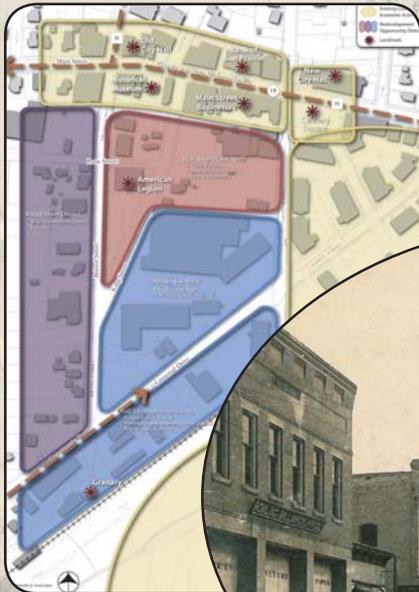


# Land Use

# 9



This chapter provides a listing of the amount, type, intensity, and net density of existing uses of land within the City of Sun Prairie. Trends in the supply, demand and price of land, opportunities for redevelopment, and existing and potential land-use conflicts within the City are analyzed. Maps are provided to show existing land uses, productive agricultural soils, natural limitations for building site development, floodplains, wetlands, and other environmentally sensitive lands.

Volume 2 of this plan element contains the goals, objectives, policies and recommendations that are intended to guide the future development and redevelopment of public and private property. Additionally, maps are included that show the boundaries of areas to which services of public utilities and community facilities will be provided in the future, and the general location of future land uses by net density, intensity or other classifications, based on the background information.

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## EXISTING LAND USE

### LAND USE INVENTORY

An existing land use inventory was completed by the City of Sun Prairie Planning department and is illustrated on Map 9-1 and Map 9-2. The maps represent land uses in the City on January 1, 2008. Several resources were used to develop the inventory, including April 2005 data from the Capital Area Regional Planning Commission (CARPC), which compiles and verifies countywide land use in Dane County every five years. The CARPC data was used as a starting point. A 2008 updated parcel base map and 2007 aerial image, both provided by the Dane County Land Information Office, were used to bring the map up-to-date. The final step included review of building inspection records and field verifying land use.

*See Map 9-1*

*See Map 9-2*

### EXISTING LAND USES WERE CLASSIFIED INTO THE FOLLOWING DESCRIPTIONS BASED ON THE PRIMARY USE:

**SINGLE AND TWO-FAMILY RESIDENTIAL:** Single-family residential development and two-family residential development (duplexes, twinhomes, two-flats), rental or owner-occupied

**MULTI-FAMILY RESIDENTIAL:** Multi-unit residential buildings with three or more units, rental or owner-occupied

**COMMERCIAL:** Indoor retail, office, service, and controlled outdoor display land uses

**INDUSTRIAL:** Industrial uses involving manufacturing, assembly operations, and indoor and outdoor storage uses

**PARKS AND OPEN SPACE:** Public and private parks and open spaces, including facilities devoted to stormwater management, playgrounds, play fields, play courts, trails, picnic areas, and related recreational activities

**INSTITUTIONAL:** Public buildings, hospitals, schools, daycares, churches, and special-care facilities

**AGRICULTURE:** Agricultural uses, farmsteads, and crop land (excluding - lots platted for development but in agricultural use for tax purposes)

**TRANSPORTATION:** Publicly-owned land for transportation uses, including roads, highways, alleys and parking lots, and privately owned streets, alleys, railroads, and transportation related businesses

**COMMUNICATION AND UTILITIES:** Utility substations, water towers, communication towers, waste water treatment plants, and similar public service and utility uses

**VACANT LOT:** Lots platted for development but not yet built upon

Note: Since land use is based on the use of land and not on ownership, condominium forms of ownership are included in each of the respective land uses above. For example if more than three condominium units exist within a single building than such building is a multi-family residential use.

Once the Existing Land Use Map was completed, analysis was performed to determine the land area of each land use type existing within the City. This information was used along with 2000 US Census and City building permit data to determine the existing density of residential uses and intensities of all uses within the City. Density was calculated by adding all permits issued for residential units from 2000 through 2007 to the total number of residential units existing per the 2000 US Census. Environmental corridors were not factored out of the land use areas for this analysis since these features do not follow property lines and the map is a parcel based map, meaning only one land use classification is assigned per land parcel. Table 9-1 and Figure 9-1 show the calculated results.

**TABLE 9-1**  
**AMOUNT, TYPE, INTENSITY AND NET DENSITY OF EXISTING LAND USES IN SUN PRAIRIE**

Existing Land Use	Total Area (Acres)	Intensity (% of Total)	Net Residential Density*
Single-family and Duplex Residential	1,985	26.0	3.75
Street right-of-way	1,430	18.7	
Parks and Open Space	922	12.1	
Vacant Lots	882	11.6	
Agricultural	783	10.3	
Commercial/Office	426	5.6	
Civic/Institutional	378	5.0	
Industrial	355	4.7	
Multi-family Residential	355	4.7	12.75
Utilities	81	1.1	
Transportation excluding street right-of-way	35	0.5	
<b>Total</b>	<b>7,630</b>	<b>100.0</b>	<b>5.09</b>

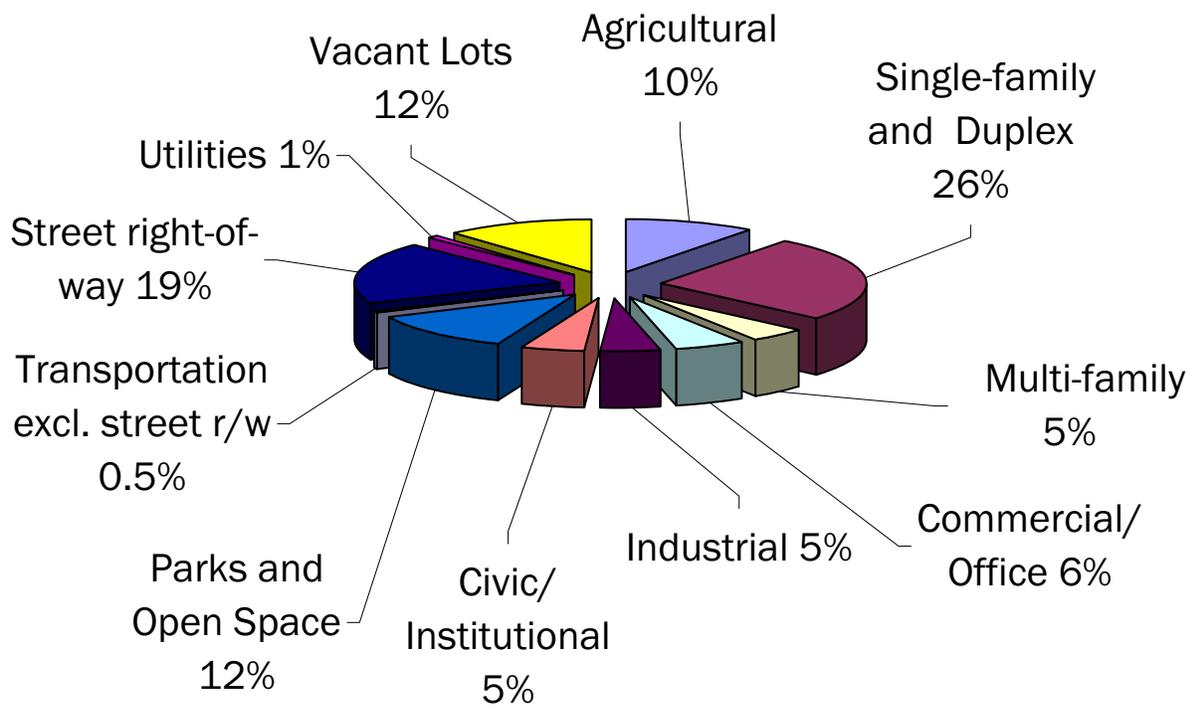
Source: City of Sun Prairie Planning Department

Note: Total City land area in square miles = 11.9

\* Dwelling units per acre reported for residential land area only.



FIGURE 9-1  
CITY OF SUN PRAIRIE LAND USE



Source: City of Sun Prairie Planning Department



*See Map 9-3*

## LAND USE DESCRIPTIONS

### Residential

Low-density residential land uses make up the largest land use by area within Sun Prairie with almost 2,000 acres (26% of the City) in single-family residential or two-family residential use. Residential subdivision plats in the 1990's included predominantly low-density residential lots. In the 2000's, this trend continued, however some plats included mixed-uses with low, medium and high-density housing, commercial and institutional uses. Residential neighborhoods approved over the past two decades are located throughout the City with most occurring on the north and west sides, and plats associated with the downtown redevelopment occurring in the City's center. Refer to Map 9-3 to view plat approval over time. Due to a slow down in the national housing market, beginning in the mid-2000's, most of the newer subdivisions have large numbers of undeveloped lots.



*Condo development and housing for seniors has continued to be a larger part of residential development in the City through the 1990's and into the 2000's. More information about various housing types can be found in the Housing chapter of this plan.*



Multi-family housing is distributed throughout the City in various types of neighborhoods. There are some larger single-use apartment neighborhoods built mostly from the 1960's into the early 2000's. There are some older established neighborhoods with multi-family housing incorporated into them over time. And in more recent years, multi-family housing has been included in larger planned neighborhoods. Development in the downtown area and within some of the mixed-use neighborhoods provides an example of this recent method of integrating multi-family housing into new and existing neighborhoods. This has proven more successful to ensure long term upkeep and viability of neighborhoods as long as higher quality building architecture and site improvements are part of the multi-family use and it is designed to be compatible with surrounding uses.

There is an older core residential district located near downtown that was initially developed in the late 1800's. This area is made up of historic residential buildings that complement the historic downtown commercial district.

Condominiums are a form of ownership versus a land use, even though it is often mistakenly referred to as a land use. Condominium ownership can apply to many types of uses including single-family or multi-family residential, commercial, industrial, or other uses where common facilities within a building or on a development site are shared by separate owners. In this Comprehensive Plan, land uses are classified according to use not ownership. Therefore, multiple residential units within a single building, for example will be referred to as multi-family residential uses, whether owner-occupied (i. e. condominium) or renter-occupied.

## Commercial

Commercial uses, including retail, personal services, and office uses were historically concentrated in the Main Street downtown area. The downtown is still a commercial district today, but it is not the commercial center of Sun Prairie that it once was. Commercial strip development along Main Street and at the US 151 highway interchanges now comprises most of the commercial development in the City. Commercial development outside of downtown is predominantly automobile-oriented.

During the 2000's, redevelopment of the downtown has allowed for the expansion of commercial uses in a form similar to the historic downtown or with an urban village character. Redevelopment has included mixed-use, pedestrian-scale buildings that accommodate, retail, offices, restaurants, and institutional uses, often with residential units above. Downtown expansion was accomplished by converting lands formerly used for heavy industrial use.

The W. Main Street corridor is currently the City's primary commercial district. However, recent revitalization efforts in the downtown and anticipated large-scale commercial development on the City's Westside pose challenges to the long-term viability of the Main Street corridor. While some redevelopment has taken place on limited sites in recent years, overall, this aging commercial strip is in need of attention and will likely be greatly impacted by the success of the other commercial districts. Already, some businesses have moved out to new developments on the west side. The West Main Street Corridor Plan contains development strategies and recommendations for dealing with these issues over time so that this area also benefits from the improvements being made in other commercial areas. In 2008, the City designated a portion of W. Main Street as a tax increment finance district (TIF-10) to help encourage investment in the area. More information about the TIF districts can be found in the Economic Development chapter of this plan.

