

# CITY OF SPARTA

## COMPREHENSIVE PLAN

2016-2036



*Bicycling Capital of America*

**MSA**

PROFESSIONAL SERVICES



## ACKNOWLEDGEMENTS

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### CITY COUNCIL

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## ADOPTION ORDINANCE

*To be inserted upon plan adoption*



**ORDINANCE NO. 917**  
**ORDINANCE PERTAINING TO UPDATE OF COMPREHENSIVE PLAN**

THE COMMON COUNCIL OF THE CITY OF SPARTA, MONROE COUNTY, WISCONSIN,  
DO ORDAIN AS FOLLOWS:

Section 1. Section 17.19 of the Code of City Ordinances is hereby amended to read as follows:

- (1) Pursuant to section 62.23(2) and (3) of the Wisconsin Statutes, the City of Sparta is authorized to prepare and adopt a comprehensive plan as defined in section 66.1001(1)(a) and 66.1001(2) of the Wisconsin Statutes.
- (2) Prior to beginning the process to update the City's previously adopted 2003 Comprehensive Plan, the City Council adopted written procedures designed to foster public participation in every stage of the preparation of a comprehensive plan as required by section 66.1001(4)(a) of the Wisconsin Statutes.
- (3) The City Council of the City of Sparta assigned the Planning Commission to prepare an update to the City's Comprehensive Land Use Plan. The Planning Commission meets numerous times to prepare and review the draft Comprehensive Plan 2016 – 2036.
- (4) The Planning Commission of the City of Sparta has adopted a resolution recommending to the City Council adoption of the document entitled "City of Sparta Comprehensive Plan 2016-2036," containing all of the elements specified in section 66.1001(2) of the Wisconsin Statutes.
- (5) The City Council has held at least one public hearing on this ordinance, in compliance with the requirements of section 66.1001(4)(d) of the Wisconsin Statutes.
- (6) The Comprehensive Plan may be used as the basis for, among other things, official mapping, local subdivision regulations, general zoning ordinances, shoreland/wetland zoning, and as a guide for approving or disapproving actions affecting growth, development, conservation, and recreation within the jurisdiction of the City of Sparta and its extraterritorial plat review area.
- (7) The City Council of the City of Sparta, Wisconsin, does, by enactment of this ordinance, formally adopts the document entitled, "City of Sparta Comprehensive Plan 2016-2036," pursuant to section 66.1001(4)(c) of the Wisconsin Statutes.
- (8) The Comprehensive Plan 2016-2036 may from time to time be amended, extended, or added to in greater detail following the procedures specified within the plan and Wisconsin State Statutes.

Section 2. This ordinance shall be in full force and effect following its passage and publication as provided by law.

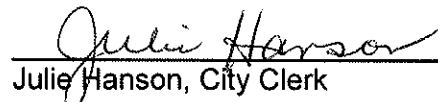


Dated this 20<sup>th</sup> day of January, 2016.

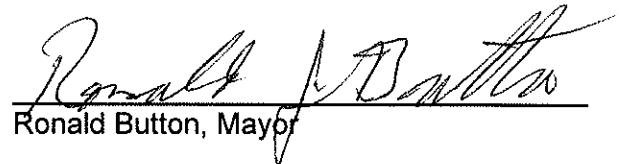
OFFERED BY:

  
Alderman Norm Stanek

PASSED this 20th day of January, 2016

  
Julie Hanson, City Clerk

APPROVED BY:

  
Ronald Button, Mayor



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## 7 Chapter 1: Introduction

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Chapter 1 discusses the role of the plan, the Wisconsin Smart Planning Act, the planning area boundaries, regional context, and Sparta's previous planning efforts.

## 17 Chapter 2: Community Land Use Plan

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Chapter 2 presents a vision for the future of the community and describes the goals, objectives and strategies to achieve the vision.

## 55 Chapter 3: Implementation

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Chapter 3 outlines how the vision of the plan is implemented in everyday decisions and annual goal-setting and budgeting and how the plan should be amended when necessary.

## A1 Appendix A: Public Participation Plan

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Appendix A includes the Public Participation Plan for the update of the comprehensive plan as required by SS 66.1001.

## B1 Appendix B: Community Survey

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Appendix B summarizes the Sparta Community Survey Results.

## C1 Appendix C: Community Indicators Report

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The Community Indicators Report is a summary of current conditions and recent trends in the City of Sparta based on the best available data. The purpose of those indicators is to enable informed choices about the future of the City. This report is included as an appendix to the Comprehensive Plan so that it may be easily updated from time to time as new data becomes available.

## D1 Appendix D: Maps

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Appendix D includes a set of existing conditions and future land use maps within the City's entire plan area, including extraterritorial areas.



# CHAPTER 1

## INTRODUCTION

### 7 Chapter 1: Introduction

Chapter 1 discusses the role of the plan, the Wisconsin Smart Planning Act, the planning area boundaries and regional context, and Sparta's previous planning efforts.

### 8 The Plan and a Living Guide

This section defines the foundation for the comprehensive plan and the need for the plan to evolve as circumstances change.

### 10 A Snapshot of Sparta

A summary of how Sparta came to be and important historical context, including a summary of relevant prior planning studies

### 12 Imagine Sparta Community Survey

The public was asked to Image Sparta, a summary of survey results and findings are presented.

### 15 Issues and Opportunities

A summary of major issues and opportunities as expressed by the Planning Commission during working sessions to complete this plan.



# THE PLAN AS A LIVING GUIDE

**1 Why Plan?** The purpose of this plan is to establish a shared vision for Sparta to guide future actions and decisions. This guidance provides predictability and consistency over time and encourages investment in an uncertain future.

**2 Plan Maintenance.** This document serves as a “living” guide for growth and change for the City of Sparta. The plan represents the City’s best effort to address current issues and anticipate future needs, but can and should be amended as conditions warrant reconsideration of policies in the plan. The process of amending the comprehensive plan should not be onerous, but should act as cause for reconsidering the long term vision for the community. The plan’s value will be dependent upon frequent use and occasional updates.

**3 Organization.** The organization of this plan is based both on the planning process and the guidance provided by the Wisconsin Smart Growth Legislation. The plan is divided into three chapters plus several important appendices.

## THE PLAN AS A LIVING GUIDE

This chapter provides the foundation for the Comprehensive Plan, outlining why we plan, the planning process, Wisconsin Smart Growth Law and the planning area. Chapter 1 also provides background on the community, including key community indicators, a summary of existing plans relevant to this study and a summary of the community survey.

### Wisconsin Smart Growth Planning

Wisconsin’s “Smart Growth” planning law [s.66.1001 Wis. Stats.] was adopted in October of 1999. The law requires that, after January 1, 2010, if a local government unit enacts or amends any of the following ordinances, the ordinance must be consistent with that local governmental unit’s comprehensive plan:

- Official maps
- Local subdivision regulations
- General zoning ordinances
- Shoreland/wetland zoning ordinance

The Wisconsin Smart Growth Law does not mandate how communities should grow, rather it requires that communities and state agencies consider Smart Planning Principles when planning for the future and provides guidance concerning important elements local plans should include.

### Comprehensive Planning Guidance

The Wisconsin Smart Growth Law outlines nine elements that must be included in a community’s comprehensive plan:

1. Issues and opportunities
2. Housing
3. Transportation
4. Utilities & Community Facilities
5. Agricultural, Natural & Cultural Resources
6. Economic Development
7. Intergovernmental Cooperation
8. Land Use
9. Implementation

The City of Sparta has chosen to slightly modify the terminology used throughout this plan from that used in the state statute.





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## PROJECT SCHEDULE

**April 2015**

*Public Participation  
Plan Adopted*

**May 2015**

*Kick-off Meeting*

**June 2015**

*Review Community  
Indicators Report*

**July 2015**

*Survey Part 1 Collection*

**August 2015**

*Review Survey Results Part 1*

**September 2015**

*Survey Part 2 Collection*

**September 2015**

*Review Draft Future Land  
Use Map and Policies*

**November 2015**

*Review Updated Draft  
Comprehensive Plan*

**December 2015**

*Planning Commission  
Recommendation*

**January 2016**

*Public Hearing  
City Council Adoption*

- Transportation has been modified to Mobility & Transportation
- Economic Development has been modified to Economic Prosperity
- Utilities and Community Facilities has been modified to Community Facilities & Services
- Intergovernmental Cooperation has been modified to Collaboration & Partnerships
- Cultural Resources has been modified to Community Character

While the City has chosen to deviate slightly from the terminology used in the state statute the prescribed requirements from Wis. Stats. 66.1001 are still addressed in their entirety throughout this plan.

## Planning Process

The City of Sparta engaged MSA Professional Services, Inc. to assist in updating its Comprehensive Plan, complying with Wisconsin's "Smart Growth" requirements, State Statute 66.1001.

As required by SS 66.1001, every community must adopt a public participation plan at the beginning of the planning process. The purpose of the plan is to define the procedures for public involvement during every stage of the planning process. Key components of the planning process schedule are described in the side bar. Refer to Appendix A for the complete Public Participation Plan.

Oversight of the planning project was completed by the City's Planning Commission. Several working sessions were held with the Planning Commission to review draft project deliverables and to discuss the future of the community.



