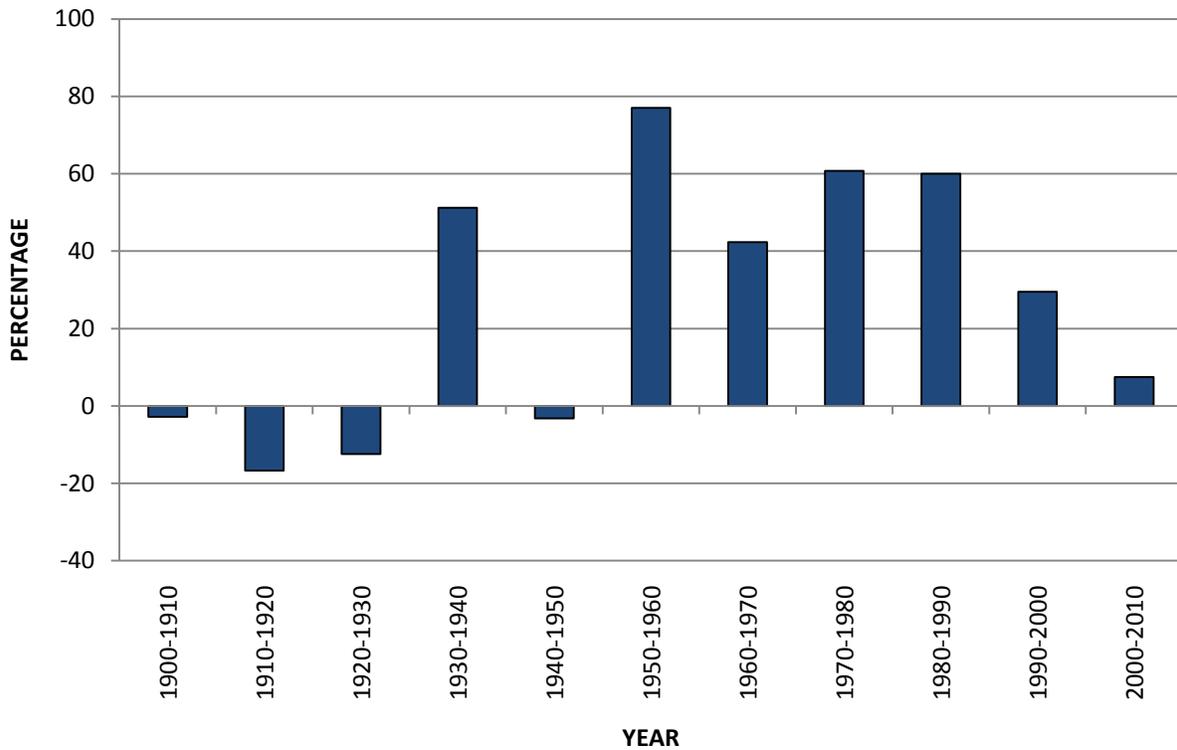
Columbia Generating is located in the western part of the Town. Unit One of the plant went online in 1975 and Unit Two followed in 1978. More than seventy tons of coal are used each week in the generating of electricity and 120 persons are employed at the plant. To cool the water used in production of electricity a four hundred and fifty acre lake was constructed which is stocked by the WDNR and used by the public for fishing.

The DNR owns over 2,000 acres of land in the Town of Pacific, most of which are in the Swan Lake Wildlife Area. This land is governed by the state regulations and is available year-round for the enjoyment of the public.

### *Population Trends*

Over the course of the last century, the Town of Pacific had a total of four decades where the population decline followed, more recently, by several decades of population increases. During the first three decades of the 20th century, the Town of Pacific experienced decades where the population declined between 2.77 and 16.73 percent. However, starting in the decade between 1930 and 1940 the Town began a period of population growth which, aside from a small percent population decline between 1940 and 1950, continues through the present. The period of the highest percentage growth occurred between 1950 and 1960, reaching an increase of 77 percent. The Town’s population grew steadily between 1960 and 2000 with each decade having a growth rate of 29 percent or higher. Between 2000 and 2010, the growth rate has slowed to less than 8 percent. Figure 1-1 illustrates the percentage of population change by decade over the past 100 years.

**FIGURE 1-1**  
**Town of Pacific Long Term Population Trends**



Source: U.S. Census

In the Town of Pacific, the decades with an actual population decline occurred between 1900 and 1930 as well as during the decade between 1940 and 1950. Table 1-1 demonstrates the amount of population change during the past century for Columbia County and the municipalities within the County including the Town of Pacific.

The percent of total population change for the Town of Pacific over the last century far exceeded both the County and the State. The Town’s population increased over 836 percent over the last 110 years compared to the County that increased over 82 percent and the State that increased over 174 percent during the same time period. 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 its rapid growth in the 1950’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. Table 1-2 compares long-term population trends between Pacific, Columbia County, and the State.

TABLE 1-1  
**Long Term Population Trends by Minor Civil Division, 1900-2010**

	Municipality	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	
Townships	Arlington	794	816	793	808	822	613	653	701	752	748	848	806	
	Caledonia	1,188	1,087	1,000	948	928	832	790	855	923	1,031	1,171	1,378	
	Columbus	744	760	711	682	646	669	723	715	704	838	711	646	
	Courtland	830	886	788	795	723	743	701	628	601	528	463	525	
	Dekorra	908	842	735	637	787	911	1,108	1,763	1,914	1,829	2,350	2,311	
	Fort Winnebago	665	626	601	569	535	551	626	673	860	825	855	825	
	Fountain Prairie	1,409	990	910	819	832	806	744	816	771	743	810	887	
	Hampden	887	800	843	836	733	696	706	704	650	566	563	574	
	Leeds	1,214	1,055	1,061	1,030	961	928	930	869	845	809	813	774	
	Lewiston	901	799	816	679	746	663	854	984	1,122	1,123	1,187	1,225	
	Lodi	750	716	595	582	625	749	890	1,357	1,855	1,913	2,791	3,273	
	Lowville	784	758	722	632	607	602	681	819	976	938	987	1,008	
	Marcellon	882	853	770	696	663	655	659	759	809	880	1,024	1,102	
	Newport	585	534	547	489	408	392	367	562	657	536	681	586	
	Otsego	1,226	866	858	743	731	727	708	754	767	647	757	693	
	Pacific	289	281	234	205	310	300	531	756	1,215	1,944	2,518	2,707	
	Randolph	951	1,087	1,211	1,192	1,262	837	802	729	700	676	699	769	
	Scott	811	796	727	693	688	603	577	585	602	639	791	905	
	Springvale	751	735	673	614	619	563	484	504	521	466	550	520	
	West Point	743	663	602	596	624	660	752	873	1,122	1,285	1,634	1,955	
Wyocena	1,158	706	603	566	630	623	844	1,098	1,225	1,228	1,543	1,666		
	<b>Town Totals:</b>	<b>18,470</b>	<b>16,656</b>	<b>15,800</b>	<b>14,811</b>	<b>14,880</b>	<b>14,123</b>	<b>15,130</b>	<b>17,504</b>	<b>19,591</b>	<b>20,192</b>	<b>23,746</b>	<b>25,135</b>	
Villages	Arlington	---	---	---	---	---	255	349	379	440	440	484	819	
	Cambria	561	657	679	671	688	633	589	631	680	768	792	767	
	Doylestown	---	259	270	238	253	261	249	265	294	316	328	297	
	Fall River	---	360	400	375	425	479	584	633	850	842	1,097	1,712	
	Friesland	---	---	---	---	---	311	308	301	267	271	298	356	
	Pardeeville	788	987	878	873	1,001	1,112	1,331	1,507	1,594	1,630	1,982	2,115	
	Poynette	633	656	724	672	870	969	1,090	1,118	1,447	1,662	2,266	2,528	
	Randolph*	190	248	347	356	344	468	529	493	485	502	523	472	
	Rio	479	704	620	641	696	741	788	792	785	768	938	1,059	
	Wyocena	---	425	425	490	706	714	747	809	548	620	668	769	
		<b>Village Totals:</b>	<b>2,090</b>	<b>3,020</b>	<b>2,994</b>	<b>3,032</b>	<b>3,617</b>	<b>5,943</b>	<b>6,564</b>	<b>6,928</b>	<b>7,390</b>	<b>7,819</b>	<b>9,376</b>	<b>10,893</b>
	Cities	Columbus*	2,349	2,523	2,460	2,514	2,760	3,250	3,467	3,789	4,049	4,083	4,443	4,991
Lodi		1,068	1,044	1,077	1,065	1,116	1,416	1,620	1,831	1,959	2,093	2,882	3,050	
Portage		5,459	5,440	5,582	6,308	7,016	7,334	7,822	7,821	7,896	8,640	9,728	10,324	
Wis. Dells*		1,134	1,170	1,206	1,489	1,762	1,957	2,105	2,277	2,337	2,261	2,293	2,440	
		<b>City Totals:</b>	<b>10,010</b>	<b>10,177</b>	<b>10,325</b>	<b>11,376</b>	<b>12,654</b>	<b>13,957</b>	<b>15,014</b>	<b>15,718</b>	<b>16,241</b>	<b>17,077</b>	<b>19,346</b>	<b>20,805</b>
	<b>Columbia Co.</b>	<b>31,121</b>	<b>31,129</b>	<b>30,468</b>	<b>30,503</b>	<b>32,517</b>	<b>34,023</b>	<b>36,708</b>	<b>40,150</b>	<b>43,222</b>	<b>45,088</b>	<b>52,468</b>	<b>56,833</b>	

--- Not Incorporated

\* Columbia County Portion

Source: U.S. Census

TABLE 1-2  
Comparison of Long Term Population Trends, 1900-2010

Year	Town of Pacific		Columbia County		Wisconsin	
	Population	% Change	Population	% Change	Population	% Change
1900	289	---	31,121	---	2,069,042	---
1910	281	(2.77)	31,129	0.03	2,333,860	12.81
1920	234	(16.73)	30,468	(2.12)	2,632,067	12.78
1930	205	(12.39)	30,503	0.12	2,939,006	11.66
1940	310	51.22	32,517	6.60	3,137,587	6.76
1950	300	(3.23)	34,023	4.63	3,434,575	9.47
1960	531	77.00	36,708	7.89	3,951,777	15.06
1970	756	42.37	40,150	9.38	4,417,821	11.79
1980	1,215	60.71	43,222	7.65	4,705,642	6.51
1990	1,944	60.00	45,088	4.32	4,891,769	3.96
2000	2,518	29.53	52,468	16.37	5,363,675	9.65
2010	2,707	7.51	56,833	8.32	5,686,986	6.03
<b>Total Change</b>	<b>2,418</b>	<b>836.68%</b>	<b>25,712</b>	<b>82.62%</b>	<b>3,617,944</b>	<b>174.86%</b>

Source: U.S. Census

Table 1-3 illustrates the current population trends from 2000 to 2010 for Columbia County, the municipalities in the County including the Town of Pacific, and the State of Wisconsin. Over the ten years since the last Census, the Town has grown at a faster rate than the State while the County has grown at a faster rate than both. The Town of Pacific had a population increase of 7.5 percent in the years since the Census. In comparison, Towns as a whole have increased in population an 5.8 percent.

TABLE 1-3  
Population Trends, Columbia County, 2000-2010

	Municipality	2000 Census	2002 Estimate	2004 Estimate	2006 Estimate	2008 Estimate	2010 Census	% Change 2000-2010
Town of	Arlington	848	858	883	869	876	806	(5.0)%
	Caledonia	1,171	1,196	1,223	1,247	1,306	1,378	17.7%
	Columbus	711	709	704	695	712	646	(9.1)%
	Courtland	463	468	477	476	474	525	13.4%
	Dekorra	2,350	2,372	2,406	2,444	2,462	2,311	(1.7)%
	Fort Winnebago	855	853	855	840	858	825	(3.5)%
	Fountain Prairie	810	817	825	858	871	887	9.5%
	Hampden	563	564	567	565	571	574	2.0%
	Leeds	813	816	826	829	830	774	(4.8)%
	Lewiston	1,187	1,202	1,221	1,260	1,261	1,225	3.2%
	Lodi	2,791	2,948	3,084	3,142	3,139	3,273	17.3%
	Lowville	987	1,003	1,026	1,021	1,028	1,008	2.1%
	Marcellon	1,024	1,034	1,054	1,060	1,082	1,102	7.6%
	Newport	681	685	685	682	689	586	(14.0)%
	Otsego	757	760	767	765	770	693	(8.5)%
	Pacific	2,518	2,586	2,651	2,712	2,764	2,707	7.5%
	Randolph	699	720	736	753	762	769	10.0%
	Scott	791	804	823	826	868	905	14.4%
	Springvale	550	559	555	561	563	520	(5.5)%
	West Point	1,634	1,672	1,750	1,785	1,818	1,955	19.6%
Wyocena	1,543	1,564	1,602	1,652	1,662	1,666	8.0%	
	<b>Town Totals:</b>	<b>23,746</b>	<b>24,190</b>	<b>24,720</b>	<b>25,402</b>	<b>25,366</b>	<b>25,130</b>	<b>5.8%</b>
Village of	Arlington	484	497	547	596	633	819	69.2%
	Cambria	792	786	785	771	781	767	(3.2)%
	Doylestown	328	333	337	340	342	297	(9.5)%
	Fall River	1,097	1,155	1,232	1,312	1,515	1,712	56.1%
	Friesland	298	296	303	309	310	356	19.5%
	Pardeeville	1,982	2,005	2,051	2,085	2,102	2,115	6.7%
	Poynette	2,266	2,349	2,461	2,509	2,534	2,528	11.6%
	Randolph*	523	519	513	501	497	472	(9.8)%
	Rio	938	965	981	986	988	1,059	12.9%
	Wyocena	668	673	702	719	734	768	15.0%
		<b>Village Totals:</b>	<b>9,376</b>	<b>9,578</b>	<b>9,912</b>	<b>10,128</b>	<b>10,436</b>	<b>10,893</b>
City of	Columbus*	4,443	4,564	4,704	4,824	4,866	4,991	12.3%
	Lodi	2,882	2,925	2,949	2,989	3,007	3,050	5.8%
	Portage	9,728	9,895	9,966	9,963	10,120	10,324	6.1%
	Wis. Dells*	2,293	2,320	2,345	2,326	2,335	2,440	6.4%
		<b>City Totals:</b>	<b>19,346</b>	<b>19,704</b>	<b>19,964</b>	<b>20,102</b>	<b>20,328</b>	<b>20,805</b>
	<b>Columbia County</b>	<b>52,468</b>	<b>53,472</b>	<b>54,596</b>	<b>55,272</b>	<b>56,130</b>	<b>56,833</b>	<b>8.3%</b>
	<b>Wisconsin</b>	<b>5,363,675</b>	<b>5,453,896</b>	<b>5,532,955</b>	<b>5,617,744</b>	<b>5,675,156</b>	<b>5,686,986</b>	<b>6.0%</b>

\* Columbia County Portion

Source: U.S. Census & WI Department of Adm.

## Population Characteristics

Populations comprise certain characteristics which may change over time. These include age, gender, race and national origin. These characteristics are considered in the following paragraphs.

### *Gender*

The Town of Pacific’s population was fairly evenly distributed between male and female in 2000 and 2010. In 1990, the Town contained more males than females but this trend reversed itself in 2000 when females exceeded males. In 2010, the trend reversed again and males were more prevalent all age groups up to of 55 to 64 with females were more prevalent in the 55-64 and 65-74 age groups. Males and females were fairly equal for the age group 75 and over. In the ages of family formation from age 20 to 34, there were 172 males and 143 females. Table 1-4 illustrates the number of males and females in the Town of Pacific by age group.

TABLE 1-4  
**Gender Distribution by Age, Town of Pacific, 1990-2010**

Age	Males			Females		
	1990	2000	2010	1990	2000	2010
Under 5	52	74	59	50	55	47
5 – 9	75	90	83	65	85	80
10 – 14	87	92	91	81	53	77
15 – 19	61	61	77	49	85	74
20 – 24	35	72	46	36	48	36
25 – 29	60	33	61	65	57	50
30 – 34	81	90	65	79	76	57
35 – 44	299	200	184	144	189	181
45 – 54	110	154	212	115	196	209
55 – 64	110	175	207	116	184	239
65 – 74	127	123	160	122	130	173
75 – and Over	33	74	120	36	87	119
<b>Totals:</b>	1,130	1,238	1,365	958	1,245	1,342

Source: U.S. Census

### *Marital Status*

In 2000, a larger percentage of people in the Town of Pacific, 68.9 percent, are married compared with Columbia County, 61.6 percent. Conversely, the percentage of single persons in the Town that were never married is lower than the County, with the Town at 17.2 percent and the County at 21.5 percent. The percentages of separated and widowed persons in the Town of Pacific were also lower than those same categories for the County as was the percentage of those divorced. Table 1-5 compares the marital status of Town and County residents over the age of 15.

In 2010, estimates show the never married and divorced percentages have increased by approximately 2 percent for both the Town and County while the widowed percentage has decreased by about 3 percent for the Town and 1 percent for the County.

TABLE 1-5  
**Marital Status of Persons Over Age 15, 2000-2010**

Marital Status	Town of Pacific				Columbia County			
	2000		2010		2000		2010	
	No.	% of Total	No.	% of Total	No.	% of Total	No.	% of Total
Never Married	350	17.2%	434	19.0%	8,975	21.5%	10,776	23.6%
Married	1,402	68.9%	1471	64.5%	25,864	61.6%	26,212	57.5%
Separated	17	0.8%	10	0.4%	449	1.1%	682	1.5%
Widowed	119	5.9%	70	3.1%	2,935	7.0%	2,841	6.2%
Divorced	146	7.2%	295	12.9%	3,684	8.8%	5,062	11.1%
<b>Totals:</b>	2,034	100.0%	2,280	100.0%	41,727	100.0%	45,573	100.0%

Source: U.S. Census, 2000 & 2006-2010 American Community Survey 5-Year Estimates

### *Racial Composition*

Nearly all of the Town of Pacific's residents are white. Minority or mixed race persons in the Town in 2000 amounted to 62 persons, or 2.5 percent of the total population. In 2010, the minority and mixed race residents increased accounting for 3.2 percent of the total population. Table 1-6 illustrates the change in racial distribution for the Town of Pacific from 1990 to 2010.

TABLE 1-6  
**Racial Distribution, Town of Pacific, 1990-2010**

Race	Number			Change 2000-2010	
	1990	2000	2010	Number	Percent
White	1,920	2,456	2,644	188	7.7%
Black or African American	2	2	4	2	100.0%
American Indian	1	1	4	3	300.0%
Asian and Pacific Islander	6	6	21	15	250.0%
Hispanic & Latino	15	35	43	8	22.9%
Other	0	0	3	3	N/A
Two or more races	N/A	18	13	(5)	(27.8)%

Source: U.S. Census

### *National Origin*

In 2000, 51 percent of Town of Pacific's population was of German ancestry. Other ancestries representing more than 10 percent of the Town's population include English, Irish, and Norwegian. Table 1-7 illustrates the different national origins represented among the Town's population.

TABLE 1-7  
**National Origin, Town of Pacific, 1990-2010**

Nationality	1990		2000		2010	
	No.	Percent	No.	Percent	No.	Percent
Austrian	6	0.3%	15	0.6%	13	0.5%
Belgian	3	0.2%	6	0.2%	--	--
British	--	--	--	--	27	1.0%
Canadian	9	0.5%	--	--	--	--
Croatian	--	--	4	0.2%	6	0.2%
Czech	16	0.8%	42	1.7%	53	2.0%
Czechoslovakian	--	--	2	0.1%	6	0.2%
Danish	29	1.5%	49	1.9%	33	1.2%
Dutch	44	2.3%	38	1.5%	116	4.3%
English	391	20.1%	323	12.8%	250	9.2%
European	--	--	3	0.1%	14	0.5%
Finnish	12	0.6%	11	0.4%	13	0.5%
French (except Basque)	65	3.3%	70	2.8%	67	2.5%
French Canadian	15	0.8%	18	0.7%	42	1.6%
German	1168	60.1%	1,266	50.3%	1,259	46.5%
Greek	--	--	5	0.2%	--	--
Hungarian	7	0.4%	3	0.1%	--	--
Irish	333	17.1%	280	11.1%	359	13.3%
Italian	21	1.1%	47	1.9%	91	3.4%
Lithuanian	--	--	--	--	26	1.0%
Norwegian	182	9.4%	334	13.3%	327	12.1%
Polish	124	6.4%	137	5.4%	228	8.4%
Portuguese	6	0.3%	--	--	--	--
Russian	32	1.6%	6	0.2%	10	0.4%
Scotch-Irish	24	1.2%	26	1.0%	21	0.8%
Scottish	64	3.3%	71	2.8%	45	1.7%
Slavic	--	--	2	0.1%	--	--
Slovak	4	0.2%	5	0.2%	42	1.6%
Swedish	41	2.1%	80	3.2%	69	2.5%
Swiss	27	1.4%	31	1.2%	34	1.3%
United States or American	36	1.9%	112	4.4%	165	6.1%
Welsh	27	1.4%	51	2.0%	7	0.3%
West Indian (except Hispanic)	3	0.2%	--	--	--	--
Yugoslavian	--	--	4	0.2%	7	0.3%
Other groups	33	1.7%	67	2.7%	93	3.4%
Unclassified or not reported	N/A	N/A	281	11.2%	N/A	N/A

Source: U.S. Census, 1990, 2000 & 2006-2010 American Community Survey 5-Year Estimates

\*Total persons not equal to Town population because of multiple ancestries.

### *Density*

The Town of Pacific contains 21.6 square miles or about 13,850 acres. In 2010, the Town had a population of 2,707 persons and a density of 0.20 persons per acre or 125.23 persons per square mile. The density of all Towns in Columbia County was 0.05 or 33.06 persons per square mile making the

Town of Pacific considerably more dense than the average. The overall density for Columbia County including all towns, villages and cities was 71.36 persons per square mile or 0.11 persons per acre. Table 1-8 illustrates the density of Columbia County and the municipalities in Columbia County including the Town of Pacific.

It is apparent that population densities are already above Town and County averages, so the Town should be mindful of density based impacts from population growth, such as traffic, groundwater quality and compatibility issues.

TABLE 1-8  
**Density by Municipality, Columbia County, 2000-2010**

Municipality	2000				2010				
	Census	Acres	Persons per Acre	Persons per Sq. Mile	Census	Acres	Persons per Acre	Persons per Sq. Mile	
Town of	Arlington	848	22,492	0.04	24.13	806	22,341	0.04	23.09
	Caledonia	1,171	40,590	0.03	18.46	1,378	40,590	0.03	21.73
	Columbus	711	20,253	0.04	22.46	646	20,147	0.03	20.52
	Courtland	463	22,700	0.02	13.05	525	22,678	0.02	14.82
	Dekorra	2,350	28,798	0.08	52.22	2,311	28,709	0.08	51.52
	Fort Winnebago	855	21,453	0.04	25.51	825	21,403	0.04	24.67
	Fountain Prairie	810	22,301	0.04	23.24	887	22,114	0.04	25.67
	Hampden	563	22,859	0.02	15.76	574	22,876	0.03	16.06
	Leeds	813	22,987	0.04	22.63	774	22,884	0.03	21.65
	Lewiston	1,187	35,547	0.03	21.37	1,225	35,480	0.03	22.10
	Lodi	2,791	18,415	0.15	97.01	3,273	18,264	0.18	114.69
	Lowville	987	22,882	0.04	27.61	1,008	22,934	0.04	28.13
	Marcellon	1,024	22,912	0.04	28.60	1,102	22,913	0.05	30.78
	Newport	681	14,210	0.05	30.68	586	13,305	0.04	28.19
	Otsego	757	19,826	0.04	24.44	693	19,810	0.03	22.39
	Pacific	2,518	13,851	0.18	116.36	2,707	13,834	0.20	125.23
	Randolph	699	22,517	0.03	19.87	769	22,475	0.03	21.90
	Scott	791	22,916	0.03	22.09	905	22,917	0.04	25.27
	Springvale	550	26,310	0.02	13.38	520	26,345	0.02	12.63
	West Point	1,634	20,829	0.08	50.20	1,955	20,818	0.09	60.10
Wyocena	1,543	23,732	0.07	41.61	1,666	23,727	0.07	44.94	
<b>Town Totals:</b>	<b>23,746</b>	<b>488,380</b>	<b>0.05</b>	<b>31.12</b>	<b>25,135</b>	<b>486,564</b>	<b>0.05</b>	<b>33.06</b>	
Village of	Arlington	484	457	1.06	681.69	819	658	1.25	796.93
	Cambria	792	637	1.24	792.00	767	661	1.16	742.28
	Doylestown	328	2,561	0.13	82.00	297	2,562	0.12	74.20
	Fall River	1,097	1,021	1.07	685.63	1,712	1,208	1.42	907.31
	Friesland	298	647	0.46	295.05	356	648	0.55	351.82
	Pardeeville	1,982	1,444	1.37	876.99	2,115	1,450	1.46	933.81
	Poynette	2,266	1,565	1.45	924.90	2,528	1,659	1.52	975.25
	Randolph*	523	150	3.47	2,179.17	472	193	2.45	1,564.82
	Rio	938	839	1.12	716.03	1,059	807	1.31	839.57
	Wyocena	668	998	0.67	428.21	768	999	0.77	492.05
<b>Village Totals:</b>	<b>9,376</b>	<b>10,319</b>	<b>0.91</b>	<b>580.92</b>	<b>10,893</b>	<b>10,844</b>	<b>1.00</b>	<b>642.90</b>	
City of	Columbus*	4,443	2,618	1.70	1,086.31	4,991	2,726	1.83	1,171.80
	Lodi	2,882	898	3.21	2,058.57	3,050	1,057	2.89	1,847.03
	Portage	9,728	6,055	1.61	1,028.33	10,324	6,190	1.67	1,067.37
	Wisconsin Dells*	2,293	1,401	1.64	1,047.03	2,440	2,307	1.06	676.86
	<b>City Totals:</b>	<b>19,346</b>	<b>10,972</b>	<b>1.76</b>	<b>1,128.70</b>	<b>20,805</b>	<b>12,280</b>	<b>1.69</b>	<b>1,084.28</b>
<b>Columbia County</b>	<b>52,468</b>	<b>509,671</b>	<b>0.10</b>	<b>65.88</b>	<b>56,833</b>	<b>509,688</b>	<b>0.11</b>	<b>71.36</b>	

Source: U.S. Census & Columbia County Land Information

### *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 Town. The increasing number of adults of childbearing age and the increasing number of children in the Town of Pacific suggest that natural increase will be a factor in population growth for the Town into the immediate future. However an increasing number of the elderly can cause reductions in the population gains from natural increase. 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. Table 1-9 compares the migration of people in the Town of Pacific and Columbia County. Among persons five years old or older, about 41 percent of the Town of Pacific's population in 2000 had moved within the preceding five years. This was about the same percentage of population that had moved in Columbia County during the same period.

**TABLE 1-9**  
**Population Migration of Persons Five Years or Older, 2000**

Place of Residence	Town of Pacific		Columbia County	
	Number	Percent	Number	Percent
Same House as 5 Years Before	1,399	59.43%	29,105	59.11%
Different House:				
Same County	514	21.84%	9,038	18.36%
Other Wisconsin County	335	14.23%	8,472	17.21%
Other State	106	4.50%	2,381	4.84%
Other Country	0	0.00%	243	0.49%
<b>Totals:</b>	<b>2,354</b>	<b>100.00%</b>	<b>49,239</b>	<b>100.00%</b>

Source: U.S. Census

The percentage of people moving to the Town from other parts of Wisconsin, was about 14 percent compared to about 22 percent of Town residents who moved to the Town from other parts of Columbia County. Residents moving to the Town from other states or other countries amount to about 4.5 percent of the Town's population compared to little over 5 percent for Columbia County. These figures indicated that population migration has been an important source of population growth for the Town during the recent past.

### *Age Distribution & Median Age*

From 1990 to 2010, the population of the Town of Pacific has shown an overall increase in all age groups except for ages 25-34. Table 1-10 shows changes in the age composition from 1990 to 2010 and 2000-2010. The number of persons age 45 to 54 and 55 to 64 showed large increases with 75 and over having the highest increase. The decreasing number of persons age of 25 to 34 likely indicates that some younger people are leaving the Town for college or job opportunities elsewhere. The under 18 age groups have small increases over the past two decades but child births have decreased by 26 percent since 2000. As a result of the overall aging trends of the Town's population, the median age in the Town of Pacific increased from 38 years in 1990 to 47 years in 2010.

TABLE 1-10  
**Age Distribution, Town of Pacific, 1990-2010**

Age	Population			Change 1990-2010		Change 2000-2010	
	1990	2000	2010	Number	Percent	Number	Percent
Under 5	102	144	106	4	3.9%	(38)	(26.4)%
5 - 9	155	145	163	8	5.2%	18	12.4%
10 - 14	153	164	168	15	9.8%	4	2.4%
15 - 17	74	107	108	34	45.9%	1	0.9%
18 - 24	107	140	125	18	16.8%	(15)	(10.7)%
25 - 34	285	263	233	(52)	(18.2)%	(30)	(11.4)%
35 - 44	302	397	365	63	20.9%	(32)	(8.1)%
45 - 54	222	390	421	199	89.6%	31	7.9%
55 - 64	226	344	446	220	97.3%	102	29.7%
65 - 74	249	268	333	84	33.7%	65	24.3%
75 and Over	69	156	239	170	246.4%	83	53.2%
<b>Totals:</b>	1,944	2,518	2,707	763	39.2%	189	7.5%
<b>Median Age:</b>	38	42.7	47.2	9.2	24.2%	4.5	10.5%

Source: U.S. Census

The Town of Pacific has a lower overall percentage of children under age 18 than Columbia County and State, as well as a lower percentage of children in age groups under 5 and 10-14. The Town, County and State were all about 6 percent for age group 5-9 and 4 percent for ages 15-17. Furthermore, the Town has a lower percentage of population in the 18 to 34 age groups at 13.2 percent compared to 18.7 percent for the County and 22.3 percent for the State. The Town of Pacific has a larger percentage of people in the 35 through 64 age groups and exceeds the County and State in the overall percentage of residents in the 65 and older age groups. The Town of Pacific's age distribution is compared with Columbia County in Table 1-11.

TABLE 1-11  
**Age Distribution Comparison, 2000-2010**

Age	2000			2010		
	Town of Pacific	Columbia County	Wisconsin	Town of Pacific	Columbia County	Wisconsin
Under 5	5.7%	6.1%	6.4%	3.9%	6.0%	6.3%
5 - 9	5.8%	6.8%	7.1%	6.0%	6.4%	6.5%
10 - 14	6.5%	7.6%	7.5%	6.2%	6.8%	6.6%
15 - 17	4.2%	4.7%	4.5%	4.0%	4.2%	4.2%
18 - 24	5.6%	7.1%	9.7%	4.6%	6.8%	9.7%
25 - 34	10.4%	12.7%	13.2%	8.6%	11.9%	12.6%
35 - 44	15.8%	17.2%	16.3%	13.5%	13.6%	12.8%
45 - 54	15.5%	14.2%	13.7%	15.6%	16.5%	15.4%
55 - 64	13.7%	9.2%	8.5%	16.5%	13.2%	12.3%
65 - 74	10.6%	7.2%	6.6%	12.3%	7.8%	7.1%
75 and Over	6.2%	7.2%	6.5%	8.8%	6.9%	6.7%
Under 18:	22.2%	25.2%	25.5%	20.1%	23.4%	23.6%
18 - 64:	61.0%	60.4%	61.4%	58.8%	61.9%	62.6%
65 and Over:	16.8%	14.4%	13.1%	21.1%	14.7%	13.8%
<b>Totals:</b>	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Median Age:</b>	42.7	38.0	36.0	47.2	41.0	38.5

Source: U.S. Census

*Educational Levels*

School enrollment in the Town of Pacific and Columbia County are compared in Table 1-12 below. Among persons three years old and older, the 2010 percentage of enrolled preschool students in the Town was 3.3 percent compared to 6.5 percent in the County. Students in kindergarten, elementary school and high school constituted over 81 percent of the enrolled students in the Town and almost 76 percent in the County. A somewhat smaller percentage of students were enrolled in college in the Town of Pacific compared to the County, having 13.2 percent and 17.7 percent respectively.

TABLE 1-12  
**School Enrollment by Persons Three Years Old and Over, 2000-2010**

School	Town of Pacific				Columbia County			
	2000		2010		2000		2010	
	No.	Percent	No.	Percent	No.	Percent	No.	Percent
Preschool	19	3.7%	17	3.3%	733	6.1%	835	6.5%
Kindergarten	37	7.2%	24	4.6%	561	4.7%	728	5.7%
Elementary	241	47.0%	252	48.4%	5,912	49.2%	5,716	44.7%
High School	135	26.3%	147	28.2%	3,220	26.8%	3,236	25.3%
College	81	15.8%	81	15.5%	1,591	13.2%	2,261	17.7%
<b>Total Enrolled:</b>	513	100.0%	521	100.0%	12,017	100.0%	12,776	100.0%

Source: U.S. Census, 2000 & 2006-2010 American Community Survey 5-Year Estimates

Table 1-13 shows years of school completed by the Town of Pacific and Columbia County residents. In the Town of Pacific, the percent of the population age 25 or older having a high school education and no additional education in 2000 was about equal with the County. On the other hand, the percentage of Town residents with less than a high school education was considerably lower for the Town. The percentage of Town residents with some education beyond high school was slightly higher in the Town of Pacific, however all categories dealing with a college degree or other advanced degree had a nearly equal percentage between the Town and the County. These figures indicate an overall high level of education among Town residents. Estimates for 2010 show an increase in higher education and achieved degrees for both the Town and the County.

TABLE 1-13  
Years of School Completed by Persons 25 Years or Older, 2000-2010

Years of School Completed	Town of Pacific				Columbia County			
	2000		2010		2000		2010	
	No.	Percent	No.	Percent	No.	Percent	No.	Percent
Less than 9 <sup>th</sup> Grade	43	2.4%	17	0.8%	1,654	4.7%	1,162	3.0%
9 <sup>th</sup> – 12 <sup>th</sup> Grade, no diploma	162	9.2%	124	6.0%	3,250	9.2%	2,497	6.4%
High School Graduate	698	39.5%	832	40.5%	14,108	39.7%	15,135	38.7%
Some College, no degree	417	23.6%	441	21.5%	7,717	21.7%	8,764	22.4%
Associate Degree	142	8.0%	198	9.6%	2,859	8.1%	3,741	9.6%
Bachelor's Degree	196	11.1%	304	14.8%	4,074	11.5%	5,382	13.8%
Graduate or Professional Degree	110	6.2%	139	6.8%	1,867	5.3%	2,407	6.2%
High School Graduate or Higher	1,563	88.4%	1,914	93.1%	30,625	86.2%	35,429	90.6%
Bachelor's Degree or Higher	306	17.3%	443	21.6%	5,941	16.7%	7,789	19.9%
<b>Totals:</b>	1,768	100.0%	2,055	100.0%	35,529	100.0%	39,088	100.0%

Source: U.S. Census, 2000 & 2006-2010 American Community Survey 5-Year Estimates

### *Income Levels*

The Wisconsin Department of Revenue shows the Town of Pacific's per capita adjusted gross income overall is below that of the County. The per capita adjusted gross income in the Town of Pacific was below the average for the County during all but one of the 11 years from 1990 to 2001 and 2007 to 2010. Over these time periods, the Town's per capita adjusted gross income has grown less rapidly than the County. The Town of Pacific's per capita adjusted gross income increased \$4,920 or 38 percent compared to Columbia County's increase of \$11,148 or 97 percent from 1990 to 2010. Table 1-14 compares the per capita adjusted gross income of the Town of Pacific with Columbia County.

The per capita income in the Town of Pacific is shown to have increased most years since 1990 with the exception of 1991, 1996, 2001, 2008 and 2009. This increase in income could be the result of either smaller numbers of children in the Town in relation to the number of working adults or from actual increases in income earned by the working portion of the population. Population information discussed earlier in this element indicated that the percentage of children in the Town was decreasing. However, it is more likely that the increases in per capita adjusted gross income are the result of actual increases in the income of working adults in the Town. Rising income levels can increase housing values, encourage business expansion and new businesses, and encourage the more affluent to move to the Town of Pacific.

TABLE 1-14  
**Per Capita Adjusted Gross Income, 1990-2010**

Year	Town of Pacific		Columbia County
	Income	% of County	
1990	\$12,964	112.65%	\$11,508
1991	\$10,823	90.81%	\$11,918
1992	\$11,249	90.89%	\$12,376
1993	\$11,750	89.74%	\$13,093
1994	\$12,114	85.68%	\$14,138
1995	\$13,002	87.45%	\$14,868
1996	\$12,907	84.95%	\$15,193
1997	\$15,026	91.92%	\$16,347
1998	\$16,158	92.89%	\$17,394
1999	\$16,622	86.60%	\$19,195
2000	\$17,772	88.54%	\$20,072
2001	\$16,375	84.88%	\$19,292
2007	\$20,542	86.91%	\$23,637
2008	\$18,652	80.90%	\$23,056
2009	\$17,594	81.24%	\$21,657
2010	\$17,884	78.94%	\$22,656
<b>Change:</b>			
<b>Number</b>	\$4,920	44.13%	\$11,148

Source: Wisconsin Department of Revenue

\*Information Unavailable for Years 2002-2006

Median household income in the Town of Pacific exceeded the County in 1999. Over 56 percent of the households in the Town had incomes of \$25,000 to \$74,999, compared to 50 percent for the County. However, Town of Pacific (29.3 percent) was about 1 percent less than the County (30.1 percent) in households with incomes between \$75,000 and \$199,000. Table 1-15 compares household income in Town of Pacific with the County.

TABLE 1-15  
**Household Income, 1999 & 2010**

Household Income	Town of Pacific				Columbia County			
	1999		2010		1999		2010	
	No.	Percent	No.	Percent	No.	Percent	No.	Percent
Less than \$10,000	55	5.5%	12	1.0%	1,189	5.8%	996	4.3%
\$10,000 to \$24,999	155	15.5%	149	12.2%	3,621	17.8%	3,013	13.1%
\$25,000 to \$49,999	305	30.4%	380	31.0%	6,573	32.2%	6,234	27.2%
\$50,000 to \$74,999	294	29.3%	302	24.6%	5,327	26.1%	5,325	23.2%
\$75,000 to \$99,999	103	10.3%	167	13.6%	2,177	10.7%	3,419	14.9%
\$100,000 to \$149,000	58	5.8%	165	13.5%	1,058	5.2%	2,895	12.6%
\$150,000 to \$199,999	26	2.6%	27	2.2%	475	2.3%	591	2.6%
\$200,000 or more	8	0.8%	24	2.0%	253	1.2%	472	2.1%
<b>Total Households:</b>	1,004	100.0%	1,226	100.0%	20,414	100.0%	22,945	100.0%
<b>Median Household Income:</b>	\$49,122		\$54,848		\$45,064		\$55,910	

Source: U.S. Census, 2000 & 2006-2010 American Community Survey 5-Year Estimates

## Population Forecasts

Population projections are important in the planning process so that appropriate amounts of land can be identified for the needs of future populations, or that key planning issues can be identified and rates of growth managed. Natural increase has provided only modest changes in the Town of Pacific’s population in recent years. However, it is anticipated that the Town’s location in close proximity to rapidly growing Dane County and the City of Madison, coupled with the Town’s low tax rate structure will continue to increase migration to the area. Looking back 20 to 30 years, population data strongly supports this.

One source that provides projections of the future population for the Town of Pacific is the Demographic Services Section of the State Department of Administration. This Agency publishes official population estimates annually and periodically projects the population for communities throughout the state.

TABLE 1-16  
**Population Projections, Town of Pacific, 2000-2030**

	2000 Census	2005	2010	2015	2020	2025	2030	Total New Persons 2000-2030	% Change 2010-2030
DOA	2,518	2,725	2,926	3,117	3,295	3,488	3,682	1,164	46.2%
Current Trend	2,518	--	2,707	2,802	2,896	2,991	3,085	567	22.5%
Historic Trend	2,518	--	2,707	2,910	3,113	3,316	3,519	1,001	39.8%

Source: Wisconsin Dept. of Administration Demographic Services Center, 5/30/2008  
General Engineering Company

### *Department of Administration Projection*

Department of Administration projections of population growth estimate a 46.2 percent increase in population within the Town of Pacific over the 30 years between 2000 and 2030. This growth will add about 1,164 new residents to the Town. Population projections for the Town of Pacific provided by the Department of Administration are illustrated in Table 1-16 below.

### *Projections Based Upon Current Population Trends*

An alternate means of future population growth for the Town is to project future population based upon the rate of growth that has taken place over the last few years since the Census. Such a projection provides an alternate view of future population growth. The Town of Pacific has added on average 18.9 additional people each year over the decade since the 2000 Census. Table 1-16 demonstrates how the Town’s population will grow if the level of increase experienced between 2000 and 2010 continues through 2030.

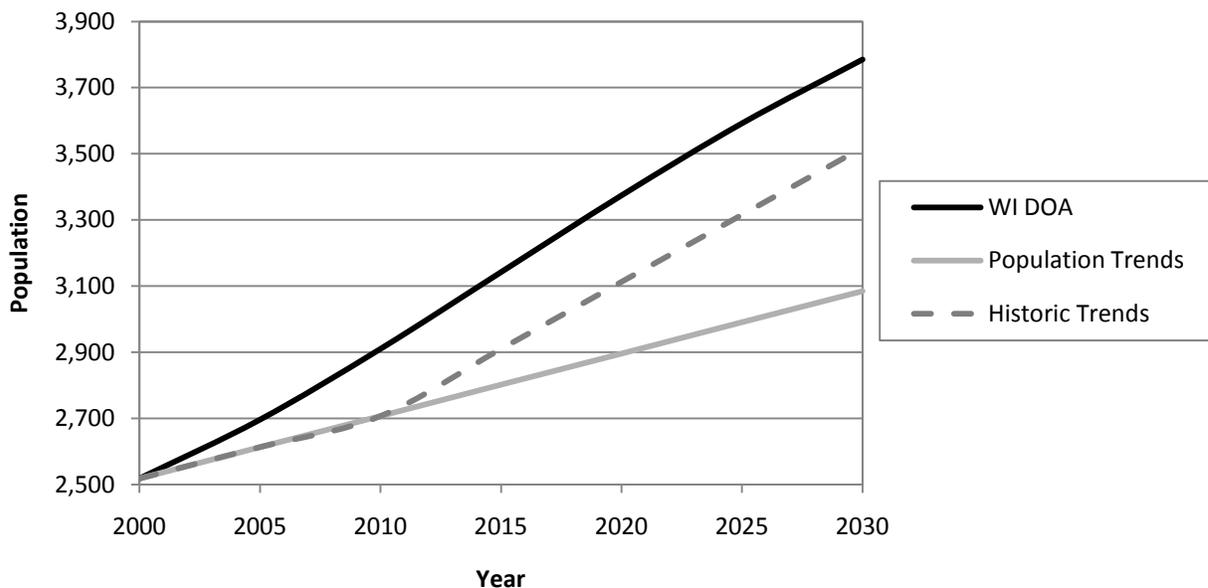
### *Projections Based Upon Historic Population Trends*

Another means of projecting future population for the Town is to base it upon the historic rate of population change that has taken place over several decades. This population projection was created using the average population change of the 1960, 1970, 1980, 1990, 2000 and 2010 Census’ and projecting this level of change out to the year 2030. Such a projection provides an alternate view of future population change. Based on information from the US Census, the Town of Pacific has added on average 40.5 additional people each year since the 1960 Census. Table 1-16 demonstrates how the

Town's population will grow if the level of increase experienced over the last 40 years continues through 2030.

Both the population projections based upon recent and historic population trends shows less rapid population increases by 2030 than the DOA projections for the same period. Projections based on recent population estimates or historic trends look at only single factors of population change and assume that these trends will continue over the 30-year period. However these numbers may not be accurate because they do not anticipate aspects of the population cycle. Figure 1-2 illustrates the DOA and alternate population projections for the Town.

FIGURE 1-2  
**Population Projections, Town of Pacific, 2000-2030**



Source: Wisconsin Department of Administration & Columbia County Planning and Zoning

## Households

The number of housing units and the size of households impact the future demand for housing in the Town of Pacific. An adequate supply of housing units is important to population growth and influences the types of people who will choose to live in the Town.

### *Household Size*

Increases in the number of housing units in the Town of Pacific have resulted in a decrease in the average household size in the Town. In 1990, the average number of persons per household in the Town was 2.64. The average number of persons per household decreased to 2.50 per unit in 2000 and 2.37 per unit in 2010. Likewise, the countywide average number of persons per household decreased from 2.6 in 1990 to 2.49 in 2000 and 2.43 in 2010. Table 1-17 shows that the most common occupancy of households in the Town of Pacific is by a two person household. Over 49 percent of all households are so occupied. One person households came in second with a little under 20 percent of all owner occupied households, followed by three person households with just over 13 percent. One

person households are the predominant type of renter occupied households at over 33 percent followed by two person (25 percent) and four person (21 percent). Just four households in the Town contain seven or more people.

TABLE 1-17  
**Household Size By Tenure, Town of Pacific, 2010**

Size of Household	Number of Households					
	Owner Occupied	% of Owner Occupied	Renter Occupied	% of Renter Occupied	Total Households	% of Total
1 Person	197	19.7%	46	33.6%	243	21.3%
2 Person	493	49.2%	35	25.5%	528	46.4%
3 Person	133	13.3%	20	14.6%	153	13.4%
4 Person	118	11.8%	29	21.2%	147	12.9%
5 Person	48	4.8%	7	5.1%	55	4.8%
6 Person	9	0.9%	0	0.0%	9	0.8%
7 or More	4	0.4%	0	0.0%	4	0.4%
<b>Totals:</b>	1,002	100.0%	137	100.0%	1,139	100.00%

Source: U.S. Census

### *Housing Unit Trends*

The housing supply in the Town of Pacific has grown rapidly over the 10 years between 1990 and 2000. Total housing units in the Town increased from 847 units in 1990 to 1,108 units in 2000, an increase of 261 units. Another 171 units were built from 2000 to 2010. The latest increase in housing over the 10 year period amounts to a growth rate of 15.4 percent. This rate of growth in housing units is equal to the County's growth rate of 15.2 percent for the same period. The number of occupied housing units also increased from 1,007 in 2000 to 1,139 in 2010, an increase of 13.1 percent. Keep in mind a majority of the Town's housing unit growth occurred in the early part of the 2000 to 2010 decade. Table 1-18 compares the housing unit trends in the Town of Pacific and Columbia County.

TABLE 1-18  
**Housing Unit Trends, 1990 - 2010**

		1990	2000	2010	# Increase	% Increase
<b>Total Housing Units</b>	Town of Pacific	847	1,108	1,279	171	15.4%
	Columbia County	19,258	22,685	26,137	3,452	15.2%
<b>Occupied Housing Units</b>	Town of Pacific	737	1,007	1,139	132	13.1%
	Columbia County	16,868	20,439	22,735	2296	11.2%

Source: U.S. Census

### *Population Based Household Forecast*

Projected need for future additional housing units in the Town of Pacific is based upon projected population growth. Of course, both of these projections may be impacted by Town and County land use policies and economic factors. Department of Administration projections indicate that approximately 1,164 additional residents will reside in the Town between 2000 and 2030. The amount of housing needed for this population is dependent upon the desired density level. In order to maintain the 2.37 persons per household that existed in 2010, about 491 new units would be needed by 2030. Furthermore, if an increase or reduction in the number of persons per housing unit is desired, thus reducing or increasing the density, the amount of new housing needed may have to be increased or decreased accordingly. **It is the policy of the Town of Pacific to maintain a rate of new housing construction at a rate equivalent or below the rate of construction in Columbia County as a whole.**

Using the population projection figures based upon population trends since the 2010 Census, the number of needed housing units will be less. This projection calls for an additional 567 residents in the Town between 2000 and 2030. Using the figures from this projection and maintaining the 2010 level of persons per housing unit, the number of new units needed would be 239. Again, this number is subject to increase or decrease depending on the desired density level and land use policies.

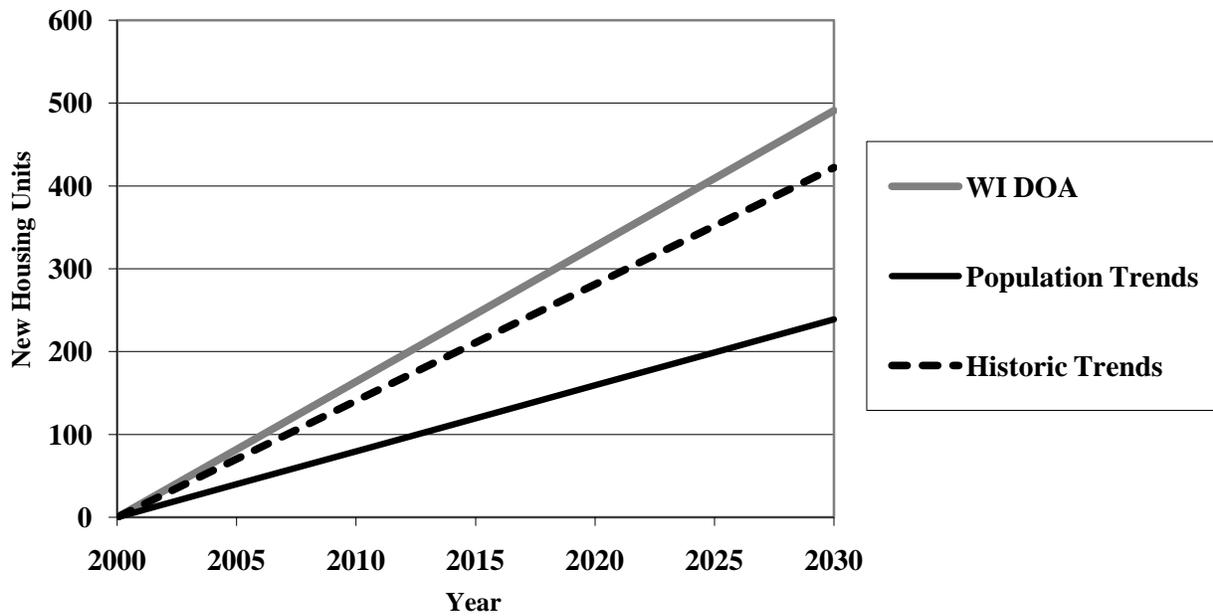
The population projection based upon historic population trends estimates a larger population increase than the current population trends but less than the DOA projection. The historic population trends calls for 1,001 additional residents between 2000 and 2030. Housing this additional population at the 2010 level of persons per housing unit would require 422 new housing units between 2000 and 2030. This figure would again be subject to increase or decrease depending on density and land use policies. All three of the projections are subject to change from external forces such as the economy or public perceptions of desirable places to live. Table 1-19 below compares the three population projections and the estimated number of housing units. Figure 1-3 illustrates the three housing unit projections.

TABLE 1-19  
**Estimated Additional Housing Units Needed, 2000-2030**

	WI DOA	Current Population Trends	Historical Trends
<b>Projected Population Change 2000 - 2030</b>	1,164	567	1,001
<b>Persons Per Housing Unit 2010</b>	2.37	2.37	2.37
<b>Estimated Additional Housing Units Needed by 2030</b>	491	239	422

Source: Wisconsin Dept. of Administration Demographic Services Center, 5/30/2008  
General Engineering Company

**FIGURE 1-3**  
**Projected New Housing Units Based Upon Projected Population Growth, 2000-2030**

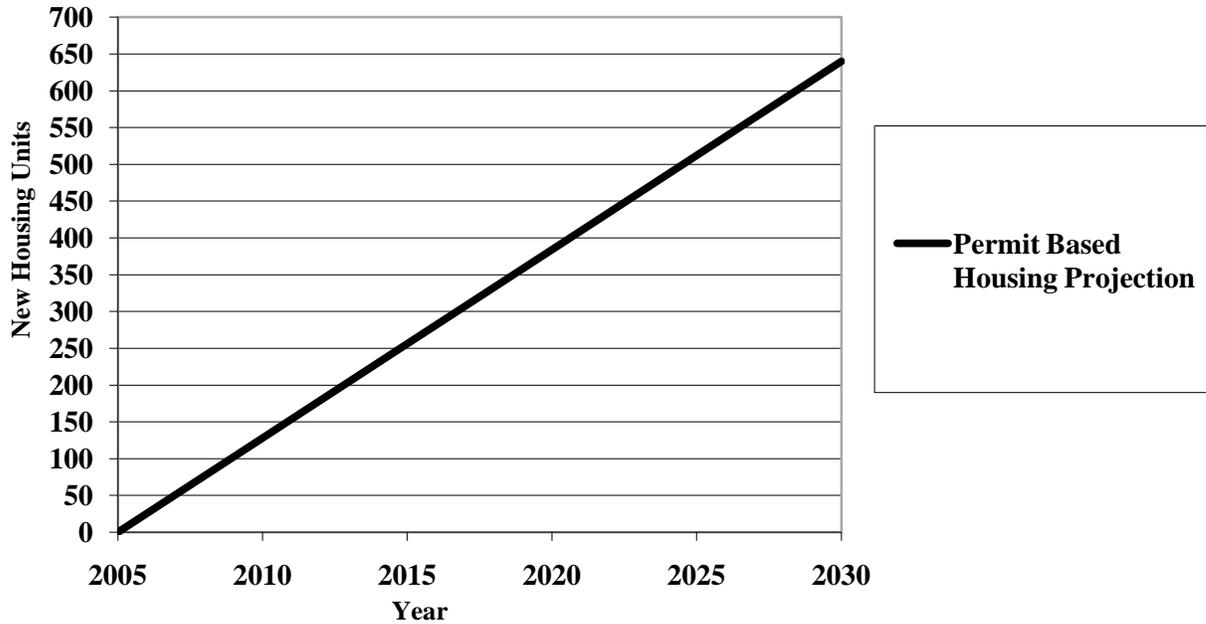


Source: Wisconsin Dept. of Administration Demographic Services Center, 5/30/2008  
 General Engineering Company

*Permit Based Household Forecast*

An alternate means for projecting the need for future additional housing units in the Town is based upon trends in zoning permits. Between 1990 and 2005 an average of 25.6 zoning permits for new homes were issued each year within the Town of Pacific. Projecting this 16 year average out to the year 2030 indicates that approximately 640 new homes would be required within the Town between 2005 and 2030. Figure 1-4 illustrates the projected increase in the number of housing units within the Town by the year 2030. More detailed information on zoning permit and land use trends can be found in the Land Use Element of this plan.

**FIGURE 1-4**  
**Projected New Housing Units Based Upon Zoning Permit Trends, 2005-2030**



Source: Columbia County Planning and Zoning

**Employment**

The number of people in the labor force, the types of employers, and the kinds of occupations in the Town of Pacific influence the amount and type of future growth that will take place in the Town. A thorough understanding of employment trends is important in planning for the future of the Town of Pacific.

*Labor Force*

In the Town of Pacific in 2000, 69.5 percent of the population age 16 and over was in the labor force, this figure is nearly equal to the 69.4 percent for Columbia County as a whole. Among persons age 16 and older, 64.4 percent of the Town’s women and 69.8 percent of the Town’s men are in the labor force compared to of 65.2 and 73.7 percent respectively for the County. Table 1-20 provides labor force comparisons for the Town of Pacific and Columbia County in 2000.

**TABLE 1-20**  
**Labor Force Comparisons, 2000-2010**

Characteristics	2000				2010			
	Town of Pacific		Columbia County		Town of Pacific		Columbia County	
	No.	Percent	No.	Percent	No.	Percent	No.	Percent
Total Population	2,518	---	52,468	---	2,707	---		---
Persons Age 16 or Over	1,997	79.3%	40,848	77.9%	2,261	83.5%	44,858	
Males	964	38.3%	20,544	50.3%	1,145	50.6%	22,720	50.6%
Females	1,033	41.0%	20,304	49.7%	1,116	49.4%	22,138	49.4%
In Labor Force	1,388	---	28,369	---	1,563	---	31,230	---
Males	673	26.7%	15,132	53.3%	822	52.6%	16,601	53.2%
Females	665	26.4%	13,237	46.7%	741	47.4%	14,629	46.8%
Civilian Labor Force	1,338	---	28,313	---	1,563	---	31,177	---
Employed	1,271	50.5%	27,324	96.5%	1,462	64.7%	29,655	66.1%
Unemployed	67	2.7%	989	3.5%	101	4.5%	1,522	3.4%

Source: U.S. Census, 2000 & 2006-2010 American Community Survey 5-Year Estimates

### Employment Trends

When comparing the 13 industry groups which employed persons in the Town of Pacific, five showed a higher percentage for the Town than the County. Those with a higher percentage for the Town include agriculture and mining; manufacturing; educational and health care services; and other services. Educational and health care services manufacturing were the leading sources of employment in 2010, employing 19.7 percent and 19.5 percent of the Town's labor force. The third largest source of employment in 2010 was retail trade at 10.5 percent. Table 1-21 shows the Town of Pacific employment by industry group.

**TABLE 1-21**  
**Employment of Industry Group, 2000-2010**

Industry Group	2000				2010			
	Town of Pacific		Columbia County		Town of Pacific		Columbia County	
	No.	Percent	No.	Percent	No.	Percent	No.	Percent
Agriculture & Mining	10	0.8%	1,282	4.7%	61	4.2%	1,100	3.7%
Construction	115	9.1%	2,268	8.3%	96	6.6%	2,548	8.6%
Manufacturing	272	21.4%	5,834	21.4%	285	19.5%	4,824	16.3%
Wholesale Trade	54	4.3%	985	3.6%	23	1.6%	966	3.3%
Retail Trade	191	15.0%	3,083	11.3%	154	10.5%	3,288	11.1%
Transportation, Warehousing, & Utilities	54	4.3%	1,350	4.9%	68	4.7%	1,656	5.6%
Information	10	0.8%	553	2.0%	21	1.4%	521	1.8%
Insurance, Real Estate, Finance, Rental & Leasing	96	7.6%	1,469	5.4%	81	5.5%	2,118	7.1%
Professional, Management, Administrative, & Scientific	55	4.3%	1,510	5.5%	89	6.1%	2,010	6.8%
Educational, & Health Care	188	14.8%	4,730	17.3%	288	19.7%	5,487	18.5%
Arts, Entertainment, Recreation	71	5.6%	1,866	6.8%	101	6.9%	2,649	8.9%
Other Services	47	3.7%	911	3.3%	83	5.7%	1,008	3.4%
Public Administration	108	8.5%	1,483	5.4%	112	7.7%	1,480	5.0%
<b>Totals:</b>	1,271	100.0%	27,324	100.0%	1,462	100.0%	29,655	100.0%

Source: U.S. Census, 2000 & 2006-2010 American Community Survey 5-Year Estimates

Within each industry group, the Town of Pacific’s workers practice a variety of occupations. Table 1-22 presents employment by occupation in 2000 and 2010 for the Town of Pacific. In 2000, the Town exceeded the County’s employed percentage in two occupation categories. Those categories include sales and office occupations and production and transportation occupations. In 2010, the Town had a higher percentage of employment in management, professional and related occupations and service occupations.

**TABLE 1-22**  
**Employment by Occupation, 2000-2010**

Occupation	2000				2010			
	Town of Pacific		Columbia Co.		Town of Pacific		Columbia Co.	
	No.	Percent	No.	Percent	No.	Percent	No.	Percent
Management, Professional & Related	324	25.5%	7,698	28.2%	474	32.4%	8,551	28.8%
Service Occupations	167	13.1%	3,647	13.3%	277	18.9%	4,819	16.3%
Sales & Office Occupations	362	28.5%	6,802	24.9%	315	21.5%	7,199	24.3%
Natural Resources, Construction & Maintenance	137	10.8%	3,491	12.7%	185	12.7%	3,829	12.9%
Production, & Transportation	281	22.1%	5,686	20.8%	211	14.4%	5,257	17.7%
<b>Totals</b>	<b>1,271</b>	<b>100.0%</b>	<b>27,324</b>	<b>100.0%</b>	<b>1,462</b>	<b>100.0%</b>	<b>29,655</b>	<b>100.0%</b>

Source: U.S. Census, 2000 & 2006-2010 American Community Survey 5-Year Estimates

Sales & Office occupations were the leading occupation category in the Town in 2000, employing 362 persons or 28.5 percent. Executive, Professional, and Manager occupations accounted for 324 workers or 25.5 percent. There were 281 persons involved in Production, & Transportation occupations constituting 22.11 percent of the employed persons. Other important occupations of the Town of Pacific’s work force were Service Occupations, 167 persons or 13.1 percent, as well as Natural Resources, Construction, and Maintenance jobs, 137 persons or 10.8 percent.

Executive, Professional, and Manager occupations employed the most Town residents in 2010 employing 474 persons or 32.4 percent. Sales and Office occupations still is a predominant employment with 315 positions.

### *Employment Forecast*

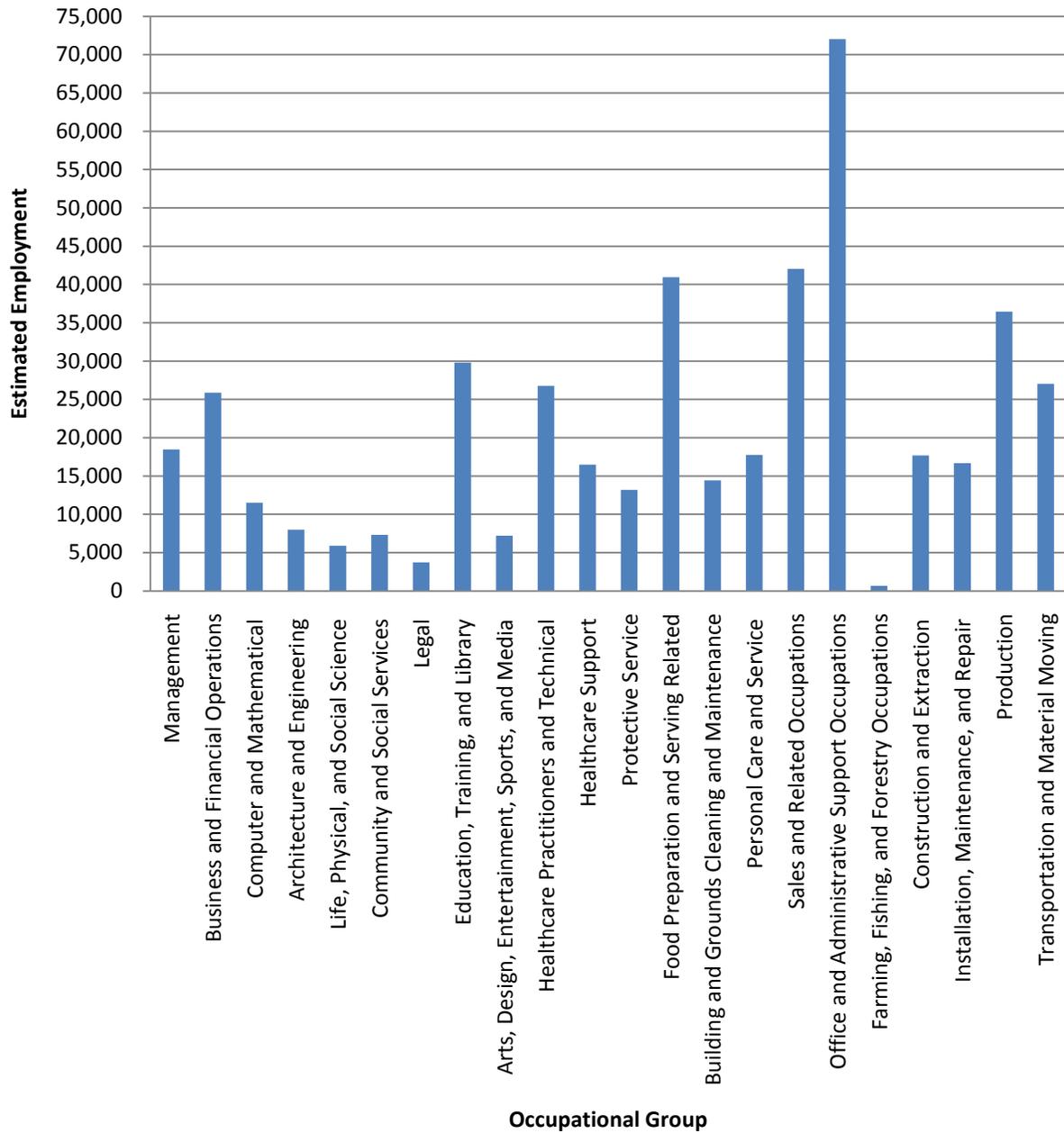
Future trends in employment in the Town of Pacific are closely tied to the employment opportunities in Columbia County as well as those in other nearby Counties. The Wisconsin Department of Workforce Development divides the state into workforce development areas. Columbia County is included in the South Central Region that is comprised of six counties; Columbia, Dane, Dodge, Jefferson, Marquette, and Sauk. Table 1-23 below shows the projected employment trends for the south central region from 2008 to 2018. Healthcare support occupations are expected to see the largest increases while production occupations are expected to see the largest decreases with respect to the percent change from 2008 to 2018 for each occupational group. Figure 1-5 graphically illustrates the projected employment percentages by occupation group for 2018.