New commercial development in the Westside Neighborhood has begun over the last few years and a significant amount of additional commercial development is planned for in this part of the City. Development in this area is guided by the Westside Neighborhood Plan, and will likely bring in large-scale retail and national franchise entities that currently do not exist in Sun Prairie, and greatly expand the local retail options available for Sun Prairie residents.

Smaller neighborhood centers in mixed-use developments have also included small-scale commercial development to serve nearby residents.





### Office

The City's largest private sector employer is QBE Regional Insurance (General Casualty) whose corporate campus is located on approximately 137 acres along CTH C north of Windsor Street. QBE is well situated for growth, and has indicated that this is a strong possibility in the coming years. The QBE campus is zoned for suburban office uses and only about half of this area is currently developed, offering substantial growth opportunities. Elsewhere in the City, there is a 28-acre office park (Nature's Preserve Office Park) located at Windsor Street and US 151 that includes a number of office and personal and professional service uses. Other office uses in Sun Prairie generally consist of smaller-scale professional services located in stand-alone buildings on various sites in the City, within commercial strip malls, and in the downtown. Opportunities for new office development exist on the City's west side. TIF-9, located on the southwest corner of US 151 and Reiner Road, is the site of a stand-alone emergency room that is planned to be expanded to a major health care campus. Lands are available south of this area for potential office growth. The Westside Neighborhood Plan also identifies lands for future office uses along US 151. Office uses are included in the commercial land use category on the Existing Land Use Map.



### Parks and Open Space

Numerous parks for various uses are distributed throughout the City and are explained in the Community Facilities and Utilities chapter of this plan. Open spaces in the City encompass public parks, private parks, and lands used for stormwater management. All of these categories have been grouped together for the purposes of generating the Existing Land Use Map. Environmental corridors (and other miscellaneous open spaces) in the City also provide open space but are not included in the Open Space category on the Existing Land Use Map. These corridors include environmental features such as floodplain, wetlands, wooded areas, steep slopes, and streams. Environmental corridors were not mapped on the Existing Land Use Map, since they do not follow property lines, however these resources are mapped and described in the Agricultural, Natural and Cultural Resources chapter of this plan. Environmental corridors are also used in Volume 2 of this plan as part of the analysis to develop future land use mapping.



### Institutional

Institutional uses are located in various areas throughout the City in the form of schools, churches, government buildings, community utilities/services, daycares, and health facilities. These uses are discussed in the Community Facilities and Utilities chapter of this plan.

## Industrial

Light industrial uses in Sun Prairie are located predominantly in the Sun Prairie Business Park, just off of US 151 at N. Bristol Street. The business park employs over 3,000 people and includes service, manufacturing, distribution, and public service industries. It is occupied by over forty nationally known businesses such as Famous Footwear, Trachte Building, Pan-O-Gold Bakery, and Hallman-Lindsey Paint Company.

The Sun Prairie Industrial Development Corporation (SPIDC) manages the Sun Prairie Business Park and has developed a long range plan to expand the park and provide research space and quality services for high-tech businesses. Plans include provision for agricultural field test plots and research greenhouses to accommodate businesses focusing on agriculture from food processing to biotechnology. Park expansion plans also include a processing and energy production zone where power could be generated for use within the business park. This may include biomass grown and processed on site, wind turbine fields, and solar or fuel cell energy systems used to produce clean energy.

The majority of heavy industrial land uses in Sun Prairie are concentrated along Linnerud Drive and the Canadian Pacific Railroad corridor. Industries in this area include porcelain materials manufacturing, machine manufacturing, heating and plumbing repair, food processing, trucking and bussing companies, rubber manufacturing, acrylic manufacturing, an electric and machine shop, printing, concrete plants, outdoor storage, a lumber company, and several auto repair shops.

Formerly, there were more heavy industrial uses in the downtown, south of Main Street. However, many of these sites have been redeveloped as part of the downtown revitalization program, and only one such use remains - the Washington Mills Company. The City's Downtown Plan suggests relocating this facility to a more appropriate location.

Veyance Technologies (Goodyear) occupies a twenty-acre site at the northeast corner of W. Main Street and Thompson Road. The Wisconsin Cheeseman and Verizon occupy approximately forty acres of industrial zoned land south of Windsor Street and east of Broadway Drive, however most of this area is currently used for offices. The Wisconsin Cheeseman also operates a facility on Clarmar Drive, on the south side of the City, where they have announced plans to consolidate their operations to this facility. A 29-acre industrial park is located along Capitol Drive and Terra Court in what is now the TIF-9 redevelopment district. This area will likely redevelop into office and associated commercial uses in the future.





The Marshview Drive Industrial Park is located south of Linnerud Drive, adjacent to the Canadian Pacific Railroad and the Koshkonong Creek. This development, designated as TIF-6, has had little activity since it was platted in the 1990's. In addition, a few smaller industrial areas exist throughout the City, such as along S. Bird Street and Commercial Avenue.

### Agricultural

Agricultural uses include existing farmsteads, and crop land. Some lands that are currently being used for agricultural purposes but are platted for development are classified as vacant lots. Most agricultural lands in the City are planned to be used for nonagricultural uses in the future.



### Transportation

All publicly-owned land used for transportation, including roads, highways, alleys and parking lots fall into this classification, along with privately-owned streets, alleys, railroads, and transportation related businesses.



### Communication and Utilities

Utility substations, water towers, communication towers, water pollution control facilities, and similar public service and utility uses are included in this classification. A detailed description of such facilities is included in the Utilities and Community Facilities chapter of this plan.

### Vacant Lots

Vacant lots include lots that are platted for development but are yet to be built on. Currently vacant lots make up twelve percent of the total land area within the City and provide a general representation of the lands where the 3,975 approved, but not constructed, residential units will be located. Some of the vacant lots are approved for future commercial uses and will not host residential units.



## PERIPHERAL AREA

An Existing Land Use Map for areas outside of the City, but within the Planning Area, is illustrated on Map 9-2. Land uses were inventoried within this area since they could be part of the City in the future.

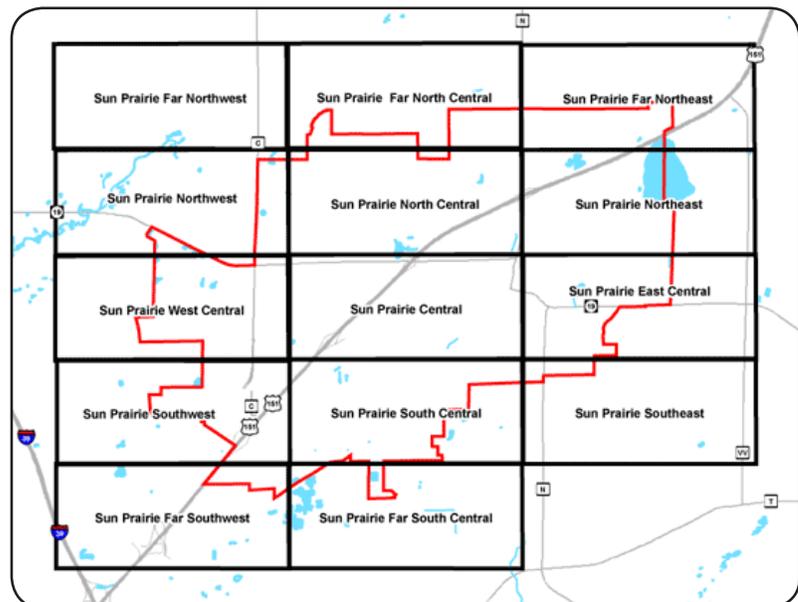
*See Map 9-2*

Land uses currently in the area outside of the City are predominantly agricultural with some rural residential housing and scattered rural businesses. Adjacent to the future city boundary in the Town of Burke and the Town of Windsor, large-lot, unsewered residential subdivisions have been developed. In the Town of Bristol, an area north of Egge Road, in the southwest portion of the town, is planned for and is already substantially developed with large-lot, unsewered residential development as well. In addition, an area in Bristol north of the Sun Prairie Business Park is identified as a joint city/town planning area to accommodate the expansion of the business park. Agricultural uses border the City in the Town of Sun Prairie, however there are several individual rural residences in this area on lots created mostly through certified survey maps. Continued development of this nature, primarily along the Bailey Road/Town Hall Drive Corridor, has been a concern for the City due to its likely impact on the orderly growth and development of the City as further expansion occurs to the southeast.

## URBAN SERVICE AREA

The Sun Prairie Urban Service Area (USA) is the area around the City of Sun Prairie that is designated as most suitable for urban development and capable of being provided with a full range of urban services. Urban services include public water supply and distributions systems, sanitary sewerage systems, higher levels of police and fire protection, solid waste collection, urban storm drainage systems, streets with curbs and gutters, street lighting, neighborhood facilities such as parks and schools, and urban transportation facilities such as sidewalks and mass transit. The delineation of urban service area boundaries is administered by the Wisconsin Department of Natural Resources (DNR) and the Capital Area Regional Planning Commission (CARPC). CARPC and DNR approve sewer extensions and sewage treatment facilities based on USA boundaries. Therefore, cities use the urban service area to plan for the future location of urban development based on where urban services will be provided.

According to the Dane County Department of Planning and Development Regional Trends 2006, the City of Sun Prairie has undergone seven amendments, and added 90.1 developable acres (0.5% of the total area added in Dane County) to its Urban Service Area since 1986. The 2008 Urban Service Area is approximately 8,853 acres in area (13.8 square miles), and is illustrated on Map 9-2.



Sun Prairie Urban Service Area Boundaries. Source: CARPC

## LAND USE TRENDS

### PATTERN OF CITY GROWTH

#### Land Area

According to the Dane County Regional Trends 2006, the total land area in the City of Sun Prairie in September 2000 was 5,965 acres. In January 2006 the total grew to 7,623 acres, a difference of an additional 1,658 acres (2.59 square miles). Compared to all Dane County cities and villages, Sun Prairie ranked third in total acreage added during that time period, behind the City of Madison (4,988 acres) and the Village of DeForest (1,719 acres). The 2008 land area within the Sun Prairie corporate limits is approximately 7,630 acres (11.93 square miles).

#### Subdivision Development Over Time

Subdivision plats have been approved and recorded in the City through the decades, starting with the first Original Plat of Sun Prairie in 1868. One method of understanding growth of the City over time is to track subdivision activity by decade, as shown on Map 9-3. Two notable observations can be made in studying this map. First, is the strong influence that Madison and US 151 have had on the growth and development of Sun Prairie, as evidenced by the City's outward expansion to the west and northwest from the original village plat. Second, is the remarkable amount of expansion that has occurred in recent decades, particularly since 1990.