Designed by TownMapUSA.com



# A SNAP SHOT OF SPARTA

## ASNAPSHOT OF SPARTA

### Planning Area

The study area for this plan includes all lands in which the City has both a short- and long-term interest in planning and development activity. The planning area includes all lands within the current municipal limits and within the City's 1.5 mile extraterritorial plat review jurisdiction. The City is approximately 5,080 acres (7.9 square miles) while the planning area is approximately 5,081 acres (7.94 square miles). Refer to maps in Appendix C.

### Regional Context

Sparta is the county seat for Monroe County Wisconsin and less than 30 miles from La Crosse, along Interstate 90. The City of Sparta is surrounded by the Towns of Sparta and Angelo.

The Sparta area lies on the edge between two major geographic areas in Wisconsin, the unglaciated driftless area and the central sand plains. The topography of the City of Sparta is mostly flat to gently rolling.

### Sparta's History

The original inhabitants of the area were Native American's belonging to the Sauk and Fox Tribes. The Black Hawk War of 1832 resulting in many being removed and forced to resettle further south.

The first European settlement was established in 1849 at the

crossroads of the military road between Prairie du Chien and Hudson and the road between Portage City and La Crosse. The initial immigrants to the area were of Welsh decent coming to farm. After the Civil War additional settlers that arrived were of mostly German and Scandinavian decent.

Promoted as the "Saratoga of the West" due to the discovery of artesian mineral waters in 1859, Sparta began attracting visitors to its springs. It wasn't until 1873, with the construction of the Chicago and Northwest Railway that visitors were able to visit the springs, thought to have healing powers.

The railway allowed early commercial and industrial development of the area including large pork slaughter houses during the 1870's, paper mills, stove factory, several glove and mitten manufacturers, iron foundry and multiple lumber yards. For the next 50 years Sparta prospered as a trade center for the surrounding agricultural region trading dairy, fruits and vegetables, tobacco and grain products. It was between 1890s and 1945 the business district on Main Street and North Water Street began to take shape with key buildings, now considered landmarks.

The Wisconsin State School for Dependent Children was established in 1885 and remained a place shaping institution in Sparta until it closed in the 1970's.

Another community institution shaping Sparta is Fort McCoy (previously named Camp Robinson and Camp McCoy), established in 1909. The peak years of economic activity occurred during World War I and II as well as the Korean Conflict. The installation has been in use since, providing artillery and maneuver training for Reserve and National Guard soldiers. Since the 1980's over 100,000 personnel have trained each year at the facility. Fort McCoy is the largest employer in Monroe County and an important component of the community.

Sparta is now most recognized as the junction of the Elroy-Sparta and La Crosse River bike trails. Sparta's claim as the "Bicycling Capital of America" is based upon the first rail bed in Wisconsin to be converted to bike trails between Sparta and Elroy. Sparta is also recognized for our proximity to Fort McCoy, the largest Military base in Wisconsin. Hunting and fishing opportunities abound in the area as does award winning golf at River Run Sparta Golf Course. Sparta is home to many unique shops in the historic downtown district and world recognized manufacturers in their growing business parks.







### Key Community Indicators

From 2000 to 2010, the City of Sparta grew by 10%. This growth rate surpassed the growth rate for the Town of Angelo (2%) and the State as a whole (6%) during the same period. The growth rate was similar to the County (9%) but less than the Town of Sparta (14%). As of 2010, the City of Sparta accounted for 21% of the total County population, with just over 9,500 people, or roughly 1,200 people per square mile.

Based on Wisconsin Department of Administration (WIDOA) data, the City's 2035 population is projected to be 11,670, which is an increase of nearly 23%. This is comparable to the growth projected for the Town of Sparta (26%) and the County (21%), while exceeding the Town of Angelo's projected growth of 11% and the State's 14%.

In 2010, the median age in the City was 38.2, which is lower than the median age for the Town of Sparta (44.3), Town of Angelo (42.5) and Monroe County (39.1). Based on this data the City of Sparta has a lower ratio of persons between the ages of 35-64 (37%) as compared to the Town of Sparta (45%), Town of Angelo (46%) and Monroe County (41%). However, looking just at the "senior citizen" age cohort (i.e. 65 and Over), the City of Sparta only has approximately the same proportion (15%) as compared to the Towns of Sparta (15%) and Angelo (13%) and the County (14%).

Additional community indicators are summarized in Appendix C.

### EXISTING PLANS & STUDIES

A number of existing plans were reviewed and pertinent information helped to shape this plan.

#### City of Sparta Comprehensive Plan 1995

In 1995 the City of Sparta adopted its first comprehensive land use plan. The plan was developed as a function of "umbrella policy" guiding a variety of more specific implementation measures. These categories included: Zoning and Subdivision, Capital Budget, Public Utilities, Streets and Roads, Growth and Annexation and Development Assistance.

#### Town and City of Sparta Smart Growth Comprehensive Plan 2023

In 2003 the City of Sparta and Town of Sparta jointly adopted a Smart Growth Comprehensive Plan to comply with Wisconsin Smart Growth Legislation, in order to enforce existing or adopt new ordinances, plans or regulations that affect land use.

#### Sparta Area School District Safe Routes to School Plan (2009)

In 2008 the City of Sparta was awarded a grant from the Wisconsin Department of Transportation to prepare the plan. The vision statement guiding the plan is "The city of Sparta and the Sparta Area School District are committed to ensuring that all of our students can utilize physically active transportation, such as walking and

bicycling, for a safe and enjoyable trip to school. This Safe Routes to School Plan aims to address issues that impede active transportation and seeks to strategically solve these problems by implementing a Safe Routes to Schools Program.

#### City of Sparta Bicycle and Pedestrian Improvement Plan (2009)

This plan was created to address the issues facing Monroe County's 68% overweight population. The plan identifies past improvements and proposed improvements community-wide.

#### Town of Sparta 2014-2034 Comprehensive Plan

The Town of Sparta adopted their updated comprehensive plan on February 10, 2014 to comply with Wisconsin Smart Growth Legislation.

#### Monroe County Comprehensive Plan

The Comprehensive Plan for Monroe County was adopted in September 29, 2010 and represents and overall vision for the County. The County incorporated individual community future land use plans and policies, for those that existed, into the overall County land use plan.

#### WIS 27 Corridor Study

An access management plan for WIS 27 from I-90 to WIS 78 WB completed by the WisDOT in 2015.



# IMAGINE SPARTA COMMUNITY SURVEY

## IMAGINE SPARTA COMMUNITY SURVEY

### Methods

In July 2015 the City of Sparta conducted a citizen survey. The survey was designed to gather stakeholder opinions on a range of topics relevant to preparing a plan to guide growth and change in Sparta over the next 20 years. The survey covered imagining change, quality of life, facilities and services, transportation, economic development, retail services, housing and land use and development.

The survey was available in several locations, digitally using the City's website and as paper copies available at City Hall and the Library.

Availability of the survey was announced through utility bill stuffers, three Sparta Herald newspaper articles, press releases, posts on social media and e-mail blasts.

The survey was completed in two stages. Stage One included an open ended question asking respondents to brainstorm ideas to change/fix/bring/do one thing in the community that would have a long lasting impact in making Sparta a better place to live, work, shop, play, and stay. Responses to this question were group by similar responses and released as a secondary survey to assist in developing an action plan for the community.

Stage One also included traditional survey questions regarding a variety of questions related to quality of life, facilities and services, transportation, economic development, retail services, housing and land use and development.

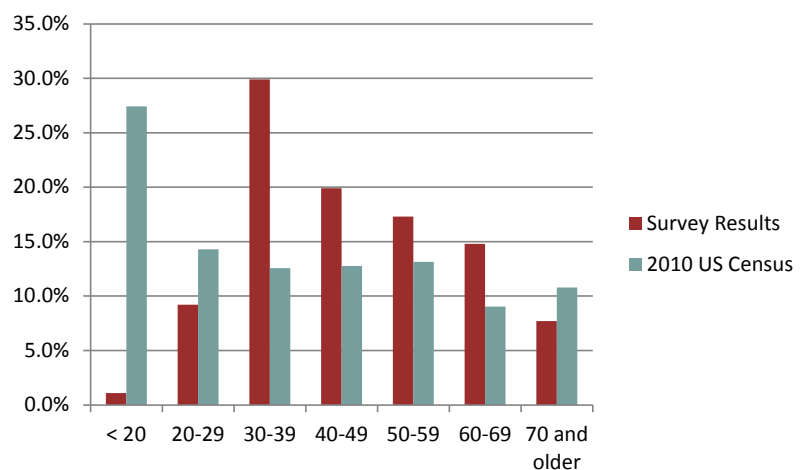
The following section provides a profile of respondents and main themes from survey responses. Complete survey data is on file with the City of Sparta and in Appendix B.

### Resident Profile

In total, 274 individuals completed the first survey. Survey respondents were generally over represented in those aged 30-69 and under represented in those aged under 30 and over 70 years of age as compared to the 2010 Census.