TABLE 1-23  
**Employment Forecast, South Central Wisconsin, 2008-2018**

<b>Occupational Group</b>	<b>Estimated employment in 2008</b>	<b>Estimated employment in 2018</b>	<b>Change</b>	<b>Percent Change</b>	<b>New Jobs</b>	<b>Replacements</b>	<b>Total</b>
Total, All Occupations	442,510	459,770	17,260	3.90%	1,730	10,230	11,960
Management Occupations	18,390	18,470	80	0.40%	10	440	450
Business and Financial Operations Occupations	23,860	25,870	2,010	8.40%	200	510	710
Computer and Mathematical Occupations	10,350	11,520	1,170	11.30%	120	190	310
Architecture and Engineering Occupations	7,920	7,990	70	0.90%	10	170	180
Life, Physical, and Social Science Occupations	5,520	5,900	380	6.90%	40	160	200
Community and Social Services Occupations	6,500	7,300	800	12.30%	80	140	220
Legal Occupations	3,540	3,720	180	5.10%	20	60	80
Education, Training, and Library Occupations	28,610	29,810	1,200	4.20%	120	630	750
Arts, Design, Entertainment, Sports, and Media Occupations	6,890	7,200	310	4.50%	30	180	210
Healthcare Practitioners and Technical Occupations	23,180	26,750	3,570	15.40%	360	470	830
Healthcare Support Occupations	13,680	16,490	2,810	20.50%	280	150	430
Protective Service Occupations	12,470	13,190	720	5.80%	70	370	440
Food Preparation and Serving Related Occupations	38,490	40,940	2,450	6.40%	250	1,360	1,610
Building and Grounds Cleaning and Maintenance Occupations	14,500	14,430	-70	-0.50%	0	250	250
Personal Care and Service Occupations	14,770	17,770	3,000	20.30%	300	350	650
Sales and Related Occupations	41,890	42,010	120	0.30%	10	1,280	1,290
Office and Administrative Support Occupations	71,470	72,010	540	0.80%	50	1,510	1,560
Farming, Fishing, and Forestry Occupations	630	640	10	1.60%	<5	20	20
Construction and Extraction Occupations	17,100	17,670	570	3.30%	60	300	360
Installation, Maintenance, and Repair Occupations	16,230	16,650	420	2.60%	40	310	350
Production Occupations	38,930	36,440	-2,490	-6.40%	0	760	760
Transportation and Material Moving Occupations	27,610	27,010	-600	-2.20%	0	640	640

Source: WI Department of Workforce Development, Office of Economic Advisors, April 2011

**FIGURE 1-5**  
**Projected Jobs in South Central Wisconsin in 2018 – By Occupational Group**



## **HOUSING**

### Housing Vision

- ◆ Our community is committed to planning for appropriate future growth while maintaining a quality living environment for present and future residents. In doing so, the Town of Pacific will strive to protect its natural resources and to maintain its open rural character.

### **Goal 1: Planned and orderly housing development in the Town of Pacific.**

*Objective 1:* Maintain low densities that are compatible with existing development patterns and that will preserve the rural character of the Town.

*Policy (a):* Continue the policy of minimum 40,000 square foot lot sizes for single family residential properties that are not served by a sanitary sewer collection system nor are approved planned unit development districts.

*Policy (b):* Restrict undeveloped areas where the Town finds that non-developed, rural, environmental or open space uses are appropriate to be preserved.

*Policy (c):* Consider zoning ordinance provisions to designate potentially unique residential developments, such as planned unit developments, from more standard town residential trends of 1 acre lots.

*Policy (d):* Set design criteria that will result in development blending with the rural environment and will avoid adverse effects to neighboring properties.

*Objective 2:* Create well planned rural residential subdivisions that will provide coherent and efficient neighborhoods.

*Policy (a):* Consider the adoption of an Official Map of the Town to show potential road alignments, connectivity between developments, park and open space designations, storm water management & environmental corridors.

*Policy (b):* Consider the use of restrictive covenants on new developments to establish baseline quality in housing appearance while allowing for originality, cost effectiveness, and the desired character of the area. Require Town approval in all restrictions and require Town approval before restrictions and/or covenants can be amended or terminated.

*Policy (c):* Plan residential developments around unique topographical features, environmental site features, desired views, or overall development density.

*Policy (d):* Direct residential development to areas that are not environmentally sensitive and are not prime farmlands.

*Policy (e):* Require adequate right-of-way width, appropriate to the desired service classification of the roadway, for all new development roads.

*Policy (f):* Phase new development in a manner consistent with public facility and service capacity and community expectations.

*Policy (g):* Revise Town Ordinances to meet the standards and guidelines of the Town's Smart Growth Comprehensive Plan.

*Policy (h):* The Town expects new subdivisions to create neighborhoods of lasting value. Subdividers are expected to provide for association-owned and managed open spaces, trails and recreational facilities within new developments.

*Objective 3:* Maintain low residential densities that will not overburden public highways, contribute to drainage issues or flooding, overburden baseline municipal services (fire, schools, etc.), or require the future extension of public water supply and sanitary sewer utilities.

- Policy (a):* Require traffic impact studies for all new developments resulting in 10 or more residential units.
- Policy (b):* Given the low-lying nature of many areas in the Town of Pacific, review groundwater impacts for all new developments resulting in 10 or more residential units, especially for areas near shorelines, wetlands, or other environmentally sensitive areas.
- Policy (c):* Conduct drainage investigations for new development projects of any scale where there are documented storm water issues or where the Town feels a flooding problem exists. Consider identification and pre-planning of these areas to minimize adverse affects so appropriate storm water measures are incorporated into a permit-review process.
- Policy (d):* Continue the implementation and enforcement of the Town’s Erosion and Storm Water Control Ordinance.
- Policy (e):* Adopt, implement and enforce a Town-wide driveway ordinance.
- Policy (f):* Adopt, implement and enforce a town-wide site plan review ordinance.
- Policy (g):* Require residential plat subdividers to provide letters from the appropriate public school district that there is adequate existing or planned capacity in the public schools to support students from the proposed development.
- Policy (h):* Require residential plat subdividers to provide letters from the fire department and the EMS serving the area indicating that there is adequate access in the proposed subdivision for public safety vehicles.
- Policy (i):* Request Columbia County Highway Department to review all proposed residential subdivision plats with respect to capacity of the existing County Trunk Highways to safely and efficiently carry projected traffic.
- Policy (j):* Consider the existing inventory of buildable, zoned, residential lots when reviewing rezonings or new residential development requests.

**Goal 2: Quality housing in the Town of Pacific.**

- Objective 1:* Carefully planned residential areas that are in accordance with all area regulations, Town ordinances, smart growth or master plans, specific site studies, in continuity with existing housing, with provisions for pedestrian and bicycle use, and with provisions for adequate parks and open green spaces.
- Policy (a):* Consider the use of restrictive covenants on new developments to establish baseline quality in housing appearance while allowing for originality, cost effectiveness, and the desired character of the area. Require Town approval in all restrictions and require Town approval before restrictions and/or covenants can be amended or terminated.
- Policy (b):* Limit rezonings for duplex or multi-family housing in unsewered areas of the Town.
- Policy (c):* Require residential plat subdividers to provide privately owned or association owned park and/or recreation areas for the use of residents within subdivisions and pedestrian and/or bicycle access to those parklands.
- Policy (d):* Continue the use of UDC codes (and any additional Town ordinance requirements) through the use of the current building inspection services program to guide builders and homeowners and improve the quality of housing construction.
- Policy (e):* Continue to monitor the build-out of existing platted subdivisions to monitor growth rates and the need for new residential development within the Town.
- Policy (f):* Promote infill development as preferred development over outlying districts whenever possible.

- Objective 2:* Clean-up blighted, vacant or underutilized residential properties.
- Policy (a):* Adopt a Town Nuisance Ordinance or Property Maintenance Ordinance to control the maintenance and appearance of vacant, blighted or neglected residential properties.
- Policy (b):* Adopt, implement and enforce other ordinances or measures that effectively address property maintenance issues that affect land values in the Town.

## HOUSING POLICIES AND PROGRAMS

### Columbia County Zoning Ordinance

The Columbia County Zoning Code is part of the County’s Code of Ordinances. The zoning code currently establishes 10 primary use districts, a planned residential development overlay district, a shoreland-wetland overlay district, and a floodplain overlay district. Of the 10 primary zoning districts nine allow some form of residential uses as either a permitted or conditional use. These 9 districts allow for a variety of housing types including single family, duplexes, multifamily, and mobile home parks. The zoning code allows for lots down to 20,000 square feet in size. At the present time, Columbia County is updating its zoning ordinance, which those changes are not reflected in this plan.

### 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 Pacific 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 stated in this plan.

### 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 where 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 Pacific.

### 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 seasonal 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.

### 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 Pacific. The Town of Pacific currently contracts with an inspection firm to provide the required UDC and commercial construction inspections.

## HOUSING CHARACTERISTICS

### Age of Housing Supply

Table 2-1 illustrates the age of the Town of Pacific’s housing units in 2010. The largest percentage of housing units in the Town, 25 percent, was built between 1980 and 1989. Homes built between 1970 and 1979 also represent a significant percentage of the housing supply at 20 percent.

TABLE 2-1  
**Age of Housing Supply, Town of Pacific, 2010**

<b>Year Structure Built</b>	<b>Number</b>	<b>% of Total</b>
3/2000-2010	180	14.1%
1999 – 3/2000	29	2.3%
1995 – 1998	152	11.9%
1990 – 1994	157	12.3%
1980 – 1989	320	25.0%
1970 – 1979	254	19.9%
1960 – 1969	61	4.8%
1950 – 1959	48	3.8%
1940 –1949	25	2.0%
1939 or Earlier	53	4.1%

Source: U.S. Census, 2000 & 2010

A large number of older housing units may indicate the need for rehabilitation or replacement of a significant portion of the existing housing stock during the planning period covered by this plan. However, the Town of Pacific has relatively younger housing stock, with most of the houses built between 1970 and 2010. In planning for new or replacement housing, the existing inventory of available residential lots, the availability of land, utilities, transportation facilities, parks, and other infrastructure needs to be considered.

### Units in Structure

Single-family detached homes represented an estimated 990 of the Town’s housing units in 2010. Such homes made up 75.8 percent of the housing units as shown in Table 2-2. The housing in the Town of Pacific is predominantly single-family detached housing. Approximately 76 percent of the housing units in the Town are single-family detached homes and 14 percent of the housing units in the Town are single-family attached homes. According to the 2010 U. S. Census estimates, there were 82 motor and trailer homes in the Town.

TABLE 2-2  
**Number of Housing Units In Structure, Town of Pacific, 2000-2010**

Number of Housing Units in Structure	2000		2010	
	Number	Percent	Number	Percent
1 (Single-Family Detached)	813	74.0%	990	75.8%
1 (Single-Family Attached)	142	12.9%	181	13.9%
2 (Duplex)	43	3.9%	32	2.5%
3 or 4	55	5.0%	13	1.0%
More than 4 units	0	0.0%	8	0.6%
Motor Home, RV, or Van	46	4.2%	82	6.3%
<b>Totals:</b>	<b>1,099</b>	<b>100.0%</b>	<b>1,306</b>	<b>100.0%</b>

Source: U.S. Census, 2000 & 2006-2010 American Community Survey 5-Year Estimates

The housing stock in the Town is in generally good condition. The housing stock tends to be newer construction reflecting the increase in growth and development over the past three decades. The majority of homes in the Towns have been built since 1970.

Since 1990, an average of approximately 25 to 30 new units per year were constructed in the Town. This trend has substantially decreased in recent years. Table 2-3 shows the number of building permits issued in the years 2000 through 2010.

TABLE 2-3  
**Building Permits Issued, Town of Pacific, 2000-2010**

Number of Permits	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Single-Family	23	23	28	17	23	18	15	12	6	5	1
Duplex	2	1	2	1	2	-	1	-	-	-	-
Multi-Family	-	-	-	-	1	-	-	-	-	-	-
<b>Total Permits</b>	<b>25</b>	<b>24</b>	<b>30</b>	<b>18</b>	<b>26</b>	<b>18</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>1</b>

Source: Town of Pacific Clerk  
General Engineering Company

### Value of Owner-Occupied Housing

A sample of owner-occupied housing in the Town of Pacific provides an estimate of the range in values of such homes as shown in Table 2-4. The number of homes valued at \$50,000 to \$99,999 constituted 6.7 percent of the Town's housing in 2010 compared to 8.3 percent of the County's housing. Homes valued at \$150,000 to \$199,999 constituted the largest number of homes in the Town with 33.0 percent of the Town's housing in 2010 compared to 24.3 percent of the County's housing. The Town of Pacific had only 3.2 percent of its housing valued below \$50,000 compared to 4.1 percent of the County's housing.

The number of owner-occupied homes valued at \$50,000 or more constituted just under 97 percent of the Town's housing in 2010, one percent less than the County. Homes valued at \$100,000 to \$149,999 constituted 24.4 percent of the Town's housing in 2010 compared to 22.5 percent for the County. The Town also had 286 homes valued between \$200,000 and \$299,999 and 77 homes valued at more than \$300,000 in 2010.

The median housing value for the Town of Pacific, \$172,000, was lower than the median value for Columbia County, \$177,500. 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 effects on economic development, local tax base, and population migration in the County and the Town of Pacific.

TABLE 2-4  
**Value of Owner-Occupied Housing, 2000-2010**

Housing Value	2000				2010			
	Town of Pacific		Columbia Co.		Town of Pacific		Columbia Co.	
	No.	Percent	No.	Percent	No.	Percent	No.	Percent
Less than \$50,000	19	2.7%	297	2.6%	35	3.2%	717	4.1%
\$50,000 - \$99,999	143	20.1%	3,981	35.1%	74	6.7%	1,444	8.3%
\$100,000 - \$149,999	269	37.7%	4,189	36.9%	270	24.4%	3,888	22.5%
\$150,000 - \$199,999	199	27.9%	1,825	16.1%	365	33.0%	4,212	24.3%
\$200,000 - \$299,999	61	8.6%	813	7.2%	286	25.8%	4,127	23.8%
\$300,000 - More	22	3.1%	245	2.1%	77	7.0%	2,927	16.9%
<b>Totals:</b>	713	100.0%	11,350	100.0%	1,107	100.0%	17,315	100.0%
<b>Median Value:</b>	\$137,100		\$115,000		\$172,000		\$177,500	

Source: U.S. Census, 2000 & 2006-2010 American Community Survey 5-Year Estimates

### Rent For Non-Farm Housing

In 2010, most housing units in the Town of Pacific, 55.5 percent, rented in the \$1,000 or more per month range. That was different than the range most rental housing units in the County rented for, with 31.2 percent of the rental units in the County rented in the \$500 to \$749 per month range. No units in the Town rented for less than \$300 per month except for 20 no cash rent units. Median rent in the Town of Pacific, \$1,068, was higher than the median rent for the County, \$695. The Town's median rent increased more rapidly than the County's during the decade between 2000 and 2010. Table 2-5 shows the range of rent for non-farm housing in the Town of Pacific and Columbia County.

TABLE 2-5  
Rent For Non-farm Housing Units, 2000-2010

Monthly Rent	Town of Pacific					Columbia County				
	Number of Housing Units			Change 2000-2010		Number of Housing Units			Change 2000-2010	
	1990	2000	2010	Number	Percent	1990	2000	2010	Number	Percent
Less than \$200	0	3	0	(3)	(100.0)%	463	466	48	3	(89.7)%
\$200 - \$299	5	4	0	(4)	(100.0)%	786	469	320	(317)	(31.8)%
\$300 - \$499	44	27	19	(8)	(29.6)%	2,105	2,126	936	21	(56.0)%
\$500 - \$749	45	55	14	(41)	(74.5)%	411	1,259	1,756	848	39.5%
\$750 - \$999	4	9	0	(9)	(100.0)%	28	194	1,305	166	572.7%
\$1,000 or more	0	0	66	66	100%	0	41	947	41	2209.8%
No Cash Rent	0	6	20	14	233%	227	227	318	0	40.1%
<b>Median Rent</b>	\$500	\$570	\$1,068	\$490	86.0%	\$356	\$437	\$695	\$258	59.0%

Source: U.S. Census, 2000 & 2006-2010 American Community Survey 5-Year Estimates

### Occupancy Characteristics

Table 2-6 shows that there were a total 737 occupied housing units in the Town of Pacific in 1990. That number increased by 254 units, or 34.5 percent, to 991 units in 2000. This further increased by 148 units, or 13.4 percent, to 1,139 units in 2010. This increase in occupied housing units was higher than the increases for both the County, with an 11.2 percent increase, and the State, with a 9.4 percent increase, during the same time period. The number of owner-occupied housing units in the Town increased by 260 units from 1990 to 2000 and by 118 units from 2000 to 2010. As a result, there were 1,002 owner-occupied units in the Town of Pacific in 2010, comprising 78.3 percent of the total occupied housing units. In comparison, owner-occupied housing units accounted for 84.6 percent of the occupied housing units in 1990 and 89.2 percent in 2000.

TABLE 2-6  
Number of Housing Units by Occupancy Status  
Town of Pacific, 1990-2010

Housing Unit Status	Housing Units			Change	
	1990	2000	2010	Number	Percent
Owner-Occupied	624	884	1,002	118	13.4%
Renter-Occupied	113	107	137	30	28.0%
Total Occupied Units	737	991	1,139	148	14.9%
Vacant:	110	108	140	32	29.6%
For sale	0	22	25	3	13.6%
For rent	11	5	7	2	40.0%
For seasonal, recreational, or occasional use	93	45	86	41	91.1%
Other reason	6	36	22	(14)	(38.9)%
<b>Totals Housing Units</b>	847	1,099	1,279	180	16.4%

Source: U.S. Census

There was a decrease in renter-occupied housing units between 1990 and 2000 but an increase between 2000 and 2010. There were 113 renter-occupied housing units in 1990, or 15.3 percent of the total occupied housing units. With the decrease of six occupied rental housing units during the 1990's, the Town had 107 total occupied rental units in 2000, or 10.8 percent of all occupied housing units. This

number rebounded during the 2000's to 137 total occupied rental units in 2010, or 10.7 percent of all occupied housing units.

Vacant housing units accounted for 110 units or 12.9 percent of all housing units in 1990. In 2000, vacant housing units in the Town of Pacific accounted for 108 units or 9.8 percent of all housing units, a 1.8 percent decrease in vacant housing over the 10 year period. Some categories of vacant housing units increased during the recent 10 year period while others decreased. Those units vacant due to being for sale and vacant rental units both increased over the recent ten-year period.

### Household Size

Table 2-7 illustrates the change in household size between 1990, 2000 and 2010 for Columbia County and the municipalities in the County, including the Town of Pacific. Columbia County's household size decreased from 2.60 persons per household in 1990 to 2.49 persons per household in 2000, and to 2.43 persons in 2010. The household size for the Town of Pacific decreased from 2.64 persons per household in 1990 to 2.50 persons per household in 2000, and to 2.37 persons in 2010. These decreases in household size are consistent with state and national trends. In Columbia County, only the Towns of Courtland, Lodi, and West Point as well as the Villages of Fall River and Wycocena experienced increases in the household size between 2000 and 2010.

TABLE 2-7  
**Household Size by Municipality, 1990-2010**

<b>Municipality</b>	<b>1990 Household Size</b>	<b>2000 Household Size</b>	<b>2010 Household Size</b>
Town of Arlington	2.96	2.81	2.61
Town of Caledonia	2.89	2.60	2.48
Town of Columbus	3.10	2.91	2.47
Town of Courtland	2.93	2.65	2.72
Town of Dekorra	2.65	2.48	2.37
Town of Fort Winnebago	3.01	2.63	2.40
Town of Fountain Prairie	2.84	2.71	2.61
Town of Hampden	3.03	2.63	2.55
Town of Leeds	2.78	2.63	2.36
Town of Lewiston	2.79	2.51	2.43
Town of Lodi	2.75	2.59	2.60
Town of Lowville	2.89	2.68	2.48
Town of Marcellon	3.00	2.83	2.80
Town of Newport	2.65	2.45	2.31
Town of Otsego	2.70	2.78	2.41
Town of Pacific	2.64	2.50	2.37
Town of Randolph	3.12	3.07	2.84
Town of Scott	3.06	3.26	3.12
Town of Springvale	2.89	2.79	2.57
Town of West Point	2.55	2.48	2.57
Town of Wyocena	2.72	2.51	2.47
Village of Arlington	2.67	2.59	2.58
Village of Cambria	2.64	2.58	2.56
Village of Doylestown	2.72	2.71	2.56
Village of Fall River	2.54	2.62	2.77
Village of Friesland	2.68	2.73	2.72
Village of Pardeeville	2.57	2.38	2.30
Village of Poynette	2.58	2.46	2.41
Village of Randolph*	2.77	2.60	2.52
Village of Rio	2.39	2.45	2.43
Village of Wyocena	2.49	2.37	2.38
City of Columbus*	2.46	2.37	2.33
City of Lodi	2.50	2.44	2.44
City of Portage	2.37	2.30	2.27
City of Wisconsin Dells*	2.30	2.28	2.27
<b>Columbia County</b>	<b>2.60</b>	<b>2.49</b>	<b>2.43</b>
<b>Wisconsin</b>	<b>2.61</b>	<b>2.50</b>	<b>2.43</b>

\* Columbia County Portion

Source: U.S. Census

### Existing Residential Subdivisions

Over the last several decades the majority of lots created in the Town of Pacific have been through subdivision plats versus lots created by individual Certified Survey Maps (CSM's). Generally, creation of lots through subdivision plats is considered a better form of development since it provides for both local and state level reviews of streets and lot layouts.

There are currently approximately 534 subdivision lots in the Town. Table 2-8 illustrates the subdivision lots in the Town.

TABLE 2-8  
**Subdivision Lots**

Subdivision	Year Platted	Developer	No. of Lots
Apple Valley	1986	Litchfield, David	18
Apple Valley, First Add.	1989	Litchfield, David	10
Crane View Estates	1996	Lalor, C & B, J & D	27
Deer Run	1976	Gifford, Rodney	24
Deer Run, Redivision	1980	Gifford, Rodney	
Fox Run Estates	1992	Grothman, Wardel, Custer	18
Geike Estates	1986	Geike, Otto	11
Highland Meadows	1987	Donlin, Ray	25
Highland Meadows, First Add.	1989	Donlin, Ray	16
Hillcrest Heights	1973	Packard, Virginia	80
Hillcrest Heights, First Add.	1974	Ray-Van, Inc.	
Jake's Borough	2002	Wolfgram, D. & B.	32
Lake George Estates	1982	Dorn, D.	38
Lakeside Park	1924	Graham, MacCulloch, Cushing, Towni	
Meadow View	1973	Terlecke, Polly	8
North Star Valley	1994	Litchfield, David	15
North Star Valley, First add.	1996		41
Pacific Estates	1982	Van Wormer, Gary	6
Pacific Estates, First add.	1982	Van Wormer, Gary	19
Pacific Estates, First add. Replat	1984	Van Wormer, Gary	
Pacific Heights	1975	Brandt, Bruce	42
Stonehaven	1997	Clemons, T. & K.	24
Twin Ridge	1980	Nagy, Elek	20
Pacific Ridge	2005	Heffron, Daniel	60
<b>Totals:</b>			<b>534</b>

Source: Town of Pacific Clerk, 2004

### Supply and Demand of Housing and Housing Sites

There are available lots or housing units in the Town, especially in some of the more recently platted subdivisions such as Pacific Ridge. The supply of available lots in existing subdivisions is estimated to be approximately 75 lots which represent slightly less than an 11 year inventory of lots, based on targeted growth rates of between 7 and 8 housing units per year.

The O'Leary property and undeveloped land within/adjacent to Jake's Borough are currently planned for residential use, but development plans have not been approved. These parcels could potentially add 60 additional single-family lots to the supply of housing sites.

Approximately 100 units of new housing are planned in Saddle Ridge. This housing could be either attached or unattached. Construction at Saddle Ridge may be timed to match market demand.

Tables 2-9 and 2-10 identify residential expansion areas which are expected to accommodate the demand of new housing development over the next 20 years.

TABLE 2-9  
**Existing Developable Subdivision Lots**

Site	Estimated Developable Lots
<b>Approved Plats</b>	
Existing Subdivision Infill	16
Pacific Ridge Subdivision	50
Saddle Ridge Expansion	14
<b>Totals:</b>	<b>80 Lots</b>

Source: General Engineering Company, 2010

TABLE 2-10  
**Residential Expansion Sites**

Site	Estimated Developable Acres	Projected Housing Units
<b>Additional Zoned Land</b>		
Jake's Borough Addition	40	30
O'Leary Property	40	30
<b>Totals:</b>	<b>80 Acres</b>	<b>60 Units</b>

Source: Town of Pacific Clerk

Based on targeted population growth in the town of Pacific equivalent to the projected rate of population growth in Columbia County, as a whole, the Town expects demand for between 7 and 8 new housing units per year. Over the 20 year planning period, this translates to approximately 140 to 160 additional housing units in the Town by the year 2025. Most of the demand for housing is expected to be for detached single family homes with the exception of some infill condominium development in Saddle Ridge.

It should be noted that the demand for housing may vary from year-to-year based on market conditions and economic cycles and that the target of 7 to 8 new housing units a year represents an average over a number of years. Conversely, if the market demand for housing is particularly strong for a period of time, the Town does not anticipate adding more lots to the inventory of supply that would likely result in exceeding the target of 140 to 160 new units by the year 2025.

It should also be noted that the inventory of potential housing sites include the vacant land adjacent to Jake's Borough and the O'Leary property that are planned for residential use but not currently platted. Although platting these parcels may add to the supply of residential lots beyond the targeted goal, the fact that these parcels have Residential District designation in place prior to the adoption of this plan is acknowledged as the basis for including these parcels of inventory of potentially developable sites.

### Housing Unit Trends

Table 2-11 illustrates the trend in the number of housing units for Columbia County and the municipalities in the County, including the Town of Pacific. Columbia County had 22,685 housing units in 2000, a 17.8 percent increase over 1990. The Town of Pacific added 261 housing units between 1990 and 2000, a 30.8 percent increase.

In the decade between 1990 and 2000, Towns experienced the largest increase in the number of housing units, adding 1,611 housing units, an 18 percent increase. Among towns, the Town of Lodi had the largest increase adding 387 housing units during the decade, a 43.1 percent increase. All towns had increases in housing units except the Town of Columbus, which had no increase in housing units, and the Town of Courtland, which lost six housing units between 1990 and 2000.

In the decade between 2000 and 2010, Towns accounted for 1,400 new housing units, a 14 percent increase. The Town of Pacific added 171 new housing units, an increase of just over 15% in this period.

TABLE 2-11  
**Housing Unit Trends by Municipality, 1990-2010**

<b>Municipality</b>	<b>1990 Total Housing Units</b>	<b>2000 Total Housing Units</b>	<b>2010 Total Housing Units</b>	<b>Number Change 2000-2010</b>	<b>Percent Change 2000-2010</b>
Town of Arlington	262	308	332	24	7.79%
Town of Caledonia	626	713	843	130	18.23%
Town of Columbus	241	241	250	9	3.73%
Town of Courtland	191	185	205	20	10.81%
Town of Dekorra	1,091	1,237	1,337	100	8.08%
Town of Fort Winnebago	287	343	372	29	8.45%
Town of Fountain Prairie	297	318	375	57	17.92%
Town of Hampden	199	219	235	16	7.31%
Town of Leeds	303	317	341	24	7.57%
Town of Lewiston	522	573	607	34	5.93%
Town of Lodi	898	1,285	1,561	276	21.48%
Town of Lowville	338	394	433	39	9.90%
Town of Marcellon	316	380	426	46	12.11%
Town of Newport	298	334	328	(6)	(1.80)%
Town of Otsego	263	287	305	18	6.27%
Town of Pacific	847	1,108	1,279	171	15.43%
Town of Randolph	230	240	288	48	20.00%
Town of Scott	235	260	313	53	20.38%
Town of Springvale	181	207	224	17	8.21%
Town of West Point	777	907	1,196	289	31.86%
Town of Wyocena	557	714	810	96	13.45%
<b>Town Totals</b>	<b>8,959</b>	<b>10,570</b>	<b>12,060</b>	<b>1,490</b>	<b>14.10%</b>
Village of Arlington	171	196	330	134	68.37%
Village of Cambria	315	339	342	3	0.88%
Village of Doylestown	120	123	123	0	0.00%
Village of Fall River	341	459	671	212	46.19%
Village of Friesland	111	114	141	27	23.68%
Village of Pardeeville	686	873	1,003	130	14.89%
Village of Poynette	671	957	1,122	165	17.24%
Village of Randolph*	188	213	199	(14)	(6.57)%
Village of Rio	336	401	475	74	18.45%
Village of Wyocena	205	241	296	55	22.82%
<b>Village Totals</b>	<b>3,144</b>	<b>3,916</b>	<b>4,702</b>	<b>786</b>	<b>20.07%</b>
City of Columbus*	1,729	1,914	2,287	373	19.49%
City of Lodi	833	1,199	1,272	73	6.09%
City of Portage	3,556	3,970	4,493	523	13.17%
City of Wisconsin Dells*	1,037	1,116	1,323	207	18.55%
<b>City Totals</b>	<b>7,155</b>	<b>8,199</b>	<b>9,375</b>	<b>1,176</b>	<b>14.34%</b>
<b>Columbia County</b>	<b>19,258</b>	<b>22,685</b>	<b>26,137</b>	<b>3,452</b>	<b>15.22%</b>
<b>Wisconsin</b>	<b>2,055,774</b>	<b>2,321,144</b>	<b>2,624,358</b>	<b>303,214</b>	<b>13.06%</b>

Source: 1990, 2000 and 2010 U.S. Census, Summary File 1, 100 Percent Data

\* Columbia County Portion



## **TRANSPORTATION**

The transportation system which serves The Town of Pacific 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 for safe vehicle, bicycle, pedestrian and rail transportation for the inhabitants of the Town.

### **TRANSPORTATION GOALS, OBJECTIVES, AND IMPLEMENTATION METHODS**

#### **Goal 1: A well maintained system of roads and highways.**

Objective 1: Provide high quality roads and safe travel/commuting conditions.

*Policy (a):* Annually inspect all the Town roads for maintenance and safety issues.

*Policy (b):* Develop a 5-year road improvements program, as a part of a larger capital improvements plan.

#### **Goal 2: A safe and interconnected roadway system.**

Objective 1: Maintain adequate capacity on all highways and roadways in the Town to provide safe and efficient movement of traffic.

*Policy (a):* Request Columbia County Highways to review all proposed residential subdivision plats with respect to the capacity of the existing County Trunk Highways to safely and efficiently carry projected traffic.

*Policy (b):* Require traffic impact studies for all new developments resulting in 10 or more residential units.

*Policy (c):* Require all residential subdividers to provide safe and efficient pedestrian and bicycle access between residential lots and nearby parks and recreation areas and school bus pick-up sites.

Objective 2: Provide street connections and linkages between adjoining areas that are potentially developable.

*Policy (a):* Consider, when the Town deems it appropriate, requiring development proposals to include provisions for connecting roads or dedicate public rights-of-way stubs for future roads to adjoining land suitable for future development.

Objective 3: Preserve the safety and efficiency of the rail corridor through the Town of Pacific.

Objective 4: Take steps available to assure safe railroad crossing on all public highways and roadways.

Objective 5: Control traffic volumes on Town roads so that residents of existing and planned developments can travel safely and efficiently to the County, State and Federal trunk system highways.

#### **Goal 3: A coordinated approach involving the Town, City, County, State and private entities for road development.**

Objective 1: Meet with state, county and neighboring town officials to coordinate future plans in the area of roadway development.

*Policy (a):* Coordinate with the Town of Wycena to prepare a long range plan for improving and maintaining Blank Road.

*Policy (b):* Request the Wisconsin Department of Transportation to provide turning / passing lanes at STH 16 and Dunning Road South and to investigate turning movements and traffic flow at the intersection of USH 51 and CTH P.

*Policy (c):* Request the Wisconsin Department of Transportation to review turning lanes into the Saddle Ridge Development area at the existing entrances off of STH 33.

*Policy (d):* Request the Columbia County Highway Department to provide turning / passing lanes at CTH P at Wolfgram Road and Blank Road.

**Goal 4: A network of existing and planned roadways that meet consistent standards of design, engineering, construction & safety in a cost effective manner.**

Objective 1: Provide for clear and consistent roadway right-of-way & construction standards.

Policy (a); Adopt, implement and enforce standard roadway provisions in relevant Town ordinances or other procedural documents.

Policy (b): Require contractor bonding and licensing for work within Town right-of-way.

Policy (c): Require engineering review of all construction projects in/around Town right-of-way or roadways with significant public travel.

Policy (d): Continue the implementation and enforcement of the Town's Erosion Control and Storm Water Runoff Ordinance.

Policy (e): Require ditching & culvert sizing analysis/design where roadway projects include ditching and culvert work.

Policy (f): Where existing Town roads are reconstructed, upgrade them to meet current Town standards, where feasible.

Policy (g): Adopt, implement and enforce a Town driveway ordinance.

Policy (h): Adopt, implement and enforce an Official Map of the Town to show potential road alignments, connectivity between developments, park and open space designations, storm water management & environmental corridors.

Policy (i): Require new development projects to meet adequate standards of roadway and drainage design, with the goal of minimizing public expenditures of taxpayer dollars to fund: new work, inadequate construction installation, unmaintained infrastructure and future property access issues.

## TRANSPORTATION PROGRAMS

### Columbia County Land Division and Subdivision Ordinance

The Columbia County Land Division and Subdivision Ordinance regulates the division of land within the County including the Town of Pacific. It also provides standards for the construction of new roads, such as right-of-way widths, pavement widths, and grade requirements. Under the County's Land Division and Subdivision Ordinance roads within Columbia County are classified into two categories, urban and

rural. Within each category roads are divided by type; principle arterial, minor arterial, major collector, minor collector, and local roads. Each type of roadway has its own set of minimum standards.

### Columbia County Highway Access Control Ordinance

The Columbia County Highway Access Control Ordinance regulates access onto County highways including County highways in the Town of Pacific. The purpose 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.

### PASER Program

The PASER Program is a system for local governments 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 Pacific 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.

### 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 have the same authority over the Rustic Road as it possesses over other highways under its jurisdiction. In addition, a Rustic Road is eligible for state aids just as any other public highway.

The following characteristics are needed for a road to qualify for the Rustic Road 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.

There are currently two 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. Opportunities exist elsewhere in the County for additional roads to be designated as Rustic Roads. The Town of Pacific should evaluate roads under their jurisdiction for inclusion into the Rustic Road program.

### 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 Pacific should take advantage of these funding sources, when appropriate, as they attempt to implement the comprehensive plan.

### 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 Pacific. 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 Pacific. The plan also identifies the potential for traffic congestion on US Highway 51/16 in the Town of Pacific. This area may require future improvements to address the congestion issues.

In addition to the State Highway Plan, the Wisconsin Department of Transportation maintains a six-year improvement program for smaller projects throughout the State. No scheduled projects currently exist for the Town of Pacific. 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 Pacific 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 Pacific.

## ROADS AND HIGHWAYS WITHIN THE TOWN OF PACIFIC

The Town of Pacific is served by a network of State and Federal trunk highways, Columbia County trunk highways, and Town of Pacific roads. Some individual residences are served by privately-owned and privately-maintained roads.

### State and Federal Trunk Highways

The major Federal highway serving the Town is U.S. Highway 51 which is a north-south regional arterial highway that connects Portage to the Madison area. Highway 51 generally parallels I-39 and I-90/I-94 and carries primarily local traffic between the communities. Ultimately the road is expected to be improved to four-lanes for its entire length through the Town of Pacific. Traffic volumes on Highway 51 in the Town of Pacific range from 12,300 Average Daily Traffic (ADT) north of CTH P to 5,700 ADT south of Highway 16.

The two State highways in the Town of Pacific are Highway 33, which is an east-west arterial connecting Portage with communities both to the east and west, and Highway 16 which is an east-west arterial connecting Portage and Columbus. Both of these roads carry commercial and local traffic between communities. Both Highway 16 and 33 are two-lane facilities with additional turning lanes at key intersections. Traffic volumes on Highway 33 range from approximately 5,500 ADT east of Portage to 4,400 ADT east of Saddle Ridge. Traffic volumes on Highway 16 range from 3,900 ADT east of Highway 51 to 3,200 ADT west of Wyocena.

### Columbia County Highways

The two primary Columbia County trunk highways in the Town of Pacific are County Trunk (CTH) P, which extends from Highway 51 east to Pardeeville and Cambria, and CTH G, which extends from its intersection with CTH P eastward to Wyocena. Both CTH P and G are two-lane roads with limited additional turn lanes at key intersections. The traffic volume on CTH P is approximately 2,300 ADT west of the CTH G intersection. The traffic volume on CTH G is approximately 930 ADT west of Wyocena. County highways are maintained and plowed by Columbia County.

### Town Roads

The Town of Pacific maintains a system of Town roads that consist of 22.7 miles of older rural farm roads and newer subdivision roads. Residents have access from most local streets to a county or state highway within less than one mile. All local roads are two-lane with estimated traffic volumes for most being under 100 ADT. See the Town's official map for road names and layouts.

The Town budgets for yearly road maintenance along with future planned improvements. New subdivision roads are financed and constructed by the subdividers as required in the subdivision process. Once subdivision roads are approved and accepted by the Town, they are maintained and snowplowed by the Town.

Dedication of new streets, street arrangements, and street design standards are regulated by the Roads and Infrastructure Standards and the Land Division and Subdivision Chapters of the Town's Ordinances. The minimum design standards for most local subdivision streets include a 66-foot right-of-way with pavement widths being 22 feet for rural sections and 36 feet for urban sections. Collector streets are required to have a minimum right-of-way width of 80 feet and provide pavement widths of 24 feet for rural sections and 40 feet for urban sections. The designation of local and collector streets is generally done through the subdivision review and approval process.

The Town has ordinances in place to control road work being completed within the right-of-way. The General Road and Right-of-Way Provisions Chapter outlines the types of permits required for road work as well as providing provisions to improve public safety. The Miscellaneous Town Road Provisions Chapter also provides requirements to ensure or improve public safety. The Right-of-Way Chapter discusses the permit required to work in the right-of-way and how to apply. The Access Permit Chapter provides details about permitting temporary or permanent access to a Town road. The Driveway Modification Chapter summarizes the types of driveway modifications that need permitting from the Town. Persons wishing to perform work in the right-of-way may be required to obtain a Qualified Contractor Certification from the Town.

All permits require an applicant to submit the corresponding application(s) along with other required information to the Town Engineer for review. The Town Engineer will consider factors such as the type of work being done, impacts to public safety and to the environment, drainage and erosion control, and conformity with local, state and federal standards and regulations. After a review is complete, a recommendation will be provided to the Town's Plan Commission for approval or denial. The Plan Commission will evaluate the recommendation and issue or deny a permit request.

### Private Roads

There are a few private drives and roads in the Town serving individual residences. Current Town ordinances prohibit new private roads, except within Planned Residential Developments where there are enforceable maintenance agreements.

## FUNCTIONAL CLASSIFICATION OF ROADWAYS

Vehicular travel on the public highway system is the transportation mode for the vast majority of trips by Town of Pacific residents. Road and highway transportation systems primarily serve two basic functions. One function being is to provide access to adjacent properties and the other function is to provide for the movement of vehicular traffic through an 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 sections below. Map 3-1 in Appendix 1 illustrates the functional classification of highways for the Town of Pacific.

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 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.

### 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. 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.

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.

### 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. Examples of major collector roadways in the Town include County Trunk Highways G and P. No roads classified as minor collector roadways exist in the Town.

### 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. In the Town of Pacific, no roads are classified as principal arterial highways. Minor arterials in the Town include US Highway 51 and State Highway 16.

### 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. Map 3-1 in Appendix 1 also shows the average daily traffic volume of major traffic corridors within the Town of Pacific.

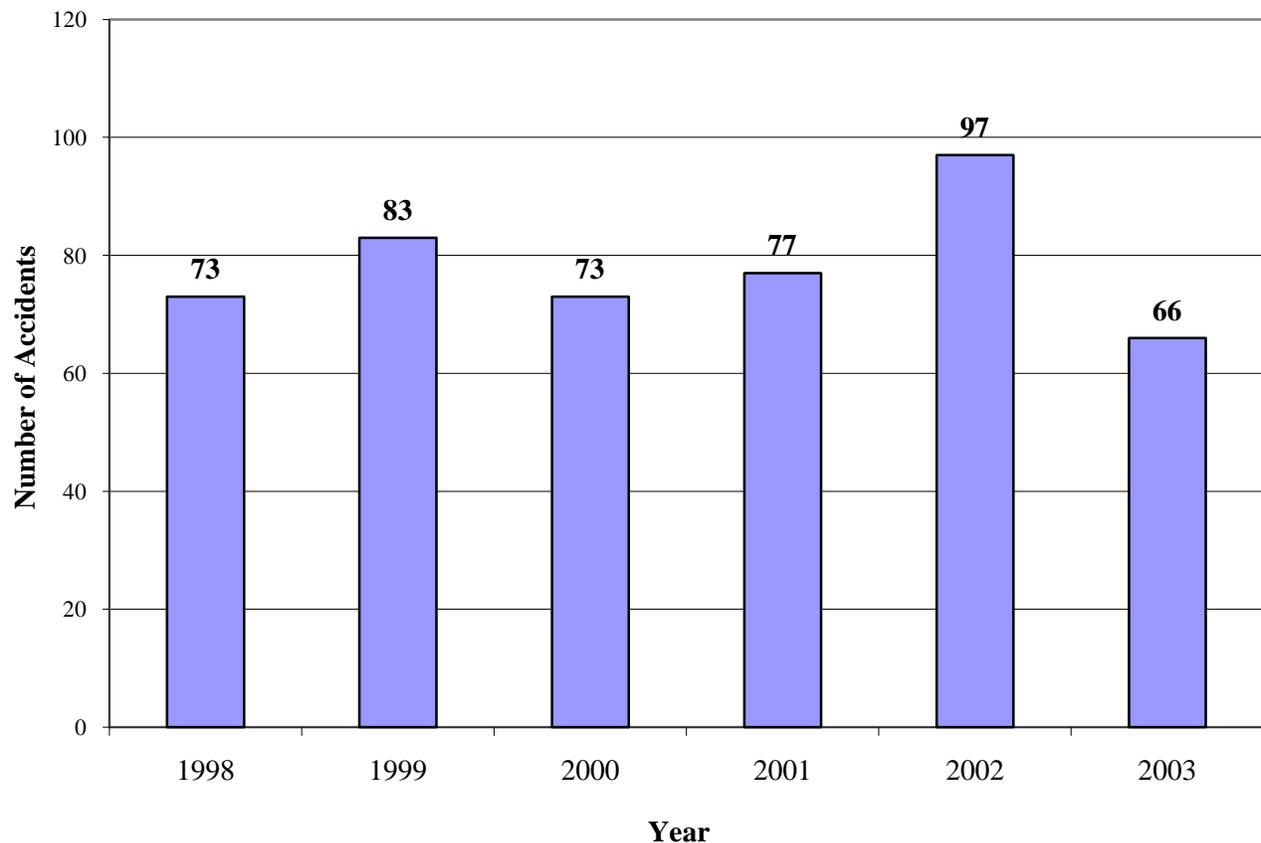
Traffic volumes vary considerably on the different roadways within the Town. Combined highways US Highway 51/STH 16 carry the highest volume of vehicle traffic recorded in the Town, with an average daily traffic count of 12,300 vehicles southeast of the City of Portage. The volume of traffic on a particular roadway can be significantly influenced by its intersection with other roadways. For example, the average daily traffic volume on US Highway 51 decreases by 6,600 vehicles south of its intersection with State Highway 16.

### TRAFFIC SAFETY

The number of traffic accidents on the Town of Pacific 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 78. In comparison, during the same period the number of accidents in the Town of Fort Winnebago averaged 100, the Town of Wycocena averaged 95, the Town of Dekorra averaged 133, and the Town of Caledonia averaged 177.

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. Figure 3-1 displays the annual number of traffic accidents in the Town of Pacific between 1998 and 2003.

FIGURE 3-1  
Traffic Accidents, Town of Pacific, 1998-2003



Source: Wisconsin Department of Transportation, DMV Traffic Accident Database.

The Town of Pacific has identified several locations in the Town's road system that pose potential safety concerns. These safety concerns include high traffic volumes on County Highway P and US Highway 51/State Highway 16; high truck traffic on County Highway P, State Highway 33, and US Highway 51/State Highway 16; increasing traffic volumes on Blank Road due to recent development; a dangerous intersection at US Highway 51/State Highway 16; turn lanes needed at the intersections of State Highway 16 and Dunning Road South and at the intersection of Wolfgram Road and Blank Road; the need for bicycle lanes or a bicycle trail along on CTH P; and the rail crossing on US Highway 51/State Highway 16 potentially blocking emergency vehicles. 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 quickest and most cost efficient manner possible.

Traffic safety and efficiency on the Town of Pacific'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. There are no proposed changes to the functional classification of roads in the Town of Pacific.

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. There are no recommended jurisdictional transfers of roads in the Town of Pacific.

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 Town's transportation system and allow the system to function more safely and efficiently. There are no new road segments proposed in the Town of Pacific.

TABLE 3-1  
**Concept Road Improvements and New Road Segments, Town of Pacific, 2004**

Road	Municipality	Proposed Change
STH 33	Towns of Pacific and Caledonia & City of Portage	Reroute Highway East and South of City With a New Bridge Over the WI River.

Source: Columbia County Planning and Zoning

An additional new road segment recommended by the Town of Pacific is a connection between County Highway P and State Highway 33 along the west side of Swan Lake. Construction in this area would be very difficult due to numerous wetlands and the existence of a Wisconsin DNR wildlife area. This road is recommended to provide an alternate route for emergency vehicles coming from the City of Portage and to provide a link between the north and south halves of the Town. The only existing route is for emergency vehicles to use US Highway 51/State Highway 16, but this route has a major rail crossing that could potentially block traffic. This rail line is also planned to be used for high speed rail trains, further increasing the rail traffic at this intersection. An alternative to the new road might be to examine the feasibility of grade separating the rail and highway traffic on US Highway 51/State Highway 16.

Safety at all rail crossings in the Town of Pacific,, including the crossing at US Highway 51/State Highway 16, is another important aspect of traffic safety. Due to safety concerns, the Wisconsin Commissioner of Railroads has ordered the improvement of several rail crossings in the County over the

next several years. The main purpose for the improvements is to deal with inadequate sight distances at the rail crossings and to prevent future accidents. The possibility that high-speed passenger rail will use the existing rail line in the Town will likely result in numerous additional improvements to the line. The possible use of the existing rail line in the Town for high-speed rail should also be considered when reviewing development proposals. High speed rail will be discussed in more detail later in this element.

### DESCRIPTION OF EXISTING TOWN AND COUNTY ROADS

Table 3-2 provides detailed information about the roadway network in the Town of Pacific. The length of each roadway segment, the width of right-of-way, pavement and shoulder widths, average daily traffic, and function are included in the summary.

**TABLE 3-2**  
**Description of Town and County Roadways, Town of Pacific, 2004**

Road Segment	Starting at:	Ending at:	Length (miles)	ROW Width (feet)	Pavement Width (feet)	Shoulder Width (feet)	Estimated Avg. Daily Traffic Count	Functional Class.
1st St	North Shore Dr	Lakeside Dr	0.12	10	10	1	75	Local Road
Aquarius Dr	Orion Dr	Nebula Dr	0.1	66	22	6	25	Local Road
Ashley Dr	Kristen Dr	Karamarie Dr	0.13	66	22	4	25	Local Road
Bedrock Rd	Boulder Rd	Stonehaven Dr	0.12	66	22	4	25	Local Road
Blank Rd	Termini	Brenemann Rd	0.34	66	21	4	35	Local Road
	Brenemann Rd	Point on Blank Rd	0.14	66	21	4	35	
Total:			0.48					
Bobbi Rd	Jodi Dr	Jonathan Dr	0.13	66	22	4	35	Local Road
	Jonathan Dr	Laura Dr	0.1	66	22	4	35	
	Laura Dr	Mariah Rae Dr	0.07	66	22	4	35	
Total:			0.30					
Boulder Rd	Rocky Rd	Bedrock Rd	0.08	66	22	4	25	Local Road
Boyd Rd	Jonathan Dr	Jodi Dr	0.14	66	22	4	5	Local Road
	Jodi Dr	Termini	0.06	66	22	4	5	
Total:			0.20					
Carimaunee Dr	STH 33	Termini	0.1	66	22	4	10	Local Road
Columbia Ln	Termini	Dunning Rd	0.23	66	20	4	10	Local Road
Crawford Rd	CTH P	STH 16	0.35	66	20	4	15	Local Road
CTH G	CTH P	W Bush Rd	0.63	66	24	3	770	Major Collector
	W Bush Rd	Warren Dr	0.43	66	24	3	770	
	Warren Dr	Fair Winds Dr	0.62	66	24	3	770	
	Fair Winds Dr	Town Line	0.23	66	24	3	770	
Total:			1.91					

Road Segment	Starting at:	Ending at:	Length (miles)	ROW Width (feet)	Pavement Width (feet)	Shoulder Width (feet)	Estimated Avg. Daily Traffic Count	Functional Class.
CTH P	STH 16	Crawford Rd	0.13	66	26	5	1450	Major Collector
	Crawford Rd	Rosina Ct	0.24	66	26	5	1450	
	Rosina Ct	Wolf Dr	0.15	66	26	5	1450	
	Wolf Dr	Meadowview Dr	0.03	120	26	5	2480	
	Meadowview Dr	Whitetail Dr	0.33	120	26	5	2480	
	Whitetail Dr	Whitetail Dr	0.31	120	26	5	2480	
	Whitetail Dr	CTH G	0.11	120	26	5	2480	
	Whitetail Dr	CTH G	0.3	66	26	5	2480	
	CTH G	Raymond Rd	0.32	80	26	6	1770	
	Raymond Rd	Wardle Rd	0.87	80	26	6	1770	
	Wardle Rd	Town Line	0.25	66	26	4	1540	
Total:			3.04					
Donlin Dr	Tara Rd	Raymond Rd	0.12	66	22	6	40	Local Road
	Raymond Rd	Jonathan Dr	0.37	66	22	4	30	
	Jonathan Dr	Tara Rd	0.12	66	22	4	30	
	Tara Rd	Fox Ct	0.16	66	22	4	30	
	Fox Ct	CTH G	0.18	66	22	4	30	
Total:			0.95					
Duck Creek Rd	STH 16	Dunning Rd	0.11	66	20	2	35	Local Road
	Dunning Rd	STH 16	0.04	66	20	2	35	
	Dunning Rd	STH 16	0.66	66	20	3	35	
	Dunning Rd	STH 16	0.36	66	20	5	35	
Total:			1.17					
Dunning Dr	Termini	Dunning Rd	0.23	50	20	4	10	Local Road
Dunning Rd	Termini	Duck Creek Rd	0.04	66	10	2	5	Local Road
	Duck Creek Rd	STH 16	0.06	66	22	4	15	
	STH 16	Hillcrest Dr	0.18	66	22	2	75	
	Hillcrest Dr	Horton Rd	0.07	66	22	2	75	
	Hillcrest Dr	Horton Rd	0.51	66	22	3	75	
	Hillcrest Dr	Horton Rd	1.06	66	22	6	75	
	Horton Rd	STH 16	0.14	66	22	3	75	
	STH 16	Dunning Dr	0.07	66	21	2	75	
	Dunning Dr	Columbia Ln	0.06	66	21	2	75	
	Columbia Ln	Patchin Rd	0.68	66	21	2	75	
	Patchin Rd	North Star Rd	0.32	66	21	2	75	
	North Star Rd	Heinze Dr	0.26	66	21	2	75	
	Heinze Dr	Hickory Ln	0.25	66	21	2	75	
Total:			3.70					
E G White Ct	Sandhill Crane Rd	Termini	0.07	66	22	4	10	Local Road
Fair Winds Dr	Termini	CTH G	0.15	66	16	4	5	Local Road
Fawn Cir	Whitetail Dr	Termini	0.16	66	20	4	25	Local Road
Fox Ct	Donlin Dr	Termini	0.03	66	22	4	25	Local Road
Gemini Ct	Polaris Dr	Nova Dr	0.1	66	22	3	15	Local Road
	Nova Dr	Termini	0.03	66	22	3	15	
Total:			0.13					
Heinze Dr	Dunning Rd	Termini	0.38	50	13	3	5	Private Ent.

Road Segment	Starting at:	Ending at:	Length (miles)	ROW Width (feet)	Pavement Width (feet)	Shoulder Width (feet)	Estimated Avg. Daily Traffic Count	Functional Class.
Hillcrest Dr	Dunning Rd	Parkard Dr	0.09	66	20	3	50	Local Road
	Parkard Dr	Parkard Dr	0.22	66	20	3	50	
	Parkard Dr	Raven Rd	0.08	66	20	3	50	
	Raven Rd	Raven Rd	0.11	66	20	3	50	
	Raven Rd	STH 16	0.21	66	20	3	50	
Total:			0.71					
Horton Rd	STH 16	Dunning Rd	0.3	50	24	2	15	Local Road
Jeri Dr	Wardle Rd	Termini	0.25	66	22	6	25	Local Road
Jodi Dr	Boyd Rd	Bobbi Rd	0.09	66	22	4	5	Local Road
Jonathan Dr	Donlin Dr	Boyd Rd	0.12	66	22	4	30	Local Road
	Boyd Rd	Bobbi Rd	0.11	66	22	4	30	
	Bobbi Rd	Wealthy Ct	0.19	66	22	4	30	
	Wealthy Ct	Wealthy Ct	0.07	66	22	4	30	
	Wealthy Ct	Wolfgram Dr (1)	0.3	66	22	4	30	
Total:			0.79					
Karamarie Dr	Ashley Dr	Wind Mariah Way	0.11	66	22	4	25	Local Road
	Wind Mariah Way	Blank Rd	0.09	66	22	4	25	
Total:			0.20					
Karen Ann Dr	Laura Dr	Mariah Rae Dr	0.07	66	22	4	10	Local Road
Kristen Dr	Blank Rd	Wind Mariah Way	0.09	66	22	4	25	Local Road
	Wind Mariah Way	Ashley Dr	0.11	66	22	4	25	
Total:			0.20					
Lakeside Dr	1st St	North Shore Dr	0.13	24	10	1	75	Local Road
Laura Dr	Bobbi Rd	Karen Ann Dr	0.11	66	22	4	10	Local Road
Mariah Rae Dr	Bobbi Rd	Karen Ann Dr	0.1	66	22	4	10	Local Road
Meadowview Dr	CTH P	Meadowview Ln	0.24	66	21	4	15	Local Road
Morris Dr	STH 16	Termini	0.08	33	12	3	5	Private Ent.
Murray Rd	Termini	US Highway 51	0.33	66	24	3	700	Local Road
	US Highway 51	STH 16	0.30	66	24	1	15	
Total:			0.63					
Nebula Dr	Aquarius Dr	Patchin Rd	0.09	66	22	6	25	Local Road
North Shore Dr	W North Shore Dr	Curve	0.12	33	14	2	75	Local Road
	Curve	Second St	0.11	20	12	1	75	
	Second St	1st St	0.02	20	12	1	75	
Total:			0.25					
North Star Rd	Dunning Rd	Nova Dr	0.65	66	20	3	35	Local Road
	Nova Dr	Star Branch Rd	0.26	66	20	3	35	
	Star Branch Rd	US Highway 51	0.86	66	20	3	35	
	US Highway 51	Termini	0.25	66	20	3	75	
Total:			2.02					
Nova Dr	North Star Rd	Polaris Dr	0.06	66	22	2	15	Local Road
	Polaris Dr	Gemini Ct	0.11	66	22	2	15	
Total:			0.17					
Ontario St	Coit St	Termini	0.5	50	16	2	15	Local Road
Orion Dr	Aquarius Dr	Patchin Rd	0.09	66	22	6	25	Local Road

Road Segment	Starting at:	Ending at:	Length (miles)	ROW Width (feet)	Pavement Width (feet)	Shoulder Width (feet)	Estimated Avg. Daily Traffic Count	Functional Class.
Pacific Estates Ct	Pacific Estates Rd	Termini	0.05	66	22	4	15	Local Road
Pacific Estates Rd	Pacific Estates Ct	CTH EE	0.06	66	22	4	25	Local Road
Parkard Dr	Hillcrest Dr	Hillcrest Dr	0.19	66	20	3	40	Local Road
Patchin Rd	Town Line	Dunning Rd	0.5	50	21	5	75	Local Road
	Dunning Rd	Polaris Dr	0.27	66	20	4	30	
	Dunning Rd	Polaris Dr	0.22	66	22	6	30	
	Polaris Dr	Nebula Drive	0.13	66	22	6	30	
	Nebula Dr	Termini	0.11	66	22	6	30	
Total:			1.23					
Polaris Dr	Patchin Rd	Gemini Ct	0.18	66	22	6	15	Local Road
	Gemini Ct	Nova Dr	0.19	66	22	2	15	
Total:			0.37					
Raven Rd	Hillcrest Dr	Hillcrest Dr	0.39	66	20	3	50	Local Road
Raymond Rd	CTH P	Tara Rd	0.15	66	22	6	50	Local Road
	Tara Rd	Donlin Dr	0.24	66	22	6	50	
Total:			0.39					
Rocky Rd	Boulder Rd	Stonehaven Dr.	0.12	66	22	4	25	Local Road
Rosina Ct	Termini	CTH P	0.03	66	22	8	15	Local Road
Sandhill Crane Ct	Termini	Sandhill Crane Rd	0.05	66	22	4	20	Local Road
Sandhill Crane Rd	E G White Ct	Solar Ct	0.06	66	22	4	75	Local Road
	Solar Ct	Pacific Estates Ct	0.06	66	22	4	75	
	Pacific Estates Ct	Sandhill Crane Ct	0.06	66	22	4	75	
Total:			0.18					
Second St	North Shore Dr	Termini	0.14	10	0	0		Local Road
Solar Ct	Termini	Sandhill Crane Rd	0.05	66	22	4	5	Local Road
Star Branch Rd	North Star Rd	Star Ct	0.15	66	20	3	75	Local Road
	Star Ct	Summit Dr	0.11	66	20	3	75	
	Summit Dr	Termini	0.05	66	20	3	75	
Total:			0.31					
Star Ct	Termini	Star Branch Rd	0.15	66	21	3	35	Local Road
Stonehaven Dr	STH 33	Rocky Rd	0.08	66	22	4	25	Local Road
	Rocky Rd	Bedrock Rd	0.11	66	22	4	25	
Total:			0.19					
Suburban Heights Rd	Hillcrest Dr	STH 16	0.3	66	20	3	40	Local Road
Summit Dr	Star Branch Rd	Termini	0.18	66	21	3	20	Local Road
Tara Rd	Raymond Rd	Donlin Dr	0.24	66	22	2	75	Local Road
	Donlin Dr	Donlin Dr	0.11	66	22	2	75	
Total:			0.35					
Wardle Rd	CTH P	Jeri Dr	0.08	66	20	2	15	Local Road
	Jeri Dr	W Bush Rd	0.29	66	20	2	15	
Total:			0.37					
Warren Dr	CTH G	Termini	0.12	66	16	7	5	Private Ent.

Road Segment	Starting at:	Ending at:	Length (miles)	ROW Width (feet)	Pavement Width (feet)	Shoulder Width (feet)	Estimated Avg. Daily Traffic Count	Functional Class.
W Bush Rd	CTH G	Wardle Rd	0.46	66	20	3	225	Local Road
	Wardle Rd	Town Line	0.25	66	20	3	225	
Total:			0.71					
Wealthy Ct	Jonathan Dr	Jonathan Dr	0.15	66	22	4	15	Local Road
Whitetail Dr	CTH P	Fawn Cir	0.26	66	20	4	40	Local Road
	Fawn Cir	CTH P	0.14	66	20	4	40	
Total:			0.40					
Wind Mariah Way	Kristen Dr	Karamarie Dr	0.16	66	22	4	25	Local Road
W North Shore Dr	Town Line	North Shore Dr	0.01	50	20	1	75	Local Road
Wolf Dr	Termini	CTH P	0.24	66	22	4	15	Local Road
Wolfgram Dr (1)	CTH P	Wolfgram Dr (2)	0.14	66	22	4	30	Local Road
Wolfgram Dr (2)	Jonathan Dr	Termini	0.03	66	22	4	30	Local Road

Source: WI Department of Transportation, Local Road Inventory

### COUNTY ROAD DESIGN STANDARDS

The Columbia County Land Division and Subdivision Ordinance establishes design standards for roadways in the unincorporated areas of the County including the Town of Pacific. The design standards vary among roadways, as different roads serve different functions within the transportation system. The existing standards are outlined in Table 3-3.

