



OFFICE OF THE CITY CLERK

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Public Notice of the City of Sun Prairie, pursuant to Section 19.84, Wisconsin Statutes, is hereby given to the public and to the news media, that the following meeting will be held:

COMPREHENSIVE PLAN STEERING COMMITTEE

DATE: **WEDNESDAY, FEBRUARY 27, 2019**

TIME: **6:00 PM**

LOCATION: **COMMUNITY ROOM**
MUNICIPAL BUILDING
300 EAST MAIN STREET
SUN PRAIRIE, WI 53590

To consider the following:

1. **CALL TO ORDER AND ROLL CALL**
2. **APPROVAL OF MINUTES**
 - A. February 20, 2019
3. **OLD BUSINESS**
4. **NEW BUSINESS**
 - A. PROCESS AND SCHEDULE UPDATE
 - B. ESTABLISH SUBCOMMITTEES FOR REVIEW OF DRAFT CHAPTERS
 - C. DISCUSSION ABOUT LAND USE ISSUES AND OPPORTUNITIES
 - D. SMALL GROUP DISCUSSIONS ABOUT LAND USE CHANGES IN VARIOUS PLANNING AREAS
5. **DISCUSS NEXT MEETING DATE**
6. **PUBLIC COMMENTS**
7. **ADJOURNMENT**

Posted: February 22, 2019

Posted: Sun Prairie City Hall
300 East Main Street

Sun Prairie Public Library
1350 Linnerud Drive

Sun Prairie Utilities
125 West Main Street

*Paul T. Esser - Chairperson
Jorge Hidalgo
Drew Kuehl
John Muller
Janet Rosseter
Bryant Stempski*

*Kalvin Barrett
Don Hooser
Emily Lindsey
Terrell Outlay
Erin Ruth
Theresa Stevens*

*Peter Dettmer
Curt Klinkner
Stephanie Manthey
Dan Presser
John Schulze
Angela Thomas*

NOTE: Please note that, upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request this service, contact the City Clerk's Office, 300 East Main Street, Sun Prairie WI 53590 (608) 837-2511

NOTE: It is possible that members of and a possible quorum of members of other governmental bodies of the municipality may be in attendance at the above stated meeting to gather information; no action will be taken by any governmental body at the above stated meeting other than the governmental body specifically referred to above in this notice.

J/planning/comprehensiveplansteeringcommittee/agendas/2018/PAG02272019.doc



**COMPREHENSIVE PLAN STEERING COMMITTEE MEETING MINUTES
SUN PRAIRIE, WISCONSIN 53590**

DATE: WEDNESDAY, February 20, 2019

TIME: 6:00PM

**LOCATION: MUNICIPAL BUILDING
COMMUNITY ROOM
300 E. MAIN STREET
SUN PRAIRIE WI 53590**

1. CALL TO ORDER AND ROLL CALL

Committee Acting Chairperson Curt Klinkner called the meeting of the Comprehensive Plan Steering Committee to order at 6:15 pm. Attendance sheet attached.

Staff present: Aaron Oppenheimer, Tom Veith, Scott Kugler, Tim Semmann, Sarah Sauer, Philip Gritzmacher, Jr.

Others Present: Jason Valerius (MSA)

2. APPROVAL OF THE MINUTES

A. Dettmer requested a fix to item 5.B.f. and g. of the January 16, 2019 minutes to read “Electric” in replace of “Elective”

Motion to approve the January 16, 2019 minutes: Stevens (1st), Hidalgo (2nd) / approval by voice vote.

3. OLD BUSINESS

A. PROCESS AND SCHEDULE UPDATE

I. Valerius handed out updated schedule. Things to note: June and July schedule compressed. Want steering committee to review and sign off on final draft before viewed by the public and Plan Commission. May 8 focused on Implementation; May 22 focused on entire plan. There will be a meeting next week on Feb 27 to discuss Land Use. Stevens asked if an entire Comp Plan document would be provided to committee before May. Valerius replied yes – final chapters will be assigned amongst committee for deeper review but an entire draft will be provided to all.

**B. DISCUSSION OF MOBILITY AND TRANSPORTATION SYSTEMS ISSUES AND OPPORTUNITIES
OVERVIEW**

I. ELECTRIC-ASSIST BIKES AND SCOOTERS

a. There is no policy in the draft addressing these. Wait to see how others approach this topic in similar and nearby communities. Can be a speed issue on bike paths. Muller asked if they needed to be licensed or registered like bikes. Valle asked how exactly are these regulated? Valerius asked about the need to have regulations on these on

paths. Should be done responsibly for these methods that have assistance to propel forward.

II. AUTONOMOUS AND ELECTRIC VEHICLES

- a. Hidalgo brought up that testing of AV are being done out west where winter conditions don't exist. The issues will be manufacturing for snow and ice management and insurance policies. Gritzmacher said there will be testing coming in Wisconsin before other regions with winter climate. Valerius said there is a goal to evaluate and monitor advancing technologies over time. Muller asked if these things are controlled locally or on a state or federal level. Kugler said it may change how we build infrastructure.

4. NEW BUSINESS

A. PROCESS AND SCHEDULE UPDATE

- I. Already discussed

B. DISCUSSION OF MOBILITY AND TRANSPORTATION SYSTEMS ISSUES

I. GOALS, POLICIES AND ACTIONS

- a. Valerius said there are a variety of bike/ped issues that require more work. A standalone plan on those methods are needed. Gritzmacher said that plan would include standards that we don't currently have for the facilities. Committee decided an appropriate action is to create and adopt an Active Transportation Plan with official maps for on- and off- street bike facilities.

Plan also includes edited version of sidewalk ordinance to make sure policy is followed. Where are we going to require sidewalks and where are exempt? Kugler brought up examples on eyebrows where sidewalks did and did not get implemented. Current ordinance says no cul-de-sacs longer than 500-feet.

Valerius held vote on policy that states sidewalks are required everywhere there is reconstruction with exceptions only for environmental issues, never for distance. Committee majority voted for the policy. Valerius held vote on same policy but excludes the bulb of the cul-de-sac. Committee majority voted against the policy. Valerius held vote on policy that requires sidewalks everywhere except on eyebrows and cul-de-sacs of 500' or less. Committee majority voted against the policy. Valerius held a vote on policy that any rehab project triggers sidewalks if the right-of-way enables it or occur. Valerius voted on policy that sidewalk or multi-use path installation along a roadway proposed for pavement rehab will provide a key link in the City's active transportation network. Committee preferred the policy where the City will determine filling sidewalks or multi-use paths to complete key links in the active transportation system.

Ending comments: Goal 3 Policy 1 – Request to change language for “busy corridors” to the classification of arterial or collector. Goal 2 Action 6 – spell out the action in the comp plan. Stempski asked for clarification of the future USH 151/Hwy V interchange

II. MAPS

- a. No discussion

5. DISCUSS OF NEXT MEETING DATE

- A. The next meeting date will be February 27, 2019 at 6:00 pm. Subcommittees will be assigned for next meeting

6. PUBLIC COMMENTS

- A. None

7. ADJOURNMENT

- A.** Motion to adjourn the February 20, 2019 meeting of the Comprehensive Plan Steering Committee at 8:03 pm by Hidalgo (1st), Ruth (2nd) / approval by voice vote.

Recorder: Sarah Sauer

*Curt Klinkner - Chairperson
Jorge Hidalgo
Eder Valle
John Muller*

*Peter Dettmer
Don Hooser
Stephanie Manthey*

*Erin Ruth
Theresa Stevens
Bryant Stempski*

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COMPREHENSIVE PLAN STEERING COMMITTEE MEETING ATTENDANCE

Date: February 20, 2019

Committee Members	Present	Absent
Mayor Paul T. Esser - Chairperson	_____	___ X ___
Kalvin Barrett	_____	___ X ___
Peter Dettmer	___ X ___	_____
Jorge Hidalgo	___ X ___	_____
Don Hooser	___ X ___	_____
Curt Klinkner	___ X ___	_____
Drew Kuehl	_____	___ X ___
Emily Lindsey	_____	___ X ___
Stephanie Manthey	___ X ___	_____
John Muller	___ X ___	_____
Terrell Outlay	_____	___ X ___
Dan Presser	_____	___ X ___
Janet Rosseter	_____	___ X ___
Erin Ruth	___ X ___	_____
John Schulze	_____	___ X ___
Bryant Stempski	___ X ___	_____
Theresa Stevens	___ X ___	_____
Angela Thomas	_____	___ X ___
Eder Valle	___ X ___	_____



LAND USE ISSUES AND OPPORTUNITIES

February 21 DRAFT

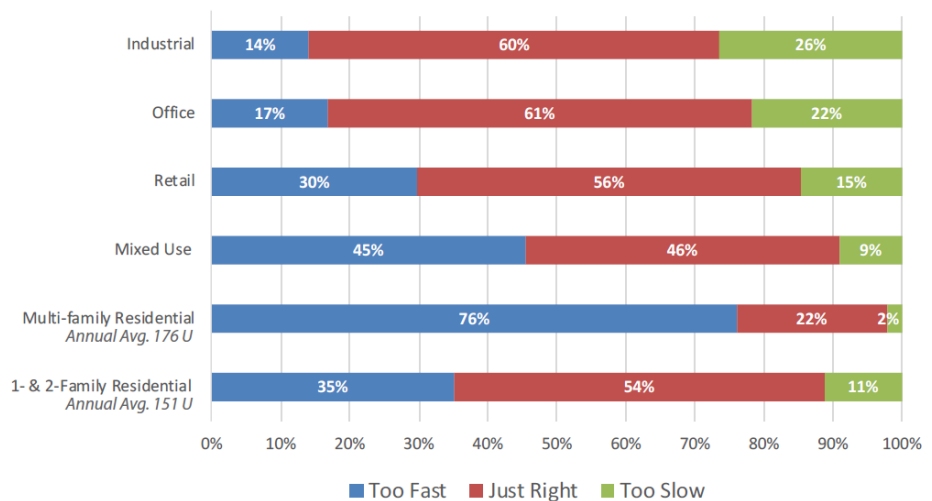
ISSUES AND OPPORTUNITIES RELEVANT TO THE ENTIRE COMMUNITY

Balanced Growth

The Sun Prairie population has increased by more than 16% in the past 8 years, from 29,364 in 2010 to an estimate of 33,966 as of January 1, 2018 (about 4,600 people). With 500 new housing units permitted in 2018, the City is approaching 20% growth since 2010. For context, consider that the City grew by nearly 27% from 2000-2008, a period that included a nationwide housing boom and 400+ new units in Sun Prairie each year 2000-2006. There about 70% more people calling Sun Prairie home today than in year 2000.

The 2018 community survey shows that a majority of respondents are comfortable with this growth. For every land use except “multi-family residential”, most people felt that the pace of development was either “just right” or “too slow”. But the minority is vocal. Where given the opportunity to add written comments, the word “growth” showed up 273 times, and almost always in a critical way.

Q26* Do you believe the pace of development over the last 5 years in Sun Prairie is... (percentages shown below reflect only those who answered the question)



An important dynamic of community growth is the linkage between housing and employment. As described in the Economic Development chapter, unemployment is very low in 2018/2019 and business growth is constrained by a lack of workforce. Survey results favoring more growth in industrial and office uses and also opposed to residential growth reflect a poor understanding of how these uses are interrelated. Most glaring is the mismatch between the desire for industrial growth and opposition to multifamily housing.

Cities have limited means to control growth - regional market forces drive growth or decline. Sun Prairie is in a fast-growing region, has excellent highway access, and has space to grow. Property owners are responding to market forces when they seek annexation and development permits. The City’s main focus has been on achieving quality development as projects are proposed, with requirements to ensure that traffic, stormwater and other utility needs are adequately met. The City has not attempted to limit growth with annual quotas on new permits for a variety of reasons, including concerns about fairness and general support for the rights of property owners to respond to market forces. There has also been

concern that such policies could have unintended consequences, such as an increase in development costs and housing prices.

Should the City explore policy options to slow growth, or should the focus continue to be on guiding growth to ensure quality and the ability to serve that development with community services?

Balanced Neighborhoods

As described in the Housing chapter, the City is seeking healthy, balanced neighborhoods that feature a mix of housing types and price points. Balanced neighborhoods also tend to have convenient access to some form of smaller-scale commercial uses, such as a restaurant or coffee shop, day care facilities, small service businesses, etc. Some Sun Prairie neighborhoods were explicitly designed to be complete neighborhoods with a mix of housing types, limited commercial use, park space, and completed sidewalk networks. Examples include Liberty Square (north side, west of Bird St.), Providence (west side along Hoepker Road), and Smith's Crossing (south side, east of USH 151). Other neighborhoods are unbalanced in various ways. Older neighborhoods, especially those built between 1950 and 2000, are often missing safe pedestrian facilities. Many subdivision plats were designed with only low-density, single-family housing, and in some parts of the city there are large areas with very little residential diversity. There are a few areas, such as around Westside Elementary School, where the supply of park and open space and recreation improvements are low as compared to other neighborhoods, especially on a per-household basis.

One particular risk with unbalanced neighborhoods is the stress it places on the education system. When neighborhoods lack a mix of housing types they can become concentrated with either higher- or lower-income households. Because elementary schools tend to be smaller and more neighborhood-focused, significant socioeconomic differences between neighborhoods can result in significant differences in educational experiences and outcomes within neighborhood-based schools. This can be addressed with bussing, though the best outcome is to have complete neighborhoods with fewer built-in equity problems.

Should the plan emphasize the importance of balanced neighborhoods? What else should the City do through land use and development to promote equitable access to opportunity for all residents?

Redevelopment

As the City grows and changes, some of this change is redevelopment of existing sites. This is a desirable process that the City is often actively encouraging. Infill development typically replaces a low-value building, often vacant, with new value and activity, boosting the tax base and the appearance of the area. These projects are often controversial because they are replacing a single-story building with multi-story development. Such outcomes are partly about market forces – redevelopment is more complicated and expensive than development of farmland and the additional building area generates enough revenue to cover those higher costs. The larger buildings are also often an intentional outcome desired by the City, to make more efficient use of utility infrastructure – the greater concentration of taxable value provides more support to sustain the associated infrastructure through future decades of use and maintenance.

A central challenge with infill development is balancing the benefits of that development to the property owner and the City with the risk that the development has real or perceived negative impacts on existing, nearby development. Some portion of the negative reaction to infill is a reaction to change – many people simply prefer to see things stay more or less the same over time. But sometimes there are genuine negative impacts due to traffic or increased noise or exterior lighting.

Is the City effectively managing the impacts of redevelopment on surrounding property today? Is there more the City should be doing to facilitate the redevelopment process and establish a good fit with existing neighbors/neighborhoods?

Urban Design Guidance

Another aspect of healthy neighborhoods is home design that encourages social interactions. A hallmark of new-urbanist neighborhoods is front porches. The front porch is a space that invites interaction, especially when the home is close to the street. More importantly, houses with front porches typically do not have prominent garages facing the street. The least social home design puts the garage nearest the street and hides the front door much further back from the street. These designs typically have few windows facing the street, making it hard for residents to see or interact with their neighbors once they enter their home.

The City currently has standards for lots under 10,500 SF that allow homes to be within 20 feet of local or collector streets, but require a 25-30 foot setback for the attached garage. Should the City do more than it already does (with this ordinance) to prevent garage-dominant home designs?

A similar principle applies in commercial districts. For decades after the post-war explosion in automobile ownership, commercial buildings were set back behind parking lots. As the buildings moved further from the street, and got larger, they often featured fewer windows. The net result of these changes has been places with much weaker connection between the private realm inside the building and the public realm of the street. In recent years local plans and national trends have helped move commercial buildings closer to the street, making the street corridor more attractive and lively and making the activities in the buildings more visible and inviting.

Should the City do more than it does today to encourage good urban design in commercial districts, especially with building placement, landscaping and architectural character?

The 2008 comprehensive plan offered quite a bit of analysis of residential density. Though a popular metric for growth management, density is a poor indicator of neighborhood quality. The market viability and perceived quality of a neighborhood are affected more by building and site design than by density.

The City's zoning ordinance currently allows about 17.5 units per acre under conventional zoning. Anything above that requires Planned Unit Development zoning, in which the zoning rules are customized to the site through a negotiated process. Is that approach working for the City? Is it creating an excess of customized rules that will be hard to track in future decades? Is it impeding development?

Retail Volatility

A common dilemma in many communities is how to deal with large-format retail stores. They present challenges for urban design because of their large parking lots and lack of visual connection between the building and the street. They present challenges to other local retailers, threatening their viability in the local market. And they present challenges for reuse and redevelopment when they close. Many Wisconsin retailers have recently been reducing their tax payments by arguing, successfully, that their buildings should be valued based only on what they are worth when empty. The problem is that unlike an empty house, a large, empty store has very few potential buyers. The “dark” stores are worth less because the market for them is poor. There are two problems here. One is a loss of tax revenue. The other is the poor resale value (and sometimes extended vacancy) of these buildings. Changes in the retail industry, especially pressure from online sellers such as Amazon, are a constant threat to the viability of retailers of any size. Many of the large retail stores in Sun Prairie have been constructed within the past five years, suggesting that the near-term risk of empty stores is low. However, as those stores age, and as national and regional trends continue to evolve, the City will someday need to find replacement uses for some of those big buildings.

Should the City explore policies that would improve the adaptive re-use potential of large retail stores? Should the City require retailers to set aside funds for demolition of buildings that sit vacant for more than a few years?

Automobile Dependency

As described in the Transportation chapter, the City intends to improve transportation options for residents, including bike and pedestrian facilities and public transit service. These objectives are challenged by 75 years of land development designed around the automobile. Most of the residential and retail areas built since 1945 were intentionally separated from each other (into distinct zones, thus “zoning”) and featured 1-2 story buildings with plentiful off-street, surface parking. Only within the past 20 years have development practices here shifted back toward balanced neighborhoods in which walking is both safe and viable as a means of transportation. Smith’s Crossing, Liberty Square and Providence are local examples of new neighborhoods in which walking is a viable means of transportation, at least for a few commercial destinations, because of sidewalks, more compact housing formats that reduce walking distances, and the presence of commercial in the neighborhood.

Transit service is most likely to thrive where land use is most efficient. When lots of people can walk to a transit stop, ridership increases, which leads to more frequent service, which draws more people to use transit. Current conversation about fixed-route transit service in Sun Prairie is focused on park and ride locations, places that people can drive to, park their car, and pick up transit to get into Madison. Gathering transit riders at park and rides will always be part of the transportation system. However, a more robust transit system in Sun Prairie is partly dependent on the development of places and corridors where mixed-use, multistory development is prevalent, putting more people close to transit.

Should the City explicitly pursue “transit-oriented development” in certain places most likely to serve both local and regional transit systems, such as near the highway interchanges?

ISSUES AND OPPORTUNITIES FOR SPECIFIC PLANNING AREAS

Questions for Steering Committee Discussion

Northwest Sub-Planning Area (bounded by Egre Road, Windsor St./151, CTH C, Bristol St.)

- Consider the limited amount of neighborhood commercial use in this neighborhood. Do you see any locations that may eventually be able to support more such use?
- What other thoughts do you have about land use and development in this area?

Northeast Sub-Planning Area (bounded by Happy Valley Rd, USH 151, CTH N, plus lands west of Patrick March)

- This area has been planned for business park growth, consistent with a cooperative plan with the Town of Bristol. The current business park, now nearly built out, covers an area of approximately 350 acres. The remainder of this planning area includes nearly 2,000 acres of developable land. Should the City consider other uses in this area during the next 20 years?
- What do you think about the idea of reserving space in this planning area for a future transit-oriented development, meaning a higher-density, mixed-use neighborhood with sufficient transportation demand to support transit service? There is no predefined template for a viable transit-oriented development in this setting, but for discussion purposes think of it as 160 acres of development that eventually includes about 2,500 households (~5,000 people) within walking distance of a transit hub. It would allow more people to live close to a growing employment area and it would also support more robust regional transit service to the business park. If proposed, this would likely be developed only after a new highway interchange at US151 and CTH VV. If you support this concept, where would you locate this transit-oriented development?
- Consider the land south of the future VV interchange, on both sides of the County highway. What uses would you consider here, and why?
- What other thoughts do you have about land use and development in this area?

West Sub-Planning Area (bounded by US151 on the east, Windsor St., Hoepker Rd, etc, includes Town of Burke lands scheduled for future attachment)

- Consider the varied business uses in the southwest quadrant of the Windsor St/US151 interchange, including The Patio Warehouse, Frontier Communications and others. These uses could change, and arguably this whole area (~40 acres) should be redeveloped. What uses would you like to see here? And in what physical form? Is this a good place for 3-5 story buildings?
- Consider the neighborhood areas at the west end of Main St. at Rattman Road. Where might you place a neighborhood commercial node out here?
- What other thoughts do you have about land use and development in this area?

West Central Sub-Planning Area (bounded by US151 on the west, Smith's Crossing on the south, and Brid St. on the east)

- Consider the lands west of Walmart. What uses would you like to see here, and in what physical form?
- Consider the commercial and multi-family uses north of Windsor St. (around the current McDonald's). What sort of redevelopment can you envision here? What do you think about 3-5 story, mixed use development that would make this a priority stop for transit service?
- What other thoughts do you have about land use and development in this area?

Central Sub-Planning Area (bounded by US151, Bird St., Bristol St./Grove St., and the south edge of the City; includes downtown)

- What should the comp plan say about Angel Park and the racetrack?
- Are there specific neighborhood areas deserving of historic preservation in some way? Other than downtown mixed-use/commercial buildings, can you identify any priority sites or blocks that should be preserved within the neighborhood?
- Consider the 3 acres at the southwest corner of Main St. and South St., including the front yard of Prairie Phoenix Academy, the service station, and the two older homes. What uses and urban form would you prefer to see on this site?
- Consider the downtown area. The City intends to update the downtown plan (created in 2001 and last updated in 2004) within the next year or two, but this comprehensive plan could offer some direction for further refinement in that effort. Consider:
 - Is maintenance of an historical character important? If so, in what part of downtown?
 - Would you support 4-5 story structures in the downtown area? If so, where?
 - Consider the City's public works campus at Bristol St. and Linnerud Drive, and the south side of Linnerud Drive between Market St. and South St. What uses and forms are acceptable/desired here?
 - Would you support construction of parking structures to support further commercial growth? Where?
- What other thoughts do you have about land use and development in this area?

East Central Sub-Planning Area (bounded by USH 151, Bristol St./Grove St., and including growth area to the east and southeast)

- Consider the planned growth along STH 19. Do you like the mix of uses shown in the current plan, including the neighborhood commercial uses at Town Hall Drive?
- What other thoughts do you have about land use and development in this area?

Southwest Sub-Planning Area (this is mostly Smith's Crossing, plus other lands north of the rail line and south of the West Central Planning Area)

- Most of this area is recently developed. Is there anything you would change here if you could?

South Sub-Planning Area (south of the rail line and the Central Planning Area)

- The current plan shows industrial use along Bailey Road, east of the wastewater treatment plant, and suggests the possibility of heavy industry here. Do you support this use here?
- The current plan anticipates neighborhood growth south to Bailey Road (but not beyond, reflecting the anticipated capacity limits of the Near East Sewer Interceptor). Development in this area will increase traffic on Bailey Road and cause conflict with existing scattered housing. Is a more intensive neighborhood planning effort needed for this area? How soon – what should trigger that effort?
- What other thoughts do you have about land use and development in this area?

East Sub-Planning Area (future growth out to Twin Lane Road, and south from Patrick Marsh down to CTH T)

- Most of this area cannot be developed until a new sewer interceptor is extended from the wastewater treatment plant. Should any of this area be developed before 2040?
- What other thoughts do you have about land use and development in this area?