The survey was not restricted exclusively to the City of Sparta residents and thus respondents were asked to indicate their place of residence. Seventy-one percent (71%) of those who completed the survey lived in the City of Sparta. Only seven percent (7%) of respondents lived outside of Monroe County.

Age

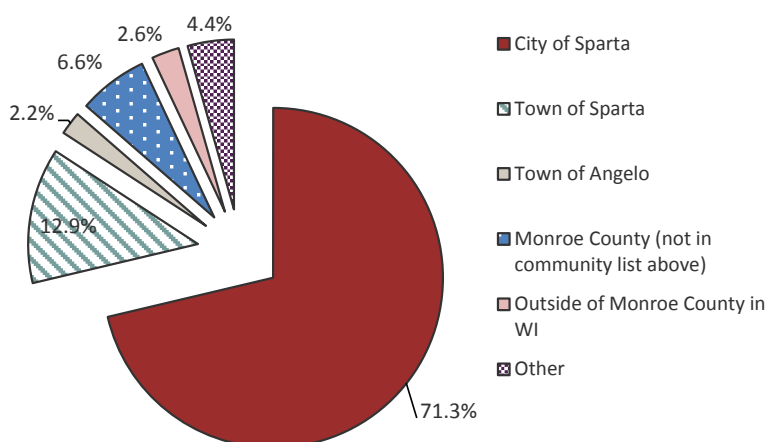






## Residency

Source: Survey Monkey Survey Results



## Imaging Change

**Q1** The survey asked individuals to imagine if they could change/fix/bring/do one thing in the community that would have a long lasting impact in making Sparta a better place to live, work, shop, play, and stay.

A list of over 240 ideas were submitted. The survey responses to the question were grouped and sorted by MSA into 28 similar response categories. A second survey was then administered to ask community members to identify their top 10 preferences from the sorted list. A total of 199 individuals responded to the second survey. The responses were then ranked according to number of responses. The top 10 ideas included:

1. Attract and develop additional retail businesses in the City
2. Reduce the sale and use of illegal drugs in the community
3. Provide more indoor, year round, recreational facilities
4. Clean up/enforce ordinances against junk in yards/unlicensed vehicles, front yard debris, etc.
5. Attract and develop additional large employers with good wages and benefits
6. Remove or restore blighted building in the City
7. Revitalize Downtown (improve building fronts, aesthetics, etc.)
8. Improve internal efforts to market existing community resources so residents are aware of all the resources and programs already available to them.

9. Attract and develop additional family, sit-down restaurants
10. Focus on neighborhood revitalization efforts

## Quality of Life

**Q6** When asked to identify the three most important reasons the respondent and their family live in Sparta, the majority of residents indicated Near job/work here (46.6%), near family and friends (46.2%) and raised here (37.5%). A significant number of respondents commented that the small town atmosphere and natural beauty of the area contributed to their reason for living in Sparta.

**Q7** Overall the quality of life in the Sparta area was rated as "Good" (54.4%), approximately 9% felt that quality of life was excellent, 30% indicated fair and 5% poor.

**Q8** When reflecting on the past 10 years, 35.2% of respondents felt that the quality of life in the Sparta area stayed the same, 30.3% felt the quality of life worsened, and 25.4% felt it had improved.

**Q9** Over the next 10 to 20 years, 37.5% of respondents felt the quality of life in Sparta would improve, 30.3% think it will stay the same, and 16.5% felt it will worsen.

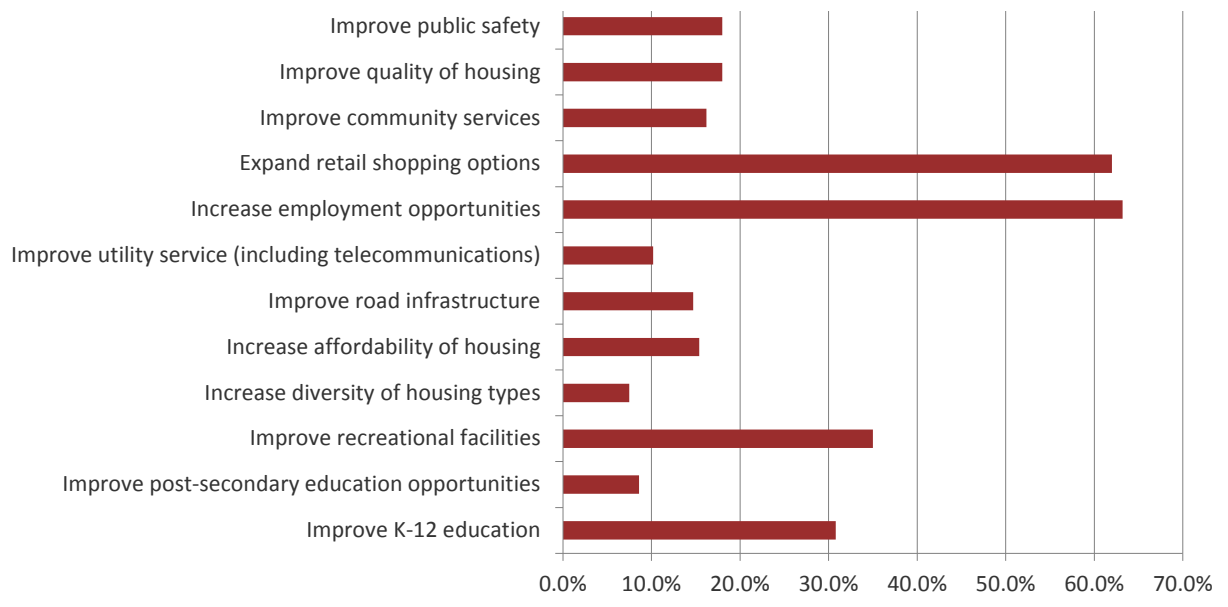


## IMAGINE SPARTA COMMUNITY SURVEY

**Q10** When asked what top changes would improve the quality of life in the Sparta area the top five responses selected included: Increase employment opportunities, Expanding retail shopping options, Improve recreational opportunities, Improve K-12 Education, and Improve bike and pedestrian facilities .

Additional survey responses are found throughout the comprehensive plan. Refer to Appendix B for a full report on all survey responses.

**Q10** PLEASE INDICATE YOUR TOP CHANGES YOU THINK WOULD IMPROVE THE QUALITY OF LIFE IN THE SPARTA AREA. (SELECT UP TO 4)





# ISSUES AND OPPORTUNITIES

## ISSUES AND OPPORTUNITIES

At the beginning of the planning process the Planning Commission identified a number of existing issues and opportunities as they relate to the planning elements. A summary of these discussions follows:

### Demographics

- External growth at the edges of the City has been good over the past 10 years
- Internal growth (infill) has been lacking over past 10 years
- Internal blight issues
- There is projected to be a lot of growth in Fort McCoy over the next year ~120 housing units (though the number of people sent to McCoy is dependent on federal government and subject to change)
- Builders prefer to do rentals since owner occupied units are less popular. The City is concerned that after these military individuals/families have to leave Fort McCoy, the City will be left with a bunch of empty units.
- City thinks the DOA future population estimates are aggressive (Refer to Appendix C)
- City expects get influx of individuals who can't find housing in La Crosse area

### Housing

- City has seen some of its older population move to larger nearby communities so they can be closer to shops and services and more diverse housing options
- Baby boomers are looking for 2-3 bedroom condo units with 2 car garages – so they can have space, but don't need to do maintenance and upkeep on their own (near downtown). There is only one existing condo development in the community, but the units aren't very spacious.
- There are a few apartments above shops downtown, but not appealing to seniors because of the stairs
- Interested in promoting homeownership – the City is feeling a little nervous about the market switch to people preferring rentals over ownership. Home owners are thought to generally take pride in their homes and do better with upkeep/maintenance and are more likely to take care of their property
- The City realizes the housing stock is old and needs more maintenance and upkeep
- There is a need to develop more “starter units”

### Mobility and Transportation

- All road improvements that are made in the future need to incorporate bike lanes and keeping bikers safe since Sparta is the Bicycling Capital of America

### Economy Prosperity

- The City desires to develop another business park near I-90
- The City desires to attract industries that will pay decent wages which will make housing more affordable for people in the community and also decrease Sparta's unemployment rate which is higher than the State and County
- The City is experiencing the “brain drain” and a shortage of skilled labor. Matching training needs to employer needs is important to filling job vacancies.

### Agriculture and Natural Resources

- Maintaining the water quality of Perch Lake is a community issue.

### Community Facilities and Services

- The City's infrastructure capacity will be able to handle Sparta's growth and expansion though some of the infrastructure will need replacing along the way because it is older.
- Based on the survey results it did not appear that many respondents were aware of existing City services, facilities, and programs. There is a





desire to increase awareness of community resources and attributes through increase internal and external marketing efforts.

#### Community Character

- The City is concerned about the aesthetics of the major community corridors. These areas should be targeted for urban renewal through infill development and redevelopment of aging, vacant and blighted buildings.

#### Intergovernmental Collaboration & Partnerships

- There is a desire to amend the City's existing Extraterritorial Zoning Ordinance to address more modern regulations that are more consistent with City and Town desires.