TABLE 3-3  
**Existing Columbia County Minimum Road Design Standards, 2011**

	Road Type	Right-of-Way Minimum Width	Minimum Pavement Width
<b>Urban</b>	<b>Principal Arterial</b>	180 feet	**
	<b>Minor Arterials, Major Collectors, &amp; Minor Collectors</b>	100 feet	**
	<b>Local Streets</b>	66 feet	32 feet
	<b>Pedestrian Ways</b>	10 feet	5 feet
<b>Rural</b>	<b>Principal Arterial</b>	**	**
	<b>Major and Minor Collectors</b>	100 feet	**
	<b>Local Streets</b>	66 feet	20 feet

Source: Title 16 – Chapter 2 of Columbia County Code of Ordinances

\*\*To be determined by the governing body that has jurisdiction with advice from the County Highway Commissioner.

The Town of Pacific 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 the existing roadway standards be conducted and the necessary changes made to bring the standards up to date.

## 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 information provided in Table 3-2 provides information on the current characteristics of the Town and County roadway system in the Town of Pacific. In addition, the County Land Division Ordinance standards listed in Table 3-3 provide a means to evaluate the Town roadway system against the current County standards. Furthermore, State standards for County trunk highways and Town roads provide an additional means of evaluating the Town roadway system.

The Town of Pacific roadway system contains approximately five miles of County highways and 23.3 miles of Town road for a total of 28.3 miles of roads, not including state or US highways. Most of these roads, 22.7 miles, are functionally classified as local roads with five miles classified as collectors, and the remaining 0.6 miles classified as private entrances. 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 Pacific have a right-of-way of at least 66 feet, with 12 segments or 2.6 miles having right-of-ways with less than 66 feet. However, only 0.78 miles of the roads classified as collector highways have the 100 feet of right-of way required in the County Land Division Ordinance. These roads classified as collector highways are all County highways that existed prior to the adoption of the land division ordinance and, in most cases, it is unnecessary to increase the right-of-way width. 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.

In the Town of Pacific, approximately 12.9 miles of roadway have pavement widths less than 22 feet and 1.9 of those roadway miles have pavement widths below 20 feet. Many of the segments of Town road with less than 20 feet of pavement are roads classified as private entrances. These are public funded Town roads that usually only serve one property owner. Efforts should be made by the Town to vacate these private entrance Town roads and turn them over to the property owners, when feasible. All segments of Town and County roads in Pacific 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 only being resurfaced, two foot shoulders are required on 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.

Approximately 13.6 miles of Town and County roadway in the Town of Pacific have shoulder widths below four feet but only 0.83 miles of Town road has shoulders widths below two feet. All segments of Town and County roads in Pacific 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 Pacific's roadways up to current standards, a road improvement plan should be established by the Town determine which improvements are feasible and to make the improvements in the most economical manner possible.

The Town of Pacific 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. These roads often contain many of the deficiencies listed above and would be cost prohibitive to bring up to Town road standards. In addition, removal of these roads from Town jurisdiction can provide road maintenance savings to the Town.

## THE TRANSPORTATION SYSTEM

The transportation system that serves the Town of Pacific 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.

### Water Transport

Water born transport of goods is efficient, but the Town of Pacific does not have a river systems suitable for commercial transportation. The Mississippi River, approximately 100 miles west of the County, is the closest river system with commercial transportation service. The nearest international seaport is the Port of Milwaukee, approximately 170 miles from the Town. The Town of Pacific should support improvements to this port that benefit the interests of business and industry in the Town.

### 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 Pacific. In the Town of Pacific, commercial aviation services are provided by the Dane County Regional Airport in Madison. Commercial airline service is also available from the Central Wisconsin Airport in Wausau and by General Mitchell Field in Milwaukee which is also an international airport.

The Wisconsin Department of Transportation (DOT), Bureau of Aeronautics in conjunction with the Bureau of Planning has developed the Wisconsin State Airport System Plan 2020. The Wisconsin DOT is currently working on a new state airport system plan, Wisconsin State Airport System Plan 2030. Most airports included in the current State Plan are eligible for State and Federal improvement grant. The State plan identifies four general classifications of airports based upon the type of service they provide. Table 3-4 provides descriptions of the different airport classifications.

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 on the north side of the City. Construction of the new airport is scheduled for no earlier than 2005 depending on funding availability.

In addition to the Portage Municipal Airport, Columbia County has 19 other airport facilities. Two of these airport facilities, Coleman Field and Horton Field, are located in the Town of Pacific. Most of these airport facilities are small privately owned and operated airstrips or heliports. The two exceptions are Gilbert Field in Rio that is a privately owned facility open for public use and the Lodi Lakeland Airport that is publicly owned by the Town of Lodi but is not open to public use. Table 3-5 lists the Airports located in Columbia County and Map 3-3 in Appendix I illustrates the location of the facilities in the County including the Town of Pacific.

TABLE 3-4  
State of Wisconsin Airport Classifications

<b>Airport Type</b>	<b>Description</b>
<b><i>Air Carrier/Cargo (AC/C)</i></b>	<p>Airports designed to accommodate virtually all aircraft up to and, in some cases, including, wide body jets and large military transports. Airports in this category are usually referenced by the type of air carrier service being provided.</p> <ul style="list-style-type: none"> <li>• <b><i>Short-haul air carrier</i></b> airports serve scheduled, nonstop, airline markets and routes of less than 500 miles. Short-haul air carriers typically use aircraft weighing less than 60,000 pounds. In Wisconsin, short-haul air carrier airports normally have a primary runway length of 6,500 to 7,800 feet.</li> <li>• <b><i>Medium-haul air carrier</i></b> airports serve scheduled, nonstop, airline markets and routes between 500 and 1,500 miles. Medium-haul air carriers typically use aircraft weighing 60,000 to 300,000 pounds. In Wisconsin, medium-haul air carrier airports normally have a primary runway length of 7,800 to 8,800 feet.</li> <li>• <b><i>Long-haul air carrier</i></b> airports serve scheduled, nonstop, airline markets and routes of over 1,500 miles. Long-haul air carriers typically use wide-bodied jet aircraft weighing more than 300,000 pounds. In Wisconsin, long-haul air carrier airports normally have a primary runway length of 8,800 to 9,800 feet.</li> </ul>
<b><i>Transport/Corporate (T/C)</i></b>	<p>Airports intended to serve corporate jets, small passenger and cargo jet aircraft used in regional service and small airplanes (piston and turboprop) used in commuter air service. These aircraft generally have a gross takeoff weight of less than 60,000 pounds, with approach speeds below 141 knots and wingspans of less than 118 feet. In Wisconsin, airports in this category normally have a primary runway length of 4,800 to 6,800 feet.</p>
<b><i>General Utility (G/U)</i></b>	<p>Airports intended to serve virtually all small general aviation single and twin-engine aircraft, both piston and turboprop, with a maximum takeoff weight of 12,500 pounds or less. These aircraft generally have approach speeds below 121 knots and wingspans of less than 79 feet. Typically, these aircraft are used for business and charter flying and for personal reasons. In Wisconsin, airports in this category normally have a primary runway length of 3,900 to 4,800 feet.</p>
<b><i>Basic Utility (B/U)</i></b>	<p>Airports intended to serve all small single-engine piston aircraft and many of the smaller twin-engine piston aircraft with a gross takeoff weight of 12,500 pounds or less. These aircraft typically seat from two to six people and are now commonly used for business and some charter flying as well as a wide variety of activities including recreational and sport flying, training, and crop dusting. In Wisconsin, airports in this category normally have a primary runway length of 2,800 to 3,900 feet. Basic utility airports are divided into two subcategories.</p> <ul style="list-style-type: none"> <li>• <b><i>Basic Utility-B (BU-B)</i></b> airports are designed to accommodate aircraft of less than 12,500 pounds gross weight, with approach speeds below 121 knots and wingspans of less than 49 feet. Such aircraft can be either single-engine or twin-engine piston.</li> <li>• <b><i>Basic Utility-A (BU-A)</i></b> airports are designed to accommodate aircraft of less than 6,000 pounds gross weight, with approach speeds below 91 knots and wingspans of less than 49 feet. Such aircraft are typically single-engine piston.</li> </ul>

Source: Wisconsin DOT, Bureau of Aeronautics

**TABLE 3-5  
COLUMBIA COUNTY AIRPORTS, 2004**

<b>Airport Name &amp; Municipality</b>	<b>Town, Range, &amp; Section</b>	<b>Airport Classification</b>	<b>Type of Ownership</b>	<b>Type of Use</b>	<b>Elevation (feet)</b>	<b>Runways (feet)</b>
<b>Portage Municipal Airport</b> City of Portage	T 13 N, R 9 E Section 31	General Utility	Public	Public Use	825	2,560 Asphalt 3,775 Asphalt
<b>Lodi Lakeland Airport</b> Town of Lodi	T 10 N, R 8 E Section 22	N/A	Public	Private Use	844	1,900 Turf
<b>Del Monte Airport</b> Town of Leeds	T 10 N, R 10 E Section 21	N/A	Private	Private Use	1,060	2,400 Turf
<b>Mill House Field</b> Town of Wyocena	T 12 E, R 10 E Section 23	N/A	Private	Private Use	820	2,000 Turf
<b>Gilbert Field</b> Town of Lowville	T 11 N, R 10 E Section 1	N/A	Private	Public Use	925	1,092 Turf
<b>Prescott Field</b> Town of Wyocena	T 12 N, R 10 E Section 27	N/A	Private	Private Use	870	1,900 Turf
<b>Horton Field</b> Town of Pacific	T 12 N, R 9 E Section 26	N/A	Private	Private Use	820	2,500 Turf
<b>Bancroft East Airport</b> Town of Springvale	T 12 N, R 11 E Section 16	N/A	Private	Private Use	840	2,600 Turf
<b>Bancroft Field</b> Town of Dekorra	T 11 N, R 9 E Section 16	N/A	Private	Private Use	840	3,000 Turf
<b>Columbus Hospital Heliport</b> City of Columbus	T 10 N, R 12 E Section 23	N/A	Private	Private Use	859	60 Asphalt
<b>Coleman Field</b> Town of Pacific	T 12 N, R 9 E Section 2	N/A	Private	Private Use	800	1,700 Turf
<b>Rohde's Airport</b> Town of Marcellon	T 13 N, R 10 E Section 35	N/A	Private	Private Use	840	1,700 Turf
<b>Higgins Airport</b> Town of Otsego	T 11 N, R 11 E Section 10	N/A	Private	Private Use	950	2,000 Turf
<b>Knutson Field</b> Town of Wyocena	T 12 N, R 10 E Section 28	N/A	Private	Private Use	820	1,600 Turf 2,300 Turf
<b>Weatherbee Field Airport</b> Town of Wyocena	T 12 N, R 10 E Section 31	N/A	Private	Private Use	960	1,200 Turf
<b>Fountain Prairie Field Airport</b> Town of Fountain Prairie	T 11 N, R 12 E Section 36	N/A	Private	Private Use	880	3,000 Turf
<b>Sopha Field Airport</b> Town of Dekorra	T 11 N, R 9 E Section 17	N/A	Private	Private Use	890	2,683 Turf
<b>Divine Savior Hospital Heliport</b> City of Portage	T 13 N, R 9 E Section 31	N/A	Private	Private Use	813	75 Concrete
<b>McDaniel Field</b> Town of Caledonia	T 11 N, R 8 E Section 30	N/A	Private	Private Use	1,000	2,000 Turf
<b>Marshall Field</b> Town of Courtland	T 12 N, R 12 E Section 31	N/A	Private	Private Use	Unknown	2,600 Turf
<b>Slinger Field</b> Town of Courtland	T 12 N, R 12 E Section 1&2	N/A	Private	Private Use	Unknown	2,100 Turf
<b>Currie Field</b> Town of Arlington	T 10 N, R 8 E Section 22	N/A	Private	Private Use	Unknown	2,600 Turf
<b>Swart Airport</b> Town of Randolph	T 13 N, R 12 E Section 21	N/A	Private	Private Use	Unknown	2,600 Turf

Source: Wisconsin DOT, Bureau of Aeronautics & Columbia County Planning and Zoning

## 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 pass through 16 of the 21 Towns in the County. The Town of Pacific is served by the Canadian Pacific Railway which operates two lines in the Town, one that runs north and south and one that runs east and west through the Town. The north and south line carries coal to the Columbia Generating Station (Columbia Energy Center) and mineral resources from the Unimin site, as well as other materials to and from industries in Portage and other communities. The north-south line extends southward to the Madison area. The east-west line connects Portage and communities to the north and west with the Milwaukee area. Freight rail is important to industry and the economy of Columbia County and the Town of Pacific. Efforts to maintain a high quality freight rail system in the County and the Town should be encouraged whenever possible. The rail lines in Columbia County including the Town of Pacific are illustrated on Map 3-4 in Appendix I.

Passenger rail service is also an important function of the rail system in Columbia County. Amtrak’s Empire Builder passes through Columbia County, including the Town of Pacific, on its run between Chicago and the Pacific Northwest. The Empire Builder operates one train per day in each direction and stops in Columbus, Portage, and Wisconsin Dells as it passes through the County. The number of passengers traveling to and from Columbia County stations is illustrated in table 3-6. The Columbus station is the most heavily used station in the County most likely due to its proximity to Madison and the quality road connections to the station via US Highway 151. The number of passengers declined at all County stations in 2001 and 2002 due likely to the economic recession. Access to passenger rail is an important transportation link for the Town of Pacific. The Empire Builder route through Columbia County is illustrated on Map 3-4 in Appendix I.

**TABLE 3-6**  
**Number of Empire Builder Passengers Using Columbia County Stations, 2000 - 2011**

<b>Year</b>	<b>Columbus</b>	<b>Portage</b>	<b>Wisconsin Dells</b>
2000	15,300	6,300	11,400
2001	12,400	4,900	9,500
2002	10,700	4,000	9,000
2003	12,500	6,300	10,200
2004	12,638	5,176	10,480
2005	14,597	6,318	11,289
2006	16,085	7,051	12,119
2007	16,850	6,956	12,562
2008	18,617	7,453	13,288
2009	17,338	6,965	13,549
2010	18,025	7,483	13,609
2011	15,473	6,115	14,265

Source: Wisconsin Department of Transportation

In addition to the Empire Builder, passenger rail in Columbia County may be expanded in the future to include high-speed trains under the Midwest Regional Rail System (MWRRS). The Wisconsin Department of Transportation has studied and planned for the 3,000 mile MWRRS that will serve nine

states using Chicago as a hub. A possible route connecting Chicago, Milwaukee, Madison, and Minneapolis/St. Paul will pass through Columbia County. The route would have six round-trip trains (a total of 12 trains per day) passing through the County each day, with three round-trip stops in Portage and Wisconsin Dells and three round trip express trains that do not stop. Implementation of the MWRRS is contingent on the availability of federal funding. Currently no federal funding exists for the project.

The most likely route for the MWRRS in Columbia County would use the existing Canadian Pacific Railway track that runs from Madison north through the Town of Leeds, the Town and Village of Pacific, the Village of Poynette, and the Towns of Dekorra and Pacific to the City of Portage. From Portage, the trains will follow the Canadian Pacific Railway track that parallels STH16 through the Towns of Lewiston and Newport and continue on to the City of Wisconsin Dells. The MWRRS trains can travel at speeds up to 110 mph. As a result of the high speeds, significant improvements will be needed to the entire rail corridor. These improvements will include track upgrades, grade separation or closure of road crossings, improved crossing gates, and the fencing of the entire rail corridor. High-speed trains can have a significant impact on lands adjacent to the rail corridor, such as accessibility to the land, noise, and safety. As a result, careful consideration should be given to the types of land uses that are allowed near or adjacent to the proposed rail corridor. The Town of Pacific also has concerns about the rail crossing on US 51/STH 16. This crossing is the only access point for emergency vehicles serving much of the Town. This is also the crossing proposed to be used by MWRSS trains. The proposed route for the MWRRS in Columbia County is illustrated on Map 3-4 in Appendix I.

### Trucking

Trucking is an important part of the economy of the Town of Pacific, Columbia County, and the State of Wisconsin. Trucking on the highway system is the preferred method of transporting freight, with 90 percent of freight in Wisconsin being hauled in this manner. The highway infrastructure to support trucking in Columbia County and the surrounding region is sufficient to meet the needs of the trucking industry. All Interstate and U.S highways in the County, as well as most State Highways, are designated as official truck routes by the Wisconsin Department of Transportation. In the Town of Pacific, official truck routes consist of State Highways 16 and 33 as well as US Highway 51. A continued commitment to providing an adequate transportation system for trucking is important to economic growth in the Town.

### Public Transit

Public transit available to the Town of Pacific consists of bus service and the state vanpool. Greyhound Bus Company service in the cities of Madison and Wisconsin Dells provide the Town with the closest regularly scheduled bus service. Other charter bus lines also provide charter service to the Town when needed.

The Wisconsin Department of Administration offers a Vanpool to assist commuters in their ride to work. The State Vanpool provides alternate transportation for state and non-state employees commuting to Madison from outside communities. Participants can join a group that is already established or, if there are enough interested people, they can form a new vanpool. Vanpools are based on sharing commute expenses. Generally, one member of the group volunteers to drive and riders share the cost of operating the Vanpool. Several Vanpools serve the Town of Pacific area.

There are no current plans for the expansion of public transit in the Town during the planning period.

## 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 Pacific, for a variety of purposes including adults commuting to work 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.

The Town has no formal bicycle or pedestrian facilities that are owned or maintained by the Town. However, subdividers may be required by the Town to provide private pathways and trails. These private facilities are generally maintained and managed by a property owner association. Bicycles facilities in the Town of Pacific currently consist mainly of shoulder areas on existing roads. Highway 51 north of Highway P has a paved shoulder designed for bicycle use; however, high traffic volumes and numerous driveway entrances limit the usefulness of this facility. The Wisconsin State Bike Map designates Highway G and Highway 16 as “moderate conditions” for bicycling. Highway P is rated as “not recommended” for bicycle use. . Shoulders on Town roads are usually narrow and unpaved making bicycle travel difficult. The best bicycle and pedestrian routes in the Town are generally the low traffic volume Town roads. Columbia County has designated Dunning Road as part of a “recommended” bicycle route through the area.

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. On exception is the paved trail on the Wisconsin River Levee that allows bicycles. This trail runs from the City of Portage into the Town and terminates at US Highway 51/STH 16 near County Highway P. The extension of this trail within the Town offers the possibility for additional bicycling opportunities. 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 Pacific 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 Pacific and should be a priority. A good starting point for this plan is the Wisconsin State Bike Map published by the Bicycle Federation of Wisconsin (a statewide, nonprofit, 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 portion of the State Bike Map for Columbia County, including the Town of Pacific, is illustrated on Map 3-5 in Appendix I. 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 Pacific 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 Pacific should examine the possibility of developing off road bicycle trails. Abandoned rail corridors, such as the one that runs along the northern half of the Town, or utility corridors provide unique opportunities for the development of bicycle trails. The Town of Pacific 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 rail corridors for the development of bike trails should be a priority. Bike trail possibilities also exist on active rail corridors with the bike trail being located on a route parallel to the rail tracks and separated by fencing. Bicycles trails along active rail lines are most appropriate when used to provide a connection between other bicycle trails.

### Pedestrian Transportation

The pedestrian transportation system in the Town of Pacific consists mainly of roadway shoulders and the Wisconsin River Levee trail. In 2000, the US 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 Pacific, 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.

### Transportation for the Disabled

Transportation services are available to the elderly and disabled in Columbia County and the Town of Pacific 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.



## UTILITIES AND COMMUNITY FACILITIES

This element contains information about existing utilities and community facilities in the Town of Pacific. 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

- ◆ Provide efficient and cost effective services for a predominately rural population.

### UTILITIES AND COMMUNITY FACILITIES GOALS AND OBJECTIVES

#### **Goal 1: Coordinated, efficient and cost-effective community services that meets the needs of the town.**

- Objective 1: Minimize need for regional water and sanitary sewer services to residents within the Town of Pacific.
  - Policy (a): Maintain low development densities that will not place the Town in the position of needing to provide public water or sanitary sewer services that would place a financial burden on the Town or the taxpayers.
  - Policy (b): When appropriate, require applicants for land division to provide documentation indicating that adequate private water facilities and septic facilities, including both a primary site and a secondary or backup septic system site are available for each lot.
  - Policy (c): Where feasible and cost effective, cooperate with adjoining units of government to provide shared community or regional facilities.
- Objective 2: Ensure that basic public services, such as government access, adequate police, fire, emergency, EMS, street, education, recreation and other services are made available to all residents. Improve on these services wherever possible while maintaining cost-effectiveness.
  - Policy (a): Maintain the current Town Hall as the Town’s primary governmental administrative facility.
  - Policy (b): Seek appropriate input from property owners in areas planned for development.
  - Policy (c): Maintain high standards of fiscal responsibility and government accountability when considering community utility/facility project planning, design and construction.
  - Policy (d): Maintain communications with educational services in the area.
  - Policy (e): Maintain appropriate services for police, fire & EMS services. Regularly meet with the providers of those services to assess the service contract agreement.
  - Policy (f): Develop and maintain a capital improvements plan for Town community services, which specific program implementation in the areas of roads and community facilities.
  - Policy (g): Require plat developers to provide association-owned and managed park and pedestrian facilities within new subdivisions.
  - Policy (h): Provide public services in accordance with current and future needs and coordinate the provision of public services with other units of government when feasible.

Policy (i): Adopt a driveway ordinance that establishes acceptable driveway standards for emergency vehicle access.

Objective 3: Ensure adequate park and recreational opportunities.

Policy (a): Examine the need for additional recreational activities in the Town.

Policy (b): Continue participation in City of Portage Park & Recreation programs.

Policy (c): Require plat developers to provide safe and efficient pedestrian and bicycle access between residential lots and nearby parks, recreation areas and school bus stops.

Policy (d): Require plat developers to provide association-owned and managed park and pedestrian facilities within new subdivisions.

## UTILITIES AND COMMUNITY FACILITIES PROGRAMS

### 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 too.

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 nonprofit 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 Pacific can help to acquire recreational lands in the Town and should be pursued when appropriate.

### 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 wastes 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.

### Crime Stoppers

The Columbia County Sheriff's Department works along with partners at the Portage Daily Register and the Portage School District in 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 the arrest of the offenders.

At the Portage School District, the Columbia County Crime Stoppers has implemented the "Fast Cash Program". 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 Portage schools. The Portage High School media department students have also worked with Columbia County Crime Stoppers by producing broadcast videos highlighting recent crimes. These short informational segments are aired on the local cable channels on a frequent basis.

### 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.

### 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 manufactures. 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 Byrne 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.

#### 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.

#### 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 grow 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 grows. 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.

### UTILITIES AND COMMUNITY FACILITIES

#### Sanitary Sewer Service

Public sanitary sewer is available in one area within the Town of Pacific. Most residential units within the Saddle Ridge area in the northeastern corner of the Town is served by an extension of the public sanitary sewer from the City of Portage. The public sanitary sewer line follows the STH 33 right-of-way from the City of Portage to the Saddle Ridge development in the Town. No other areas in the Town of Pacific are served by public sanitary sewer. Detailed information about the types of treatment, design flow, and capacity of the public sanitary sewer systems throughout Columbia County are described in Table 4-1.

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

<b>Plant Location</b>	<b>Type of Treatment</b>	<b>Maximum Design Flow</b> (gallons per day)	<b>Average Daily Flow</b> (gallons per day)	<b>% Capacity Being Used</b>	<b>Year Built</b>
Village of Arlington	Recirculating sand filter.	117,000	40,000	34.2%	2000
Village of Cambria	Oxidation ditch, chlorine disinfection, liquid sludge storage.	126,000	85,000	67.5%	1983
City of Columbus	Activated sludge with extended aeration, tertiary filters, chlorine disinfection, phosphorus treatment, sludge digestion, sludge storage as solid.	1,000,000	650,000	65.0%	1984
Village of Fall River	Stabilization ponds and storage lagoon.	182,000	125,000	68.7%	1985
Village of Friesland	Stabilization ponds.	27,000	2,000	7.4%	1989
Harmony Grove / Okee Sanitary District	Sequencing batch reactor, effluent seepage ponds.	500,000	200,000	40.0%	2003
City of Lodi	Biotower, UV disinfection, chemical phosphorus removal, liquid sludge storage.	620,000	376,000	60.7%	1997
Village of Pardeeville	Aerated lagoons, fill & draw effluent discharge.	314,200	200,000	63.7%	1985
City of Portage	Rotating biological contactors, chemical phosphorus removal, chlorine disinfection, anaerobic digesters, cake sludge storage.	2,000,000	1,466,000	73.3%	1983
Village of Poynette	Oxidation ditch, ultraviolet disinfection, bio-phosphorus removal, liquid sludge storage.	470,000	200,000	42.6%	1997
Village of Randolph	Activated sludge and aeration (no lagoon).	300,000	124,000	41.3%	1982
Village of Rio	Aerated lagoons, fill & draw effluent discharge.	115,000	70,000	60.9%	1982
City of Wisconsin Dells	Oxidation ditch, bio and chemical phosphorus removal, chlorine disinfection, cake sludge storage.	2,830,000	1,474,000	52.1%	1983
Village of Wycocena	Aerated lagoons, effluent land disposal.	122,000	65,000	53.3%	1999

Source: Wisconsin Department of Natural Resources

### Storm Water Management

Stormwater management in the Town consists of ditches, culverts, grassed waterways, rock chutes, and drainage swales that typically follow the local topography in some instances.

Stormwater management is required, in some instances, by the Town of Pacific for public and private lands to minimize the runoff effects from disturbing activities on land, shorelines, and stream or lake beds. Stormwater management is addressed through the Town's Erosion Control and Stormwater Management Ordinance and through state and federal codes such as NR151 and NR216.

Erosion and Sediment Control is required in the Town for land disturbing activities depending on the area, quantity of material being moved, working in the public right-of-way or water body, completing underground utility work, ground slopes, or other locations the Town Engineer deems erosion is likely. Onsite Detention and Runoff Control may also be required depending on area of disturbance or in situations where the Town Engineer believes erosion or pollution will increase or public safety will decrease.

The Town requires permits for disturbing activities to regulate erosion control and stormwater management and minimize the effects of runoff on downstream properties, water bodies, and wetlands. Applicants will submit all requested information to the Town for review. After a completed application package has been received and evaluated, the Town will approve or disapprove the issuance of a permit. Additional permits may also be required by other governing agencies such as the WDNR.

### Water Supply

Public water supply is not available in one area within the Town of Pacific. All properties in the Town are served by private wells. The US Census Bureau reported that the Town of Pacific had 694 private wells in 1990. A public water supply system is available adjacent to the Town in the City of Portage. The Wisconsin Public Service Commission Annual Reports from water utilities as well as WDNR system inspections provide information about the existing infrastructure and capacities of these public water systems. Information from these reports about the public water systems in the City of Portage is provided below.

#### ◆ Portage Waterworks

The Portage Waterworks was established in 1886. There are approximately 3,640 metered customers served by the system. Groundwater is the only source of water for the utility. The utility has four active wells with depths of 125, 129, 145, 269, and 274 feet. The well pumping capacities range from 1,000 to 2,150 gpm with an average daily pumpage of 1,597,200 gallons and a maximum daily pumpage of 2,200,000 gallons. System water pressures range from 35 to 70 psi. Water in the system is treated with chlorine, fluoride, and polyphosphate. Iron removal is also performed on the water in the system and zeolite softening is performed on water from one well. Water storage for the system consists of three elevated storage tanks with capacities of 500,000, 500,000 and 750,000 gallons. The utility has approximately 300,000 feet of water mains and 435 hydrants.

### Solid Waste Disposal and Recycling

The Town of Pacific contracts with the Columbia County Solid Waste Department for disposal of solid waste and to process its recyclables. Both solid waste and recyclables are collected at the recycling and composting facility located on State Highway 16 in the Town of Pacific. The Columbia County Solid Waste Department operates the recycling and composting facility. Recyclables are transported to the

facility where they are sorted and prepared for shipment to market. The facility handles 22 tons of recyclables a day. Solid waste collected in the County is transported to the County composting facility to be processed by one of two composting machines at the facility. During the composting process, solid waste material is placed into the machine's drum that slowly rotates and tumbles the material. Spikes in the drum tear open bags while moisture and heat are added to the waste to initiate the composting process. Only municipal garbage is processed by the compost machines, demolition materials are sent directly to the landfill and yard waste is processed and composted separately from the garbage. It takes five days for waste materials to work through the machine. About half the material removed from the machine is used as agricultural compost. The other half consists of non-compostable materials, such as plastic bags, and is sent to a landfill in Winnebago County. The two compost machines process 70 tons of waste per day with a maximum capacity of 80 tons per day. The composting facility is expected to meet the needs of the County for the next ten years. The location of the Columbia County Composting and Recycling Facility is illustrated on Map 4-2 in Appendix I.

Waste hauling and recycling is provided to individual homes and businesses on a contract basis by Waste Management, (877) 969-2783. In addition, numerous former solid waste dumpsites also exist around Columbia County. These sites include former industrial and municipal dumps. Map 4-2 in Appendix I also illustrates the known locations of former solid waste dumpsite in Columbia County including the Town of Pacific.

#### Private On-Site Wastewater Treatment Systems (POWTS)

Private on-site wastewater treatment systems are the predominant method of treating wastewater in the Town of Pacific. POWTS are systems that collect domestic wastewater and either treat it and discharge it to the soil or retain it in a holding tank. The three main types of on-site treatment facilities that are currently used in the Town of Pacific are conventional systems, mound systems/at-grade systems, and holding tanks. Between 1990 and 2004, 488 permits were issued for all on-site sanitary systems in the Town of Pacific including new and replacement systems. The US Census indicates that there were 797 existing private on-site sanitary systems in the Town in 1990. Table 4-2 illustrates the number of permits issued for different types of on-site sanitary systems over the 15 years between 1990 and 2004. Adding the total number of permits issued over the last 15 years to the 1990 Census total indicates that there are over 1,285 private on-site wastewater treatment facilities in the Town of Pacific. Pressurized included in conventional per Scott at Columbia County Planning & Zoning.

TABLE 4-2  
Number of Permits Issued for On-Site Sanitary Systems by Year  
Town of Pacific, 1990-2011

<b>Year</b>	<b>Conventional</b>	<b>Mound /At-Grade</b>	<b>Holding Tank</b>	<b>Total</b>
<b>1990</b>	29	5	2	<b>36</b>
<b>1991</b>	22	5	2	<b>29</b>
<b>1992</b>	39	2	2	<b>43</b>
<b>1993</b>	22	1	1	<b>24</b>
<b>1994</b>	37	5	1	<b>43</b>
<b>1995</b>	24	1	2	<b>27</b>
<b>1996</b>	31	0	0	<b>31</b>
<b>1997</b>	35	4	1	<b>40</b>
<b>1998</b>	31	5	0	<b>36</b>
<b>1999</b>	32	0	2	<b>34</b>
<b>2000</b>	35	3	2	<b>40</b>
<b>2001</b>	20	1	2	<b>23</b>
<b>2002</b>	28	3	0	<b>31</b>
<b>2003</b>	24	1	1	<b>26</b>
<b>2004</b>	24	0	1	<b>25</b>
<b>2005</b>	11	2	1	<b>14</b>
<b>2006</b>	11	0	1	<b>12</b>
<b>2007</b>	18	0	0	<b>18</b>
<b>2008</b>	6	0	2	<b>8</b>
<b>2009</b>	8	0	0	<b>8</b>
<b>2010</b>	6	3	2	<b>11</b>
<b>2011</b>	3	0	3	<b>6</b>
<b>Total:</b>	<b>496</b>	<b>41</b>	<b>28</b>	<b>565</b>

Source: Columbia County Planning and Zoning

### Parks and Recreational Facilities

Columbia County contains a variety of parks and recreational facilities. These facilities are provided by Columbia County, as well as the cities, villages, and towns in the County. The Town of Pacific has no Town parks. However, parks in the City of Portage are available for use by Town residents. The Town contributes annually to help support the Portage park system. Other recreational resources that are located in the Town of Pacific, such as wildlife preserves and hunting grounds provided by the state or federal government, are covered in the Agricultural, Natural, and Cultural Resources Element of this plan.

### *Additional Facilities*

Columbia County maintains seven parks and recreational facilities in the County and that are available for use by the residents of the Town of Pacific. The County park system is jointly administered by the Columbia County Highway and Transportation Department and the Land and Water Conservation Department. Two employees from the Highway and Transportation Department perform maintenance work on the parks during the summer months. The Columbia County facilities

include two County Parks and four Special Purpose Parks. Descriptions of the parks are also provided below.

TABLE 4-3  
**Inventory of County Owned Park and Recreational Facilities, Columbia County**

<b>Park or Recreational Facility</b>	<b>Location</b>	<b>Type</b>
Wyona Park	Town of Wyocena	County Park
Richmond Memorial Park (Gibraltar Park)	Town of West Point	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 and Zoning

- ◆ Wyona County Park  
At 109.24 acres in size, Wyona County Park is Columbia County's largest recreation 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.
- ◆ Richmond Memorial County Park  
Richmond Memorial Park is a 55.54 acre park located on County Highway V in the Town of West Point near the City of Lodi. The park contains a 400 foot high rock escarpment offering scenic vistas. A small gravel parking lot and a barrier free portable toilet are available at the end of the access road to the park. A closed access road serves as a footpath to the summit. Passive recreation in the form of hiking and picnicking are the predominant uses of the park a designated DNR as a State Natural Area (SNA).
- ◆ 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.
- ◆ Owen Memorial County Park  
Owen Memorial County Park is a 0.75 acre park located between Portage and Merrimac in the Town of Caledonia. This park functions mainly as a wayside with its main attraction being the view of the Wisconsin River Valley and Lake Wisconsin. The park contains a paved parking area, picnic tables, a grill, and a barrier free portable toilet. The park is mainly used for picnicking and viewing scenery.

- ◆ 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 a barrier free portable toilet.
- ◆ 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 roadbed that crosses Lake Wisconsin and provides fishing opportunities along its banks. No formal parking is provided.

The Wisconsin Department of Natural Resources owns over 2,000 acres in the Town of Pacific. They manage and maintain over 1,500 of those acres in the Swan Lake Wildlife Area which is a public conservancy area located in the north central part of the Town. Nearly all the land is low wetland and wetland buffer areas along the headwaters of the Fox River. The main portion of the public conservancy is located north of Highway P between the highway and the Fox River. A second smaller unit is located south of Highway G and Lake George in the Duck Creek watershed. This land is governed by state regulations and is available year-round for the enjoyment of the public.

Lake Columbia in the north western part of the Town was constructed to cool the water used in the manufacture of electricity by the Columbia Generating Station. There is limited public access to this four hundred fifty acre lake and some of the land along the Wisconsin River for recreational purposes.

The Columbia County Comprehensive Plan identifies several potential sites for future County parks and additions to existing County parks. One of the potential County recreational facilities is located within the Town of Pacific. The County's Comprehensive Plan calls for the development of a multiuse bike and pedestrian trail on the abandoned railroad grade that crosses the northern portion of the Town. No plans currently exist to develop a trail and this corridor is expected to remain in private ownership unless a decision is made to acquire this property for use as a recreational trail. Consideration should be given to the locations of this proposed recreational trail when making decisions on land uses in the Town.

Parks and recreational facilities provide many benefits to the residents and visitors of the Town of Pacific. National Recreation and Park Association (NRPA) and other sources indicate that the demand for outdoor recreation resources 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 Pacific and all government levels to adequately provide parks and recreational facilities to their residents.

### *Other Park and Recreational Facilities*

Several other park and recreational facilities exist within Columbia County and are available to residents in the Town of Pacific. These facilities are described below.

### Rustic Waysides

In addition to the above mentioned park facilities, six state owned rustic wayside facilities exist in the County and provide limited recreational opportunities. The Columbia County Highway and Transportation Department provides maintenance to this facility through an agreement with the State. Wayside areas provide important open space areas in the County and the Town. This site is also listed in the Columbia County Comprehensive Plan as a future county park site. The County's plan proposes that this site be expanded and converted to a county park should the state decide that the facility is no longer needed as a wayside. Should the state and the county no longer be interested in the site, consideration should be given to converting it into a local park.

### Boat Landings

Approximately 28 public boat landings exist in Columbia County with one of these located in the Town of Pacific on Lake George and a public access landing to Swan Lake from South Shore drive in the Town of Wyocena. Public access to water features in the Town is an important function of these facilities and additional access to public water bodies should be pursued when appropriate and necessary.

### Snowmobile Trail System

The County snowmobile trail system also offers a recreational opportunity to the residents of the Town of Pacific. 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 are located on private land and have 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.

### Telecommunications Facilities

Two telecommunications companies provide telephone service to the Town of Pacific. The majority of the Town is within the Frontier Communications service area, while a small area in the southern part of the Town is served by CenturyLink. Map 4-4 in Appendix I illustrates the telephone service provider boundaries for telecommunication service in Columbia County including the Town of Pacific. A quality telecommunication system in the Town of Pacific 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 communication is also provided throughout Columbia County and the Town of Pacific by various providers. Signal strength is influenced by the number and location of towers as well as topography. The locations of existing communication towers in Columbia County and the Town of Pacific is also illustrated on Map 4-4 in Appendix I. Effort should be made to utilize the existing towers before approving additional towers. Such practices reduce the proliferation of unnecessary towers and the negative visual impacts the towers can have on the Town.

### High Speed Internet

High Speed Internet facilities are available throughout the County. Transmission rates vary widely and are based on proximity to the nearest service hub. The following are funding platforms currently offered to assist with telecommunications and broadband access:

- Telecommunications Loan Program
- Broadband Loan Program (Farm Bill)
- American Recovery and Reinvestment Act of 2009/Broadband Initiatives Program
- Distance Learning and Telemedicine Grant Program
- Community Connect Broadband Program
- Weather Radio Transmitter Grant Program
- Public Television Digital Transition Grant Program

### 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 Pacific, electrical service is provided by Alliant Energy and the Adams-Columbia Electric Cooperative. Map 4-5 in Appendix I illustrates the electric service territories in Columbia County and the Town of Pacific.

Major electrical infrastructure such as power plants, substations, and high voltage transmission lines form the backbone of the electrical system in Columbia County and the Town of Pacific. Three power generating facilities exist in or adjacent to Columbia County. The Columbia Power Plant is located south of Portage on US Highway 51 within the Town of Pacific. 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. The Kilbourn Hydroelectric Dam is located on the Wisconsin River in the City of 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. Five of these lines, two 69 kilovolt lines, one 138 kilovolt line, and two 345 kilovolt lines, originate from the Columbia Power Plant and cross the Town of Pacific. Map 4-5 in Appendix I illustrates the locations of the electrical infrastructure in Columbia County including the Town of Pacific.

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) the company that owns and operates major transmission lines in Columbia County and the eastern half of Wisconsin. Two of the projects being planned are located in the Town of Pacific. The first project, the Columbia Rio Electric Reliability Project will build a new 69 kilovolt transmission line from the Columbia Power Plant to the Rio substation north of the Village of Rio and to a new substation in the Village of Wyocena. Routes for the new line are currently being evaluated. The second project, the Dane and Columbia County Electric Reliability Project will replace an existing 138 kilovolt line that runs from the Columbia Power Plant to the North Madison Substation in the Town of Vienna in Dane County. The project will use existing right-of-way and existing towers. The project will increase the voltage of the 138 kilovolt line to 345 kilovolts to match the voltage of the other existing line using the towers.

Reliable electric service is important to the economy of Columbia County and the Town of Pacific. 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.

### Natural Gas Utilities and Pipelines

Alliant Energy provides natural gas service to the Town of Pacific. 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. Map 4-6 in Appendix I illustrates the natural gas service areas in Columbia County including the Town of Pacific.

Natural gas is brought into Columbia County by large underground pipelines that deliver gas to local distribution systems. Several large underground natural gas lines run through Columbia County and are illustrated on Map 4-6 in Appendix I. One of these pipelines crosses the Town of Pacific from east to west. Consideration should be given to the location of pipelines when determining land uses. 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 Pacific, when appropriate.

### Cemeteries

Columbia County contains 110 known cemeteries. These cemeteries range from small family plots to large municipal facilities with some dating back to the 1800's. Three of these cemeteries are located in the Town of Pacific. The primary cemetery is the Town of Pacific Cemetery on Highway 51. It is owned by the Town and has been recently upgraded with new blacktop drives and brick entry. Cemetery space in the Town appears to be adequate for the timeframe covered by this plan.

### 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 Pacific. In addition, the County and Town's close proximity to Dane County and the City of Madison provides access to additional health care resources that are not available in Columbia County.

The following two hospitals are located in Columbia County and serve its residents:

#### ◆ 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, audio logy, 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.

In addition to the two hospitals located within Columbia County, hospitals in adjacent counties also serve the residents of Columbia County and the Town of Pacific. These hospitals include:

- The Beaver Dam Community Hospital, City of Beaver Dam, Dodge County
- The Waupun Memorial Hospital, City of Waupun, Dodge County
- St. Clare Hospital, City of Baraboo, Sauk County
- Reedsburg Area Medical Center, City of Reedsburg, Sauk County
- Sauk Prairie Memorial Hospital, Prairie Du Sac, Sauk County
- St. Mary's Medical Center, City of Madison, Dane County
- University of Wisconsin Hospital, City of Madison, Dane County
- Meriter Hospital, City of Madison, Dane County

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 indicates that the demand for these facilities will increase.

The following facilities are currently located in Columbia County and are available to residents in the Town of Pacific:

- Columbus Nursing & Rehabilitation Center, Columbus, 97 beds, for profit
- Lodi Good Samaritan Center, Lodi, 91 beds, voluntary nonprofit corporation
- Divine Savior Healthcare Inc., Portage, 110 beds, voluntary nonprofit church
- Wisconsin Dells Health & Rehabilitation Center, 90 beds, proprietary corporation
- Columbia Health Center, Wyocena, 124 beds, county owned
- The Barrington I, Wisconsin Dells, 20 person capacity
- The Barrington II, Wisconsin Dells, 20 person capacity
- The Remington House, Pardeeville, 20 person capacity
- Edelweiss Gardens I, Portage, 14 person capacity
- Edelweiss Garden II, Portage, 15 person capacity
- Lake Place Group Home, Portage, 8 person capacity
- Larson House I, Columbus, 20 person capacity
- Larson House II, Columbus, 18 person capacity
- Maple Ridge Elderly Care, Portage, 20 person capacity
- Northview II, Portage, 14 person capacity
- Northview III, Portage, 14 person capacity

- Our House LLC, Lodi, 16 person capacity
- Sunny Ridge LLC, Rio, 8 person capacity

The Town of Pacific should continue to monitor the need for these types of facilities and assist whenever possible and practical in meeting the demand for assisted living facilities.

**Childcare Facilities**

The availability of quality childcare facilities is important to the wellbeing of the Town of Pacific’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 from the Wisconsin Department of Children and Families is required for childcare providers that care for four or more children under the age of seven for less than 24 hours a day. Three types of licenses are available; a Group childcare license for nine or more children, a Family childcare license for four to eight children, and a Day Camp license for seasonal programs that provide experiences for four or more 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. In addition to licensed or certified childcare providers, numerous in home childcare providers exist in the County and the Town of Pacific. The availability of childcare appears adequate for the duration of the planning period. Table 4-4 lists the licensed childcare providers in Columbia County in 2011 including those that serve the Town of Pacific.

**TABLE 4-4  
Licensed Childcare Providers, Columbia County, 2011**

<p><b><u>Village of Arlington</u></b></p> <ul style="list-style-type: none"> <li>○ Little Big Feet</li> <li>○ St. Peters Child Care &amp; Preschool</li> </ul>	<p><b><u>Village of Poynette</u></b></p> <ul style="list-style-type: none"> <li>○ Kids First, LLC.</li> <li>○ Main Street Youngsters Of Poynette</li> <li>○ Main Street Youngsters, Inc.</li> </ul>
<p><b><u>Village of Cambria</u></b></p> <ul style="list-style-type: none"> <li>○ Country Rascals Christian Day School</li> </ul>	<p><b><u>Village of Randolph</u></b></p> <ul style="list-style-type: none"> <li>○ Our Precious Angels, LLC.</li> </ul>
<p><b><u>Village of Fall River</u></b></p> <ul style="list-style-type: none"> <li>○ Bunny Hop Day Care</li> <li>○ CCD Fall River Daycare</li> </ul>	<p><b><u>Village of Rio</u></b></p> <ul style="list-style-type: none"> <li>○ Braids And Britches Day Care Rio</li> <li>○ Teddy Bear Family Day Care</li> </ul>
<p><b><u>Village of Pardeeville</u></b></p> <ul style="list-style-type: none"> <li>○ A Home Away From Home Day Care</li> <li>○ Diane's Family Day Care</li> <li>○ Once Upon A Time Day Care</li> <li>○ Pine Playhouse Child Care Center</li> <li>○ The Tree House</li> </ul>	<p><b><u>Village of Wyocena</u></b></p> <ul style="list-style-type: none"> <li>○ Storybook Center</li> </ul>

<p><b><u>City of Columbus</u></b></p> <ul style="list-style-type: none"> <li>○ Bomkamp's Braids N' Britches, Inc.</li> <li>○ Cardinal Country Day Care, LLC.</li> <li>○ Columbus Club House</li> <li>○ Columbus Preschool</li> <li>○ Connie's Kids</li> <li>○ Mary's Family Day Care</li> <li>○ Redbud Day Care, LLC.</li> <li>○ Renewal Unlimited-Columbus</li> <li>○ Teesas Family Day Care</li> </ul>	<p><b><u>City of Lodi</u></b></p> <ul style="list-style-type: none"> <li>○ Busy B's Family Day Care</li> <li>○ Country Charm Child Care</li> <li>○ Kelly's Day Care</li> <li>○ Kiddie Korner Of Lodi, Inc.</li> <li>○ Little Steps To A Big World</li> <li>○ Smokey Hollow Day Camp</li> <li>○ Sunshine Playhouse CCC Of Lodi, LLC.</li> <li>○ Tender Heart Daycare</li> <li>○ TLC Learning Center School Age Program</li> <li>○ TLC Learning Center, Inc.</li> </ul>
<p><b><u>City of Portage</u></b></p> <ul style="list-style-type: none"> <li>○ Alphabet Express Preschool</li> <li>○ Barb's Day Care</li> <li>○ Kathy's Country Kids</li> <li>○ Learning Ladder Family Day Care</li> <li>○ Linda's Childcare</li> <li>○ Lisa's Little People Day Care</li> <li>○ Nikki's Family Day Care</li> <li>○ Open Arms Child Development Center</li> <li>○ Portage Before After School Program</li> <li>○ Portage Head Start Center</li> <li>○ The Learning Tree Childcare Center</li> <li>○ The Little School, Inc.</li> </ul>	<p><b><u>City of Wisconsin Dells</u></b></p> <ul style="list-style-type: none"> <li>○ Ableman Day Care</li> <li>○ Kids Time, LLC.</li> <li>○ Little Tots</li> <li>○ Mawbey Day Care</li> <li>○ Pre-K Corral, LLC.</li> <li>○ Sweeney's Family Day Care</li> </ul>

Source: Wisconsin Department of Children & Families

**Law Enforcement**

The Columbia County Sheriff has jurisdiction over all areas of the County including the Town of Pacific. 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. 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. The department’s vehicle inventory includes 39 active law enforcement vehicles. The Department also has 21 special use vehicles that include two Harley Davidson patrol motorcycles. In addition, the Department loans 26 vehicles to other County departments.

Additional duties of the Department include the Boat and Snowmobile Patrol and the County’s K9 units. Boat Patrol duties include patrolling the waterways of Columbia County, enforcement of State laws and County Ordinances pertaining to water safety, and search for drowned or missing persons in water-related incidents. The Snowmobile Patrol duties include patrolling County snowmobile trails, on a limited basis, in cooperation with the Wisconsin Department of Natural Resources. The main duties of the K9 units for the Columbia County Sheriff’s Office are to remain active responding to increased calls for canine searches involving vehicle, building and school searches. 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 of the County, the largest responsibility of the Sheriff's Department is the County Jail. The Columbia County Jail has the responsibility of accepting and housing persons sentenced to the jail by the court system. In addition persons are held in the county jail after being arrested by warrant, being arrested without a warrant pending a court appearance, or for violations of probation. The Columbia County Jail also holds inmates from state institutions and other county inmates as requested. Every year the number of offenders escalates and sentences are getting longer, therefore increasing the demand to house inmates securely and safely. As a result, the Sheriff's Department is currently in the process of expanding the County Jail and Huber facility.

The City of Portage adjacent to the Town of Pacific, also provides police services. The City of Portage has its own municipal police force that handles law enforcement matters within the City. A more detailed description of the City's Police Departments is provided below.

◆ Portage Police Department

The Portage Police Department provides law enforcement services to the City of Portage which consists of approximately 25 square miles. The staff includes 22 officers, five dispatchers and three secretaries. Equipment includes ten squad cars, two bullet-proof shields, bullet proof vests, defibrators, and a dispatch center.

Fire and EMS Facilities

The Town of Pacific's fire service is provided by the Portage Fire Department. Divine Savior EMS provides emergency medical service to the Town. A description of the Portage Fire Department is provided below.

◆ Portage Fire Department

The Portage Fire Department provides fire service to the City of Portage, all of the Towns of Fort Winnebago and Pacific, and parts of the Towns of Caledonia and Lewiston. Divine Savior EMS provides emergency medical services in this area. The Portage Fire Department has a mutual aid agreement with all Columbia County fire departments as well as the Baraboo and Lake Delton Fire Departments. The department employs seven full-time firefighters and has 23 paid-on-call firefighters available. The current Fire Station was constructed in 1972 and has six double deep drive-through bays. Plans for a second station are being considered for the future. Firefighting equipment includes one command vehicle, one inspection vehicle, three engines, two tankers, one grass unit, one brush unit, one hovercraft, one heavy rescue, one squad-hazmat vehicle, one aerial platform, one boat and two extrication units. There is the need for replacement equipment and increased full-time firefighters. The department's water supply rating is fair in the Towns and excellent in the City of Portage.

Libraries

Public libraries serve an important function in making a wide range of informational materials available to the Town's population. Demand for library services has been on the increase and is expected to continue to increase for the foreseeable future. Support should be given to improve and expand libraries whenever possible to ensure all town residents have at least a minimal level of access to informational materials. The library closest to the Town of Pacific is located in the City of Portage. It appears that Town residents have adequate access to library services for the duration of the planning period.

Columbia County has 10 municipal libraries that serve the County as listed below:

- |  |   |
|--|---|
| ◆ Angie W. Cox Public Library<br>119 N. Main Street<br>Pardeeville, WI 53954   | ◆ Portage Public Library<br>253 W. Edgewater Street<br>Portage, WI 53901  |
| ◆ Columbus Public Library<br>223 W. James Street<br>Columbus, WI 53925         | ◆ Poynette Public Library<br>118 N. Main Street<br>Poynette, WI 53955     |
| ◆ Jane Morgan Memorial Library<br>109 W. Edgewater Street<br>Cambria, WI 53923 | ◆ Hutchinson Memorial Library<br>228 N. High Street<br>Randolph, WI 53956 |
| ◆ Kilbourn Public Library<br>620 Elm Street<br>Wisconsin Dells, WI 53965       | ◆ Rio Public Library<br>324 W. Lyons Street<br>Rio, WI 53960              |
| ◆ Lodi Woman's Club Public Library<br>130 Lodi Street<br>Lodi, WI 53555        | ◆ Wyocena Public Library<br>284 S. Columbus Street<br>Wyocena, WI 53969   |

Note that public libraries in Sauk City and Prairie du Sac technically reside in Sauk County.

### Schools

The Town of Pacific is served by three school districts. The Portage School District covers most of the Town. The district has six elementary schools, a middle school, a high school, and two charter schools. The Pardeeville School District covers an area on the eastern side of the Town. The district has two elementary schools, a preschool, a middle school, and a high school. The Poynette School District also covers a few parcels on the southern end of the Town. The district has three elementary schools, a middle school, and a high school. None of the school facilities from any of the three districts are located within the Town of Pacific.

Enrollments at all three of the school districts serving the Town of Pacific varied between 2000 and 2011. The Portage School District's enrollment increased by 58 students for a 2.26 percent increase. The Pardeeville School District had a decline of 132 students for a 13.44 percent decrease. The Poynette School District gained 29 students for a 2.60 percent increase. Table 4-5 provides enrollment information for years 2000 and 2010 for all school districts serving Columbia County including enrollment information for individual schools in each district.

**TABLE 4-5**  
**Public School District Enrollment, Columbia County, 2000 & 2010**

<b>District/ School</b>	<b>Grades</b>	<b>2000-2001</b>	<b>2010-2011</b>	<b># Change 2000-2010</b>	<b>% Change 2000 -2010</b>
<b>BARABOO</b>	<b>All Grades</b>	<b>3,087</b>	<b>3,142</b>	<b>55</b>	<b>1.78%</b>
East Elementary School	PK thru 5	354	361	7	1.98%
Fairfield Center Elementary School	PK thru 5	115	N/A	N/A	N/A
North Freedom Elementary School	PK thru 5	183	131	-52	-28.42%
South Elementary School	PK thru 5	243	349	106	43.62%
West Elementary School	K thru 4	109	N/A	N/A	N/A
Wilson Elementary School	PK thru 5	309	294	-15	-4.85%
Baraboo Middle School	6 thru 8	747	677	-70	-9.37%
West El-KG Ctr	Pre-K thru K	N/A	120	N/A	N/A
BELC	N/A	N/A	144	N/A	N/A
BELC--Renewal Head Start	Pre-K	N/A	30	N/A	N/A
Baraboo High School	9 thru 12	1,027	1,036	9	0.88%
<b>CAMBRIA - FRIESLAND</b>	<b>All Grades</b>	<b>505</b>	<b>448</b>	<b>-57</b>	<b>-11.29%</b>
Cambria-Friesland Elementary	Pre-K thru 5	234	232	-2	-0.85%
Cambria-Friesland Mid/High	6 thru 12	271	216	-55	-20.30%
<b>COLUMBUS</b>	<b>All Grades</b>	<b>1,244</b>	<b>1,183</b>	<b>-61</b>	<b>-4.90%</b>
Columbus Elementary	K thru 3	300	339	39	13.00%
Columbus Middle School	4 thru 8	465	378	-87	-18.71%
Columbus High School	9 thru 12	479	386	-93	-19.42%
Discovery Charter School	K thru 3	N/A	80	N/A	N/A
<b>DEFOREST AREA SCHOOL</b>	<b>All Grades</b>	<b>3,073</b>	<b>3,249</b>	<b>176</b>	<b>5.73%</b>
Leeds Elementary	1 thru 5	45	N/A	N/A	N/A
Holum Kindergarten Center	PK thru K	225	N/A	N/A	N/A
Eagle Point Elementary	K thru 4	254	288	34	13.39%
Morrisonville Elementary School	1 thru 4	58	30	-28	-48.28%
Windsor Elementary	K thru 4	374	477	103	27.54%
Yahara Elementary	K thru 4	433	421	-12	-2.77%
De Forest Middle School	5 thru 8	715	1,008	293	40.98%
Holum Education Center	Pre-K	N/A	43	N/A	N/A
DeForest High School	9 thru 12	969	982	13	1.34%
<b>FALL RIVER</b>	<b>All Grades</b>	<b>439</b>	<b>521</b>	<b>82</b>	<b>18.68%</b>
Fall River Elementary	Pre-K thru 5	203	250	47	23.15%
Fall River High School	6 thru 12	236	271	35	14.83%
<b>LODI</b>	<b>All Grades</b>	<b>1,585</b>	<b>1,668</b>	<b>83</b>	<b>5.24%</b>
Lodi Primary School	K thru 2	362	314	-48	-13.26%
Lodi Elementary School	3 thru 5	380	379	-1	-0.26%
Lodi Middle School	6 thru 8	366	371	5	1.37%
Lodi High School	9 thru 12	456	513	57	12.50%
Charter School	N/A	21	9	-12	-57.14%
Lodi-4-Kids	Pre-K	N/A	82	N/A	N/A
<b>MARKESAN</b>	<b>All Grades</b>	<b>990</b>	<b>784</b>	<b>-206</b>	<b>-20.81%</b>
Markesan Elementary School	PK thru 6	369	N/A	N/A	N/A
Markesan Middle School	7 thru 8	226	124	-102	-45.13%
Markesan Primary	Pre-K thru 3	N/A	268	N/A	N/A
Markesan Intermediate	4 thru 6	N/A	180	N/A	N/A
Markesan High School	9 thru 12	395	212	-183	-46.33%

TABLE 4-5 (cont.)  
**Public School District Enrollment, Columbia County, 2000 & 2010**

District/ School	Grades	2000-2001	2010-2011	# Change 2000-2010	% Change 2000 -2010
<b>PARDEEVILLE AREA</b>	<b>All Grades</b>	<b>982</b>	<b>850</b>	<b>-132</b>	<b>-13.44%</b>
Balliet Early Childhood	Pre-K	9	N/A	N/A	N/A
Marcellon Elementary	Pre -K thru 1	55	67	12	21.82%
Pardeeville Elementary School	K thru 6	475	313	-162	-34.11%
Pardeeville Jr. High School	7 & 8	145	209	64	44.14%
Pardeeville High School	9 thru 12	298	261	-37	-12.42%
<b>PORTAGE COMMUNITY</b>	<b>All Grades</b>	<b>2,561</b>	<b>2,619</b>	<b>58</b>	<b>2.26%</b>
Caledonia Elementary	K thru 6	75	59	-16	-21.33%
Endeavor Elementary School	K thru 6	100	119	19	19.00%
Fort Winnebago Elementary	K thru 6	93	79	-14	-15.05%
Lewiston Elementary School	K thru 6	79	77	-2	-2.53%
Rusch Elementary School	3 thru 6	285	455	170	59.65%
Woodbridge Primary/John Muir Elem.	Pre-K thru 6	598	659	61	10.20%
Portage Junior High School	7 & 8	403	338	-65	-16.13%
Portage High School	9 thru 12	904	791	-113	-12.50%
River Crossing Charter School	9 thru 12	N/A	18	N/A	N/A
Portage Academy of Achievement	9 thru 12	24	24	0	0.00%
<b>POYNETTE</b>	<b>All Grades</b>	<b>1,114</b>	<b>1,143</b>	<b>29</b>	<b>2.60%</b>
Arlington Elementary School	K thru 4	90	91	1	1.11%
Dekorra Elementary School	K thru 4	99	N/A	N/A	N/A
Poynette Elementary School	1 thru 5	301	457	156	51.83%
Poynette Middle School	6 thru 8	281	268	-13	-4.63%
Poynette High School	9 thru 12	343	327	-16	-4.66%
<b>RANDOLPH</b>	<b>All Grades</b>	<b>508</b>	<b>552</b>	<b>44</b>	<b>8.66%</b>
Randolph Grade/Middle School	Pre-K thru 8	333	368	35	10.51%
Randolph High School	9 thru 12	175	184	9	5.14%
<b>RIO COMMUNITY</b>	<b>All Grades</b>	<b>571</b>	<b>497</b>	<b>-74</b>	<b>-12.96%</b>
Rio Elementary School	Pre-K thru 5	265	251	-14	-5.28%
Rio Middle/High School	6 thru 12	306	246	-60	-19.61%
<b>SAUK PRAIRIE</b>	<b>All Grades</b>	<b>2,621</b>	<b>2,766</b>	<b>145</b>	<b>5.53%</b>
Black Hawk Elementary	K thru 2	127	133	6	4.72%
Grand Avenue Elementary	3 thru 5	398	492	94	23.62%
Merrimac Elementary	K thru 5	75	N/A	N/A	N/A
Spruce Street Elementary	PK thru 2	389	504	115	29.56%
Tower Rock Elementary	3 thru 5	110	111	1	0.91%
Sauk Prairie Middle School	6 thru 8	683	595	-88	-12.88%
Merrimac Community	Pre-K thru 5	N/A	90	N/A	N/A
Sauk Prairie High School	9 thru 12	839	841	2	0.24%

TABLE 4-5 (cont.)  
**Public School District Enrollment, Columbia County, 2000 & 2010**

District/ School	Grades	2000-2001	2010-2011	# Change 2000-2010	% Change 2000 -2010
<b>SUN PRAIRIE</b>	<b>All Grades</b>	<b>4,776</b>	<b>6,975</b>	<b>2,199</b>	<b>46.04%</b>
Bird Elementary	PK thru 5	405	441	36	8.89%
Eastside Elementary	PK thru 5	382	510	128	33.51%
Northside Elementary	PK thru 5	430	469	39	9.07%
Royal Oaks Elementary	PK thru 5	571	422	-149	-26.09%
Westside Elementary	PK thru 5	378	409	31	8.20%
Patrick Marsh Middle School	6 thru 8	547	504	-43	-7.86%
Prairie View Middle School	6 thru 8	514	465	-49	-9.53%
Sun Prairie High School	9 thru 12	1521	1,355	-166	-10.91%
Sun Prairie Alternative High School	9 thru 12	28	N/A	N/A	N/A
Prairie Phoenix Academy	9 thru 12	N/A	79	N/A	N/A
Horizon Elementary School	Pre-K thru 5	N/A	510	N/A	N/A
Creekside Elementary	Pre-K thru 5	N/A	364	N/A	N/A
Sun Prairie Four Kids	Pre-K	N/A	455	N/A	N/A
Cardinal Heights Upper Middle	8 thru 9	N/A	980	N/A	N/A
JEDI Virtual Hi	6 thru 12	N/A	12	N/A	N/A
Dane County Transition High School	9 thru 12	0	N/A	N/A	N/A
<b>WISCONSIN DELLS</b>	<b>All Grades</b>	<b>1,779</b>	<b>1,782</b>	<b>3</b>	<b>0.17%</b>
Lake Delton Elementary	K thru 5	207	204	-3	-1.45%
Neenah Creek Elementary	K thru 5	99	103	4	4.04%
Spring Hill Elementary	Pre-K thru 5	467	542	75	16.06%
Spring Hill Middle School	6 thru 8	412	358	-54	-13.11%
Wisconsin Dells High School	9 thru 12	584	575	-9	-1.54%
Kilbourn Academy	9 thru 12	10	N/A	N/A	N/A
<b>WISCONSIN DEPARTMENT OF CORRECTIONS</b>	<b>All Grades</b>	<b>1,779</b>	<b>7</b>	<b>-1,772</b>	<b>-99.61%</b>
Columbia Correctional Institution	11 thru 12	N/A	7	N/A	N/A

Source: Wisconsin Department of Public Instruction

In addition to public schools, Columbia County is served by 16 private schools. These private schools consist mainly of schools associated with local churches. Most of the private schools provide instruction up to the eighth grade level with the exception of the Wisconsin Academy in the Town of Columbus that provides instruction for grades 9 through 12. None of these facilities are located in the Town of Pacific, however these facilities do provide opportunities for private school education to those Town residents that seek it. Table 4-6 provides enrollment information for private schools serving Columbia County and the Town of Pacific.