CITY OF SUN PRAIRIE Comprehensive Plan 2019-2029

Volume 1: Community Indicators Report

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2 EXISTING LAND USE

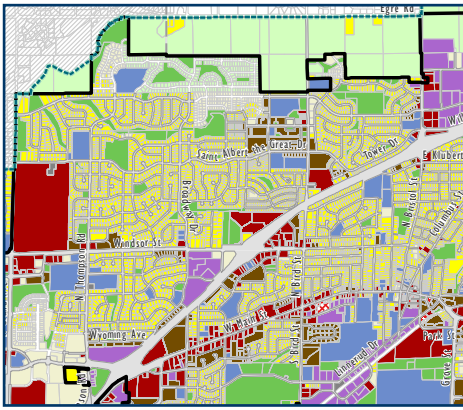
- City-Wide Land Use Inventory
- Land Use Descriptions
- Sub-Planning Areas
- Corridors

11 LAND USE TRENDS

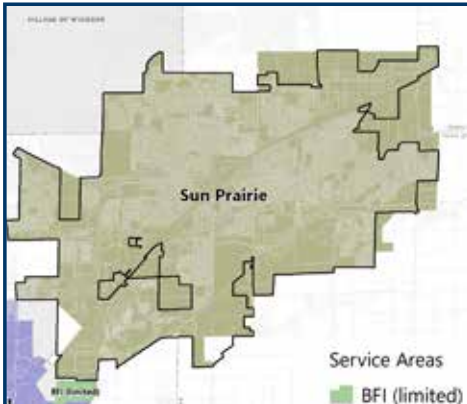
- Pattern of City Growth
- Neighborhood Development Types
- Land Supply & Demand
- Existing & Potential Land Use Conflicts
- Limitations for Future Development

18 LAND USE REGULATIONS

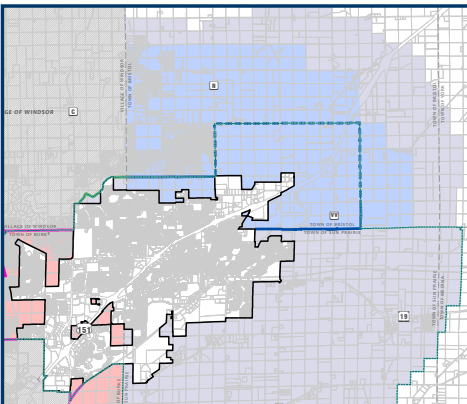
- Zoning
- ETZ Ordinance
- Official Map
- Architectural & Site Design Guidelines & Standards
- Other Development Ordinances



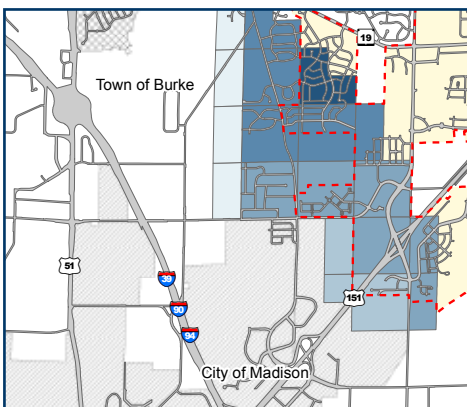
P.3 - Existing Land Use



P.32 - Urban Service Area



P.34 - Boundary Agreements & ETJ



P.36 - Dane County Regional
Airport Zoning

Land Use



EXISTING LAND USE



Cannery Square - Downtown Mixed Use Development

This chapter provides information about existing land uses within the City of Sun Prairie. This includes a discussion on historical patterns of City growth, land supply and demand, limitations for future development and potential land use conflicts.

Volume 2 of this plan element contains the goals, policies and actions that are intended to guide the future development and redevelopment of public and private property.



Single-Family Homes (Wyndam Hills)

LAND USE INVENTORY

An inventory of existing land uses by acre and percentage of land area is provided in Table 9-1 on the following page. This inventory is based on land uses as of January 2019. Further discussion of each land use type follows.

Single & Two-Family Residential

Low-density residential land uses make up the largest land use by area within Sun Prairie with almost 2,200 acres (27% of the City) in single-family residential or two-family residential use.

There is an older 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.

Residential subdivision plats developed between 1940 and 2000 typically featured lower-density concentrations of single-family homes. Beginning around 2000, more and more plats included a mix of housing densities and types, and also some 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. In 2008, during the early years of the national housing collapse that brought on the Great Recession, there were hundreds of single family lots approved and platted but still without homes. Ten years later this supply of available lots has shrunk significantly.

Multi-Family Residential

Multi-family housing is distributed throughout the City, covering 5.3% of the City, though that distribution is not uniform. In some cases, es-

Table 9-1: Existing Land Use

	City-Wide		Planning Area	
	Acres	%	Acres	%
Industrial	453.9	5.7%	625.2	2.5%
Commercial	578.4	7.2%	648.4	2.6%
Mixed Use	11.1	0.1%	11.1	0.0%
Institutional	556.8	6.9%	614.4	2.5%
Single and Two-Family Residential	2,166.1	27.0%	3,667.1	14.9%
Multi-Family Residential	424.7	5.3%	424.8	1.7%
Agriculture	560.6	7.0%	14,222.7	57.6%
Parks and Open Space	1,102.6	13.8%	1,395.2	5.7%
Transportation	1,563.8	19.5%	2,256.5	9.1%
Utilities	65.1	0.8%	75.5	0.3%
Vacant Lot	528.7	6.6%	701.7	2.8%
Water	-	0.0%	45.3	0.2%
Total	8,011.8		24,687.9	

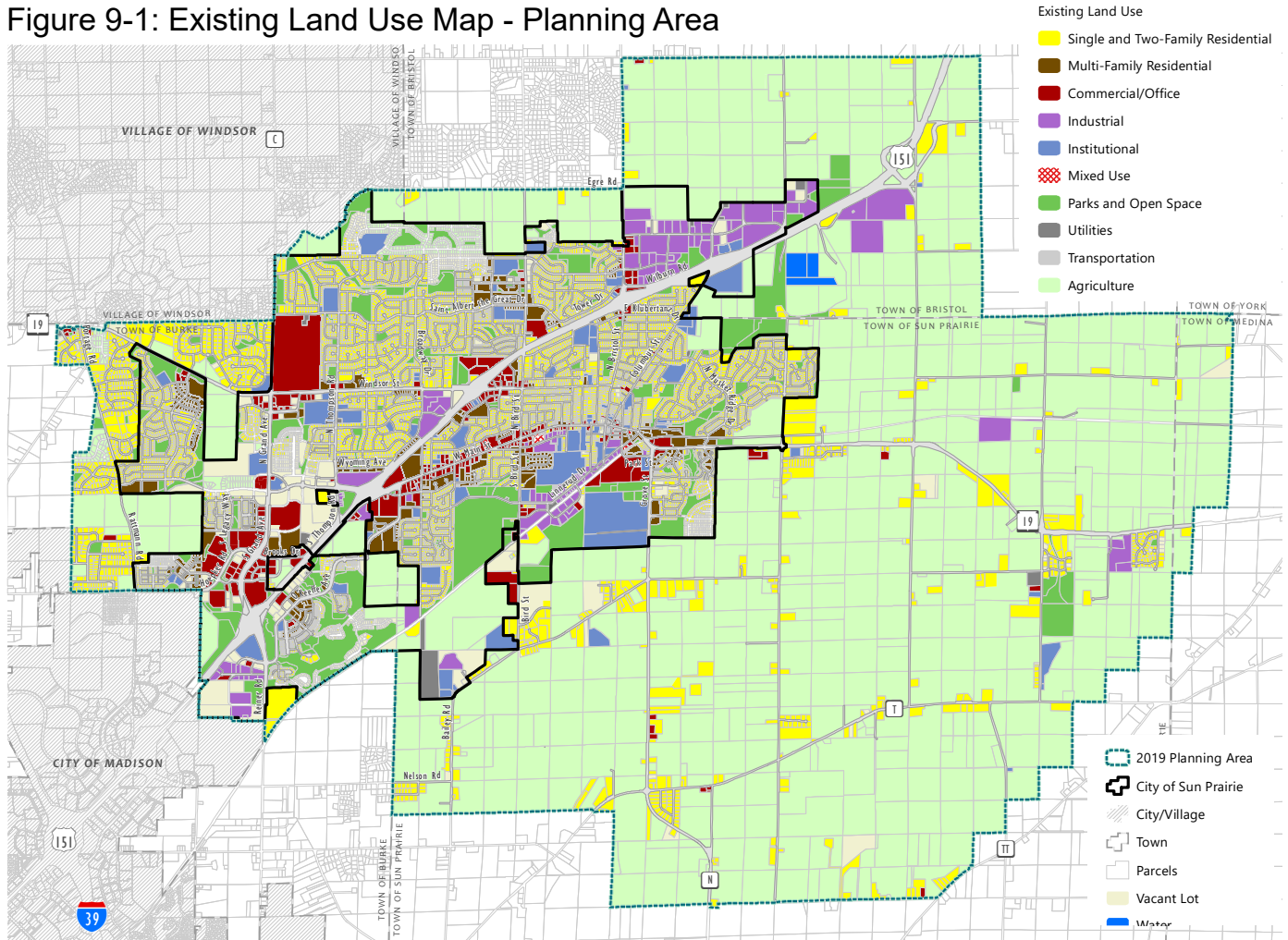
DID YOU KNOW?

Condominiums are often referred to as a type of housing, but they are really a form of ownership. Condominium ownership can apply to many types of uses including single- family or multi-family residential, commercial, industrial, or other uses where common elements 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.

LAND USE CLASSIFICATIONS

- » **Single- and Two-Family Residential.** Properties with a single-family home or two-family residential building (i.e., duplexes, twinhomes, two-flats). Ownership can be rental or owner-occupied.
- » **Multi-Family Residential.** Properties with one or more buildings, totaling more than two residential units. Ownership can be rental or owner-occupied.
- » **Commercial.** Properties with indoor retail, office and service uses, and controlled outdoor display uses.
- » **Mixed Use.** Properties with two or more uses within the same building (vertical mixed use) or within the same lot (horizontal mixed use).
- » **Industrial.** Properties with manufacturing, assembly operations, and indoor/outdoor storage uses.
- » **Parks and Open Space.** Public and private parks and open spaces, including facilities devoted to storm-water management, playgrounds, play fields/courts, trails picnic areas, and related recreational activities.
- » **Institutional/Civic.** Properties with public facilities, hospitals, schools, daycares, churches, and special-care facilities.
- » **Agriculture.** Properties with agricultural uses, farmsteads, and crop land (excluding vacant lots).
- » **Transportation.** Publicly-owned land for transportation uses (e.g., roads, highways, alleys and parking lots), privately owned streets, alleys and railroads, and transportation related businesses.
- » **Communication and Utilities.** Properties with 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.

Figure 9-1: Existing Land Use Map - Planning Area



Multi-Family Residential
(Apartment Building)



Multi-Family Residential (Rowhousing)

pecially in older areas of the City, multifamily development was approved independent of other development. In other areas, mostly those developed after 2000, multifamily housing was incorporated into planned neighborhoods, such as Smith’s Crossing and Liberty Square. From 2014 to 2018 the City approved building permits for over 1,000 new multi-family units within the City (56% of the total new units approved during this period).

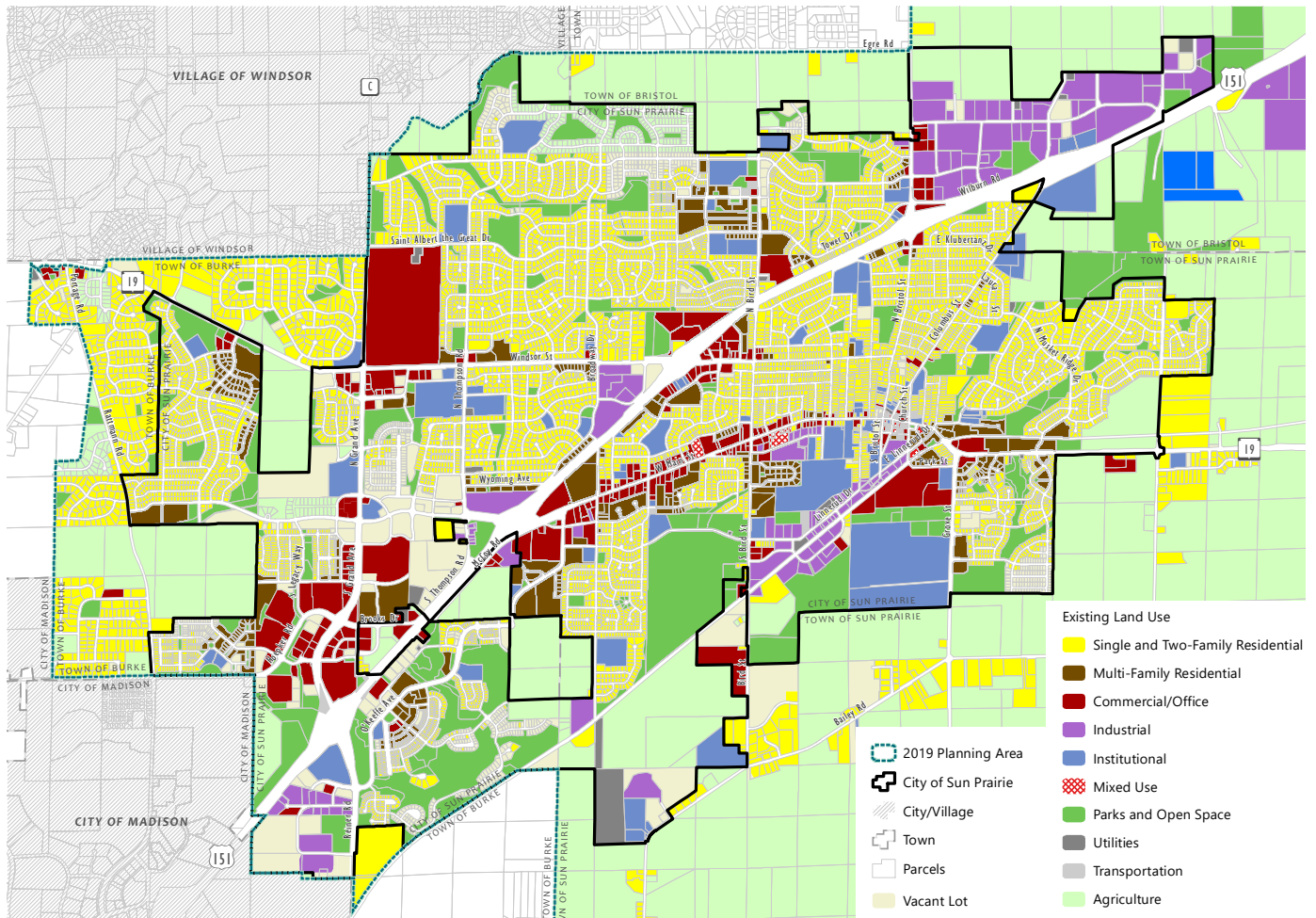
Commercial

Commercial uses, including retail, personal services and smaller office uses, were historically located in the downtown district and along

Main Street (formerly USH 151). While these locations still feature commercial uses today, most of the new commercial construction has occurred along Grand Avenue (especially the Prairie Lakes development). There are also concentrations of commercial uses around the USH 151 interchanges (i.e., at WIS 19 and at Bristol Street), at the Grand Avenue and WIS 19 intersection, and there are pockets of neighborhood-oriented service and retail commercial uses scattered throughout the City, often in more-recently developed neighborhoods.

The City’s largest private sector office property is QBE Regional

Figure 9-2: Existing Land Use Map - City Limits



Insurance (General Casualty), whose corporate campus is located on approximately 137 acres along CTH C north of Windsor Street. The Nature's Preserve Office Park, located northwest of the Windsor Street and USH 151 interchange, offers a series of small office buildings. Most of the leasable office space in the City is in smaller-scale buildings of various format, ranging from commercial strip malls to historic downtown buildings.

Mixed Use

Mixed use development exists primarily in the downtown core, plus a few newer projects along Main Street.

Parks and Open Space

Numerous and varied parks and protected open space are distributed throughout the City and are explained in the Community Facilities and Utilities chapter of this plan (see Chapter 4 (Volume I)). Some environmental corridors in the City also provide open space but are not included in this category since they do not follow property lines. These resources are described in Chapter 3 (Volume I) of this plan.

Institutional

Institutional uses are located in various areas throughout the City. These uses are discussed in the Community Facilities and Utilities chapter of this plan.



Commercial (Target)



Commercial (QBE Office Campus)



Parks and Open Space (Cannery Square)



Institutional (Meadow View Elem. School)



Industrial (i3 Product Development)



Agricultural (cropland)



Utilities (SPU Substation)

Industrial

Light industrial uses in Sun Prairie are located predominantly in the Sun Prairie Business Park, just off of USH 151 at N. Bristol Street. Businesses there employ over 3,000 people and offer an array of service, manufacturing, distribution, and public service industries.

In 2019, a 95-acre private business park (Park 151) was constructed with two industrial flex (IFS) building already built with several lots still available, providing opportunities for warehousing, office, light industrial (or mix of all three).

The majority of heavy industrial land uses in Sun Prairie are concentrated along Linnerud Drive and the Canadian Pacific Railroad corridor. 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 downtown revitalization efforts.

Agricultural

There is roughly 560 acres of agricultural land in the City, making up 7.0% of the City. Most of this agricultural lands are planned to be used for nonagricultural uses in the future.

Transportation

There is roughly 1,600 acres of transportation-related land in the City, making up 19.5% of the city.

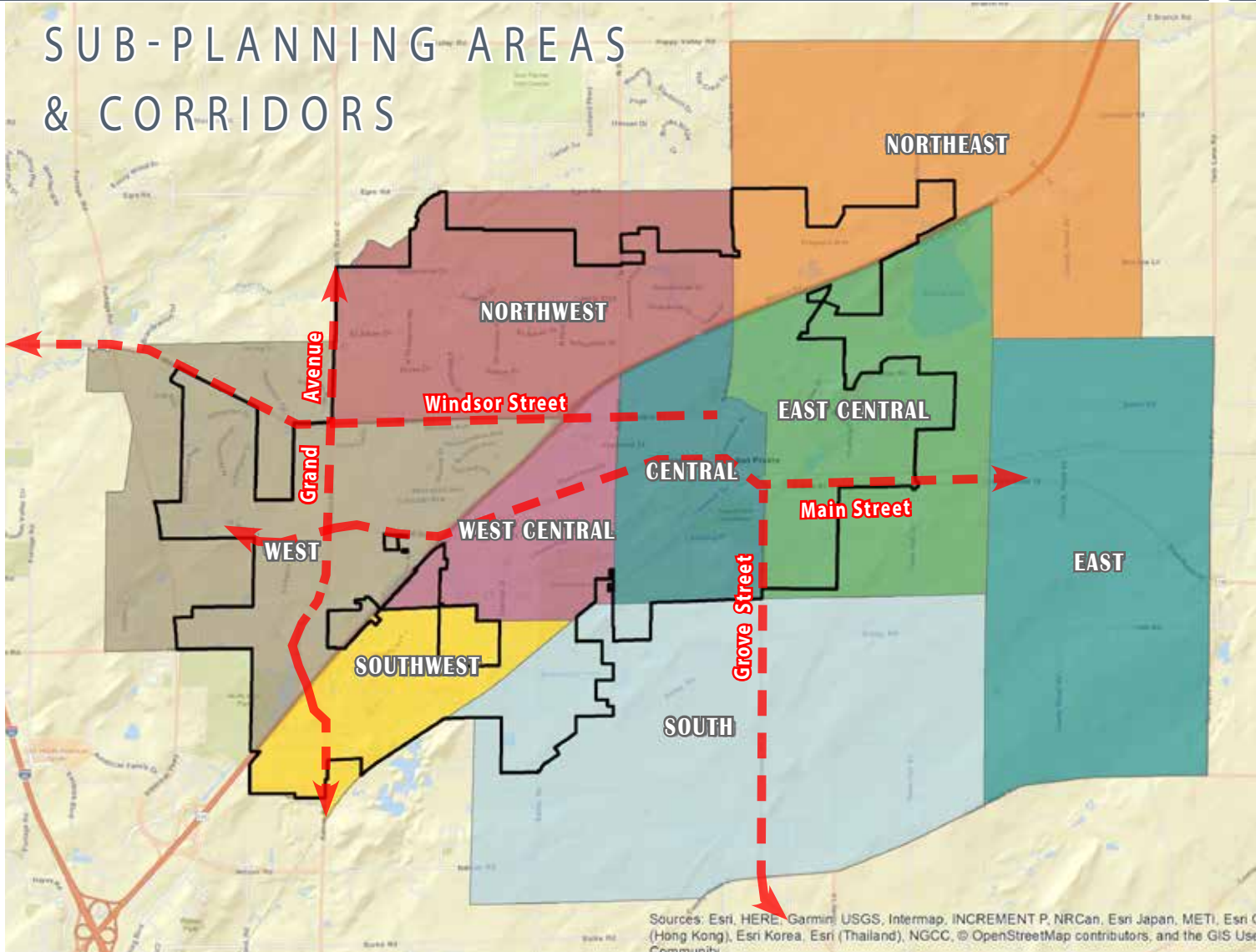
Utilities

There is roughly 65 acres being used for utility-related uses in the City (covering 0.8% of the City).

Vacant Lots

Currently vacant lots make up 8.6% of the total land area within the City. These lots include residential commercial and industrial zoning.

SUB-PLANNING AREAS & CORRIDORS



2019 Comprehensive Plan - Sub-Planning Areas & Corridors

Sub-Planning Areas & Corridors

The City is made up of many neighborhoods/districts and corridors. The uses and development along, or within, these divisions can establish identifiable character that resonates with City residents.

Looking at the land uses at a more granular level, focusing on just one corridor or neighborhood area at a time, enables more careful consideration of the interplay between different uses throughout the City.

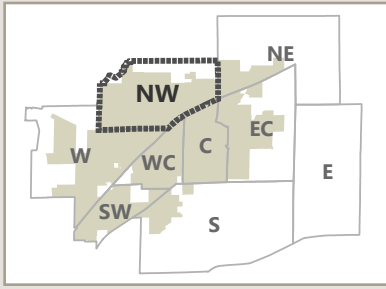
Sub-Planning Areas

Vibrant neighborhoods are vital to the social and economic health of the City. Sun Prairie's numerous neighborhoods have the potential to be its strongest assets. This plan examines land use within nine sub-planning areas, which can include one to several neighborhoods based on geographic location and size of the neighborhood. The map above illustrates the nine sub-planning areas described in pages 9-8 through 9-25.

Corridors

A focus on geographic divisions of a community such as the Sub-Planning Areas identified in this plan can overlook the importance of corridors, especially where those corridors define a boundary between two planning areas. The corridors identified in this plan serve as entrances to the community and connectors between neighborhoods. Four primary corridors are identified. See Pages 9-26 through 9-29 for more details.

Northwest Sub-Planning Area



Sub-Planning Area Boundary: Egre Road to the north, CTH N to the east, USH 151 and WIS 19 to the south, and CTH C to the west.

Primary Land Use(s): Mixed residential, commercial, vacant platted lands, and agriculture.



QBE Office Campus



Commercial Node (Liberty Blvd)



Stoneridge Estates Park



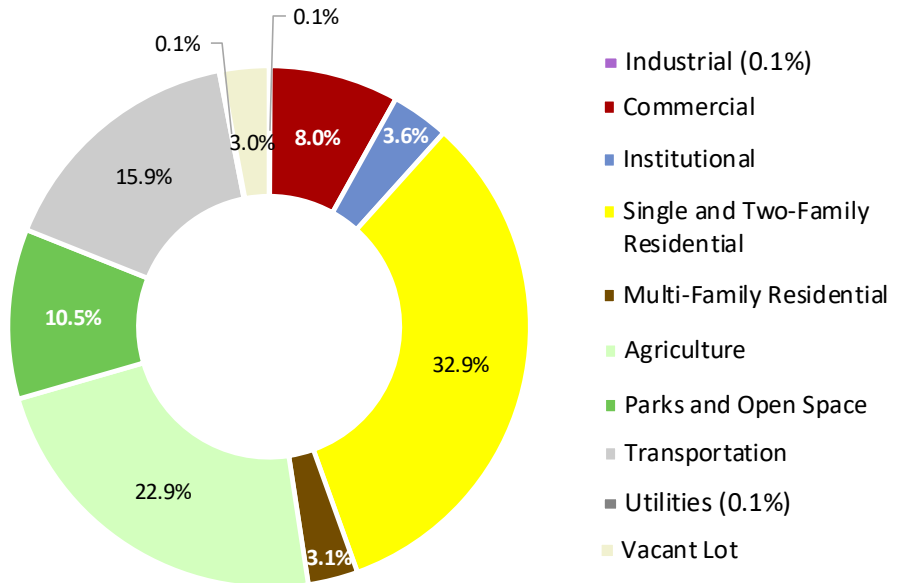
This sub-planning area includes several neighborhoods that generally provide low-density single-family homes. There are a few areas providing higher-density residential, mostly located near Bird Street (in Liberty Square and Stoneridge Estates) and Windsor Street. There are several public facilities and parks throughout the district.