#### Land Use

- The City desires to expand and work with neighboring towns to facilitate efficient growth patterns and avoid intergovernmental conflicts.
- Some members of the community have expressed concern regarding how the US Silica mine is going to affect surrounding development and what happens after reclamation of the mine.



# CHAPTER 2

## COMMUNITY LAND USE PLAN

### 17 Chapter 2: Community Land Use Plan

Chapter 2 presents a vision for the future of the community and describes the goals, objectives strategies and future land use policies to achieve the vision.

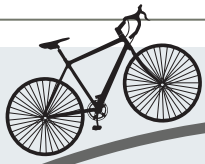
### 18 Vision

### 19 Goals, Objectives, Strategies and Policies

- » Housing
- » Mobility & Transportation
- » Economic Prosperity
- » Agricultural & Natural Resources
- » Community Facilities & Services
- » Community Character
- » Collaborations & Partnership
- » Land Use

### 47 Future Land Use





Bicycling Capital of America

## “ Vision Statement

As The Bicycling Capital of America, Sparta prides itself not only on its natural resources and recreational opportunities but on strengthening its local economy, through vibrant neighborhoods, a bustling downtown and creating an environment to attract and sustain growth by taking advantage of the City's proximity to Interstate 90 to create and maintain business parks that offer a variety of employment opportunities.

”

Chapter two identifies the overall planning vision to guide Sparta over the next ten to twenty years, along with goals, objectives, strategies and policies to assist the community in achieving the vision. Housing, Transportation, Economic Prosperity, Agriculture, Natural & Cultural Resources, Community Facilities & Services, Community Character, Collaboration and Partnerships and Land Use are addressed.

### VISION STATEMENT

The vision statement on page 14 serves as the aspiration for what Sparta is to become by 2036 or sooner. This shared vision is the foundation of the plan, the goals, objectives, policies and strategies that follow are all intended help realize this vision.

Each element of the comprehensive plan contains goals, objectives, strategies and policies established

during the planning process based on public input and the information contained in Appendix C: Community Indicators. This section defines the goals, objectives, strategies and policies as follows:

**Goal:** A goal is a long-term target that states what the community wants to accomplish. Written in general terms, the statement offers a desired condition.

**Objective:** An objective is a statement that identifies a course of action to achieve a goal. They are more specific than goals and are usually attainable through planning and implementation activities.

**Strategy:** A strategy is a plan of action or policy statement designed to achieve the goals and objectives of the plan. Not all strategies will be implemented by the City and some may require collaboration with other entities. Policies typically use words like “shall” or “will” to designate firm

commitments by the City. All future actions and decisions made by the City should be consistent with these policies, unless unforeseen circumstances arise which make a policy impractical or impossible to adhere to. Such occasions should be rare and probably indicate a need to amend this plan according to the procedures identified in Chapter 4. Policies using the words “should,” “encourage,” “discourage,” or “may” are intended to serve as a guide for City decisions and actions.

**Future Land Use Plan:** This end of this chapter identifies policies which are specific to land use categories shown on the Future Land Use Map.



# HOUSING

## GOAL

Sparta will offer safe, attractive and diverse housing options to people of all income levels, ages groups and people with special needs.

## OBJECTIVES

**Objective H1.** Preserve the character and property values of existing neighborhoods.

**Objective H2.** Maintain a variety of housing types to meet the changing and diverse housing needs of the population.

**Objective H3.** Expand the supply of affordable multi-family housing in the community.

**Objective H4.** Encourage establishment of complete, livable neighborhoods.

**Objective H5.** Encourage rehabilitation of blighted or deteriorating housing stock.

## STRATEGIES

**Strategies H1.** Sparta plans to maintain a mix of housing types, styles, and affordability. The housing mix should be represented in future land use mapping and new subdivision development. Neighborhoods should include housing for all ages and family types as opposed to only singular types of development.

**Strategies H2.** All residential development, especially multi-family and senior living developments, should be located in areas where there is safe pedestrian access to park, retail and community facilities.

**Strategies H3.** New neighborhoods should be connected to existing and planned neighborhoods through sidewalks and/or multi-purpose trails. The City will work to improve walkability, lighting and sidewalks in existing neighborhoods that lack these amenities.

**Strategies H4.** The City will continue programs that offer assistance with maintenance, rehabilitation and energy conservation projects that improve the local housing stock.

**Strategies H5.** The City will continue to play an active role in providing accessible housing to all populations through rental assistance programs. The City will continue to support opportunities for home ownership for low to moderate income families through grant opportunities and land development strategies.

**Strategies H6.** The City will maintain and enforce a comprehensive building code that requires inspection of new structures and report of unsafe and unsanitary housing conditions. The City will work with property owners to improve the quality of living and appearance of housing properties including removal of “junk” materials, and will enforce property maintenance and public nuisance ordinance as needed.

**Strategy H7.** Urban services will be required for all new housing developments in the City, including municipal water, wastewater and stormwater management systems.

**Strategy H8.** For areas shown on the Future Land Use Map for residential use, the following accessory uses may be appropriate based on the City’s Zoning Code:

- Parks and recreational facilities
- Small municipal and institutional facilities (e.g. learning center, library, fire station, etc.)
- Community centers
- Places of worship
- Day care centers
- Small pockets of High Density Residential
- Small, non-intrusive commercial uses that serve neighborhood needs.

**Strategy H9.** The City encourages residential projects (new construction and remodeling) to incorporate design strategies that will maintain neighborhood character and property values over time and enhance the social function and safety of the neighborhood. Figures 2.1 and 2.2 illustrates example design strategies that structures should have to the street and to other buildings, garages, landscaping and lighting.

**Strategy H10:** The City will encourage and support the creation of neighborhood plans for growth areas (i.e. areas identified as Planned Neighborhoods on the Future Land Use Map) and





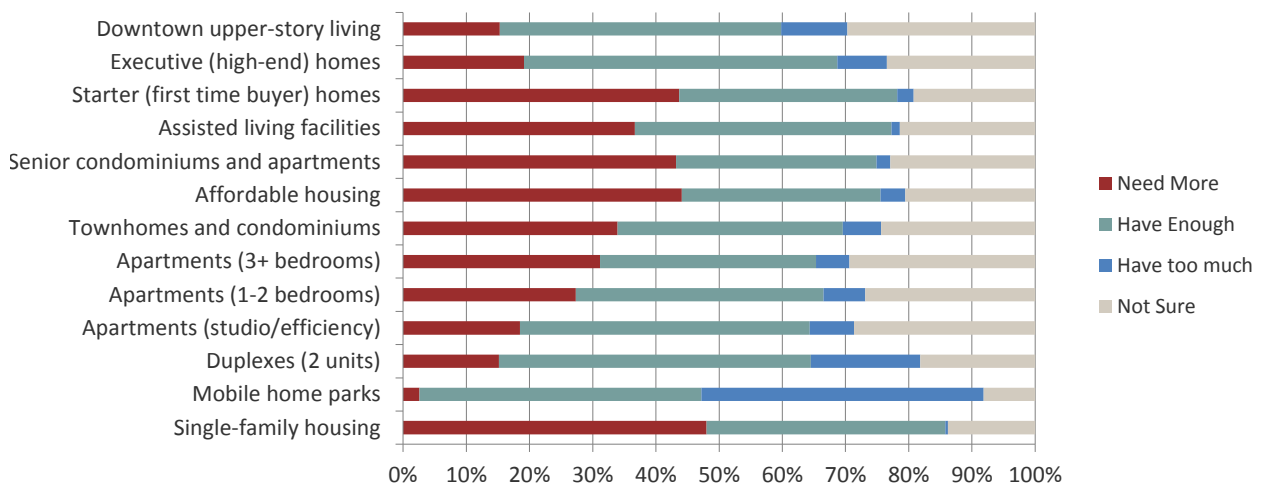
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for existing neighborhoods experiencing redevelopment pressure, to proactively determine how varied housing types and uses can be appropriately integrated into the neighborhood, and to establish a unique identity for each neighborhood.

identified as Rural Lands the City encourages developer to consider the use of conservation subdivision or cluster subdivision developments to minimize fragmentation of agricultural or forested lands.