TABLE 4-6  
**Private School Enrollment, Columbia County, 2000 & 2010**

Community/School	Grades	2000-2001	2010-2011	# Change 2000-2010	% Change 2000 -2010
<b>City of Columbus</b>					
Petersen Elementary	01 thru 07	12	21	9	75.00%
Saint Jerome Parochial	KG thru 08	162	148	-14	-8.64%
Wisconsin Academy	09 thru 12	135	74	-61	-45.19%
Zion Lutheran School	PK thru 08	107	75	-32	-29.91%
<b>City of Lodi</b>					
Saint Michaels Parochial Grade	1 thru 8	33	26	-7	-21.21%
<b>Village of Pardeeville</b>					
Meadow View School	1 thru 8	0	0	0	0.00%
St Johns Elementary	PK thru 8	N/A	55	N/A	N/A
Hillside Amish School	1 thru 8	N/A	23	N/A	N/A
North Scott Amish School	1 thru 8	N/A	0	N/A	N/A
<b>City of Portage</b>					
Saint John's Lutheran	PK thru 08	167	144	-23	-13.77%
Saint Mary Catholic	KG thru 08	154	139	-15	-9.74%
Portage 7th Day Adventist School	1 thru 8	N/A	0	N/A	N/A
<b>Village of Randolph</b>					
Faith Christian	KG thru 08	27	44	17	62.96%
Randolph Christian	PK thru 08	145	100	-45	-31.03%
<b>City of Wisconsin Dells</b>					
Trinity Lutheran School	PK thru 06	52	40	-12	-23.08%
Pine View 7th-Day Adventist Elementary	1 thru 8	11	N/A	N/A	N/A
Dells Christian Academy	KG thru Ungraded Secondary	35	11	-24	-68.57%
<b>Totals:</b>	<b>All Grades</b>	<b>1040</b>	<b>900</b>	<b>-140</b>	<b>-13.46%</b>

Source: Wisconsin Department of Public Instruction

Residents of the Town of Pacific also have access to a variety of post-secondary schools and technical colleges. Madison Area Technical College has a campus in the City of Portage, with its main campus 30 miles away in the City of Madison. The University of Wisconsin has a two-year center in the City of Baraboo in Sauk County. The UW Madison campus is a four-year campus, located approximately 30 miles from the Town in the City of Madison, and is one of two doctoral universities in the UW System. Another four-year campus, UW Steven's Point, is located 60 miles north of Columbia County in the City of Steven's Point. In addition, both Ripon College in the City of Ripon and Edgewood College in the City of Madison are located approximately 40 miles from Columbia County.

### Other Governmental Facilities

A variety of other governmental facilities provide services to the Town of Pacific. Many of these facilities are listed below:

#### *Pacific Town Hall*

Each Town government in Columbia County operates a town hall. The town halls are used to conduct town government meetings and to serve as an administrative office for each town. The Town of Pacific's Town Hall is located on State Highway 16 in the Town of Pacific. The facility is the former Pacific Elementary School. The Town uses about 600 sq. feet of space in the facility and may expand its use as a more productive Town administrative facility. The gymnasium is also available for use by the community. The Town is governed by a five member Town Board. Other key elected and appointed officials include the Town Treasurer, Town Clerk and Town Assessor.

#### *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. Columbia County's public buildings and facilities are listed below. The locations of Columbia County's public buildings or facilities are illustrated on Map 4-11 in Appendix I.

- ◆ 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 Service, 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 W. 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 W. Old Hwy 16 in Wyocena. This facility houses the Highway and Transportation Department. The new highway building is a \$7.5 million facility approved as part of a bonding resolution in 2003. The project was originally proposed six years earlier because the existing facility was nearly a century old and had numerous inefficiencies and workplace hazards. Construction of the new 127,000 square-foot highway facility began in the summer of 2004 and was completed by year-end. Some of the new building's features include in-floor heat from 7.5 miles of underground tubing, a ventilated, heated painting facility, a moisture-free sandblasting facility, heated storage space for 62 truck and other large vehicles, a large parts department, and an indoor truck wash. The new facility greatly improves the safety, efficiency and working conditions for county highway employees.

The new facility is anticipated to satisfy the county needs for decades to come. The Highway and Transportation Department also maintains five satellite shops at Cambria, Columbus, Lodi, Portage and Poynette.

- ◆ Columbia County Economic Development Corporation  
The Columbia County Economic Development Corporation is located at 311 E. Wisconsin, Suite 108 in Portage.
- ◆ Columbia County Jail  
The Columbia County Jail is located at 403 Jackson Street in Portage. A jail expansion project was approved as part of a \$20 million bonding resolution in 2003. The project was constructed on the site of the former Sheriff’s Department Administrative Building and Columbia County Job Service Building that were demolished for the jail expansion project. The new structure is 76,000 sq. ft and has five stories. The facility has 192-beds for housing county inmates under the Huber provision. The lower level includes a 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 E. Cook Street in Portage. This facility houses the County Sheriff’s Department and dispatch center, Medical Examiner’s Office, Emergency Management Office and ARC of Columbia County. The Law Enforcement Center is located in the former John Roche Building that was remodeled as part of the Columbia County Jail expansion project. The former Sheriff’s Department Administrative Building was demolished as part of the project.
- ◆ Solid Waste Facility  
The Solid Waste Facility is located at W7465 Hwy 16 in the Town of Pacific. This facility houses the Solid Waste Department and the County’ composting and recycling facilities. These facilities were discussed in more detail in the Solid Waste Disposal and Recycling section of this element.
- ◆ Columbia Health Care Center  
Columbia Health Care Center is located at 323 W. Monroe Street in Wyocena. This facility is a County run 124 bed assisted living facility.
- ◆ Columbia County Fairgrounds  
The Columbia County Fair Grounds are located in Veteran’s Memorial Park in the City of Portage. This 41.9-acre park is located on the southeast portion of the City between Superior Street and Wauona Trail. The park includes ball fields, play equipment, restroom facilities, showers, camping, and R.V. facilities. The park also hosts many of Portage’s citywide celebrations and major softball tournaments.

*Post Offices*

Columbia County has 14 United States Post Offices that provide mail service to County residents. The locations of these Post Offices and their associated Zip Codes are listed below.

Zip Code			
Arlington	53911	Pardeeville	53954
Cambria	53923	Portage	53901

Columbus	53925	Poynette	53955
Doylestown	53928	Randolph	53956
Fall River	53932	Rio	53960
Friesland	53935	Wisconsin Dells	53965
Lodi	53555	Wyocena	53969

### *Correctional Institutions*

In 1986, the Wisconsin Department of Corrections opened a maximum-security prison in Portage, known as the Columbia Correctional Institution. It encompasses 110 acres of land and houses adult male felons. It has an operating capacity of 600 inmates and a current population of 825. Within the perimeter, there are ten living units, each containing 50 cells and one 150-bed barrack unit currently housing minimum-security inmates. In addition to the living complexes, the physical plant of the institution includes a large visiting room, chapel, meeting rooms, health services area, staff offices, an intake and reception area, canteen, laundry, main kitchen, library, recreation field and gymnasium, an industry building, school and vocational education workshops.



## **AGRICULTURAL, NATURAL AND CULTURAL RESOURCES**

This element contains information on the agricultural, natural, and cultural resources of the Town of Pacific. 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 RESOURCE VISION**

- ◆ Protect the agricultural, natural and cultural resources of the Town of Pacific so that they can be enjoyed without diminishment for future generations.

### **AGRICULTURAL, NATURAL AND CULTURAL RESOURCE GOALS AND OBJECTIVES**

#### **Goal 1: Preserve & Protect Agricultural, Natural and Cultural Resource Areas in the Town.**

- Objective 1: Protect the natural areas of the Town to preserve the quality of lakes, rivers, groundwater, wetlands or other natural areas within Town limits.
- Policy (a): Establish environmental corridors within Town limits and reflect those areas on the Official Map. Identify and preserve environmentally sensitive areas such as wetlands and floodplains.
  - Policy (b): Continue implementation/enforcement of adequate storm water management/erosion control regulations to protect surface and groundwater resources throughout the Town.
  - Policy (c): Work with Columbia County and other municipalities in efforts where available to reduce nutrient loading from upstream sources.
  - Policy (d): Consider ordinances that restrict certain chemical fertilizers on lawns that are known to contribute to premature nitrification of lakes and streams from surface runoff.
  - Policy (e): Continue to implement and enforce the Town's ordinances that help to minimize adverse effects of development.
  - Policy (f): Regulate structures and major land disturbances located near delineated wetlands or navigable bodies of water.
  - Policy (g): Cooperate with other units of government on the management of resources under shared authority.
  - Policy (h): In areas where issues exist, request the US Corp of Engineers, WI Department of Natural Resources and FEMA, in coordination with Columbia County, to update 100-year flood plain maps to accurately show the floodplain delineations in the Town of Pacific.
- Objective 2: Protect the Town's natural resources to preserve the quantity and quality of soils, air quality, cultural resources, flora and fauna.
- Policy (a): Discourage development on prime agricultural soils.
  - Policy (b): To the extent feasible, promote the establishment of vegetated buffer areas around development areas to preserve the rural character and views of natural landscape from the public roads.
  - Policy (c): Identify, inventory and preserve known archeological and historic areas.
  - Policy (d): When determined by the Plan Commission, residential subdividers and commercial developers shall provide letters from the State Historical Society indicating that there are no known historical or archaeological sites on

- property proposed for development, or identifying those sites and providing an appropriate plan for their preservation.
- Policy (e): Consider the creation and implementation of an ordinance to require development projects to inventory and map woodlands and mature trees.
- Policy (f): Require restoration plans for all resource extraction projects, as well as operation and maintenance plans for the minimization of soil losses to waterways.
- Policy (g): Require adherence to all applicable air quality regulations for industrial emissions into the air in a fair and responsible manner.
- Policy (h): Strongly discourage placement of new buildings on hydric soils and on slopes between 12 percent and 20 percent where other more appropriate sites are available. If such development occurs, require engineering review of site slope stability and soil erosion potential.
- Policy (i): Investigate the creation of a Town Nonmetallic Mining Reclamation Ordinance based on the Model Ordinances published by WDNR pursuant to NR 135.35 of the WI Administration Codes.

## AGRICULTURAL, NATURAL, AND CULTURAL RESOURCE PROGRAMS

### Farmland Preservation

The Farmland Preservation Program is a State program to provide tax relief to farmers and promote proper soil conservation practices. The program is available through local governments that choose to preserve farmland through local planning and zoning. In the Town of Pacific, landowners can participate in the program by obtaining a zoning certificate. A farmer who has property that is covered by a county or town zoning ordinance that is certified by the state as having an exclusive agricultural zoning district can participate in the program. In Columbia County, 19 of the 21 towns, including the Town of Pacific, are regulated under the County Zoning Ordinance that includes a state certified exclusive agricultural zoning district. Farmers with at least 35 acres can collect property tax credits through the program if their land is zoned in the agricultural zoning district, located in an Agricultural Area to be Preserved in the County Farmland Preservation Plan, and have an approved soil conservation plan for the land. The farmer must obtain a zoning certificate that certifies the land is properly zoned and that a soil conservation plan has been prepared for the property. In the 2003 tax year, 808 farmers in Columbia County collect property tax credits with the average credit being \$738.

One way in which the Town can attempt to preserve its rural character and agricultural heritage is to encourage more farmers to participate in the Farmland Preservation Program. Map 5-1 in Appendix I shows the lands in the Town of Pacific that are enrolled in the Farmland Preservation Program.

### Conservation Reserve Program (CRP)

The Conservation Reserve Program (CRP) is the Federal Government's largest environmental improvement program in existence. Administered by the U.S.D.A., the purpose of the program is to reduce erosion, increase wildlife habitat, improve water quality, and increase forestland. CRP is a voluntary approach to improving the environment using partnerships between government and private landowners. The program provides incentives to farmers (and ranchers) for establishing conservation practices which benefit resources both on and off the farm. Incentives are in the form of annual rental payments and cost-share assistance in return for establishing long-term resource-conserving cover on eligible lands. Rental payments are based on the agricultural rental value of the land, and cost-share assistance is provided in an amount up to 50 percent of the participant's costs to establish approved

practices. The contract duration is from ten years up to 15 years (if planting hardwood trees, restoring cropped wetlands, etc.), and is transferable with a change in ownership.

To be eligible, land must:

- have been planted or considered to be planted for two years of the five most recent crop years,
- be marginal pasture land that is either enrolled in the Water Bank Program or is suitable for use as a riparian buffer to be planted to trees.

In addition, the cropland must meet at least one of the following conditions:

- be highly erodible
- cropped wetland
- subject to scour erosion
- located in a national or state CRP conservation priority area (all of Columbia County)
- cropland associated with non-cropped wetlands.

### 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 and 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 sound forestry practices. At the same time, the program takes into account the individual property 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 over 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 including one landowner with approximately 40 acres of woodlands in the Town of Pacific. Encouragement of the Managed Forest Law program is another way the Town of Pacific can help to preserve its rural character. Map 5-9 in Appendix I illustrates the locations of the parcels with woodlands enrolled under these programs in the Town of Pacific.

### Wetlands Reserve Program

The Wetlands Reserve Program (WRP) is a voluntary program to restore and protect wetlands on private property. It is an opportunity for landowners to receive financial incentives to restore wetlands that have been drained for agriculture. Landowners who choose to participate in WRP may sell a conservation easement or enter into a cost-share restoration agreement with United States Department of Agriculture (USDA) to restore and protect wetlands. The landowner voluntarily limits future use of the land, yet retains private ownership. The landowner and Natural Resources Conservation Service (NRCS) develop a plan for the restoration and maintenance of the wetland. The program offers landowners three options: permanent easements, 30-year easements, and restoration cost-share agreements of a minimum 10-year duration. The Town of Pacific does not currently have any properties enrolled in the WRP. However,

encouragement of the Wetlands Reserve Program is yet another way for the Town of Pacific to help preserve its rural character.

### National and State Registers of Historic Places

The National Register of Historic Places is the official national list of historic properties in America worthy of preservation and is maintained by the National Park Service in the U.S. Department of the Interior. The State Register of Historic Places is Wisconsin's official listing of state properties determined to be significant to Wisconsin's heritage and is maintained by the Division of Historic Preservation at the State Historical Society of Wisconsin. Both listings include sites, buildings, structures, objects and districts that are significant in national, state or local history, architecture, archeology, engineering and culture.

These programs give honorary recognition to properties that retain their historic character and are important to understanding local, state, or federal history. Listing provides tangible benefits to private property owners and helps assist them in preserving their properties. The principal benefit to the property owner is the knowledge that they are helping to preserve local, state and national heritage. To assist the property owner, the state and federal governments also provide a number of more tangible benefits as listed below:

- eligibility for state and federal income tax credits for rehabilitating historic properties.
- eligibility for federal grants, when available.
- consideration in the planning of federally assisted and state assisted projects, as well as projects of local governments and school boards, when those projects affect the property.
- eligibility to use the state's Historic Building Code, which may facilitate rehabilitation.
- qualification for state and federal charitable income tax deductions for the donation of historic preservation easements.
- eligibility for official State Register of Historic Places plaques.

Listing a property in the registers does not impose restrictions on the private property owner. The private owner is free to sell, alter or demolish the property. However, if the property owner is utilizing any public federal or state funding or assistance, the proposed projects are reviewed to ensure that historic values of the property are taken into consideration.

### Wisconsin Historical Society – Division of Historic Preservation Subgrant Program

The Division of Historic Preservation within the State Historical Society offers grants to local units of government and non-profit organizations to conduct detailed architecture and history surveys. Funds are provided for surveys to identify and evaluate historical, architectural and archaeological resources, nominating properties and districts to the National Register of Historic Places, and carrying out a program of comprehensive historic preservation planning and education. The results for these surveys form the foundation for community historic preservation programs. Before a community can work to preserve historic resources it must know about these resources and why they are important. The surveys typically look at all of the historic properties in a community and then identify which ones are significant and potentially eligible for listing in the State and National Registers of Historic Places. Additional grants are available to communities that have a historic preservation program which is certified by the Wisconsin Historical Society.

### Historic Preservation Tax Credits for Income-Producing Historic Buildings

Owners of historic income-producing properties in Wisconsin may be eligible for two income tax credits that can help pay for their building's rehabilitation. The Wisconsin Historical Society's Division of Historic Preservation administers both programs in conjunction with the National Park Service. The two programs are:

Federal Historic Preservation Credit. This program returns 20 percent of the cost of rehabilitating historic buildings to owners as a direct reduction in their federal income taxes.

Wisconsin Supplemental Historic Preservation Credit. This program returns an additional five percent of the cost of rehabilitation to owners as a discount on their Wisconsin state income taxes. Owners that qualify for the Federal Historic Preservation Credit automatically qualify for the Wisconsin supplement if they get NPS approval before they begin any work.

To qualify for the Federal Historic Preservation Credit, a property owner must:

- Own a historic building. A building is considered "historic" if it is listed on the National Register of Historic Places or if the NPS determines that it contributes to the character of a National Register historic district. A building can also receive a preliminary determination of eligibility for the Register from the NPS through the tax credit application process. The owner must later formally list the property on the National Register.
- Use the building for income-producing purposes. Income-producing buildings are those used in a trade or business or for the production of rental income.
- Formally apply to the Division of Historic Preservation. Application materials can be obtained through the DHP or through the NPS Web site.
- Rehabilitate the building in accordance with program standards. Program standards are the Secretary of Interior's "Standards for Rehabilitation". The NPS, in conjunction with the Division of Historic Preservation, determines if a project meets the "Standards".
- Spend a minimum amount of money on the rehabilitation. An owner must spend at least an amount equal to the building's depreciated value or \$5,000, whichever is greater. This amount of money must be spent in a two-year period. Phased projects are allowed a five-year period.
- Claim the credit for only eligible expenses. The cost of all work on the historic buildings, inside and out, is eligible for the credit. The cost of site work, such as landscaping or paving, and the cost of work on non-historic additions are not eligible expenses.
- Maintain ownership of the building and maintain the building's historic character for five years. The tax credit must be repaid to the IRS and to the Wisconsin Department of Revenue (DOR) if the building is sold or altered in a way that diminishes its historic character. Repayment is pro-rated over the five-year period after the building is placed in service.

### Historic Home Owner's Tax Credits

The Wisconsin Historical Society's Division of Historic Preservation (DHP) administers a program of 25-percent 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 \$10,000 on the following types of eligible work within a two-year period (a five-year expenditure period can be requested):
  - Work on 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.

### 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 the 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 containing the archaeological site, but rather encourages the landowner to plan the use of the land to avoid disturbing the site area. No landowners in the Town of Pacific currently participate 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.

## AGRICULTURAL, NATURAL AND CULTURAL RESOURCE AREAS

### Ground Water and Aquifers

The Town of Pacific 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 residents through private and municipal wells.

Land use decisions can have impacts 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 location of concentrated feedlots.
- Water supplies 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 now and into 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 Basin, and the Wisconsin River Basin. The Town of Pacific is located in two of these river basins the Wolf-Fox Basin and the Wisconsin River Basin. Below is a summary of the ground water resources for these two river basins inventoried by the Wisconsin Geological and Natural History Survey. The summary describes the glacial-drift and bedrock aquifers in each river basin and describes the availability and quality of ground water from the aquifers.

### *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 water 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. The water is moderately hard and excessive iron is 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. 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.

### *The Wisconsin River Basin*

#### ◆ Glacial-Drift Aquifer

Properly constructed wells may yield up to 2,000 gallon per minute. Generally, sand and gravel aquifers are from 100 to 250 feet thick. Water is withdrawn readily from the aquifer because of the shallow depth to water and the high permeability of the aquifer. Withdrawing large quantities of water from wells tapping the sand and gravel aquifer lowers water levels in other wells as much as 20 feet and affects water levels to a lesser amount up to a radius of half a mile. Water generally averages about 210 parts per million of dissolved solids. The water is usable for most domestic and industrial needs without treatment. The water is very hard and of the magnesium bicarbonate type.

#### ◆ Bedrock Aquifer

The underlying sandstone aquifer can supply yields ranging from 500 to 1,000 gallons per minute. The sandstone aquifer is composed of a thick sequence of sandstone, shale, siltstone, and dolomites. Generally the lower part of the aquifer is more permeable. Withdrawing large quantities of water from wells tapping the sandstone aquifer lowers water levels in wells as much as 200 feet and affects water levels to a lesser amount up to a radius of 2 miles. The ground water

is very hard and is of the calcium magnesium bicarbonate type. The water contains about 280 parts per million of dissolved solids. The water is usable for most domestic and industrial wastes without treatment.

### 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. One of these bedrock geological units, Upper Cambrian Sandstone Formations, is found in the Town of Pacific. This geologic unit underlies the entire Town. Below is a brief and generalized description of the bedrock formation found in the Town of Pacific.

#### *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 Jordan may be up to 50 feet thick, but commonly less than 30 feet thick.
- ◆ St. Lawrence Dolomite  
This formation consists predominantly of a dolomitic sandstone. It may be to 80 feet, 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.

### Soils

The Town of Pacific'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 State 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 11 broad soil associations, four of which are found within the Town of Pacific. 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 the 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 four soil associations found in Town of Pacific are described briefly as follows:

◆ Boyer-Oshtemo-Dresden Association

This association comprises about five percent of the County. In the Town of Pacific, these soils generally occur in two areas in the east-central portions of the Town. The soils in this association are characterized as well drained sandy and loamy soils that have a loamy subsoil and are underlain by sand or 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 suited to these soils. Dairying and pasture land is also a common uses 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 Pacific, these soils generally occur southeast portion of the Town. The soils in this association are characterized as well drained loamy and sandy soils that have a 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.

◆ Granby-Alluvial Land, Loamy, Wet-Morocco Association

This association comprises about eight percent of the County. In the Town of Pacific, these soils generally occur in the western portions of the Town along the Wisconsin River. The soils in this association are characterized as somewhat poorly drained to poorly drained sandy soils that have a sandy subsoil and are underlain by sandy sediments and loamy alluvial land. All soils in this association are poorly suited for crops and are often used for pasture, wildlife habitat, and woodlands. Generally all soils in this association are not suitable for onsite sewage disposal and basements due to a high water table and flooding potential.

◆ Houghton-Adrian-Palms Association

This association comprises about eight percent of the County. In the Town of Pacific, these soils generally occur in three areas in the central 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 where 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.

### Productive Agricultural Areas

Soil type is the largest determining factor in the productivity of agricultural areas. The soils in Columbia County including the Town of Pacific are classified by the United State Department of Agriculture based upon their suitability for agricultural use. This classification is based upon 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 III are generally recognized as prime agricultural soils, while 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.

Protection of the best remaining farmland for agricultural purposes was shown to be of high importance to County residents in the County’s Public Opinion Survey. However, the development of non-farm uses on agricultural lands continues to threaten the supply of the best agricultural soils in the County and the Town. In an effort to identify and recognize the most productive agricultural soils in the Town, this plan identifies prime farmland as defined by the US Department of Agriculture as productive agricultural areas. Prime farmland generally consists of Class I, II, and the best soils of Class III. Map 5-3 in Appendix I illustrates the prime agricultural soils in Town of Pacific.

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 effect 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.

### 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. Map 5-4 in Appendix I illustrates the locations of Environmental Corridors in Town of Pacific.

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

### 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 including some that are located within the Town of Pacific. Both the U.S. Fish and Wildlife Service and the Wisconsin 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 evidence. A species is considered “threatened” when it appears likely, 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 does not list any endangered or threatened species that are permanent inhabitants of Columbia County or the Town of Pacific. However, several threatened and endangered species, including the Bald Eagle and Whooping Crane, may use portions of the County or the Town during part of the year.

The Wisconsin DNR maintains a database on rare, threatened, and endangered species and natural communities throughout the State called the Wisconsin Natural Heritage Inventory (NHI). Included in the inventory are 155 rare, threatened, or endangered species and natural communities that are known to exist in Columbia County. Within the Town of Pacific, the Swan Lake, Duck Creek, and Rocky Run watersheds have a variety of good quality habitats and rare plant communities that are listed on the NHI. These communities include:

- Dry prairie
- Wet prairie
- Dry-mesic prairie
- Shrub-carr
- Oak barrens
- Southern sedge meadow
- Calcareous fen
- Springs and spring runs, hard
- Emergent aquatic
- Stream, fast, soft and warm
- Floodplain forest

In addition to these special communities, the watersheds are also home for a variety of rare plant and animal species including; 1 species of beetle, 4 species of birds, 2 species of butterflies, 4 species of dragonflies, 9 species of fish, 2 species of mayflies, 4 species of mussels, 13 plant species, 1 species of mammal and 1 species of lizard. These plants and animals are also listed on the state’s Natural Heritage Inventory.

Table 5-1 lists the rare, threatened, and endangered species and natural communities from the inventory that are known to exist in the County. 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 on rare, threatened, and endangered species and natural communities in Columbia County and the Town of Pacific is to raise awareness that these resources are present. Further study on the impacts 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.

**TABLE 5-1**  
**Known Rare, Threatened, and Endangered Species, and Natural Communities,**  
**Columbia County, 2005**

Common Name	Species Name	Status	Year Observed	Number Observed
<b>Plants</b>				
Yellow Giant Hyssop	<i>Agastache Nepetoides</i>	Threatened	1992	1
Yellow Giant Hyssop	<i>Agastache Nepetoides</i>	Threatened	1967	2
Prairie Sagebrush	<i>Artemisia Frigida</i>	Special Concern	1905	3
Woolly Milkweed	<i>Asclepias Lanuginosa</i>	Threatened	1994	3
Woolly Milkweed	<i>Asclepias Lanuginosa</i>	Threatened	1932	1
Maidenhair Spleenwort	<i>Asplenium Trichomanes</i>	Special Concern	N/A	9
Great Indian-Plantain	<i>Cacalia Muehlenbergii</i>	Special Concern	1973	1
Drooping Sedge	<i>Carex Prasina</i>	Threatened	1992	2
Hill's Thistle	<i>Cirsium Hillii</i>	Threatened	1987	1
Autumn Coral-Root	<i>Corallorrhiza Odontorhiza</i>	Special Concern	1991	1
Glade Fern	<i>Diplazium Pycnocarpon</i>	Special Concern	1992	1
Yellow Gentian	<i>Gentiana Alba</i>	Threatened	1935	2
Yellow Gentian	<i>Gentiana Alba</i>	Threatened	1990	2
Cliff Cudweed	<i>Gnaphalium Obtusifolium Var Saxicola</i>	Threatened	1998	4
Northern Oak Fern	<i>Gymnocarpium Jessoense</i>	Special Concern	N/A	1
Violet Bush-Clover	<i>Lespedeza Violacea</i>	Special Concern	1992	4
Rock Clubmoss	<i>Lycopodium Porophyllum</i>	Special Concern	1992	1
Prairie False-Dandelion	<i>Nothocalais Cuspidata</i>	Special Concern	N/A	17
Brittle Prickly-Pear	<i>Opuntia Fragilis</i>	Threatened	N/A	3
Brittle Prickly-Pear	<i>Opuntia Fragilis</i>	Threatened	1992	10
Wilcox Panic Grass	<i>Panicum Wilcoxianum</i>	Special Concern	1942	1
Purple-Stem Cliff-Brake	<i>Pellaea Atropurpurea</i>	Special Concern	1993	5
Hooker Orchis	<i>Platanthera Hookeri</i>	Special Concern	1908	5
Christmas Fern	<i>Polystichum Acrostichoides</i>	Special Concern	1940	2
Prairie Parsley	<i>Polytaenia Nuttallii</i>	Threatened	1974	1
Prairie Parsley	<i>Polytaenia Nuttallii</i>	Threatened	1927	1
Bird's-Eye Primrose	<i>Primula Mistassinica</i>	Special Concern	1977	2
Lapland Azalea	<i>Rhododendron Lapponicum</i>	Endangered	1991	2
Fragrant Sumac	<i>Rhus Aromatica</i>	Special Concern	1993	3
Shadowy Goldenrod	<i>Solidago Sciaphila</i>	Special Concern	1995	12
Dwarf Huckleberry	<i>Vaccinium Cespitosum</i>	Endangered	1861	3
Yellow Screwstem	<i>Bartonia Virginica</i>	Special Concern	1952	1
Slim-Stem Small-Reedgrass	<i>Calamagrostis Stricta</i>	Special Concern	1927	5
False Hop Sedge	<i>Carex Lupuliformis</i>	Endangered	1990	2
Prickly Hornwort	<i>Ceratophyllum Echinatum</i>	Special Concern	1932	1
Small White Lady's-Slipper	<i>Cypripedium Candidum</i>	Threatened	1986	4
Small White Lady's-Slipper	<i>Cypripedium Candidum</i>	Threatened	1884	3
Small Yellow Lady's-Slipper	<i>Cypripedium Parviflorum</i>	Special Concern	1995	2
Showy Lady's-Slipper	<i>Cypripedium Reginae</i>	Special Concern	1971	4
Slenderleaf Sundew	<i>Drosera Linearis</i>	Threatened	1872	5
Engelmann Spike-Rush	<i>Eleocharis Engelmannii</i>	Special Concern	1975	2
Vasey Rush	<i>Juncus Vaseyi</i>	Special Concern	1959	1
Small Forget-Me-Not	<i>Myosotis Laxa</i>	Special Concern	1993	1
Georgia Bulrush	<i>Scirpus Georgianus</i>	Special Concern	N/A	2
Whip Nutrush	<i>Scleria Triglomerata</i>	Special Concern	1993	6
Sticky False-Asphodel	<i>Tofieldia Glutinosa</i>	Threatened	1964	1
Common Bog Arrow-Grass	<i>Triglochin Maritimum</i>	Special Concern	1934	1

### **Mammals**

Prairie Vole	<i>Microtus Ochrogaster</i>	Special Concern	1974	3
Western Harvest Mouse	<i>Reithrodontomys Megalotis</i>	Special Concern	1969	2
Franklin's Ground Squirrel	<i>Spermophilus Franklinii</i>	Special Concern	1960	1

Common Name	Species Name	Status	Year Observed	Number Observed
<b>Insects</b>				
A Tiger Beetle	<i>Cicindela Macra</i>	Special Concern	N/A	2
A Tiger Beetle	<i>Cicindela Patruela Patruela</i>	Special Concern	N/A	1
A Burrowing Water Beetle	<i>Hydrocanthus Iricolor</i>	Special Concern	1984	2
A Predaceous Diving Beetle	<i>Lioporeus Triangularis</i>	Special Concern	1985	2
Broad-Winged Skipper	<i>Poanes Viator</i>	Special Concern	1991	1
Regal Fritillary	<i>Speyeria Idalia</i>	Endangered	1996	1
Dion Skipper	<i>Euphyes Dion</i>	Special Concern	1989	1
Mulberry Wing	<i>Poanes Massasoit</i>	Special Concern	1990	2
Green-Striped Darner	<i>Aeshna Verticalis</i>	Special Concern	1991	1
Amber-Winged Spreadwing	<i>Lestes Eurinus</i>	Special Concern	1991	1
Elegant Spreadwing	<i>Lestes Inaequalis</i>	Special Concern	1989	1
Royal River Cruiser	<i>Macromia Taeniolata</i>	Special Concern	1995	1
Black Meadowhawk	<i>Sympetrum Danae</i>	Special Concern	1990	1
Newman's Brocade	<i>Meropleon Ambifusca</i>	Special Concern	1994	1
Silphium Borer Moth	<i>Papaipema Silphii</i>	Endangered	1995	1

<b>Birds</b>				
Grasshopper Sparrow	<i>Ammodramus Savannarum</i>	Special Concern	1986	1
Cerulean Warbler	<i>Dendroica Cerulea</i>	Threatened	1987	2
Loggerhead Shrike	<i>Lanius Ludovicianus</i>	Endangered	1985	4
Bell's Vireo	<i>Vireo Bellii</i>	Threatened	1986	2
Red-Shouldered Hawk	<i>Buteo Lineatus</i>	Threatened	1987	26
Yellow-Crowned Night-Heron	<i>Nyctanassa Violacea</i>	Threatened	1987	1
Black-Crowned Night-Heron	<i>Nycticorax Nycticorax</i>	Special Concern	N/A	6
Red-Necked Grebe	<i>Podiceps Griseogen</i>	Endangered	1997	2

<b>Fish</b>				
Lake Sturgeon	<i>Acipenser Fulvescens</i>	Special Concern	1976	7
Pirate Perch	<i>Aphredoderus Sayanus</i>	Special Concern	1985	14
Blue Sucker	<i>Cycleptus Elongatus</i>	Threatened	1995	7
Lake Chubsucker	<i>Erimyzon Sucetta</i>	Special Concern	1980	3
Western Sand Darter	<i>Etheostoma Clara</i>	Special Concern	1994	7
Banded Killifish	<i>Fundulus Diaphanus</i>	Special Concern	1980	7
Goldeye	<i>Hiodon Alosoides</i>	Endangered	1990	2
Black Buffalo	<i>Ictiobus Niger</i>	Threatened	1980	7
Longear Sunfish	<i>Lepomis Megalotis</i>	Threatened	1925	1
Redfin Shiner	<i>Lythrurus Umbratilis</i>	Threatened	1925	3
Speckled Chub	<i>Macrhybopsis Aestivalis</i>	Threatened	1994	7
Silver Chub	<i>Macrhybopsis Storeriana</i>	Special Concern	1993	7
Greater Redhorse	<i>Moxostoma Valenciennesi</i>	Threatened	1978	1
Pugnose Shiner	<i>Notropis Anogenus</i>	Threatened	1925	3
Weed Shiner	<i>Notropis Texanus</i>	Special Concern	1978	12
Pugnose Minnow	<i>Opsopoeodus Emiliae</i>	Special Concern	1984	4
Paddlefish	<i>Polyodon Spathula</i>	Threatened	N/A	1

<b>Reptiles</b>				
Common Name	Species Name	Status	Year Observed	Number Observed
Timber Rattlesnake	<i>Crotalus Horridus</i>	Special Concern	1936	2
Black Rat Snake	<i>Elaphe Obsoleta</i>	Special Concern	1920	2
Western Slender Glass Lizard	<i>Ophisaurus Attenuatus</i>	Endangered	1985	5
Ornate Box Turtle	<i>Terrapene Ornata</i>	Endangered	1960	2
Wood Turtle	<i>Clemmys Insculpta</i>	Threatened	1958	1
Eastern Massasauga Rattlesnake	<i>Sistrurus Catenatus</i>	Endangered	1976	22
Western Ribbon Snake	<i>Thamnophis Proximus</i>	Endangered	1975	2
Northern Ribbon Snake	<i>Thamnophis Sauritus</i>	Endangered	1929	3
Western Slender Glass Lizard	<i>Ophisaurus Attenuatus</i>	Endangered	1999	9

Common Name	Species Name	Status	Year Observed	Number Observed
<b>Invertebrate</b>				
Red-Tailed Prairie Leafhopper	<i>Afelia Rubranura</i>	Endangered	1963	1
A Flat-Headed Mayfly	<i>Aneporus Simplex</i>	Endangered	1974	3
Ebony Shell	<i>Fusconaia Ebena</i>	Endangered	1922	3
Cyrano Darner	<i>Nasiaeschna Pentacantha</i>	Special Concern	1988	1
Smoky Shadowfly	<i>Neurocordulia Molesta</i>	Special Concern	1995	10
Stygian Shadowfly	<i>Neurocordulia Yanaskanensis</i>	Special Concern	1995	5
A Small Minnow Mayfly	<i>Paracloeodes Minutus</i>	Special Concern	N/A	9
Bullhead	<i>Plethobasus Cyphus</i>	Endangered	1993	11
Round Pigtoe	<i>Pleurobema Sintoxia</i>	Special Concern	1993	11
Winged Mapleleaf	<i>Quadrula Fragosa</i>	Endangered	1922	6
Monkeyface	<i>Quadrula Metanevra</i>	Threatened	N/A	4
Salamander Mussel	<i>Simpsonia Ambigua</i>	Threatened	1993	4
Elusive Clubtail	<i>Stylurus Notatus</i>	Special Concern	1995	3
Russet-Tipped Clubtail	<i>Stylurus Plagiatus</i>	Special Concern	1995	4
Buckhorn	<i>Tritogonia Verrucosa</i>	Threatened	1994	17
Mussel Bed	<i>Mussel Bed</i>	Special Concern	1988	1

<b>Natural Communities</b>				
Cedar Glade	<i>Cedar Glade</i>	NA	1978	3
Dry Cliff	<i>Dry Cliff</i>	NA	1995	7
Dry Prairie	<i>Dry Prairie</i>	NA	1979	3
Dry-Mesic Prairie	<i>Dry-Mesic Prairie</i>	NA	1979	1
Mesic Prairie	<i>Mesic Prairie</i>	NA	1978	2
Moist Cliff	<i>Moist Cliff</i>	NA	1980	11
Northern Dry Forest	<i>Northern Dry Forest</i>	NA	1980	4
Northern Dry-Mesic Forest	<i>Northern Dry-Mesic Forest</i>	NA	1995	7
Oak Barrens	<i>Oak Barrens</i>	NA	1987	3
Oak Opening	<i>Oak Opening</i>	NA	1995	1
Pine Relict	<i>Pine Relict</i>	NA	1979	1
Sand Barrens	<i>Sand Barrens</i>	NA	1979	1
Sand Meadow	<i>Sand Meadow</i>	NA	1986	1
Southern Dry Forest	<i>Southern Dry Forest</i>	NA	1979	5
Southern Dry-Mesic Forest	<i>Southern Dry-Mesic Forest</i>	NA	1979	13
Southern Mesic Forest	<i>Southern Mesic Forest</i>	NA	1979	6
Alder Thicket	<i>Alder Thicket</i>	NA	1979	3
Calcareous Fen	<i>Calcareous Fen</i>	NA	1985	3
Emergent Aquatic	<i>Emergent Aquatic</i>	NA	1994	20
Floodplain Forest	<i>Floodplain Forest</i>	NA	N/A	10
Lake--Oxbow	<i>Lake--Oxbow</i>	NA	1978	1
Lake--Shallow; Hard; Drainage	<i>Lake--Shallow; Hard; Drainage</i>	NA	1978	1
Lake--Shallow; Hard; Seepage	<i>Lake--Shallow; Hard; Seepage</i>	NA	1985	1
Lake--Shallow; Soft; Seepage	<i>Lake--Shallow; Soft; Seepage</i>	NA	1979	1
Northern Sedge Meadow	<i>Northern Sedge Meadow</i>	NA	1979	1
Northern Wet Forest	<i>Northern Wet Forest</i>	NA	1979	6
Open Bog	<i>Open Bog</i>	NA	1979	2
Shrub-Carr	<i>Shrub-Carr</i>	NA	1979	10
Southern Sedge Meadow	<i>Southern Sedge Meadow</i>	NA	1984	16
Springs And Spring Runs; Hard	<i>Springs And Spring Runs; Hard</i>	NA	1978	1
Stream--Fast; Hard; Cold	<i>Stream--Fast; Hard; Cold</i>	NA	1979	1
Stream--Fast; Soft; Warm	<i>Stream--Fast; Soft; Warm</i>	NA	1978	4
Stream--Slow; Soft; Warm	<i>Stream--Slow; Soft; Warm</i>	NA	1978	1
Wet Prairie	<i>Wet Prairie</i>	NA	1979	1
Wet-Mesic Prairie	<i>Wet-Mesic Prairie</i>	NA	1995	3

Source: WI DNR – Bureau of Endangered Resources

### Stream Corridors and Surface Water

Approximately 23,219 acres of stream corridors and surface water cover parts of Columbia County amounting to approximately 4.5 percent of the County's land area. Included in this total are 58 named and unnamed lakes and ponds as well as 23 streams and rivers. These lakes and rivers provide the County

with 742 miles of river frontage and 124 miles of lake frontage. The Wisconsin DNR has produced a document titled “Surface Water Resources of Columbia County” that provides information on the lakes and streams in the County including the Town of Pacific. The Town of Pacific has three named lakes and three named stream located within the Town. The following section contains descriptions of the lakes, ponds, streams, and rivers in the Town based on information from the Wisconsin DNR.

The Town of Pacific is located within four watersheds, the Buffalo and Puckaway Lakes Watershed, the Lower Baraboo River Watershed, the Duck Creek and Rocky Run Watershed, and the Swan Lake Watershed. Watersheds are the land area drained by a particular stream and are part of a larger river basin drainage area. Columbia County is situated within three river basins, the Rock-Fox Basin, the Wolf-Fox Basin, and the Wisconsin River Basin.

### *Lakes and Ponds*

#### ◆ Lake Columbia

Towns of Pacific and Dekorra, T12-11N, R9E

Surface Acres = 480, Maximum Depth = 8 feet

Lake Columbia is a man-made cooling reservoir for the Columbia Power plant just outside of Portage Wisconsin. Lake Columbia is open all year long due to warm water produced by the power plant to its north. There is a carry-in launch for a canoe or small boat. Bass, bluegills and striped bass are common in the lake.

The northern half of Lake Columbia is in the Town of Pacific; the southern half is in the Town of Dekorra. The lake was constructed by building a dike around 500 acres of wetlands adjacent to the Wisconsin River. The plant and lake were built constructed in the mid-1970. Lake Columbia has a relatively uniform depth of seven feet. A center dike allows water to circulate around the lake from the hot discharge to the cooler intake. Typically there is a 25 F degree difference between the discharge and intake of the lake. Cooling towers operate during summer months and/or when power generation heats the lake intake above a certain temperature. The lake also receives treated discharges of domestic sewerage from the power plant and the acidic runoff from the coal pile.

The hot water in Lake Columbia creates a harsh aquatic environment. Lake temperatures from May - November frequently exceed 90 F degrees. However, since the lake doesn't freeze, it provides anglers with an open water fishing opportunity throughout the winter.

#### ◆ Lake George

Town of Pacific, T12N, R9E, Section 13

Surface Acres = 33.2, Maximum Depth = 21 feet

Lake George is a small landlocked lake bordering glacial terminal and ground moraine. The water is clear and quite fertile. A thermocline forms at about 15 feet each summer. Weeds are a use problem. Panfish provide a fishery, augmented by the presence of largemouth bass. The lake has public access through a county park facility on the north side of the lake. In addition commercial camping facilities on the east side of the lake also provides a means of access. There are 36 acres of woody wetland contiguous with the lakeshore. This is primarily an important fishing lake.

◆ Swan Lake

Town of Pacific, T12N, R9, Sections 1, 11, and 12; Town of Wyocena, T12N, R10E, Sections 5 and 6.

Surface Acres = 419, Maximum Depth = 82 feet

Swan Lake is an elongate deep drainage lake in the valley of the Fox River. The lake is fed and drained by the river and it has no dam structure to maintain its water level, however the average depth of the lake is 32 feet. The water is clear and quite fertile. A sharp temperature gradient exists at 25 feet below the surface in midsummer. Largemouth bass, panfish, and walleye constitute the fishery. Swan Lake is rated by WDNR as a warm water sport fishery. Water quality is considered to be good. The lake is mesotrophic to borderline mesotrophic-eutrophic.

Carp are present but do not constitute a use problem. A WDNR boat landing provides access for fishing and boating. Commercial facilities are not available. Over 300 acres of wetland adjoin the lake and its outlet which provide suitable protection for waterfowl and marsh furbearers.

The lake is developed on its north and south shores with summer cottages, year-round homes, condominiums, and a golf course. Saddle Ridge, which is large planned community, is located along the north shore.

◆ Unnamed Lakes

In addition to the larger named lakes, approximately 34 smaller unnamed lakes also exist throughout Columbia County including the Town of Pacific. Unnamed lakes are usually small, less than 20 acres, and may commonly have extensive adjoining wetland. They generally experience severe fluctuations in water level, which hinders any determination of their physical parameters.

*Rivers, Creeks and Streams*

◆ Duck Creek

Towns of Pacific and Wyocena, T12N, R9E & R10E

Surface Acres = 58.4, Miles = 11.2, Gradient = 1.8 feet per mile

The portion of stream from the Wyocena Millpond to the Wisconsin River is called Duck Creek. The North Branch and Middle Branch constitute its origin. A delta has formed at its junction with the Wisconsin River, which provides good waterfowl hunting. Bass and pan fish afford a limited warm water sport fishery. Access is possible from a county trunk and a state highway. About 2,960 acres of wetland adjoin the stream.

◆ Fox River

Towns of Fort Winnebago, Marcellon, Pacific, Scott, and Wyocena

T13N, R9-10-11E & T12N, R9-10E

Surface Acres = 297.8, Miles = 40.3, Gradient = 4.52 feet per mile

The Fox River is a major stream in northern Columbia County, it first flows southwest toward Portage, then north, out of the county. After coming within 2 miles of the Wisconsin River it flows on to the Lake Michigan watershed. A 17-foot high dam at Pardeeville forms Park Lake; the only other structure on the river in Columbia County is at Governor's Bend where navigation locks and a dam were operated in the past. Channel catfish, bullheads and walleyes constitute the fishery. Northern pike, largemouth bass, and yellow bass are also present in some sections. Rough fish and pollution are use problems. Access is possible at Governor's Bend from

numerous road crossings, especially upstream from the Portage area. Over 13,900 acres of wetland adjoin the stream, hence waterfowl values are quite high.

◆ Wisconsin River

Towns of Caledonia, Dekorra, Lewiston, Newport, and Pacific

T11N, R8-9E; T12N, R8-9E; T13N, R7-8E

Surface Acres = 10,904, Miles = 65.8, Gradient = 0.5 feet per mile

All that portion of the river from Wisconsin Dells to the Interstate bridge is considered to be the Wisconsin River. The portion of the river from the Prairie du Sac dam north to the Interstate bridge is considered Lake Wisconsin. The river above Prairie du Sac drains over 8,944 square miles through central Wisconsin beginning in Lac Vieux Desert in Vilas County. Two dams on the river with a combined total height of 63 feet are located in Columbia County (Wisconsin Dells, 25 feet; Prairie du Sac, 38 feet). The water is normally colored reddish-brown and contains industrial by-products and organic materials assumed to cause a taste problem in river fishes. This is most noticeable in late winter and early spring in fishes caught below the dams. The river has a complex fishery. Walleye, sauger, catfish, both largemouth and smallmouth bass and rock sturgeon are considered the dominant game fishes. An occasional muskellunge is caught below Lake Wisconsin. Bluegills, white bass, and crappies are harvested below the dams in the late spring and early summer. Paddle fish inhabit the river below the Prairie du Sac dam and are protected from capture by law.

The entire stream is navigable and heavily used by canoes and outboard motorboats. An area 3.6 miles long below the Dells Dam and the one-mile portion immediately above the dam is known as the Wisconsin Dells, an important scenic attraction. The shores rise as much as 120 feet vertically in the canyon through Cambrian sandstone. This portion of the river is deep and navigable by large boats. Extensive frontage in this area is controlled by companies capitalizing on the scenic attractions. Since much of the river shore elsewhere is subject to flooding, cottage development in low areas is not extensive and the river still has high aesthetic value with marsh and wooded lowland banks. About 0.4 miles of shoreline are in public ownership in local parks and 5.33 miles, mostly within Pine Island Wildlife Area, are in state ownership. Access is possible from Lake Wisconsin sites and from state and local public lands, though launching on state lands is rather difficult. More than 3,000 acres of wetland adjoin the stream affording excellent waterfowl habitat.

Swan Creek

Swan Creek, which is also the head of the Upper Fox River flows through the northern portion of the Town of Pacific from the headwaters above Swan Lake. The creek flows in a generally westerly direction through the Town of Pacific, but north of the Town of Pacific the Upper Fox River flows in a generally northern direction to connect to Lake Michigan at Green Bay.

Floodplains

Floodplains include streams, rivers, and wetlands, and lands that are adjacent to these water resources that are periodically inundated by floodwater. This is both a real phenomena and a legal standard; the Federal Emergency Management Agency (FEMA) has produced maps of Columbia County including the Town of Pacific that show the areas of the 100-year flood. A 100-year flood is defined in the Columbia County Floodplain Zoning Ordinance as a regional flood "determined to be representative of large floods known to have occurred in Wisconsin and which may be expected to occur on a particular stream because of like physical characteristics. The flood frequency of the regional flood is once in every 100 years" (Columbia County Floodplain Zoning Ordinance, Article K). Lands within the legal floodplain, as designated by the

FEMA maps, are within the regulatory authority of the Columbia County Floodplain Zoning Ordinance. There are approximately 7,795 acres of floodplains in the Town of Pacific, according to FEMA. This represents approximately 56.3 percent of the surface of the Town. Table 5-2 lists the acres of floodplain by municipality in Columbia County. Among towns, the Town of Caledonia has the largest number of acres of floodplain at 13,900 acres, while the Town of Pacific has the largest percentage of land area in floodplains. The Town of Arlington has the fewest acres in floodplain with 18 acres or 0.1 percent of the Town's land area being classified floodplain. Map 5-7 in Appendix I illustrates the locations of the floodplains in the Town of Pacific.

Structures are undesirable in floodplains because they reduce water storage capacity, retard the flow of floodwater, and can be damaged or destroyed by floods. Also, in a large flood, chemicals normally and safely stored in homes and business can escape to cause damage to land and water resources downstream. Floodplains may contain, however, rich agricultural soil and can be valuable as farmland. They can also be used for parks and recreation, and a variety of other uses that do not involve structures.

Over 50 percent of the land area in the Town of Pacific is within 100-year floodplains or is a delineated wetland that is unsuitable for development. The largest areas of undevelopable low land are located along the Wisconsin River bottomlands and in the lowlands along the Fox River downstream from Swan Lake and Duck Creek.

The location of the undevelopable floodplain and wetlands severely restricts the amount of buildable land in the Town. The undevelopable lowlands also make it virtually impossible to develop a north-south road system. The only north-south through route in the Town is Highway 51.

TABLE 5-2  
**Floodplains by Municipality**  
**Columbia County, 2005**

<b>Municipality</b>	<b>Acres of Floodplains</b>	<b>% of Municipality's Land Area</b>
Town of Arlington	18	0.1%
Town of Caledonia	13,900	34.2%
Town of Columbus	1,339	6.6%
Town of Courtland	1,268	5.6%
Town of Dekorra	5,046	17.5%
Town of Fort Winnebago	6,246	29.1%
Town of Fountain Prairie	1,862	8.3%
Town of Hampden	1,175	5.1%
Town of Leeds	21	0.1%
Town of Lewiston	10,157	28.6%
Town of Lodi	1,648	8.9%
Town of Lowville	451	2.0%
Town of Marcellon	953	4.2%
Town of Newport	2,881	20.3%
Town of Otsego	388	2.0%
Town of Pacific	7,795	56.3%
Town of Randolph	621	2.8%
Town of Scott	1,765	7.7%
Town of Springvale	3,954	15.0%
Town of West Point	2,564	12.3%
Town of Wyocena	4,372	18.4%
Village of Arlington	0	0.0%
Village of Cambria	7	1.1%
Village of Doylestown	0	0.0%
Village of Fall River	6	0.6%
Village of Friesland	0	0.0%
Village of Pardeeville	325	22.5%
Village of Poynette	87	5.6%
Village of Randolph*	0	0.0%
Village of Rio	0	0.0%
Village of Wyocena	173	17.3%
City of Columbus*	146	5.6%
City of Lodi	113	12.6%
City of Portage	2,739	45.2%
City of Wisconsin Dells*	41	2.9%
<b>Columbia County</b>	<b>72,061</b>	<b>14.1%</b>

Source: FEMA and Columbia County Planning and Zoning

### Wetlands

Wetlands are areas with sufficient surface moisture to support marshland and aquatic vegetation. These areas are generally associated with wet spongy conditions due to standing water and a high water table. There are approximately 6,234 acres of wetlands in the Town of Pacific, according to the Wisconsin Department of Natural Resources representing approximately 45 percent of the surface of the Town. Table 5-3 lists the acres of wetland by municipality in Columbia County. Among towns, the Town of Lewiston has the largest number of acres of wetlands at 11,119 acres, while the Town of Pacific had the

largest percentage of land area in wetlands. The Town of Arlington had the fewest acres of wetlands at 186 acres and the smallest percentage at 0.8 percent.

**TABLE 5-3**  
**Wetlands by Municipality**  
**Columbia County, 2005**

<b>Municipality</b>	<b>Acres of Wetlands</b>	<b>% of Municipality's Land Area</b>
Town of Arlington	186	0.8%
Town of Caledonia	5,745	14.2%
Town of Columbus	2,046.0	10.1%
Town of Courtland	3,433	15.1%
Town of Dekorra	4,623	16.1%
Town of Fort Winnebago	6,147	28.7%
Town of Fountain Prairie	2,984	13.4%
Town of Hampden	1,978	8.7%
Town of Leeds	983	4.3%
Town of Lewiston	11,119	31.3%
Town of Lodi	1,212	6.6%
Town of Lowville	2,086	9.1%
Town of Marcellon	2,525	11.0%
Town of Newport	2,590	18.2%
Town of Otsego	2,413	12.2%
Town of Pacific	6,234	45.0%
Town of Randolph	1,695	7.5%
Town of Scott	3,500	15.3%
Town of Springvale	5,278	20.1%
Town of West Point	205	1.0%
Town of Wyocena	5,710	24.1%
Village of Arlington	0	0.0%
Village of Cambria	82	12.9%
Village of Doylestown	397	15.5%
Village of Fall River	174	17.0%
Village of Friesland	6	0.9%
Village of Pardeeville	210	14.5%
Village of Poynette	195	12.5%
Village of Randolph*	1	0.7%
Village of Rio	0	0.0%
Village of Wyocena	130	13.0%
City of Columbus*	40	1.5%
City of Lodi	26	2.9%
City of Portage	1,416	23.4%
City of Wisconsin Dells*	39	2.8%
<b>Columbia County</b>	<b>75,408</b>	<b>14.8%</b>

Source: WDNR and Columbia County Planning and Zoning

Wetlands are the most productive and beneficial habitat for wildlife. In agricultural areas, wetlands often represent the last remaining stable wildlife cover. They provide areas for hunting, trapping, fishing, biking, bird watching, and other forms of recreation.

Wetlands are also important for retaining storm water from rain and melting snow. Wetlands slow the movement of storm water run-off and can provide storage areas for floodwaters, thus minimizing adverse

impacts to downstream areas. Preservation of wetlands can prevent needless expenses for flood and storm water control projects such as dikes, levees, concrete lined channels and detention basins.

It is also known that wetlands help to maintain water quality. Wetland plants and soils have the capacity to store and filter pollutants ranging from pesticides to animal wastes. Calm wetland waters, with their flat surface and flow characteristics, allow particles of toxins and nutrients to settle out of the water.

Some wetlands can provide a valuable service of replenishing groundwater supplies. The filtering capacity of wetland plants and substrates may also help protect groundwater quality. Groundwater discharge is the process by which groundwater is brought to the surface and released to surface water bodies. Groundwater discharge is a more common wetland function and can be important for stabilizing and maintaining stream flow, especially during dry months. This can result in an enhancement of the aquatic life communities in the downstream areas. Groundwater discharged through wetlands can contribute toward high quality water in lakes, rivers, and streams.

In addition to wetlands, several areas of the County including the Town of Pacific contain wet soils known as hydric soils. Hydric soils are soils formed in areas where the saturation, flooding, or ponding of water on the soil during the growing season is long enough to reduce oxygen levels in the soil. Because of high water levels, areas with hydric soils have similar characteristics to wetlands but are not considered wetlands and do not receive the same regulatory protections as wetlands. Nonetheless, they are generally not advised for building construction. The locations of areas with hydric soils should be considered when reviewing development proposals.

### Topography

The Town of Pacific is located on the edge of three of the major geophysical regions in Wisconsin. To the west lie the unglaciated Western Uplands, also known as the “driftless” area. To the north the area is part of the Central Plain which is characterized by broad valleys of glaciated outwash materials and alluvial materials. Much of the terrain consists of gently rolling uplands interspersed with flat bottomlands and wetlands. To the east the Eastern Ridges and Lowlands has more glacial features, particularly drumlins and moraines, interspersed with lowlands and kettles.

The terrain of the Town Pacific includes both flat lowlands along the major tributaries with sloping upland areas. The greatest areas of relative topographic relief are located in uplands along the northern boundary, the eastern and southern parts of the Town, and the upland between the Swan creek and Duck Creek drainages.

### Woodlands

Woodlands cover 2,102 acres in the Town of Pacific, or about 15.2 percent of the total area of the Town. Table 5-4 lists the acres of woodland by municipality in Columbia County. Various sized woodlands are generally scattered around the Town with larger wooded areas located in the northern portions of the Town. Woodlands in the Town generally contain areas that are heavily sloped, located in floodplain or wetland, or on marginal agricultural lands. Among towns, the Town of Caledonia has the largest number of acres of woodlands at 13,377 acres and the largest percentage of land area in woodlands with 33 percent being classified as woodlands. The Town of Columbus had the fewest acres of woodlands at 791 acres and the smallest percentage at 3.9 percent. Woodlands in the Town of Pacific are illustrated on Map 5-9 in Appendix I.

Woodlands can provide economic and ecological value as well as a recreational resource. As with surface water, woodlands attract residential and recreational development. Some timber in the Town may

have commercial value, but the primary value of the remaining woodlands in the Town may be as open space or wildlife habitat with some limited residential development. Recreational areas are also desirable in wooded areas. Woodlands containing desirable species of trees take a very long time to grow. It would be advantageous to preserve as many of the remaining woodlands as possible.

TABLE 5-4  
**Woodlands by Municipality**  
**Columbia County, 2005**

<b>Municipality</b>	<b>Acres of Woodlands</b>	<b>% of Municipality's Land Area</b>
Town of Arlington	1,916	8.5%
Town of Caledonia	13,377	33.0%
Town of Columbus	791	3.9%
Town of Courtland	1,213	5.3%
Town of Dekorra	8,117	28.2%
Town of Fort Winnebago	4,757	22.2%
Town of Fountain Prairie	1,589	7.1%
Town of Hampden	881	3.9%
Town of Leeds	976	4.2%
Town of Lewiston	7,942	22.3%
Town of Lodi	5,347	29.0%
Town of Lowville	4,035	17.6%
Town of Marcellon	6,253	27.3%
Town of Newport	3,388	23.8%
Town of Otsego	2,283	11.5%
Town of Pacific	2,102	15.2%
Town of Randolph	1,113	4.9%
Town of Scott	4,382	19.1%
Town of Springvale	4,485	17.0%
Town of West Point	6,625	31.8%
Town of Wyocena	5,066	21.3%
Village of Arlington	1	0.1%
Village of Cambria	40	6.3%
Village of Doylestown	306	11.9%
Village of Fall River	24	2.4%
Village of Friesland	8	1.2%
Village of Pardeeville	85	5.9%
Village of Poynette	244	15.6%
Village of Randolph*	3	1.8%
Village of Rio	90	10.8%
Village of Wyocena	106	10.6%
City of Columbus*	31	1.2%
City of Lodi	65	7.2%
City of Portage	649	10.7%
City of Wisconsin Dells*	861	61.4%
<b>Columbia County</b>	<b>89,150</b>	<b>17.5%</b>

Source: USGS and Columbia County Planning and Zoning

### Wildlife Habitat and State Natural Areas

Wildlife habitat is made up of various components, many of that have been addressed in other sections of this element. Basically wildlife habitat is an area that has enough food, water, and cover for a species to

survive. The woodlands, wetlands, and the shorelines of waterways comprise the largest areas of wildlife habitat in Columbia County and the Town of Pacific and often contain the last remaining stable areas of wildlife cover. Upland species often seen in the Town include white tail deer, rabbits, fox, muskrat, wild turkeys, and a variety of song birds. Waterfowl that are commonly spotted in the Town include ducks, egrets, sand hill cranes, and herons. The Wisconsin DNR owns and manages several public wildlife areas and hunting grounds that provide wildlife habitat. These areas are discussed in more detail in the Outdoor Recreational Resources section of this plan element.

### *State Natural Areas*

The Wisconsin Department of Natural Resources identifies six State Natural Areas within Columbia County, none of which are located in the Town of Pacific. State natural areas were acquired to protect the state's natural diversity, provide sites for research and environmental education, and serve as benchmarks for assessing and guiding use of other lands in the state. Natural areas are defined as tracts of land or water that have native biotic communities, unique natural features, or significant geological or archeological sites. Generally, natural areas are remnant areas which largely have escaped disturbances since settlement or which exhibit little recent disturbance so that recovery has occurred and pre-settlement conditions are approached. Natural areas provide an important reservoir of our state's genetic or biologic diversity. They act as important reserves for native biotic communities and provide habitat for endangered, threatened, or critical species or other species of special concern to scientists. While there are no State Natural Areas within the Town of Pacific the location of these natural resources in other parts of the County serve the residents of the Town by providing outdoor recreational opportunities.

### *Wisconsin's Land Legacy Report*

The WDNR has prepared the Wisconsin Land Legacy Report to identify places in the State believed to be most important in meeting Wisconsin's conservation and recreation needs over the next 50 years. The report identifies 228 Legacy Places in the State that consist of places that are the most important for conserving critical natural resources and providing outdoor recreation opportunities. Seven Legacy Places have been identified in Columbia County. Two of these places, the Middle Wisconsin River and the Portage to Buffalo Lake Corridor, potentially includes portions of the Town of Pacific.

The seven Legacy Places identified in Columbia County are as follows:

- Arlington Prairie
- Baraboo Hills
- Baraboo River
- Glacial Habitat Restoration Area
- Lewiston Marsh
- Middle Wisconsin River
- Portage to Buffalo Lake Corridor

No specific boundaries or levels of protection have been proposed for these Legacy Places due mainly to a lack of information as to what land or water features are the most appropriate to protect. The determination of where protection efforts should be focused, which protection strategies would be most effective, and who should be involved will require a more detailed, locally-led evaluation involving local landowners, citizens, organizations, businesses, and government.

### Metallic and Nonmetallic Mineral Resources

Metallic minerals are important sources for metals such as zinc, lead, copper, iron, and gold. No metallic mineral deposits exist in the Town of Pacific and no metals are currently being mined in the State of Wisconsin.

Nonmetallic minerals are important sources of building stone, lime, industrial sand, and construction aggregates. Like ground water, forests, and agricultural land, non-metallic minerals resources exist where nature put them, not always where they are needed. Planning for these resources is needed in order to ensure abundant supplies of inexpensive aggregate in the future. Reclamation of nonmetallic mines are regulated by the Columbia County Nonmetallic Mining Reclamation Ordinance within the Columbia County Code of Ordinances. The ordinance requires all operating nonmetallic mines to obtain an annual reclamation permit and to prepare a reclamation plan for the mine site. The reclamation plan is to describe how the mine site will be restored once mining is complete and what the post-mining land use will be for the property. The annual permit provides a means to track progress on the reclamation of the mine site. There are currently three nonmetallic mining sites in the Town of Pacific. The Town may want to review its own ordinance concerning non-metallic mining reclamation.

### Parks, Open Spaces and Outdoor Recreational Resources

Parks, open spaces, and outdoor recreational resources are provided by a variety of governmental entities and organizations. Parks and developed recreational areas that serve the Town of Pacific are addressed in detail in the Utilities and Community Facilities Element of this plan and therefore will not be addressed here. This section will focus mainly on open space areas and outdoor recreational resources such as hunting grounds, wildlife areas, waterfowl production areas. Over 28,000 acres of land in Columbia County are in public ownership and available for open space and outdoor recreational uses. These outdoor recreation areas include land owned by the Wisconsin Department of Natural Resources for hunting grounds and wildlife areas, lands owned by the US Fish and Wildlife Service and the Madison Audubon Society for waterfowl production areas, and lands along the Wisconsin River owned by Wisconsin Power and Light that are open to public hunting. Table 5-5 below lists many of the outdoor recreational lands available for public use in Columbia County. The table provides information on the owner, acreage, and general uses of these lands. Two of these sites, the Swan Lake Wildlife Area and part of the Wisconsin Power and Light property, are located in the Town of Pacific. The other sites, while not located directly in the Town of Pacific, provide outdoor recreational opportunities to Town residents. Open spaces and outdoor recreational areas are important resources for providing recreational opportunities for Town residents and should be supported whenever possible.