Map of the Village of Sun Prairie in 1854. Drawn by Robert M. Long in 1897

See Map 9-3

### MAJOR SUBDIVISIONS APPROVED DURING THE 1990'S

- *Wyndham Hills*  
774 dwelling units
- *Westwynde/Westwynde II*  
499 dwelling units
- *Shonas Highlands*  
253 dwelling units
- *Stoneridge Estates*  
335 dwelling units
- *Hickory Grove Estates*  
540 dwelling units
- *Blooming Meadows*  
141 dwelling units

### MAJOR SUBDIVISIONS APPROVED DURING THE 2000'S

- *Smith's Crossing*  
1,598 dwelling units
- *Providence*  
460 dwelling units
- *Weybridge*  
356 dwelling units
- *Liberty Square*  
680 dwelling units
- *Cannery Square*  
220 dwelling units
- *Meadow Crossing*  
317 dwelling units
- *Aria*  
275 dwelling units – including assisted living
- *West Prairie Village*  
1,122 dwelling units
- *Golden Meadows*  
270 dwelling units

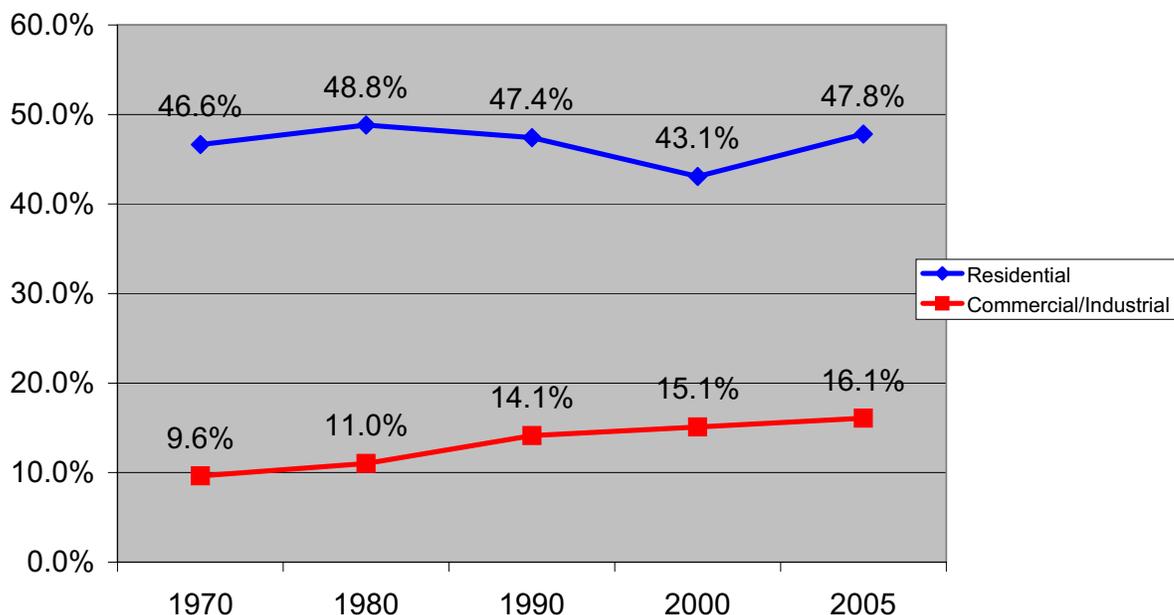
### Changes In Developed Land Ratio

Since 1970, land use data collected by the former Dane County Regional Plan Commission through 2005 shows a trend for commercial/industrial land uses increasing as a percentage of overall developed land area. The percentage of residential land uses decreased slightly during the 1990's, but overall has remained fairly constant.

Factors that could be influencing the residential trend might be the fact that residential lot sizes were decreasing during the 1990's and 2000's as a result of rising land costs and a trend to use land more efficiently. After 2000, the boom in residential development explains the increase for this land use during that period.

The rising percentage of overall developed land for commercial/industrial uses could be influenced by the increase in commercial lot sizes to accommodate more area for parking and on-site stormwater management facilities. With an increase in stormwater management requirements through the decades, more total land is being set aside for this purpose and on most commercial sites stormwater management facilities are constructed on-site - accounting for some lot area, while in most residential developments, stormwater facilities are provided on a neighborhood wide basis, usually on public outlots.

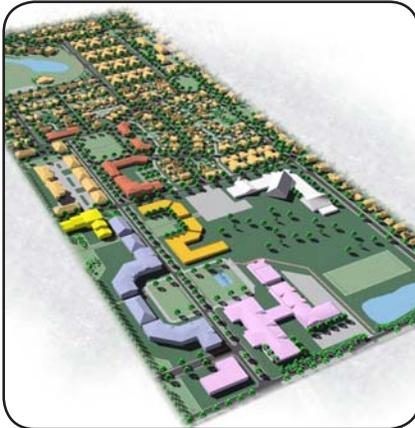
**FIGURE 9-2**  
**PERCENT OF DEVELOPED LAND**  
**RESIDENTIAL AND COMMERCIAL/INDUSTRIAL LAND USE**



Source: Capital Area Regional Planning Commission



## SUN PRAIRIE TND NEIGHBORHOODS



Liberty Square



Smith's Crossing



Providence

### Traditional Neighborhood Development

In the late 1990's and into the 2000's, Sun Prairie continued to approve conventional subdivision plats, but also approved a number of mixed-use developments including some traditional neighborhood developments (TND). Sun Prairie is home to three large-scale TNDs currently in the early stages of development, as well as one smaller housing project strongly influenced by TND design concepts, and a mixed-use revitalized downtown district.

This type of development, also referred to as the New Urbanism, centered on the creation of aesthetically pleasing, pedestrian-oriented neighborhoods based on many of the principles that were being employed by neighborhood planners in the early part of the 20th Century, similar in character to the early neighborhoods of Sun Prairie. Because TND developers often choose to use traditional architectural styles and details within these neighborhoods, TND is often misunderstood and thought to be an attempt to recreate a "pretend" historic neighborhood. Rather, it is aimed at trying to address many of the issues associated with urban sprawl by borrowing design ideas and features that have proven to be effective in older neighborhoods and adapting them to fit today's needs. The use of traditional architectural styles is a natural fit within these neighborhoods and contributes toward the creation of a quality visual environment.

Traditional Neighborhood Design is intended to address and mitigate (but not necessarily solve) many of the problems and concerns that have been raised about conventional subdivision development and urban sprawl. TNDs are preferably mixed-use neighborhoods that contain a variety of housing types and opportunities for neighborhood-scale commercial businesses to help meet the day-to-day needs of neighborhood residents and reduce vehicle travel distances.

TNDs are designed with the pedestrian in mind, with much attention paid to the appearance of neighborhood streets, open spaces and streetscapes. Also essential is an interconnected system of narrow streets that provide easy access throughout the neighborhood for all modes of transportation, while controlling vehicle speeds through design.

Though there are several benefits to the TND design, the City has experienced some issues with the local examples. Some approved streets have proven to be too narrow to allow for on-street parking, maneuverability, and snow removal activities. On-street parking has conflicted with mail delivery as well, since the United States Post Office now requires mailboxes on the street versus on the buildings, as in older traditional neighborhoods. In some situa-

tions, follow through on the part of developers has been lacking with regard to completion of neighborhood design elements, such as open space improvements, parks and signage. Maintenance of association owned open spaces and vacant lots have fallen behind in other examples thereby creating enforcement issues for the City. The commercial components of the neighborhoods have been slow to develop in all of the local TNDs, however this could be due in part to the current state of the economy.

### Hybrid Neighborhood

In the 2000's, a new neighborhood type was approved in Sun Prairie, which combines some of the characteristics of a traditional neighborhood with those of a conventional neighborhood. TND characteristics include a mix of uses, interconnected streets, pedestrian orientation, and mid-to-small lot sizes. Conventional neighborhood characteristics include only limited use of alleys and rear access and limited architectural controls. City staff has referred to these neighborhood types as hybrids. Although some hybrid neighborhoods have been approved for development, due to a slower housing market and struggling national economy, examples of this neighborhood type in Sun Prairie are limited.

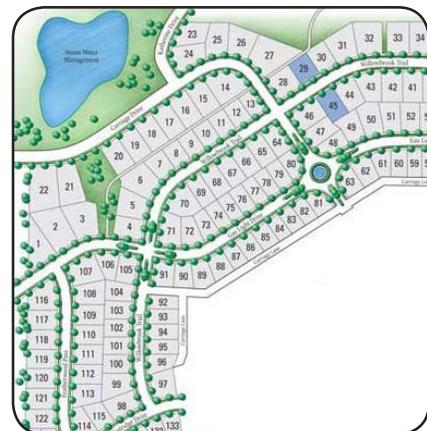
## SUN PRAIRIE HYBRID NEIGHBORHOODS



West Prairie Village



Golden Meadows



Gardens at Willowbrook

## OTHER NEIGHBORHOOD TYPES

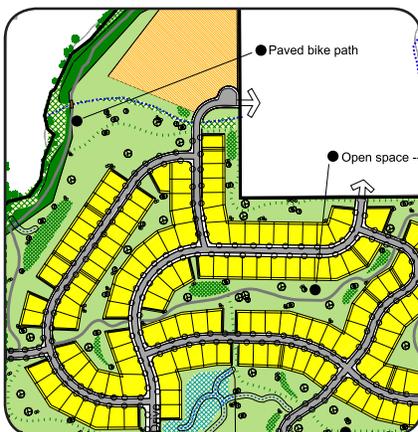
Although somewhat related to the neighborhood types mentioned previously, there are several others that should be noted as described below.

### Mixed-Use Development

Mixed-use development includes those neighborhoods where different uses, civic, commercial, office, and residential are mixed together in close proximity to each other. Typically, uses are also mixed vertically within some buildings with ground floor retail and either housing or office space in upper levels. This neighborhood type is pedestrian-oriented, allows for shorter travel distances, and is an efficient use of land, energy, and public infrastructure. Public transit is more viable in this type of neighborhood as well. Down-town Sun Prairie falls into this neighborhood type.

### Conservation Subdivision

Conservation subdivision design is a concept where groups of buildings or lots are clustered together on small development sites to provide more common open space and achieve more cost-effective development. This type of neighborhood also preserves environmentally sensitive areas and allows for better management of these open spaces since they remain as a single or group of units rather than being divided up as part of privately managed lots. This type of neighborhood uses more land than a typical urban neighborhood and is suited best in a rural setting. In urban areas it can be useful where natural resources exist on a development site. Token Creek Conservancy Estates, which incorporates some concepts of a conservation subdivision, was approved in Sun Prairie in the early 2000's, however it has not been constructed yet. This neighborhood design was appropriate in the development location to allow for more stormwater infiltration and ground water recharge in the Token Creek watershed.



Token Creek Conservancy Estates

### Transit-oriented Development

Transit-oriented development, or TOD, is a high-density neighborhood most often comprised of mixed-uses that is designed to maximize access to public transport. This type of neighborhood is typically built around a commuter train or bus station. Land uses within TODs often have lower automobile parking requirements since pedestrian and public transit are the most common modes of transportation. Although, park-and-ride facilities do need to be provided for commuters that reside elsewhere. If a public transportation stop were to be located in Sun Prairie, a TOD would be an appropriate neighborhood to develop in the immediate area around the stop.

## PERMIT COMPARISON

Tables 9-2 and 9-3 below show a comparison of the number of building permits issued in the City for recently approved neighborhoods that fall into the neighborhood type category of TND, hybrid, or conventional. During the 2006 and 2007 building permit years, the TND neighborhoods have exceeded the other two neighborhood types in total number of residential units, although much of the difference can be attributed to multi-family units in TNDs. TND and conventional neighborhoods were almost even for single-family residential permits. Hybrid neighborhoods and TNDs saw about the same number of commercial/institutional buildings. At this point, it is too early to draw any conclusions with respect to the marketability and buyer preferences toward these three development models.