**Strategy H11.** The development of residential subdivisions is prohibited in areas designated as Rural Lands on the Future Land Use Map. Proposals for residential subdivisions shall require an amendment to the Future Land Use Map to the Rural Residential, Medium or High Density Residential. If subdivision development is proposed in areas

## Q26 PLEASE SHARE YOUR OPINIONS ABOUT THE SUPPLY OF VARIOUS HOUSING TYPES IN THE SPARTA AREA.





# HOUSING

## HOUSING DESIGN STRATEGIES

### Single-Family Residential Developments

**Relationship among Buildings:** Buildings within a neighborhood should be both cohesive and varied. Consider the following techniques:

**A.** Homes along a street should utilize similar setbacks to establish a consistent “street wall.”

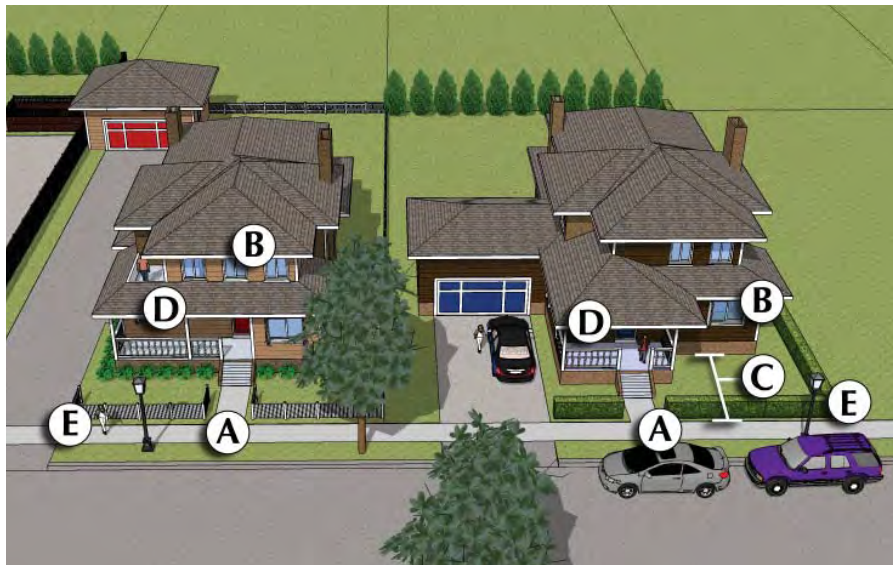
**B.** Home sizes may vary along a street, but should utilize design techniques such as similar roof line heights and deeper setbacks for portions of wider houses to minimize apparent size variations.

**C.** The mix of architectural themes or styles should generally be consistent within a neighborhood, but repeated use of identical floor plans or colors is strongly discouraged, especially for adjacent buildings.

**Relationship to the Street:** Buildings should be designed to establish visual physical connections between the public realm of the street and the private realm of the home, with layers of increasingly private space in between. Consider the following techniques:

**A.** Building setbacks will vary according to building type and lot size but should generally not exceed 30 feet.

Figure 2.1 Single-Family Design Strategies



This graphic illustrates how a single-family homes can use varying techniques to create a relationship with the street (see text for technique descriptions)

**B.** Incorporate covered front porch or at least a raised stoop, preferably covered.

**C.** Utilize low fences, hedges or other landscaping to establish a layer of privacy behind the sidewalk.

**D.** Consider garage location and scale to avoid a “garage-scape” street appearance.

### Multi-Family Residential Developments

**Relationship among Buildings and Streets:** Buildings within a neighborhood or within a single development should be both cohesive and varied:

**A.** The front door should face the street and there should be a clear route to the door from the street or sidewalk.

**B.** The mix of architectural themes or styles should generally be consistent within a neighborhood or development, but there should be variation in floor plan, facade





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design, and color choice to avoid monotony. There should be windows on the street facade.

**C.** Building setbacks will vary according to building type and lot size but should generally not exceed 30 feet. When adjacent to lower density residential buildings, larger buildings should incorporate strategies to minimize the apparent size of the building, including flat roofs instead of pitched roofs, deeper setbacks for upper stories, and/ or variation in the depth of the setback along the building facade

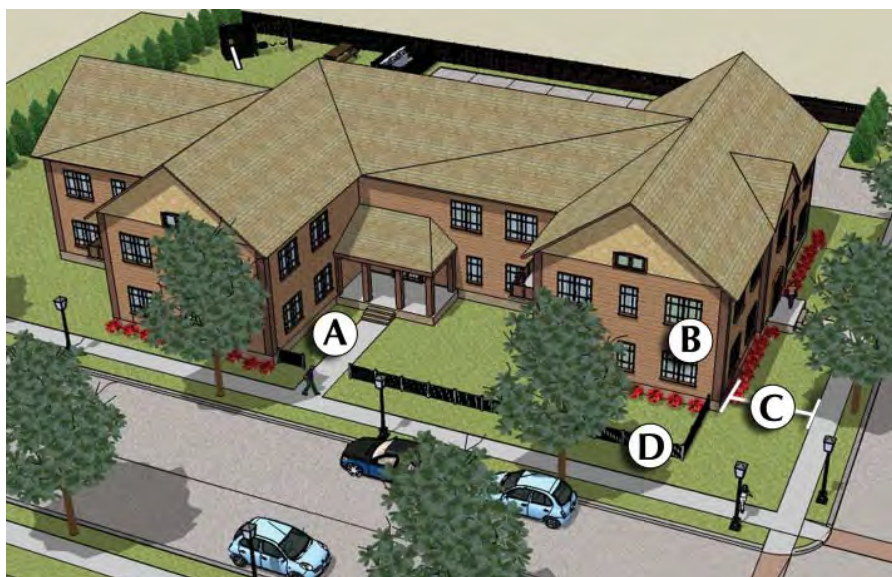
**D.** Utilize low fences, hedges or other landscaping to establish a layer of privacy behind the sidewalk.

**Garages:** Street-facing garage doors should be avoided whenever possible. When necessary, street facing garages should be set back at least 10 feet behind the front facade of the building. The use of underground parking is encouraged as a component of the development.

**Common Open Space:** Provide gardens, lawn areas and playgrounds to serve the needs of residents.

**Service Areas:** Trash and recycling containers, street-level mechanical, rooftop mechanical and outdoor storage, should be located and/ or screened so they are not visible from the public street. Screening should be compatible with building architecture and other site features.

Figure 2.2 Multi-Family Design Strategies



This graphic illustrates how a multi-family building can use varying techniques to create a relationship with the street (see text for technique descriptions)

(Refer to Figure 2.8 Lighting and Service Area Design Strategies)

**Landscaping:** Provide generous landscaping with an emphasis on native plant species, especially along street frontages. For High Density developments use trees and low shrubs in and around parking areas to partially obscure views of parking while retaining visual connections to maintain personal safety.

**Lighting:** Exterior lights should be full-cut off fixtures that are directed to the ground to minimize glare, light trespass and pollution. Limited up lighting is acceptable

for architectural accentuation, flag lighting and to highlight key civic features (e.g. church steeples, etc.). (Refer to Figure 2.8 Lighting and Service Area Design Strategies).



# MOBILITY & TRANSPORTATION

## GOAL

Sparta will provide a safe, efficient, multi-modal and well maintained transportation network.

## OBJECTIVES

**Objective MT1.** The Sparta street network will safely balance the needs of all users. The City will manage access and design of transportation network in order to effectively maintain the safety and functional integrity of the City streets for all users.

**Objective MT2.** Biking and walking in Sparta will continue to be safe, enjoyable and efficient. Sparta will maintain its commitment to being the Bicycle Capital of America through transportation infrastructure improvements.

**Objective MT3.** Maintain and enhance access to other modes of transportation including rail, bus and Sparta Airport facilities.

**Objective MT4.** The efficiency and function of freight and commercial transportation systems will continue to improve.

**Objective MT5.** Maintain the local transportation network at a level of service desired by residents and businesses.

**Objective MT6.** Local transportation systems will be well coordinated with regional systems and investments.

## STRATEGIES

**Strategy MT1.** The City encourages a connected, flexible street grid that promotes Complete Street principles and Safe Routes to Schools. New roads shall be built according to City standards and inspected before accepted for dedication. The City will continue to map the preferred routes and connection points for major streets and recreational trails in growth areas and will ensure adequate and appropriate right-of-way dedication as land is platted. The City will utilize its official mapping powers to coordinate long-term facility planning in the City and surrounding extraterritorial area.

**Strategy MT2.** When considering new development proposals the City may require intergovernmental agreements that define the responsibilities of the City, the developer and neighboring jurisdictions regarding any required improvements to City streets and funding of such improvements. The City may also require that the property owner, or their agent, fund the preparation of a traffic impact analysis by an independent professional prior to approving new development. Where appropriate, the City may designate weight restrictions and truck routes to protect local streets and improve traffic flow.

**Strategy MT3.** The City will work with property owners to create a local bicycle loop (using on- and off-road facilities) to connect important sites

within the City (e.g. parks, public facilities, retail areas) to regional trails. New developments, and redevelopment, shall be designed to connect to adjacent developments through sidewalk installation and/or recreational trails. The City will continue to encourage sidewalk installation where gaps are present.

**Strategy MT4.** The City will maintain a Capital Improvement Plan to plan for the annual construction and maintenance of roads and other transportation facilities. Annual transportation investments should include funding for both traditional road improvements and alternative transportation modes such as bike trails, sidewalks, rail, bus and air facilities.

**Strategy MT5.** The City will work with representatives from the WisDOT and Monroe County to raise awareness of local concerns when State and County highways in the area are slated for improvement. The City will coordinate improvements to adjacent local roads, when appropriate. New private access points on to state highways should be avoided when possible, particularly those intended to serve only one property.