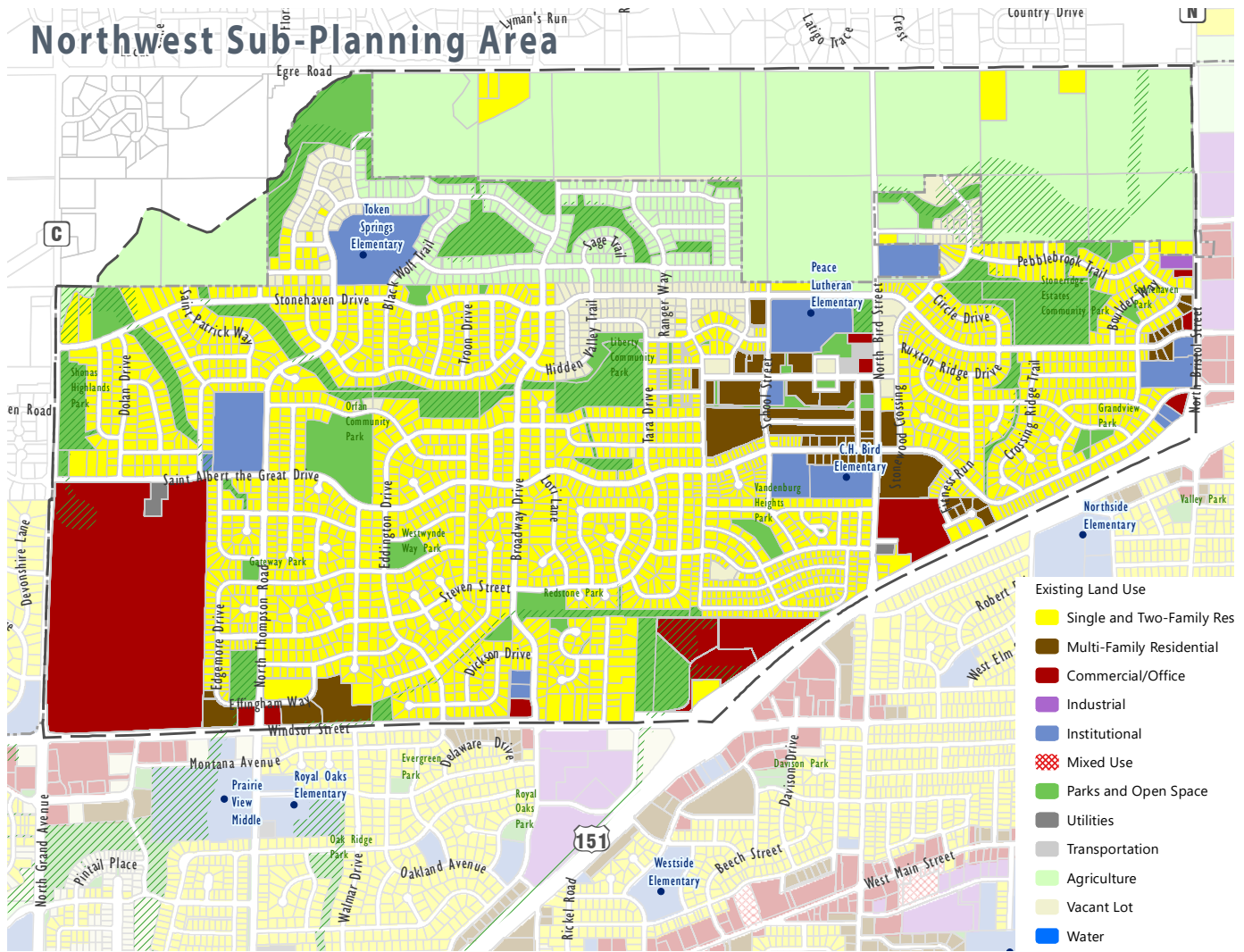
There are a few commercial properties in this district with the largest covering over 137 acres along CTH C north of Windsor Street. QBE, one of Sun Prairie's largest employers, owns and operates out of about half the site with the remainder sitting undeveloped.

There is also a 28-acre Nature's Preserve Office Park at the intersection of Windsor Street and USH 151. This Office Park includes a number of office and personal and professional service uses. Another significant commercial property is Prairie Athletic Club located at Athletic Way and Bird Street.

A good portion of this district is developed; however, there are several areas of vacant platted lands, specifically in the Liberty Square and The Reserve subdivisions, and future growth to the north in the Town of Bristol and a bit in the Village of Windsor. The City has intergovernmental agreements with both the Town and the Village.

Figure 9-12: Existing Land Use - Northwest Sub-Planning Area

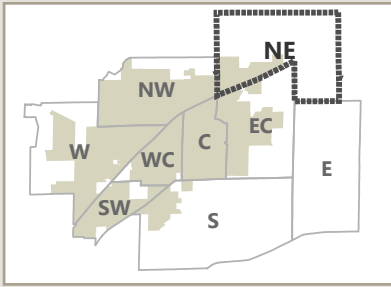




VOICES FROM THE COMMUNITY

- Interest in development north of Pebblebrook Trail to be single-family neighborhood.
- Former Sunny Day Daycare should be redeveloped - possible restaurant location.
- **ANY STEERING COMMITTEE COMMENTS?**

Northeast Sub-Planning Area



Sub-Planning Area Boundary: Happy Valley Road to the north, USH 151 to the east and south, and Bristol Street to the west.

Primary Land Use(s): Light-Industrial within the City limits (i.e., Sun Prairie Business Park) and Agriculture use outside of the current municipal boundary.



Colony Brands



InForm



Four Lakes Labels



Village Hearth

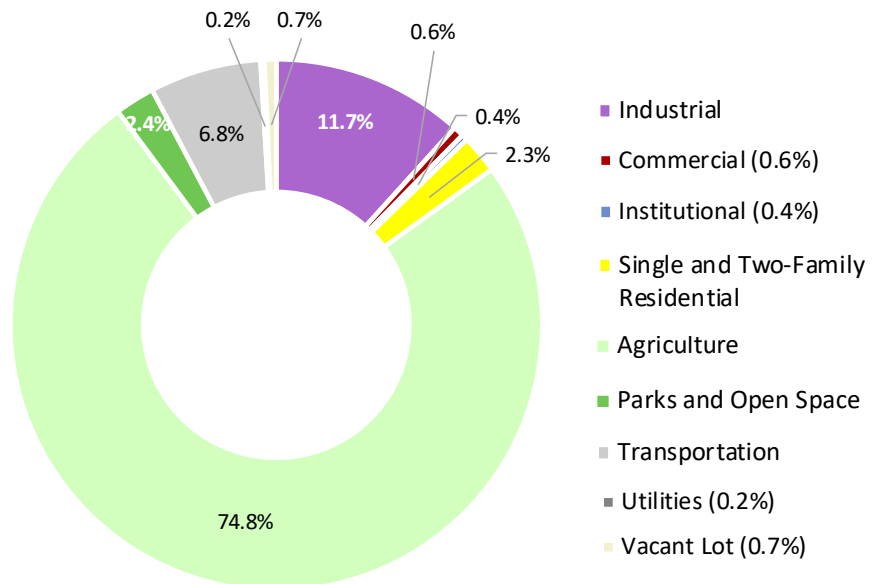
The Sun Prairie Business Park covers nearly 430 acres with over 40 businesses and 3,000 employees. It is occupied by many nationally-known businesses such as Trachte Building, Village Hearth and Hallman-Lindsey Paint Company. The Business Park currently has about 40 acres available among eight lots and the city is currently planning a 80-acre expansion to the north of the existing park.

The majority of the land in this area is in the Town of Bristol and currently being used as agriculture. The City and Town have an inter-

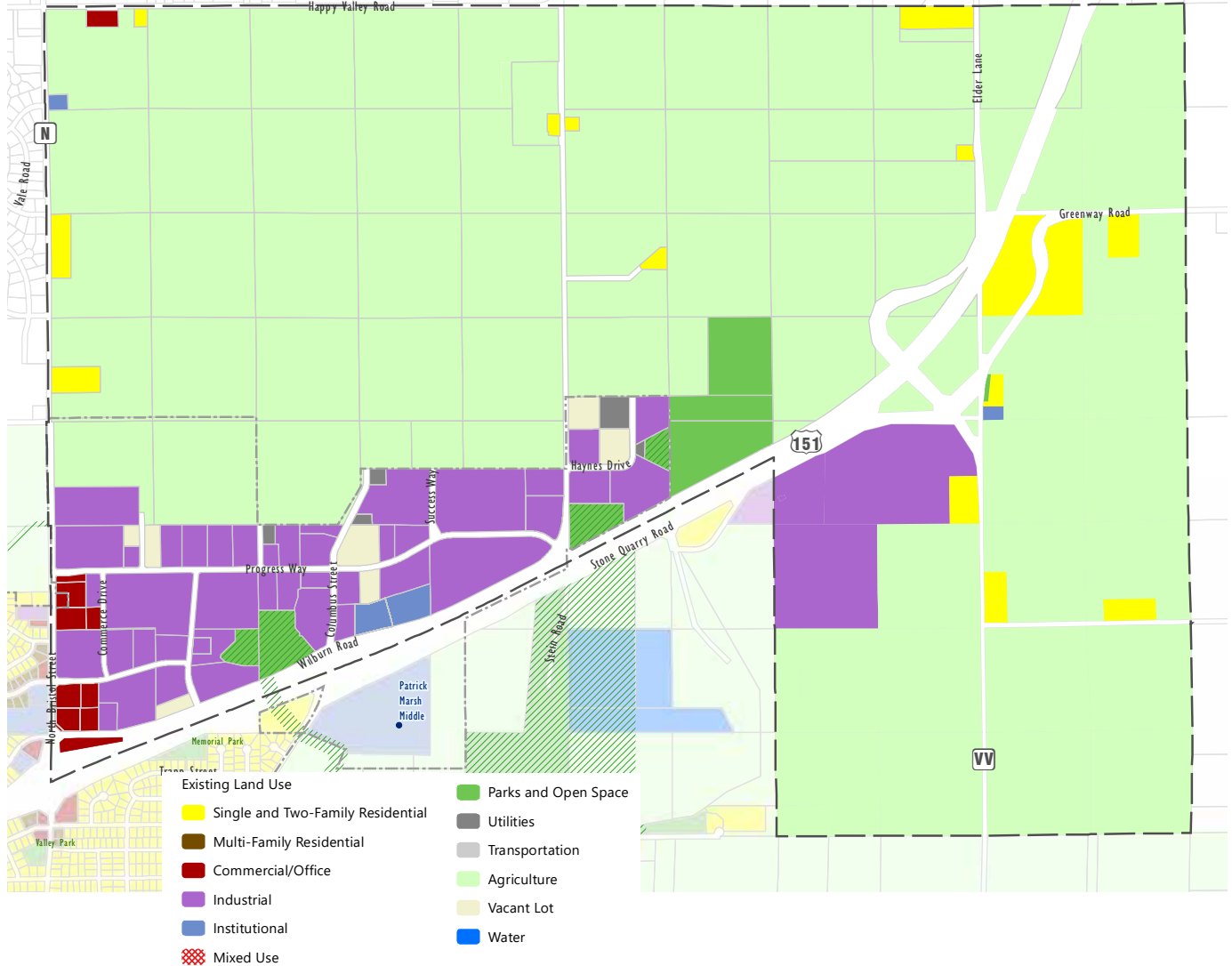
governmental agreement in place to jointly plan for this area that will eventually become part of the City of Sun Prairie. At the time of this agreement, this area was identified as future industrial in its entirety.

There are two transportation projects that may impact urbanization of this sub-planning area. Those projects include a proposed USH 151 interchange at Elder Lane/ CTH VV, and extension of Egge Road to the proposed interchange (providing an arterial east/west connection through Sun Prairie, Windsor and Bristol).

Figure 9-4: Existing Land Use - Northeast Sub-Planning Area



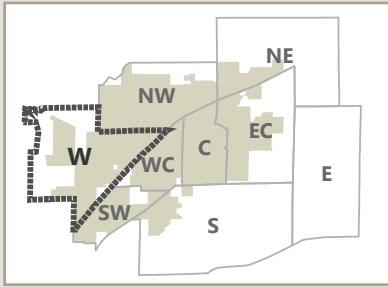
Northeast Sub-Planning Area



VOICES FROM THE COMMUNITY

STEERING COMMITTEE COMMENTS TO BE ADDED.

West Sub-Planning Area



Sub-Planning Area Boundary: Irving Drive and WIS 19 (Windsor Street) to the north, USH 151 to the east, Hoepker Road and USH 151 to the south, and halfway between Rattman Road and Portage Road to the west.

Primary Land Use(s): Mixed residential, commercial, vacant platted lands, and agriculture.



West Side Community Services Building



Prairie Lakes Shopping Center



Providence Residential Neighborhood



Industrial Area (Windsor / USH 151)

The West Sub-Planning Area includes lands in the City, as well as lands currently in the Town of Burke that will be annexed over time (through an existing intergovernmental boundary agreement). Lands to be annexed into the City are either already developed (north of Windsor St), or currently agriculture (south of Main St).

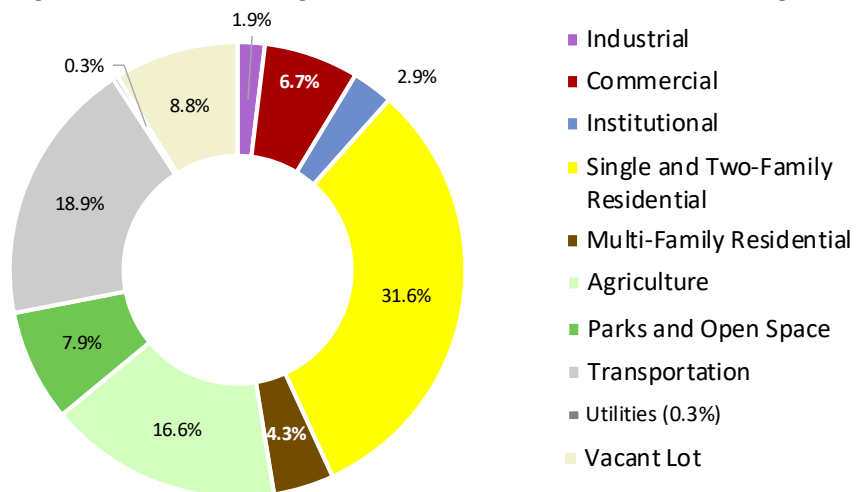
Over the last decade, this district has seen substantial growth with new residential neighborhoods and regional commercial along Grand Avenue. The roughly 140-acre Prairie Lakes development includes both large format “anchor” retailers (e.g. Costco, Target, Marcus Theaters, Cabela’s) and smaller auxiliary liner shops with retailers, food/beverage establishments, etc.

There are also two smaller commercial nodes along Grand Avenue. First is at Windsor Street anchored by Pick ‘N Save, plus auxiliary liner shops. The second is a developing commercial node around Main Street (and City Station) anchored by Menards.

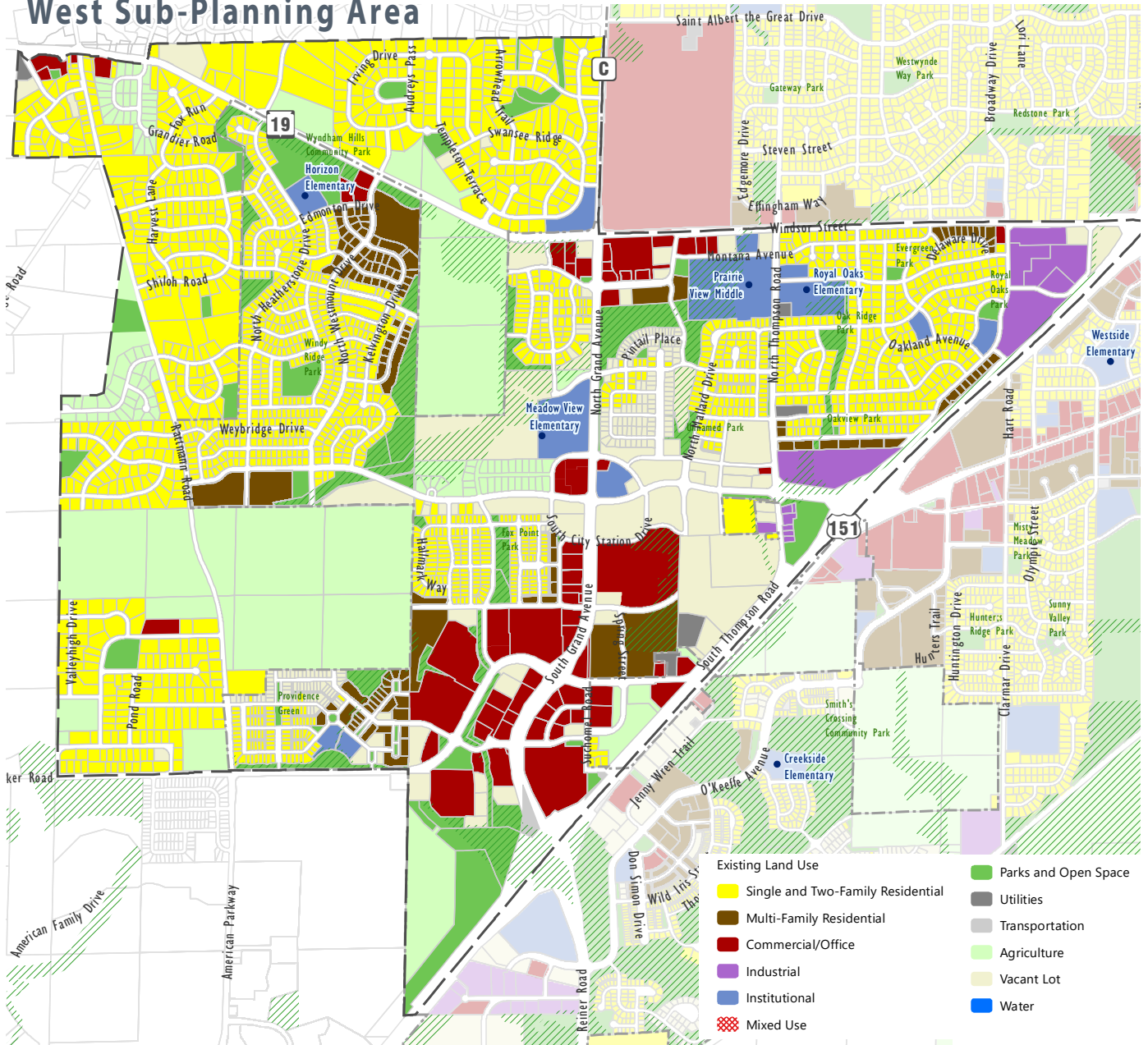
There are several public facilities in this district including four schools, several parks, and the West Side Community Services Building. Sun Prairie Area School District also owns land from Meadow View Elementary School to WIS 19 that has the potential to become a second high school and athletic fields.

There are many vacant platted lands for residential, commercial mixed-use, and industrial in this area, as well as growth potential in remnants from the Town of Burke.

Figure 9-11: Existing Land Use - West Sub-Planning Area



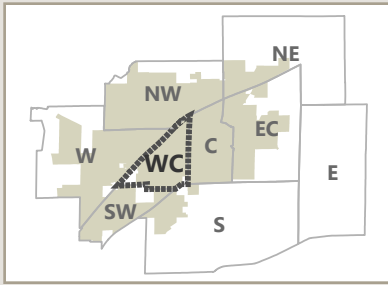
West Sub-Planning Area



VOICES FROM THE COMMUNITY

- Need more land dedicated to parks, conservancy and open space in this sub-planning area.
- Need for redevelopment along S. Thompson Road (south of Main Street) and on Communications Drive.
- Park needed in West Prairie Village.
- Preserve land east of Rattman Road and south of existing shared-use path (conservancy/open space).
- **ANY STEERING COMMITTEE COMMENTS?**

West Central Sub-Planning Area



Sub-Planning Area Boundary: USH 151 to the west and to the north, Bird Street to the east, and Sapphire Way and O’Keeffe Avenue to the south.

Primary Land Use(s): Mix of residential types, commercial and park and open space.



Sun Prairie Public Library



Sheehan Park



Walmart



True Value

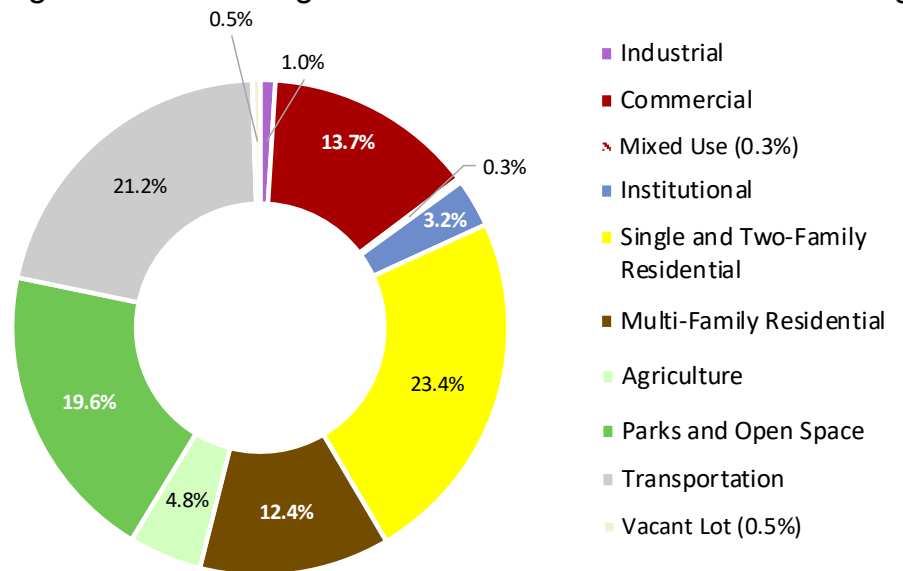
This sub-planning area includes several residential neighborhoods with commercial and multi-family development along Main Street and Windsor Street. There are many public facilities and parks in this district with a concentration of facilities along Linnerud Drive (i.e., Sheehan Park, Public Library, Community Garden, Family Aquatic Center).

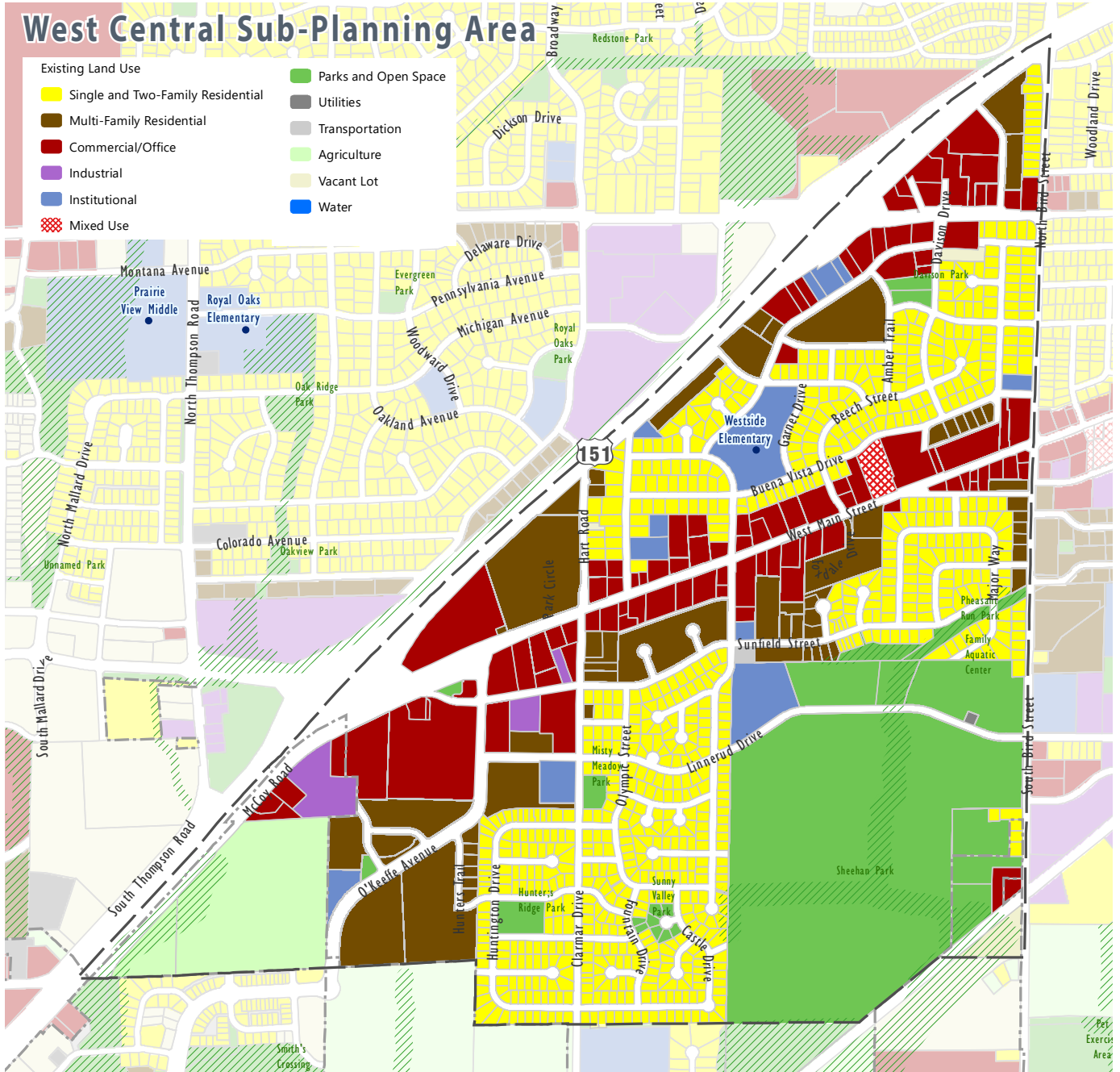
There are two major commercial nodes in this sub-planning area. Both nodes are auto-centric developments with limited pedestrian accommodations. The first commercial node is around O’Keeffe Avenue and Main Street anchored by Walmart. In this area there is a shopping center, a car dealership,

several free-standing single-story commercial buildings, and a couple small liner stores along McCoy Road. The second node is around the USH 151 interchange at Windsor Street. This node is anchored by Dorn True Value Hardware within a shopping center that includes several auxiliary liner buildings along Windsor Street.

This planning area is fully urbanized, except for a roughly 42-acre farm between McCoy Road and O’Keeffe Avenue. There are also opportunities for redevelopment along Main Street and Windsor Street due to vacancies, age of the structure and/or non-desirable auto-centric design.

Figure 9-10: Existing Land Use - West Central Sub-Planning Area

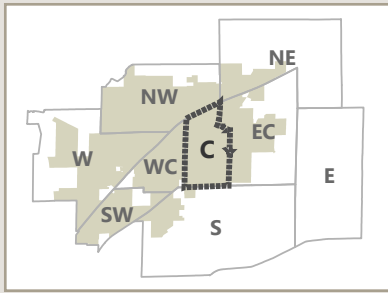




VOICES FROM THE COMMUNITY

- Remodel/Expand Aquatic Center to a year-round indoor 8-lane pool with spectator seating.
- Redevelopment opportunities along Main Street (un-unified and unattractive), in particular the four corners of Bird / Main and the Sun Prairie Market Square.
- Potential need to expand the library, but interest in preserving the natural area east of the Library.
- **ANY STEERING COMMITTEE COMMENTS?**

Central Sub-Planning Area



Sub-Planning Area Boundary: USH 151 to the north, N Bristol and Grove Streets to the east, Sun Prairie High School to the south, and Bird Street to the west. *This sub-planning area includes the Downtown.*

Primary Land Use(s): Single- and two-family residential to the north, mix of uses in the downtown, and industrial along Linnerud Drive.