**TABLE 9-2**  
**RESIDENTIAL UNIT BUILDING PERMITS BY NEIGHBORHOOD TYPE: 2006 TO 2007**

	Total 2006 Residential Units	Percent of Total	Total 2007 Residential Units	Percent of Total	Total Residential Units	Percent of Total
TND	306	77%	103	54%	409	70%
Hybrid	28	7%	45	23%	73	12%
Conventional	61	15%	44	23%	105	18%
<b>TOTAL</b>	<b>395</b>	<b>100%</b>	<b>192</b>	<b>100%</b>	<b>587</b>	<b>100%</b>

Source: City of Sun Prairie Building Inspection Department

**TABLE 9-3**  
**BUILDING PERMITS BY NEIGHBORHOOD TYPE AND BUILDING TYPE: 2006 TO 2007**

	Single- Family Units	Percent of Total	Two- Family Units	Percent of Total	Multi-Family Units (Rental and Condo)	Percent of Total	Commercial/ Institutional Buildings	Percent of Total
TND	63	41%	26	43%	320	86%	5	50%
Hybrid	29	19%	20	15%	24	6%	4	40%
Conventional	60	39%	18	42%	27	7%	1	10%
<b>TOTAL</b>	<b>152</b>	<b>100%</b>	<b>64</b>	<b>100%</b>	<b>371</b>	<b>100%</b>	<b>10</b>	<b>100%</b>

Source: City of Sun Prairie Building Inspection Department

**LAND SUPPLY AND DEMAND**

Availability of land within and around Sun Prairie is abundant compared to some communities that may be fully developed within their boundaries or are landlocked by neighboring communities. Within the City, 862 acres of land is classified on the Existing Land Use Map as vacant, which means these areas are zoned and platted for development. An additional 767 acres are currently in agricultural use, and in most cases, planned for future city development. There are several large tracts of land within the City’s Urban Service Area that have not yet been annexed, and the potential for outward expansion of the City is an option since neighboring cities and villages, particularly to the north, east and south are several miles away. However, boundary agreements with all surrounding Towns, with the exception of the Town of Sun Prairie, are in place and limit the extent to which the City will expand to the north and west.

Based on the number of building permits issued through the years, land division and zoning activity, property sales, and increasing property values, demand for land, and the desire to live and open businesses in Sun Prairie has been high. More information about residential building permits issued, and residential units approved within the City that have yet to pull permits for construction, can be found in the Housing chapter of this plan. Table 9-4 provides a portion of that data to show a count of permits issued for residential dwelling units in recent years. Over the past five years this data indicates a declining trend that coincides very closely to state and national market trends.



**TABLE 9-4  
BUILDING PERMITS ISSUED FOR RESIDENTIAL DWELLING UNITS IN SUN PRAIRIE: 2003 TO 2008**

2003	2004	2005	2006	2007	2008
703	568	392	400	198	171

Source: City of Sun Prairie Building Department

Residential development outside the City has occurred during recent years as well, most evident in the Town of Burke and the Town of Windsor on the northwest and west boundaries of Sun Prairie.

The pace of residential development within the school district over the past decade, both within the City and surrounding areas, has led to the construction of two additional elementary schools, expansion of both middle schools, and the construction of a new high school, scheduled to open in 2010.

While there has been a slow down in the number of housing starts in recent years, new commercial and industrial development in Sun Prairie has maintained a steady level during this period with a slight peak in 2006 and 2007, as illustrated in Table 9-5.

**TABLE 9-5**  
**PERMITS FOR NEW COMMERCIAL AND INDUSTRIAL**  
**BUILDINGS ISSUED 2003 TO 2008**

2003	2004	2005	2006	2007	2008
10	6	8	19	13	9

Source: City of Sun Prairie Building Department

**AVERAGE RESIDENTIAL  
HOME SALES PRICE**

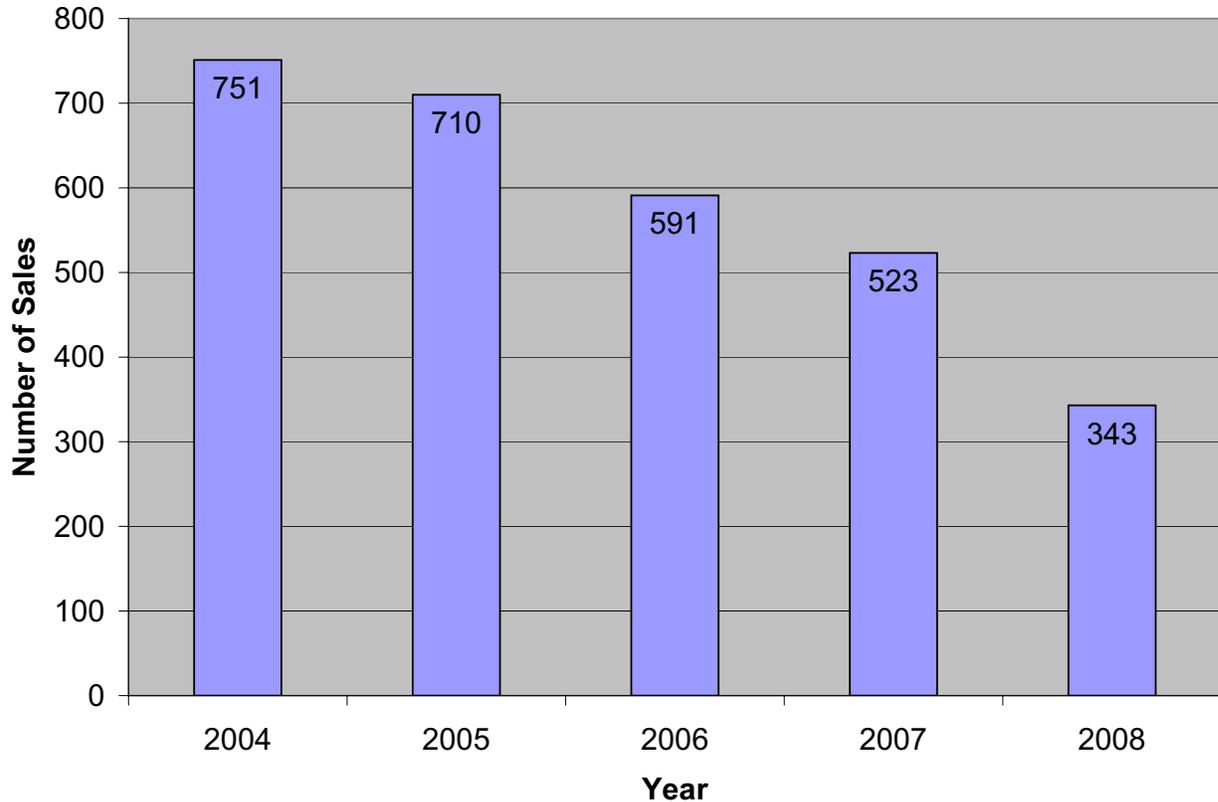
2005	\$209,200
2006	\$214,042
2007	\$216,475

**LAND VALUE**

The average residential sale, as reported to the Department of Revenue by the City Assessor, was \$209,200 in 2005, \$214,042 in 2006, and \$216,475 in 2007. These sale prices include all residential units within one-to-three unit buildings and all condominium units. The number of total residential sales in the City has decreased from 751 units in 2004 to 343 units in 2008 as shown in Figure 9-3.

Although the number of sales has gone down over this period, property values have continued to increase, albeit at a slower rate than in previous years. Based on a city assessment study for sales between January 2005 and December 2007, residential properties increased in value by approximately nine percent per year in early 2005. By late 2007 this increase was just over two percent. Data for 2008 was not available.

**FIGURE 9-3**  
**CITY OF SUN PRAIRIE RESIDENTIAL UNITS SOLD: 2004 TO 2008**

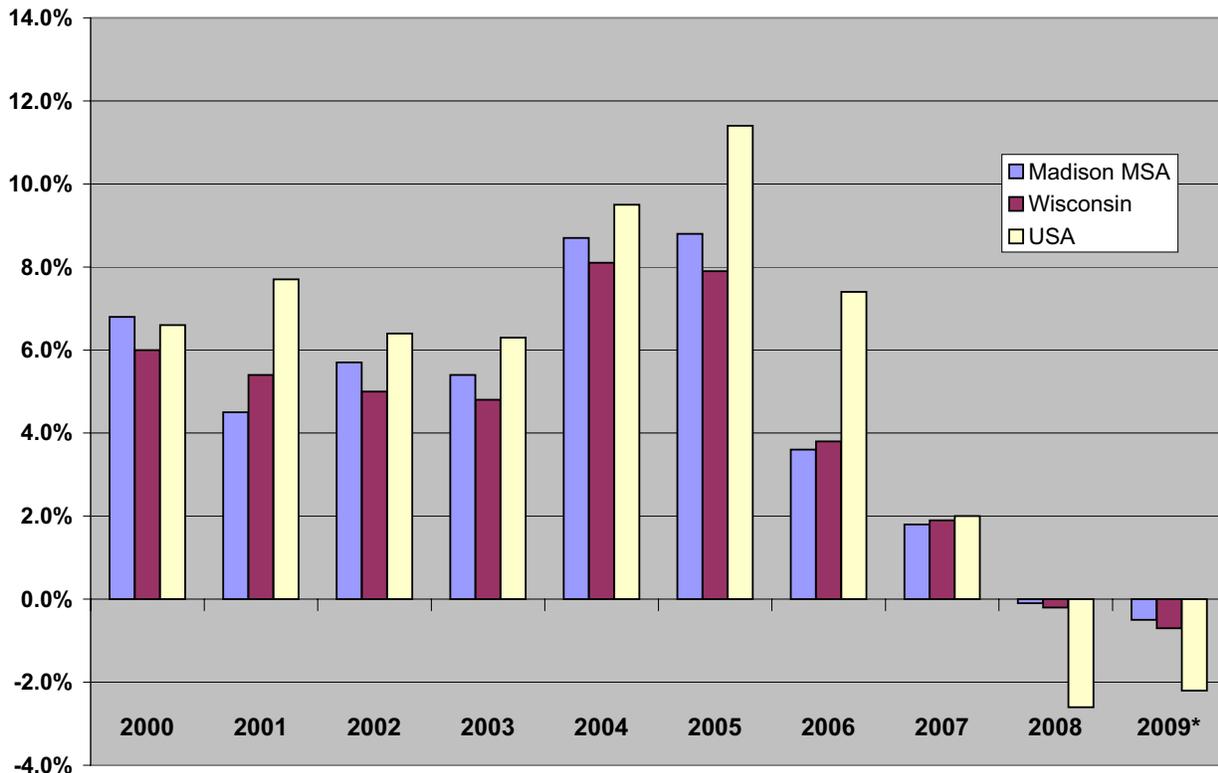


Source: City of Sun Prairie Assessor's Office

Figure 9-4 shows a comparison of the change in single-family home values for the Madison area, State of Wisconsin, and the United States since 2000. Information was taken from the Federal Housing Finance Agency. The chart shows that the Madison area and the State of Wisconsin have lagged behind the United States in terms of home price appreciation this decade. However, in 2008 and 2009 home prices in the Madison area have depreciated less in value than the national trends.

The average residential lot sale reported to the Department of Revenue by the City Assessor in 2007 was \$72,900. The 2007 assessment for industrial land in the Sun Prairie Business Park averaged \$258,594 per site, or \$48,644 per acre, with average assessed value of improvements per site of \$1,800,585. Data for 2008 was not available.

**FIGURE 9-4**  
**ANNUAL PERCENT CHANGE IN SINGLE-FAMILY HOME VALUES: 2000 TO 2009**



Source: Federal Housing Financing Agency - Based on House Price Index, Sep. 2009.  
 \*includes data through 2009 second quarter.