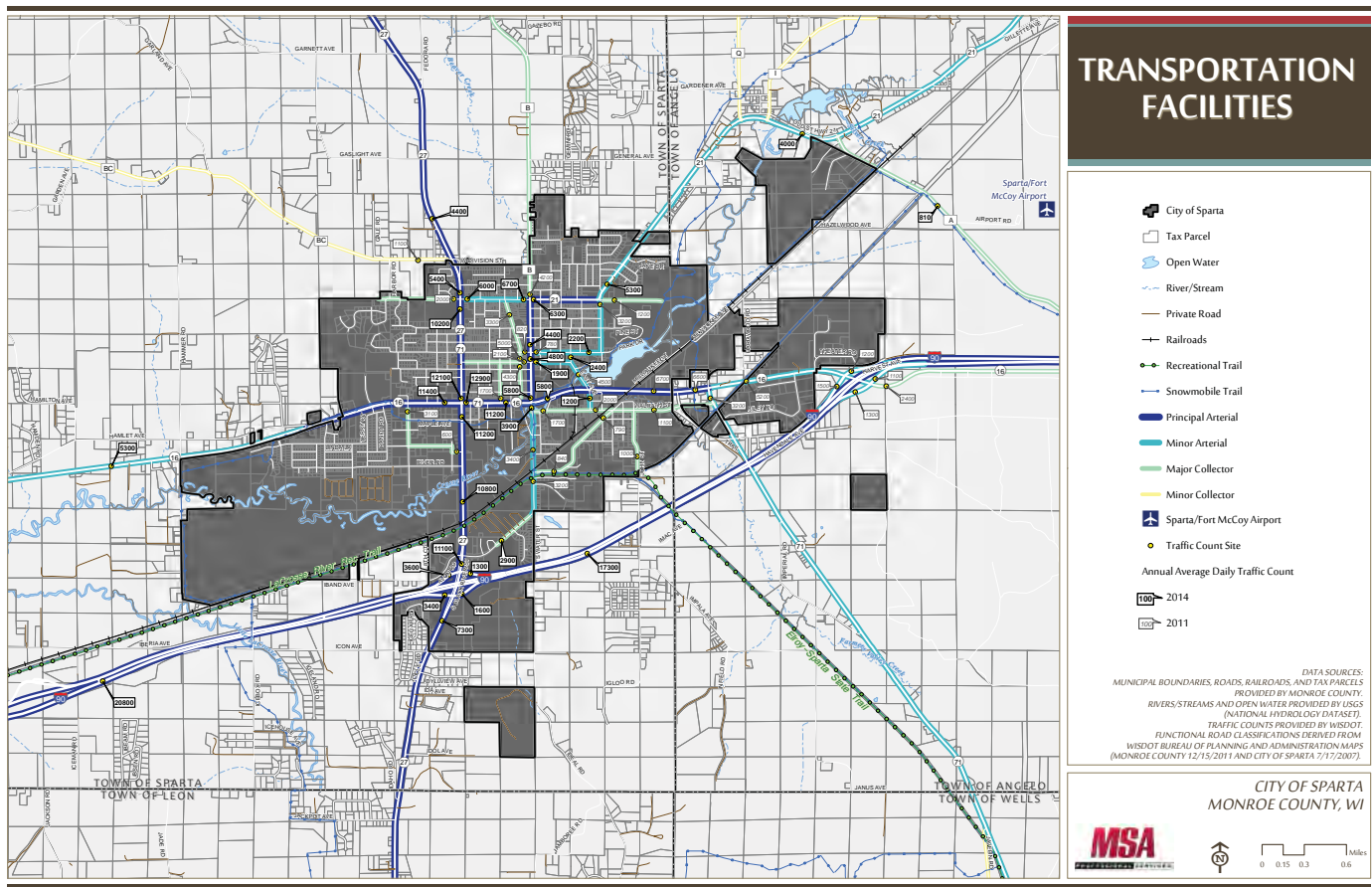
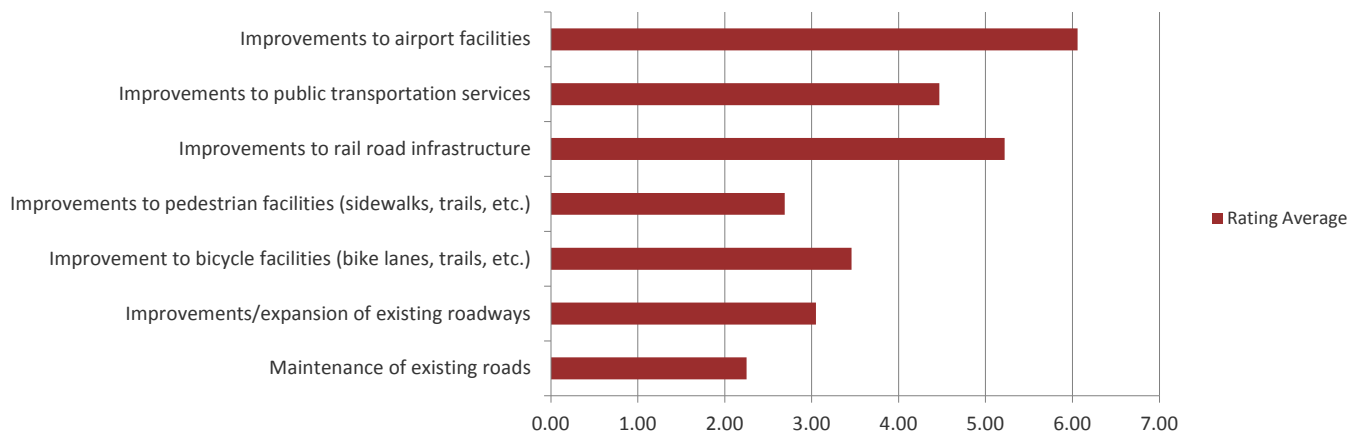
**Strategy MT6.** The City will work with the Town of Angelo and Town of Sparta to plan, construct and maintain those roadways that cross jurisdictions, including cost sharing where appropriate.





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## Q16 PLEASE RANK THE IMPORTANCE OF THE FOLLOWING TRANSPORTATION INVESTMENTS OVER THE NEXT 10 YEARS WITH “1” BEING MOST IMPORTANT?





# ECONOMIC PROSPERITY

## GOAL

Retain, expand, create and attract businesses that strengthen and diversity the local economy, grow the tax base and enhance employee wages and benefits.

## OBJECTIVES

**Objective EP1.** Sparta will focus on our existing assets, infrastructure, and location to build a resilient local economy.

**Objective EP2.** Sparta will have both land (space) and incentive tools to support business expansion, creation, and attraction.

**Objective EP3.** Downtown Sparta will be economically robust.

**Objective EP4.** Existing Sparta businesses will retain and expand employment.

**Objective EP5.** Sparta's tourism and destination travel industry will continue to grow.

**Objective EP6.** Sparta's retail sector will continue to expand and diversify thereby reducing leakage, increasing consumer choices, and enhancing the quality of life of the community.

**Objective EP7.** The per capita, median family and median household income for Sparta will increase as a percentage of County and State averages. The percentage of families living below the poverty line will also decrease.

**Objective EP8.** Economic development costs and benefits will be coordinated within the region and through public and private partnerships.

**Objective EP9.** Continue to capitalize on the regional bicycle trails and encourage tourism related development.

## STRATEGIES

**Strategy EP1.** Entrepreneurism and business growth will be enthusiastically and continuously supported in Sparta. The City will actively monitor policies to ensure that Sparta is a development-friendly community. The City supports the idea of public-private partnerships and will work proactively with private business and landowners to facilitate investment in the community.

**Strategy EP2.** The City's economic development strategy is to first focus on maintaining existing jobs and businesses (Maintain What We Have); second to expand existing businesses (Grow Our Own); third to create and attract businesses that complement existing businesses and regional assets (Create an Economic Development Cluster/Synergy); and fourth to create and attract new industries to the region (Diversify to become more Resilient).

**Strategy EP3.** The City will strategically plan areas for freight intensive business developments near existing and planned transportation facilities such as

Interstate access ramps, arterial roadways, the railroad, and airport. The City requires industrial or commercial businesses that generate large volumes of traffic or wastewater, or have a high water demand to locate where a full range of compatible utilities, services, roads, and other infrastructure is available to adequately support such developments.

**Strategy EP4.** The City may offer incentives such as grants, low interest loans, low cost land sales, public infrastructure improvements, and tax increment financing to encourage economic development. Financial incentives generally should not play a major role in development projects that relocate retail business from neighboring communities, involve only residential uses, result in the development of active/prime agricultural land, do not result in higher paying jobs with benefits, or involve companies with a poor history of environmental stewardship and community involvement.

**Strategy EP5.** The City may consider the use of public land acquisition to expand the industrial and commercial tax base of Sparta.

**Strategy EP6.** The City will work with private landowners and State agencies to clean up contaminated or blighted sites that threaten the public health, safety and welfare and to redevelop these sites to productive uses.





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**Strategy EP7.** The City promotes its Downtown as a compact, pedestrian-oriented business district that supports retail, office, housing, institutional and recreational uses. The City will work to develop a cohesive and attractive “feel” to the Downtown through unique streetscaping, signage, lighting, branding, outdoor art, and other public infrastructure improvements.

**Strategy EP8.** The City supports home occupations and home-based businesses in residential districts as a means to enhance residents’ income opportunities, increase local employment, and foster business creation and

entrepreneurship. However, activities that alter the residential character of the neighborhood, such as objectionable changes in traffic, noise, odor, light, or appearance of the home and property, will not be permitted.