**TABLE 5-5**  
**Outdoor Recreational Lands, Columbia County, 2005**

<b>Owner</b>	<b>Site Name</b>	<b>Acres</b>	<b>Purpose / Uses</b>
Wisconsin DNR	Columbus Wetland	240	Hunting/Canoeing/Bird Watching/Fishing
	Dekorra Public Hunting Grounds	242	Hunting/Bird Watching/Berry Picking
	Duck Creek Public Hunting Grounds	159	Hunting/Bird Watching/Hiking
	French Creek Wildlife Area	3,176	Hunting/Fishing/ Bird Watching/Berry Picking
	Grassy Lake Wildlife Area	695	Hunting/Bird Watching/Berry Picking
	Hampden Wetland Public Hunting Grounds	227	Hunting/Bird Watching
	Hinkson Creek Fishery Area	160	Hunting/Trout Fishing
	Jennings Creek Wildlife Area	530	Hunting/Trout Fishing
	Lodi Marsh Wildlife Area	1,207	Hunting/Hiking/ Berry Picking/Bird Watching/
	Mackenzie Environmental Center	267	Live Animal Exhibits/Nature Center Education/Hiking/ Bird Watching/ Cross-Country Skiing
	Mud Lake Wildlife Area	2,139	Hunting/Canoeing/Bird Watching
	Paradise Marsh Wildlife Area	1,496	Hunting/Bird Watching/Hiking
	Peter Helland Wildlife Area	2,997	Hunting/Bird Watching/Berry Picking/Canoeing
	Pine Island Wildlife Area	5,043	Hunting/Canoeing/Dog Training/Hiking/Fishing
	Rocky Run Creek Fishery Area	710	Hunting/Trout Fishing/Bird Watching
Rowan Creek Fishery Area	629	Hunting/ Bird Watching/Hiking/Cross-Country Skiing/Trout Fishing	
Swan Lake Wildlife Area	1,799	Hunting/Bird Watching	
US Fish and Wildlife Service	Anderson Waterfowl Production Area	20	Waterfowl Production Area
	Baraboo River Waterfowl Production Area	846	Waterfowl Production Area
	Becker Waterfowl Production Area	279	Waterfowl Production Area
	Doylestown Waterfowl Production Area	52	Waterfowl Production Area
	Ludwig Waterfowl Production Area	35	Waterfowl Production Area
	Manthey Waterfowl Production Area	422	Waterfowl Production Area
	Rowe Waterfowl Production Area	336	Waterfowl Production Area
	Schoenberg Marsh Waterfowl Production Area (part)	605	Waterfowl Production Area
	Severson Waterfowl Production Area	250	Waterfowl Production Area
	Vangen Waterfowl Production Area	81	Waterfowl Production Area
Madison Audubon Society	Goose Pond	569	Waterfowl Production Area/Bird Watching
	Schoenberg Marsh Waterfowl Production Area (part)	60	Waterfowl Production Area
Wisconsin Power and Light	Wisconsin River Area	3,100+	Hunting

Source: WDNR, US Fish and Wildlife Service, & Columbia County

### Historic and Cultural Resources

Columbia County and the Town of Pacific have a vibrant history consisting of both Native American and European settlement periods. Historic Native American sites such as mounds, campsites, or villages are

located throughout the County including some in the Town of Pacific. Likewise, many settlements in the County date back to the mid-1800's and contain historic homes and buildings from the early European settlement. In an effort to retain the historic character of the County and the Town and encourage tourism in the area, the integrity of historic structures and cultural sites should be preserved and enhanced whenever possible. The preservation of historic and cultural resources is an important tool to allow people to experience and learn from the past. Historic places, objects, and documents provide important evidence about historical trends and events, provide insight into how people lived, provide examples of distinctive architectural and engineering designs, and help to tell the story of the history of Columbia County and the Town of Pacific. Information about the historic and cultural resources is described below.

### *National and State Register of Historic Places*

Identifying and preserving historical structures and cultural areas within the Town of Pacific are important considerations in developing a comprehensive plan for the Town. These features help to define the Town's historic character and cultural heritage. The National Register of Historic Places recognizes properties of local, state, and national significance. The Wisconsin State Register of Historic Places also recognizes significant historic sites and most properties on the National Register are also included on the State Register. However, the State register allows for state-level preservation efforts outside of the National Register. Properties are listed in the National and State Register because of their associations with significant persons or events, because they contain important information about our history or prehistory, or because of their architectural or engineering significance. The National and State Registers also list important groupings of properties as historic districts. Details about the National and State Register of Historic Places program are provided in section 5.3.6 of this element. A total of 57 sites in Columbia County have been placed on the National and State Registers of Historic Places. Currently no sites are located in the Town of Pacific but eligible sites may exist within the Town. Table 5-6 lists the properties listed on the National and State Registers of Historic Places in Columbia County by the community in which they are located. The impacts on sites eligible for listing in the National and State Registers of Historic Places should be considered when evaluating development proposals in the Town.

There are several remaining farmsteads and farm buildings of local historic interest in the Town. The historic Town of Pacific Cemetery is located along Highway 51 in Section 22.

**TABLE 5-6**  
**Sites Listed on the National and State Registers of Historic Places,**  
**Columbia County, 2011**

<b>Town/Village/City</b>	<b>Historic Site Name</b>	<b>Address</b>
Town of Caledonia	Durward's Glen	NE of Merrimac off STH 78
Town of Columbus	Holsten Family Farmstead	W1391 Weiner Rd.
Town of Fountain Prairie	Nashold 20-sided Barn	CTH Z, 0.4 mi. E of STH 146
Town of Lodi	Holborn, George and Tuve, House	W10507 STH 60 (524 Portage Street)
Town of Newport	Kingsley Bend Mound Group	Hwy 16 wayside, 3 miles south of Dells
	Kingsley Bend Mound Group (Boundary Increase)	not for publication
	Upham, Horace A.J., (Camp Wabeek) House	N9888 STH 13
Village of Pardeeville	Bellmont Hotel	120 N. Main St.
	Cox, Angie Williams, Library	129 N. Main St.
	Pardeeville Presbyterian Church	105 S. Main St.
City of Columbus	Arnold, E. Clark and Julia, House	954 Dix St.

Town/Village/City	Historic Site Name	Address
	Bellack, Albert M. and Alice, House	628 West James St.
	Chadbourn, F. A., House	314 S. Charles St.
	Columbus City Hall	105 N. Dickason St.
	Columbus Downtown Historic District	Roughly bounded by Mill, Water and Harrison Sts. and Dickason Blvd.
	Columbus Fireman's Park Complex	1049 Park Avenue
	Columbus Post Office	211 South Dickason Blvd.
	Columbus Public Library	112 S. Dickason Blvd.
	Farmers and Merchants Union Bank	159 W. James St.
	Farnham, Fred and Lucia, House	533 West James Street
	Griswold, George, House	146 South Dickason Boulevard
	Ingalsbe, Adolphus and Sarah, House	546 Park Avenue
	Jones, John A. and Maggie, House	307 North Ludington Street
	Kurth, John H., and Company Office Building	729--733 Park Ave.
	Lewis, Gov. James T., House	711 W. James St.
	Prairie Street Historic District	Roughly along W. Prairie St., including parts of S. Lewis St. and S. Charles St.
	Schendel, Reinhard and Amelia, House	211 North Ludington Street
	Sharrow, Frances Kurth, House	841 Park Avenue
	South Dickason Boulevard Residential Historic District	Roughly along S. Dickason Blvd., from W. School St. to W. Harrison, also along S. Ludington St.
Zion Evangelical Lutheran Church and Parsonage	236 and 254 West Mill Street	
City of Lodi	Bacon, Clara F., House	509 Madison Ave.
	Byrns, Daniel and Nellie, House	221 Mill Street
	Goeres Park	circa 101 Fair Street
	Lewis, Frank T. and Polly, House	509 North Main Street
	Lodi Downtown Historic District	133, 137-39, 143, 147, 157 and 161-165 South Main Street
	Lodi School Hillside Improvement Site	Corner Street , bounded by Pleasant Street and Columbus Street
	Lodi Street - Prairie Street Historic District	Roughly Prairie St. from Second St. to Mill St.
	Mills, George W. and Margaret, House	104 Grand Avenue
	Mills, Job, Block	109-111 South Main Street
	Portage Street Historic District	Roughly along Portage St. from Spring to Parr Sts.
	Pruyn, Joel M., Block	146 South Main Street
	Robertson, John A. and Martha, House	456 Seminary Street

Town/Village/City	Historic Site Name	Address
City of Portage	Church Hill Historic District	Roughly bounded by Adams, Pleasant, Lock, and Franklin Sts.
	Fort Winnebago Site	Address Restricted
	Fort Winnebago Surgeon's Quarters	0.1 mi. E of corporate city limits on STH 33
	Fox-Wisconsin Portage Site	Address Restricted
	Gale, Zona, House	506 W. Edgewater St.
	Merrell, Henry, House	505 E. Cook St.
	Old Indian Agency House	NE end of old Agency House Rd.
	Portage Canal	Between Fox and Wisconsin Rivers
	Portage Industrial Waterfront Historic District	Jct. of E. Mullet and Dodge Sts.
	Portage Retail Historic District	Roughly, Cook from Wisconsin to Main, Wisconsin from Cook to Edgewater and DeWitt from Conant to Edgewater
Society Hill Historic District	Roughly bounded by W. Wisconsin, Cass and W. Emmett Sts. and MacFarlane Rd.	
City of Wisconsin Dells	Bennett, H. H., Studio	215 Broadway
	Bowman House	714 Broadway St.
	Kilbourn Public Library	631 Cedar Street
	Weber, Jacob, House	825 Oak St.

Source: Wisconsin Historical Society

### *The Architecture and History Inventory (AHI)*

In addition to the National and State Registers of Historic Places, the Wisconsin Historical Society maintains a collection of information on historic buildings, structures, sites, objects, and historic districts throughout the Wisconsin called the Architecture and History Inventory (AHI). The AHI is housed at the Wisconsin Historical Society in Madison and is a permanent record maintained by the Society's Division of Historic Preservation. The AHI contains data on buildings, structures and objects that illustrate Wisconsin's unique history. The AHI documents a wide range of historic properties such as the round barns, log houses, metal truss bridges, small town commercial buildings, and Queen Anne houses that create Wisconsin's distinct cultural landscape. The AHI is comprised of written text and photographs of each property, which document the property's architecture and history.

Most properties become part of the AHI as a result of a systematic architectural and historical survey. The inventory is not a comprehensive list of all old Wisconsin buildings and structures. The inventory has been assembled over a period of more than 25 years from a wide variety of sources. From its beginning in the mid-1970s until 1980, reconnaissance surveys were conducted by summer students. Starting in 1980, intensive surveys were funded by sub-grants and conducted by professional historic preservation consultants. In many cases, the information is dated. Some properties may be altered or no longer exist. The majority of properties included in this inventory are privately owned and not open to the public. Inclusion in this inventory conveys no special status, rights or benefits to owners of these properties. In the Town of Pacific three properties are listed in the inventory.

### *Archaeological Sites Inventory (ASI)*

Archaeological sites are places that provide archeologists with clues about past human behavior. These sites are often located where people lived, worked, or worshipped. Examples of archaeological sites include the remains of Indian campsites, areas where lead was mined by either Native Americans or early European settlers, the remains of a farmstead, a limestone quarry, a pottery

factory, a shipwreck, or a railroad depot. Archaeological sites also include burial sites such as Native American burial mounds and historic European-American cemeteries.

The Office of the State Archaeologist, Historic Preservation Division of the Wisconsin Historical Society maintains a list of archaeological sites, mounds, unmarked cemeteries, marked cemeteries, and cultural sites known as the Archaeological Site Inventory (ASI). The ASI does not include all of the archaeological sites, mounds, unmarked cemeteries, marked cemeteries, and cultural sites that are present in the state. It includes only those sites that have been reported to the Wisconsin Historical Society. It is estimated that less than one percent of the archaeological sites in the state have been identified. The ASI is a compilation of information derived from a variety of sources over the last 150 years. The information available for each entry varies widely and not all of the information has been verified. Few of the sites have been evaluated for their importance and additional archaeological fieldwork may need to be completed. Sites listed on the State and National Register of Historic Places are also identified in the ASI. Under Wisconsin law, Native American burial mounds, unmarked burials, and all marked and unmarked cemeteries are protected from intentional disturbance. The discovery of any suspected Native American burial mounds or an unmarked or marked burials are required to be reported to the Burial Sites Preservation Office at the Wisconsin Historical Society.

In Columbia County, approximately 442 archaeological sites are included in the Wisconsin State Historical Society's ASI. Of these 442 sites, 198 are cemeteries or burials and 79 are Native American mounds. Several of these sites are located in the Town of Pacific and it is highly likely that additional undocumented sites exist within the Town. Therefore, when evaluating development proposals it is important to consider the likelihood that an archaeological site may exist within the development site. It is estimated that nearly 80 percent of the archaeological sites that once existed in the state have been destroyed or severely damaged, primarily by modern land practices such as development and farming. Many sites have also been damaged by looting. These archaeological sites represent some of the last remaining links to local history. Archaeological sites are non-renewable resources. If an archaeological site is destroyed, it is lost forever.

### *Museums, Historical Markers, and Historical Societies*

Columbia County has a number of museums, historical markers, and historical societies that provide insight into the historical and cultural resources of the County. Table 5-7 lists the museums, historical markers, and historical societies located within Columbia County by community. One of these resources, Marquette historical marker, is located within the Town of Pacific. In addition, several museums and historical markers are located nearby in the Pardeeville area and the City of Portage. The museums included on the list consist mainly of non-profit organizations that focus on a particular aspect of the County's history. The historical markers listed in the table document an important event in history and include markers installed by the State as well as those installed by local historical societies. The County's historical societies often maintain important historical records and objects and are often involved with local museums. Many of these facilities and organizations are open year round, however some require appointments.

**TABLE 5-7**  
**Museums, Historical Markers, and Historical Societies by Community**  
**Columbia County, 2005**

<b>Location</b>	<b>Resource</b>	<b>Description</b>
Town of Arlington	John Muir View	Historical Marker
Town of Fort Winnebago	Potters' Emigration Society	Historical Marker
Town of Dekorra	Aliens and Oddities of Nature	Museum
	The Circus	Historical Marker
	Logging History Museum	Museum
	Rest Areas on the I-Roads	Historical Marker
	Wisconsin Conservation Wardens Museum	Museum
Town of Leeds	Leeds Center Cemetery Civil War Memorial	Historical Marker
	Empire Prairie Historical Marker	Historical Marker
Town of Newport	Kingsley Bend Indian Mounds	Historical Marker
Town of West Point	Merrimac Ferry	Historical Marker
Town of Wyocena	Wyona Park	Historical Marker
Village of Cambria	Cambria-Friesland Historical Society	Historical Society
Village of Pardeeville	Columbia County Historical Society	Historical Society
	Belmont Hotel	Historical Marker
	Columbia County Museum	Museum
	Historic Pardeeville	Historical Marker
Village of Poynette	Poynette Area Historical Society	Historical Society
	Poynette Museum	Museum
Village of Wyocena	Major Elbert Dickason	Historical Marker
	Dickason's "Hotel"	Historical Marker
City of Columbus	Christopher Columbus Museum	Museum
	Governor James Taylor Lewis	Historical Marker
City of Lodi	Lodi Valley Historical Society	Historical Society
City of Portage	Frederick Jackson Turner	Historical Marker
	Ketchum's Point	Historical Marker
	Indian Agency House	Museum
	Museum at the Portage	Museum
	Portage Historical Society	Historical Society
	Society Hill Historic District	Historical Marker
	Zona Gale Center for the Arts	Museum
	Fort Winnebago	Historical Marker
	Marquette	Historical Marker
	Surgeon's Quarters of Fort Winnebago	Museum
City of Wisconsin Dells	Dells Country Historical Society	Historical Society
	HH Bennett Studio and History Center	Museum
	Stroud Bank	Historical Marker

Source: Wisconsin Historical Society and Columbia County Planning and Zoning

### *Cultural Events*

A number of cultural events are held annually in communities throughout Columbia County although none are directly located within the Town of Pacific. These events encourage residential development, attract local tourism, and boost local economies. Many of these events have a component that celebrates local history and helps to increase the sense of community in the area.

These events are often sponsored by local chambers of commerce or other community groups. July and August are the most active months for community events in Columbia County. Table 5-8 lists the major cultural events by community in Columbia County.

**TABLE 5-8**  
**Cultural Events in Columbia County**

<b>Location</b>	<b>Event</b>	<b>Month of Event</b>
Town of Dekorra	Mid-Summer Night Festival	July
Village of Cambria	Park Days	August
Village of Fall River	Fall River Chamber - Musical Extravaganza	October
Village of Friesland	Band Concerts and Pie Social	June thru August
Village of Pardeeville	Band Concerts and Pie Social	June thru August
	Pardeeville's 4th of July Celebration	July
	Pardeeville Watermelon Festival	September
Village of Randolph	Randolph Alumni FFA Toy Show and Sale	April
	Randolph Kiwanis Korn Karnival	September
	Randolph Christian Holiday Craft Sale	November
	Randolph Craft Show and Sale	November
Village of Rio	Rio Street Dance	August
City of Columbus	Redbud Festival	May
	Columbus Carriage Classic	June
	Classic Night	June
	4th of July Celebration	July
	Columbus Chamber Harvest Days	October
	Columbus Christmas Parade	November
	Holiday Home Tour	December
City of Lodi	Lodi Art Club's Annual Art in the Park	July
	Lodi Agricultural Fair	July
	Susie the Duck Day Celebration	August
	Rotary Summer Parade	August
	Holiday Open House Weekend	November
City of Portage	Portage's Festival of Flowers	April
	Portage Canal Days	June
	Downtown Art Walk	July
	Concert in the Park	July
	YesterFest	August
	Friendship Village Celebrates Zona Gale	August
	Taste of Portage Market Fair	August
	Pumpkinfest	October
	Holiday Parade and Tree Lighting	November
	Citywide Cookie Walk	December
	Living Windows	December
	Historic Home Tour	December
City of Wisconsin Dells	Flake Out Festival	January
	Automotion	May
	Wo-Zha-Wa Days Fall Festival	September
	Autumn Harvest Fest	October
Columbia County	Columbia County Fair	July

Source: Columbia County Tourism Committee

### Community Design

The Town of Pacific is a Civil Town in Columbia County, Wisconsin. Civil Towns are local units of government in rural areas of the State of Wisconsin. Such Towns have elected representatives and the power to tax and regulate within their borders. The Town of Pacific is 21.6 square miles in area and approximately four miles wide and six miles long. The community design of the Town of Pacific can be characterized as rural in nature. The Town does not have a downtown commercial district, however some highway related commercial uses exist within the Town along US Highway 51 and other commercial uses are available in the Town of Pacific as well as the City of Portage.

## **ECONOMIC DEVELOPMENT**

This element identifies the economic characteristics and trends in the Town of Pacific. 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**

- ◆ Provide services required by local residents and/or tourists, create jobs, utilize natural resources in an efficient manner that preserves the resources of the Town and create a strong tax base or provide other revenues to the Town.

### **ECONOMIC DEVELOPMENT GOALS AND OBJECTIVES**

**Goal 1: The preservation of existing economic development, establishment of quality business development, and the improvement of aesthetic appeal of highly visible commercial areas in the Town of Pacific.**

Objective 1: Preserve existing commercial and industrial businesses in the Town.

- Policy (a): Maintain the Columbia Generating Station in the Town of Pacific as a major source of jobs and economic foundation in the area.
- Policy (b): Maintain the Unimin Corporation mineral extraction facility in the Town of Pacific as a major industrial facility.
- Policy (c): Maintain communication with all business owners in the Town to show support and be available for guidance on zoning, land use and government services matters.
- Policy (d): Explore options for the use of revolving loan funds, or other DOC (or similar agency) funds, for the creation of jobs in the Town for smaller businesses.
- Policy (e): Request the US Corp of Engineers and WI Department of Natural Resources to update 100-year flood plain maps to accurately show the floodplain delineations in the Town of Pacific after the construction of the WI River levees.

Objective 2: Improve the Highway 51 corridor, and other business areas, in a manner that enhances the tax base and appearance of the Town.

- Policy (a): Support clean-up of environmentally contaminated sites and/or blighted sites utilizing the Brownfield initiative through WDNR or WDOC (or similar agency) to assist with funding for site clean-up and/or remediation.
- Policy (b): Identify underutilized sites where business development potential is present. Develop policies and procedures to encourage productive use of such sites.
- Policy (c): Adopt policies to address blighted properties in the Town.
- Policy (d): Take steps to create an attractive and vibrant “Town Center” business district in the vicinity of the intersection of Highway 51 and CTH P. Such steps would include developing a corridor management plan/strategy, organizing the business district in an association or other recognizable form, working with property owners to establish economic development plans for

underutilized sites, working with others to capture appropriate business development leads, developing overall beautification objectives for the area.

Policy (e): Discourage “sprawl” or “strip” commercial development along highway corridors in the Town, in areas not currently zoned for commercial use.

Objective 3: Carefully planned recreational, commercial, industrial or other business enterprises within the Town.

Policy (a) Coordinate the handling of commercial and industrial zoning and conditional use permit applications with County Officials and develop procedures for timely review and comment on those applications.

Policy (b): Consider the development of standards for business development in the Town, including design enhancements for signage, landscaping, fencing, façade and general site design.

Policy (c): Continue the policy of holding public hearings to gather public input on major land use decisions, such as rezonings, conditional use permits and variances.

Policy (d): Request Columbia County to forward all commercial and industrial zoning and conditional use permit applications to the Town for review and comment prior to Columbia County action.

## ECONOMIC DEVELOPMENT PROGRAMS

### 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. The Corporation is staffed by a full-time economic development professional and an administrative assistant and governed by a Board of Directors. The Corporation is funded by participating municipalities on a per capita basis and by Columbia County. Each participating community has one representative and one alternate on the board of directors and communities with over 4,000 people have two representatives. Columbia County also has two representatives on the Board. The Corporation is funded through contributions from participating communities on a per capita basis. The Columbia County Board of Supervisors then matches the funds received from the participating communities.

### Revolving Loan Fund (RLF)

Two types of revolving loan funds are available within the Town of Pacific as described below.

#### *Columbia County Revolving Loan Fund*

The Columbia County Revolving Loan Fund program provides 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. The revolving loan fund encourages businesses and industries to invest in their own growth by providing direct business loans on a companion basis with other financing sources, thereby allowing businesses to “leverage” funds for a large economic impact. The revolving loan fund is meant as an important secondary role to private financing options.

Revolving Loan Funds are available to any business or industry located in Columbia County, including start-up businesses, and to any business moving to Columbia County. The funds can be used for any of the following purposes:

- Acquisition of land, buildings, and equipment
- Building renovation, rehabilitation, or equipment installation
- Payment of assessments for public utilities
- Working capital for inventory and direct labor

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

#### *Columbia County Economic Development Corporation Revolving Loan Fund*

The Columbia County Economic Development Corporation acquired a \$99,150 grant from the United States Department of Agriculture (USDA) for use as a revolving loan fund. The goals of the fund are similar to the Columbia County RLF. This RLF provides funds for the gap that is unfulfilled by the Columbia County program. The minimum an applicant can apply for under the County's RLF is \$25,000. The Columbia County Economic Development Corporation's RLF provides loans below the \$25,000 limit in the County fund.

#### 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 businesses and industries that are considering relocating to or expanding in Columbia County. Community profiles are available from the Columbia County Economic Development Corporation for three cities: Columbus, Lodi, and Portage; nine villages: Arlington, Cambria, Fall River, Friesland, Pardeeville, Poynette, Randolph, Rio, and Wyocena; and four towns: Courtland, Dekorra, Lowville, and Randolph.

#### Land and Building Inventory

The Columbia County Economic Development Corporation maintains a land and building inventory for each participating municipality in the County. The inventory lists the available buildings and building sites for business and industry. The inventory is available through the Columbia County Economic Development Corporation.

#### Technical College Programs

Madison Area Technical Collage (MATC) has a campus located in the City of Portage and provides a number of employment training opportunities for County residents. MATC's activities are closely related to economic development because the school trains technicians needed by employers to maintain and grow their businesses. MATC works closely with the K-12 school systems to provided career planning to students. MATC is also an intake center for the WEN network to assist entrepreneurs and inventors.

#### Wisconsin Department of Tourism

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

### 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. Each member has responsibility for certain areas of the county. With assistance of the Wisconsin Department of Tourism, the committee has participated in a Tourism Assessment process. The assessment process analyzed current marketing and promotional programs and suggested opportunities to develop a stronger tourism marketing campaign for Columbia County. The CCTC was also awarded a \$20,000 Tourism Diversification Planning Grant to develop a Tourism Plan for the county. Columbia County and the Columbia County Economic Development Corporation jointly provided the 25 percent match for the grant. As a result of the plan, the CCTC has decided to pursue the development of a Columbia County Visitors Bureau.

### Wisconsin Agricultural Development Zone Program

An agricultural development zone has been established in south-central Wisconsin encompassing five counties including Columbia County. Agricultural related businesses are eligible for tax credits that can be applied against their state income tax liability. The credits are based upon the number of new jobs created, the wage level, and the benefit package that you offer. Businesses may also be eligible for a 3% capital investment credit for real and personal property and a credit equal to 50% of your eligible environmental remediation costs.

### Wisconsin Department of Commerce

The Wisconsin Department of Commerce (WDOC) has several grant programs and services available to communities or businesses within communities. The federally funded Community Development Block Grant (CDBG) program can be used for housing, economic development, and public facility improvements. WDOC also offers many more business assistance and financing programs as well as economic development news and statistics. Recently, this Department has been transitioned to become the Wisconsin Economic Development Corporation (WEDC) through recent government directives.

### Community Development Block Grant for Economic Development (CDBG-ED)

The CDBG-ED program was designed to assist businesses that will invest private funds and create jobs as they expand or relocate to Wisconsin. The Wisconsin Department of Commerce awards the funds to a general-purpose unit of government (community) which then loans the funds to a business. When the business repays the loan, the community may retain the funds to capitalize a local revolving loan fund. This fund can then be utilized to finance additional economic development projects within the community. For more information contact the Wisconsin Department of Commerce.

### USDA – Wisconsin Rural Development Programs

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.

### 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. In Wisconsin, there are an estimated 10,000 brownfields, of which 1,500 are believed to be tax delinquent. These properties present public health, economic, environmental and social challenges to the rural and urban communities in which they are located.

Since June of 1998, the Brownfields Grant Program has awarded a total of \$36.9 million (through 2004) that resulted in grants being awarded to 89 projects across Wisconsin. These projects will have a significant impact for communities, both economically and environmentally including:

- The return of 1,090 acres of abandoned or under-used environmentally contaminated sites into clean, viable properties.
- An increase of over \$607 million in taxable property values.
- The creation of over 4,000 new jobs.

### Tax Incremental Financing (TIF) 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 TIDs. In Columbia County, the Cities of Columbus 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.

## ECONOMY

### Personal Income

Personal Income can be measured in two ways, per capita income and household income. The trends in these forms of income are discussed below.

#### *Per Capita Income*

The Wisconsin Department of Revenue shows the Town of Pacific's per capita adjusted gross income overall is just slightly below that of the County. The per capita adjusted gross income in the Town of Pacific was below the average for the County during all but one of the 44 years between 1990 and 2010. Over the 20 year period, the Town's per capita adjusted gross income has grown less rapidly than the County. The Town of Pacific's per capita adjusted gross income increased \$4,920 or 38.0 percent compared to Columbia County's increase of \$11,148 or 96.9 percent during the same time period. Increases for both the Town and County occurred primarily from 1990 to 2000 then much smaller increases from 2000 to 2010. Table 6-1 compares the per capita adjusted gross income of the Town of Pacific with Columbia County.

TABLE 6-1  
**Per Capita Adjusted Gross Income, 1990-2010**

Year	Town of Pacific		Columbia County
	Income	% of County	
1990	\$12,964	112.65%	\$11,508
1991	\$10,823	90.81%	\$11,918
1992	\$11,249	90.89%	\$12,376
1993	\$11,750	89.74%	\$13,093
1994	\$12,114	85.68%	\$14,138
1995	\$13,002	87.45%	\$14,868
1996	\$12,907	84.95%	\$15,193
1997	\$15,026	91.92%	\$16,347
1998	\$16,158	92.89%	\$17,394
1999	\$16,622	86.60%	\$19,195
2000	\$17,772	88.54%	\$20,072
2001	\$16,375	84.88%	\$19,292
2007	\$20,542	86.91%	\$23,637
2008	\$18,652	80.90%	\$23,056
2009	\$17,594	81.24%	\$21,657
2010	\$17,884	78.94%	\$22,656
<b>Change 1990 to 2010</b>	\$4,920	44.13%	\$11,148
<b>Change 2000 to 2010</b>	\$112	4.33%	\$2,584

Source: Wisconsin Department of Revenue

\*Adjusted gross income for years 2002 through 2006 were unavailable.

The per capita income in the Town of Pacific is shown to have increased in real numbers most years since 1990 with the exception of 1991, 1996, 2001, 2008 and 2009. This increase in income is the result of either smaller numbers of children in the Town in relation to the number of working adults or from actual increases in income earned by the working portion of the population. Population information discussed earlier in this element indicated that the number of children in the Town was increasing. Therefore, it is more likely that the increases in per capita adjusted gross income are the result of actual increases in the income of working adults in the Town. Rising income levels can increase housing values, encourage business expansion and new businesses, and encourage the more affluent to move to the Town of Pacific.

### *Household Income*

Median household income in the Town of Pacific exceeded the County in 1999. Over 51 percent of the households in the Town had incomes of \$35,000 to \$74,999, compared to 45 percent for the County. However, Town of Pacific also slightly exceeded the County in households with incomes between \$75,000 and \$199,000.

The \$35,000 to \$74,999 household income level represents the largest portion of household for both the Town and County. The percentage of households with incomes less than \$35,000 has decreased from 29 percent in 1999 to less than 27 percent in 2010. The County also decreased from 37 percent in 1999 to 30 percent in 2010. Table 6-2 compares household income in Town of Pacific with the County.

TABLE 6-2  
**Household Income, 1999 & 2010**

Household Income	1999				2010			
	Town of Pacific		Columbia Co.		Town of Pacific		Columbia Co.	
	No.	Percent	No.	Percent	No.	Percent	No.	Percent
Less than \$10,000	55	5.5%	1,189	5.8%	12	1.0%	996	4.3%
\$10,000 to \$14,999	40	4.0%	1,201	5.9%	66	5.4%	894	3.9%
\$15,000 to \$24,999	115	11.5%	2,420	11.9%	83	6.8%	2,119	9.2%
\$25,000 to \$34,999	80	8.0%	2,656	13.0%	167	13.6%	2,767	12.1%
\$35,000 to \$49,999	225	22.4%	3,917	19.2%	213	17.4%	3,467	15.1%
\$50,000 to \$74,999	294	29.3%	5,327	26.1%	302	24.6%	5,325	23.2%
\$75,000 to \$99,999	103	10.3%	2,177	10.7%	167	13.6%	3,419	14.9%
\$100,000 to \$149,999	58	5.8%	1,058	5.2%	165	13.5%	2,895	12.6%
\$150,000 to \$199,999	26	2.6%	216	1.1%	27	2.2%	591	2.6%
\$200,000 or more	8	0.8%	253	1.2%	24	2.0%	472	2.1%
<b>Median Household Income</b>	\$49,122		\$45,064		\$54,848		\$55,910	

Source: US Census – 2000 & 2006-2010 American Community Survey 5-year Estimates

### 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 patterns.

#### *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 definition 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. The following compares the labor force of Columbia County, including the Town of Pacific, to the State of Wisconsin. In Columbia County, the labor force has increased by 1,709 persons, or 5.7 percent over the period between 2000 and 2004. In comparison, the State of Wisconsin's labor force increased by 78,929 persons, or 2.6 percent during the same period, indicating that the County's labor force is growing at a faster rate than the State. However, the number of unemployed persons in the labor force has also increased during the five-year period. In Columbia County, the number of unemployed has increased by 378 persons, a 35.2 percent increase. For the State of Wisconsin, the number of unemployed has increased by 50,966 persons, a 50.5 percent increase. Table 6-3 compares the civilian labor force statistics for Columbia County and the State of Wisconsin.

TABLE 6-3  
**Civilian Labor Force Annual Averages, 2000 - 2010**

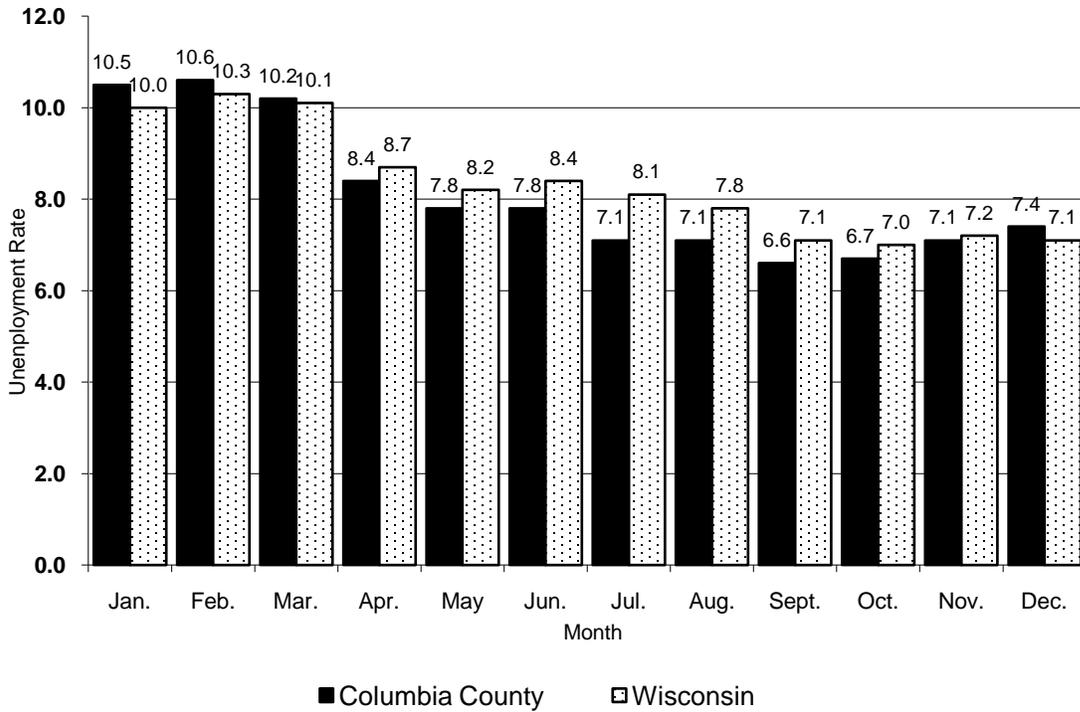
	<b>Labor Force</b>	<b>Employment</b>	<b>Unemployment</b>	<b>Unemployment Rate</b>
<b>Columbia County</b>				
2000	29,934	28,870	1,064	3.6
2002	30,815	29,244	1,571	5.1
2004	31,274	29,801	1,473	4.7
2006	31,810	30,325	1,485	4.7
2008	31,015	29,446	1,569	5.1
2010	31,142	28,614	2,528	8.1
# Change 2000-2010	1,208	-256	1,464	4.5
% Change 2000-2010	4.0%	-0.9%	137.6%	125.0%
<b>Wisconsin</b>				
2000	2,996,091	2,894,884	101,207	3.4
2002	3,021,068	2,860,915	160,153	5.3
2004	3,020,402	2,868,376	152,026	5.0
2006	3,077,096	2,932,482	144,614	4.7
2008	3,087,331	2,936,749	150,582	4.9
2010	3,062,636	2,807,301	255,335	8.3
# Change 2000-2010	66,545	-87,583	154,128	4.9
% Change 2000-2010	2.2%	-3.0%	152.3%	144.1%

Source: Wisconsin Department of Workforce Development, Bureau of Workforce Information, 2000-2010

### *Unemployment Rates*

Monthly unemployment rates for 2010 in Columbia County, including the Town of Pacific, closely mirror those of the State of Wisconsin. However, unemployment in the County is somewhat higher in the winter months due to a number of seasonal jobs in tourism, agriculture, and construction. Figure 6-1 illustrates the monthly unemployment rates for Columbia County and the State of Wisconsin for 2010. The number of unemployed includes those receiving unemployment benefits as well as those who actively looked for a job and did not find one.

**FIGURE 6-1**  
**Monthly Unemployment Rates, 2010**



Source: Wisconsin Department of Workforce Development, Office of Economic Advisors, Labor Force and Industry Employment Estimates, 2010

*Travel Time to Work*

The location of 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.

Table 6-4 illustrates the travel time to work for residents of the Town of Pacific and Columbia County. In the Town of Pacific, the largest percentage of residents, 22.0 percent, travel 10 to 14 minutes to work. This travel time is similar to the County as a whole, where the largest percentage of residents, 17.7 percent, traveled 10 to 14 minutes to work. A total of 82 Town residents, 6.5 percent, reported traveling over an hour to work while 26 Town residents, 2.1 percent, worked from home.

TABLE 6-4  
**Travel Time To Work, Town of Pacific and Columbia County, 2000 & 2010**

Travel Time	2000				2010			
	Town of Pacific		Columbia County		Town of Pacific		Columbia County	
	No.	% of Total						
Less than 10 minutes	138	11.2%	5,961	23.4%	198	14.0%	4,559	16.4%
10 to 14 minutes	277	22.5%	3,178	12.5%	362	25.6%	3,890	14.0%
15 to 19 minutes	208	16.9%	2,633	10.3%	203	14.3%	3,251	11.7%
20 to 24 minutes	102	8.3%	2,590	10.1%	132	9.3%	2,834	10.2%
25 to 29 minutes	49	4.0%	1,524	6.0%	26	1.8%	1,525	5.5%
30 to 34 minutes	77	6.3%	3,018	11.8%	91	6.4%	3,724	13.4%
35 to 44 minutes	135	11.0%	2,452	9.6%	147	10.4%	2,667	9.6%
45 to 59 minutes	164	13.3%	2,623	10.3%	149	10.5%	3,363	12.1%
60 or more minutes	82	6.3%	1,543	6.1%	109	7.7%	2,026	7.3%
<b>Total Commuters:</b>	1,232	97.9%	25,522	94.6%	1,417	98.3%	27,839	95.7%
Worked at home	26	2.1%	1,469	5.4%	24	1.7%	1,236	4.3%
<b>Total:</b>	1,258	100.0%	26,991	100.0%	1,441	100.0%	29,075	100.0%

Source: US Census, 2000 & 2006-2010 American Community Survey 5-Year Estimates

### *Place of Employment*

Examining the place of employment for the Town of Pacific's residents provides 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. In the Town of Pacific, 32.3 percent of the workers over age 16 worked outside the County. In comparison, 47 percent of workers in the County as a whole work outside the County. This trend reflects the fact that better paying job opportunities exist outside the Town and that the Town's employment base does not provide enough jobs with adequate salaries for all residents who choose to live in the Town. The trend of having a large percentage of residents working outside the Town is expected to continue. Table 6-5 illustrates the place of employment for residents of the Town of Pacific and Columbia County.

TABLE 6-5  
**Place of Employment for Workers Age 16 and Over, 2000 & 2010**

Place of Work	2000				2010			
	Town of Pacific		Columbia County		Town of Pacific		Columbia County	
	No.	% of Total						
Worked in state of residence:	1,253	99.6%	26,862	99.5%	1,427	99.0%	28,726	98.8%
Worked in county of residence	847	67.3%	14,163	52.5%	689	47.8%	18,753	64.5%
Worked outside county of residence	406	32.3%	12,699	47.0%	738	51.2%	9,973	34.3%
Worked outside state of residence	5	0.4%	129	0.5%	14	1.0%	349	1.2%
<b>Total:</b>	1,258	100.0%	26,991	100.0%	1,441	100.0%	29,075	100.0%

Source: US Census, 2000 & 2006-2010 American Community Survey 5-Year Estimates

### *Commuting Patterns*

Table 6-6 illustrates the commuting patterns for Columbia County including the Town of Pacific as reported by the 2000 US Census. 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).

TABLE 6-6  
**Commuting Patterns, Columbia County, 2000**

County	Live in Columbia County, Work In:	Travel to Columbia County from:	Net Commute
Dane Co. WI	8,929	1,581	(7,348)
Sauk Co. WI	1,692	1,013	(679)
Dodge Co. WI	1,001	1,115	114
Marquette Co. WI	243	1,398	1,155
Jefferson Co. WI	211	53	(158)
Green Lake Co. WI	79	198	119
Waukesha Co. WI	70	38	(32)
Juneau Co. WI	66	255	189
Adams Co. WI	60	748	688
Fond du Lac Co. WI	53	65	12
Milwaukee Co. WI	46	19	(27)
Rock Co. WI	35	72	37
Columbia Co. WI	14,163	14,163	0
Elsewhere	343	523	180
<b>Total:</b>	<b>26,991</b>	<b>21,241</b>	<b>(5,750)</b>

Source: US Census, 2000

### Analysis of Economic Base

An examination of the economic base of a community also can provide insight into the economy of a community. The sections below examine employment by industry group, employment by occupation, wages by industry division, principal employers, Agricultural Industry Analysis, Recreation and Tourism Industry Analysis, Economic Base and Location Quotient Analysis, and Industrial Parks.

#### *Employment by Industry Group*

Employment by industry group provides insight into the structure of the Town's economy. Table 6-7 illustrates the number and percent of employed persons by industry group for the Town of Pacific and Columbia County. Historically, the Town and the County have had high concentrations of employment in manufacturing and agriculture. Recent trends have shown a decrease in these areas with increases in employment in service industries. In the Town of Pacific, the largest percentage of employment is in manufacturing, 21.4 percent, followed by retail trade, 15.0 percent. Employment by industry group in the Town of Pacific is similar to Columbia County as a whole. However, the Town of Pacific does have a somewhat stronger concentration of employment in insurance, real estate, finance, rental & leasing as well as public administration.

**TABLE 6-7**  
**Employment of Industry Group, 2000 & 2010**

Industry Group	2000				2010			
	Town of Pacific		Columbia Co.		Town of Pacific		Columbia Co.	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Agriculture & Mining	10	0.8%	1,282	4.7%	61	4.2%	1,100	3.7%
Construction	115	9.0%	2,268	8.3%	96	6.6%	2,548	8.6%
Manufacturing	272	21.4%	5,834	21.4%	285	19.5%	4,824	16.3%
Wholesale Trade	54	4.2%	985	3.6%	23	1.6%	966	3.3%
Retail Trade	191	15.0%	3,083	11.3%	154	10.5%	3,288	11.1%
Transportation, Warehousing, & Utilities	54	4.2%	1,350	4.9%	68	4.7%	1,656	5.6%
Information	10	0.8%	553	2.0%	21	1.4%	521	1.8%
Finance, Insurance, Real Estate, Rental & Leasing	96	7.6%	1,469	5.4%	81	5.5%	2,118	7.1%
Professional, Management, Administrative, & Scientific	55	4.3%	1,510	5.5%	89	6.1%	2,010	6.8%
Education & Health	188	14.8%	4,730	17.3%	288	19.7%	5,487	18.5%
Arts, Entertainment, Recreation	71	5.6%	1,866	6.8%	101	6.9%	2,649	8.9%
Other Services	47	3.7%	911	3.3%	83	5.7%	1,008	3.4%
Public Administration	108	8.5%	1,483	5.4%	112	7.7%	1,480	5.0%
<b>Totals:</b>	<b>1,271</b>	<b>100.0%</b>	<b>27,324</b>	<b>100.0%</b>	<b>1,462</b>	<b>100.0%</b>	<b>29,655</b>	<b>100.0%</b>

Source: US Census – 2000 & 2006-2010 American Community Survey 5-year Estimates

#### *Employment by Occupation*

Employment by Occupation provides insight into the types of occupations that are held by Town residents. Examining what Town residents do for a living can help reveal some of the factors that influence income and overall employment in the Town. Table 6-8 illustrates the number and percent

of employed persons by occupation in the Town of Pacific and Columbia County for the year 2000. In the Town of Pacific, the occupation category with the largest number and percentage of employment was sales and office occupations accounting for 362 persons, or 28.5 percent of total employment. The occupation with the second largest number and percentage of employment in the Town was executives, professionals, and managers accounting for 324 persons, or 25.5 percent of total employment. The percent of employment in each occupation category in the Town of Pacific was similar to those of the County as a whole with the County's two largest categories also being executives, professionals, and managers and sales and office occupations with percentages of 28.2 and 24.9 respectively.

TABLE 6-8  
**Employment by Occupation, 2000 & 2010**

Occupation		Town of Pacific		Columbia County	
		Number Employed	Percent of Total	Number Employed	Percent of Total
2000	Executives, Professionals, & Managers	324	25.5%	7,698	28.2%
	Service Occupations	167	13.1%	3,647	13.4%
	Sales & Office Occupations	362	28.5%	6,802	24.9%
	Natural Resources, Construction & Maintenance	137	10.8%	3,591	12.8%
	Production & Transportation	281	22.1%	5,686	20.8%
	<b>Totals:</b>	1271	100.0%	27,324	100.0%
2010	Executives, Professionals, & Managers	474	32.4%	8,551	28.8%
	Service Occupations	277	18.9%	4,819	16.3%
	Sales & Office Occupations	315	21.5%	7,199	24.3%
	Natural Resources, Construction & Maintenance	185	12.7%	3,829	12.9%
	Production & Transportation	211	14.4%	5,257	17.7%
	<b>Totals:</b>	1,462	100.0%	29,655	100.0%

Source: U.S. Census, 2000 & 2006-2010 American Community Survey 5-Year Estimates

### *Wages by Industry Division*

The wages paid by a particular industry in a particular area offers insight into the economy of that area. For example, an area with higher wages in a particular industry, when compared to neighboring communities, can be an indication of strength in that particular economic sector. Higher wages also act to attract commuters and new residents to an area. However, higher than average wages coupled with a dependency on a particular industry can lead to a local recession if there is a downturn in that industry. Lower than average wages can indicate a lower quality of life in the area or a lack of highly qualified labor. Table 6-9 illustrates the annual average wage by industry division for Columbia County, including the Town of Pacific, and the State of Wisconsin.

TABLE 6-9  
Annual Average Wage By Industry Division, 2010

Industry Division	Columbia County Annual Average Wage	Wisconsin Annual Average Wage	Percent of State Average	1-year Change in Percent of State Average	5-year Change in Percent of State Average
All Industries	\$33,192	\$39,985	83.0%	84.8%	93.5%
Ag, Natural Resources, & Mining	\$31,472	\$30,608	102.8%	103.5%	83.2%
Construction	\$41,500	\$49,200	84.3%	84.8%	96.7%
Manufacturing	\$46,560	\$50,198	92.8%	97.4%	104.8%
Trade, Transportation, Utilities	\$28,923	\$33,616	86.0%	88.0%	94.7%
Information	\$23,954	\$52,677	45.5%	46.8%	*
Financial Activities	\$39,251	\$53,400	73.5%	75.7%	84.7%
Professional & Business Services	*	\$46,555	*	*	*
Education & Health Services	\$33,742	\$41,967	80.4%	81.0%	92.0%
Leisure & Hospitality	\$10,989	\$14,132	77.8%	80.5%	91.6%
Other Services	*	\$22,613	*	*	*
Total Government	\$34,686	\$42,432	81.7%	82.4%	91.7%

\*Employment and wage withheld

Source: Wisconsin Department of Workforce Development, Bureau of Workforce Information - Labor Market Information

The manufacturing and construction industries had the highest annual average wages in Columbia County in 2004. Services and Agriculture, Natural Resources, and Mining had average annual wages closest to the State of Wisconsin with these two industries being 97.2 and 95.5 percent of the State average respectively. None of the industry groups exceeded the State's annual average wage. The greatest disparity in wages between Columbia County and the State was in the information industry division where the County average annual wage was only 56.4 percent of the State.

### *Principal Employers*

Columbia County has a variety of major employers that provide job opportunities to residents in the Town of Pacific. Table 6-10 illustrates the major employers in the County with at least 100 employees in 2004. Also included in the table are the number of employees working for County government and the school districts serving the County.

Principal employers were not researched during the 2012 Comprehensive Plan updates.

**TABLE 6-10  
Principal Employers, Columbia County, 2004**

Type	Employer Name	Nature of Business	# of Employees	
<b>PRIVATE SECTOR</b>	Divine Savior Healthcare	Hospital	610	
	Associated Milk Producers, Inc.	Dairy Products	425	
	Penda Corporation	Auto Parts Manufacturing	400	
	TriEnda, A Wilbert Company	Plastic Components	340	
	Wal-Mart	Discount & Variety Retail	300	
	Cascade Mountain	Ski & Snowboard – Recreation	300	
	Columbia Correctional Institution	Prison	329	
	Capital Newspapers	Newspaper Publishing	274	
	Cardinal FG	Glass Products	250	
	CESA 5	Educational Service Agency	250	
	Saint Gobain	Plastic & Fiber Manufacturing	225	
	Columbus Community Hospital, Inc.	Hospital	220	
	Alkar Rapidpak, Inc.	Food Processing Equipment	200	
	American Packaging Corporation	Commercial Printing	200	
	Busse/Arrowhead/SJI	Packaging Machinery	200	
	Rayovac Corporation	Primary Batteries	200	
	J.W. Jung Seed Company	Retail Nursery	180	
	Fall River Foundry Group	Copper Foundry	175	
	Seneca Foods Corporation	Canned Fruits & Vegetables	160	
	Columbia Health Care Center	Skilled Nursing Care Facility	155	
	Goetz Companies, Inc.	Service Station	152	
	Enerpac-An Actuant Co.	Industrial Machinery and Equipment Manufacturing	150	
	Spartech Plastics	Plastic & Fiber Manufacturing	142	
	Continental Manor of Randolph	Skilled Nursing Care Facility	140	
	Alliant Energy – Columbia Generating	Electric Power Generation	138	
	Robbins Manufacturing, Inc.	Fabricated Metal Products	130	
	Columbus Nursing & Rehab. Center	Skilled Nursing Facility	125	
	Alsum Produce, Inc.	Fruit & Vegetable Distribution	110	
	Northwoods Inc. of Wisconsin	Administration of Social & Manpower Program	105	
	Sta-Care, Inc.	Wood Partitions	102	
	Adesa Corporation	Auction	100	
	Maysteel LLC	Sheet Metal Work	100	
	Pick'n Save	Grocery Store	100	
<b>Private Sector Total:</b>			<b>7,637</b>	
Type	Employer Name	Nature of Business	# of Employees	
<b>PUBLIC SECTOR</b>	Columbia County - Highway Department	Public Works	89	
	Sheriff Department	General Services and Public Safety	94	
	Health and Human Services	Social Services, Mental and Public Health, Aging	84	
	Courthouse and Solid Waste	General Services	136	
	Health Care Center	Skilled Nursing Home	157	
	Subtotal:			560
	Columbus School District	Education	160	
	Cambria-Friesland School District	Education	72	
	Fall River School District	Education	78	
	Lodi School District	Education	237	
	Pardeeville Area School District	Education	120	
	Portage Community School District	Education	385	
	Poynette School District	Education	148	
	Randolph School District	Education	76	
	Rio Community School District	Education	68	
	Wisconsin Dells School District	Education	80	
	Subtotal:			1,424
<b>Public Sector Total:</b>			<b>1,984</b>	

Source: Columbia County Economic Development Corporation & Columbia County Planning and Zoning

### *Agricultural Industry Analysis*

The Columbia County UW Extension Office has provided the following information regarding the agricultural industry in the County including the Town of Pacific.

Agriculture is an important economic force in Columbia County. It includes hundreds of family owned farms, related businesses and industries that provide equipment, services and other products farmers need to process, market and deliver food and fiber to consumers. The production, sales and processing of Columbia County's farm products generates employment, economic activity, income, and tax revenue. Columbia County agriculture is diverse. Its 1,526 farms include 211 dairy farms, over 400 beef, sheep and hog farms, plus everything from large cash grain operations of 500 to 1,000 acres to small, 5 to 10 acre fresh market vegetable producers. Columbia County farmers produce a variety of products. Grains, dairy, cattle and calves, poultry, eggs, and vegetables are the main commodities. Sand and muck soils associated with the Wisconsin and Fox Rivers support commercial vegetable and mint production. High quality prairie soils in the southern and northeastern parts of the county put it in the top 10 for corn and soybean production. Local farmers organized the United Wisconsin Grain Producers, Inc. to help build Wisconsin's fourth ethanol plant near Cambria.

Columbia County agriculture provides 5,312 jobs, 18 percent of Columbia County's total workforce of more than 28,850 people. The jobs provided by agriculture are diverse and include farm owners, on-farm employees, veterinarians, crop and livestock consultants, feed and fuel suppliers, food processors, farm machinery manufacturers and dealers, barn builders and agricultural lenders. Every new job in agriculture generates an additional 0.7 jobs in Columbia County. In addition, agriculture pays over \$17.0 million in taxes not including property taxes paid to local schools.

Columbia County agriculture generates more than \$666.4 million in economic activity, accounting for over 27 percent of Columbia County's total economic activity. Every dollar of sales from agricultural products generates an additional \$0.45 of economic activity in other parts of the Columbia County economy. Agriculture accounts for \$166.1 million, or 14.5 percent, of Columbia County's total income. This includes wages, salaries, benefits and profits of farmers and workers in agriculture-related businesses. Every dollar of agricultural income generates an additional \$1.07 of the county's total income.

Columbia County farmers own and manage the resources on 348,369 acres of land amounting to 70 percent of all land in the county. This includes pastures, cropland and tree farms. Farmers implement various conservation practices to protect environmental resources and provide habitat for wildlife. Farms in Columbia County are predominantly owned by individuals or families, with 88.3 percent of the farms owned by this group. Ownership of remaining farms consists of family partnerships owning 8.3 percent of the farms, family-owned corporations owning 2.6 percent of the farms, and non-family corporations owning 0.9% of the farms.

Dairy is the largest part of Columbia County's agriculture in terms of combined on-farm value and processing value. In 2000, Columbia County milk producers and the dairy industry contributed \$393.9 million to the county's economy. The on-farm production and sale of milk accounted for \$41.1 million in economic activity. The processing of milk into dairy products accounted for another \$352.8 million. Grain production is also important. In 2002, the market value of corn, soybeans and other grain crops was about \$40 million, roughly 38 percent of the total market value of all agricultural products sold in the county. There are over 106,000 acres of corn grown for grain and almost 48,000 acres of soybeans raised in Columbia County. About 25 percent of the corn is fed on farm to dairy cattle and livestock. Each dairy cow generates more than \$15,000 to \$17,000 of

economic activity. Columbia County's on-farm milk production and dairy processing account for 1,956 jobs.

The production of landscape trees and plants as well as landscape and grounds maintenance are rapidly growing segments of Columbia County's agricultural industry. Greenhouses, tree farms, nurseries and other horticultural businesses add to the diversity of agriculture in the county. Horticulture generates \$5.4 million in county economic activity, providing 148 full-time jobs and many seasonal jobs.

### *Tourism Industry Analysis*

Tourism is an important component of the economy of Columbia County and the Town of Pacific. Area attractions, recreational areas, restaurants, retail stores, and traveler accommodations play a vital role in strengthen the local economy and improving the quality of life for area residents as well as visitors to the area. The Wisconsin Department of Tourism has provided the following information regarding the tourism industry and traveler expenditures in Columbia County in 2004. Travelers are defined as Wisconsin residents and out-of-state visitors traveling for pleasure, business, or a combination of reasons.

- Columbia County ranks 19th in the state for traveler spending.
- Travelers spent an estimated \$151 million in Columbia County in 2004.
- Summer is the biggest season tourism in the County and generated traveler expenditures of almost \$66 million. Fall travelers spent \$32 million; Spring travelers spent \$30 million; Winter travelers spent \$23 million.
- Estimates indicate that employees in Columbia County earned over \$93 million in wages in 2004 generated from tourist spending, an increase of 4.7 percent from 2003.
- Travelers spending in 2004 supported 3,984 full-time equivalent jobs, compared to 3,904 in 2003.
- Local revenues (property taxes, sales taxes, lodging taxes, etc.) collected as a result of travelers amounted to over \$6 million, an increase of 11.2 percent from 2003.
- Travelers in Columbia County generated over \$19 million in state revenues (lodging, sales and meal taxes, etc.), an increase of 3.3 percent from 2003.

### *Economic Base and Location Quotient Analysis*

In order to fully comprehend the economic future of Columbia County and the Town of Pacific, it is necessary to understand how the County's economy relates not only to the State of Wisconsin's economy but to the United States economy as well. The Economic Base Analysis is a technique used to divide Columbia County's economy into basic and non-basic sectors. The basic sector is made up of local businesses that are dependent on external factors outside of the local economy for their success. For example, manufacturing and resource extracting firms (logging, mining) are often considered to be basic sector because the firm's success depends largely on non-local factors and they usually export their goods. In comparison, the non-basic sector is made up of firms that depend on local business conditions for their success such as firms in the service sector. Economic Base Theory states that the way to strengthen and grow the local economy is to develop and enhance the basic sector portion of the local economy.

There are nine industry sectors used for Economic Base Analysis, four goods producing sectors and five service producing sectors. The four goods producing sectors are: agriculture, forestry, and fishing; mining; construction; and manufacturing. The five service producing sectors are: transportation and public utilities; wholesale trade; finance, insurance, and real estate; and services.

The Location Quotient Analysis is a technique for comparing non-farm employment in the Columbia County economy to non-farm employment in the United States economy using the nine sectors listed in the Economic Base Analysis. Non-farm employment consists of all workers not engaged in the direct production of agricultural commodities, either livestock or crops, including sole proprietors, partners, or hired laborer. It should also be noted that government employment is not included in the analysis despite it being a major employer in Columbia County. Government is a non-profit entity that should not be expanded for economic purposes. Table 6-11 illustrates the Location Quotient Analysis for Non-Farm Employment in Columbia County in the years 1990 and 2000.

The Location Quotient Analysis technique identifies areas of specialization in the Columbia County economy. The Location Quotient is calculated in the following manner. Columbia County employment within a certain industry sector in a given year is divided by the Columbia County total employment in a given year. The total is then divided by the result of taking the United States employment in the same industry sector in a given year and dividing by the total United States employment for the given year. The results will be one of the following:

- A Location Quotient (LQ) of less than 1.0 – local employment in the industry group is not meeting local demand for a given good or service and is considered non-basic.
- A LQ equal to 1.0 – local employment in the industry group is exactly sufficient to meet the local demand for a given good or service. This employment is also considered non-basic because none of the goods or services are exported to non-local areas.
- A LQ greater than 1.0 – local employment produces more goods and services than the local economy can use, therefore these goods and services are exported to non-local areas. This employment is considered a basic sector employment.

TABLE 6-11  
**Location Quotient Analysis for Non-Farm Employment**  
**Columbia County, 1990 and 2000**

Industry Sector	1990 Employment	% of Total	2000 Employment	% of Total	% Change 1990 - 2000	LQ 1990	LQ 2000
Ag, Forestry, Fishing**	212	0.9%	197*	0.7%	(7.1%)	0.8	0.5
Mining	58	0.2%	62*	0.2%	6.9%	0.3	0.5
Construction	1,300	5.4%	1,796	6.2%	38.2%	1.0	1.1
Manufacturing	4,442	18.3%	5,235	18.1%	17.9%	1.3	1.6
Transportation, Public Utilities	1,134	4.7%	1,187	4.1%	4.7%	1.0	0.8
Wholesale Trade	966	4.0%	980	3.4%	1.4%	0.8	0.7
Retail Trade	4,640	19.1%	5,388	18.6%	16.1%	1.2	1.1
Finance, Insurance, Real Estate	1,061	4.4%	1,359	4.7%	28.1%	0.6	0.6
Services	5,081	21.0%	6,896	23.8%	35.7%	0.8	0.7
<b>Total Employment</b>	<b>24,231</b>	<b>100.0%</b>	<b>28,954</b>	<b>100.0%</b>	<b>19.5%</b>	<b>1.0</b>	<b>1.0</b>

Source: U.S. Department of Commerce, Bureau of Economic Analysis, Regional Accounts Data, 1990 and 2000 & Columbia County Planning and Zoning.

\* 2002 Data – 2000 Data suppressed to avoid disclosure of confidential information.

\*\* Non-farm employment in the agriculture, forestry, and fishing industry sector includes workers employed in areas such as soil preparation services, crop services, veterinary and other animal services, landscape and horticultural services, the operation of tree farms and forest nurseries, the operation of fish hatcheries and fish and game preserves, commercial hunting and trapping, and game propagation.

Three sectors within the 2000 Columbia County economy have Location Quotients greater than 1.0 and can therefore be considered basic sector employment: construction, manufacturing, and retail trade. These areas of the County’s economy produce more goods and services than the County’s economy can consume. Basic sector employment is important because it suggests that if a downturn in the local economy occurs, these sectors of the economy will not be strongly affected because they are dependent on non-local economies. Having strong basic sector employment and industry within the County strengthens the County’s economy as well as the economies of the municipalities within the County.

The remaining six sectors of the County’s economy have Location Quotients equal to or less than 1.0 and are therefore considered non-basic employment sectors. These areas of the County’s economy do not meet local demand for goods and services and could be expanded. The sectors with Location Quotients close to 1.0 indicate that local demand for goods and services from that industry is close to being met and may be met in the future.

### *Industrial Parks*

New industrial development generally occurs in urban areas to utilize the available utilities and transportation infrastructure available in these areas. As a result, industrial parks are found in all of the cities and villages in Columbia County with the exceptions of the Villages of Doylestown and Wyocena. In addition, many communities have other available industrial sites outside of industrial parks. The industrial parks closest to the Town of Pacific are located in the City of Portage and the Villages of Poynette and Pardeeville. The Columbia County Economic Development Corporation maintains a listing of available industrial sites in the County. This list is described in more detail in the Economic Development Programs section of this element. Table 6-12 below contains a list of the industrial parks in Columbia County.

TABLE 6-12  
**Industrial Parks, Columbia County**

<b>Industrial Park</b>	<b>Municipality</b>	<b>Total Acres</b>	<b>Available Acres</b>
Arlington Prairie Industrial Park	Village of Arlington	210	165
Highland Industrial Subdivision	Village of Cambria	15.5	14
Columbus Industrial Park	City of Columbus	N/A	N/A
Fall River Industrial Park	Village of Fall River	95	20
Friesland Industrial Park	Village of Friesland	N/A	N/A
Lodi Industrial Park	City of Lodi	N/A	N/A
Pardeeville Industrial Park	Village of Pardeeville	163.5	0
Portage Industrial Park	City of Portage	650	66
Poynette Industrial Park	Village of Poynette	128	1.8
Randolph Industrial Park	Village of Randolph	43	23
Rio Industrial Park	Village of Rio	13.3	0
Wisconsin Dells Industrial Park	City of Wisconsin Dells	N/A	N/A

Source: Columbia County Economic Development Corp.