## DEVELOPMENT AND REDEVELOPMENT OPPORTUNITIES

There are several key areas in the City where future development and redevelopment opportunities exist and the potential exists for more redevelopment areas to be identified over time, particularly as redevelopment continues in existing and future TIF districts. Neighborhood plans previously adopted by the City identify some development and redevelopment areas. A summary of these plans is provided in the neighborhood plans section of this chapter. Identification and recommendations for additional areas needing more detailed planning are discussed in Volume 2.

## EXISTING AND POTENTIAL LAND USE CONFLICTS

There are potential land use conflicts in and around the City. Some relate to future city plans that differ from adjacent community plans and others relate to incompatible land uses within the City.

The City's Comprehensive Plan provides land use recommendations that differ from the Town of Sun Prairie Comprehensive Plan for lands within the Town. Since future city growth is limited to the north and west due to existing development and boundary agreements with adjacent communities, long-term future expansion of the City will occur to the south and east on lands currently located within the Town of Sun Prairie. The Town plan goals identify this area as long-term agricultural preservation area rather than a city development area. The City of Madison Comprehensive Plan also identifies portions of the Town of Sun Prairie that would become part of Madison in the future, with some areas overlapping the City of Sun Prairie's future growth area.

There are some land use conflicts with certain transportation routes, such as STH 19 and W. Main Street. Heavy vehicle traffic along these corridors and others within the City make it difficult for pedestrians to cross from one side to the other. This is a concern for anyone trying to cross to patronize a business or visit a neighbor on the other side of the street. However, it is of particular concern for students trying to walk or ride their bikes to school from their homes. Often students live very close to school, but have to be bussed due to the dangerous street crossing.

It is important that new development within the City be compatible with existing development. In past decades, landscaped buffer yards, tall fences, and berms were typically used to separate land uses. Modern land use design practices seek to transition from one land use to the next by utilizing open spaces, streets, compatible building design, or transition land uses to tie land uses such as commercial and residential together in a compatible way. Conflicts could arise where adjacent land uses are not considered and appropriate transition areas are not part of new development design. Such conflicts may be real or perceived, but create controversy nonetheless.

Redevelopment of certain sites within the City could result in temporary conflicts between land uses and often raise issues of compatibility as density and/or intensity of redevelopment increases, as is often the case with redevelopment efforts. New development may be incompatible with existing uses initially, since construction phases happen over a period of time. However, over the long term, the conflicts may cease as adjacent sites are also redeveloped. An example of this is the temporary conflict between new development and an existing factory in the downtown area. Recently constructed residential uses nearby would be temporarily incompatible with the factory use, but over time as the factory site is redeveloped in accordance with the downtown plan, future uses will be compatible.

Several areas along W. Main Street between downtown and US 151 are in need of redevelopment. Over time the corridor was developed with predominantly commercial strip type of development along most of its' length rather than focusing commercial development in planned commercial nodes. Some redevelopment along this part of W. Main Street has started to occur, but with redevelopment occurring downtown and several new commercial sites being made available on the City's west side, W. Main Street will likely have difficulty competing with these areas and vacancies could increase. Main street was reconstructed in 2009, and a TIF district designation occurred over part of the corridor to help spur reinvestment in the area.

Residential development near the existing Angell Park Speedway could result in land use conflicts. The race track holds events on Sunday nights in the summer and could be considered a nuisance for some residents nearby. The most recent residential subdivision close to the race track included a noise easement in the lot deeds to protect the race track which has operated in this location for over 100 years. Future residential developments in this area should do the same to both inform future residents in these areas that the noise will occur at limited times, and to protect the race track as a cultural resource.



Vacant large retail space on Main Street



New retail construction on Main Street

## LIMITATIONS FOR FUTURE DEVELOPMENT

Several factors may limit future development in Sun Prairie. Natural features, availability of utilities and services, existing development, agreements with adjacent communities, and other constraints will influence how and where development may occur.

Natural features are one of the main factors limiting where and how future development may occur. For example, new development adjacent to wetlands, floodplains, creeks, wooded areas, steep slopes, and so on, need to be designed with consideration for these features. A particularly large environmental corridor area within and adjacent to the City that will affect future growth is located along the City's southern boundary. More information on natural features can be found in the Agriculture, Natural, and Cultural Resources chapter of this plan.

Availability of public utilities such as sewer and water and services, police and fire protection, parks, and schools can limit future development. In some cases it is not cost effective to serve certain areas due to topography or other factors.

Existing development within adjacent communities and boundary agreements with adjacent communities limit future development toward the City of Madison, Village of DeForest and within the Towns of Burke, Windsor, and Bristol.

Consideration for prime agricultural soils should be made when reviewing future development. However, future plans for land within the City do not include large-scale agriculture. Efficient use of land within the City will help to preserve farm land outside of the City for a longer period of time.

There are some contaminated or polluted sites in Sun Prairie that will need to be cleaned before the sites can be redeveloped. This is the case on many sites in downtown Sun Prairie and several other potential redevelopment areas. The potential for grant funding is available to help clean up these sites, offering some incentives for redevelopment. City assistance may also need to be considered as well to initiate redevelopment of some sites.

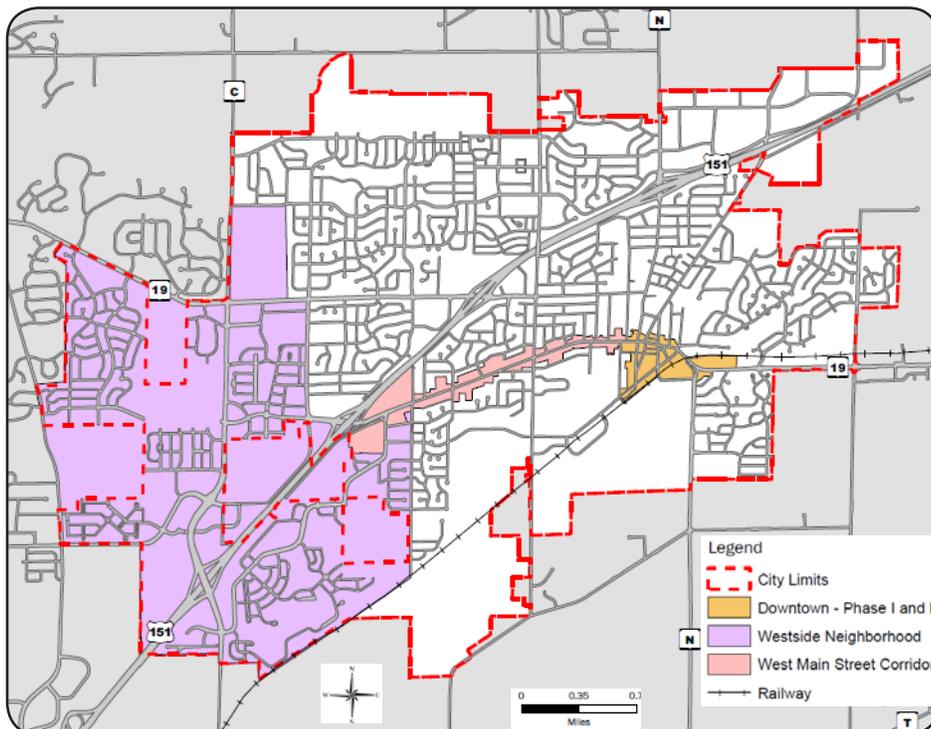
## ADOPTED CITY LAND USE PLANS

### MASTER PLAN 2020

This Comprehensive Plan updates the Master Plan 2020. The Master Plan 2020 was adopted in the year 2000 as the community's primary planning document – the community's comprehensive plan at the time it was adopted. The Master Plan 2020 was focused on three main areas: Transportation, Community Facilities, and Land Use - three of the nine elements now required for comprehensive plans in the State of Wisconsin. The Master Plan's primary recommendations included managing growth by encouraging strategies aimed at more efficient development (in terms of land consumed by development), steering growth to areas already served by municipal infrastructure, placing a priority on infill redevelopment in the downtown area, and seeking a balanced mix of land uses in the community, among other recommendations.

Implementation of the Master Plan 2020 was very effective in some respects. For instance, in response to policies aimed at growing more efficiently, the City encouraged and witnessed the development of several Traditional Neighborhood or "New Urbanist" developments. In addition, successful redevelopment efforts in the downtown were a direct result of policies included in the Master Plan 2020. However, an aggressive development staging plan component of the Master Plan 2020, together with a very strong housing market and unprecedented residential development pressure, resulted in less success in implementing some of the policies aimed at balanced and managed growth.

**FIGURE 9-5**  
**SUN PRAIRIE ADOPTED NEIGHBORHOOD PLANS**



Public input received as part of the current planning process indicates that community residents desire stronger controls over the pace of growth, efforts to encourage a more balanced land use mix, and a higher percentage of single-family homes in the overall residential mix of housing, than called for in the Master Plan 2020.

A number of neighborhood plans were adopted by the City as components of the Master Plan 2020, and will continue to remain in place as part of this Comprehensive Plan. These plans, whose areas of influence are shown in Figure 9-5, are discussed in more detail on the following pages.

## NEIGHBORHOOD PLANS

### Business District Revitalization Plan (Downtown Plan)

The Downtown Plan was adopted in March of 2001 as an amendment to the Master Plan 2020, with the purpose of providing a guide for revitalization and redevelopment activities in the downtown area. The City has designated the downtown and its surroundings as a tax increment financing district (TIF-8). In December 2004, the Downtown Plan was updated to include a more detailed concept for an area identified as Phase II.

One of the major goals of the City's downtown revitalization effort is to strengthen the downtown as the heart of the community by guiding and focusing public improvements and private investment toward the creation of an attractive, vibrant and pedestrian friendly "urban village." Creating housing for people to live downtown will help provide customers to support existing businesses and attract new businesses to the downtown.

Cannery Square represents the Phase I effort to achieve these goals. Construction in Cannery Square began in 2003 and has added the following amenities to the downtown area:

- A total of 250 new residential units (66 condos, 123 apartments, and 61 senior apartments);
- Over 32,000 square feet of commercial floor area, with the future potential for the conversion of some apartment units to commercial floor area (approx. 9,000 square feet);
- Cannery Square Plaza – a public gathering space;
- A rehabilitated historic cannery building that features a restaurant, banquet facility, retail space, and several unique loft-style apartments; and
- A new system of city streets to improve access to and from the area.



Downtown Plan Phase I

## Downtown Phase II Plan

The Downtown Phase II Plan amends the approved Business District Revitalization Plan to incorporate a more detailed plan for the Phase II redevelopment area, covering land generally bounded by E. Main Street, Market Street, S. Bristol Street, and the railroad tracks south of Linnerud Drive. The Downtown Phase II Master Plan includes recommendations for short and long-term redevelopment sites, public infrastructure improvements, municipal parking improvements, and signage recommendations for the overall downtown area.

Additional redevelopment has occurred in the Phase II development area east of Market Street, and includes the following:

- Approximately 29,000 square feet of commercial floor area, including a restaurant, a professional office building, and office/retail space;
- An additional 44 residential units (18 condos and 18 apartments, with another 8 apartments planned);
- A new city street (E. Lane Street) to provide improved access in the area south of Main Street; and
- Three new municipal parking lots to provide additional parking for downtown businesses.

The City has also approved plans for the redevelopment of lands along S. Bristol Street, and the former Dane County Garage site has been redeveloped to accommodate retail uses. Other potential redevelopment sites in the downtown area include the City's Public Works facility, the Washington Mills Porcelain factory, and several privately owned warehouse and business facilities located along Linnerud Drive.