Downtown District (Main Street)



Angell Park Speedway



Home (Original Plat)



Multi-Family Developments (S. Bird St)

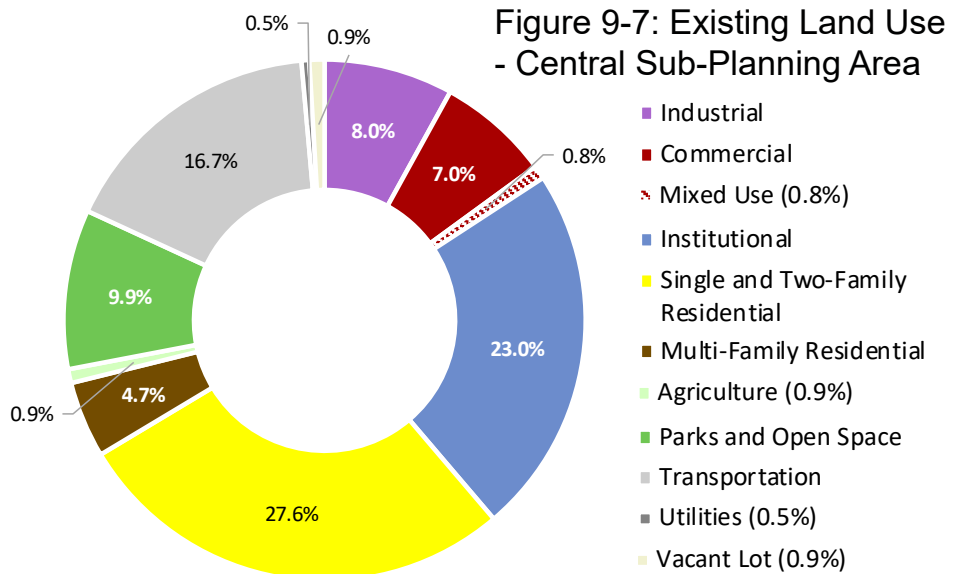
This sub-planning area can be divided into two distinct areas. The northern half consists of several low-density residential neighborhoods, while the southern half encompasses higher density uses from mixed use in the downtown to commercial along Main Street, and industrial along Linnerud Drive. There are also a variety of public and civic facilities throughout the planning area (e.g., public schools, churches, parks, City Hall, Public Works campus, Police/Fire Stations, Sun Prairie Utilities, etc.).

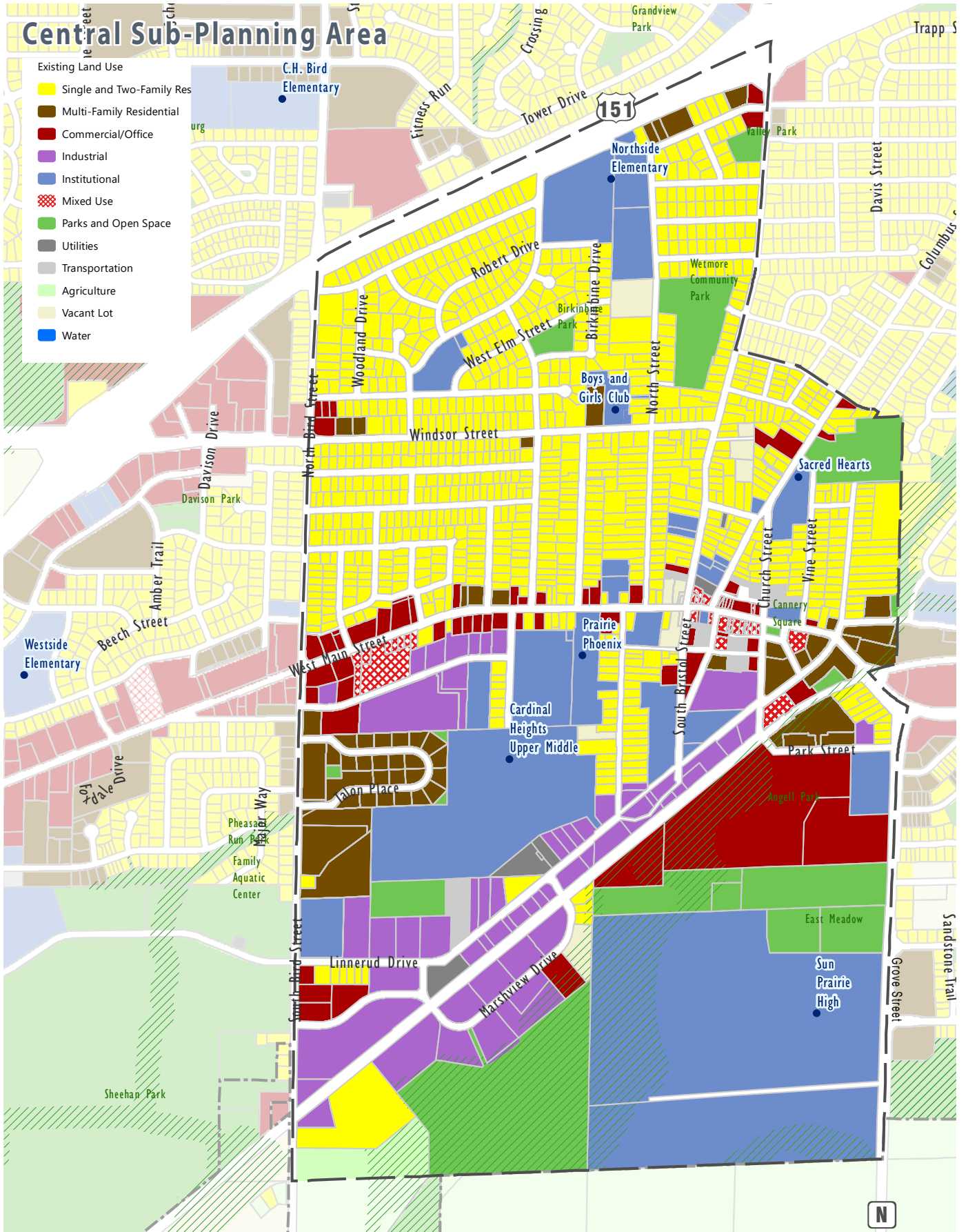
The downtown district provides a high concentration of commercial (office/retail/eateries) and multi-family residential development. Many of the developments range in size from 1- to 3-story buildings with some built prior to the

20th century. There are several city-wide and regional draws in the downtown district, including Canery Square, breweries, restaurants, local shops, and Angell Park Speedway.

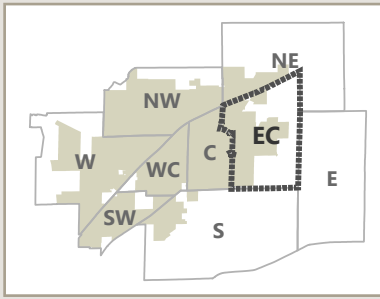
In July 2018, an explosion at the intersection of Main and Bristol Streets destroyed six buildings and damaged several others. In 2019 the City initiated a redevelopment plan to identify a vision for this important section of the City.

Linnerud Drive, on the “backside” of the downtown, is primarily industrial with a variety of light to heavy uses (e.g., porcelain materials manufacturing, machine manufacturing, food processing, HVAC repair, trucking/bussing companies, auto repair, and self-storage).





East Central Sub-Planning Area



Sub-Planning Area Boundary: USH 151 to the north, halfway between Town Hall Drive and CTH VV to the east, the Meadow Crossing subdivision to the south, and Grove and Bristol Streets to the west.

Primary Land Use(s): Housing, agriculture, and open space.



Home (Carriage Hills Estates)



Home (Meadow Crossing)



Colonial Club Senior Center



Commercial Node (Main & Grove)

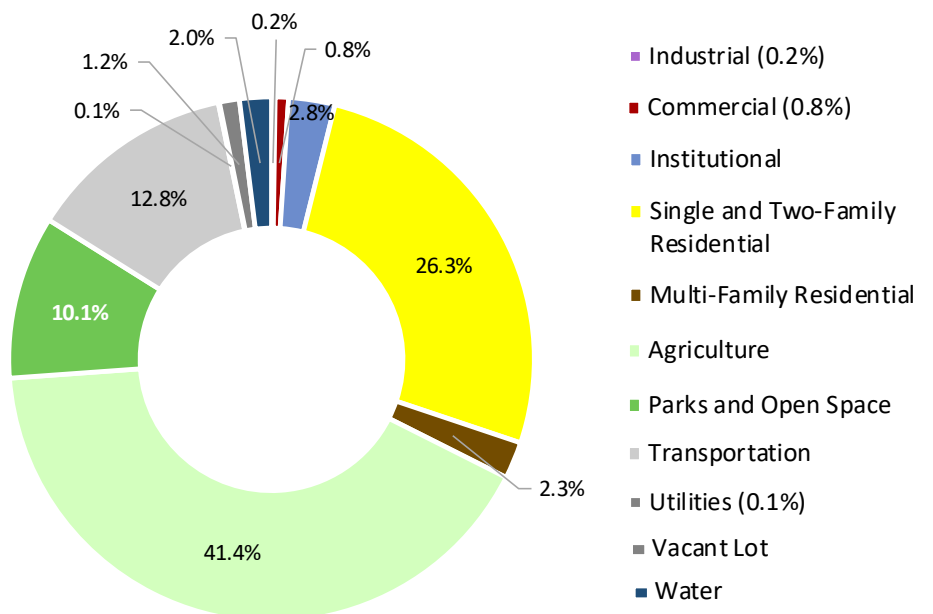
The East Central Sub-Planning Area primarily consists of low-density residential subdivisions with a pocket of higher-density residential around Main Street (WIS 19). The housing stock in this district spans the 1950's through present day with most of the development east of Grove Street built in the last two decades.

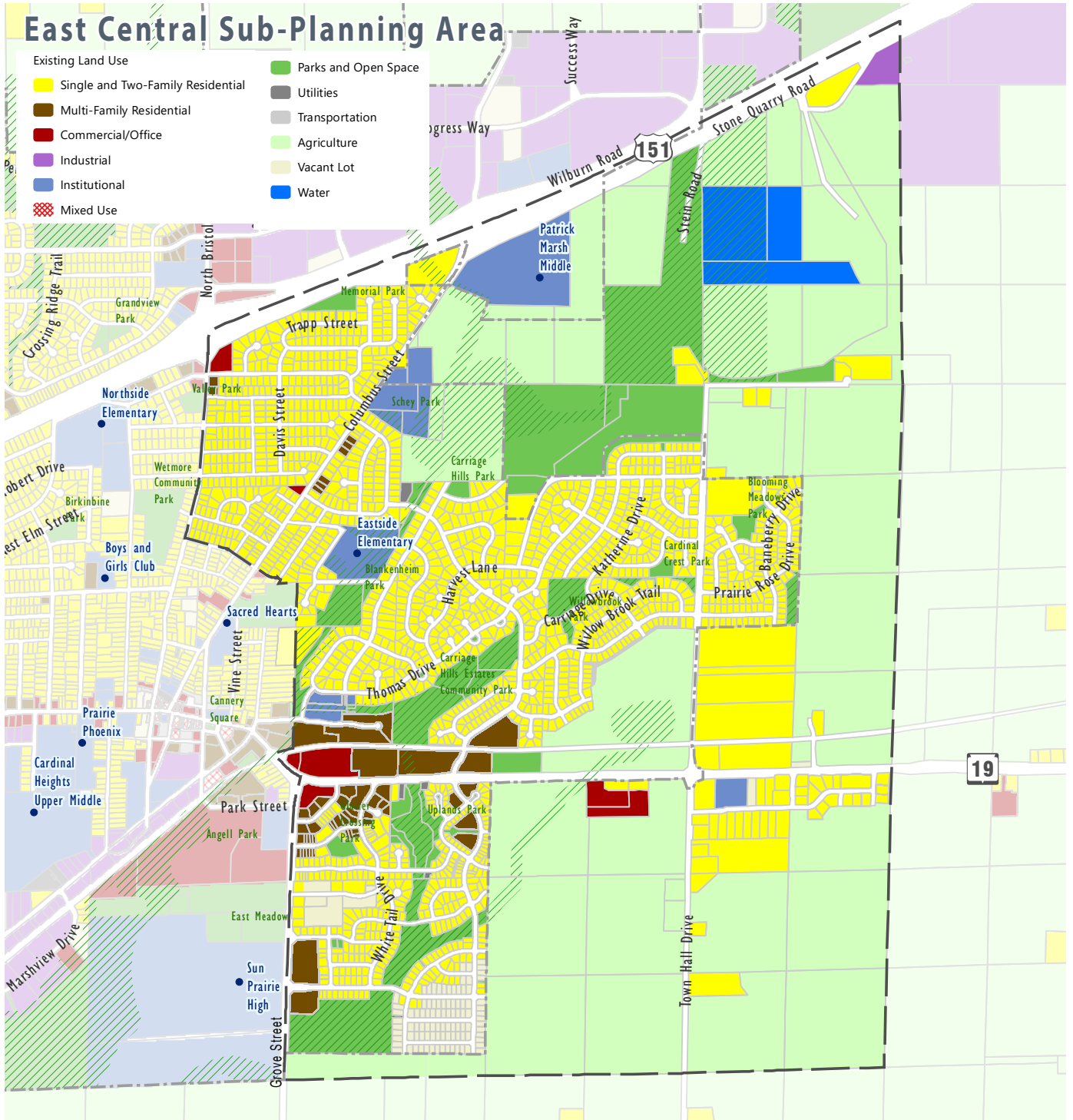
This sub-planning area also includes a number of public/civic facilities, including the East Side Elementary School, Patrick Marsh Middle School, The Colonial Club Senior Center, and numerous parks. There is a small node of

commercial surrounding the Grove and Main intersection, including a fast-food establishment, a grocery store and gas station.

This sub-planning area includes lands outside the current municipal limits, offering the likely next phase of growth for Sun Prairie. This growth area is in the Town of Sun Prairie. Limiting factors on development include difficulty extending sewer to low areas near Patrick Marsh and the environmental corridors and Patrick Marsh itself.

Figure 9-6: Existing Land Use - East Central Sub-Planning Area

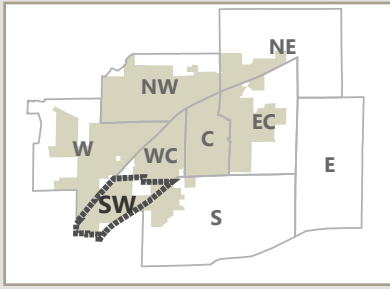




VOICES FROM THE COMMUNITY

- Patrick Marsh is a great natural area to preserve and expand (limit development).
- East of S. Musket Ridge Drive (before Town Hall Drive) and south of Main Street ideal for family-resau-rants and/or potential location for a multi-purpose youth sports facility (no big box on the Eastside!).
- North side of Main Street before Town Hall Drive potential for light industrial or commercial.
- **ANY STEERING COMMITTEE COMMENTS?**

Southwest Sub-Planning Area



Sub-Planning Area Boundary: O’Keeffe Avenue and Sapphire Way to the north, the railroad on the east side, Waste Management - Madison Prairie Landfill to the south and HWY 151 to the west.

Primary Land Use(s): Mixed residential housing, park and open space, and industrial.



Homes (Heritage Ln)



Northeast YMCA



Apartments (Leopold Way)



Industrial (Capitol Dr)

This sub-planning area is primarily made up of the Smith’s Crossing Neighborhood with a business park in the southwest quadrant and Scenic Point subdivision in the northeast.

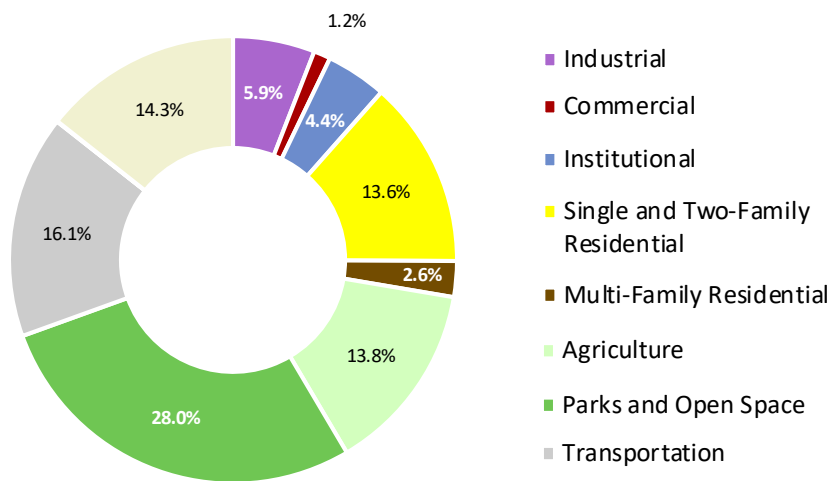
Smith’s Crossing is a traditional neighborhood design (TND) subdivision, offering single- and multi-family residential, commercial, public/quasi-public facilities (i.e., Creekside Elementary School, YMCA), and a number of public parks and private open spaces. This subdivision also includes the historic Adam and Mary Smith house.

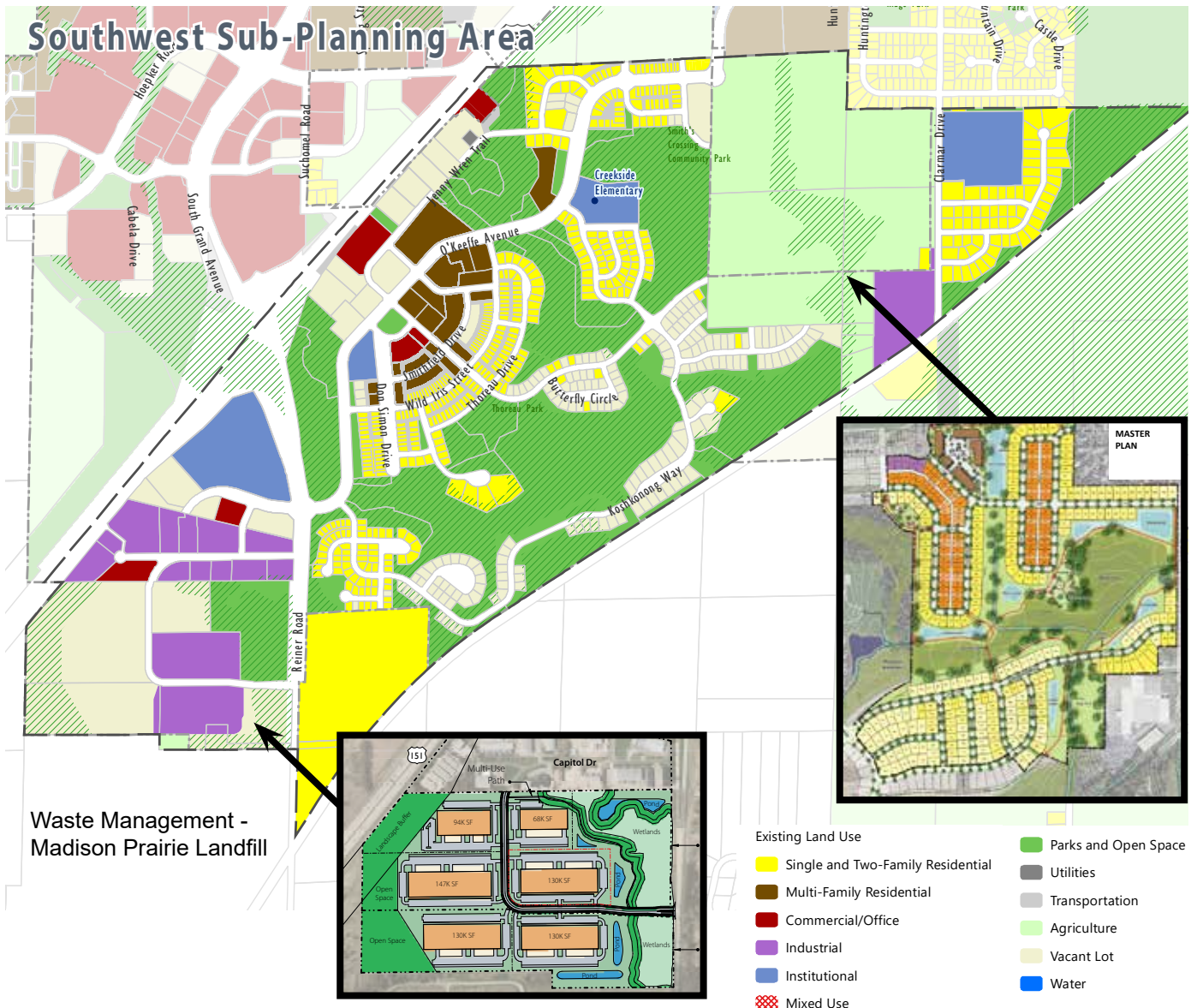
West of Reiner Road (CTH C) there is a business park that includes a variety of industrial and commercial uses with a few remaining lots.

In 2019, a 95-acre private business park (Park 151 - concept on the next page) was constructed with two industrial flex (IFS) building already built with several lots still available, providing opportunities for warehousing, office, and light industrial.

There are a several vacant platted lots along USH 151 with industrial opportunities west of Reiner Road and commercial development opportunities in Smith’s Crossing. New residential lots continue to be available in Smith Crossing as the developer completes the overall Neighborhood Master Plan in phases, including a 2019 approved (McCoy) addition that will bring 339 single-family lots and one 140-unit multi-family lot (see Master Plan on the next page).

Figure 9-9: Existing Land Use - Southwest Sub-Planning

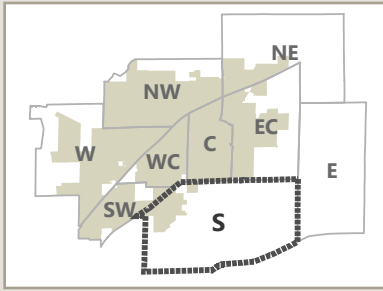




VOICES FROM THE COMMUNITY

- Restaurants and convenience store would be appropriate in the commercial area along O'Keeffe Avenue and Leopold Way.
- **ANY STEERING COMMITTEE COMMENTS?**

South Sub-Planning Area



Sub-Planning Area Boundary: Pet exercise area to the north, half-way between Town Hall Drive and CTH VV to the east, CTH T on the South, and Koshkonong Creek and the railroad tracks to the west.

Primary Land Use(s): Agriculture and single-family homes.