## ATTRACTION OF NEW BUSINESS AND INDUSTRY

### Desired Types of Businesses and Industries

An important consideration in economic development for the Town of Pacific is the attraction of the right types of businesses and industries. The current economy within the Town is dependent on agriculture with some small businesses. The Town of Pacific would like to see the attraction of more farm related businesses to support the agricultural industry in the Town. While it is important to continue to support and develop this sector of the economy, providing balance to the local economy by expanding other sectors of the economy is also important. The Town of Pacific would also like new small businesses that provide basic services to the Town's residents that enhance our quality of life. In summary, the desired types of business and industry for the Town of Pacific include support for agricultural related businesses, and the expansion of small retail outlets that serve local residents.

### Strengths and Weaknesses for Attracting Desired Businesses and Industries

An evaluation of the strengths and weaknesses of the Town of Pacific's ability to attract business and industry provides basic information to help plan for future economic development in the Town. Identified strengths should continue to be promoted to attract business and industry that can utilize these strengths. Identified weaknesses should be further analyzed to determine if improvements can be made. Business and industry displaying aspects similar to identified weaknesses should be discouraged.

#### *Pacific's Strengths in Attracting Desired New Business and Industry*

Below are the Town of Pacific's strengths in attracting desired new business and industry as identified during this planning process.

- Excellent access to major highways.
- Extensive railroad network.
- Location near major economic and urban centers.
- High quality of life.
- Excellent access to electric utilities.

#### *Pacific's Weaknesses in Attracting Desired New Business and Industry*

Below are the Town of Pacific's weaknesses in attracting desired new business and industry as identified during this planning process.

- Lack of access to gas, sewer, and water utilities.
- Lack of suitable and available sites or land.
- Close proximity to a city that can offer businesses and industries needed services.

### Designated Business and Industrial Sites

The Town of Pacific has a limited number of sites designated and available for business and industrial development and does not have an industrial park. An existing commercial area exists in the Town located along US Highway 51 just south of the City of Portage. The Town of Pacific would prefer to see new commercial business development take place in or adjacent to this existing commercial area. Scattered businesses along highways in the Town should be discouraged. New business development should be discouraged on productive agricultural lands.

The Town should consider provisions for analysis, management, beautification and development of its STH 51/16 corridors for the purpose of business retention, attractions and expansion.

### Use of Environmentally Contaminated Sites

Environmentally contaminated sites are tracked and regulated by the US Environmental Protection Agency (EPA) and the Wisconsin Department of Natural Resources (WDNR). These agencies monitor and encourage the clean up and reuse of environmentally contaminated sites. The WDNR maintains a tracking system for contaminated sites called the Bureau for Remediation and Redevelopment Tracking System (BRRTS). The BRRTS database contains 665 environmentally contaminated sites in Columbia County. The majority of these sites are located within cities and villages throughout the County, however several contaminated sites are located in unincorporated towns. Of the 656 contaminated sites in the County, 331 have been cleaned up and are considered closed. The remaining 334 sites are classified as open sites. A closed site has completed all requirements for clean up and has received a letter from the WDNR indicating the case has been closed. An open site is one in need of a clean up or one in which a cleanup is underway.

The system tracks several types of contaminated sites, the most common of which are listed below.

- Spills – a Spill is a discharge of a hazardous substance that may adversely impact, or threaten to adversely impact public health, welfare, or the environment. There are 347 listed spills in Columbia County 229 are historic releases that require no further action, 120 of the sites have been cleaned up and closed, and one site remains open pending clean up
- Leaking Underground Storage Tank (LUST) – a LUST is an underground tank that has contaminated soil and/or groundwater with petroleum. Some LUST sites are reviewed by the WDNR and others by the WI Department of Commerce. There are 243 LUST sites in Columbia County, 188 are closed and have been cleaned up and 55 sites remain open or are conditionally closed.
- Environmental Repair Program (ERP) – ERP sites are sites other than LUST sites that have contaminated soil and/or groundwater. Often, these are old historic releases to the environment. There are 74 ERP sites in Columbia County, 27 are closed sites that have been cleaned up and 47 are open sites.
- Voluntary Property Liability Exemptions (VPLE) – a VPLE site is a site where the property owner conducts an environmental investigation and cleanup of an entire property and then receives limits on future liability of the contaminated site. There are two VPLE sites in Columbia County, one is an open site and one is conditionally closed.
- Super Fund – Superfund is a federal program created by Congress in 1980 to finance cleanup of the nation's worst contaminated hazardous waste sites. As of September 2004, 38 sites were located in Wisconsin. No Super Fund sites exist in Columbia County.

Most of the 656 identified contaminated sites in the County have been cleaned up or require no further action. In fact, only 105 sites remain in need of clean up with most of these sites being leaking underground storage tanks. Some of these sites contain existing businesses and industries that will continue operations on the sites through the cleanup process. Other sites where no business or industrial operations currently exist offer possible opportunities for future business and industry upon the cleanup of

the site. Timely clean up and reuse of contaminated sites throughout the County should be strongly encouraged.

## INTERGOVERNMENTAL COOPERATION

This element identifies activities in Town of Pacific 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

- ◆ The Town of Pacific has a long and successful history of intergovernmental cooperation with neighboring jurisdictions with respect to participating in regional service agreements for fire protection, EMS and park and recreational services.

The Town of Pacific also maintains regular coordination with Columbia County for improvements related to the Columbia County trunk highways and law enforcement through the Columbia County Sheriff’s Office.

Our community is committed to working cooperatively with other government units to meet the needs of our residents and to provide a quality place to live now and in the future.

### INTERGOVERNMENTAL COOPERATION GOALS AND OBJECTIVES

- ◆ The Town of Pacific has a long and successful history of intergovernmental cooperation with neighboring jurisdictions with respect to participating in regional service agreements for fire protection, EMS and park and recreational services.

The Town of Pacific also maintains regular coordination with Columbia County for improvements related to the Columbia County trunk highways and law enforcement through the Columbia County Sheriff’s Office.

Our community is committed to planning the future growth to meet the needs of our residents. In an effort to provide a quality place to live for present and future inhabitants, the Town of Pacific will strive to protect its natural resources and maintain its open rural character.

#### **Goal 1: Mutually beneficial governmental relations.**

**Objective #1:** Foster effective coordination with Columbia County municipalities, school districts and other Federal, State and local units of governments and agencies.

Policy (a): Coordinate with Columbia County Highway Department with respect to Highway improvements and potential impacts of land use decisions on transportation facilities.

Policy (b): Coordinate with other adjoining municipalities to provide and maintain street and storm water improvements on lands adjacent to the Town of Pacific.

- Policy (c): Seek long-term boundary agreement with the City of Portage that will stabilize municipal boundaries and preserve tax base and financial resources for the Town of Pacific.
- Policy (d): Continue to seek the most efficient and cost-effective means of providing needed public services through regional cooperation.
- Policy (e): Continue to participating in long range land use planning with other governmental units and review and identify the zoning plan that will be best for the Town.
- Policy (f): Continue to coordinate with other municipalities in coordinating fire protection services.
- Policy (g): Request and review comments from all regional service providers for all Subdivision plats and other major developments in the Town of Pacific.
- Policy (h): Work with the Columbia County Highway Department and Wisconsin Department of Transportation in evaluating the existing capacity of the County and State highways.
- Policy (i): Work cooperatively with Columbia County and local governments in the County in long-range land use planning.
- Policy (j): Work with adjoining towns and the City of Portage in reviewing and discussing public services and facilities, stormwater management and potential developments.

## INTERGOVERNMENTAL COOPERATION PROGRAMS AND RESOURCES

### 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.

### Wisconsin Partnership

The State of Wisconsin offer’s local government’s contract purchasing, technical advice, data, and financial assistance to more efficiently provide government services. Through its website, [www.wisconsinpartnership.wi.gov](http://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.

### 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.

### Wisconsin Town 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.

### League of WI 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, legislation review, a variety of publications and handbooks, and others.

### State of Wisconsin

The State of Wisconsin has a number of statues and related programs that deal with intergovernmental cooperation. For more information see section 7.5 of this element.

## INTERGOVERNMENTAL COOPERATION

### Town of Pacific and Adjacent Governmental Units

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

#### *Adjacent Governmental Units*

The Town of Pacific is located within Columbia County and shares a border with the Towns of Caledonia, Fort Winnebago, Marcellon, Wyocena, and Dekorra as well as the City of Portage.

#### *Relationship*

Town of Pacific's relationship with the adjacent Towns 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 Pacific and the adjacent towns are fixed and boundary disputes are virtually nonexistent.

The Town of Pacific's relationship with the adjacent City of Portage can be characterized as one of general agreement and respect, however the potential for conflict does exist. The City of Portage, being an incorporated municipality, has the power to annex land from the Town. The ability of the City to annex land from the Town of Pacific has the potential to cause conflict over the loss of tax base for the Town. The Town of Pacific would consider working with the City of Portage to develop a cooperative boundary agreement.

Town of Pacific's relationship with Columbia can be characterized as one of mutual respect. The Town 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 Pacific regarding zoning, land division, private sanitary systems, floodplains, shorelands, wireless communication facilities, and nonmetallic mining. The County Sheriff's Department has law enforcement jurisdiction within the Town and the County Highway Department also has jurisdiction over certain roads. In addition, the Columbia County Solid Waste and Recycling Facility is located within the Town and is available for use by Town residents. In those areas where the County has jurisdiction within the Town, the County attempts to get input from the Town before making decisions affecting the Town. Likewise, the Town has attempted to maintain open and effective communication with the County.

#### *Siting Public Facilities*

Town of Pacific has in the past cooperated with other governmental entities in the siting of public facilities. In particular, the Town of Pacific and Columbia County cooperated in siting the County's Solid Waste and Recycling Facility within the Town. The Town of Pacific also shares its Town Hall facility with the Conan School run by the Cooperative Education Service Agency (CESA), a state agency that assists local school districts. The Town of Pacific has no formal process established for siting and building public facilities with other local units of government, rather these types of projects are handled on a case by case basis.

### *Sharing Public Services*

The Town of Pacific currently shares fire protection services with the City of Portage through a contractual agreement. The Town also contracts with the County Solid Waste Department to process solid waste and recyclables and the County Highway Department for the plowing and maintenance of town roads. Schools, parks, and the libraries in the City of Portage as well as the Villages of Pardeeville and Wyocena are also utilized by Town residents. The Town of Pacific helps support the City of Portage’s Park and Recreation Department to provide recreational opportunities for Town residents. The Town of Pacific has no formal process established for sharing public services with other local units of government, rather these types of agreements are handled on a case by case basis.

### Town of Pacific and Local School Districts

The Town of Pacific is served by the Portage and Pardeeville School Districts. The Town’s involvement with these school districts is described below. More details about school districts are located in the Utilities and Community Facilities Element of this plan.

#### *Relationship*

Town of Pacific’s relationship with the school districts serving the Town can be characterized as good but limited. The school districts tend to operate rather independently and interaction with the Town tends to be minimal.

#### *Siting School Facilities*

The siting of new school facilities is mainly conducted by the school districts. The Town has historically had little input into the location of new schools.

#### *Sharing School Facilities*

No formal agreement between the school districts and Town of Pacific exist for the shared use of school facilities. However, school recreational facilities in nearby cities and villages are sometimes used by town residents.

### Region

Town of Pacific is located in the south-central region of the State of Wisconsin. Columbia County and the Town of Pacific 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.

### State

Town of Pacific’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 Pacific Comprehensive Plan development process. The relationship with these state agencies and their assistance with the Town Comprehensive Plan development process includes, but is not limited to the following:

◆ Wisconsin Department of Administration (WDOA)

The WDOA awards and administers comprehensive planning grants. While the Town of Pacific did not utilize these grants as part of the Town’s planning effort these grants remain 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 also responsible for the administration of various programs often utilized for plan implementation. The WDOA is also 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 Pacific 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 Pacific 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. In addition, the WDNR provided information through programs the department maintains regarding shoreland management, nonmetallic mining reclamation, stormwater, 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 Pacific 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 Pacific 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)

### 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 Pacific. These governmental units tend to operate rather independently and interaction with the Town tends to be minimal.

## WISCONSIN INTERGOVERNMENTAL COOPERATION STATUTES

### 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 sewerage districts, sewer utility districts, Indian tribes or bands, and others.

Intergovernmental agreements prepared in accordance with s. 66.0301, formerly s. 66.30, are the most common form of agreement and have been used by communities for years, often in the contest of sharing public services such as 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. However, the statute does not require planning as a component of any agreement and boundary changes have to be accomplished through the normal annexation process.

### Boundary Agreements Pursuant to Approved Cooperative Plan

Under 66.0307, Wisconsin Statutes, combinations of municipalities may prepare cooperative boundary plans or 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

### 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 unit on 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.

Columbia, Dane, Dodge, Jefferson, Rock, and Sauk Counties are the only counties in the state that are not part of a Regional Planning Commission.

### 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.

### Annexation

Wisconsin Statute, 66.021, 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 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.

### 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.

The incorporation process requires filing an incorporation petition with circuit court. Then, the incorporation must meet certain statutory criteria reviewed by the Municipal Boundary Review Section of the Wisconsin Department of Administration. These criteria include:

- Minimum standards of homogeneity and compactness, and the presence of a "well developed community center".
- Minimum density and assessed valuation standards for territory beyond the core.
- A review of the budget and tax base in order to determine whether or not the area proposed for incorporation could support itself financially.
- An analysis of the adequacy of government services compared to those available from neighboring jurisdictions.

- An analysis of the impact incorporation of a portion of the town would have on the remainder, financially or otherwise.
- An analysis of the impact the incorporation would have on the metropolitan region.

### Extraterritorial Zoning

Wisconsin Statute, 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 a city's 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 (except the City of Portage as of 2010 census) had populations less than 10,000 during the 2010 US 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 s. 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.

The City of Portage has exercised its extra-territorial zoning authority over the Town of Pacific in the past. In 1994, the City of Portage exercised its extraterritorial zoning authority on unincorporated lands within 1.5 miles of the City including portions of the Towns of Pacific. This effort ended in 1996 when the City and affected Towns were unable to develop a plan and zoning ordinance within the required two year timeframe.

### Extraterritorial Subdivision Review

Wisconsin Statute, 236.10, Approvals Necessary, allows a city with a population of 10,000 or more to review subdivision plats in town territory, three miles beyond a city's corporate limits. A city or village with a population less than 10,000 may review subdivision plats 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. 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 not more than one ordinance will apply. Map 7-1 illustrates the potential extent of city and village extra-territorial subdivision regulation within Columbia County including the Town of Pacific.

## PLANNING IN COLUMBIA COUNTY

The Town of Pacific joins several other towns, cities and villages in Columbia County with a statutorily compliant Comprehensive Plan. Several of those plans were created in advance of January 1, 2010, and it should be noted that some of them may have since been amended or otherwise created as a response to the state planning legislation.

A number of other plans also exist that apply within Columbia County. These planning documents include the Agricultural Preservation Plan (1977, updated 1988), the Erosion Control Plan (1987), the Land and Water Resource Management Plan (2006), the Columbia County Comprehensive Development Plan (1970), the Solid Waste Management Plan (1980, updated 1990), the Outdoor Recreation Plan (1968), the Park, Open Space, and Outdoor Recreation Plan (1975), the Outdoor Recreation Plan (1981), and the Comprehensive Outdoor Recreation Plan (1997). These documents and others from adjacent counties and state agencies were consulted and reviewed as appropriate during the development of this plan.

## INTERGOVERNMENTAL CONFLICTS AND OPPORTUNITIES

### Existing or Potential Conflicts with Other Governmental Units

Several existing and potential conflicts between units of government will likely need to be addressed during the course of the planning period. Existing and potential conflicts are summarized in Table 7-1.

### Opportunities for the Resolution of Conflicts with other Governmental Units

Conflicts are most effectively addressed in a proactive manner by pursuing opportunities that will reduce or altogether prevent future conflicts. Table 7-1 also summarizes potential opportunities that can be explored to address the identified existing or potential conflicts.

**TABLE 7-1**  
**Intergovernmental Conflicts and Opportunities for Resolution**

<b>Existing or Potential Conflict</b>	<b>Opportunities for Resolution</b>
Concerns over incompatible land uses in one municipality negatively impacting landowners and residents in adjacent municipalities.	<p>Columbia County Planning and Zoning Department should work with local municipalities to modify or add land use regulations that address local concerns.</p> <p>Columbia County Planning and Zoning Department should encourage municipalities to develop, update, and properly administer local land use ordinances and programs.</p>
Conflicts and inconsistencies between town, village, city, and county plans and ordinances.	<p>Columbia County Planning and Zoning Department should work with municipalities on procedures for the review of development proposals.</p> <p>Columbia County Planning and Zoning Department should provide assistance to municipalities in the development of plans and ordinances.</p> <p>Columbia County Planning and Zoning Department should review and provide comments on drafts of local comprehensive plan and ordinances.</p>
Conflicts over land use and development issues in the extraterritorial jurisdictions of cities and villages.	<p>Columbia County Planning and Zoning Department should provide assistance with extraterritorial and boundary agreement issues.</p>
Concern that local control in land use issues is subject to too much intervention by Columbia County and the State.	<p>Columbia County Planning and Zoning Department and the Town of Pacific should ensure ample opportunity for public involvement during land use planning and ordinance development.</p> <p>Maintain and encourage communication between the Columbia County Planning and Zoning Department and local municipalities on land use issues.</p>
Concern that County’s land use regulations are not adequate to address today’s land use issues.	<p>Columbia County Planning and Zoning Department and the Town of Pacific should review and revise land use ordinances as necessary to address current land use issues.</p>

Source: Columbia County Planning and Zoning & the Town of Pacific



## LAND USE

### LAND USE VISION

- ◆ Manage land uses in the Town of Pacific in a manner that will preserve and protect natural resources, and create a strong coherent community, but will not overburden roadways or create a demand for costly or inefficient public infrastructure or services.

### LAND USE GOALS AND OBJECTIVES

**Goal 1: Land use patterns that have preserved the rural characteristics and have provided for a quality appearance of the Town of Pacific.**

Objective #1: Preservation of rural character and rural density in the Town.

- Policy (a):* In prioritizing areas to be developed within the Town for residential plats, highest priority shall be on developing those areas already planned and identified as Expansion Sites as shown on the Town's Future Land Use Plan. Specifically, these areas include the O'Leary property in Section 15 & 16 and the Wolfgram property in Section 16. Both shall be identified as primary and secondary residential development areas; the order of which to be determined as economic and land owner interests are further revealed.
- Policy (b):* Require a minimum lot size of 40,000 square feet for newly created residential lots, unless the lots are in a Planned Unit Development approved by the Town.
- Policy (c):* Large portions of the Town have already been zoned, and in many cases, platted, for residential development. Given the goal of preserving the rural character of the Town, the quantity of land already available for residential development/new residential construction, is a significant factor to be taken into consideration when considering applications that would provide for further land to be developed for residential use.
- Policy (d):* Require developers of residential lots by either Subdivision Plat or Certified Survey Maps to provide the Town with an overall master plan for the long-range land use of all contiguous lands under the same ownership that are within residential expansion areas as designated on the Future Land Use Map. Such plans must indicate future roadways and stormwater facilities to serve planned future development.
- Policy (e):* Reduce the rate of residential development in the Town of Pacific to a level not exceeding growth rates for Columbia County, as a whole.
- Policy (f):* Develop residential subdivisions only on sites that are environmentally suitable for development.
- Policy (g):* Maintain a density of one dwelling unit per 35 acres for all new lots created in the Rural Preservation Area as shown on the Recommended Land Use Plan.
- Policy (h):* Preserve environmentally sensitive wetlands and flood plains.
- Policy (i):* Preserve productive farmland and prime agricultural soils.
- Policy (j):* Minimize conflict between adjacent land uses. Promote buffering between potentially conflicting land uses.
- Policy (k):* Review building, lighting, signage, and landscaping appearance when reviewing new development requests.

Objective #2: Quality recreational areas that meet the needs of Town residents and do not result

in significant adverse impacts to adjoining neighborhoods.

*Policy (a):* Allow limited new recreation-related development, such as golf courses and hunting clubs which do not include residential development and which will not present any significant adverse impact on adjacent properties.

*Policy (b):* Strictly limit the expansion, or new development, of campground and/or seasonal housing developments that further increase congestion on rural roads or are incompatible for surrounding uses.

**Objective #3:** Preserve existing commercial and industrial businesses in the Town.

*Policy (a):* Maintain communication with all business owners in the Town to show support for their enterprise, review expansion possibilities and to help resolve any zoning, land use or government services concerns..

*Policy (b):* Work with WDNR and COE to update floodplain boundaries and investigate methods to reduce or eliminate floodplain conditions on existing commercial properties.

*Policy (c):* Identify the Highway 51/16 corridors as primary and secondary development areas in the town, especially where re-development opportunities are available.

**Objective #4:** Improve the Highway 51 corridor in a manner that enhances the tax base and appearance of the Town.

*Policy (a):* Support clean-up of environmentally contaminated sites and/or blighted sites utilizing the Brownfield initiative through WDNR or WDOC (or similar agency) to assist with funding for site clean-up and/or remediation.

*Policy (b):* Identify underutilized sites where business development potential is present. Develop policies and procedures to encourage productive use of such sites.

*Policy (c):* Adopt policies to address blighted properties in the Town.

*Policy (d):* Take steps to create an attractive and vibrant “Town Center” business district in the vicinity of the intersection of Highway 51 and CTH P. Such steps would include developing a corridor management plan/strategy, organizing the business district in an association or other recognizable form, working with property owners to establish economic development plans for underutilized sites, working with others to capture appropriate business development leads, developing overall beautification objectives for the area.

*Policy (e):* Discourage “sprawl” or “strip” commercial development along highway corridors in the Town, in areas not currently zoned for commercial use.

**Objective #5** Suitable industrial, utility, and resource extraction land uses appropriately located within the Town

*Policy (a):* Maintain the Columbia Generating Station in the Town of Pacific as a major source of jobs and economic foundation in the area. Periodically meet with owners and managers to coordinate facility development.

*Policy (b):* Maintain the Unimin Corporation mineral extraction facility in the Town of Pacific as a major industrial facility. Periodically meet with owners and managers to coordinate facility development.

*Policy (c):* Obtain public input regarding proposed industrial and utility development.

*Policy (d):* Require all new mineral extraction operations to file reclamation plans with the Town describing the plans and schedule for closure and site reclamation. Investigate the adoption of a Town Nonmetallic Mining Reclamation Ordinances based on the Model Ordinances published by WDNR pursuant to NR 135.35 of the Wisconsin Administrative Codes.

- Policy (e):* Amend the Town Ordinances to reflect the goals, objectives and policies of the Town’s “Smart Growth” Comprehensive Plan.
- Policy (f):* Meet with Columbia County Planning and Zoning Department to receive its input regarding goals, objectives and policies of the Town’s “Smart Growth” Comprehensive Plan.

## LAND USE PROGRAMS

### Town of Pacific Code of Ordinances

The Town of Pacific has adopted ordinances to regulate various activities within the Town. Four of these ordinances regulate land use within the Town including the Land Division and Subdivision Ordinance, the Erosion Control and Storm Water Runoff Ordinance, the Uniform Dwelling Code and the Mobile Homes Ordinance. These four Town of Pacific ordinances are discussed in more detail below.

#### *Land Division and Subdivision Regulations*

The Town of Pacific’s Land Division and Subdivision Ordinance regulates the division of land within the Town of Pacific. The intent of the ordinance is to lessen congestion on highways and streets; foster the orderly layout and use of land; provide public safety; provide adequate light and air; discourage overcrowding of the land; protect the community’s agricultural base; provide for adequate public services; and to provide oversight into the further division of large tracts of land into smaller pieces. The ordinance is administered by the Town of Pacific Planning Commission and Town Board. The Land Division and Subdivision Ordinance requires an approved Certified Survey Map (CSM) be recorded in the Columbia County Register of Deeds Office for any minor land division that is less than 35 acres in size and is comprised of fewer than five lots. Major subdivisions comprised of five or more lots are subject to state platting requirements in addition to requirements in the Town of Pacific’s Land Division and Subdivision Ordinance.

#### *Erosion Control and Storm Water Runoff*

The Town of Pacific’s Erosion Control and Storm Water Runoff Ordinance regulates activities within the Town that can result in the erosion of soil by water runoff. The intent of the ordinance is to promote the health, safety, prosperity, and general welfare of the citizens of the Town of Pacific; conserve the soil, water, and related resources; to prevent and control erosion and sedimentation. The ordinance is administered by the Town of Pacific Planning Commission and Town Board. The Erosion Control and Storm Water Runoff Ordinance requires a permit when conducting certain land disturbing activities on public or private land within the Town. These land disturbing activities include: the disturbance of an area of 10,000 square feet or greater, an excavation or fill project that exceeds 1,000 cubic yards of material, any public road project, the altering or removal of material from a water course, any trenching of over 300 linear feet, any land division that requires plat approval or CSM, any land disturbances on slopes greater than 20 percent slopes, and any other activity that the Town Engineer determines will likely cause erosion.

#### *Mobile Homes*

The Town of Pacific’s Mobile Home Ordinance regulates the placement and occupancy of mobile homes within the Town. The intent of the ordinance is to locate mobile homes in appropriate and desired locations within the Town of Pacific. The ordinance is administered by the Town of Pacific Planning Commission and Town Board. The Mobile Home Ordinance requires all mobile homes and

mobile home parks within the Town of Pacific to obtain a license from the Town Board. New mobile homes are allowed only in licensed mobile home parks. Mobile homes located outside of licensed mobile home parks are allowed only with a special permit from the Town Board.

### *Uniform Dwelling Code*

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 Pacific. The Town of Pacific currently contracts with an inspection firm to provide the required UDC and commercial construction inspections.

### Columbia County Code of Ordinances

Most land development and building activity in the unincorporated areas of Columbia County, including the Town of Pacific, is subject to Columbia County regulations. Land use within the County is regulated by the Columbia County Code of Ordinances. The primary section of the Code of Ordinance that regulates land use within the County is Title 16. Title 16 includes seven chapters providing regulation regarding Zoning, Land Division and Subdivision, Private Sewage Systems, Floodplain Zoning, Shoreland Wetland Protection, Wireless Communication Facilities, and Nonmetallic Mining Reclamation. Other sections of the Columbia County Code of Ordinances that regulate land use include Title 12, Chapter 4 - Highway Access Control, that regulates property access from County highways and Title 15, Animal Waste Management, that regulates the placement and use of animal waste and manure storage facilities. The County's land use regulations are discussed in more detail in the sections below.

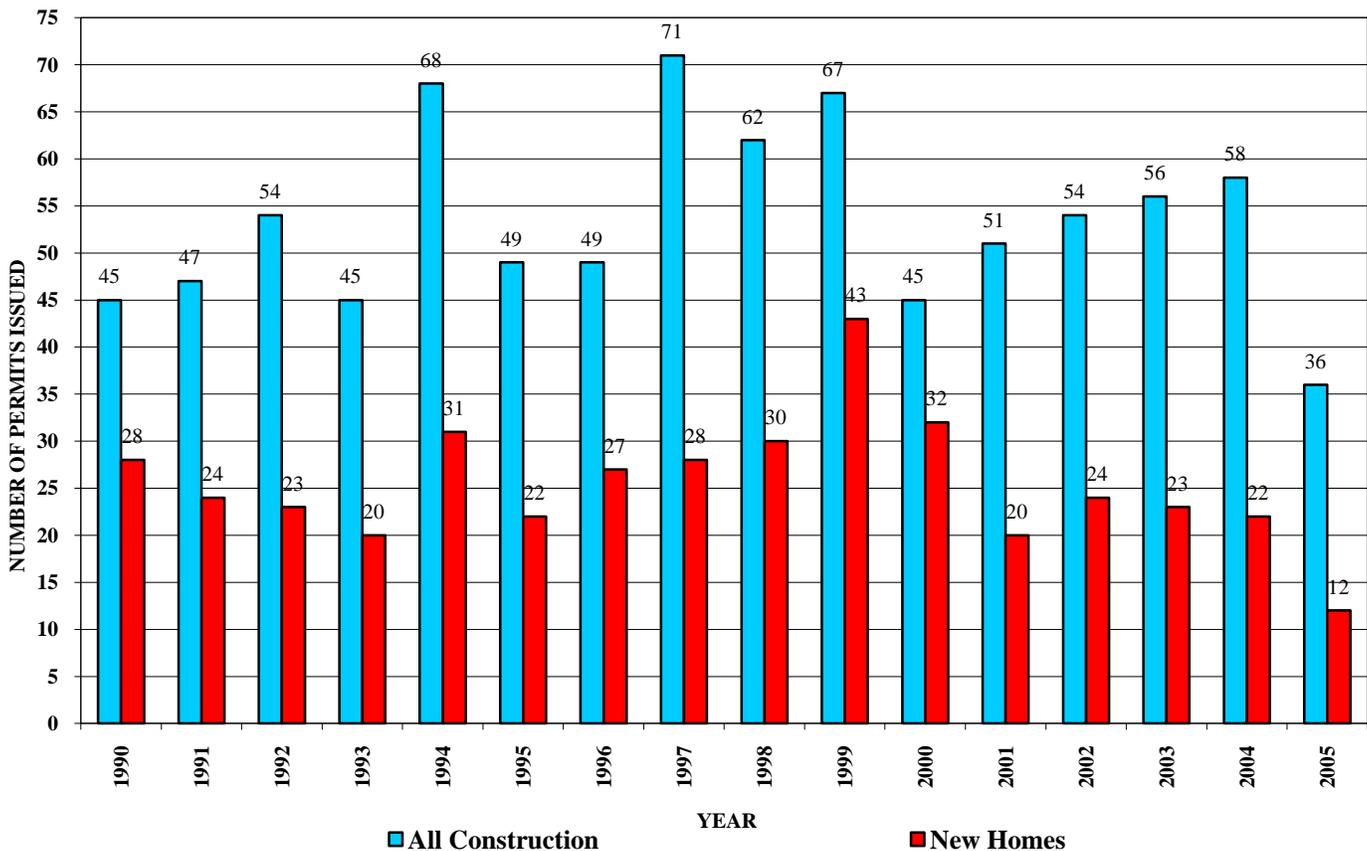
### *Zoning Ordinance*

The Columbia County Zoning Ordinance, originally adopted in 1961, regulates the use of land and is in effect within 19 of the 21 unincorporated Towns including the Town of Pacific. The intent of the ordinance is to promote public health, safety, and general welfare through regulating the location of land uses and structures within the County. The ordinance is administered by the Columbia County Planning and Zoning Department and establishes 10 primary use districts and two overlay districts. In 2006, the primary use zoning district that encompassed the largest amount of area in the Town of Pacific was the Agricultural Zoning District (59.19%) followed by the Industrial (25.67%) and the Single Family (8.26%) Zoning Districts. Four other primary use zoning districts Recreational (3.51%), Multiple Family (3.04%), Agricultural II (0.23%), and Commercial (0.11%) are also mapped and in use within the Town of Pacific but encompass smaller amounts of the zoned area of the Town. The Highway Interchange, Marina, and Rural Residential primary use zoning districts have not been utilized within the Town of Pacific. The Columbia County Zoning Ordinance also includes two overlay zoning districts the Agricultural Overlay District and the Planned Residential Development Overlay District. The intent of the overlay districts is to add an additional layer of regulation to the land or to provide flexibility within the primary zoning district while providing additional protections to certain land features. These overlay districts have not been utilized within the Town of Pacific.

Under the Columbia County Zoning Ordinance, all land development and building activity in the Town of Pacific requires the issuance of a Zoning Permit. The issuing of a Zoning Permits indicates that the proposed development is an approved use under the current zoning of the subject property.

Applications for a Zoning Permit are filed with the Zoning Administrator in the Planning and Zoning Department. Figure 8-1 illustrates the Zoning Permit activity for the Town of Pacific from 1990 to 2005. Over the 16 year period, an average of 53.6 Zoning Permits were issued per year for all types of construction, with an average of 25.6 Zoning Permits issued per year for new home construction. Over the most recent five year period from 2001-2005, Zoning Permits for all construction averaged 51.0, a 4.9 percent decrease over the 16 year average. Likewise, over the same five year period, permits for new homes in the Town of Pacific averaged 20.2 per year, a 21.1 percent decrease from the 16 year average.

**FIGURE 8-1**  
**Zoning Permit Trends, All Construction and New Homes, 1990-2005**



Source: Columbia County Planning and Zoning Department

Currently, Columbia County is conducting an update to its zoning ordinance, with the anticipated adoption at some point in 2012.

*Land Division and Subdivision Ordinance*

The Columbia County Land Division and Subdivision Ordinance, originally adopted in 1966, regulates the division of land within the County and is in effect in all 21 of the unincorporated Towns including the Town of Pacific. The intent of the ordinance is to regulate and control the division of land in the unincorporated areas of the County in order to promote orderly layout and use of land; protect the health and safety of county residents; ensure the adequate provision of public infrastructure; and to provide adequate legal descriptions and monumentation of subdivided land.

The ordinance is administered by the Columbia County Planning and Zoning Department. The Land Division and Subdivision Ordinance requires an approved certified survey map (CSM) be recorded in the Register of Deeds Office for any minor land division that is less than 35 acres in size and is comprised of fewer than five lots. Major subdivisions comprised of five or more lots are subject to state platting requirements in addition to requirements in the Columbia County Land Division and Subdivision Ordinance. Lands in Columbia County are also divided through several other legal means outside the review of the Land Division and Subdivision Ordinance, however these divisions are required to meet the requirements of the ordinance prior to the issuance of any permits for construction. Table 8-1 illustrates the number of approved certified survey maps and major subdivision plats along with the total number of lots created by these divisions within Town of Pacific during the 10 year period between 1996-2005. Since 1996, a total of 39 approved CSMs with a total of 67 lots were recorded, an annual average of 3.9 CSMs with an annual average of 6.7 lots. During the same ten-year period, a total of five approved subdivision plats with a total of 169 lots were recorded, an annual average of 0.5 subdivision plats with an annual average of 16.9 lots. Over the ten year period, 28.4 percent of all new lots were created through CSM while 71.6 percent of all new lots were created through subdivision plat.

TABLE 8-1  
**Land Divisions, Town of Pacific, 1996-2005**

Year	CSMs		Subdivision Plats	
	Number	Lots Created	Number	Lots Created
1996	3	7	2	53
1997	6	8	1	24
1998	5	9	0	0
1999	6	10	0	0
2000	7	12	0	0
2001	4	6	0	0
2002	6	12	1	32
2003	2	3	0	0
2004	0	0	0	0
2005	0	0	1	60
2006			0	
2007			0	
2008			0	
2009			0	
2010			0	
2011			0	
<b>Totals:</b>	<b>39</b>	<b>67</b>	<b>5</b>	<b>169</b>

Source: Columbia County Planning and Zoning Department

### *Private Sewage Systems Ordinance*

The Columbia County Private Sewage Systems Ordinance, originally adopted in 1967, regulates the construction of private sewage systems within the county and is in effect within all the incorporated and unincorporated municipalities of the County including the Town of Pacific. The intent of the ordinance is 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). The ordinance is mandated by the State of Wisconsin and administered by the Columbia County Planning and Zoning Department. Table 8-2 illustrates the number of sanitary permits issued for new and replacement systems within the Town of Pacific during the 15-year period

between 1996 and 2011. During the 15-year period between 1996 and 2011, conventional septic systems accounted for 323, or 88.7 percent, of the permits for new or replacement systems within the Town followed by mound type sanitary systems that accounted for 22, or 6.0 percent, of the permits for new or replacement systems. A total of 18 holding tanks were permitted during the 15 year period accounting for 4.9 percent of all new or replacement systems. Other sanitary permits issued for items such as reconnection to an existing sanitary system or for the use of a privy accounted for one permit or 0.3 percent of the total permits issued.

TABLE 8-2  
**Sanitary Permits, Town of Pacific, 1996-2010**

Year	Holding Tanks	Mound	Conventional	Other	Total of All System Types
1996	0	0	31	0	31
1997	1	4	35	0	40
1998	0	5	31	0	36
1999	2	0	32	0	34
2000	2	3	35	0	40
2001	2	1	20	0	23
2002	0	3	28	0	31
2003	1	1	24	1	27
2004	1	0	24	0	25
2005	1	2	11	0	14
2006	1	0	11	0	12
2007	0	0	18	0	18
2008	2	0	6	0	8
2009	0	0	8	0	8
2010	2	3	6	0	11
2011	3	0	3	0	6
<b>Totals:</b>	<b>18</b>	<b>22</b>	<b>323</b>	<b>1</b>	<b>364</b>

Source: Columbia County Planning and Zoning Department

### *Floodplain Zoning Ordinance*

The Columbia County Floodplain Zoning Ordinance, originally adopted in 1983, regulates development and uses within the 100 year floodplain areas of the county as identified on the Flood Insurance Rate Maps (FIRM) developed by the Federal Emergency Management Agency (FEMA). The ordinance is in effect in all FEMA designated 100 year floodplain areas in the unincorporated portions of the County including the Town of Pacific. The intent of the ordinance is to protect life, health, and property; minimize public expenses related to flood control projects, rescue and relief efforts, and the damage of public infrastructure; prevent future blight areas; and protect business and homeowners. The ordinance is mandated by the State of Wisconsin and administered by the Columbia County Planning and Zoning Department.

### *Shoreland Wetland Protection Ordinance*

The Columbia County Shoreland Wetland Protection Ordinance, originally adopted in 1985, regulates the use and development of shoreland areas within the county and is in effect in all areas of the County including the Town of Pacific. The ordinance is in effect within 1,000 feet of a navigable

lake, pond, or flowage; within 300 feet of a navigable river or stream; or within floodplain areas. The intent of the ordinance is to maintain safe and healthful conditions; prevent and control water pollution; protect spawning grounds, fish and aquatic life; control building sites, place of structures, and land uses; and to preserve shore cover and natural beauty. The ordinance is mandated by the State of Wisconsin and administered by the Columbia County Planning and Zoning Department.

#### *Wireless Communication Facilities Ordinance*

The Columbia County Wireless Communication Facilities Protection Ordinance, originally adopted in 1998, regulates the placement and height of towers and antennas within the county and is in effect in the 13 Towns that have adopted the ordinance including the Town of West Point. The intent of the ordinance is to protect the public health, safety, and general welfare; facilitate the provision of wireless communication facilities through careful siting and design standards; minimize adverse visual effects of wireless communication facilities; avoid potential damage to adjacent properties from the construction and operation of wireless communication facilities; and maximize the use of existing and approved towers, buildings, or structures to accommodate new wireless communication antennas. The ordinance administered by the Columbia County Planning and Zoning Department.

#### *Nonmetallic Mining Reclamation Ordinance*

The Columbia County Nonmetallic Mining Reclamation Ordinance, originally adopted in 2001, regulates the reclamation of nonmetallic mining sites within the County and is in effect in all areas of the County not covered by a local nonmetallic mining ordinance including the Town of Pacific. The intent of the ordinance is to ensure that nonmetallic mining sites are effectively reclaimed after the nonmetallic mining of the site ends. The ordinance is mandated by the State of Wisconsin and administered by the Columbia County Planning and Zoning Department.

#### *Highway Access Control Ordinance*

The Columbia County Highway Access Control Ordinance, originally adopted in 1995, regulates access onto county highways within the County and is in effect in all areas of the County including the Town of Pacific. The intent of the ordinance is to restrict and regulate access onto county highways in order to promote public safety, convenience, general welfare, economic viability, and to protect the public investment in existing and proposed highways by preventing costly road improvements, premature obsolescence, and to provide for safe and efficient ingress and egress to Columbia County Highways. The ordinance is administered by the Columbia County Highway Department.

#### *Animal Waste Management Ordinance*

The Columbia Animal Waste Management Ordinance, originally adopted in 1998, regulates the placement and construction of animal waste and manure storage facilities within the County and is in effect in all areas of the County including the Town of Pacific. The intent of the ordinance is to regulate the location, design, construction, installation, alteration, operation, maintenance, abandonment, and use of animal waste and manure storage facilities and the application of waste and manure from these facilities. The ordinance aims to prevent water pollution, protect public health, prevent the spread of disease, ensure the appropriate use and conservation of land and water resources, and promote prosperity, aesthetics, and the general welfare of County citizens. The ordinance is administered by the Columbia County Land and Water Conservation Department.

EXISTING LAND USE

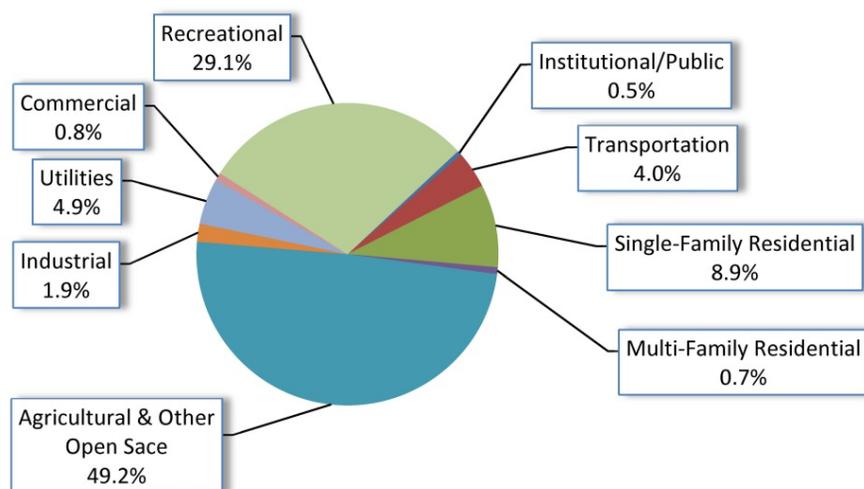
The Existing Land Use section of this plan examines how land is currently being used within the Town. Land uses within the Town of Pacific were inventoried and recorded in 2005 with verifications of the land uses made by members of the Town Board and Planning Commission. Land uses were assigned to one of nine primary categories: Agricultural or Other Open Space, Single-Family Residential, Multi-Family Residential, Commercial, Industrial, Institutional/Public, Utilities, Recreational, and Transportation. In addition, the Single-Family Residential land use category is further divided into two subcategories: Non-Farm Single-Family Residential and Farm Residential. Table 8-3 shows the acreage and the percentage of area used by each land use category in The Town of Pacific in 2010. Figure 8-2 graphically illustrates the percentage of area used by each land use category. The locations of the different land uses within the Town of Pacific are illustrated on Map 8-1 in Appendix I. The following sections describe in more detail the characteristics of the existing land uses within the Town of Pacific.

TABLE 8-3  
**Existing Land Use, Town of Pacific, 2010**

Land Use	Acreage	Percent of Total
Agricultural or Other Open Space	6,813.2	49.2%
Single-Family Residential	1,230.2	8.9%
<i>Non-farm Single-Family Residential</i>	1,228.2	8.9%
<i>Farm Residential</i>	2.0	<0.1%
Multi-Family Residential	99.6	0.7%
Commercial	114.5	0.8%
Industrial	268.8	1.9%
Institutional/Public	67.9	0.5%
Utilities	681.6	4.9%
Recreational	4,024.8	29.1%
Transportation	548.2	4.0%
<b>Total Town Area:</b>	<b>13,851.0</b>	<b>100.0%</b>

Source: Columbia County Planning and Zoning & General Engineering Company

FIGURE 8-2  
**Existing Land Use, Town of Pacific, 2010**



Source: General Engineering Company

### Agriculture or Other Open Space

The Agriculture or Other Open Space land use category occupies the majority of land area in the Town of Pacific encompassing approximately 6,813.2 acres or 49.2 percent of the total land area of the Town. The majority of the lands in the Agriculture or Other Open Space land use category are productive farmlands, pastures, and woodlands that provide the Town of Pacific with its rural character and agricultural heritage. These lands are also the most susceptible to development pressures. Many of these lands also contain physical features such as floodplains, wetlands, and water bodies that place limits on the amount of development that is possible. The amount of land in the Agriculture or Other Open Space land use category being converted for development purposes and the locations where this conversion is taking place are the key planning issues within this land use category. Overall, the amount of land devoted to agriculture or other open space use is high within the Town of Pacific. The ratio of Agriculture or Other Open Space land use in the Town of Pacific amounts to one acre out of every 2.0 total acres being devoted to agriculture or other open space use.

During the land use inventory conducted as part of this planning process, lands assigned to the Agriculture or Other Lands category were identified as having the following characteristics:

- The Agricultural or Other Open Space land use category includes lands used predominantly for agricultural purposes or other undeveloped open space purposes such as pastures or the raising and storage of crops and livestock. All lands not designated under the definitions of the other land uses categories were classified as Agricultural or Other Open Space.

### Single-Family Residential

Single-Family Residential land uses in the Town of Pacific account for approximately 1,230.2 acres or 8.9 percent 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. The Non-Farm Single-Family Residential land use category accounts for the majority of Single-Family Residential land use with approximately 1,228.2 acres, or 99.8 percent of the Single-Family Residential land uses. The Farm Residential land use category accounts for approximately 2.0 acres, or 0.2 percent of the single-family residential land uses. Single-Family Residential land uses are the one of the more common land uses within the Town of Pacific. Only the Agriculture or Other Open Space and the Recreational land use categories contain more area than the Single-Family Residential land use category. Overall, the amount of residential land use is relatively high within the Town of Pacific. The ratio of Single-Family Residential land use in the Town of Pacific amounts to one acre out of every 11.3 total acres being devoted to single-family residential use.

During the land use inventory conducted as part of this 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, a one acre area was assigned to the Non-Farm Single-Family 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.

In order to distinguish and further clarify whether a single-family residence with a set of farm outbuildings was an “active farm” (e.g. a farm residence) or a “non-active hobby farm” (e.g. a non-farm single-family residence) the following criteria were used during the land use inventory:

Characteristics of an “Active Farm” (Classified as Farm Residential)

- Large agricultural buildings visibly being used to house farm related animals.
- Large numbers of agricultural related animals (e.g. cows, steer, pigs, chickens, etc.)
- Dairy facilities (e.g. active milk house or collection tanks, presence of milk collection trucks, dairy producer signs).
- Numerous pieces of large scale farm equipment and implements visible.
- Presence of actively used silos, grain storage facilities, or corn dryers.
- Other obvious large-scale farming related activities.

Characteristics of a “Non-Active Hobby Farm”(Classified as a Non-Farm Single-Family Residence)

- Smaller agricultural buildings visibly being used to house a limited number of hobby farm related animals.
- A limited number of hobby farm related animals (e.g. cows, chickens, goats, horses, sheep, etc.)
- Few if any large pieces of farm equipment, equipment usually smaller in scale.
- Absence of large active grain storage facilities or silos.

Multi-Family Residential

Multi-Family Residential land uses in the Town of Pacific account for approximately 99.6 acres or 0.7 percent of the total land area of the Town. The multi-family residential land uses that exist in the Town of Pacific consist mainly of mobile home parks and condominiums. Some of the multi-family residential land uses in the Town of Pacific are located within areas where public sewer service is available, in particular the Saddle Ridge development in the northern portion of the Town. Overall, the amount of multi-family residential land use in the Town of Pacific is somewhat high. The ratio of Multi-Family Residential land use in the Town of Pacific amounts to one acre out of every 134 total acres being devoted to multi-family residential use.

During the land use inventory conducted as part of this 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 land use category for area determination purposes.

Commercial

Commercial land uses in the Town of Pacific account for approximately 114.5 acres or 0.8 percent of the total land area of the Town. The commercial uses that exist in the Town of Pacific generally consist of service based retail trade establishments such as restaurants, motels, taverns, and automobile repair. Most

commercial development in the Town of Pacific is located along major highways or near Lake Wisconsin. Overall, the amount of commercial land use in the Town of Pacific is somewhat high. The ratio of Commercial land use in the Town of Pacific amounts one acre out of every 116 total acres being devoted to commercial use.

During the land use inventory conducted as part of this 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 directly to the public. In most cases, the portion of the lot or parcel that contains the commercial building and the associated parking lots and storage areas were included in the commercial land use classification for area determination purposes.

### Industrial

Industrial land uses in the Town of Pacific account for approximately 268.8 acres or 1.9 percent of the total land area of the Town. Industrial land uses in the Town generally consist of extractive types of uses (e.g. gravel pits) with some limited manufacturing uses. Overall, the amount of industrial land use in the Town of Pacific is somewhat high. The ratio of Industrial land use in the Town of Pacific amounts to one acre out of every 49.5 total acres being devoted to industrial use.

During the land use inventory conducted as part of this 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.

### Institutional/Public

Institutional/Public land uses in the Town of Pacific account for approximately 67.9 acres or 0.5 percent of the total land area of the Town. Institutional/Public land uses in the Town generally consist of government facilities and other institutions that are open to the general public in some capacity. Overall, the amount of Institutional/Public land use in the Town of Pacific is somewhat high. The ratio of Institutional/Public land use in the Town of Pacific amounts to one acre out of every 196 total acres being devoted to Institutional/Public use.

During the land use inventory conducted as part of this planning process, lands assigned to the Institutional/Public land use category were identified as having the following characteristics:

- The Institutional/Public land use category includes lands that 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.

### Utilities

Utility land uses in the Town of Pacific account for approximately 681.6 acres or 4.9 percent of the total land area of the Town. Utility land uses in the Town generally consist of lands and facilities used to provide public utilities, this category also includes the Columbia Power Generation Station. Overall, the amount of Utility land use in the Town of Pacific is high. The ratio of Utility land use in the Town of Pacific amounts to one acre out of every 19.5 total acres being devoted to Utility use.

During the land use inventory conducted as part of this planning process, lands assigned to the Utilities land use category were identified as having the following characteristics:

- The Utilities land use category includes lands that contain a public utility facility or are used to provide service from a public utility. These includes 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.

### Recreational Areas

Recreational Area land uses in the Town of Pacific account for approximately 4,024.8 acres or 29.1 percent of the total land area of the Town. Recreational Area land uses in the Town generally consist of Public hunting grounds, parks, a golf course, and other public recreation areas. Recreational land uses are the one of the more common land uses within the Town of Pacific. Only the Agriculture or Other Open Space land use category contains more area than the Single-Family Residential land use category. Overall, the amount of Recreational Area land use in the Town of Pacific is very high. The ratio of Recreational Area land use in the Town of Pacific amounts to one acre out of every 3.3 total acres being devoted to Recreational Area use.

During the land use inventory conducted as part of this planning process, lands assigned to the Recreational Area land use category were identified as having the following characteristics:

- The Recreational Areas lands use 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, 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.

### Transportation

Transportation land uses in the Town of Pacific account for approximately 552.5 acres or 4.0 percent of the total land area of the Town. Transportation land uses in the Town generally consist of road and railroad right-of-ways. Overall, the amount of Transportation land use is somewhat high. The ratio of Transportation land use in the Town of Pacific amounts to one acre out of every 24.1 total acres being devoted to Transportation use.

During the land use inventory conducted as part of this planning process, lands assigned to the Transportation land use category were identified as having the following characteristics:

- The Transportation land use category contains lands used for right-of-ways purposes for roads and railroads as well as lands used in commercial airports and private landing strips. Where 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 commercial airports, the entire airport parcel was classified as a Transportation use for area determination purposes. For private landing strips, only the portion of the parcel used for private landing strip purposes was classified as a Transportation use for area determination purposes.

## TRENDS

The Trends section of this plan element examines the characteristics and changes that are taking place in regards to the supply, demand, and price of land in the Town of Pacific. 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.

### Supply, Demand and Price of Land

An examination of the supply, demand, and price of land in Columbia County including the Town of Pacific 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. Town level data is not available for many of these data sources, therefore County level data has been substituted for trend analysis purposes. The following section uses this information to provide more detail about the supply, demand, and price of land within the County and the Town.

#### *Agricultural Land Sales*

Table 8-4 illustrates information on agricultural land sales in Columbia County from the Wisconsin Agricultural Statistics Service over the ten year period between 2000 and 2010. Comparing year 2000 to 2010, the total acres of agricultural land sold annually has decreased over 5 percent, while the value of the agricultural land sold has nearly doubled. The amount of land sold for continued agricultural use has declined by about 5 percent, with an average of 31 transactions. An average of 42 transactions occurred each year with agricultural lands. The price per acre has more than doubled over the past decade for land continuing to be used for agriculture. The price for agricultural land being diverted to a different use greatly varied but typically remained higher than land continuing in agricultural use. From 2005 to 2007, the price per acre was 2 to 3 times higher than if the land remained in agriculture

From year 2000 to 2009, the amount of agricultural land sold for other uses has decreased by over 76 percent. The price received for agricultural land being diverted to other uses has increased by over 51 percent, while the price received for agricultural land continuing in agricultural use has increased by over 127 percent.

TABLE 8-4  
**Agricultural Land Sales, Columbia County, 2000-2010**

	Ag Land Continuing in Ag Use			Ag Land Being Diverted to Other Uses			Total of All Ag Land		
	Trans- actions	Acres Sold	\$ per Acre	Trans- actions	Acres Sold	\$ per Acre	Trans- actions	Acres Sold	\$ per Acre
2000	26	2,121	\$2,083	9	381	\$2,832	35	2,502	\$2,197
2001	36	2,249	\$2,328	10	521	\$1,874	46	2,770	\$2,242
2002	33	1,872	\$2,730	28	1,256	\$3,560	61	3,128	\$3,063
2003	38	2,830	\$3,149	26	980	\$4,310	64	3,810	\$3,447
2004	22	1,374	\$3,755	20	649	\$3,330	42	2,023	\$3,619
2005	45	2,587	\$4,062	8	280	\$12,006	53	2,867	\$4,838
2006	19	1,164	\$4,832	7	207	\$9,252	26	1,371	\$5,499
2007	32	2,098	\$5,216	10	278	\$10,751	42	2,376	\$5,864
2008	34	2,340	\$5,661	7	184	\$5,483	41	2,524	\$5,648
2009	22	1,660	\$4,839	6	90	\$4,286	28	1,750	\$4,811
2010	29	2,009	\$4,244	--	--	--	29	2,009	\$4,244
Change from 2000 to 2010	--	--	\$2,161	--	--	\$5,768	--	--	\$2,047
% Change from 2000 to 2010	11.5%	-5.3%	103.7%	-33.3%	-76.4%	51.3%	-17.1%	-19.7%	93.2%
Average 2000-2010	31	2,028	--	13	953	--	42	2,466	--

Source: Wisconsin Agricultural Statistics Service, Agricultural Land Sales, 2000-2010

\* Change and Averages for Ag Land Being Diverted to Other Uses for years 2000-2009

### *Forest Land Sales*

Table 8-5 illustrates information on forest land sales in Columbia County from the Wisconsin Agricultural Statistics Service over the twelve year period between 1998 and 2010. Information for years 2002-2004 was unavailable.) Comparing 1998 to 2010 the total acres of forest land sold annually has decreased over 23 percent, while the value of the forest land sold has nearly tripled. The amount of land sold for continued forest use has increased over this period, just over 73 percent, while the amount of forest land sold for other uses has decreased significantly, over 96 percent, 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 during this period. 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, 334.4 percent and 183.5 percent respectively.

TABLE 8-5  
**Forest Land Sales, Columbia County, 1998-2010**

	Forest Land Continuing in Forest Use			Forest Land Being Diverted to Other Uses			Total of All Forest Land		
	Trans- actions	Acres Sold	\$ per Acre	Trans- actions	Acres Sold	\$ per Acre	Trans- actions	Acres Sold	\$ per Acre
1998	19	316	\$802	23	420	\$1,551	42	736	\$1,229
1999	28	560	\$1,409	16	285	\$2,323	44	845	\$1,717
2000	17	389	\$1,470	6	89	\$2,232	23	478	\$1,612
2001	24	312	\$2,343	5	61	\$1,572	29	373	\$2,217
2005	13	189	\$3,742	3	25	\$3,886	16	214	\$3,759
2006	10	160	\$3,966	3	53	\$4,375	13	213	\$4,068
2007	3	42	\$4,601	7	222	\$3,785	10	264	\$3,915
2008	11	116	\$3,813	7	136	\$3,992	18	252	\$3,909
2009	12	243	\$4,627	5	305	\$3,606	17	548	\$4,059
2010	16	547	\$3,484	1	15	\$3,485	17	562	\$3,484
Change 1998-2010	--	--	\$2,682	--	--	\$1,934	--	--	\$2,255
% Change 1998-2010	-15.8%	73.1%	334.4%	-95.7%	-96.4%	124.7%	-59.5%	-23.6%	183.5%
Average 1998-2010	15	287	--	8	161	--	23	449	--

Source: Wisconsin Agricultural Statistics Service, Forest Land Sales, 1998-2001 & 2005-2010.

\*Sales information unavailable for 2002-2004.

### *Average Selling Price of Vacant Land*

Table 8-6 illustrates information on the average price per acre and the average selling price for residential and agricultural land in Columbia County based upon information from the South-Central Wisconsin Multiple Listing Service. During the 16 year period from 1990 thru 2005, the average selling price for vacant residential land, 10 acres or less in size, increased \$31,791 or 109.1 percent, while the average price per acre for vacant residential land increased \$14,135 or 130.1 percent. Likewise, the average selling price for vacant agricultural land, 35 acres or larger in size, increased \$203,592 or 506.6 percent during the 16 year period while the average price per acre for a vacant agricultural land increased \$2,966 or 348.5 percent.

TABLE 8-6  
Average Selling Price and Price Per Acre  
Vacant Residential and Agricultural Land  
Columbia County, 1990-2005

Year	Average Selling Price		Average Price per Acre	
	Vacant Residential Land <i>10 Acres or Less</i>	Vacant Agricultural Land <i>35 Acres or More</i>	Vacant Residential Land <i>10 Acres or Less</i>	Vacant Agricultural Land <i>35 Acres or More</i>
<b>1990</b>	\$29,148	\$40,187	\$10,865	\$851
<b>1995</b>	\$32,684	\$78,435	\$17,883	\$1,399
<b>2000</b>	\$45,055	\$88,696	\$25,946	\$2,154
<b>2001</b>	\$45,418	\$117,791	\$21,492	\$2,311
<b>2002</b>	\$53,679	\$131,650	\$29,702	\$3,041
<b>2003</b>	\$52,608	\$125,285	\$21,825	\$2,746
<b>2004</b>	\$54,705	\$175,637	\$19,724	\$4,066
<b>2005</b>	\$60,939	\$243,779	\$24,999	\$3,817
<b># Change 1990-2005</b>	\$31,791	\$203,592	\$14,135	\$2,966
<b>% Change 1990-2005</b>	109.1%	506.6%	130.1%	348.5%

Source: South Central Wisconsin Multiple Listing Service

### *Equalized Values*

Table 8-7 illustrates the equalized values of different property types in Columbia County based upon information from the Wisconsin Department of Revenue over the five year period from 2001 thru 2005, as well as year 2010. Equalized values are based upon the full market value of all taxable property, with the exception of agricultural land. Agricultural land values are based upon the State's policy of use value assessment that values agricultural land based upon its agricultural productivity rather than development potential. The concept behind this policy is to protect the farm economy and discourage the conversion of agricultural land to other uses.

Increases in the equalized value of taxable property in Columbia County provide additional tax revenues to fund public facilities and services and, therefore, are critical in the ability of the County to provide these amenities. The total equalized value of real estate in the County increased by \$1,893,659,400 or approximately 60 percent between 2001 and 2010. In 2010, residential development represented the largest portion of the County's total equalized value at 73 percent, up from 70 percent in 2001. Equalized values on agricultural land decreased by 55 percent from 2001 to 2010 due mainly to the implementation of the State's policy of use value assessment. In 2001, equalized values for agricultural lands in Columbia County were \$153,022,900 or 4.9 percent of the total equalized value. In 2010, the equalized value of agricultural lands in Columbia County had dropped to \$69,495,000 or 1.4 percent of the total equalized value.

**TABLE 8-7**  
**Equalized Values in Dollars, Columbia County, 2001-2005 & 2010**

<b>2001</b>	<b>Residential</b>	<b>Commercial</b>	<b>Manufacturing</b>	<b>Agricultural</b>	<b>Forest</b>	<b>Other</b>	<b>Total</b>
Total in Towns	1,279,157,800	64,145,100	11,158,100	150,510,500	71,388,300	229,245,100	1,805,604,900
Total in Villages	328,194,700	61,201,800	35,183,000	1,542,300	294,000	3,546,100	429,961,900
Total in Cities	594,827,600	250,178,500	58,735,700	970,100	0	808,000	905,519,900
Columbia Co.	2,202,180,100	375,525,400	105,076,800	153,022,900	71,682,300	233,599,200	3,141,086,700
<b>2002</b>	<b>Residential</b>	<b>Commercial</b>	<b>Manufacturing</b>	<b>Agricultural</b>	<b>Forest</b>	<b>Other</b>	<b>Total</b>
Total in Towns	1,387,434,300	66,977,100	10,603,100	78,739,700	93,869,200	270,694,200	1,908,317,600
Total in Villages	340,805,800	64,283,800	35,147,700	914,800	345,200	3,811,300	445,308,600
Total in Cities	643,813,900	273,636,600	60,318,700	467,000	0	950,400	979,186,600
Columbia Co.	2,372,054,000	404,897,500	106,069,500	80,121,500	94,214,400	275,455,900	3,332,812,800
<b>2003</b>	<b>Residential</b>	<b>Commercial</b>	<b>Manufacturing</b>	<b>Agricultural</b>	<b>Forest</b>	<b>Other</b>	<b>Total</b>
Total in Towns	1,470,001,100	69,725,900	11,279,100	59,951,700	102,472,300	292,687,000	2,006,117,100
Total in Villages	364,538,900	69,607,700	36,881,900	687,500	449,000	3,815,300	475,980,300
Total in Cities	686,117,600	295,160,900	63,095,900	384,800	0	942,900	1,045,702,100
Columbia Co.	2,520,657,600	434,494,500	111,256,900	61,024,000	102,921,300	297,445,200	3,527,799,500
<b>2004</b>	<b>Residential</b>	<b>Commercial</b>	<b>Manufacturing</b>	<b>Agricultural</b>	<b>Forest</b>	<b>Other</b>	<b>Total</b>
Total in Towns	1,652,831,100	82,042,700	11,215,100	57,110,400	133,004,300	294,104,200	2,230,307,800
Total in Villages	406,225,000	78,266,700	38,468,300	811,100	510,400	4,049,100	528,330,600
Total in Cities	750,211,300	305,602,700	64,299,800	356,600	179,200	1,025,700	1,121,675,300
Columbia Co.	2,809,267,400	465,912,100	113,983,200	58,278,100	133,693,900	299,179,000	3,880,313,700
<b>2005</b>	<b>Residential</b>	<b>Commercial</b>	<b>Manufacturing</b>	<b>Agricultural</b>	<b>Forest</b>	<b>Other</b>	<b>Total</b>
Total in Towns	1,877,527,100	89,364,100	25,415,000	58,573,000	84,060,400	364,280,900	2,499,220,500
Total in Villages	454,345,400	86,325,600	42,290,000	746,200	374,600	4,106,600	588,188,400
Total in Cities	814,699,000	331,421,700	67,809,500	428,600	343,000	1,094,200	1,215,796,000
Columbia Co.	3,146,571,500	507,111,400	135,514,500	59,747,800	84,778,000	369,481,700	4,303,204,900
<b>2009</b>	<b>Residential</b>	<b>Commercial</b>	<b>Manufacturing</b>	<b>Agricultural</b>	<b>Forest</b>	<b>Other</b>	<b>Total</b>
<b>2010</b>	<b>Residential</b>	<b>Commercial</b>	<b>Manufacturing</b>	<b>Agricultural</b>	<b>Forest</b>	<b>Other</b>	<b>Total</b>
Total in Towns	2,232,087,600	100,225,900	29,231,300	68,156,100	81,409,700	438,248,900	2,949,359,500
Total in Villages	524,007,900	105,407,300	49,900,500	927,400	990,000	4,600,400	685,833,500
Total in Cities	915,387,800	409,947,700	72,700,700	411,500	283,400	822,000	1,399,553,100
Columbia Co.	3,671,483,300	615,580,900	151,832,500	69,495,000	82,683,100	443,671,300	5,034,746,100
<b># Change 2001-2010</b>	<b>Residential</b>	<b>Commercial</b>	<b>Manufacturing</b>	<b>Agricultural</b>	<b>Forest</b>	<b>Other</b>	<b>Total</b>
Towns	952,929,800	36,080,800	18,073,200	-82,354,400	10,021,400	209,003,800	1,143,754,600
Villages	195,813,200	44,205,500	14,717,500	-614,900	696,000	1,054,300	255,871,600
Cities	320,560,200	159,769,200	13,965,000	-558,600	283,400	14,000	494,033,200
Columbia Co.	1,469,303,200	240,055,500	46,755,700	-83,527,900	11,000,800	210,072,100	1,893,659,400
<b>% Change 2001-2010</b>	<b>Residential</b>	<b>Commercial</b>	<b>Manufacturing</b>	<b>Agricultural</b>	<b>Forest</b>	<b>Other</b>	<b>Total</b>
Towns	74.5%	56.2%	162.0%	-54.7%	14.0%	91.2%	63.3%
Villages	59.7%	72.2%	41.8%	-39.9%	236.7%	29.7%	59.5%
Cities	53.9%	63.9%	23.8%	-57.6%	100.0%	1.7%	54.6%

Columbia Co.	66.7%	63.9%	44.5%	-54.6%	15.3%	89.9%	60.3%
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Source: Wisconsin Department of Revenue, Statement of Equalized Values 2001- 2005.