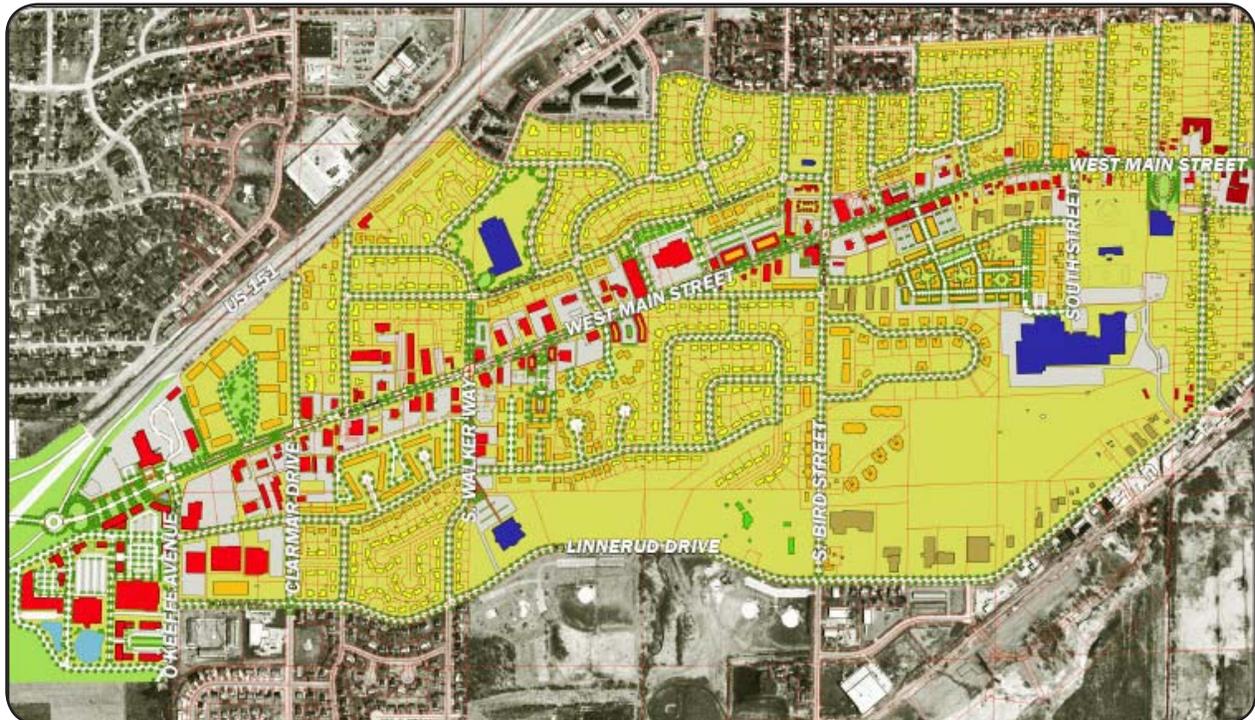
Downtown Plan Phase II

## West Main Street Urban Corridor Plan

The West Main Street Corridor Plan was adopted by the Common Council on August 1, 2006. The plan includes a master plan for the corridor as well as a regulating plan and design guidelines.

The W. Main Street corridor is a complex 1.75 mile stretch of various uses and forms of development. As a regionally significant corridor, W. Main Street will fulfill a crucial role as a connector between areas of new mixed-use development on the west side and the revitalized downtown core. Due to the age and auto-oriented commercial strip pattern of existing development along this corridor, it will be a challenge for this neighborhood to compete with the new commercial districts to the east and west. The West Main Street Corridor Plan provides several recommendations for maintaining long-term viability of this corridor. A few implementation strategies from the plan include considering:

- Formation of a West Main Street Business Association to aid in business development, recruitment and marketing;
- Creation of a TIF district for the W. Main Street corridor;
- Implementation of a regulating plan and design guidelines to influence the form and character of development along the corridor.

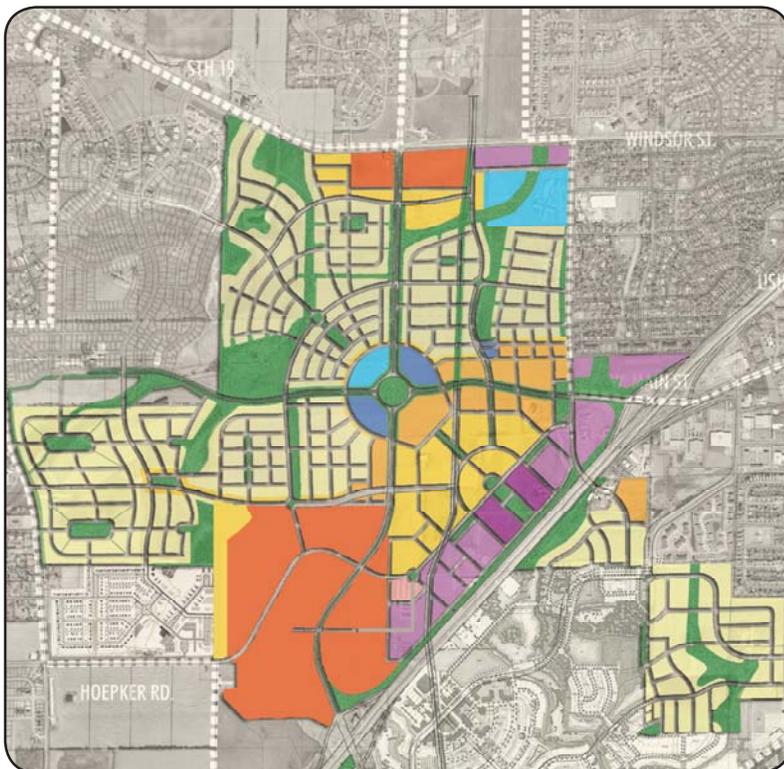


## Westside Neighborhood Plan

The Westside Neighborhood Plan updated the Master Plan 2020 by providing a detailed neighborhood plan for the City's Westside, replacing the general land use plan and policies for this area. As the key growth area for the City over the next ten to fifteen years, the development of the Westside will have major impacts on the City in many ways - fiscally, visually, economically, and in terms of overall quality of life for city residents.

Key to the development of the Westside is the interchange at US 151 and CTH C/Reiner Road, a Wisconsin Department of Transportation project that was completed in 2006. The interchange brings with it improved access and increased opportunities for the growth of this area of the community. However, increased demand for city services and infrastructure are also associated with this increased growth potential. The City has installed the necessary infrastructure to provide sanitary sewer service to this area, has established a traffic impact fee to fund roadway improvements, and is in the process of designing stormwater management improvements for a portion of the neighborhood.

The Westside Neighborhood is expected to accommodate most of the City's growth over the duration of this Comprehensive Plan planning horizon.



### **Residential Development Phasing Plan**

The Sun Prairie Common Council adopted a Residential Development Phasing Plan on September 21, 2004. This plan was adopted to help manage growth within the City by limiting the number of new housing units that could be added per development each year. By controlling the rate of growth, the City can better understand and meet the future needs for expanding public facilities such as schools, parks and recreation facilities, the water pollution control facility, and public safety facilities. The Phasing Plan was intended to work in concert with the Development Staging Plan of the Master Plan 2020 to guide development decisions and should continue to be used in conjunction with the recommendations of this plan.

### **Peripheral Area Development Plan**

The Sun Prairie Peripheral Area Plan was adopted in 1991 and revised in 1994 with the intent of providing a land use planning framework for lands located outside of the City's corporate limits but within and slightly beyond its three-mile extraterritorial jurisdiction (ETJ). Specifically, the Peripheral Area Plan was intended to provide land use recommendations and policies for all of the lands that are located outside the City of Sun Prairie corporate limits and within the Towns of Bristol, Burke, Sun Prairie and Windsor.

The plan includes a series of maps, including a City of Sun Prairie Urban Expansion Map. This map presents recommendations for the long-term expansion of the City of Sun Prairie and its Urban Service Area. The Peripheral Area Development Plan was analyzed as part of this Comprehensive Plan update process. Rather than continue to include this plan as a component of the City's Comprehensive Plan, the updated Comprehensive Plan incorporates these lands located outside of the City into the Comprehensive Plan Planning Area, and through the goals, objectives and recommendations contained herein. With the adoption of this Comprehensive Plan, the 1991 Sun Prairie Peripheral Area Plan is repealed and is no longer in effect.

## LAND USE REGULATION

Local land use regulations help define the character of cities to achieve compatibility of land uses within each district. The City of Sun Prairie employs zoning and subdivision ordinances, an official map, architectural and site design guidelines and standards, as well as other environmental and water resource related ordinances as required by law, to regulate the use of land within its corporate and extraterritorial jurisdiction boundaries.

Zoning and subdivision ordinances are designed to implement the City of Sun Prairie Comprehensive Plan; lessen congestion in the streets and highways; to secure safety from fire, panic and other dangers; to promote health and the general welfare; to provide adequate light and air, including access to sunlight for solar collectors and to wind for wind energy systems; to encourage the protection of groundwater resources; to prevent the overcrowding of land; to avoid undue concentration of population; and to facilitate the adequate provision of transportation, water, sewerage, storm drainage, schools, parks, playgrounds and other public requirements; and to preserve burial sites as defined in Section 157.70(l), Wisconsin Statutes.

### ZONING

The City of Sun Prairie adopted the Zoning Ordinance under the authority granted in the Wisconsin Statutes Section 62.23(7), which allows for the establishment and enforcement of land use regulations based on zones created by the adoption of the Official Zoning Map, as well as for the overall purpose of implementing the City's Comprehensive Plan. Generally, the Zoning Ordinance is adopted for the purpose of protecting the public health, safety, morals, comfort, convenience and general welfare by implementing certain goals and objectives of the Comprehensive Plan. The land area located within the City of Sun Prairie is divided into fourteen zoning districts, which are established to achieve compatibility of land uses within each district and to implement the City's Comprehensive Plan.

The Zoning Ordinance consists of two main components:

- Ordinance text - which lists allowed uses within each zoning district and provides standards for development; and
- Official Zoning Map - which divides the City into zoning districts.

The Sun Prairie Official Zoning Map includes several sheets for specific purposes based on land use, environmental features, or performance standards. They are listed in the sidebar to the right.

### OFFICIAL ZONING MAP SHEETS

*SHEET 1*  
*Zoning Districts*

*SHEET 2*  
*Environmental Corridor:*  
*Natural Resource Protection*  
*Overlay Zoning District*

*SHEET 3*  
*Business District Overlay*  
*(BDO) Zoning District*

*SHEET 4\**  
*Westside Neighborhood Land*  
*Use Plan and Transportation*  
*System Improvement Plan*  
*Moratorium Overlay District*

*SHEET 5*  
*Interchange Sign Overlay*  
*District*

\*No longer in effect after adoption of the Westside Neighborhood Plan

See Map 9-4

## EXTRATERRITORIAL ZONING ORDINANCE

A portion of the Town of Windsor falls within the extraterritorial zoning (ETZ) area, in which the City of Sun Prairie and the Town of Windsor jointly enforce a Joint Extraterritorial Zoning Ordinance as authorized under Wisconsin State Statute Section 62.23(7a). Map 9-4 illustrates the Extraterritorial Zoning District boundary.