City Wastewater Treatment Plant



Koshkonong Creek



Pet Exercise Area

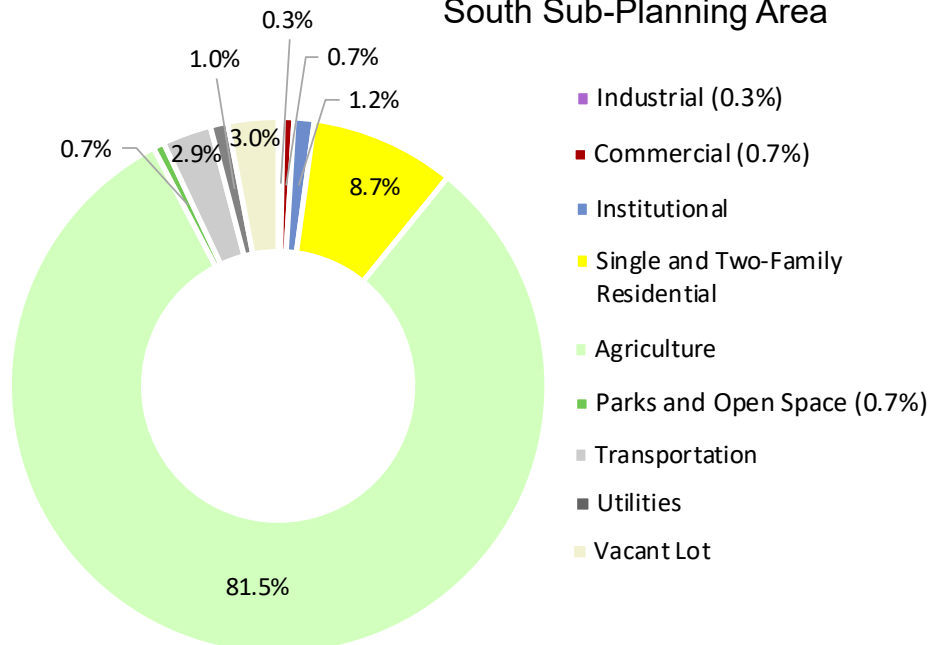


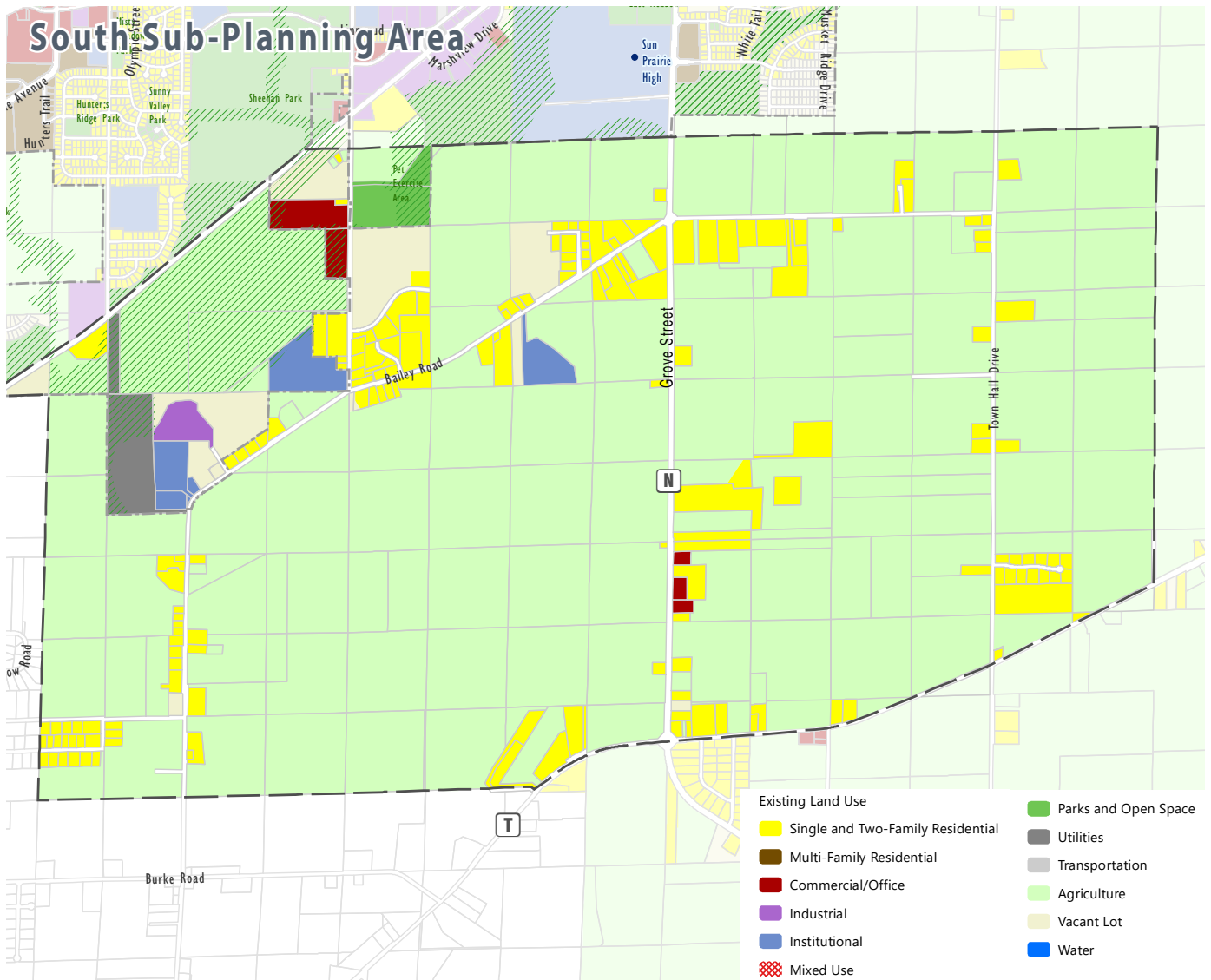
CTH N (south of the City)

The South Sub-Planning Area is another growth area with the majority of the land outside of the current municipal limits. The portion within the municipal limits contains the Sun Prairie Wastewater Treatment Plant, Sun Prairie Recycling Center, Pet Exercise Area, and undeveloped lands (i.e., croplands, wetland and woodland).

The lands outside of the City are currently within the Town of Sun Prairie, and include farmland, environmental corridor, and rural single-family housing.

Figure 9-8: Existing Land Use - South Sub-Planning Area

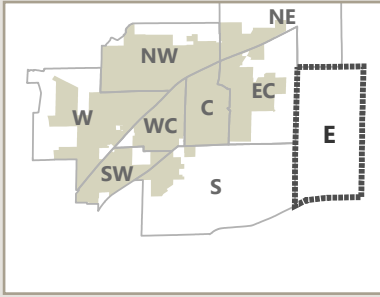




VOICES FROM THE COMMUNITY

STEERING COMMITTEE COMMENTS TO BE ADDED.

East Sub-Planning Area



Sub-Planning Area Boundary: USH 151 to the north, Twin Lane Road to the east, CTH T to the south, and between Town Hall Drive and CTH VV to the west.

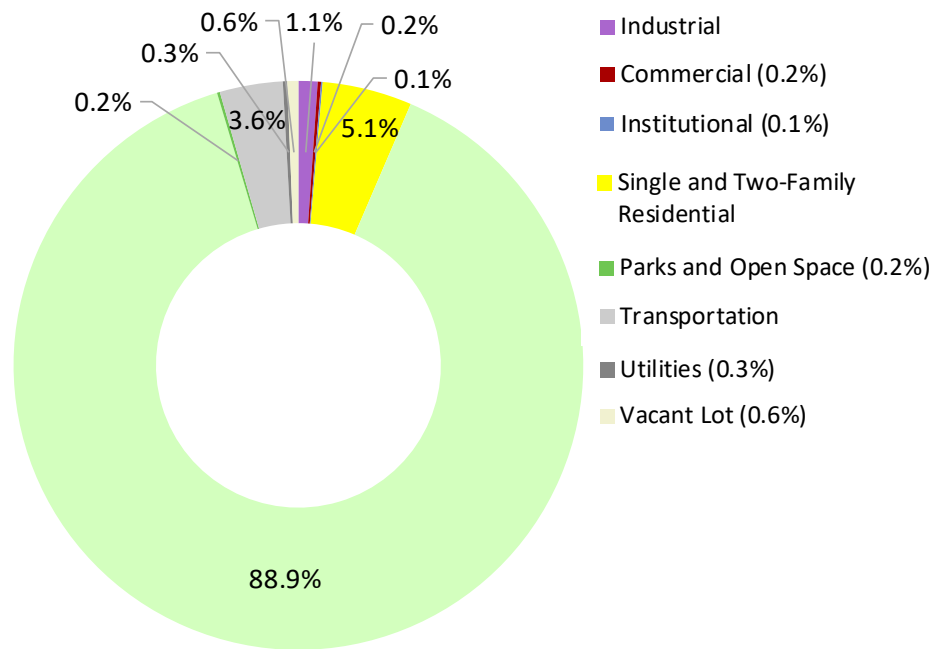
Primary Land Use(s): Agriculture and rural housing uses.

The East Sub-Planning Area is considered a long-term growth area (beyond 2030). This sub-planning area is currently located within the Towns of Bristol and Sun Prairie. The City currently has an intergovernmental boundary agreement with the Town of Bristol, but none exists with the Town of Sun Prairie.

Most of the existing land use within this area is agricultural with some single-family residential, open space, and industrial (mining) uses.

The long-term proposal for a USH 151 interchange at CTH VV will provide easier access to the east side of Sun Prairie - bypassing the need to use Main Street through the City. This will also require upgrading CTH VV to handle increased traffic. These transportation improvements likely will increase development pressure in this sub-planning area.

Figure 9-5: Existing Land Use - East Sub-Planning Area



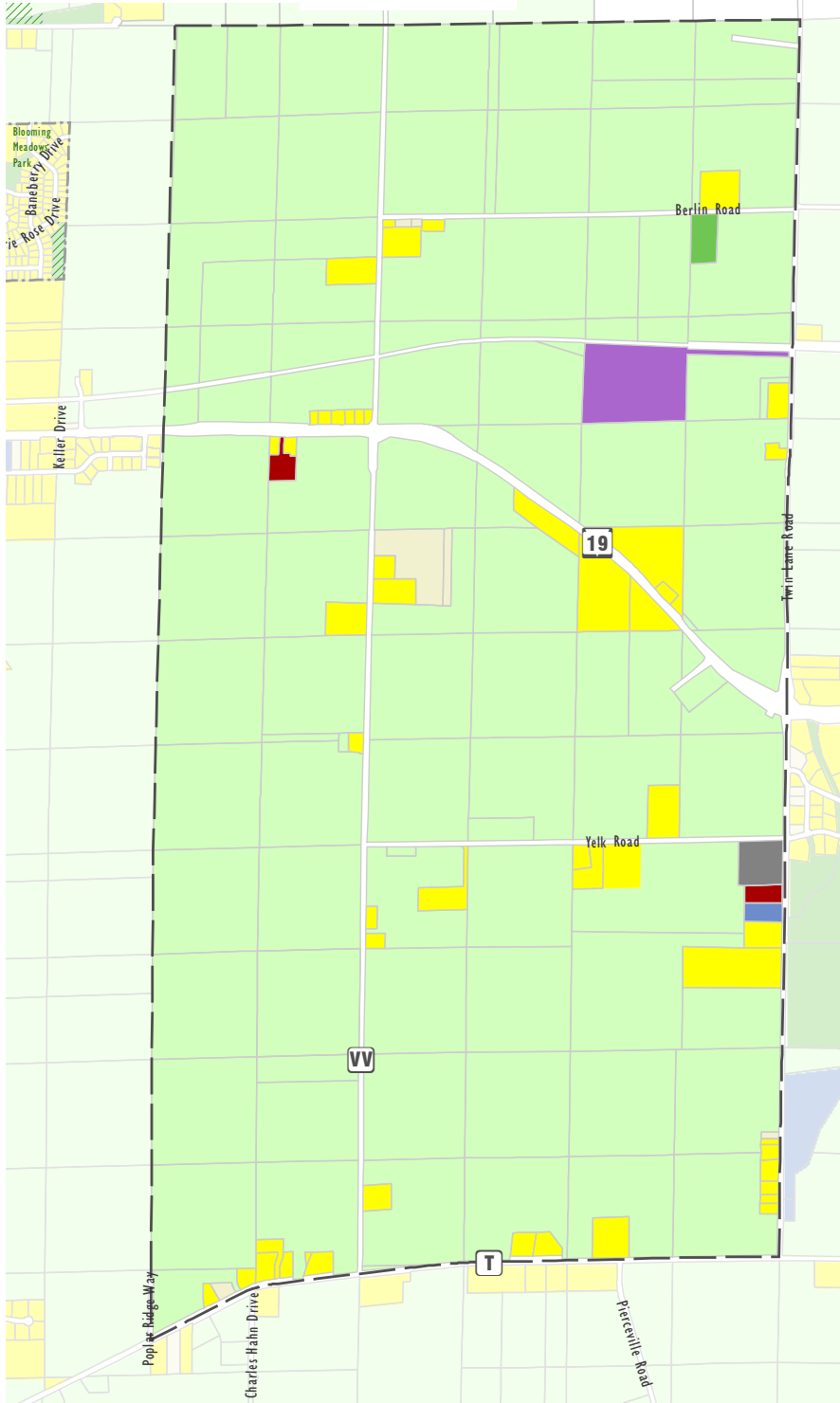
VOICES FROM THE COMMUNITY

STEERING COMMITTEE COMMENTS TO BE ADDED.

East Sub-Planning Area

Existing Land Use

- Single and Two-Family Residential
- Multi-Family Residential
- Commercial/Office
- Industrial
- Institutional
- Mixed Use
- Parks and Open Space
- Utilities
- Transportation
- Agriculture
- Vacant Lot
- Water



WIS 19 / CTH VV Intersection



Stone Quarry Rd along USH 151



Farm along CTH VV



Single-Family Homes on CTH T



Housing and Church along WIS 19

Main Street Corridor (West of USH 151)



Corridor Description: The Main Street Corridor is a major arterial running through the entire City of Sun Prairie, starting at Rattman Road to the west and continues east as WIS 19 towards the Village of Marshall and beyond. The corridor west of USH 151 includes post-2000 development and areas largely undeveloped.

City Overlays/TIDs: N.A.

Character Areas:

- » Residential Neighborhood (*Rattman Rd to City Station Dr*)
- » Grand / Main Mixed Commercial Node
- » Planned Mixed Use District (*City Station Dr to Thompson Rd*)
- » USH 151 Commercial/Industrial Node

Recent (Re)Development Projects:

- » **Residential Subdivision** - 40-lot single-family subdivision between Legacy Way and City Station Drive.
- » **Grand on Main** - 20-acre Mixed Commercial Development with nearly 80,000 SF of retail, commercial and office space planned.

Potential (Re)Development Opportunities:

- » **Mixed Use District** (City Station Dr to Thompson Rd) - mostly undeveloped, as of January 2019
- » **Thompson Rd to USH 151** - Redevelopment opportunities

Main Street Corridor (East of USH 151)



Corridor Description: The Main Street Corridor is a major arterial running through the entire City of Sun Prairie, starting at Rattman Road to the west and continues east as WIS 19 towards the Village of Marshall and beyond. The corridor east of USH 151 includes mostly pre-2000 development, plus more recent redevelopment projects and future growth to the east.

City Overlays/TIDs: Main Street Overlay District, Live-Work Overlay District, TID #8, TID #11

Character Areas:

- » USH 151 / O'Keeffe Ave Highway Commercial Node
- » W. Main Street Commercial District (O'Keeffe Ave to Ruby Ln)
- » Central Main Street Commercial District (Ruby Ln to Jones St)
- » Downtown District (Jones St to Grove St)
- » Grove / Main Commercial Node
- » Residential Neighborhoods (Wood Violet Ln to Town Hall Dr)

Recent (Re)Development Projects:

- » **McHenry** - Mixed use development with a 74-unit apartment building and a 5,000 sf commercial building.
- » **The Catalyst on Main** - Mixed use building with a 148 apartment units and a 5,000 sf of commercial.
- » **Main Street Apartments** - 64-unit apartment building targeting moderate- to low-income residents.

Potential (Re)Development Opportunities:

- » Central Main Street - see 2018 Central Main Street Redevelopment Plan
- » West End of Downtown District - see 2019 Bristol / Main Redevelopment Plan (to be completed)

CTH C (Reiner/Grand) Corridor - South End



Corridor Description: The CTH C (Reiner/Grand) Corridor is a regional north-south arterial servicing the eastern Dane County, as well as serving as the primary arterial on the westside of Sun Prairie. This four-lane boulevard caters to regional shoppers with national chain big box retailers, small-box retail/service businesses, fast food establishments, grocery stores, and other commercial uses (including some office space). Residential neighborhoods exist and growing between the commercial nodes and districts. The south end of the CTH C (Reiner/Grand) Corridor extends from the City limits to the south to Main Street.

City Overlays/TIDs: TID #9, TID #13

Character Areas:

- » Business Park District | Smith Crossing TND Neighborhood (access from O'Keeffe Ave)
- » Prairie Lakes Commercial District (Prairie Lakes Dr to Hoepker Rd)
- » Grand / Main Commercial Node

Recent (Re)Development Projects:

- » **Springs at Sun Prairie** - Apartment complex with 228 units, detached garages, and clubhouse.
- » **Hilton Garden Inn** - 124-room hotel, and 7,500-sf restaurant (Johnny's Italian Steakhouse)
- » **Prairie Lakes Retail** - 50,500-sf one-story multi-tenant retail building (HomeGoods, TJMaxx, Five Below) and 13,400-sf two-story multi-tenant building (Topsy Cow, I'm Board, Symmetry).
- » **Menards** - Over 200,000-sf home improvement store.
- » **Grand on Main** - 20-acre Mixed Commercial Development with nearly 80,000 SF of retail, commercial and office space planned.

Potential (Re)Development Opportunities: N.A.

CTH C (Grand Ave) Corridor - North End



Corridor Description: The CTH C (Reiner/Grand) Corridor is a regional north-south arterial servicing the eastern Dane County, as well as serving as the primary arterial on the westside of Sun Prairie. This four-lane boulevard caters to regional shoppers with national chain big box retailers, small-box retail/service businesses, fast food establishments, grocery stores, and other commercial uses (including some office space). Residential neighborhoods exist and growing between the commercial nodes and districts. The north end of the CTH C (Reiner/Grand) Corridor extends from Main Street to the City limits to the north.

City Overlays/TIDs: N.A.

Character Areas:

- » Grand / Main Commercial Node
- » Residential Neighborhoods (City Station Dr to Ironwood Dr)
- » Grand / Windsor Commercial Node
- » Town of Burke Neighborhood | QBE Office Campus (Windsor St to St Albert the Great Dr)
- » Residential Neighborhoods (St Albert the Great Dr to City limits)

Recent (Re)Development Projects:

- » **Grand on Main** - 20-acre Mixed Commercial Development with nearly 80,000 SF of retail, commercial and office space planned.

Potential (Re)Development Opportunities:

- » **Grand / Windsor Commercial Node** - Several commercial lots available.
- » **QBE Campus** (Windsor St to St Albert the Great Dr) - 65 acres undeveloped, as of January 2019

Windsor Street (WIS19) Corridor



Corridor Description: The Windsor Street corridor is a major arterial entering the municipal boundaries from the west and ends at Bristol Street. This corridor is also designated as WIS 19, connecting Sun Prairie to USH 12 (near Springfield Corners) to the west and the City of Watertown to the east. The corridor's is primarily residential with activity centers near Grand Avenue and USH 151.

City Overlays/TIDs: Opportunity Zone

Character Areas:

- » Residential Neighborhoods (*City limits to Ironwood Dr*)
- » Grand / Windsor Commercial Node
- » Residential Neighborhoods (*Thompson Dr to Broadway Dr*)
- » Industrial District (*Thompson Dr to USH 151*)
- » Windsor/Davison Commercial Node
- » Residential Neighborhoods (*Schiller St to Bristol St*)

Recent (Re)Development Projects:

- » **Christian Brothers Automotive** - *Auto repair shop.*

Potential (Re)Development Opportunities:

- » **QBE Campus** (Windsor St to St Albert the Great Dr) - 65 acres *undeveloped, as of January 2019*
- » **Industrial District** (Thompson Dr to Broadway Dr) - Two vacant properties for sale
- » **Windsor/Davison Commercial Node** - Redevelopment opportunities

Grove Street (CTH N) Corridor



Corridor Description: The Grove Street corridor begins at Main Street and runs south to the Village of Cottage Grove and Interstate 94. Present day this corridor is in its infancy, as the urban corridor is limited to roughly a 0.7-mile stretch in the current corporate limits. As development pressures build within the City over the next decade, there will be future growth along this corridor extending south, supporting future residential neighborhoods to the south and east. The current urban corridor includes a commercial node at Main Street, Angell Park Speedway, Sun Prairie High School, and Sun Prairie Ice Area. Residential is the primary use along the east side of the corridor with housing units fronting side streets adjacent to the corridor. The proximity of the downtown district will, and should, play into the uses proposed along this corridor to not compete or adversely affect the sustainability of the downtown.

City Overlays/TIDs: N.A.

Character Areas:

- » Grove / Main Commercial Node
- » Public/Entertainment District | Residential Neighborhood (*Wood Violet Ln to Hawthorn Dr*)
- » Rural Residential (*Hawthorn Dr to CTH T*)

Recent (Re)Development Projects: N.A.

Potential (Re)Development Opportunities:

- » **Angell Park - Grass parking area redevelopment potential?**
- » **Grove/Bailey Potential Commercial Node**

LAND USE TRENDS



The Reserve

Growth Patterns

Land Area

In January 2006, the City of Sun Prairie was 7,730 acres. The 2019 land area within the Sun Prairie corporate limits is approximately 8,000 acres, a land area increase of just 3.5% since 2006.

Subdivision

Development Over Time

Figure 9-13 (on the next page) shows a map of subdivisions within Sun Prairie, color-coded by decade of approval. Two notable observations can be made from this map. First, there is a strong influence that USH 151 has had on the growth and development of Sun Prairie, as evidenced by the City's outward expansion to the west and north-west from the original village plat. Second is the remarkable amount of expansion that has occurred in recent decades, particularly since 1990. Between 2010 and 2018, based on US Census Bureau and

Wisconsin Department of Administration data, the City of Sun Prairie had the County's second largest numeric population gain at 4,602 net new people (16% increase), behind only the City of Madison's 19,337 people (8.3%). It is projected that Sun Prairie will continue to keep pace as the County's second-largest municipality, with a projected 12,647 additional residents by 2040.

Land Supply and Demand

The City currently has about 1,090 acres of undeveloped land within the city limits, including 530 acres classified as "vacant" (zoned and platted for development but not yet improved with buildings), and 560 acres currently in agricultural use. Approximately 20% of this land has development limitations, mainly wetlands. This leaves about 870 acres available within the City limits to accommodate growth.

The city still has opportunity to grow in every direction, including some islands of undeveloped land that are still in the Town of Burke but surrounded by Sun Prairie.

Table 9-2 (on the next page) provides the projected land use needs of the City in five year increments through 2040. It suggests the need for about 1,350 acres of new development over the next 20 years, including 500 acres not currently in the City. This projection is based on the following methodology.

- » Residential land use projections were calculated by projecting forward the current average densities for single family and duplex housing (about 4 units per acre) and for multifamily housing (about 10 units per acre) and an assumption of 60% single-family/duplex and 40% multifamily in new growth areas (the approximate current mix). A factor of 25% was added to account for

Figure 9-13: Subdivision Development by Decade

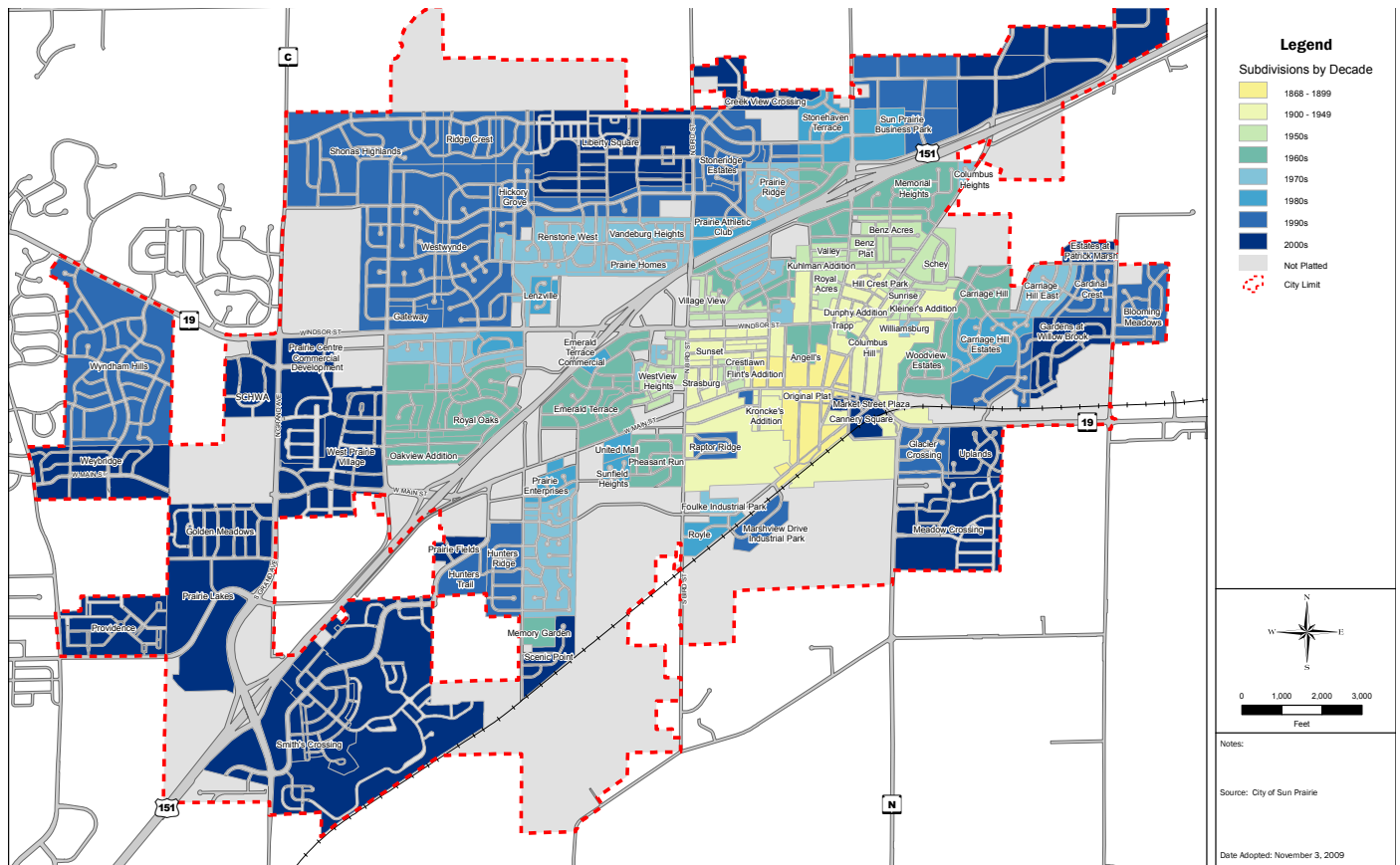


Table 9-2: Land Use Projections

Projected Land Demand *	2018	2025	2030	2035	2040	20 Yr Change
Population	33,966	37,880	40,830	43,330	45,580	11,614
Household Size	2.51	2.49	2.47	2.46	2.45	(0.06)
Housing Units	13,500	13,889	15,207	16,474	17,571	4,071
Residential (acres)	2,591	2,683	2,996	3,297	3,558	967
Commercial (acres)	584	605	675	743	802	218
Industrial (acres)	454	470	525	578	623	169
Undeveloped Land (acres)	870	741	302	(119)	(484)	(1,354)

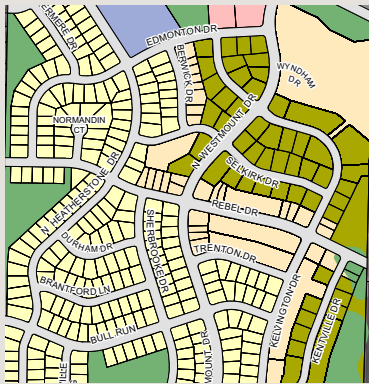
*These projections use current land use percentages and projected new housing demand to estimate land needed for other uses

transportation and stormwater infrastructure. Note that this likely overestimates land consumption for multifamily housing, which has been occurring at more than 10 units per acres in recent years, and which sometimes occurs as redevelop-

ment rather than outward growth.
» Projections for commercial and manufacturing acreage assume that these land uses will grow at a similar rate and keep pace with land for residential use.