“Other” includes swamp, waste, undeveloped, and agricultural forest lands.

### Opportunities for Redevelopment

Opportunities for the redevelopment of underutilized properties exist in many areas of the Town of Pacific. Some of the existing commercial and industrial sites within the Town may 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.

### Existing and Potential Land Use Conflicts

A number existing or potential land use conflicts will need to be considered by the Town of Pacific when planning future uses of land. The following list contains many of the existing or potential land use conflicts that will need to be considered:

- 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 can 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 border of other Towns. Development in one town can spill over into an adjacent Town and create undesirable land uses.

### Development Potential and Trends

An understanding of development potential and trends in the unincorporated areas of the Town of Pacific can be developed by looking at areas where development has taken place and area with development potential. Map 8-2 in Appendix I illustrates the location of tax parcels that contain a residence built before 1980 and the location of tax parcels with residences built between 1980 and 2005. The locations of existing tax parcels that do not contain a residence are also illustrated. The map shows that residential development within the unincorporated areas has mainly occurred on tax parcels along or very close to existing roads. As indicated, the map depicts the number of 35 acre or larger tax parcels that have the potential for residential development. Current County Ordinance standards allow for the development of a residence on any tax parcel 35 acres or greater. Therefore, all tax parcel 35 acres or larger without an existing residence, as illustrated on Map 8-2 in Appendix I, are potentially open for residential development based on current zoning regulations. In 2005, there were 134 existing tax parcels 35 acres or larger.

### Projected Future Acreage Needs

An examination of the current trends among the land uses in the Town of Pacific can provide some insight into the amount of land that will be needed for future land uses. Information from The Town of Pacific Existing Land Use Map, Map 8-1 in Appendix I, indicates that the average home in the Town of

Pacific utilizes approximately 0.9 acres of land for residential purposes. The Issues and Opportunities Element of this plan provided four housing projections for the Town of Pacific, one based upon zoning permits and three based upon population projections. Using these housing projections and the average amount of land per home, the projected acreage of land needed for residential purposes in the Town of Pacific can be estimated. Table 8-8 compares the estimated acreage needed for new residential development in the unincorporated areas of the County based upon the four housing projections from the Issues and Opportunities Element.

**TABLE 8-8**  
**Estimated Acreage for Residential Development by 2030, Town of Pacific**

	2010-2030			2005-2030
	WI DOA	Current Population Trends	Historic Population Trends	Zoning Permit Trends
<b>Estimated New Homes by 2030 Unincorporated Areas</b>	491	239	422	640
<b>Average Acreage Used by a Home</b>	0.9	0.9	0.9	0.9
<b>Estimated Acreage for Residential Development by 2030 Unincorporated Areas</b>	442	215	380	576

Source: Columbia County Planning and Zoning

Upon examination of the information presented in Table 8-8, a decision was made to use the housing projection based upon zoning permit trends in the development of the Future Land Use Map for The Town of Pacific. This decision was made 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 Pacific will not require large amounts of commercial and industrial future land uses. Table 8-9 illustrates the projected demand for residential, commercial, industrial, and agricultural land uses in the Town of Pacific.

**TABLE 8-9**  
**Projected Future Land Use Demand in Five Year Increments**  
**Town of Pacific, 2005-2030**

Year	Residential*	Commercial	Industrial	Agriculture
2005	1,185	90	250	7,108
2010	1,300	95	266	6,972
2015	1,415	101	282	6,835
2020	1,531	107	298	6,697
2025	1,646	113	314	6,560
2030	1,761	118	330	6,424
<b>Projected Change in Acres</b>	<b>576</b>	<b>28</b>	<b>80</b>	<b>(684)</b>

Source: Columbia County Planning and Zoning

\* Includes single-family and multi-family.

## FUTURE LAND USE

The Future Land Use section of this plan describes how future development is intended to take place as the provisions of this plan are implemented. Map 8-3 in Appendix I, the Town of Pacific Future Land Use Map, illustrates the planned future land uses throughout the Town.

The Town of Pacific has established goals, objectives and policies intended to manage the rate of population growth and housing construction from the high rates of development experienced over the past two decades. This is because there are justifiable reasons where too much development occurs too fast and creates numerous planning and impact issues (traffic, water quality, runoff management, etc.) Through a program of managed growth the Town expects to maintain a rate comparable to the overall projected rate of growth for Columbia County, as a whole, which is less than 1% population growth per year. In terms of housing construction this rate of new development is equal to an average of between 7 and 8 new housing units per year, based on an average of 2.5 persons per household. It is anticipated that nearly all of the new housing will be detached single family homes except for limited attached unit housing in Saddle Ridge. Over the 20 year planning period the total targeted demand for new housing will be between 140 and 160 new units.

Large portions of the Town have already been zoned, and in many cases, platted, for residential development. Given the goal of preserving the rural character of the Town, the quantity of land already available for residential development/new residential construction, is a significant factor to be taken into consideration when considering applications that would provide for further land to be developed for residential use.

There are approximately 20 lots currently available in the Town in previously platted subdivisions. In addition there are an additional 100 units of housing planned within Saddle Ridge and another 60 lots for single family homes in the Pacific Ridge subdivision. The other two areas zoned for future residential development are adjacent to Jake's Borough (30 lots) and the O'Leary property (30 lots). These areas potentially provide sites for approximately 240 housing units, which exceeds the projected demand for the next 20 years.

Below are descriptions of the future land use categories as designated on Map 8-3 in Appendix I, the Town of Pacific Future Land Use Map. 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, multi-family residential, commercial, industrial, institutional/public, recreational, transportation, and environmental corridors.

### 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 or Other Open Space land use category includes lands that are predominantly 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 or Other Open Space designated areas subject to County ordinances.

Low-density residential development is also allowed in Agricultural or 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; however a town can increase this standard by including a higher standard in their adopted town comprehensive plan. 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 within this comprehensive plan. It is the intent of this comprehensive plan that the development requirements described below 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.

**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, railroad, navigable waterway, or connection at only one point does not break up contiguity.

**Cluster:** Three or more contiguous residential lots.

**DEVELOPMENT OPTION #1**

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.

- ◆ Allowed only in areas designated as “Agricultural or Other Open Space” on the Town of Pacific 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.
- ◆ A residential parcel, a minimum of 1 acre and a maximum of 5 acres in size, must be created by certified survey from the “Contiguous Ownership” for each home built.
  - Each newly created residential parcel must be rezoned out of the Agricultural zoning district to a zoning district that allows residential use and must abut a public road.
  - Newly created residential parcels are subject to siting standards as listed in the section below.
  - The balance of the acreage used to determine a development right is restricted to agricultural or open space uses and cannot be used to determine additional development rights.
  - The restricted land must be adjacent to the newly created residential parcel.
  - The restricted land cannot be further divided.
  - The creation of more than four residential parcels in a five-year period will require a subdivision plat and amendments to the Town and County Comprehensive Plans designating the area for residential use.

Landowners with three or more development rights are able to develop a “Cluster” of single-family residences subject to the requirements above with the following exceptions:

- The requirement that the newly created residential parcels abut a public road can be waived if the parcels are clustered.
- An existing house does not count as a development right if the newly created residential parcels are clustered.
- Residential parcels must be a minimum of 1 acre and a maximum of 3 acres in size with no animal units allowed.
- The location of the restricted lands will be determined through the review process.

#### DEVELOPMENT OPTION #2

Landowners with less than 35 Acres of “Contiguous Ownership” as defined above may be able to develop a single-family residence in the Agricultural or Other Open Space designated areas subject to the requirements below and approval from the local town board.

- ◆ Allowed only in areas designated as “Agricultural or Other Open Space” on the Town of Pacific Future Land Use Map.
- ◆ Applies only to a “Contiguous Ownership” parcel less than 35 acres.
- ◆ The “Contiguous Ownership” parcel must abut a public road.
- ◆ Landowner has the potential to develop a maximum of one residence on the “Contiguous Ownership” parcels.
- ◆ Residential development is subject to the rezoning of the entire “Contiguous Ownership” parcel and meeting established siting standards as listed in the section below.
- ◆ All structural development on the “Contiguous Ownership” parcel is required to take place per siting standards.
- ◆ All portions of the “Contiguous Ownership” parcel outside the designated building area are permanently restricted to agricultural or open space uses and cannot be used to determine additional development rights.
- ◆ Once a residence is developed on the “Contiguous Ownership” parcel it is prohibited from further division.
- ◆ “Contiguous Ownership” parcels less than 35 acres in size with an existing house have used their development right and no further development is allowed.
- ◆ The subject parcel shall be valid parcel created legally under the Columbia County and Town of Pacific Land Division and Subdivision Ordinances.

#### **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 “Residential Development within the Agricultural and Other Open Space Designated Areas” as listed above. When evaluating these residential development proposals the following determinations should be made:

- 1) 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 divide existing farm fields.
- 2) The proposed residential site(s) is not well suited for agricultural use by virtue of wooded areas, topography, shape of parcel, soil characteristics, and similar factors. In considering whether this general standard is achieved, the Committee shall evaluate the following factors:
- The site is not enrolled in a land program (e.g. CRP, CREP, Farmland Preservation, etc.)
  - The site(s) is not of a size or shape to be efficiently worked for farming.
  - Not more than 70 percent of the soils on the proposed site are rated as National Prime Farmland.
  - Isolated small pockets of uncultivable land in the middle of agricultural land should not be approved for residential development.
  - Slopes in excess of 12 percent but not more than 20 percent may be developed only in accordance with an approved erosion control plan.
- 3) The proposed residential site(s) is particularly well suited for residential use, as indicated by rolling topography, wooded areas, soil types, vistas, proximity to lakes or streams, or similar factors, proximity to school bus routes, traffic access and egress, established transportation routes and adequacy of area schools to accommodate increased enrollment that might result from such development. In considering whether this general standard is achieved, the Committee shall evaluate the following additional factors:
- The site has soils that are able to support a septic system other than a holding tank.
  - Unsewered development should not be allowed if there is a reasonable possibility that the subject property will be served by a public sanitary sewer within five (5) years.
  - Soils on the site afford sound structural support for buildings.
- 4) The proposed residential use will not be on a public sewer system, will be located on a parcel of not less than one acre in area, and shall abut a public road for at least 66 feet. In addition, the following should be true:
- The creation of lots by a land owner shall not exceed four in any five year period.
  - Proposed development has adequate access to existing town roads or, the developer shall provide such a road built to town road standards at the developer's expense.
  - Proposed access points shall meet minimum spacing requirements as established by Town and County ordinances.
  - Proposed driveways will not exceed 1,000 feet in length.
  - Any residential development involving more than one new lot should be encouraged to group the lots adjacent to each other.
- 5) The proposed residential development is consistent with the Town of Pacific Comprehensive Plan and the Columbia County comprehensive plan.
- 6) The residential site(s) relates positively to the natural resources, beauty, and rural character of the area. In considering whether this general standard is achieved, the Committee shall evaluate the following specific factors:
- The site(s) is not on land prone to flooding.

- The site(s) is not detrimental to the natural resource components within the Environmental Corridors.
  - The site(s) is not on slopes exceeding 20 percent.
  - The site(s) is not on land considered to be of archaeological, cultural, historical, or religious significance.
- 7) All other aspects of the existing property or proposed residential development are in accordance with state and federal regulations, local ordinances and done with sound planning, engineering and surveying methods.

### 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. The Single-Family Residential future land use category includes lands that are intended for the development of single-family residences and duplexes including major subdivisions and/or conservation subdivisions and for the development of planned residential developments (PRD).

The following standards have been established within this comprehensive plan for residential development in single-family residential designated areas on the future land use map.

- Both minor (less than five lots) and major (more than five lots) subdivisions are allowed.
- Sewered lots shall have a minimum lot size of ½ acre and unsewered lots shall have a minimum lot size of one acre.
- Landowner can develop any size parcel that at least meets the minimum lot size listed above, unless modified by a PRD.

### Multi-Family Residential

DESCRIPTION: The Multi-Family Residential future land use category represents locations where dense multi-family types of land use and development are encouraged. The Multi-Family Residential future land use category includes lands that are intended for the development of multi-family apartment type complexes, any developments with multiple dwelling units on a single parcel, and planned residential developments (PRD).

### 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 development such as a strip mall.

### 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 upon the external 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.

### 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.

### 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 camps/retreats, campgrounds and camping resorts, ski hills, golf courses, etc.

### 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.

### 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.

### CONSISTENCY BETWEEN FUTURE LAND USE AND ZONING

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

Achieving consistency between the future land use map and zoning is required by State Statutes. This generally occurs when a community is considering a zoning change. The decision to approve a zoning change must be based on the adopted comprehensive plan, and specifically, the future land use map. Generally, if the requested zoning is consistent with the future land use designation on the property it should be approved, unless unique circumstances illustrate the rezoning would negatively impact surrounding properties or the community. If a rezoning is not consistent with the land use designation, the community should consider denying the rezoning request.

In situations where a rezoning request is not consistent with the land use designation – but the community believes the requested zoning is appropriate in the specific location and would benefit the community – the zoning change can be approved, however, the future land use map should be amended accordingly to establish future land use and zoning consistency. The process for amending the future land use map is discussed in greater detail in the Implementation Element.

## **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 this plan is conducted will directly impact the effectiveness of this plan and the ability of this plan 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.

The Town expects to continue its current organizational structure with respect to land use planning, growth management, and intergovernmental coordination; however, the Town expects to reduce the rate of development by implementing growth management strategies recommended in this plan.

The Town will conduct a comprehensive review of its current ordinances related to development to assure consistency between the Town's Comprehensive Plan and its implementation ordinances.

The Town requests Columbia County to update the County Zoning Ordinance and Zoning Map to be consistent with the policies and maps in this document. The Town further requests that Columbia County review the goals, objectives, and policies of the Town of Pacific Comprehensive Plan and, where available, incorporate same into the scheduled Columbia County "Smart Growth" Comprehensive Plan.

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

A variety of implementation programs and tools exist and are available for use by the Town of Pacific in implementing this 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 Pacific can choose to adopt and enforce. Non-regulatory programs and tools include but are not limited to acquisitions (e.g. buy land) and fiscal actions (e.g. impact fees) that the Town of Pacific 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.

#### **Regulatory Implementation Programs and Tools**

- ◆ Conventional Zoning  
Under Wisconsin Statutes, counties, cities, villages, and towns with village powers are authorized to adopt zoning ordinances. Zoning is one method of implementing or carrying out the comprehensive plan. Zoning regulates the use of land, lot size, density, and the height and size of structures. A conventional zoning ordinance is probably the most commonly used land use implementation tool. Under conventional zoning, base districts (defined areas of consistent use and density) are established which typically follow parcel boundaries and legal descriptions. Each district or zoning category contains a list of permitted and conditional uses which define "rights" within the district.

- ◆ Overlay Zoning  
Overlay zoning creates a special zoning district, placed over an existing base zone(s), that identifies special provisions in addition to those in the underlying base zone. The overlay district can share common boundaries with the base zone or cut across base zone boundaries. Regulations or incentives are attached to the overlay district to protect a specific resource or guide development within a special area. This type of zoning can be helpful if there is one particular resource that needs to be protected a consistent way, regardless of what district it is located in.
  
- ◆ Planned Developments (PDs)  
Planned developments may allow developers to vary from 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.
  
- ◆ 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, smell 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.
  
- ◆ Land Division/Subdivision Ordinance  
A land division 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, 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.

◆ Wireless Communications Ordinance

Wireless Communications Ordinances can be used to minimize the visual effects of towers, maximize the capacity of existing towers and reduce impacts to 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.

◆ Wind Energy Systems Ordinance

Wind Energy Systems Ordinance can be used to direct the placement of Wind Energy Systems (WES) located within wind farms as well as some individual WES. The ordinance seeks to prevent adverse impacts by regulating location, height, aesthetics, lighting, setbacks, noise, signal interference, security fencing, and landscaping.

◆ 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. Nonmetallic 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

Erosion control ordinances are 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 cause the loss of native vegetation necessary for terrestrial and aquatic habitat.

◆ Storm Water Control Ordinance

Storm Water Runoff Ordinances are 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

Private Sewerage System ordinances are typically developed at the County level 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).

◆ 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 a 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.

◆ Access Control Ordinance

Access Control Ordinances are 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 Ordinances

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 rights of way, waterways and public transit facilities. The map also may include a waterway only if it is included in a comprehensive surface water drainage plan. No building permit may be issued to construct or enlarge any building within the limits of these mapped areas except pursuant to conditions identified in the law.

◆ Cooperative Boundary Agreements

Cooperative boundary agreements can reduce some of the conflict regarding boundary issues, including annexation, that often arise between towns and their incorporated 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.

◆ Extraterritorial Plat Review

Cities and villages that have adopted a subdivision ordinance or official map can exercise extraterritorial plat approval jurisdiction for three miles beyond the corporate limits of a first, second or third class city and one and one-half miles beyond the limits of a fourth class city or village.

◆ Right-To-Farm Ordinance

Right-to-farm laws are designed to accomplish one or both of the following objectives: 1) to strengthen the legal position of farmers when neighbors sue them for a private nuisance; and 2) to protect farmers from anti-nuisance ordinances and unreasonable controls on farming operations. Most laws include a number of additional protections. Right-to-farm provisions may also be included in state zoning enabling laws, and farmers with land enrolled in an agricultural district may have stronger right-to-farm protection than other farmers. A growing number of counties and towns are passing their own right-to-farm legislation to supplement the protection provided by state law.

The common law of nuisances forbids individuals from using their property in a way that causes harm to others. A private nuisance refers to an activity that interferes with an individual's reasonable use or enjoyment of his or her property. A public nuisance is an activity that threatens the public health, safety or welfare, or damages community resources, such as public roads, parks, and water supplies.

Right-to-farm laws are intended to discourage neighbors from suing farmers. They help established farmers who use good management practices prevail in private nuisance lawsuits. They document the importance of farming to the state or locality and put non-farm rural residents on notice that generally accepted agricultural practices are reasonable activities to expect in farming areas. Some of these laws also limit the ability of newcomers to change the local rules that govern farming. Local right-to-farm laws often serve an additional purpose: They provide farm families with a psychological sense of security that farming is a valued and accepted activity in their community.

◆ Livestock Facilities Siting Ordinance

Livestock Facilities Siting Ordinances are typically developed at the County level and 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 the 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

### Non-Regulatory Implementation Tools

◆ Conservation Easements

Conservation easements limit land to specific uses and thus 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 remains on the tax roll and is privately owned and managed.

◆ 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 Improvements Program (CIP)

The capital improvements program 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 space.

A capital improvements 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 impose 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 new legislation in 2004. This new legislation provides towns the authority to use the tax incremental financing authority that cities and village 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 new 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 this comprehensive plan up to date ensures that the plan is a useful tool in creating and maintaining desired land use types.

Table 9-1 below provides a list of the programs and tools described above along with recommended changes or specific actions to be taken regarding the implementation of the Town of Pacific Comprehensive Plan. The table also recommends the groups that should be involved in making the change or taking the action and provides a recommended timeline for these activities to be completed in order to implement.

**TABLE 9-1**  
**Recommended Implementation Programs, Tools, and Specific Actions**  
**Town of Pacific, 2010-2030**

<b>Program or Tool</b>	<b>Recommended Changes or Specific Actions</b>	<b>Groups Involved</b>	<b>Timeline</b>
<b>Zoning</b> (Conventional and Overlay)	◆ Encourage the County to eliminate the farm consolidation references in the Agricultural District.	Town, P&Z	2012
	◆ Encourage Columbia County to create a 35 acre minimum lots size within the Agricultural Zoning District.	Town, P&Z	2012
	◆ Encourage Columbia County to consider new Agriculture Business District for “agriculturally related business”.	Town, P&Z	2012
	◆ Encourage Columbia County to create new Commercial Districts that are more reflective of community values.	Town, P&Z	2012
	◆ Encourage Columbia County to evaluate the need for separate Single Family Districts to address development with public or shared sewer service and development with no public or shared sewer service.	Town, P&Z	2012
	◆ Encourage Columbia County to create new Industrial Districts that are more reflective of community values.	Town, P&Z	2012
	◆ Encourage Columbia County to revise and update the Recreational District to remove residential uses and identify appropriate regulations for campgrounds including provisions for Town review prior to approval of any development activity in campgrounds.	Town, P&Z	2012

Program or Tool	Recommended Changes or Specific Actions	Groups Involved	Timeline
	◆ Encourage Columbia County to consider the development of a Conservation District that provides protection to the features included in the environmental corridors.	Town, P&Z	2012
	◆ Encourage Columbia County to consider the development of a Public/Quasi-Public District that provides better classification of churches, schools, and government facilities.	Town, P&Z	2012
	◆ Encourage Columbia County to review Floodplain Zoning District for consistency with the comprehensive plan.	Town, P&Z	2012
	◆ Encourage Columbia County to review Shoreland Wetland Protection Zoning District for consistency with the comprehensive plan.	Town, P&Z	2012
	◆ Encourage Columbia County to evaluate and amend the zoning ordinance as needed to implement the comprehensive plan.	Town, P&Z	Ongoing
<b>Planned Developments (PDs)</b>	◆ Encourage Columbia County to conduct a review of the PD provisions within the zoning ordinance and determine if changes are need to make PD's a more effective land use tool.	P&Z, Towns	2011-2012
<b>Performance Standards</b>	◆ Encourage Columbia County to evaluate current performance standards within the Columbia County Zoning Ordinance and make any necessary changes.	P&Z, Towns	2012
<b>Design/Site Review</b>	◆ Encourage Columbia County to develop a design/site review process that provides basic standards for the design of buildings and building sites.	Town, P&Z	2012-2013
	◆ Develop a Site Plan Review Ordinance and update all other Town ordinances that pertain to new building construction, alteration, land disturbance or use.	Town	2012
<b>Historic Preservation Ordinance</b>	◆ Conduct a comprehensive inventory of historic buildings and places within the Town of Pacific.	Towns, WHS	2012-2013
	◆ Develop a historic preservation ordinance that provides minimal protections for historic buildings and places within the Town of Pacific.	Towns, WHS	2013
	◆ Pursue grants and other funding sources to use in the protection of historic buildings and places.	Town	Ongoing

<b>Program or Tool</b>	<b>Recommended Changes or Specific Actions</b>	<b>Groups Involved</b>	<b>Timeline</b>
<b>Uniform Dwelling Code (UDC)</b>	◆ Continue efforts in the Town of Pacific to standardize and streamline the administration of UDC within the Town..	Town	Ongoing
	◆ Update the Town’s Building Control Permitting Ordinance.	Town	2012
<b>Commercial Building Code</b>	◆ Consider adopting an ordinance to implement commercial building code enforcement in the Town.	Town	2012
<b>Land Division and Subdivision Ordinance</b>	◆ Amend the Town Land Division and Subdivision Ordinance to require CSM’s for all land divisions 80 acres or less.	Town	2012
	◆ Develop conservation design standards within the Town Land Division and Subdivision Ordinance.	Town	2012
	◆ Evaluate and amend the Land Division and Subdivision Ordinance as needed to implement the comprehensive plan.	Town	Ongoing
<b>Wireless Communication Facilities Ordinance</b>	◆ Encourage Columbia County to conduct a review of the existing wireless communications facilities ordinance and determine if changes are need to make the ordinance more effective and consistent with other ordinances.	Town, P&Z	2011
<b>Wind Energy Systems Ordinance (WES)</b>	◆ Encourage Columbia County to evaluate the merits of developing a Wind Energy Systems Ordinance for Columbia County to regulate placement and construction of these facilities.	Town, P&Z	2012
<b>Nonmetallic Mining Reclamation Ordinance</b>	◆ Encourage Columbia County to conduct a review of the existing nonmetallic mining reclamation ordinance and determine if changes are need to make the ordinance more effective and consistent with other county ordinances.	Town, P&Z	2012
<b>Erosion Control Ordinance</b>	◆ Update the erosion control ordinance for the Town of Pacific.	Town, LWC	2012
<b>Storm Water Control Ordinance</b>	◆ Update the storm water control ordinance for the Town of Pacific.	Town	2012

<b>Program or Tool</b>	<b>Recommended Changes or Specific Actions</b>	<b>Groups Involved</b>	<b>Timeline</b>
<b>Private Sewerage System Ordinance</b>	◆ Encourage Columbia County to conduct a review of the existing private sewerage system ordinance and determine if changes are needed to make the ordinance more effective and consistent with other county ordinances and this comprehensive plan.	Town, P&Z	2012
<b>Driveway Ordinance</b>	◆ Create a Town Driveway Ordinance.	Town	2012
<b>Access Control Ordinance</b>	◆ Create a Town access control ordinance. Address all aspects of roadway improvement, alteration, access, and drainage.	Town, P&Z, HWY	2012
	◆ Coordinate access control efforts between the state, county, and towns to streamline the permitting process and reduce confusion among the public.	Town, P&Z, HWY, WDOT	2011
<b>Cooperative Boundary Agreements</b>	◆ Work with the City of Portage to develop a process that allows for orderly growth and development along municipal borders.	CVT	2011-2013
<b>Extraterritorial Zoning</b>	◆ Work with the City of Portage to develop a process for orderly growth and development along municipal borders.	CVT	2011-2013
<b>Extraterritorial Plat Review</b>	◆ Work with the City of Portage to develop a process that allows for orderly growth and development along municipal borders.	CVT	2011-2013
<b>Transfer of Development Rights (TDR) Program</b>	◆ Consider the Town's adoption of a TDR ordinance.	Town, P&Z	2013-2015
<b>Right-To-Farm Ordinance</b>	◆ Evaluate the merits of developing a right to farm ordinance for the Town of Pacific.	Towns	2011
<b>Nuisance Ordinance</b>	◆ Evaluate the merits of developing a nuisance ordinance for the Town of Pacific.	Town, HHS, Sheriff	2012
	◆ Encourage Columbia County to evaluate existing junk regulations and recommend changes.	Town, P&Z	2012
<b>Conservation Easements</b>	◆ Promote the use of conservation easements to achieve the goals and objectives of the comprehensive plan, as appropriate.	Town	Ongoing
<b>Capital Improvements Program (CIP)</b>	◆ Consider the development and implementation of a CIP that lists and prioritizes large capital expenditures within town government over a five year period.	Town	2011 & Ongoing

Program or Tool	Recommended Changes or Specific Actions	Groups Involved	Timeline
<b>Impact Fees</b>	<ul style="list-style-type: none"> <li>◆ Evaluate the feasibility of using impact fees to implement the goals and objectives of the comprehensive plan.</li> </ul>	Town	2012-2013
<b>Additional Planning Efforts</b>	<ul style="list-style-type: none"> <li>◆</li> <li>◆ Regularly update and amend this comprehensive plan.</li> <li>◆ Create residential development design guidelines for CSM’s, subdivisions, PUD’s and condominiums.</li> <li>◆ Require restrictive covenants on new residential development projects.</li> <li>◆ Complete the codification of the Town’s existing Ordinances.</li> <li>◆ Complete new ordinances, such as Site Plan Review, Driveway and Property Maintenance Ordinances, or other ordinances that effectively address property nuisance issues from residential properties.</li> <li>◆ Complete the revision of existing ordinances, such as the Erosion and Storm Water, Building Permit and Land Division Ordinances.</li> <li>◆ Conduct an assessment of the Town in key residential components such as: platted subdivision build-out, new homes overall, building permit reports, driveway permit reports and existing housing inventory data.</li> <li>◆ Review concept plans submitted by applicants, agents and developers for initial review of development plan and development objectives, before CSM’s, preliminary plats or zoning permits are requested.</li> </ul>	<p></p> <p>Town</p> <p>Town</p> <p>Town</p> <p>Town Ongoing</p> <p>Town</p> <p>Town</p> <p>Town</p> <p>Town</p> <p>Town</p>	<p></p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>2012</p> <p>2012 &amp; Ongoing</p> <p>2012 &amp; Ongoing</p> <p>Periodically</p> <p>Ongoing</p>
<b>Transportation Related Items</b>	<ul style="list-style-type: none"> <li>◆ Continue annual inspections of all town roads for safety and maintenance issues.</li> <li>◆ Consider the development of a 5-year road improvements program.</li> <li>◆ Provide for Columbia County’s traffic review on new subdivision plats with respect to the capacity of the existing County Trunk Highways in the update/revision or creation of ordinances.</li> </ul>	<p>Town</p> <p>Town</p> <p>Town</p>	<p>Yearly</p> <p>2012 &amp; Ongoing</p> <p>Ongoing</p>

Program or Tool	Recommended Changes or Specific Actions	Groups Involved	Timeline
	<ul style="list-style-type: none"> <li>◆ Update/revise or create ordinances to include a requirement for the commissioning of traffic studies for all new developments resulting in 10 residential units or more.</li> </ul>	Town	2012
	<ul style="list-style-type: none"> <li>◆ Meet with the Town of Wyocena regarding a long range plan for Blank Road.</li> </ul>	Town	2012 & Ongoing
	<ul style="list-style-type: none"> <li>◆ Initiate correspondence with WDOT regarding the review of turning lanes and by-pass lanes at STH 16/Dunning Road intersection and the STH 33/Saddle Ridge entrances.</li> </ul>	Town, WDOT	2012 & Ongoing
	<ul style="list-style-type: none"> <li>◆ Initiate correspondence with WDOT regarding the investigation of turning movements and traffic flow at the CTH P/STH 16/51 intersection.</li> </ul>	Town, WDOT	2012 & Ongoing
	<ul style="list-style-type: none"> <li>◆ Initiate correspondence with Columbia County Highway Department to provide turning/passing lanes at CTH P and Wolfgram Road and CTH P and Blank Road.</li> </ul>	Town, County	2012 & Ongoing
	<ul style="list-style-type: none"> <li>◆ Adopt, implement and enforce a new town ordinance for general roadway design, standards, construction and administration, which would include provisions for driveways, culverts, bonding &amp; licensing of contractors, storm water runoff &amp; erosion control provisions, and overall town involvement/oversight.</li> </ul>	Town	2012
<b>Utility and Community Facilities Related Items</b>	<ul style="list-style-type: none"> <li>◆ Create/amend or revise ordinances that require new land division applicants to provide documentation that private water/septic facilities are adequate to the standards of the County and Town.</li> </ul>	Town	Ongoing
	<ul style="list-style-type: none"> <li>◆ Maintain the current Town Hall as the Town’s primary governmental administrative facility.</li> </ul>	Town	Ongoing
	<ul style="list-style-type: none"> <li>◆ Make improvements to the Town Hall as financially appropriate and in consideration for the long term use of the facility as the Town Hall.</li> </ul>	Town	Ongoing
	<ul style="list-style-type: none"> <li>◆ Continue correspondence and meet with the providers of police, fire and EMS services on a regular basis to assess the service contract agreement for each.</li> </ul>	Town	2012 & Ongoing
	<ul style="list-style-type: none"> <li>◆ Create/amend or revise ordinances that provide for acceptable driveway standards for emergency vehicle access.</li> </ul>	Town	2012 & Ongoing
	<ul style="list-style-type: none"> <li>◆ Review the need for additional recreational activities.</li> </ul>	Town (PC)	Ongoing

<b>Program or Tool</b>	<b>Recommended Changes or Specific Actions</b>	<b>Groups Involved</b>	<b>Timeline</b>
	◆ Continue participation in City of Portage Park & Recreation programs	Town, City	Ongoing
	◆ Update the Town's Website.	Town	2012
<b>Agricultural, Natural &amp; Cultural Resources Related Items</b>	◆ Utilize available mapping tools that enable the protection of environmentally sensitive areas from development.	Town	Ongoing
	◆ Contact state and local authorities to review and update 100-year floodplain delineations in areas where issues arise.	Town, County, DNR, FEMA	Ongoing
	◆ Develop an ordinance to require developers to inventory and map woodland areas and mature trees.	Town	2012
	◆ Create a site plan review ordinance to regulate land disturbance or development on slopes 12% or greater.	Town	2012
	◆ Investigate the creation of a Town Nonmetallic Mining Reclamation Ordinance based on the Model Ordinances published by WDNR pursuant to NR 135.35 of the WI Administration Codes.	Town	2012
<b>Economic Development Related Items</b>	◆ Identify underutilized commercial and industrial sites in the Town.	Town	Ongoing
	◆ Create policies to address blighted properties in the Town.	Town	2015
	◆ Develop procedures that are integral with appropriate zoning and permitting processes that establish standards and expectations for Town review.	Town	2013
	◆ Consider the creation of development standards for business development in the Town, especially in the STH 51/16 Corridors	Town	2013
	◆ Hold public hearings on variances, conditional use permit requests, and re-zonings.	Town	Ongoing
<b>Intergovernmental Cooperation Related Items</b>	◆ Seek long-term boundary agreement with the City of Portage that will stabilize municipal boundaries and preserve tax base and financial resources for the Town of Pacific.	Town, City	Current-2015
	◆ Pursue Town input with City of Portage development issues that are common to the Town and the City, such as storm water management & regulation, transportation & access, and land divisions and extraterritorial approvals.	Town, City	Ongoing



## INTEGRATION AND CONSISTENCY OF PLAN ELEMENTS

The State of Wisconsin's comprehensive planning statutes require that the implementation element describe 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 Pacific 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 Pacific Plan Commission who further scrutinized the plan for inconsistencies. As a result of this plan development process, there are no known inconsistencies among the plan elements.

Over time, as plan amendments occur the threat of inconsistencies will increase. It is important that Town of Pacific Plan Commission conduct consistency reviews to ensure that the plan is up to date and consistent among the nine elements of the Town of Pacific Comprehensive Plan. It is also important to attempt to maintain consistency between the Town of Pacific 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.

## 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. Measurement of comprehensive plan progress can be achieved in two ways:

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

Goals, objectives and policies are included in each element of the comprehensive plan and provide direction for the implementation of the plan. The measurement of plan progress can be accomplished through a review of these goals, objectives and policies 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 if 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. Likewise, each policy under each objective should be evaluated for its purpose and effectiveness for the intended results as to implementing this Plan.

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 Pacific Plan Commission and reported to the Town of Pacific Town Board at least once every five years, or more frequently at the request of the Board.

### AMENDING OF THE PLAN

The Town of Pacific Comprehensive Plan should be evaluated on a regular basis 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 Pacific 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.

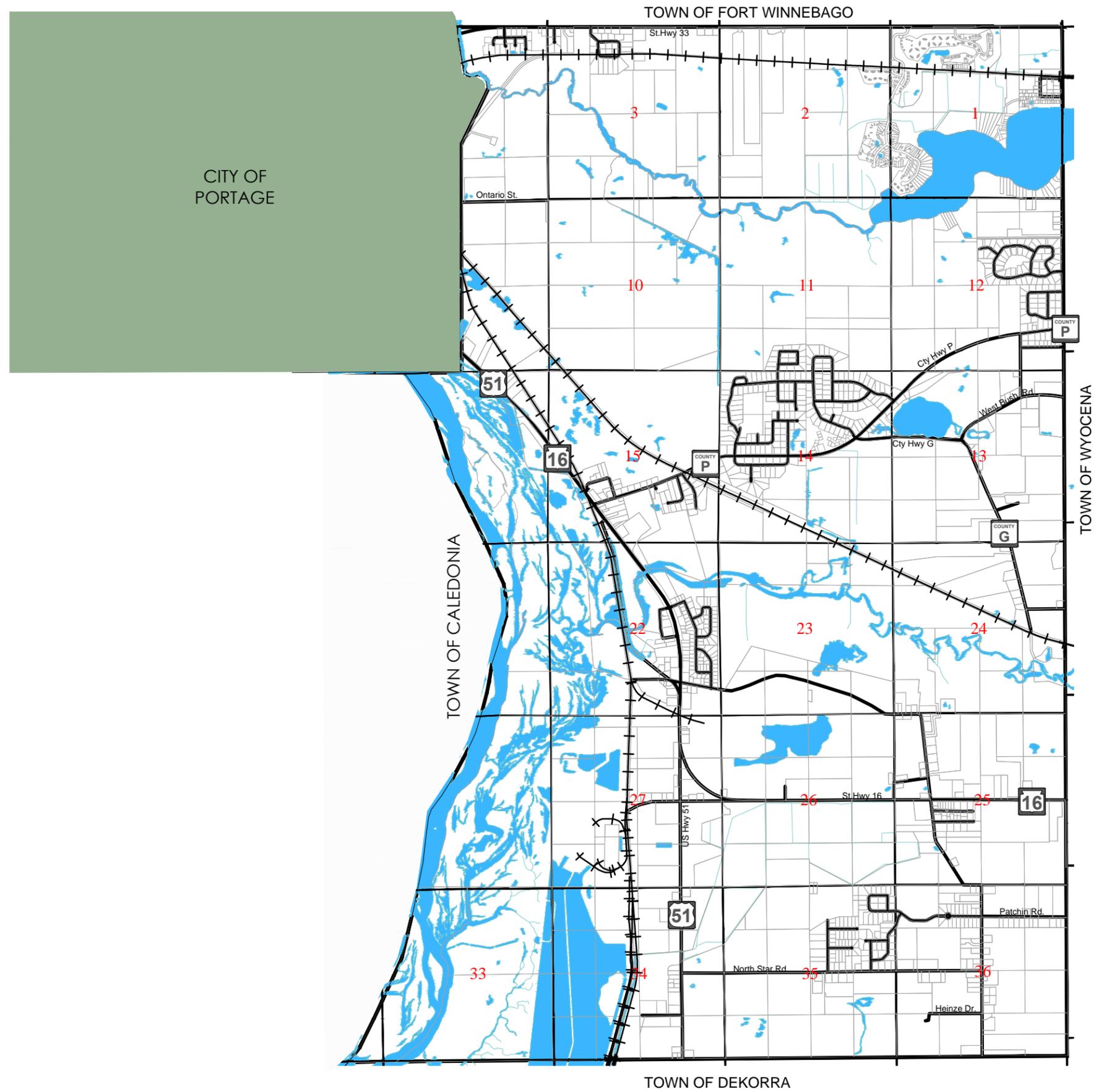
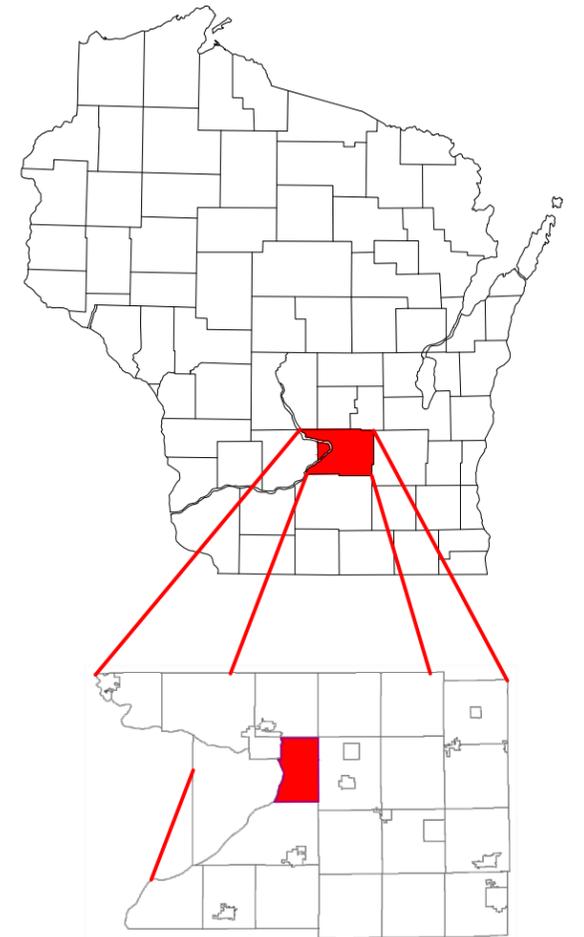
### UPDATING OF THE PLAN

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.



## APPENDIX I

**MAP 1-1  
GENERAL MAP &  
REGIONAL SETTING**  
Town of Pacific  
Columbia County  
Wisconsin



**GEC**  
General Engineering Company  
P.O. Box 340 • 916 Silver Lake Dr. • Portage, WI 53901  
608-742-2169 (Office) • 608-742-2592 (Fax)  
www.generalengineering.net

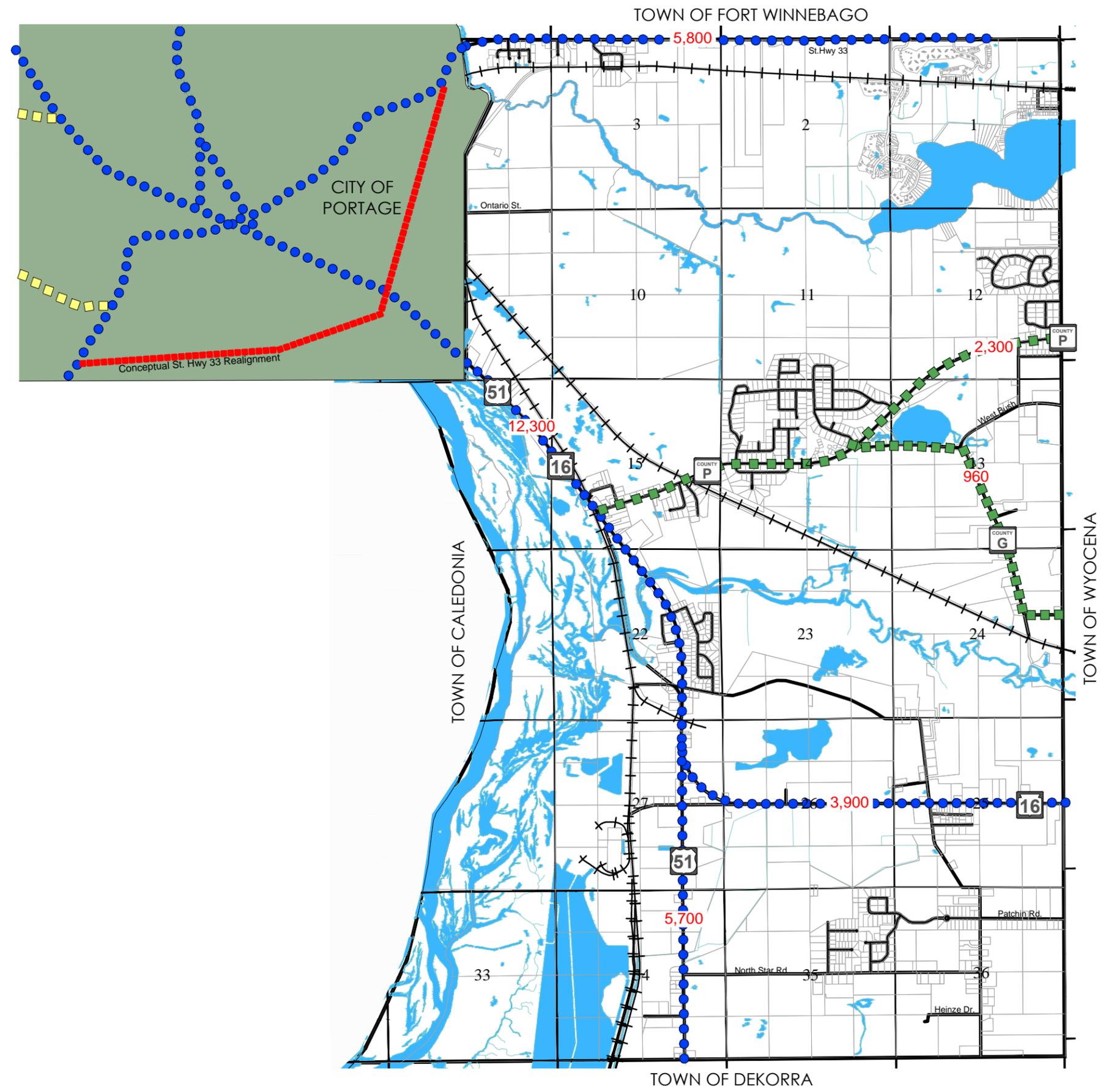
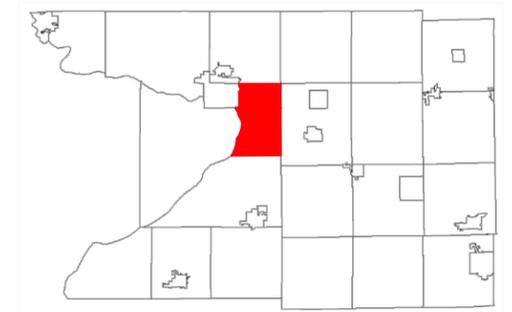
**COLUMBIA COUNTY**  
Planning & Zoning



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.



MAP 3-1  
**HIGHWAY FUNCTIONAL CLASS  
 AND TRAFFIC VOLUMES**  
 Town of Pacific  
 Columbia County  
 Wisconsin



- Functional Class**
- Local Roads
  - - - Minor Collector
  - - - Major Collector
  - Minor Arterial
- 4,400 2000 Annual Average Daily Traffic Counts

**GEC**  
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 www.generalengineering.net

**COLUMBIA COUNTY**  
 Planning & Zoning

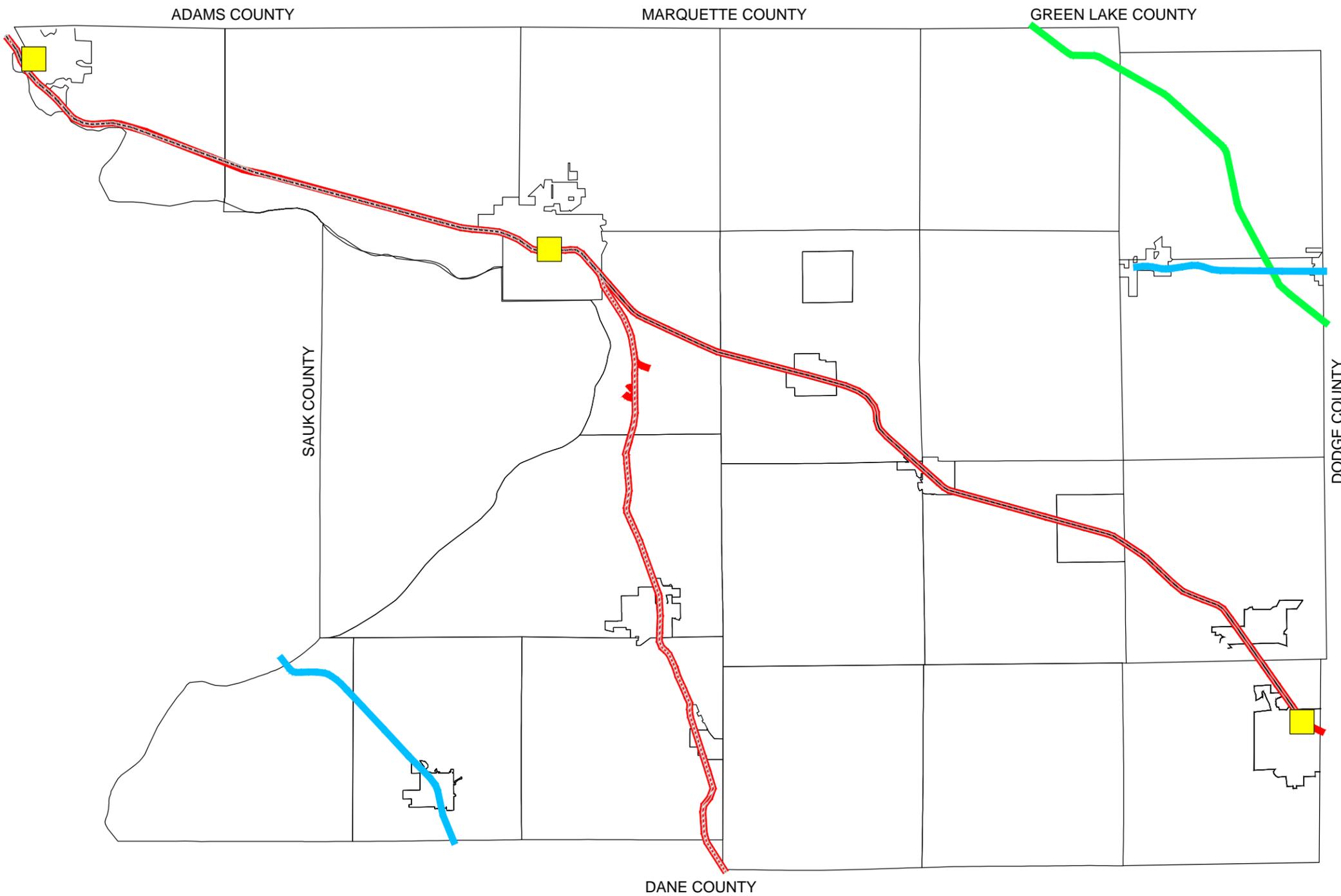


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# MAP 3-4 EXISTING RAILROADS

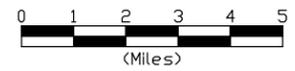
Columbia County  
Wisconsin



- Legend**
- Canadian Pacific Railway (Soo Line)
  - Union Pacific Railroad
  - Wisconsin & Southern Railroad
  - Amtrak Empire Builder Route
  - High Speed Rail Initiative
  - Proposed Route
  - Amtrak Station

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**COLUMBIA COUNTY**  
Planning & Zoning

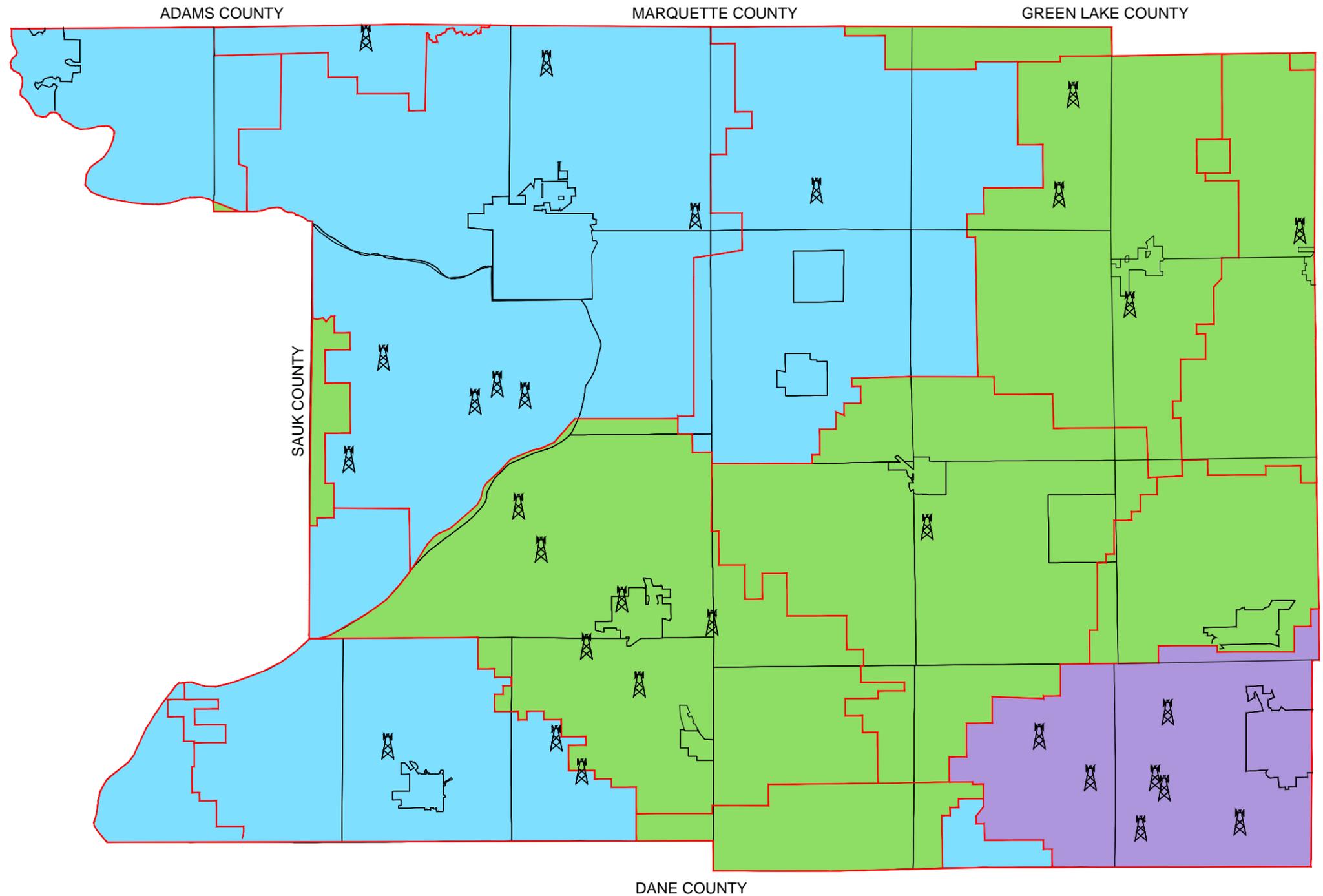


This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only.



# MAP 4-4 TELECOMMUNICATIONS SERVICE AREAS

Columbia County  
Wisconsin



### Legend

-  Cell/Radio Towers
-  Exchange Boundary

### Telephone Service Provider

-  Century Link
-  AT&T
-  Frontier Communications

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**COLUMBIA COUNTY**  
Planning & Zoning

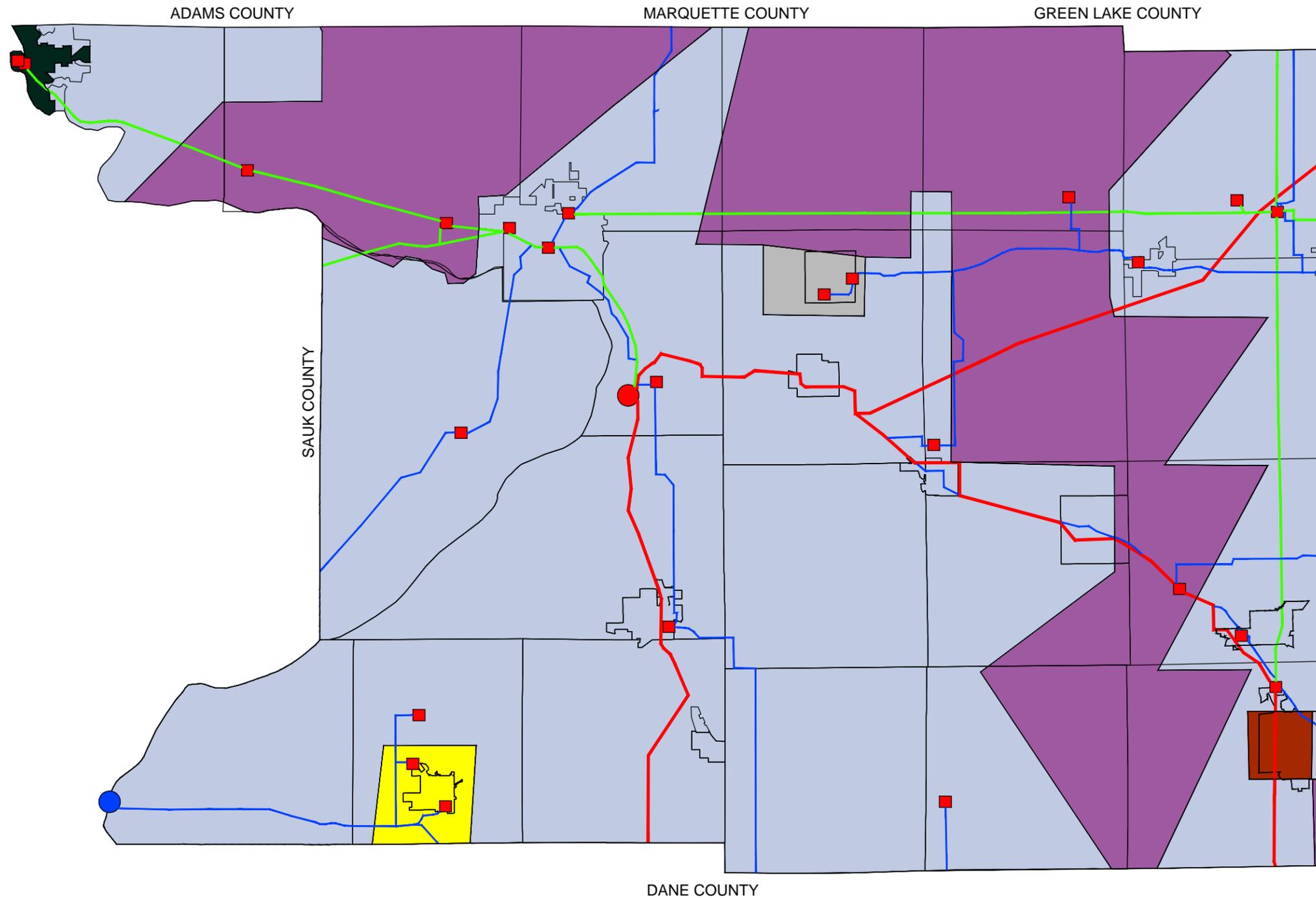


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# MAP 4-5 ELECTRICAL SERVICE TERRITORIES & INFRASTRUCTURE

Columbia County  
Wisconsin



## Legend

- Substations
- Columbia Powerplant
- Hydroelectric Powerplant
- 96 kV Transmission Line
- 138 kV Transmission Line
- 345 kV Transmission Line

## Electrical Service Territories

- Adams-Columbia Electric Cooperative
- Alliant-Wisconsin Power & Light
- Columbus Water & Light Dept.
- Lodi Municipal Light & Water Utility
- Pardeeville Electric Utility
- Wisconsin Dells Municipal Electric Utility



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# MAP 4-6 NATURAL GAS SERVICE AREAS & PIPELINES

Columbia County  
Wisconsin

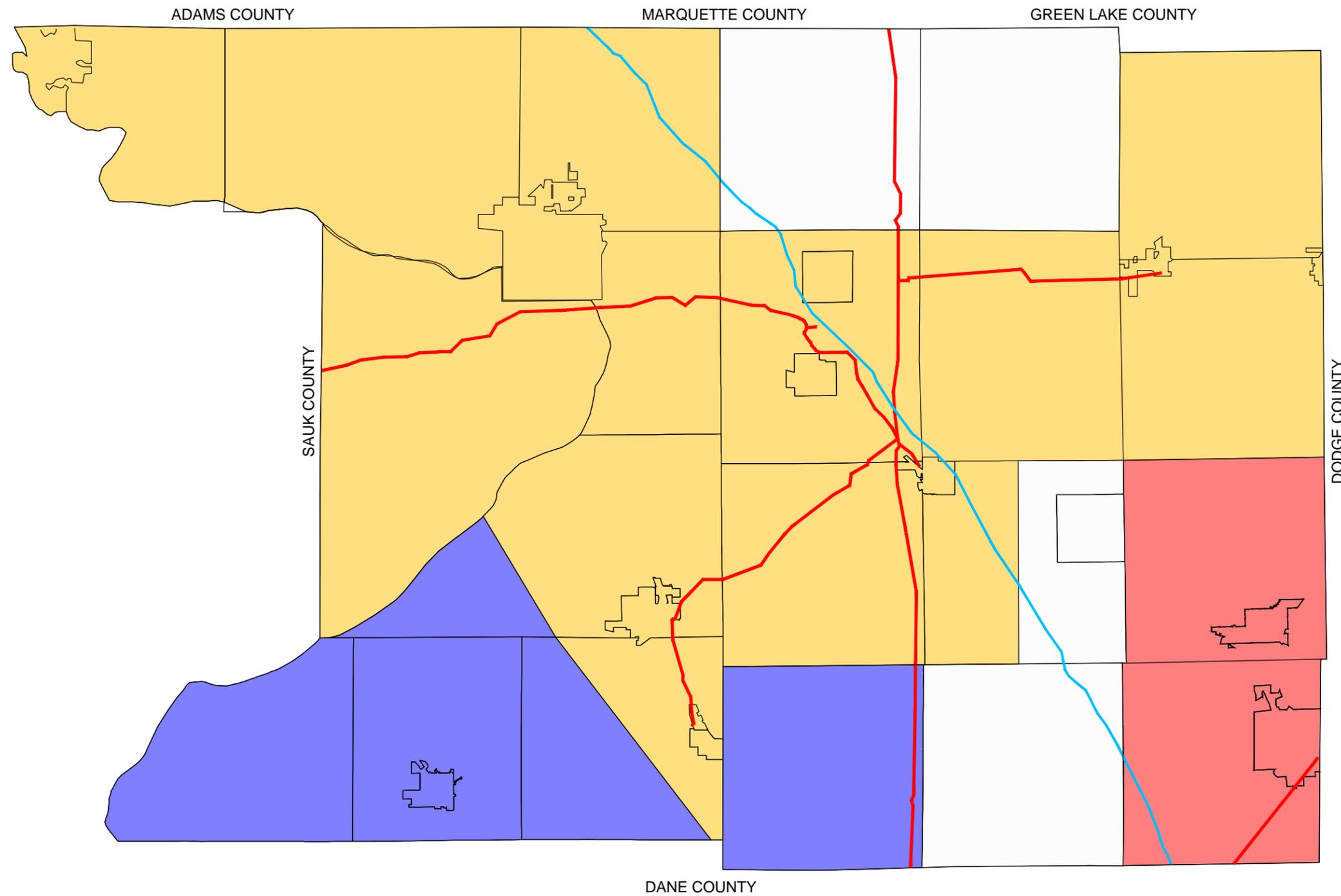


### Legend

-  Lakehead (Crude Oil) Pipeline
-  Natural Gas Pipeline

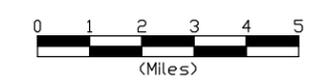
### Natural Gas Service Areas

-  Alliant-Wisconsin Power & Light
-  Madison Gas & Electric
-  Wisconsin Gas Company
-  No Natural Gas Service Company



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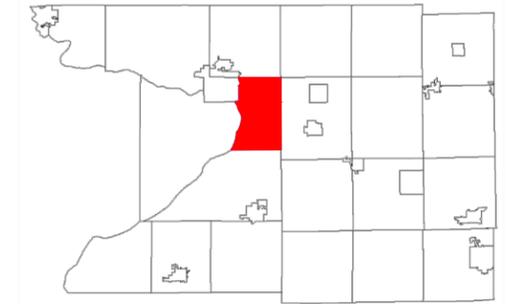
**COLUMBIA COUNTY**  
Planning & Zoning



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MAP 5-1  
**LANDS ENROLLED IN  
 FARMLAND PRESERVATION**  
 Town of Pacific  
 Columbia County  
 Wisconsin



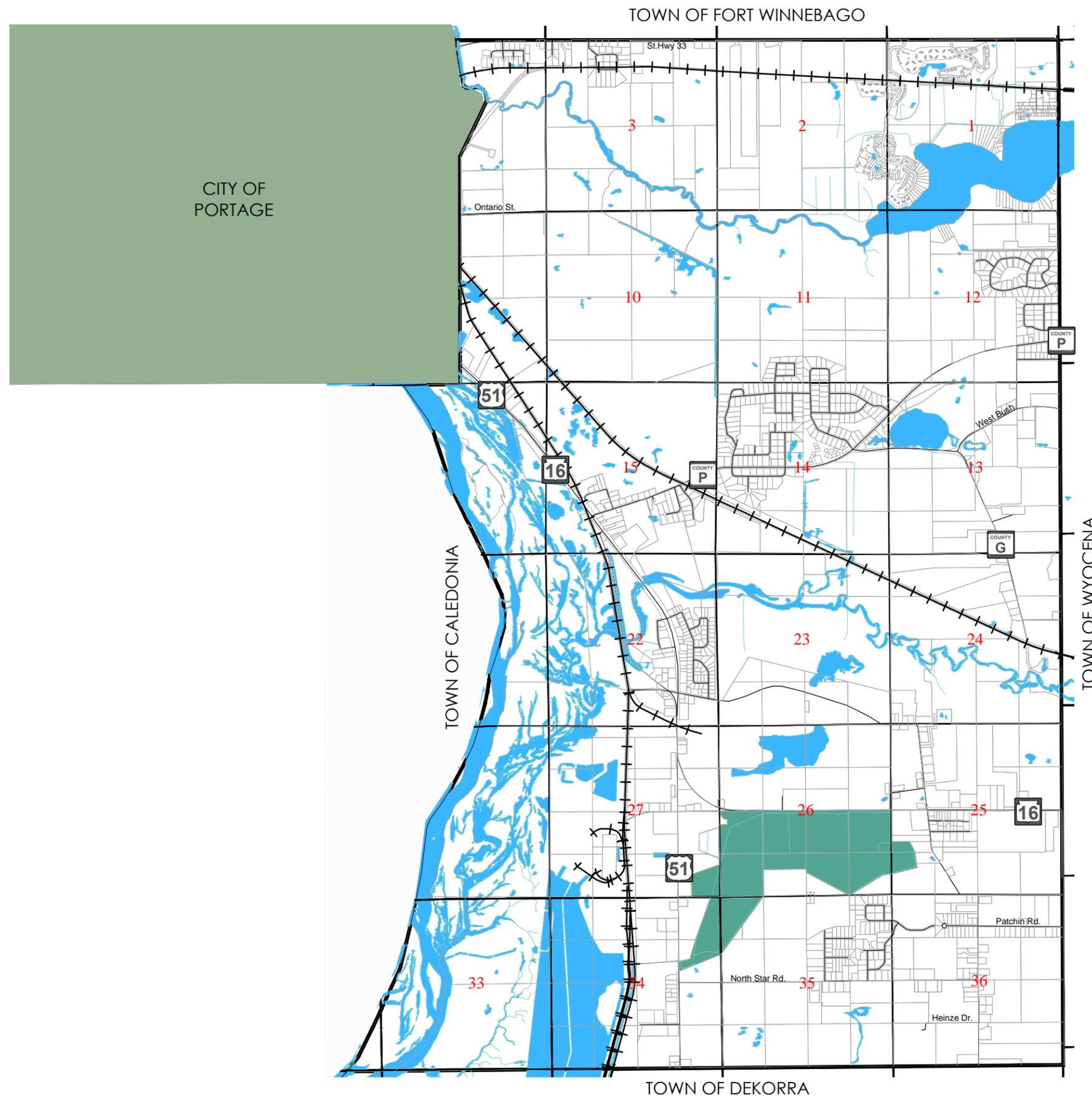
**Legend**

- Past Farmland Preservation Participants<sup>1</sup>

1. The properties shown indicate those owners who at one time had been enrolled in the Farmland Preservation Program from its inception in the early 1970's to October 8, 2001. This map does not illustrate current lands under the Farmland Preservation Program. New Data is being gathered for the current lands under Farmland Preservation and is expected to be completed in 2006.