**Strategy EP9.** The City supports the development of farm-based businesses and cottage industries within its boundaries and extraterritorial area to support farm families and enhance the agricultural economy and identity of the area.

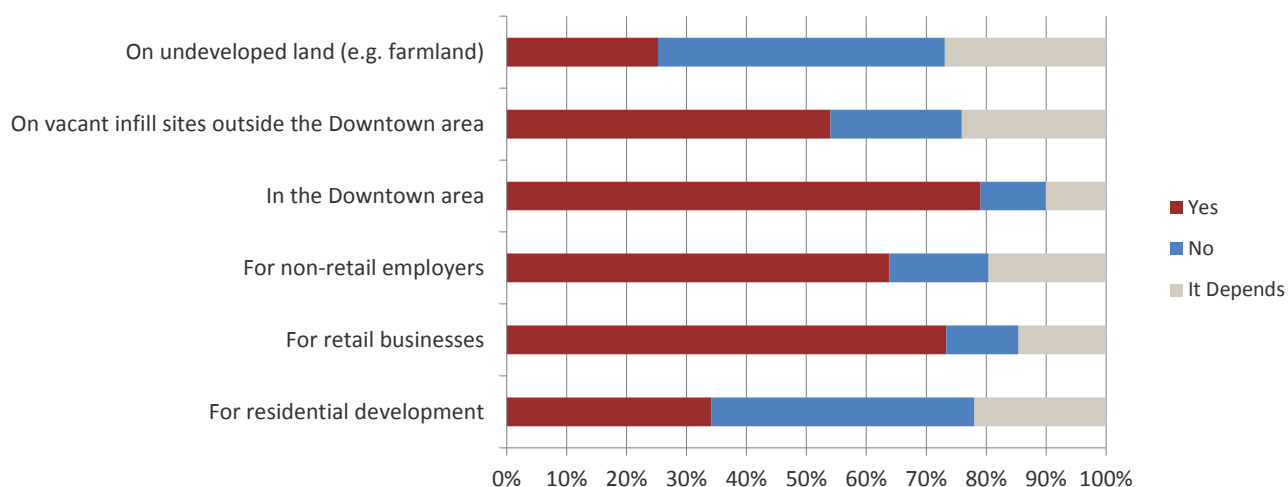
**Strategy EP10.** The City will collaborate with the Chamber of Commerce, Monroe County, Fort

McCoy, neighboring municipalities, and other economic development organizations to promote economic prosperity for the Sparta region. The City and its partners will promote local businesses, products, and community festivals in promotional materials.

**Strategy EP11.** Urban services will be required for all new business development in the City, including municipal water, wastewater, and stormwater management systems.

**Strategy EP12.** Retail commercial areas should generally be served by a contiguous sidewalk network and safe bike routes.

## Q20 SHOULD THE CITY OFFER FINANCIAL INCENTIVES TO ENCOURAGE PRIVATE SECTOR DEVELOPMENT AND INVESTMENT?





## ECONOMIC PROSPERITY

**Strategy EP13.** The City encourages and supports investment in older industrial and commercial uses and sites in existing neighborhoods. Older business sites with dilapidated buildings should be targeted for redevelopment into new business or residential uses through the use of all economic development tools at the City's disposal.

### DESIGN STRATEGIES

The City encourages for all business development projects the use of design strategies that will maintain property values over time and cohesive, aesthetically pleasing developments. This section offers different strategies for Downtown Mixed Use, Rural Commercial, Commercial, Industrial and Business Parks. Many of the design strategies identified can be applied to multiple land use categories. Where there is overlap, strategies were condensed and placed at the end of this section under "Universal Commercial and Business Park Design Strategies."

#### **Downtown Mixed Use Developments**

**Design Context and Architectural Character:** New buildings should fit their context.

The City encourages all new development, or exterior site and building renovations, in the downtown area to maintain the urban fabric and character. New buildings should fit their context by including the following techniques:

**A.** The surrounding context, especially adjacent buildings, should always be documented and considered before design begins. City reviewers should require photos of this context during the review process.

**B.** Buildings should incorporate architectural elements that provide visual interest and human scale, such as differentiation of the ground floor level, awnings or canopies over entrances, etc.

**C.** It is not necessary to replicate historic architectural styles with new buildings, but there should be some consistency of the scale and rhythm of design features, such as windows and floor heights, that help fit a new building within a block of older buildings.

**D.** Building materials should be consistent with other nearby buildings. Brick and stone are strongly encouraged in most parts of downtown, but other quality, long-lasting materials may be appropriate in some places.

**E.** Building design and signage should incorporate small accents that celebrate the City's history (e.g. Ben Biking), culture, and industries.

**Building Height:** Multi-story buildings are strongly encouraged on all downtown sites.

**Relationship to the Street:** Buildings and sites should be designed to establish visual and physical

connections between the public realm of the street and the private realm of the building. Consider the following techniques (see Figure 2.3):

**A.** In most cases there should be no setback from the sidewalk, though occasional partial setbacks to create usable space, as for an outdoor seating area, are acceptable. Shallow setbacks may be permissible for properties that do not have shared side walls with adjacent properties.

**B.** The front door should face the primary street.

**C.** There should be clear vision windows on the street facade. Retail and service spaces should have large, clear windows that provide good visual connection between the building interior and the sidewalk.

**Garages:** Street-facing garage doors should be avoided whenever possible.

**Parking:** Front yard parking should be avoided. Sideyard parking should be separated from the sidewalk by a low fence or landscape buffer to partially obscure views of parking while retaining visual connections to maintain personal safety. (Refer to Figure 2.4)

**Landscaping:** In places where the building does not have a zero front setback, hardscape improvements and native plants should be used to provide visual interest





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# DOWNTOWN MIXED USE

## DESIGN STRATEGIES

Figure 2.3 Downtown Design Strategies



**S**treet side outdoor seating area.



**R**aised planting bed areas help define space, provide visual interest and beauty.



**W**all mounted store signage, pedestrian scale.



**M**onument sign with decorative wall and planter at pedestrian scale.



**C**ustom projection panel signage



**A**wning signage adds architectural interest and satisfies several design strategies, including pedestrian scaled signage and building projections, varied materials.



## ECONOMIC PROSPERITY

and a comfortable pedestrian environment.

**Signs:** Signs should be pedestrian-scaled. Desired sign types include building-mounted, window, projecting, monument and awning. Signs should not be excessive in height or square footage. (Refer to Figure 2.4)

### Commercial Developments

Commercial (C) areas are intended for retail, service, and office uses that serve neighborhood, community and regional markets. Examples include large retail and service businesses, offices, clinics and health care facilities, hotels, restaurants and entertainment businesses, storage, and automobile sales and services. The type and size of use will be determined by location and market forces.

**Relationship to the Street:** The building should be designed such that the primary building facade is oriented towards the street (toward the larger street on corner lots).

**Signs:** Signs should be not larger or taller than necessary based on the context of the site, and within the limits established by the City's Zoning Code. (Refer to Figure 2.5 & Figure 2.6)

Highway commercial: desired sign types include building-mounted, monument.

Neighborhood commercial: desired sign types include building-mounted, window, projecting, monument and awning.

**Parking:** The use of exclusive front yard parking should be avoided; side yard and rear yard parking for both employees and customers is encouraged. Shared parking and access between properties is encouraged to minimize curb cuts and make more efficient use of land and paved surfaces. Landscaping and trees should be incorporated into all surface parking areas to improve aesthetic and environmental performance. Vegetative buffers should be provided between pedestrian

circulation routes and vehicular parking/circulation. Access drive lanes should be separated from parking stalls to reduce congestion and should have adequate throat depths to allow for proper vehicle stacking. (Refer to Figure 2.4)

### Business Park Developments

**Building Entrances:** Building entrances should utilize architectural features that make them easy to find and which provide some measure of protection from the elements immediately in front of the door.

**Signs:** Signs should be not larger or taller than necessary based on the context of the site, and within

Figure 2.4 Commercial Design Strategies



The above concept illustrates shared parking between two developments connected by an access drive, and includes vegetative buffers along all pedestrian routes.





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# COMMERCIAL

## DESIGN STRATEGIES

Figure 2.5 Commercial Design Strategies



**D**ecorative wall and landscaping separating adjacent uses from parking lot.



**L**andscaped edge separating the sidewalk from the parking lot.



**N**ative planting medians and islands serve a stormwater function while beautifying the parking lot.



**W**ell designed parking lots have separate pedestrian circulation and complete landscapes.



**A**wnings help define building entrances, generate intrigue and visual interest.



**C**anopies and architectural entry features help define building entries by creating visual interest along the street frontage.



## ECONOMIC PROSPERITY

the limits established by the City's Zoning Code. Common directory signs at business park entrances and a common style or format for all sites are encouraged. (Refer to Figure 2.6)

**Parking:** The use of exclusive front yard parking should be avoided; side yard and rear yard parking for both employees and customers is encouraged. Shared parking among neighboring sites is encouraged to make more efficient use of land and paved surfaces. Vegetative buffers should be provided in parking lots between pedestrian circulation routes and vehicular parking/circulation. Access drive lanes should be separated from parking stalls to reduce congestion and should have adequate throat depths to allow for proper vehicle stacking. (Refer to Figure 2.4)

### UNIVERSAL COMMERCIAL, INDUSTRIAL AND BUSINESS PARK DESIGN STRATEGIES

The city encourages all business areas (Rural Commercial, Downtown Mixed Use, Commercial, Industrial and Business Parks) to use design strategies that will maintain property values over time. The follow categories are universal to commercial and business park design.