» Actual needs and development outcomes may differ based on market conditions and local policy decisions. These projections suggest the need to expand the City limits by about 500 acres by 2040. To put that into context, consider that the

NEIGHBORHOOD TYPES



Wyndham Hills

Conventional Neighborhood (1940's-2000's):

This type of neighborhood is auto-oriented and was heavily influenced by the rise in popularity of the automobile after World War II. Conventional neighborhoods have larger lot sizes, greater building setbacks from the street, more spacious rear and side yards, and a curvilinear street pattern with numerous cul-de-sacs. Single-family neighborhoods, multi-family neighborhoods,

and commercial districts are separated from each other with this type of development.



Smith's Crossing

Traditional Neighborhood Development (TND) (1990's-2000's):

Also referred to as New Urbanism, this type of development centers 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. 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.



West Prairie Village

Hybrid Neighborhood (2000's):

A combination of characteristics of the 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 limited architectural controls.

2009 plan included specific concepts for neighborhood growth that would expand the City boundaries. Of those areas planned for growth in 2009, more than 1,500 acres are not yet developed or annexed in 2019.

It is standard practice in land use planning to show growth area that is 200%-300% of projected demand, to account for the uncertainty of land owner interest in development. The projected demand for 1,350 acres of new development would suggest a planning need for at least 2,700 acres of land planned for development. After deducting from this total the 870 acres of undeveloped already in the City, and the 1,500 acres of other land previously planned for development since 2009, there is arguably a need to show at least 350 acres of additional land for development in the 2019 plan. However, revised assumptions about land use efficiency (i.e. more units per acre) would reduce or eliminate a need to show more land as ready for neighborhood development.

Existing / Potential Land Use Conflicts

As redevelopment occurs in various parts of the City there is always a risk of conflict with existing residents and property owners that feel the new development is intrusive. This conflict can generally be mitigated through a combination of good communication and good design. In some cases the objection of existing residents is at least partly about the type of development, not just the design of that development. The City has

heard many negative comments from existing residents, usually homeowners, about new multifamily housing. These comments cite concerns about traffic, parking, appearance and sometimes even crime to make the case that new multifamily housing should be smaller or in a different location or should not occur at all. In locations where multifamily housing is constructed before single family housing, this conflict is not an issue.

Residential development downtown and near north Grove St. risks conflict with Angell Park Speedway due to the noise of events there. The race track holds races on Sunday nights in the summer and is considered disruptive to some residents, especially after dark. The racetrack has been active for over 100 years. A recent residential subdivision close to the race track included a noise easement in the lot deeds to protect the race track from complaints. Future residential developments in this area (within one-half mile of the track) may benefit from the same sort of deed restriction, both to inform future residents and to protect the race track as a cultural resource. 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.

Transportation is both a use of land and an activity necessary to the use of other land. In some cases the transportation use conflicts with other uses. For example, the USH 151 highway generates a lot of noise due to the amount and speed of traffic. This noise can be an impediment to the use and enjoyment of nearby land, especially for residential use - there were several complaints about the noise

DEVELOPMENT TYPES

Mixed Use Development:



McHenry Development (horizontal mixed use)



Cannery Square Development (vertical mixed use)

Mixed use development includes different uses - civic, commercial, office and residential - either within a single building (vertical mixed use), or within the same parcel/development (horizontal mixed use). Typically, vertical mixed use includes ground floor commercial or a public use with upper story residential or office. Mixed Use can also be a planning designation or zoning district that

allows for a blend of uses among various , providing a pedestrian-oriented environment that uses land, public infrastructure and transit more efficiently. Downtown Sun Prairie is an example of a mixed use district.

Transit-Oriented Development (TOD):



Fitzsimons Development (Aurora, Colorado)

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. They often include park-and-ride facilities also, to accommodate commuters that reside elsewhere. Transit Oriented Development can occur in response to transit availability or in preparation for future transit service.

from newer residential development during this planning process. Because the highway existing there before most of the nearby urban uses there is not funding available to erect sound walls along the highway.

Limitations for Future Development

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 affecting the City's growth pattern

is located along the City's southern boundary (see Map 3-2 Development Limitation Areas).

While surface waters and wetlands are usually obvious to the casual observer, a less obvious development limitation is high groundwater. As indicated here in Figure 9-15 and also in Map 3-6 Depth to Groundwater, there are areas within existing neighborhoods and also in potential growth areas where it is hard to build basements and keep them dry.

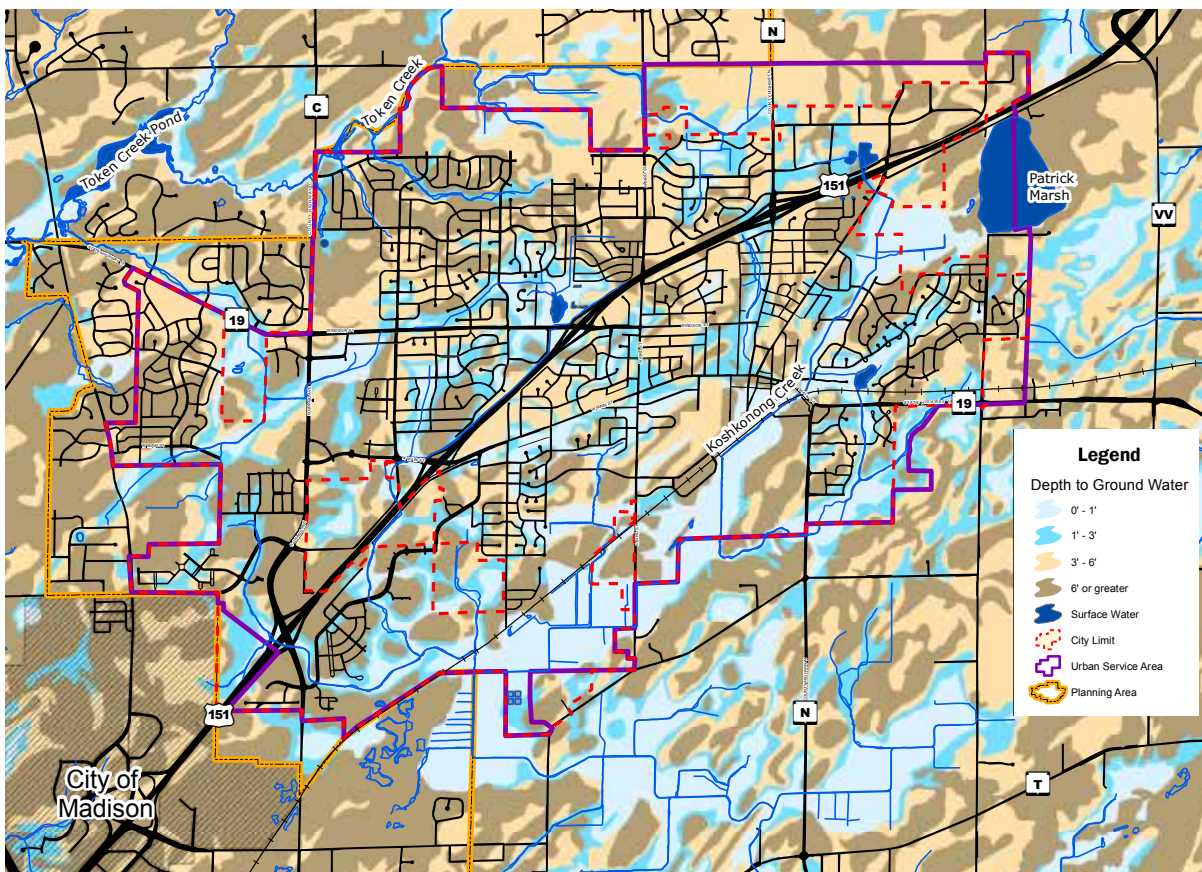
Existing development and boundary agreements with adjacent communities limit future development toward the City of Madison, the Village of Windsor and within the Towns of Burke and Bristol (see the section on Boundary Agreements).

Soil contamination from prior commercial or industrial use can also impede development by adding cleanup cost to any new investment. Sites with such challenges are generally in the older part of the City where chemicals and petroleum products were in use decades ago before modern environmental regulation. There are scattered sites with this challenge along the West Main Street corridor (between downtown and the highway), and quite a few such sites in the downtown area.

Urban Service Area

Availability of public utilities such as sewer and water and services, police and fire protection, parks, and schools can limit future development. The Sun Prairie Urban Service Area (USA) is the area

Figure 9-14: Depth to Ground Water



designated as most suitable for urban development and capable of being provided with a full range of urban services.

Communities work with the Wisconsin Department of Natural Resources (DNR) and the Capital Area Regional Planning Commission (CARPC) to delineate and revise USA boundaries. The City of Sun Prairie's USA was most recently revised in 2017 to include nearly 100 acres that are currently located in the Town of Burke.

Boundary Agreements

The City has active boundary agreements with most of its neighbors (except the Town of Sun Prairie) that define future boundaries and offer guidance on land use, roadway responsibility, and other issues. Each of the agreements described here is available online with the Wisconsin Department of Administration (<http://mds.wi.gov/View/BoundaryAgreements>, or search "Wisconsin DOA boundary agreements"). Figure 9-15 in the next section shows the lands subject to each agreement and the long-term boundaries described.

Burke/Deforest/ Sun Prairie/Madison Cooperative Plan

Approved in January 2007 and running through October 2036, this agreement provides for the eventual attachment of all lands in the Town of Burke to the City of Sun Prairie, the City of Madison and the Village of Deforest. On October 27, 2036 the Town will cease to exist. All lands within the "Sun Prairie" boundary not previously annexed will become part of Sun

Prairie on that day. Most of the existing town neighborhoods inside this boundary, generally along the west edge of Sun Prairie (~720 acres), are "Protected Areas" that can't be annexed or attached to the City before 2036 except with Town approval. Undeveloped lands may be annexed to the City at any time without Town consent, as property owners request annexation. This agreement has no restriction on land use in the City of Sun Prairie - it refers to the comprehensive plan, "as may be amended from time to time."

Windsor/DeForest/Sun Prairie Cooperative Plan

Approved in August 2012 and running through December 2037, this agreement established long-term boundaries between the Town and each of the municipalities. Then, in November 2015, the Town of Windsor incorporated as a village. Though their status as a village prevents annexation by other cities or villages, Windsor has agreed to honor the boundary as established in this agreement, generally described as Token Creek. There are a few parcels east of Token Creek currently in the Village of Windsor that will be detached from Windsor and attached to Sun Prairie if and when development is proposed. These parcels are north and west of The Reserve, and total approximately 80 acres.

Bristol/Sun Prairie Intergovernmental Agreement

Approved in April 2005 and running until April of 2025, this agreement defines where development may and may not occur, and which lands may or may not be annexed to the City. Lands south of Egge Road (~400 acres) and east of Patrick Marsh (~250 acres) are part of

an Urban Development Area that may be annexed and developed without Town approval. Lands north and east of the Sun Prairie Business Park (~2,200 acres) are part of a Business Park Joint Planning Area that is intended for business park expansion, prohibits residential development, and requires mutual approval of land divisions and annexations. Lands north of Egge Road are part of a Rural Development Area in which the City has agreed not to use its extraterritorial powers to block development. Lands east of Patrick Marsh are part of an Urban Reserve Area that may not be developed unless provided with urban services (i.e. sewer and water). Lands east and north of the Business Park Joint Planning Area (generally more than a mile from current City limits) are labeled Community Separation Area and would remain in the Town and only in agricultural and scattered rural housing uses.

This agreement also describes an Egge Road Corridor and requires the Town to reserve 75 feet of right-of-way (measured from the centerline) as lands are developed.

The agreement calls for efforts to begin work on a new agreement by April of 2020. The agreement also describes intention to create a neighborhood plan for the Business Park Joint Planning Area, though that has not yet occurred.

LAND USE REGULATION



Sun Prairie Comprehensive Plan Neighborhood Forum - Land Use Activity

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.

Zoning

The City of Sun Prairie adopted the Zoning Ordinance under 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 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 15 zoning districts with four overlay zones (Interchange Sign, Live Work, W. Main Street, and Business District).

A current version of the zoning map can be found at: <http://www.cityofsunprairie.com/423/Zoning-Development>.

Extraterritorial Zoning Ordinance

Under Wisconsin Statute 62.23(7a), cities and villages may enact an extraterritorial zoning ordinance and map for adjoining unincorporated areas lying within their extraterritorial area (3 miles). Before the Village of Windsor incorporated, the City of Sun Prairie had an extraterritorial zoning agreement with the Town of Windsor that was nullified by the incorporation. The City does not have any other extraterritorial zoning agreements.

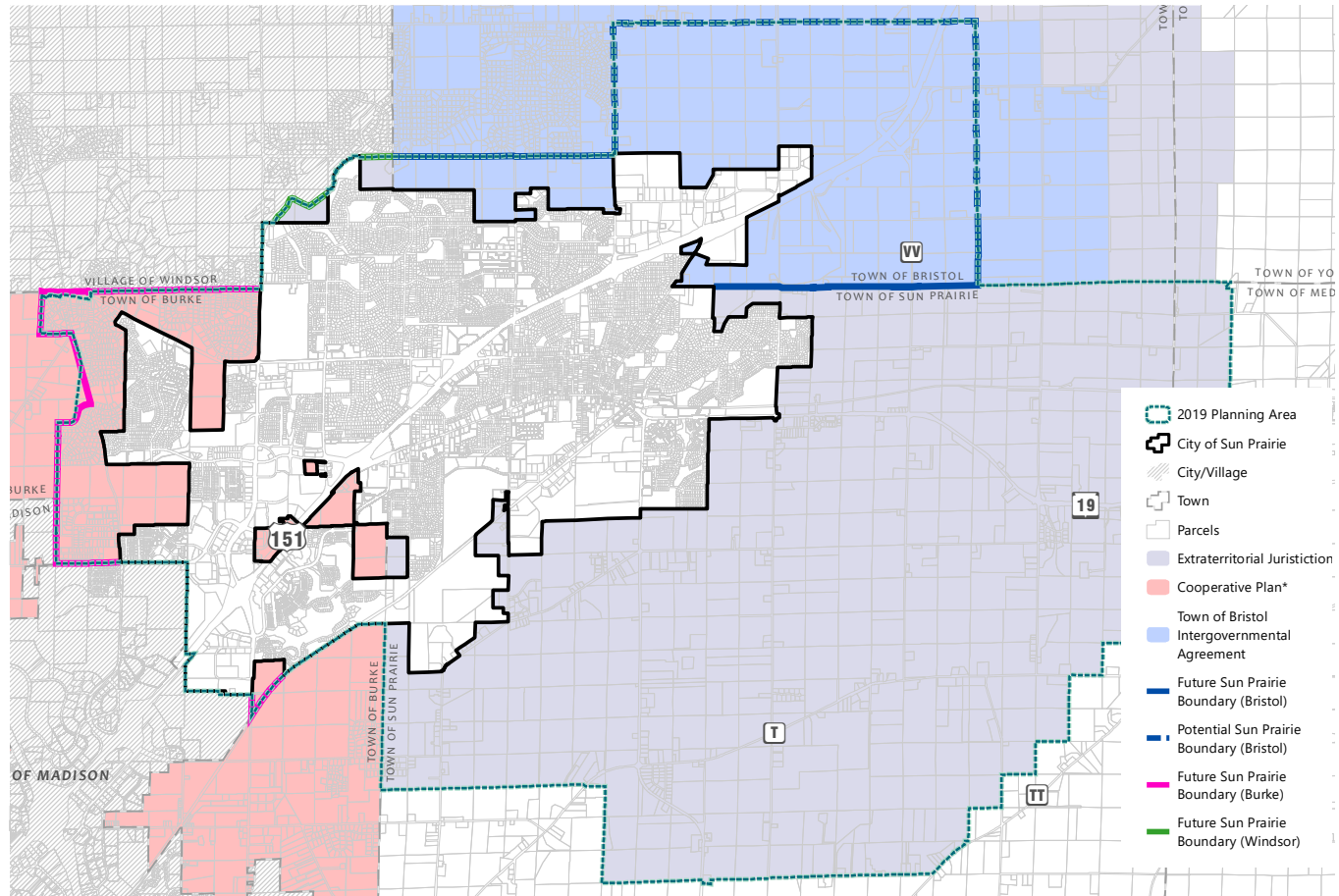
Land Division Subdivision Ordinance

The Sun Prairie Subdivision Ordinance was adopted in accordance with the authority granted by Sections 236.13(l)(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. 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, York, and Medina. See figure below. Note that lands south of CTH T are also (or instead) within the plat review jurisdiction of the Village of Cottage Grove.

Figure 9-15: Boundary Agreements and Extraterritorial Jurisdictions



Official Map

The Official Map for Sun Prairie includes lands within the City limits and lands outside of the City within the extraterritorial jurisdiction area. The map was adopted under 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 Official Map, located in [Appendix A](#), may be amended following adoption of this plan and periodically thereafter.

Architectural / Site Design Guidelines and Standards

The zoning ordinance includes some design guidelines for site development and building design. These include standards for site layout related to landscaping on all non-residential and non-agricultural sites and parking lots, however do they not provide specific standards for building placement and site treatment along the street front. Building design standards are provided for buildings within the Main Street Corridor Overlay, Main Street Live-Work Overlay, suburban industrial (SI) zoning

district, and large developments in the suburban commercial (SC) and urban commercial (UC) zoning districts.

The adopted downtown plan, corridor plan and neighborhood plans do provide more detailed site and architectural guidelines. However, these are written as guidelines only and are not applied as ordinance.

Other Development Ordinances

The City of Sun Prairie is required to adopt zoning ordinances for areas designated by the Department of Natural Resources as flood-

EXTRATERRITORIAL AUTHORITIES

Extraterritorial Planning

Cities/Villages can make and adopt master plans for the physical development of the city/village, including areas outside of its boundaries that bear relation to the development of the city/village.

Extraterritorial Platting

Cities/Villages can review, and approve or reject, subdivision plats located within three miles of the corporate limits of a first, second or third class city, or within 1.5 miles of a fourth class city or village.

Extraterritorial Zoning

Cities/Villages can enact an extraterritorial zoning ordinance and map for adjoining unincorporated areas within the extraterritorial area (same area as plat review).

Official Mapping

Cities/Villages' official maps can also include area within their extraterritorial plat approval jurisdiction.

Other Extraterritorial Authorities:

- » **Smoke:** Cities/Villages can regulate or prohibit dense smoke up to a mile from their municipal boundary.
- » **Offensive Industries:** Cities/Villages can prohibit the location of any offensive industry up to four miles beyond their municipal boundary.
- » **Water Navigation Aids:** Cities/Villages/Towns can regulate water navigation aids (moorings, markers, and buoys) within one-half mile of their municipal boundary.
- » **Aerial Approaches to Airports:** Cities/Villages/Towns/Counties that are the owner of an airport can protect aerial approaches to the airport through an ordinance regulating use, location, height and size of structures surrounding the airport.

Source: Southeastern Wisconsin Regional Planning Commission

plains, 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.

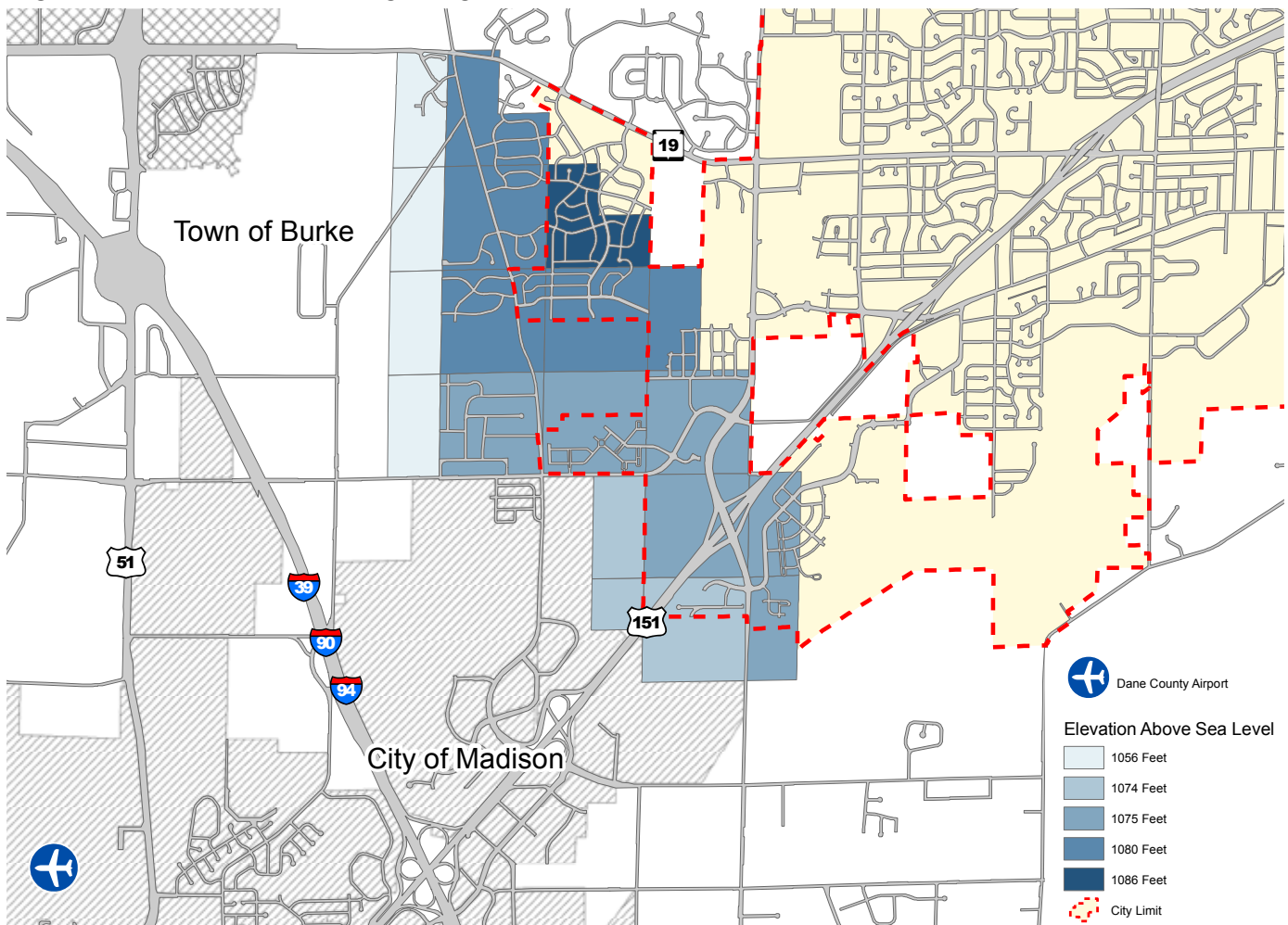
Other development ordinances related to land use that the City is responsible for enforcement and administration in cooperation with Dane County include:

- » 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.