A boundary agreement between the City of Sun Prairie and the Town of Windsor has been adopted, which defines the future city boundary into the township. Currently, the ETZ district boundary extends well beyond this future city limit. In addition, the ETZ extends into the Village of DeForest's extraterritorial jurisdiction (ETJ) boundary and even into lands that have been annexed into DeForest. This results in the City of Sun Prairie and Town of Windsor having zoning authority in an area where the Village exercises extraterritorial land division review. For these reasons the City may need to reevaluate the extent of the ETZ area and consider reducing it to correspond more closely with the ETJ boundary between the two communities - roughly along Portage Road. More information about the ETZ district boundary can be found in the Intergovernmental Cooperation chapter of this plan.

## LAND DIVISION Subdivision Ordinance

The Sun Prairie Subdivision Ordinance was adopted in accordance with the authority granted by Sections 236.13(1)(b) and 236.45 of the Wisconsin Statutes. The purpose of these regulations is to regulate and control the subdivision of land within the corporate limits and extraterritorial plat approval jurisdiction of the City in order to promote the public health, safety and general welfare of the community. Additionally, the Subdivision Ordinance is specifically designed to further the orderly layout and use of land; to insure proper legal description and proper monumenting of subdivided land; to prevent the development of noise sensitive land uses (such as homes, schools and recreational areas) adjacent to highway corridors and to ensure that any such development that does occur is planned to mitigate the adverse effects of noise; to provide design standards for public and private infrastructure; and to facilitate the further resubdivision of larger parcels into smaller parcels of land. These regulations are formulated to facilitate enforcement of development standards as outlined in the Building Code (Chapter 15.04), Zoning Ordinance (Title 17), Comprehensive Plan and Official Map of the City of Sun Prairie.

### Extraterritorial Plat Review Jurisdiction

In addition to review of subdivision plats and land divisions within the City, the City also has approval authority over some subdivision plats and land divisions for areas located outside of the City limits, but within the Sun Prairie extraterritorial jurisdiction as allowed under Wisconsin State Statute Chapter 236. The extraterritorial jurisdiction (ETJ) includes those areas outside of the City within three-miles of the current municipal boundaries, including parts of the Towns of Bristol, Burke, Sun Prairie, Windsor, York, and Medina.

### OFFICIAL MAP

The Official Map for Sun Prairie includes lands within the City limits and lands outside of the City within the ETJ area. The map was adopted in accordance with the authority granted by Wisconsin Statute 62.23(6), and includes or may include the location of streets, highways, historic districts, parkways, parks, playgrounds, railroad rights-of-way, waterways and public transit facilities. The map is inclusive with respect to the location and width of existing and future streets, highways, waterways and parkways, and the location and extent of railroad rights-of-way, public transit facilities, parks and playgrounds shown on the map. The Official Map is established to conserve and promote the public health, safety, convenience or general welfare. The Official Map, located in the Transportation chapter of this plan, is included as multiple components of this plan, including the Volume 2 chapters pertaining to transportation and parks and open space, and is adopted as part of this Comprehensive Plan.

### ARCHITECTURAL AND SITE DESIGN GUIDELINES AND STANDARDS

The zoning ordinance includes some design guidelines for site development and building architecture. These include standards for site layout related to landscaping on all commercial sites and parking lots, however do not provide specific standards for building placement and site treatment along the street front. Architectural design standards are limited to large-format buildings but do not address other building types.

The Master Plan 2020 and the adopted neighborhood plans do provide more detailed site and architectural guidelines. However, these are written as guidelines only and are not applied as ordinance standards. Some planned developments approved in the City have design guidelines for site and architecture and are used to review development proposals. Consideration for a set of city-wide site and architectural design guidelines, particularly for commercial and perhaps multi-unit residential buildings, could be given to clarify the vision for the City to assist developers with the guidelines and an understanding of what is expected of them by the City, and also to streamline the review process by setting up criteria against which to review proposals.

### OTHER DEVELOPMENT ORDINANCES

The City of Sun Prairie is required to adopt zoning ordinances for areas designated by the Department of Natural Resources as floodplains, per Section 87.30; and certain wetlands within shorelands, as defined under Section 62.231, of the Wisconsin Statutes.

Chapter 17.28 of the City of Sun Prairie Municipal Code defines Environmental Corridor and Natural Resource Protection Regulations including shorelands, wetlands, and floodplain zoning.

Other development ordinances related to land use that the City is responsible for enforcement and administration in cooperation with Dane County include:

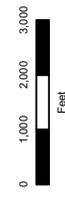
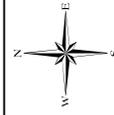
- Stormwater Management and Erosion Control - Chapters 15.28 and 15.30 Sun Prairie Municipal Code
- Non-Metallic Mining Ordinance - Title 14, Chapter 74 Dane County Code of Ordinances, NR 135 of the Wisconsin Administrative Code and Chapter 295 Wisconsin Statutes
- Airport Height Regulations - Chapter 78, Dane County Code. This ordinance requires permits and limits heights of structures in the flight path of the Dane County Regional Airport to ensure safe take off and landing areas. (See Map 9-5)
- Floodplain, Wetland, and Shoreland ordinances are incorporated into the Zoning Ordinance, Chapter 17.28, Sun Prairie Municipal Code

*See Map 9-5*



# Existing Land Use City of Sun Prairie January 1, 2008

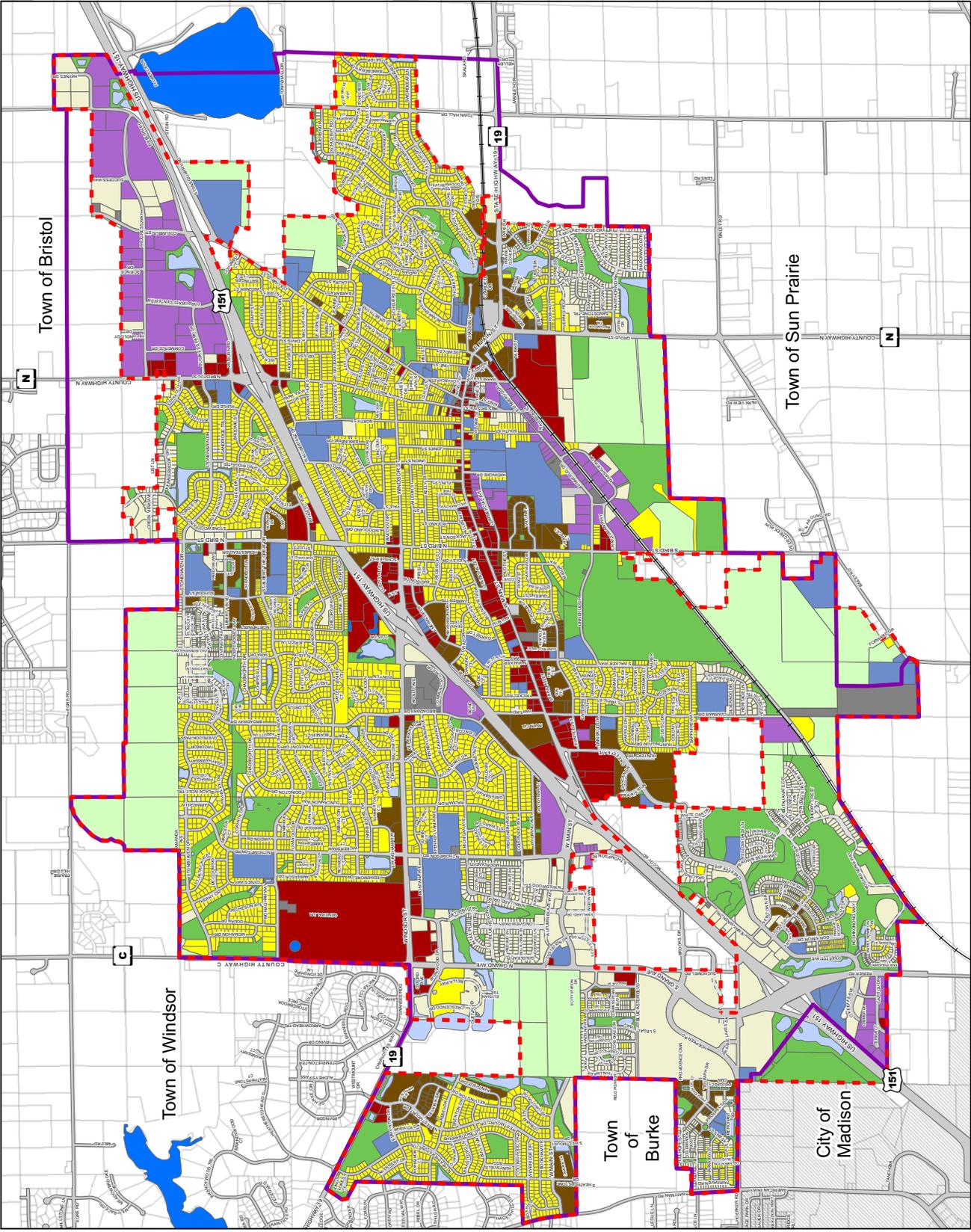
- Legend**
- Single and Two-Family Residential
  - Multi-Family Residential
  - Commercial/Office
  - Industrial
  - Institutional
  - Parks and Open Space
  - Utilities
  - Transportation
  - Agriculture
  - Vacant Lot
  - Water
  - Storm Water Facilities
  - Unincorporated Areas
  - City Limit
  - Urban Service Area



Notes: Map created using the Dane County 2006 Land Use Map and 2008 parcel base data. City of Sun Prairie staff conducted field verification through 2007.