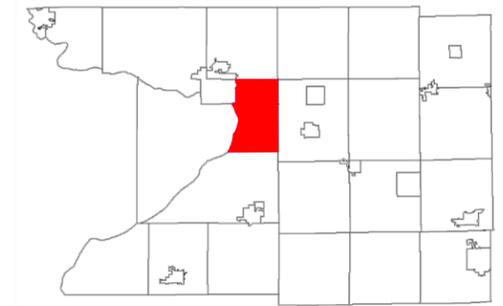


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**MAP 5-3  
PRODUCTIVE  
AGRICULTURAL SOILS**  
Town of Pacific  
Columbia County  
Wisconsin



**Legend**

 Prime Farmland<sup>1</sup>

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.

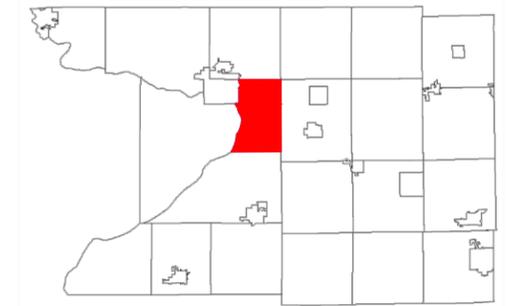


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# MAP 5-4 ENVIRONMENTAL CORRIDORS Town of Pacific Columbia County Wisconsin



## Legend

-  Surface Water
-  Environmental Corridor
- Floodplains <sup>1</sup>**
- Wetlands <sup>2</sup>**
- 35 foot Buffers on all water <sup>3</sup>**
- Public Open Space**
- Slopes 12% and greater <sup>4</sup>**
- shallow Soils <sup>5</sup>**
- Woodlots 20 Acres or greater <sup>6</sup>**

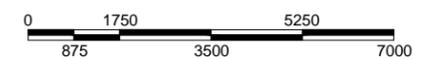
1. Floodplains (100yr) extracted from FEMA Flood Insurance Rating Maps. Floodplain delineations are for flood insurance purposes only. All areas subject to flooding in the community are not necessarily shown.
2. Wetlands extracted from WDNR's Wisconsin Wetlands Inventory, which includes mapped wetlands at least 5 acres in size derived mainly from air photo interpretation. All wetlands subject to state or federal regulations may not be shown.
3. County shoreland zoning regulations require 75 foot building setbacks on all navigable waterways. A vegetative buffer of 35 feet is suggested on all waterways.
4. Slopes extracted from USGS 7.5' digital elevation models
5. Shallow soils extracted from USDA NRCS-SSURGO data. Shallow soils included are approximately 4 feet or less from the surface. Depth to Restriction such as bedrock, cemented pan, or abrupt textural change, that is nearly continuous layer that has one or more physical, chemical, or thermal properties that significantly reduce the movement of water.
6. Forested areas extracted from WDNR's landcover dataset. Landcover data set is a raster representation of vegetation/land cover for the State.



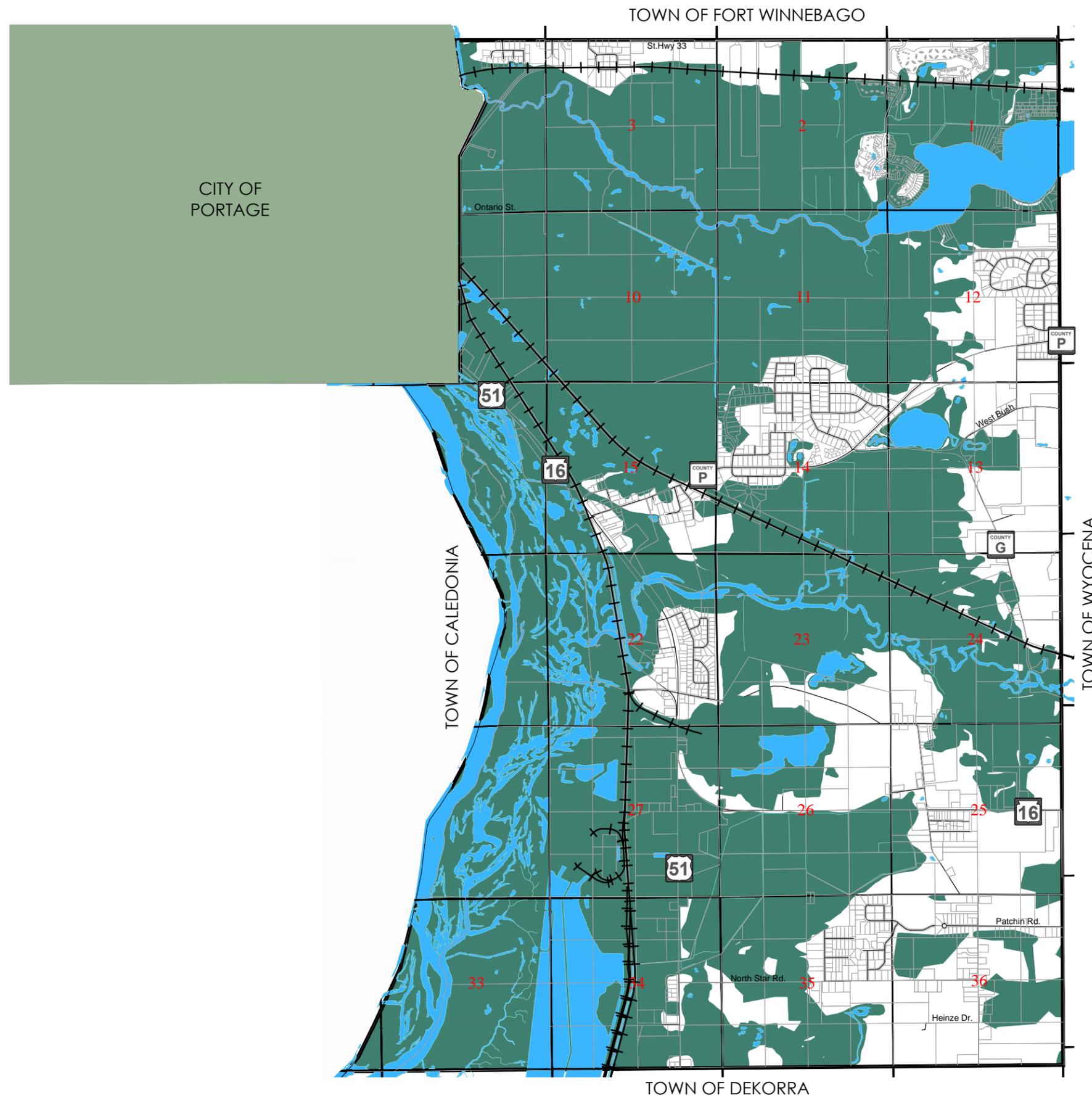
P.O. Box 340 • 916 Silver Lake Dr. • Portage, WI 53901  
608-742-2169 (Office) • 608-742-2592 (Fax)  
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COLUMBIA COUNTY  
Planning & Zoning



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CITY OF PORTAGE

TOWN OF FORT WINNEBAGO

TOWN OF CALEDONIA

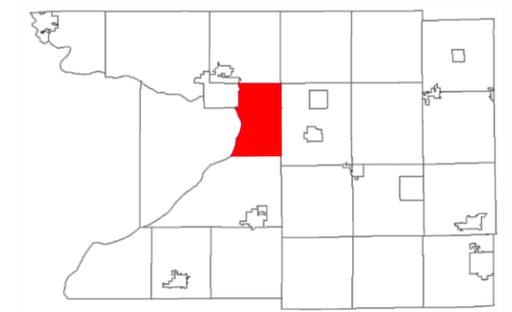
TOWN OF WYOCENA

TOWN OF DEKORRA



# MAP 5-7 FLOODPLAINS

Town of Pacific  
Columbia County  
Wisconsin



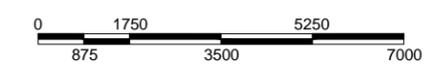
## Legend

- 100 Year Floodplain
- 500 Year Floodplain

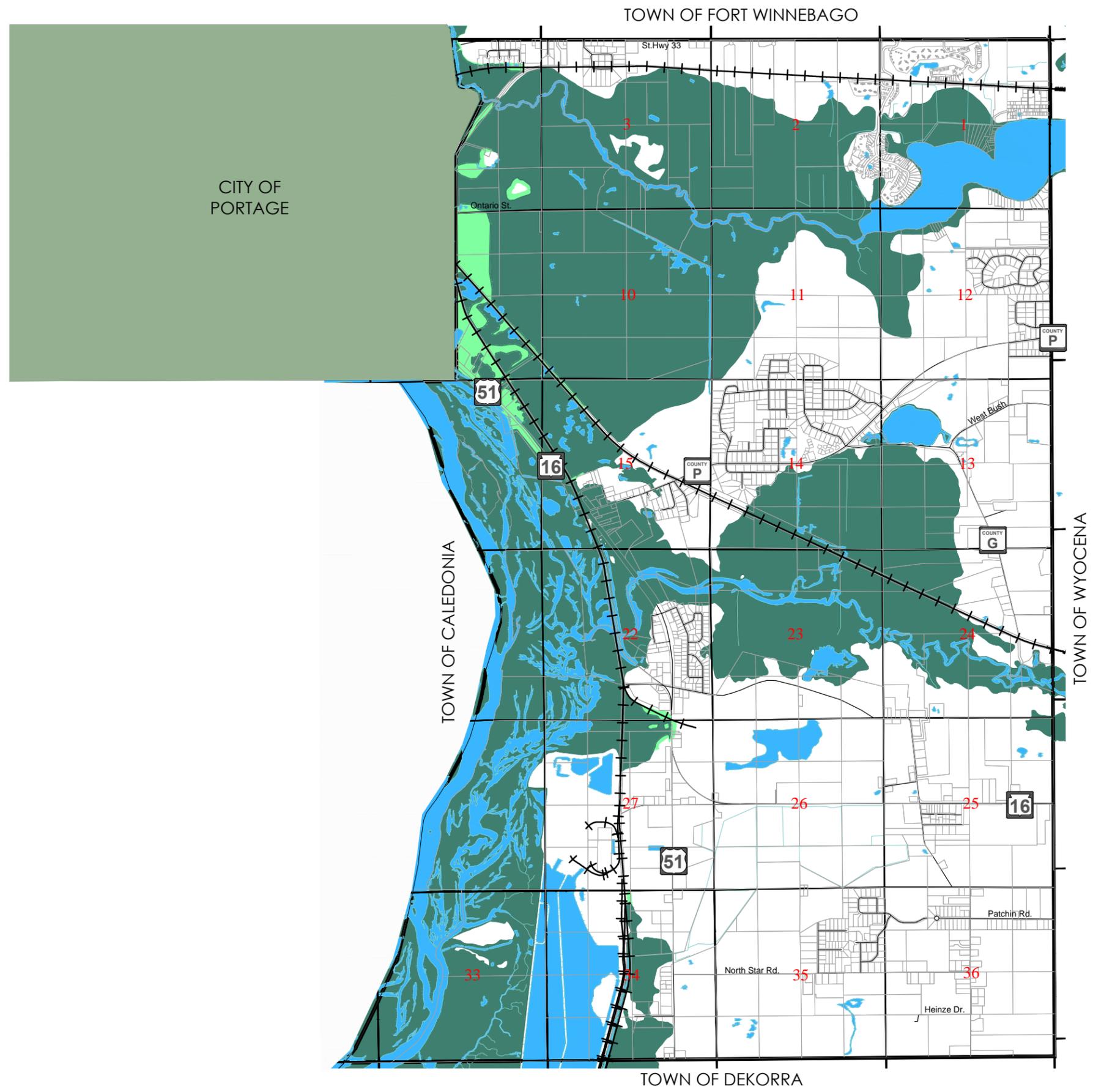
Floodplains delineated from Flood Insurance Rate Map (FIRM) dated April 2, 2008. Flood risk information presented on FIRMs is based on historic, meteorologic, hydrologic, and hydraulic data, as well as open-space conditions, flood control works, and development. To prepare FIRMs that illustrate the extent 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.

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**COLUMBIA COUNTY**  
Planning & Zoning

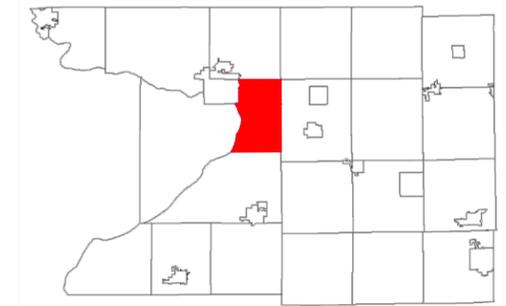


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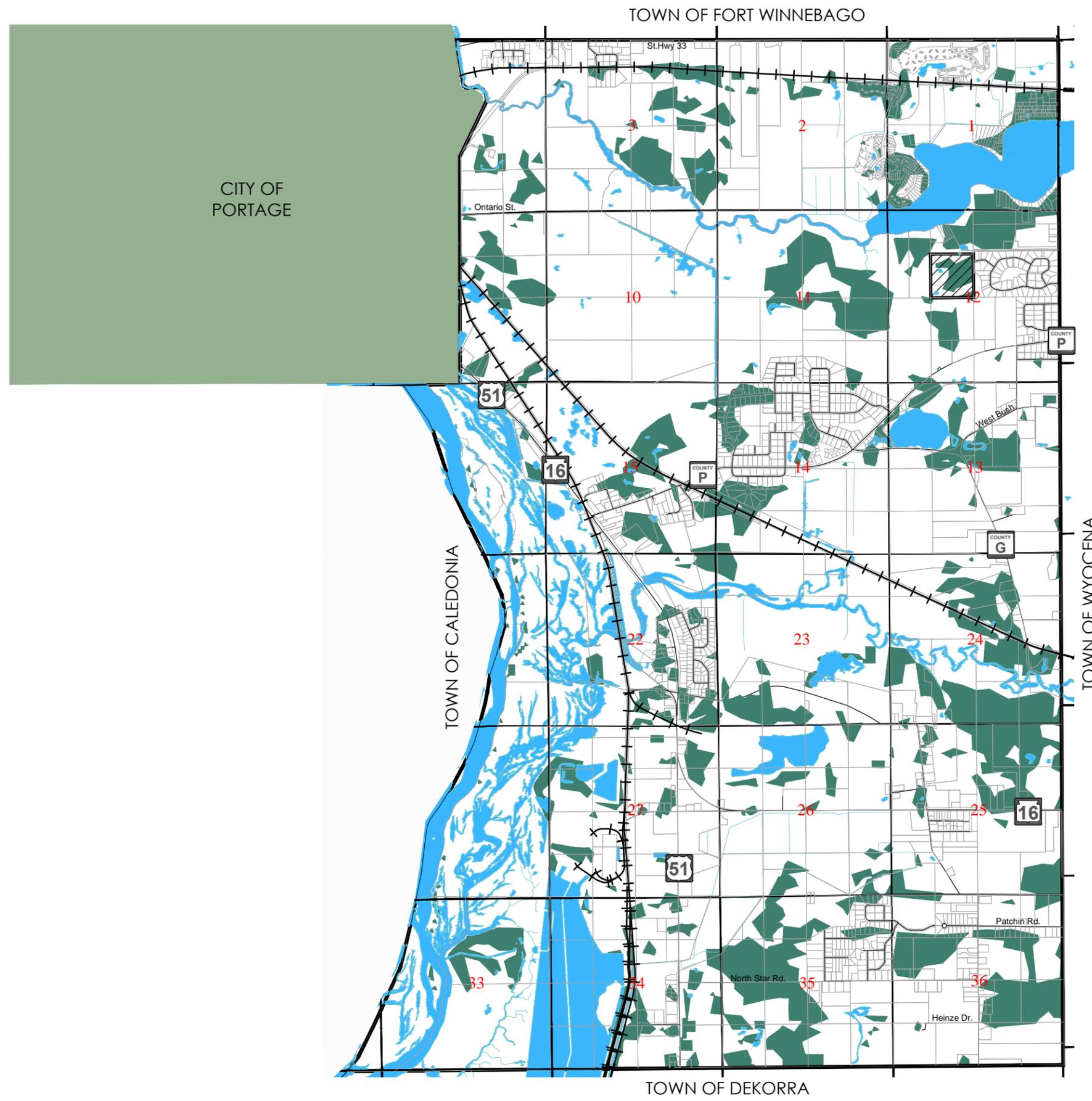
**MAP 5-9**  
**WOODLANDS &**  
**MANAGED FOREST LAW**  
 Town of Pacific  
 Columbia County  
 Wisconsin



**Legend**

- Woodlands <sup>1</sup>
- 2004 Managed Forest Law Parcels

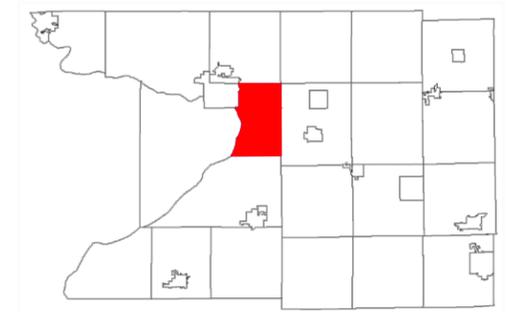
1. Forested areas extracted from WDNR's landcover dataset. Landcover data set is a raster representation of vegetation/land cover for the State.



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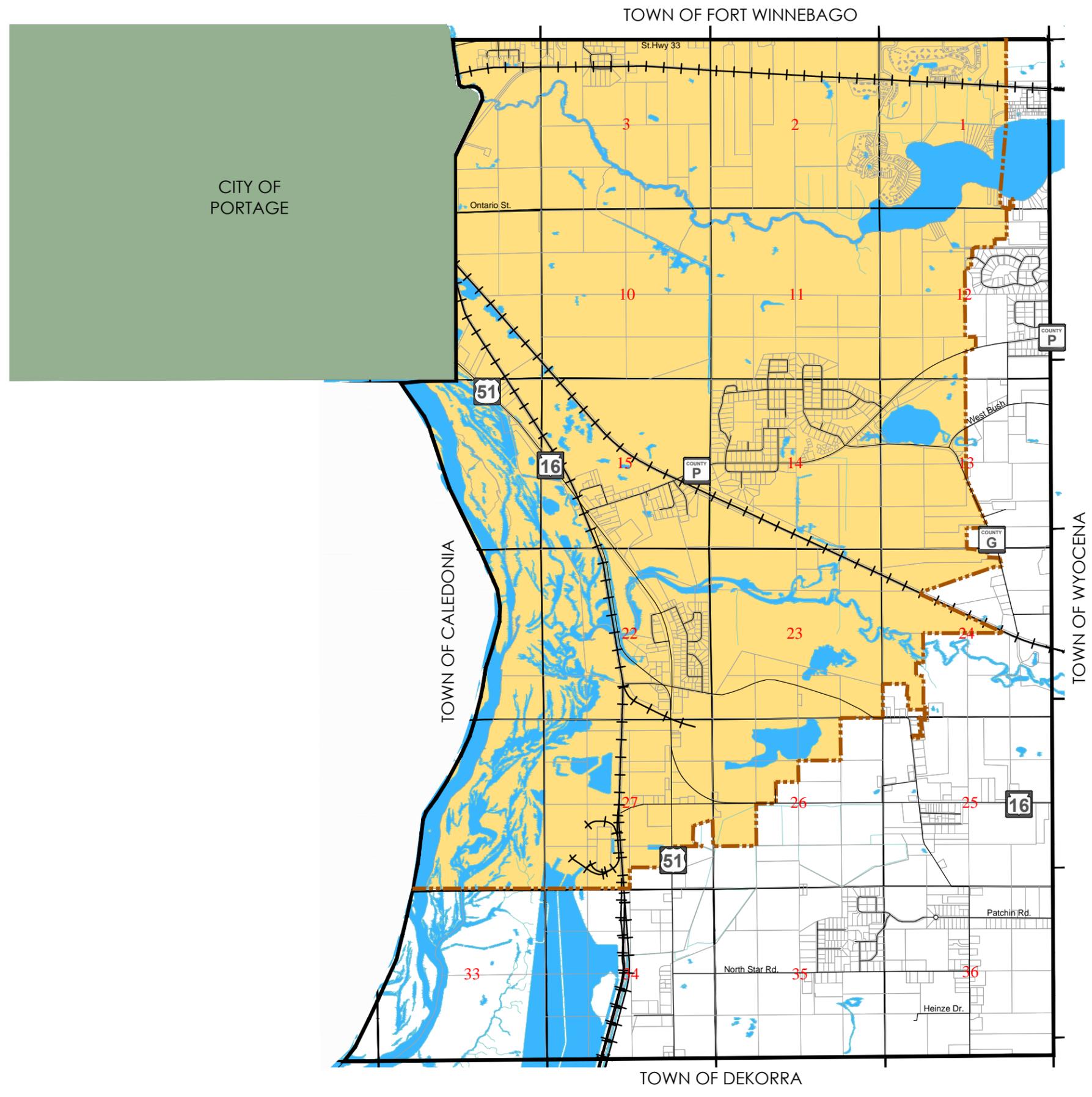


**MAP 7-1**  
**POTENTIAL EXTRATERRITORIAL**  
**JURISDICTION**  
 Town of Pacific  
 Columbia County  
 Wisconsin



**Legend**

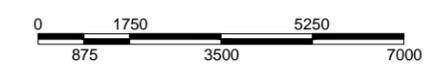
 Potential Extraterritorial Jurisdiction



CITY OF PORTAGE

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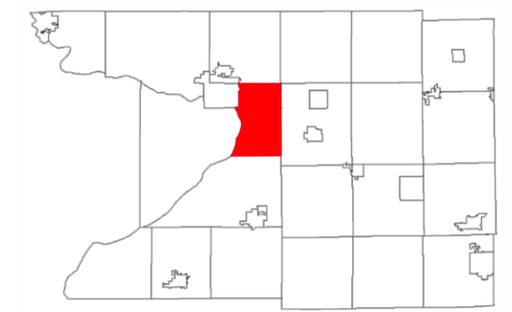
**COLUMBIA COUNTY**  
 Planning & Zoning



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MAP 8-1  
**EXISTING LAND USE**  
**2012**  
 Town of Pacific  
 Columbia County  
 Wisconsin

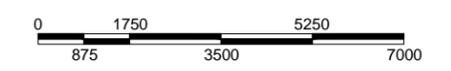


**Legend**

- Agricultural or Open Space
- Single Family Residential
- F Farm Residential
- Multi Family Residential
- Commercial
- Industrial
- Institutional/Public
- Utilities
- Recreational

**GEC**  
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 P.O. Box 340 • 916 Silver Lake Dr. • Portage, WI 53901  
 608-742-2169 (Office) • 608-742-2592 (Fax)  
 www.generalengineering.net

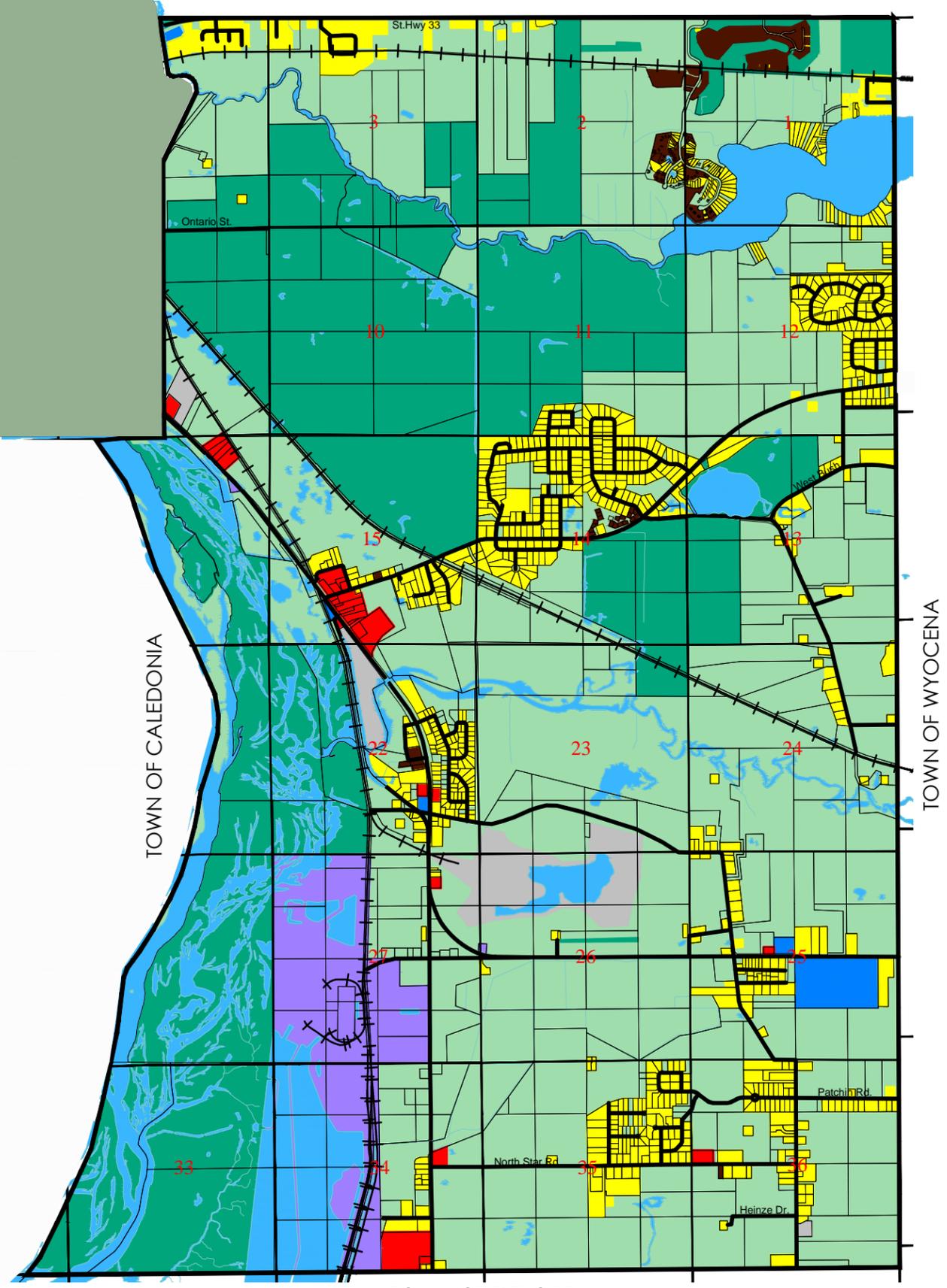
**COLUMBIA COUNTY**  
 Planning & Zoning



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TOWN OF FORT WINNEBAGO

CITY OF PORTAGE



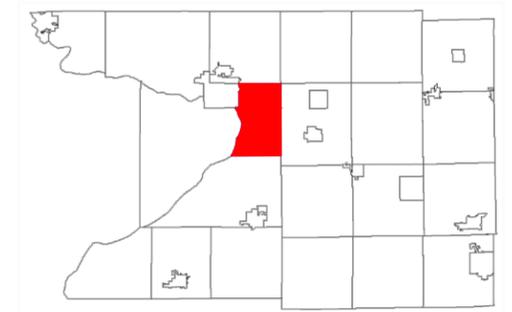
TOWN OF CALEDONIA

TOWN OF WYOCENA

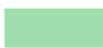
TOWN OF DEKORRA

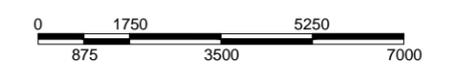


**MAP 8-2  
DEVELOPABLE  
POTENTIAL & TRENDS**  
Town of Pacific  
Columbia County  
Wisconsin

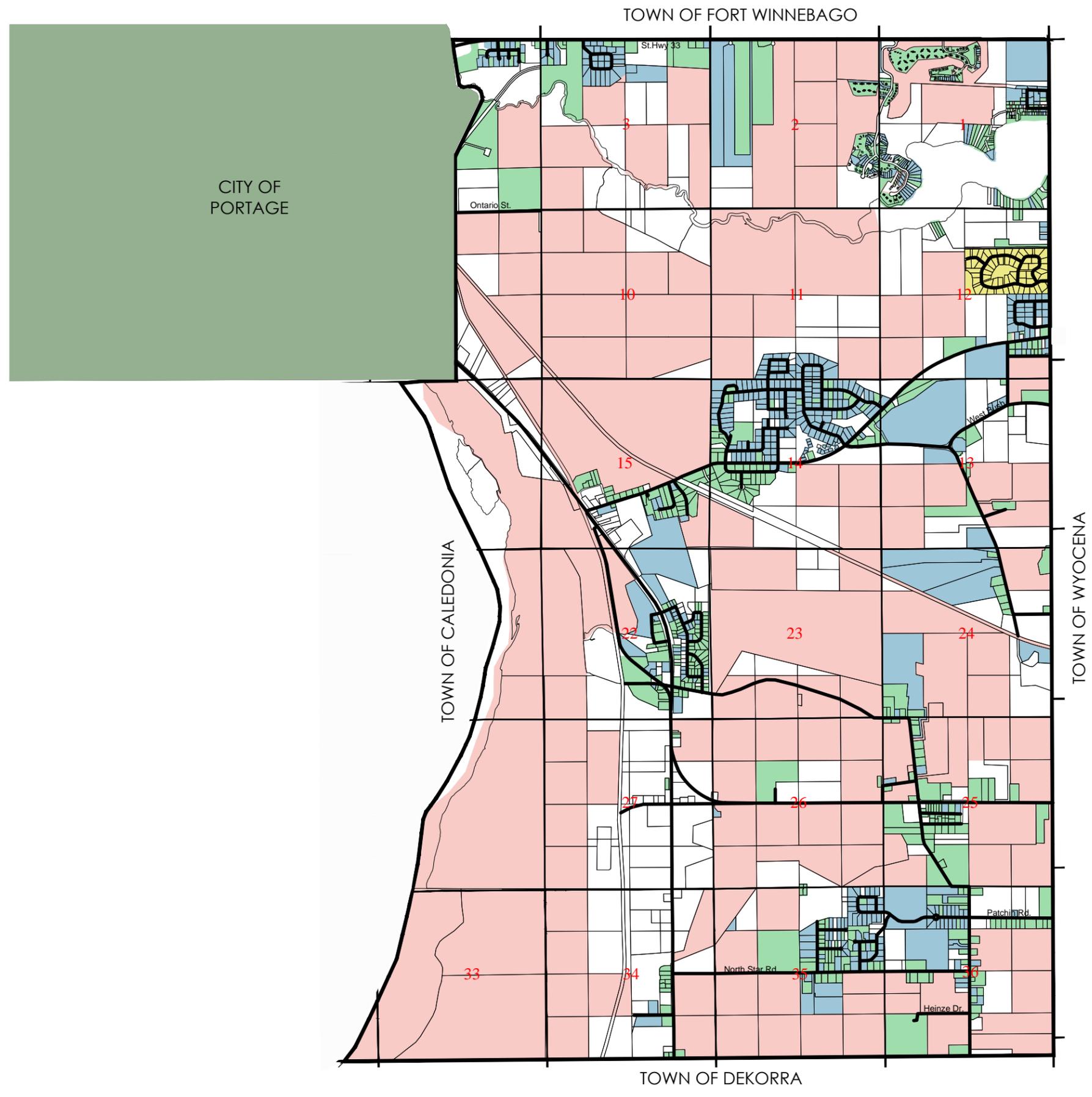


**Legend**

-  Parcel With a Residence Built Before 1980
-  Parcel With a Residence Built Between 1980-2005
-  Parcel 35 Acres or Greater Without a Residence
-  Parcel less than 35 Acres Without a Residence
-  Parcel less than 35 Acres Developed Between 2005 & 2012



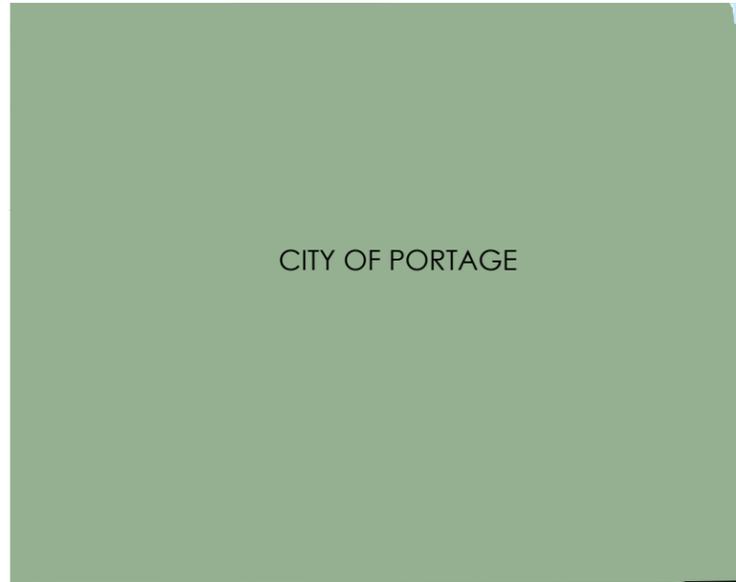
This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only.



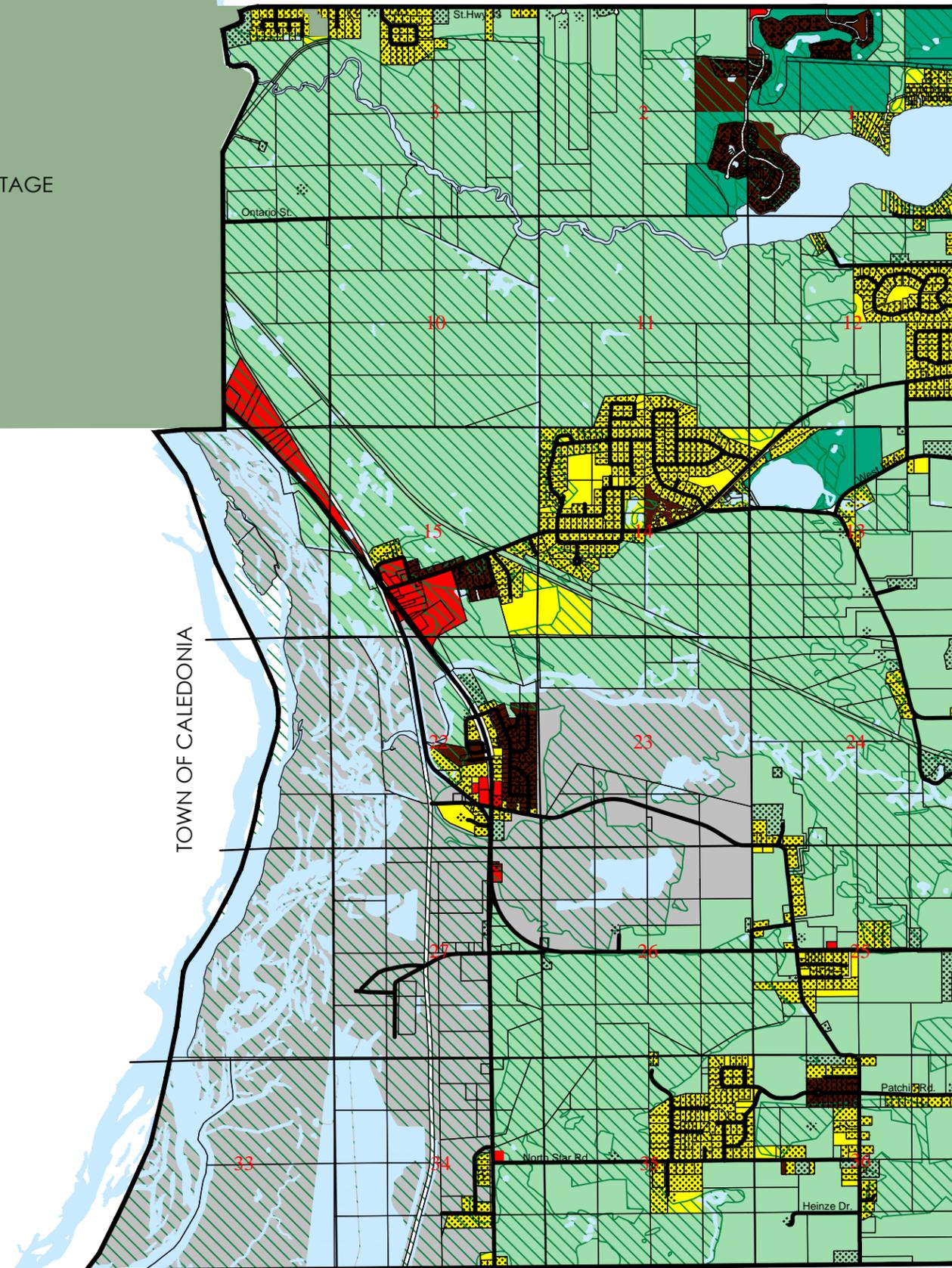


TOWN OF FORT WINNEBAGO

MAP 8-3  
FUTURE LAND USE  
2030  
Town of Pacific  
Columbia County  
Wisconsin



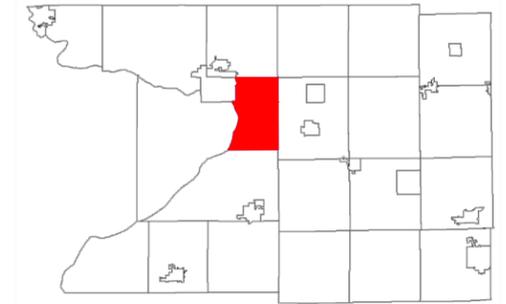
CITY OF PORTAGE



TOWN OF CALEDONIA

TOWN OF WYOCENA

TOWN OF DEKORRA



Legend

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



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## APPENDIX II



**ORDINANCE NO. 2012-5**

**TOWN OF PACIFIC COMPREHENSIVE PLAN ORDINANCE**

**STATE OF WISCONSIN**

**Town of Pacific  
Columbia County**

**SECTION I - TITLE PURPOSE**

The title of this ordinance is the Town of Pacific Comprehensive Plan Ordinance. The purpose of this ordinance is for the Town of Pacific, Columbia County, Wisconsin, to lawfully adopt the 2012 update to the comprehensive plan pursuant to § 66.1001(4)(c), Wis. Stats., to replace its existing comprehensive plan.

**SECTION II - AUTHORITY**

The Town Board of the Town of Pacific, Columbia County, Wisconsin, has authority through its village powers under §60.22, Wis. Stats., to appoint a Town Plan Commission under §60.62(4) and 62.23(1), Wis. Stats., and under §66.1001(4), Wis. Stats. to adopt this ordinance. The comprehensive plan of the Town of Pacific must be in compliance with §66.1001(4)(c), Wis. Stats., in order for the Town Board to adopt this ordinance.

**SECTION III – ADOPTION OF ORDINANCE**

This ordinance, adopted by a majority of the Town Board on a roll call vote with a quorum present and voting and proper notice having been given, provides for the adoption by the Town of the 2012 update to the comprehensive plan under §66.1001(4), Wis. Stats.

**SECTION IV – PUBLIC PARTICIPATION**

The Town Board has adopted written procedures designed to foster public participation in every stage of the preparation of a comprehensive plan as required by §66.1001(4)(a), Wis. Stats.

**SECTION V – TOWN PLAN COMMISSION RECOMMENDATION**

The Plan Commission of the Town of Pacific, by a majority vote of the entire Commission, recorded in its official minutes, has adopted a resolution recommending to the Town Board the adoption of the 2012 update to the Town of Pacific Comprehensive Plan, which contains all of the elements specified in §66.1001(2), Wis. Stats., with the ledger on Map 8.2, as it relates to Pacific Ridge, being corrected and the date being updated.

**SECTION VI – PUBLIC HEARING**

The Town of Pacific has held at least one public hearing on this ordinance, with notice in compliance with the requirements of §66.1001(4)(d), Wis. Stats.

SECTION VII – ADOPTION OF TOWN COMPREHENSIVE PLAN

The Town Board, by the enactment of this ordinance, formally adopts the document entitled 2012 update to Town of Pacific Comprehensive Plan, under §66.1001(4)(c), Wis. Stats., along with the maps and other attached exhibits, as recommended by the Plan Commission.

SECTION VIII - SEVERABILITY

If any provision of this ordinance or its application to any person or circumstance is held invalid, the invalidity does not affect other provisions or applications of this ordinance that can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are severable.

SECTION IX – EFFECTIVE DATE

This ordinance is effective on publication or posting, as provided by law.

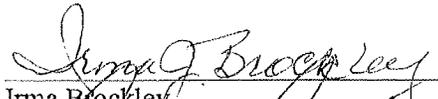
The Town Clerk shall properly post or publish this ordinance as required under §60.80, Wis. Stats. and a copy of the ordinance and the comprehensive plan, shall be filed with at least all of the entities specified under § 66.1001(4)(b), Wis. Stats.

Adopted this 1st day of May, 2012.

TOWN OF PACIFIC, TOWN BOARD



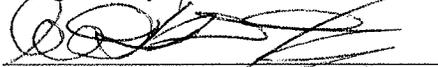
William Devine, Chair



Irma Brockley



Craig Cawley



George Beasley



Mahlon Kirk

Attest:



Ethel Smith, Town Clerk

## APPENDIX III



RESOLUTION NO. 5-2012-1

RESOLUTION BY PLAN COMMISSION TO RECOMMEND ADOPTION OF 2012  
UPDATE TO COMPREHENSIVE PLAN

STATE OF WISCONSIN  
Town of Pacific  
Columbia County

The Plan Commission of the Town of Pacific, Columbia County, Wisconsin, by this Resolution, adopted by a majority vote of the Town Plan Commission on a roll call vote with a quorum present and voting and proper notice having been given, resolves and recommends to the Town Board of the Town of Pacific as follows:

Adoption of the 2012 update to the Town of Pacific Comprehensive Plan.

The Plan Commission of the Town of Pacific, by this Resolution, further resolves and orders as follows:

All maps and other materials noted and attached as exhibits to the 2012 update to the Town of Pacific Comprehensive Plan are incorporated into and made a part of the 2012 update to the Town of Pacific Comprehensive Plan, with the ledger on Map 8.2, as it relates to Pacific Ridge, being corrected and the date being updated.

The vote of the Town Plan Commission in regard to this resolution shall be recorded by the Clerk of the Town Plan Commission in the official minutes of the Plan Commission of the Town of Pacific.

The Town Clerk shall properly post or publish this resolution as required under sec. 60.80, Wis. Stats.

Adopted this 1st day of May, 2012

TOWN OF PACIFIC, PLAN COMMISSION



William Devine, Chair



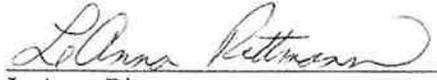
George Beasley



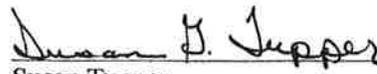
Joe Duesler



Carl Johnson



LeAnna Rittmann



Susan Tupper

Attest:   
Trina Sherbo, Plan Commission Clerk

## APPENDIX IV



# You're Invited!

## Town of Pacific Comprehensive Plan Update

### Upcoming Planning Meetings

Please join the Town of Pacific Plan Commission and staff at the following public input and comment meetings:

#### Visioning Session

January 31st, 2012  
6:00 p.m.  
Pacific Town Hall

#### Open House

March 13th, 2012  
6:00 p.m.  
Pacific Town Hall

#### Public Hearing

March 20th, 2012  
6:00 p.m.  
Pacific Town Hall

For more information:

☎ 608-742-2169

@ [www.tn.pacific.wi.gov](http://www.tn.pacific.wi.gov)

✉ [rroth@generalengineering.net](mailto:rroth@generalengineering.net)

Pacific Town Hall  
W7530 Hwy 16  
Pardeeville, WI 53954

#### Meeting Notice

Town of Pacific  
N5483 Hwy 51  
Pardeeville, WI 53954

FIRST-CLASS MAIL  
U.S. POSTAGE PAID  
PORTAGE, WI  
PERMIT NO. 21

The Town of Pacific planning team invites you to attend any one or all of the public meetings listed in this notification. All meetings will be organized to provide an opportunity to receive input from town residents regarding the town's Comprehensive Plan (Land Use Plan).

Written comments (postmarked no later than March 13th, 2012) may be submitted to the address listed below, RE: "Pacific".

General Engineering Company  
916 Silver Lake Drive  
Portage, WI 53901  
Phone: 608-742-2169  
Email: [rroth@generalengineering.net](mailto:rroth@generalengineering.net)  
Website: [www.generalengineering.net](http://www.generalengineering.net)

If you need an accommodation in order to attend this meeting, please contact General Engineering Company by phone at 608-742-2169 no less than five business days prior to the meeting date.



# **TOWN OF PACIFIC – COMPREHENSIVE PLAN UPDATE #1**

## **PUBLIC PARTICIPATION PLAN**

---

### **GENERAL**

Wisconsin's Smart Growth and Comprehensive Planning Law - Wisconsin Statutes ss 66.1001 (4)(a) requires public participation throughout the comprehensive planning process. The law states:

*"The governing body of a local governmental unit shall adopt written procedures that are designated to foster public participation, including open discussion, communication programs, information services, and public meetings for which advance notice has been provided, in every stage of the preparation of a comprehensive plan. The written procedures shall provide for a wide distribution of proposed, alternative, or amended elements of a comprehensive plan and shall provide an opportunity for written comments on the plan to be submitted by members of the public to the governing body and for the governing body to respond to such written comments. The written procedures shall describe the methods the governing body of a local governmental unit will use to distribute proposed, alternative, or amended elements of a comprehensive plan to owners of property, or to persons who have a leasehold interest in property pursuant to which the persons may extract nonmetallic mineral resources in or on property, in which the allowable use or intensity of use of the property is changed by the comprehensive plan.*

### **REQUIREMENT**

In order to be responsive to the law, the Town of Pacific shall adopt the written public participation guidelines contained within this document.

### **PARTICIPATION OPTIONS**

The public participation process will utilize a variety of methods to involve citizens at differing levels - from passive to active.

- **Public awareness** will be increased through the use of direct mail, news releases, as well as optional displays and exhibits to be used to build awareness of the comprehensive planning process and opportunities to participate. All meetings will be posted as public meetings and advertised in the official publication of the Town.
- **Public education** will provide citizens with balanced and objective information to assist them in understanding issues and alternatives for addressing them. Visioning sessions, focus groups and open public meetings will aid in providing this type of education.
- **Public input** is an important part of participatory efforts. Public feedback through a survey, focus groups, an open house, visioning session, and public meetings will be critical in assessing needs and providing input on alternatives developed to address them.
- **Public interaction** provides a higher level of participation. Through a community vision process, public concerns and issues are directly reflected in the alternatives developed to address them, and feedback is given on how the input affects decision -making.

# **TOWN OF PACIFIC – COMPREHENSIVE PLAN UPDATE #1**

## **PUBLIC PARTICIPATION PLAN**

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- **Public partnership** is the highest level of participation. Decision making authority is placed in the hands of elected and appointed officials, with a promise to work to implement decisions based on community input.

### **PUBLIC PARTICIPATION PLAN**

As part of the Comprehensive Planning process, the Town of Pacific will undertake the following specific programs and actions aimed at increasing public participation.

1. **Plan Commission** - The Town Plan Commission is responsible to prepare the Town of Pacific Comprehensive Plan Update #1. All meetings of the Plan Committee will be posted and open to the public. There will be a public comment period at the beginning of each meeting of the Committee. The Town may work with consultants to assist in preparation of the Plan.
2. **Documentation** - Records on the plan process and progress will be provided from the Plan Commission meetings and will be made available to the public at the Clerk's Office, the Town's website and the open meetings.
3. **Public Visioning Session** - The Town Plan Commission will sponsor a community visioning session at which members of the public will be provided opportunities to contribute ideas into the planning process.
4. **Open House** - The Town Plan Commission will also sponsor an Open House for community members to review the draft Plan and provide comment to the Town. This session will be another opportunity for the public to contribute ideas and offer insight to Committee members.
5. **Public Hearing** - The draft plan will be presented to the public in a draft format at a scheduled Public Hearing. The hearing will be advertised and posted through the Town's official postings and other media utilized by the Town.
6. **Web Posting** - Copies of the draft plan and the final adopted plan will be made available in digital format the Town's official web page or other official web medium, if available.
7. **Anticipated Meeting Schedule:**

January 10 <sup>th</sup>	Visioning Session	
January 24 <sup>th</sup>	Open House	
February 7 <sup>th</sup>	Public Hearing	Joint Plan Commission/Town Board
February 28 <sup>th</sup>	Alternative Date	

## APPENDIX V



## A. Challenges & Opportunities Worksheet

- A1 What are the greatest assets to living in the Town of Pacific?  
eg. Taxes, rural character, lot size, well water, etc.
1. Rural space between neighbors
  2. Lakes, rivers, and wetlands
  3. Peaceful/quiet
  4. Recreational land and public access
  5. Low taxes
  6. Good well water
  7. Nice lot sizes
  8. Proximity to cities
- A2 What is unique to the Town of Pacific?  
eg. Rural residential availability, proximity to Portage, etc.
1. Rural character
  2. Low tax rate
  3. Proximity to cities
  4. Roads, railroad
  5. Abundance of mosquitoes
  6. Pardeeville address but far from Village
- A3 What things in the Town should be preserved?  
eg. Scenic countryside, quality of environment, low taxes, groundwater quality, etc.
1. Keep agricultural land as is
  2. Low taxes
  3. Natural environment, lakes, scenery
  4. Preserve lakes or expand access
  5. Improve docks/piers
  6. Groundwater quality
  7. Wildlife in area
  8. Use existing residential subdivision before adding new subdivision
  9. Access to Portage airport
- A4 What are the greatest challenges facing the Town of Pacific/Community over the next 20 years?  
eg. business competition & retention, rising costs of services, asset preservation, quality groundwater, etc.
1. Quality and width of roads
  2. Groundwater issues from development
  3. Portage annexation – communication between Town/City needs to improve-less ego
  4. Resistance with Town on expanding business/campground should decrease

## A. Challenges & Opportunities Worksheet

5. Work more with commercial developers – have accepted ideas upfront
6. Internet/communications services could improve
7. Septic systems or forced public sewer

A5 What are the Community's opportunities?

eg. Environmental access, business development, sandy soil, etc.

1. Improve hunting areas (DNR) – keep land cleaner from debris (shooting glass or cans)
2. Extend walking path along levee
3. Improve recreational areas – docks – utilities with more Town assistance/less resistance

## B. EXISTING IDENTITY, FUTURE VISION WORKSHEET

- B1 Existing Identity  
eg. 1. What are things the Town can build on (positive)?
1. Low taxes
  2. Proximity to Madison/Portage
  3. School district
  4. Large recreational lands
  5. Public access on north side
  7. Bedroom Community
  8. Recession proof
  9. Tourism recreation is well suited
  10. Structured development
  11. Pro-business
  12. Family farms
  13. Peaceful/quiet
  14. Close to work opportunities
- B2 Existing Quality of Life  
eg. 1. What defines a good quality of life in the Town of Pacific?
1. Peaceful/quiet
  2. Hunting
  3. Safe/clean air/clear nights
  4. Clean water in lakes
  5. Good neighborhoods
  6. Low taxes
  7. Feeling of community
  8. Easy access to gas, convenient stores, etc.
  9. Access to Madison
  10. Rural setting
- B3 Future Identity, Generally  
eg. 1. What should the Town change to accommodate the future?  
2. Should the Town remain the same as it is today?
1. Nothing
  2. Cluster well for subdivision
  3. No more development until approved lots are developed
  4. Upgrade arterial/collector roads (township)(North Star Rd)
  5. Communications
  6. Welcome wagon packets

**B. EXISTING IDENTITY, FUTURE VISION WORKSHEET**

6. Growth adjacent to existing lots
7. Community based activity center
8. Recreational business expansion allowed
9. Bike/pedestrian path on Cty Hwy P
10. Maintain rural character
11. More communication technology
12. Power plant tax base
13. Better TV/Internet
14. Better notifications of amenities

**B4** Future Identity, Negative.

- eg. a. What type of development (residential or business) should not occur?  
 b. There will be less \_\_\_\_\_ in the Town in 20 years.

- a. Large rented apartment houses
- a. LMI housing
- a. No mixing of residential and commercial
- a. Higher risk type plants
- a. Environmentally negative industry
- a. Salvage yard
  
- b. Never have street lights
- b. Less agriculture – less open land
- b. Less farming

**B5** Future Identity, Positive.

- eg. a. What should the STH 16/51 Corridor look like in 10 years? 20 years?  
 b. Will there be more residential developments?  
 c. Will there be more business (commercial and industrial) developments?  
 d. There will be more \_\_\_\_\_ in the Town in 20 years.

- a. Upgrade commercial development
- a. Amenity businesses from power plant
  
- c. Similar to now
- c. Hard to attract commercial -- access issues
  
- d. More residential development
- d. More people
- d. Cluster sewerage treatment for subdivision
- d. No positives in near future

**C. INFRASTRUCTURE AND MAIN SERVICES**

C1. Do you find the following services adequate to meet your needs?

\*\*\* Services - See below table for additional comments

	YES	No	Neutral
Town Roads	13	0	0
Major Roads	11	2	0
Drainage Facilities	11	0	2
Road Signage	13	0	0
***Trash Collection	11	2	0
***Recycling	11	2	0
***Website	1	0	12
***Telephone Provider	5	4	4
***Cable Provider	5	4	4
***Internet Provider	3	4	6
Electric	13	0	0
Gas	13	0	0
***Nuisance Control (weeds, smoke, etc.)	8	5	0
Other Ordinances (subdivision, zoning, etc.)	2	2	9
Snow Plowing	11	0	2

ADDITIONAL COMMENTS

**Trash Collection:** 2 residents felt roadside trash collection is very expensive

**Recycling:** 2 residents felt roadside recycling collection is very expensive

**Website:** Most residents did not know Town website existed or have not used it. One resident felt that website is functional but could use an option to receive email notifications for future Town meetings

**Telephone Provider:** Most residents felt that they did not have a choice in providers

**Cable Provider:** Most residents felt that they did not have a choice in providers

**Internet Provider:** Most residents felt that they did not have a choice in providers. Many residents had or are having trouble getting Internet. Many residents would like DSL service range expanded or more feasible wireless options.

**Nuisance Control:** 3 residents expressed concern about the need for more mowing along road ditches. A few residents deemed smoke from the campground to be an issue.

C2. Health & Safety

Eg. What are critical areas of health and safety in the Town of Pacific?

1. N. Star Road: Heavy traffic, entire road needs to be wider
2. Blank Road: Heavy traffic with subdivision, entire road needs to be wider, Town of Wyocena side ditch overflows and needs to be dredged
3. Most Town Roads: Steep banks along town roads are dangerous
4. Cty Hwy P: Heavy traffic, entire road needs to be wider, starting to receive semi traffic
5. Dunning Road (by Stork Property south of Columbia Dr.): Stormwater crosses road
6. Intersection of Pacific Estates Court & Hwy 33: Could use a street light

C. INFRASTRUCTURE AND MAIN SERVICES

7. Potential delay in fire and emergency response time due to train crossing US 51/STH 16 near intersection of US 51/STH 16 & Cty Hwy P
- C3. Other Transportation  
eg. Are there other forms of transportation that would be utilized by the citizen?
1. Content with current transportation situation
  2. Could use more bike paths
- C4. Municipal Services  
eg. Should the Town Hall be more accessible to the residents?
1. Content with current municipal services
- C5. Municipal Services  
eg, Are there other municipal services you would use as a resident?
1. Content with current municipal services

**D. HOUSING & LAND USE WORKSHEET**

- D1. What is better for the Town, more single family housing or more multiple family housing?
1. Single family is preferred over multi family
  2. Enough condos and apartments in town – may impact crime
  3. No large rental units
  4. Recreation – bedroom community
  5. Most people moved here due to majority of single family
  6. Multi might draw more
  7. More single family due to upkeep - most multis are not as well kept
  8. No more development needed
- D2. What is better for the Town, more residential development or less residential development?
1. Use development that already exists. Too much development affects the sewer, etc.
  2. No big advantages to expansion
  3. Keep the green space/Maintain rural space
- D3. What actions do you believe Town Officials should take to manage growth and development in the Town?
1. Like the way there is limited development – no more growth – use existing
  2. Keep the Town rural
  3. Expand services
  4. Liked the control in the way new developments were handled
- D4. Do you think residential development should be better built within the City of Portage or Village of Pardeeville versus the Town of Pacific?
1. Multi family should be in the city – prefer single family in Town
  2. Commercial/residential developments should not be mixed
  3. Do not use all agricultural land – like the green space
  4. No more growth
- D5. Would you support industrial expansion operations such as Alliant Energy Facility and Unimin? Should other businesses or services expand or develop in the Town of Pacific?
1. Expand industrial with caution – have guidelines
  2. Do not mix commercial with residential
  3. Usable business – grocery store, quilt shop, internet
  4. Prefer no campground expansion
  5. Keep what we have – no expansion – environmental impact on expansion
  6. Expand Tourism – concerned about crime impact with expansion

**D. HOUSING & LAND USE WORKSHEET**

7. More community draw – farm market
8. Unimin – is there room to expand?
9. Campground brings a lot of money to the area
10. Tourism is an asset
11. Encourage current industry to stay viable
12. Encourage recreational business if the opportunity was there
13. No expansion of services