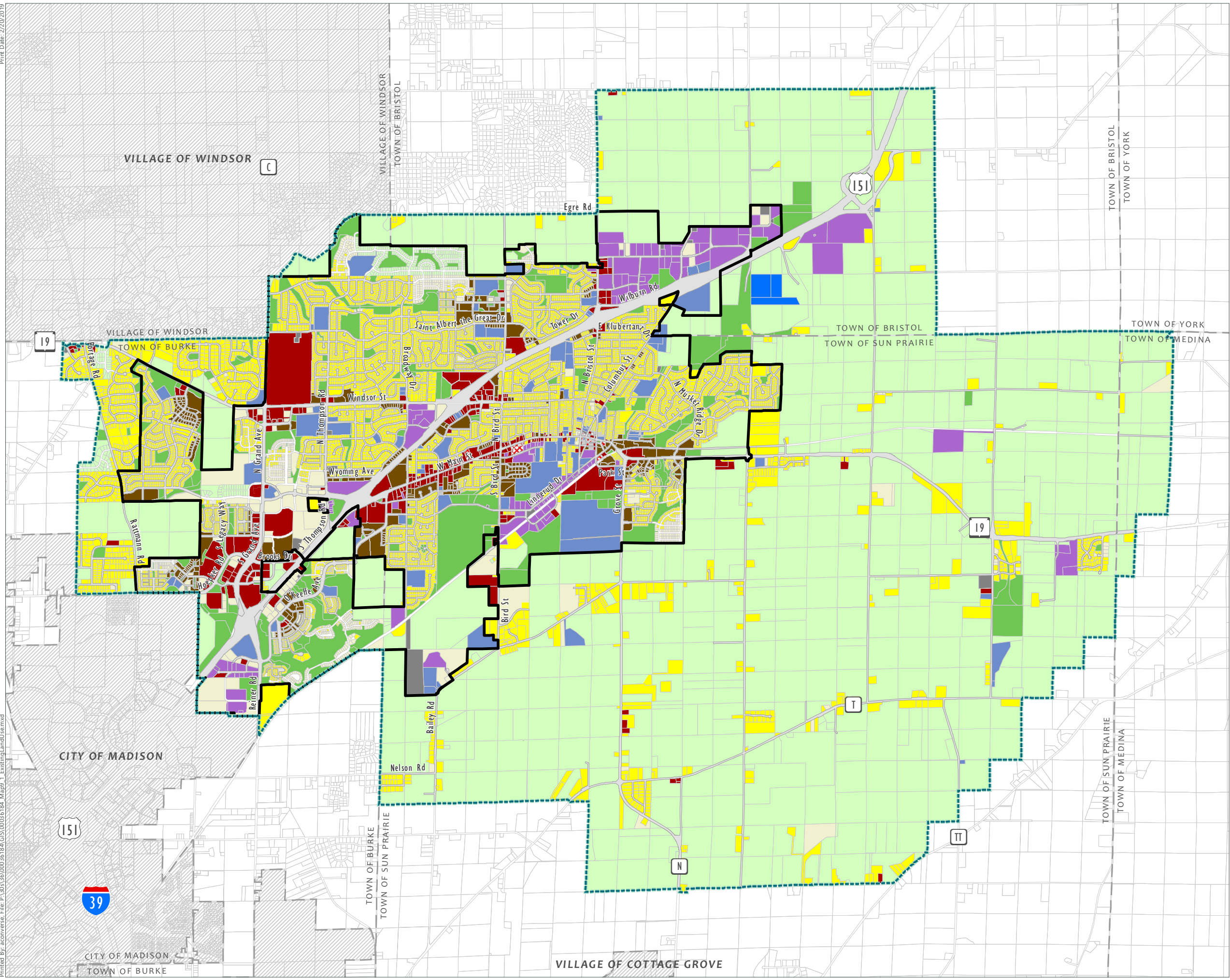
- » Floodplain, Wetland, and Shoreland ordinances are incorporated into the Zoning Ordinance, Chapter 17.28, Sun Prairie Municipal Code

Figure 9-16: Airport Building Height Limitations Map



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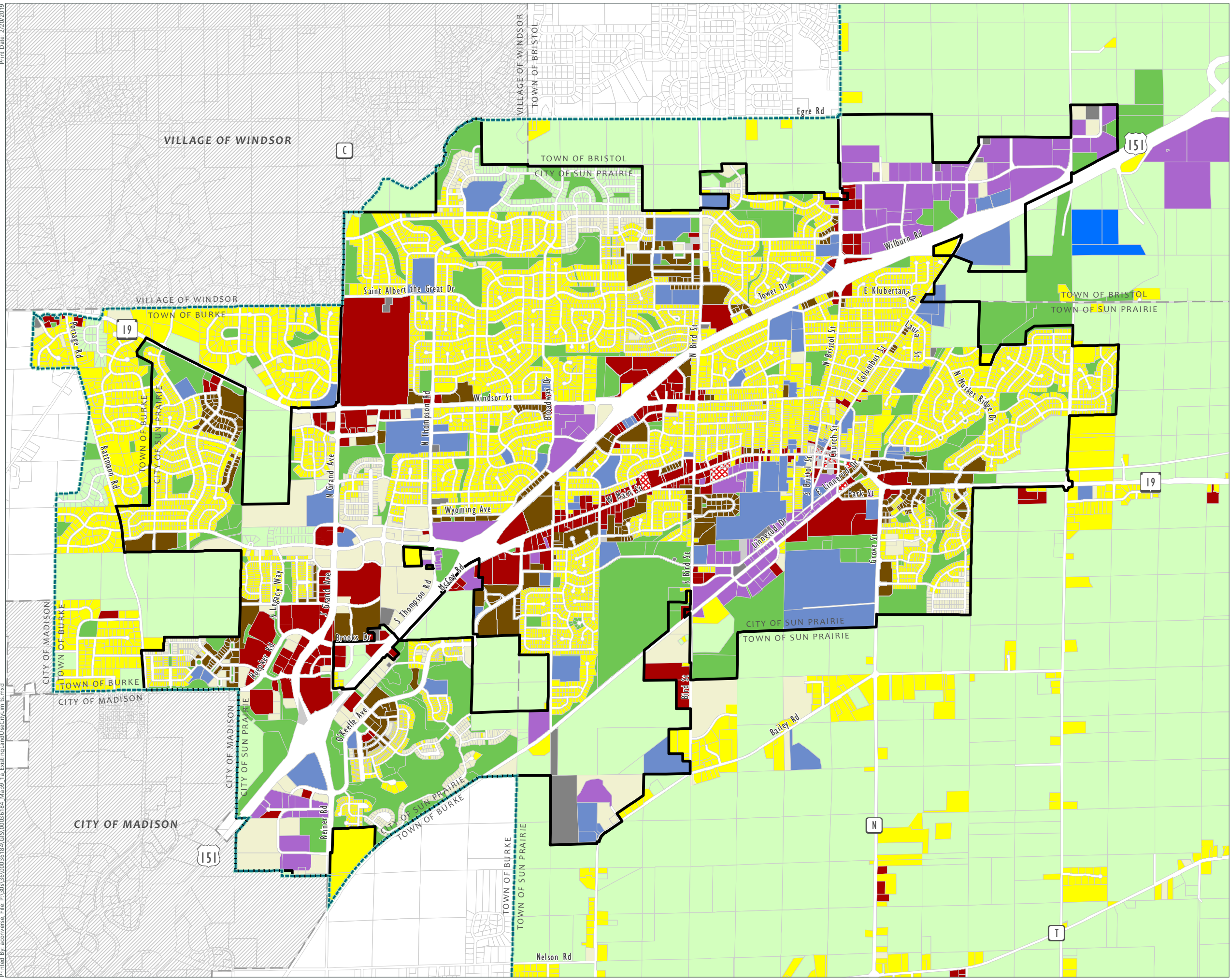
Existing Land Use



- 2019 Planning Area
- City of Sun Prairie
- City/Village
- Town
- Parcels
- Existing Land Use**
- Single and Two-Family Residential
- Multi-Family Residential
- Commercial/Office
- Industrial
- Institutional
- Mixed Use
- Parks and Open Space
- Utilities
- Transportation
- Agriculture
- Vacant Lot
- Water

Data Sources:
Municipal Boundaries and road names provided by Dane County (May 2018).
Existing Land Use provided by Dane County (2015).

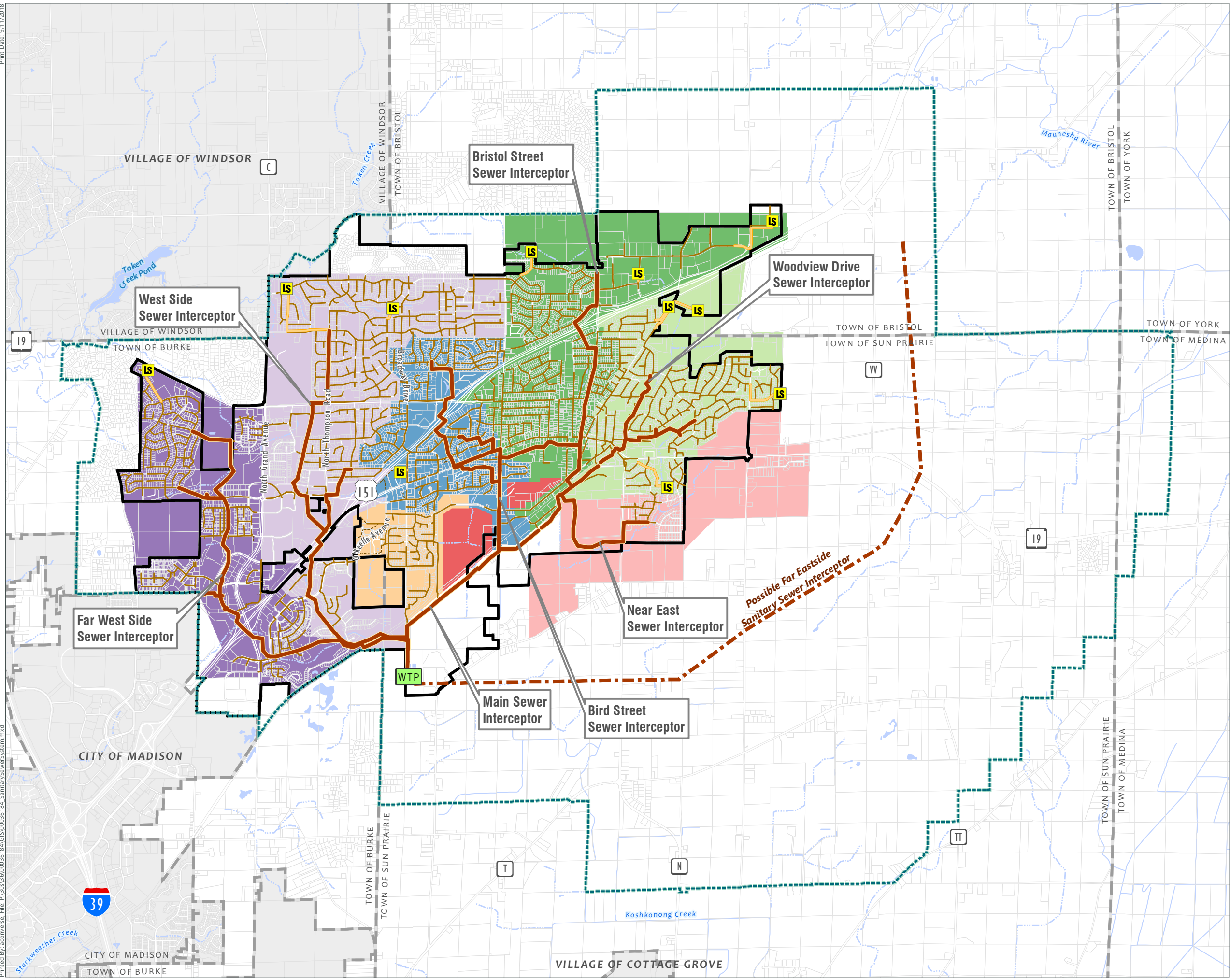
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Existing Land Use City Limits

- 2019 Planning Area
 - City of Sun Prairie
 - City/Village
 - Town
 - Parcels
- Existing Land Use
- Single and Two-Family Residential
 - Multi-Family Residential
 - Commercial/Office
 - Industrial
 - Institutional
 - Mixed Use
 - Parks and Open Space
 - Utilities
 - Transportation
 - Agriculture
 - Vacant Lot
 - Water

Data Sources:
Municipal Boundaries and road names provided by Dane County (May 2018).
Existing Land Use provided by Dane County (2015).

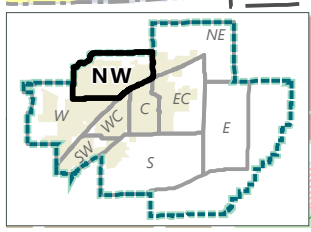
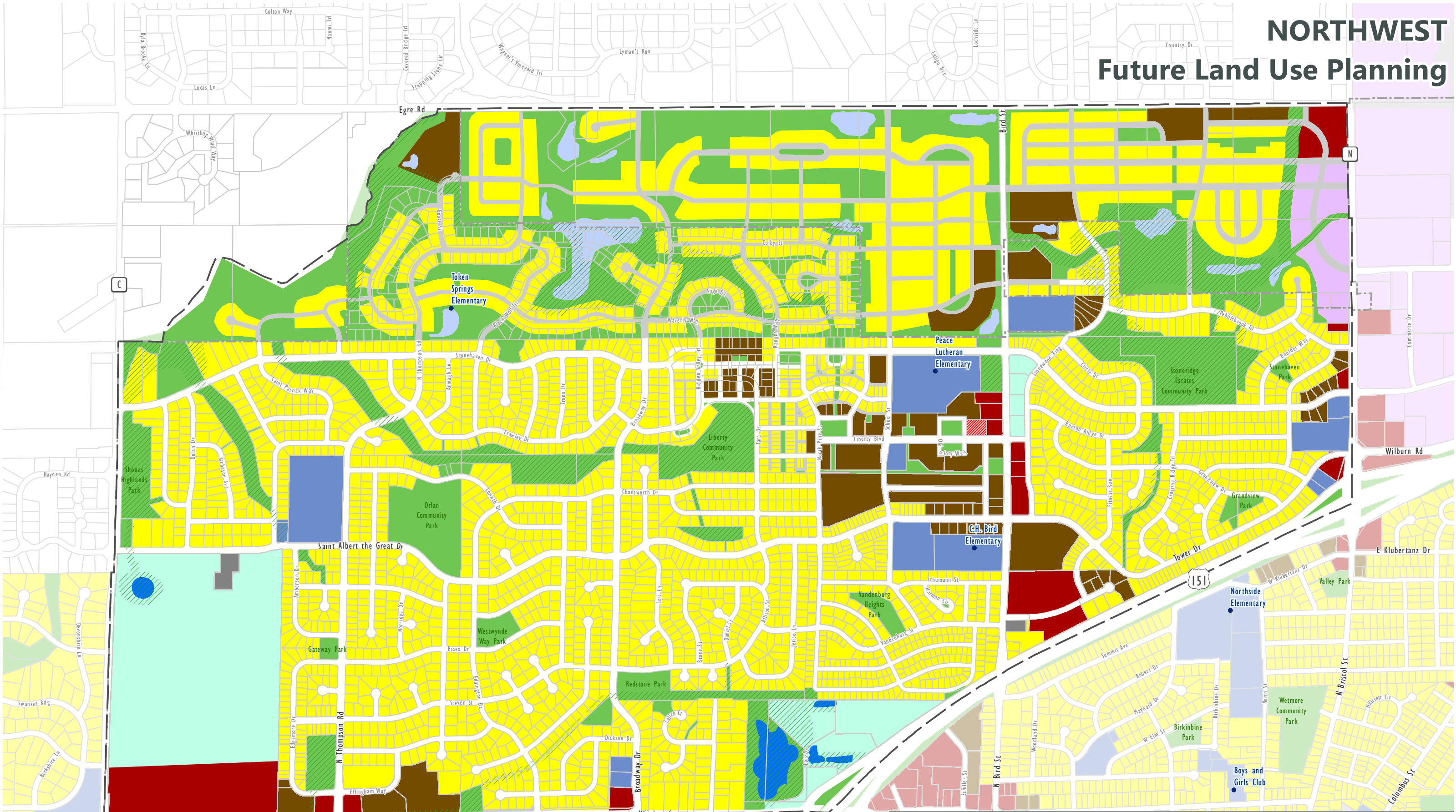


Sanitary Sewer System

- 2018 Planning Area
- Sun Prairie
- Other Municipality
- Parcels
- Waterbody
- Interceptor Sewer
- Force Main
- Sewer Main
- Private Main
- Possible Future Interceptor
- Wastewater Treatment Plant
- Lift Station
- Sewer Service Interceptor Area**
- Bird Street
- Bristol Street
- Far West Side
- Near East Side
- Park
- Walker
- West Side
- Woodview Drive

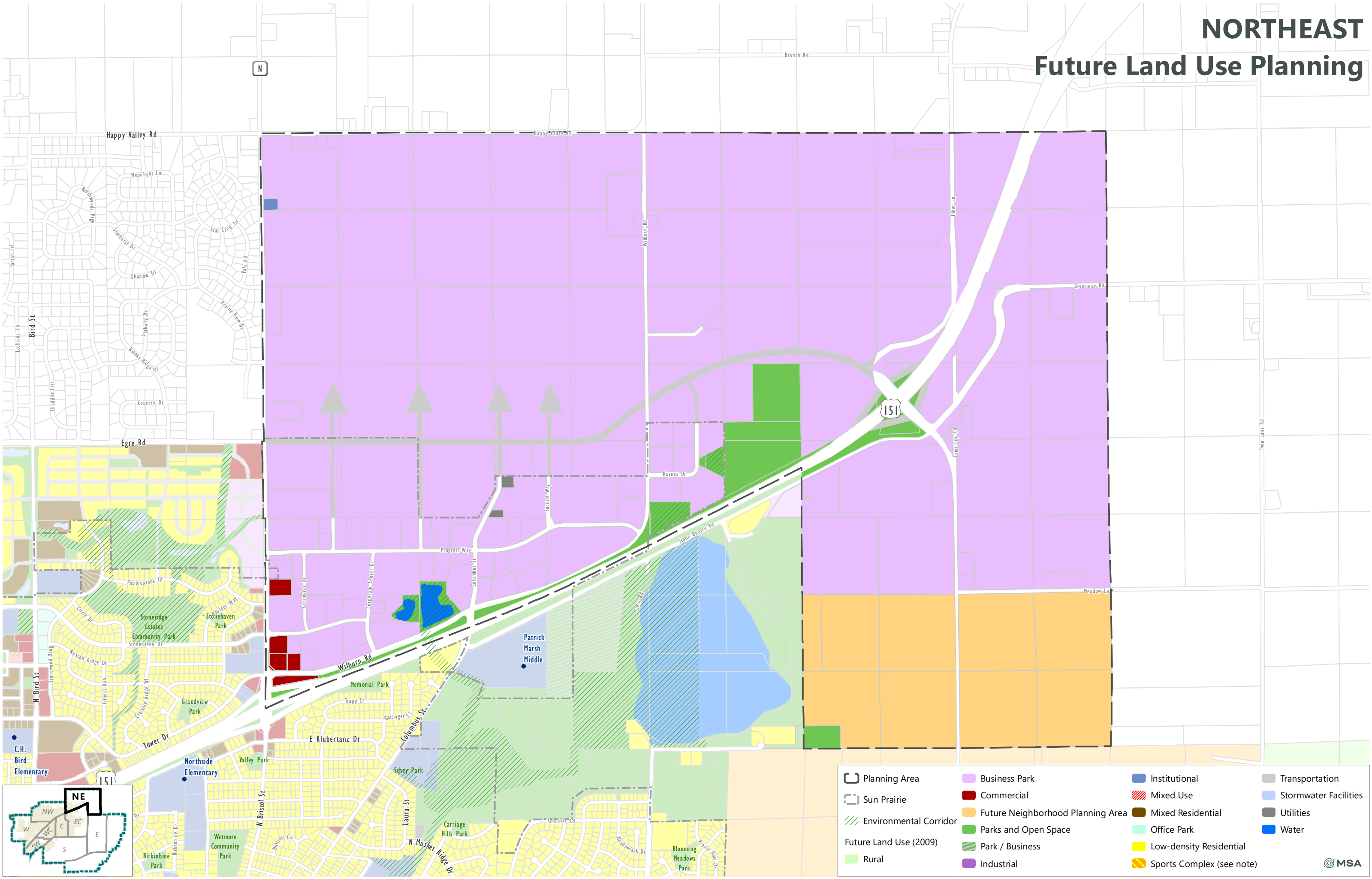
Data Sources:
 Municipal Boundaries and road names provided by Dane County (May 2018).
 Sanitary Sewer System provided by the City.

NORTHWEST Future Land Use Planning



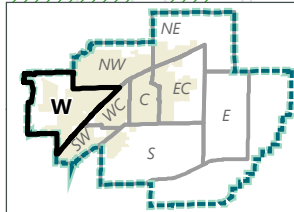
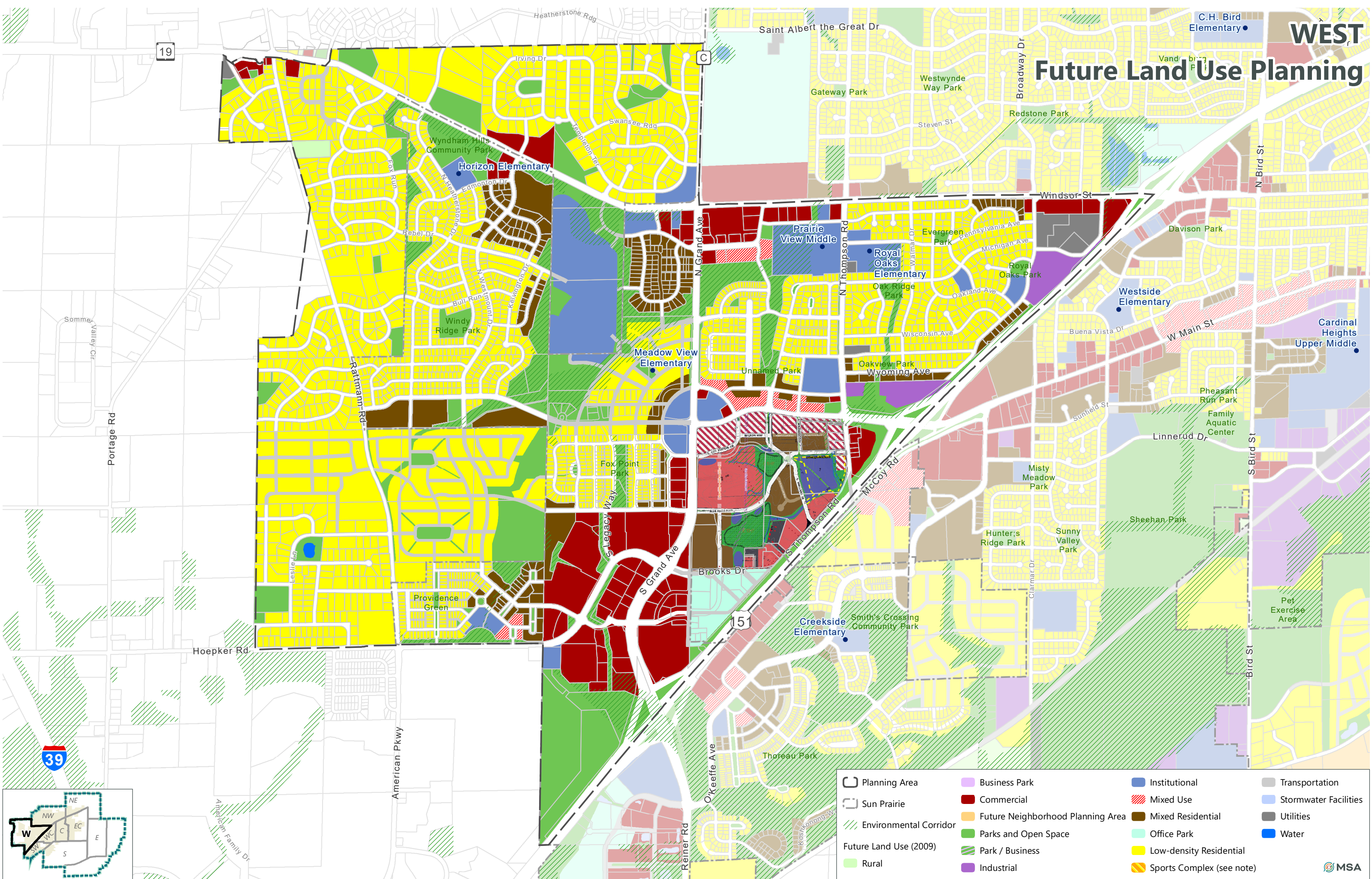
Planning Area	Business Park	Institutional	Transportation
Sun Prairie	Commercial	Mixed Use	Stormwater Facilities
Environmental Corridor	Future Neighborhood Planning Area	Mixed Residential	Utilities
Rural	Parks and Open Space	Office Park	Water
	Park / Business	Low-density Residential	
	Industrial	Sports Complex (see note)	