Sources: City of Sun Prairie, Dane County Community Analysis & Planning Division

Date Adopted: November 3, 2009





# Existing Land Use City of Sun Prairie Planning Area January 1, 2008

**Legend**

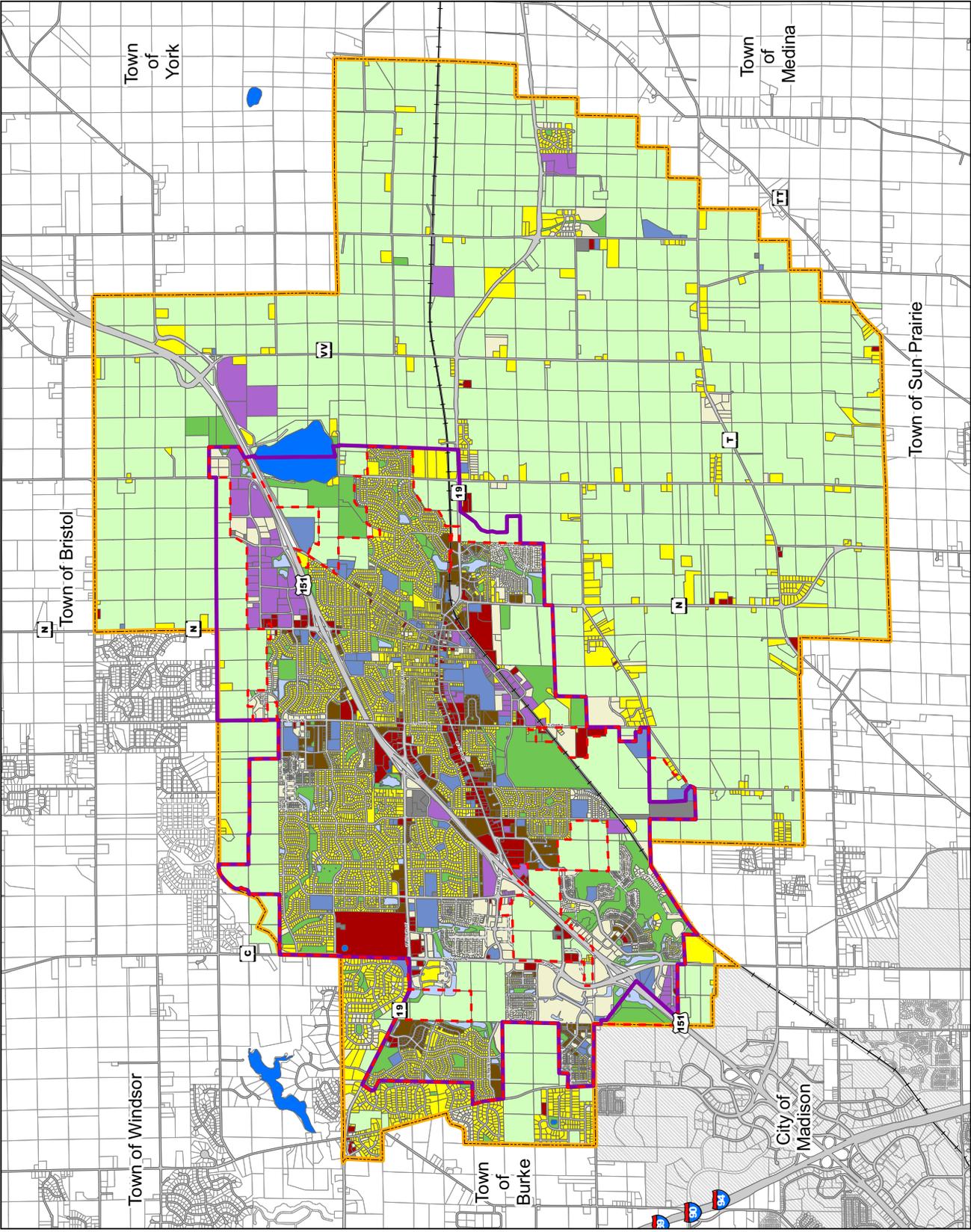
- Single and Two-Family Residential
- Multi-Family Residential
- Commercial/Office
- Industrial
- Institutional
- Parks and Open Space
- Utilities
- Transportation
- Agriculture
- Vacant Lot
- Water
- Storm Water Facilities
- City Limit
- Urban Service Area Planning Area

0 2,000 4,000 6,000  
Feet

Notes: Map created using the Dane County GIS data. The parcel use data for the City of Sun Prairie was updated and field verification through 2007.

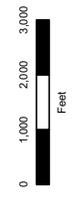
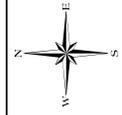
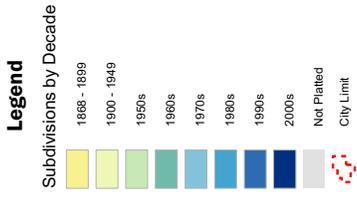
Sources: City of Sun Prairie, Dane County Community Analysis & Planning Division

Date Adopted: November 3, 2009





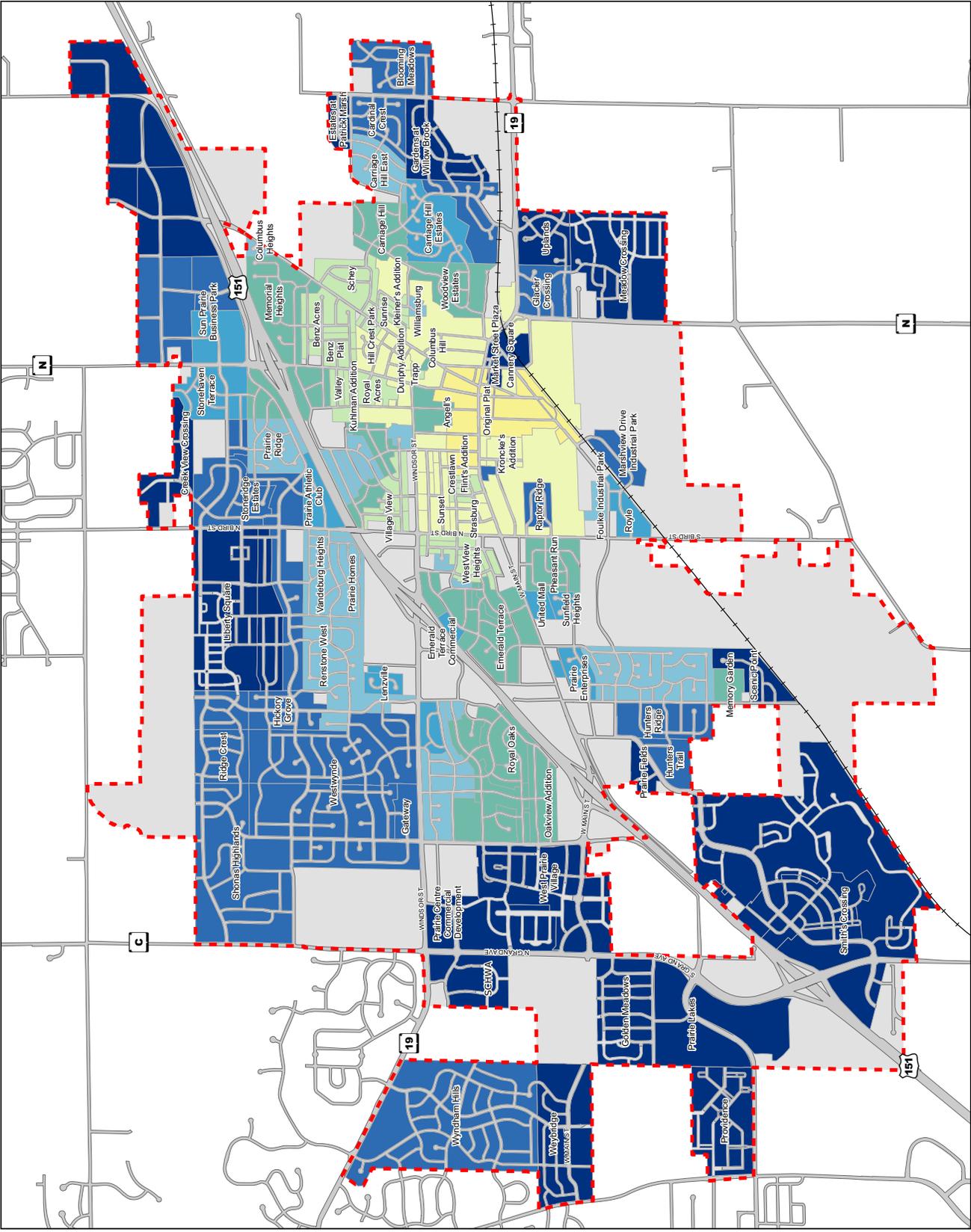
### Subdivision Plats by Decade



Notes:

Source: City of Sun Prairie

Date Adopted: November 3, 2009

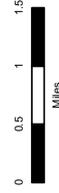
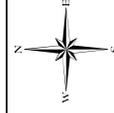




# Extraterritorial Zoning District Boundary and Extraterritorial Plat Approval Jurisdiction

## Legend

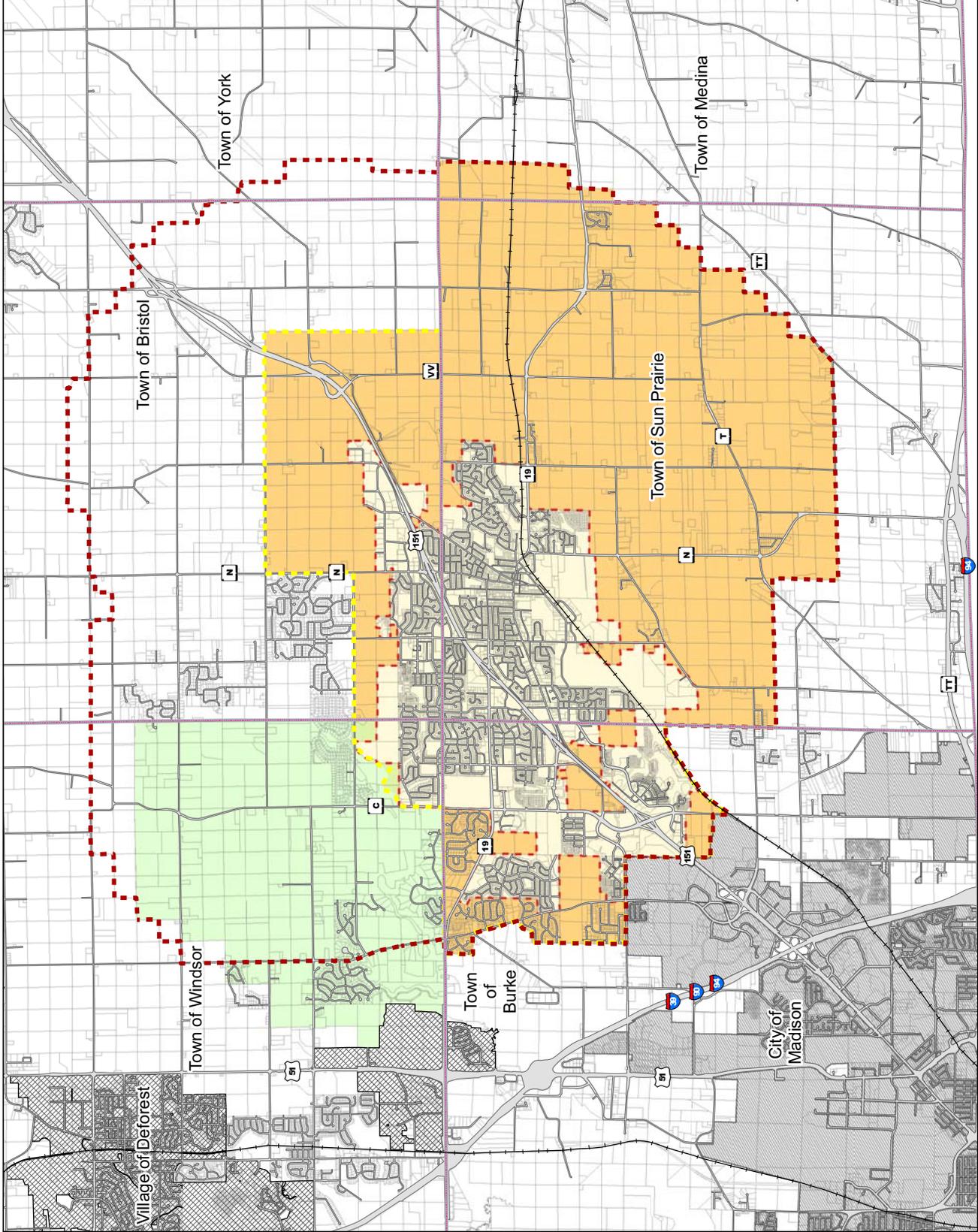
- City Limit
- Planning Area
- Extraterritorial Jurisdiction
- Town of Windsor ETZ Area
- Future City Limit - Agreement
- Township Boundary



Notes:

Source: City of Sun Prairie

Date Adopted: November 3, 2009





# Dane County Regional Airport Zoning

## Legend



Dane County Airport

Elevation Above Sea Level

1066 Feet

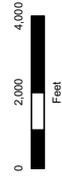
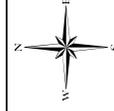
1074 Feet

1075 Feet

1080 Feet

1086 Feet

City Limit



Notes:

Source: Dane County, City of Sun Prairie

Date Adopted: November 3, 2009