NORTHEAST Future Land Use Planning



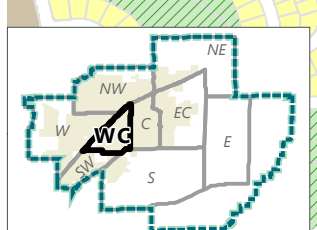
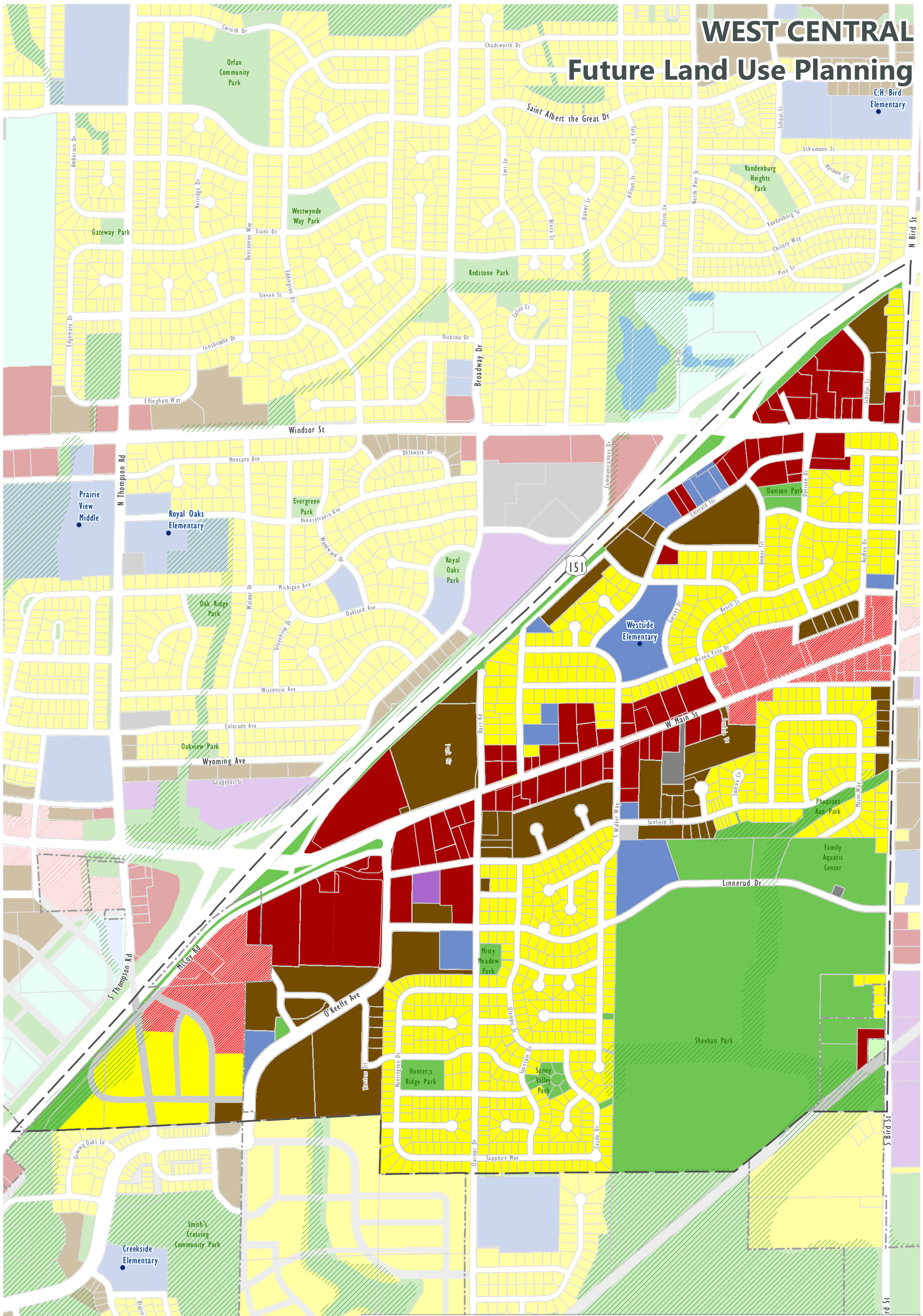
Planning Area	Business Park	Institutional	Transportation
Sun Prairie	Commercial	Mixed Use	Stormwater Facilities
Environmental Corridor	Future Neighborhood Planning Area	Mixed Residential	Utilities
Future Land Use (2009)	Parks and Open Space	Office Park	Water
Rural	Park / Business	Low-density Residential	
	Industrial	Sports Complex (see note)	

WEST Future Land Use Planning



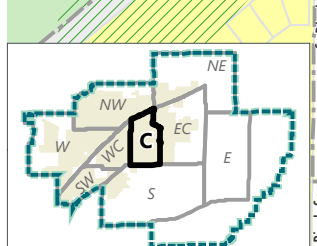
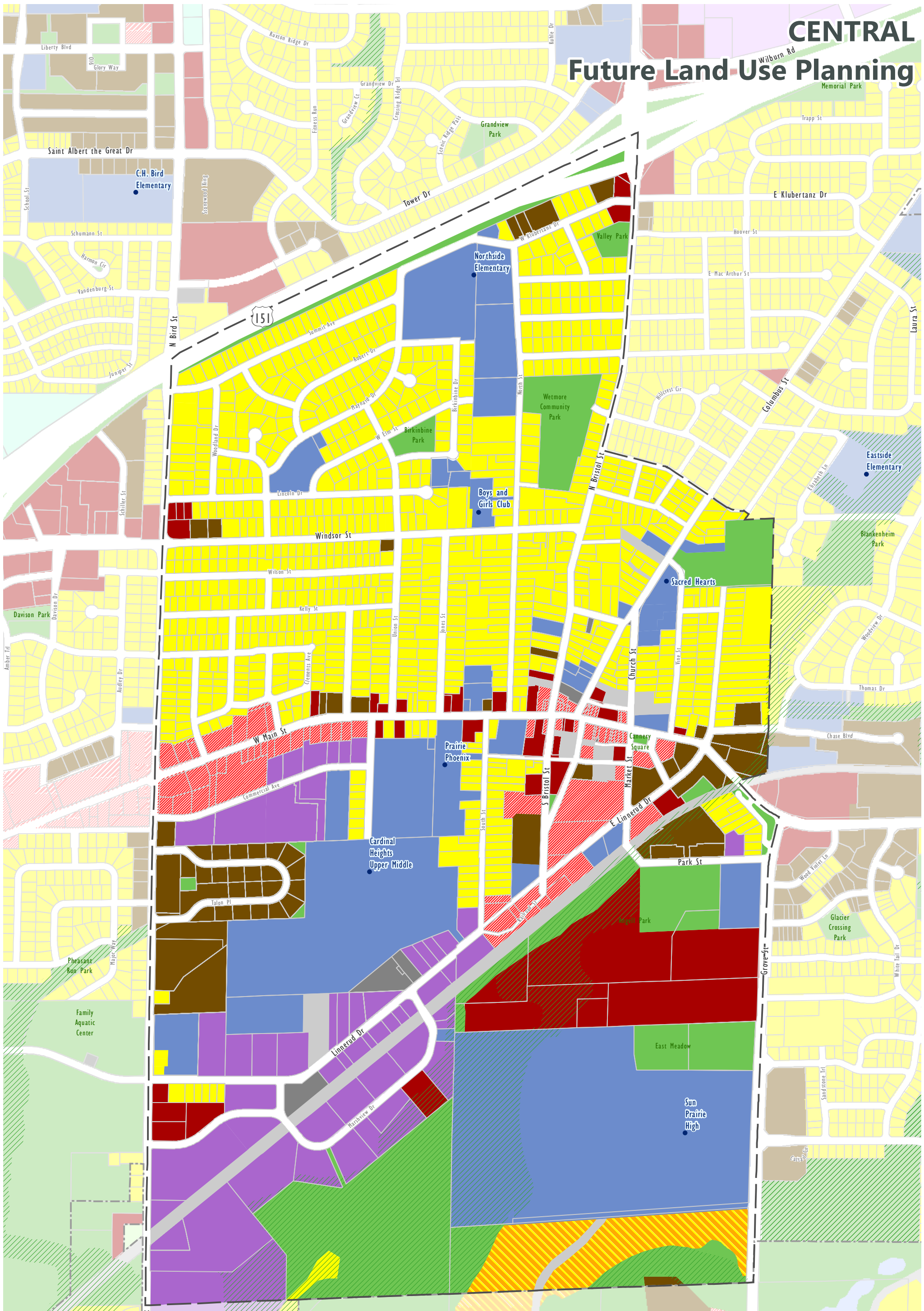
Planning Area	Business Park	Institutional	Transportation
Sun Prairie	Commercial	Mixed Use	Stormwater Facilities
Environmental Corridor	Future Neighborhood Planning Area	Mixed Residential	Utilities
Rural	Parks and Open Space	Office Park	Water
Park / Business	Industrial	Low-density Residential	
Sports Complex (see note)			

WEST CENTRAL Future Land Use Planning



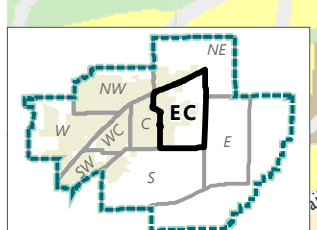
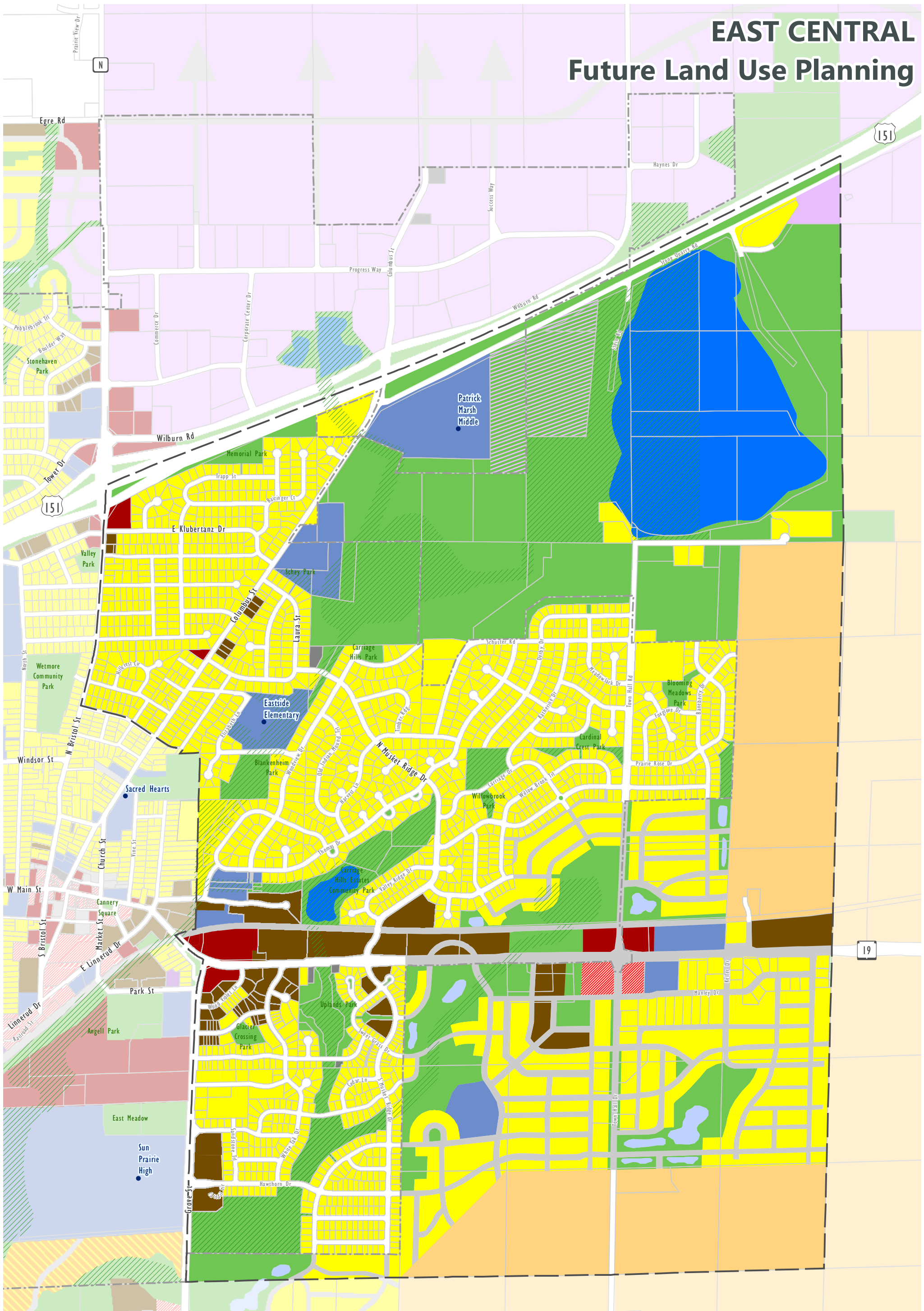
Planning Area	Business Park	Institutional	Transportation
Sun Prairie	Commercial	Mixed Use	Stormwater Facilities
Environmental Corridor	Future Neighborhood Planning Area	Mixed Residential	Utilities
Rural	Parks and Open Space	Office Park	Water
Park / Business	Industrial	Low-density Residential	Sports Complex (see note)

CENTRAL Future Land Use Planning



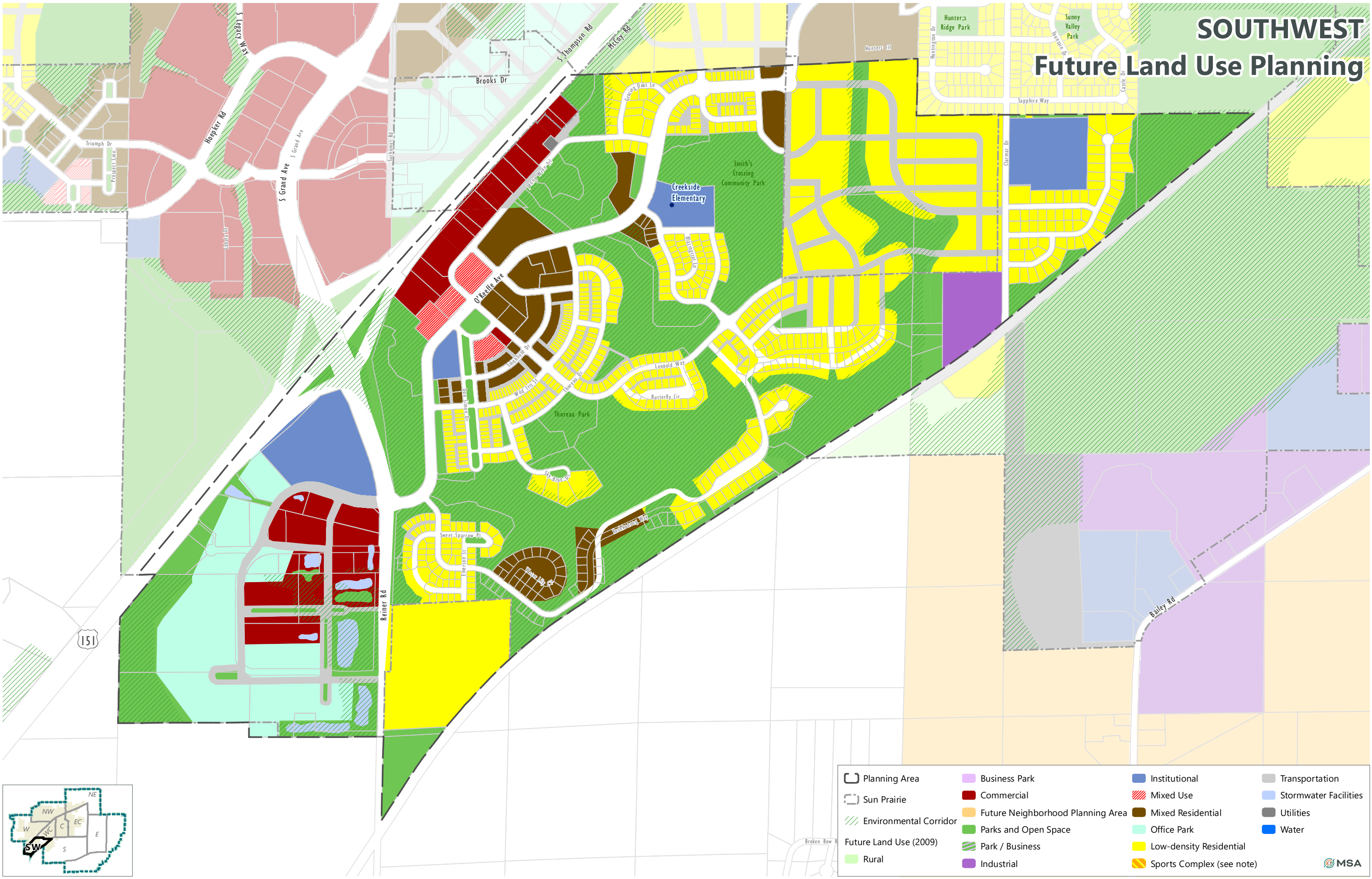
Planning Area	Business Park	Institutional	Transportation
Sun Prairie	Commercial	Mixed Use	Stormwater Facilities
Environmental Corridor	Future Neighborhood Planning Area	Mixed Residential	Utilities
Future Land Use (2009)	Parks and Open Space	Office Park	Water
Rural	Park / Business	Low-density Residential	
	Industrial	Sports Complex (see note)	

EAST CENTRAL Future Land Use Planning

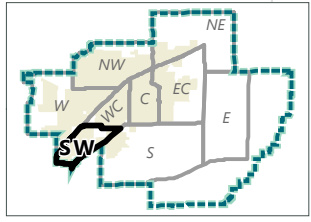


Planning Area	Business Park	Institutional	Transportation
Sun Prairie	Commercial	Mixed Use	Stormwater Facilities
Environmental Corridor	Future Neighborhood Planning Area	Mixed Residential	Utilities
Future Land Use (2009)	Parks and Open Space	Office Park	Water
Rural	Park / Business	Low-density Residential	
	Industrial	Sports Complex (see note)	

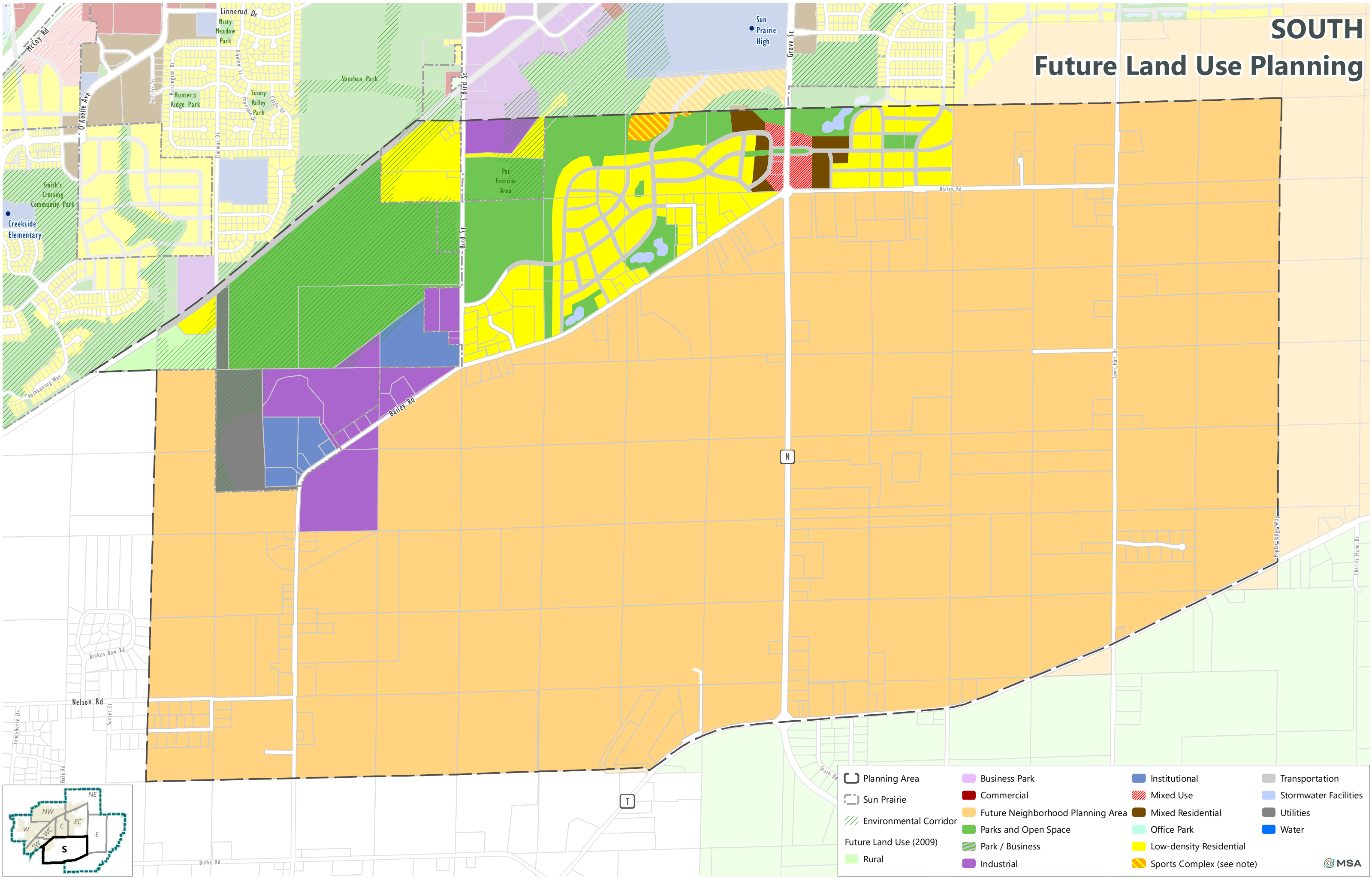
SOUTHWEST Future Land Use Planning



Planning Area	Business Park	Institutional	Transportation
Sun Prairie	Commercial	Mixed Use	Stormwater Facilities
Environmental Corridor	Future Neighborhood Planning Area	Mixed Residential	Utilities
Future Land Use (2009)	Parks and Open Space	Office Park	Water
Rural	Park / Business	Low-density Residential	
	Industrial	Sports Complex (see note)	

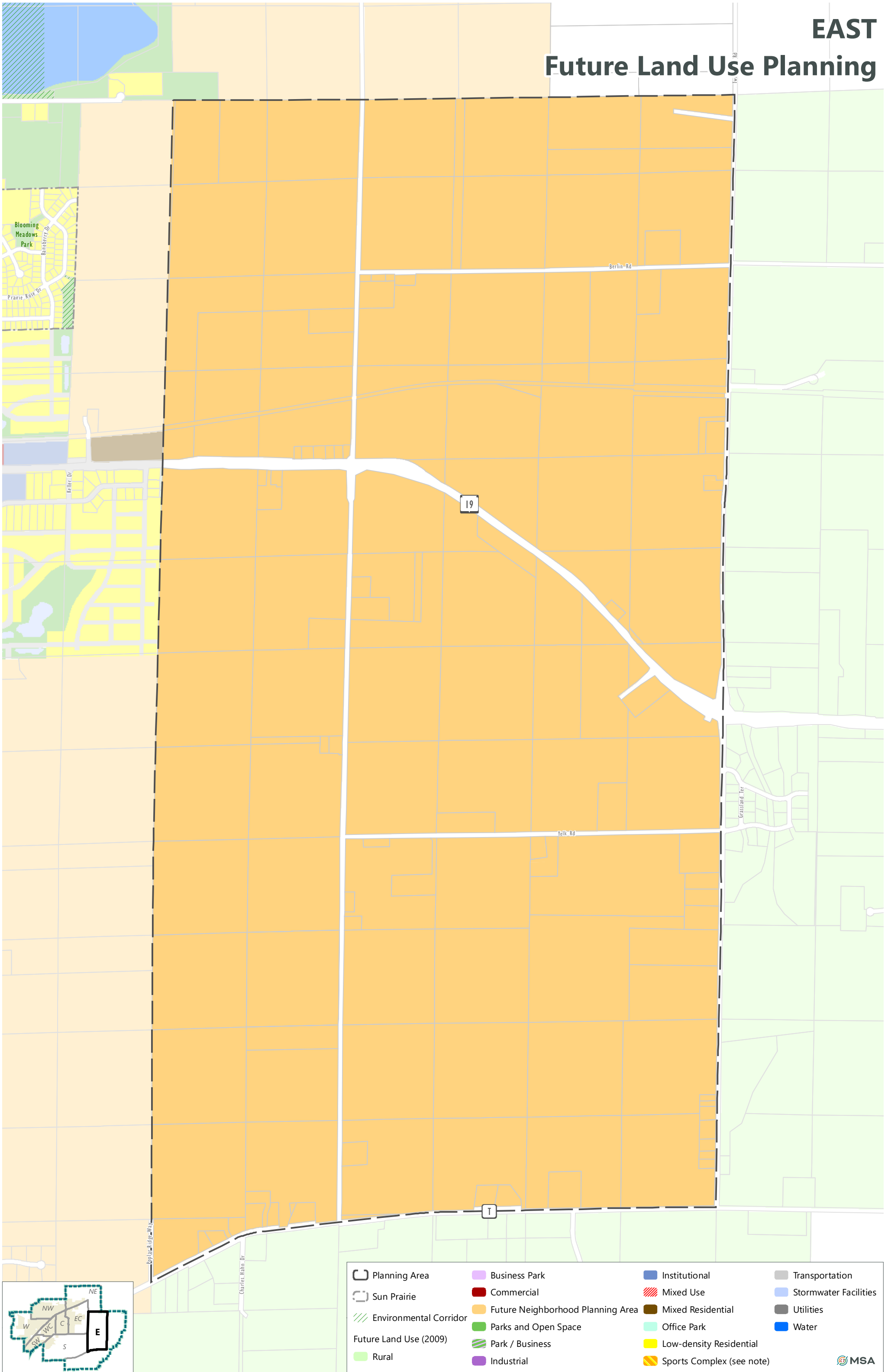


SOUTH Future Land Use Planning



Planning Area	Business Park	Institutional	Transportation
Sun Prairie	Commercial	Mixed Use	Stormwater Facilities
Environmental Corridor	Future Neighborhood Planning Area	Mixed Residential	Utilities
Future Land Use (2009)	Parks and Open Space	Office Park	Water
Rural	Park / Business	Low-density Residential	
	Industrial	Sports Complex (see note)	

EAST Future Land Use Planning



Planning Area	Business Park	Institutional	Transportation
Sun Prairie	Commercial	Mixed Use	Stormwater Facilities
Environmental Corridor	Future Neighborhood Planning Area	Mixed Residential	Utilities
Future Land Use (2009)	Parks and Open Space	Office Park	Water
Rural	Park / Business	Low-density Residential	
	Industrial	Sports Complex (see note)	