**Relationship to the Street:** The building should be designed such that the primary building facade is

oriented towards the street (toward the larger street on corner lots) and should have a clear public entrance and pedestrian connectivity to existing or planned sidewalk facilities.

**Architectural Character:** The building should be designed using architectural elements that provide visual interest and a human scale that relates to the surrounding neighborhood context.

**Building Materials:** The building should be constructed of high quality, long lasting finish materials, especially along prominent facades with frequent customer traffic.

**Building Projections:** Canopies, awnings, and/or gable-roof projections should be provided along facades that give access to the building.

**Landscaping:** Generous landscaping should be provided with an emphasis on native plant species. Landscaping should be installed along street frontages, between incompatible land uses, along parking areas, and in islands of larger parking lots. Use trees and low bushes in and around parking areas to partially obscure views of parking while retaining visual connections to maintain personal safety.

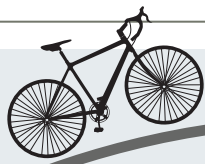
**Lighting:** Exterior lights should be full-cut-off fixtures that are directed to the ground to minimize glare and light pollution, and

especially to avoid light trespass to any nearby residential property. Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key civic features (e.g. church steeples). (Refer to Figure 2.7)

**Stormwater:** Rain gardens, bio-retention basins, permeable pavement and other stormwater management technologies should be utilized to filter pollutants and infiltrate runoff. (Refer to Figure 2.8)

**Service Areas:** Trash and recycling containers, street-level mechanical, rooftop mechanical, outdoor storage, and loading docks should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features. (Refer to Figure 2.7)





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# BUSINESS PARK

## DESIGN STRATEGIES

Figure 2.6 Business Park Design Strategies



**D**efined building entrance with red awning.



**B**uilding entrance defined by arching glass facade and canopy.



**C**entral building entrance enhanced by building articulation changes and over hang awning.



**M**asonry, LED lit business park tenant list directory sign.



**S**tandard business park tenant directory list sign.



**L**ogo incorporated business park tenant directory sign.



# ECONOMIC PROSPERITY

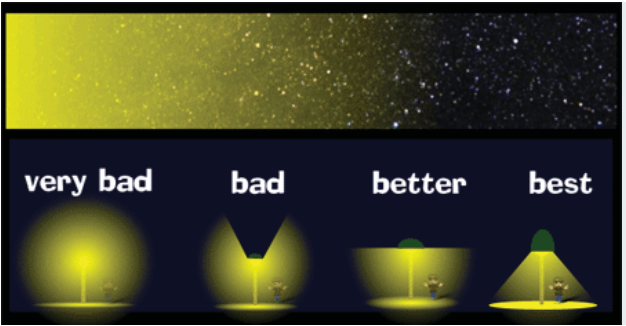
## LIGHTING AND SERVICE AREAS

### DESIGN STRATEGIES

Figure 2.7 Lighting and Service Area Design Strategies

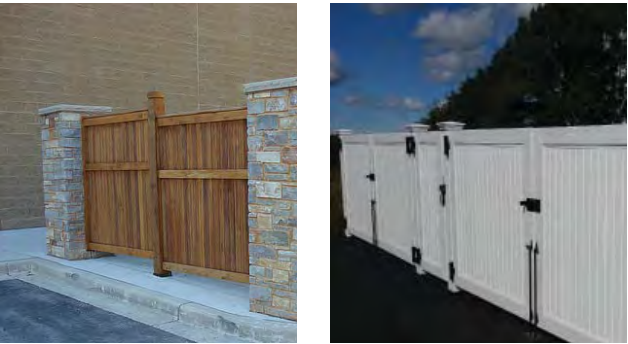
Lighting

Lighting plays a role in safety, comfort and design aesthetic. This exhibit illustrates the differences in light fixture cut off and light pollution associated.



Service Area Enclosure

Decorative enclosures screen and hide unsightly and smelly dumpster and recycling receptacles from view.







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# STORMWATER

## DESIGN STRATEGIES

Figure 2.8 Stormwater Design Strategies



**B**io-infiltration trenches, planting areas in and around parking lots, filter, store and infiltrate water.



**P**ermeable asphalt, provides an alternative to traditional, less permeable asphalt.



**D**ecorative and permeable paving parking lot.



**R**ain gardens of all sizes can help collect, filter and infiltrate stormwater run off while attracting wildlife and natural beauty.



**I**nfiltration planters separating a public sidewalk and street.



**P**lanter terrace/parkways can collect run off prior to entering into the stormwater system.



# AGRICULTURAL & NATURAL RESOURCES

## GOAL

Reinforce the character of the City and surrounding landscape by preserving productive agricultural lands and activities, rural vistas and natural areas.

## OBJECTIVES

**Objective ANC1.** Preserve the region’s productive agricultural resources and heritage.

**Objective ANC2.** Protect, improve and sustain the areas natural resources.

**Objective ANC3.** Maintain and improve the water quality of Perch Lake.

## STRATEGIES

**Strategy ANC1.** The City will discourage the development of prime agricultural areas for nonagricultural uses, particularly when viable alternative sites exist or when such sites are not proposed for annexation to the City for higher density uses. Alternative development techniques such as conservation or cluster development may be permissible to limit development of prime agricultural lands (Refer to Figure 2.9).

**Strategy ANC2.** The City will explore ways of creating and supporting community gardens, greenhouses, farmers markets, food pantries and other similarly community based food product alternatives.

**Strategy ANC3.** The City encourages efforts by local institutions with large food services responsibilities, such as schools, hospitals, etc. to seek local food procurements options.

**Strategy ANC4.** The City will plan for a connected greenway system in which parks and opens spaces are linked and offer connected ecological habitats.

**Strategy ANC5.** The City will support and encourage educational programming targeted at preservation and appreciation of the environment.

**Strategy ANC6.** The City promotes the conservation of the urban forest and will require urban streets, parking lots and other hardscapes to be enhanced with native vegetation.

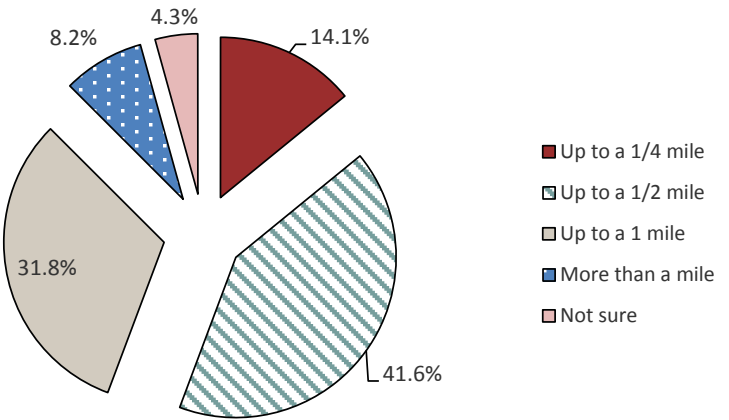
**Strategy ANC7.** The City will use its zoning and subdivision powers to preserve waterways, shorelines, wetlands, steep slopes and floodplain areas within the City’s extraterritorial area.

**Strategy ANC8.** The City will seek to reduce non-point and point source pollution to Perch Lake and local streams through best management practices.

**Strategy ANC9.** The City will seek to provide neighborhood parks and playgrounds within safe walking distance of all residential neighborhoods.

**Strategy ANC10.** Areas identified as Park and Recreation on the Future Land Use Map should be preserved for passive and active recreational uses. Some stormwater management or other utility/institutional uses (e.g. water towers, recreational-based building/facilities) maybe located within these areas.

## Q14 ASSUMING A SAFE ROUTE, WHAT DO YOU CONSIDER A REASONABLE DISTANCE TO WALK TO A PARK?







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# CONSERVATION

## DESIGN STRATEGIES

Figure 2.9 Conservation Design Strategies for Rural Residential Neighborhoods

### Discouraged Layout

Placing the property in the center of the parcel (property) fragments the side and productive agricultural lands.



Discouraged Layout

### Desired Layout Options

Placing the property at the corner of the parcel (property) maximizes productive agricultural land.



Desirable Layout #1



Desirable Layout #2

### Conservation Development

Conservation development layout example: Emphasis on minimal roadways with a large amount of conserved land for public use.





# COMMUNITY FACILITIES & SERVICES

## GOAL

Maintain reliable and high quality services, utilities and facilities.

## OBJECTIVES

**Objective CFS1.** Ensure that public/private utilities and facilities are constructed and maintained according to professional and governmental standards to protect the public health, minimize disruption to the natural environment and to reinforce the traditional character of the City.

**Objective CFS2.** Monitor satisfaction with public and private utility and service providers, and seek adjustments as necessary to maintain adequate service levels.

**Objective CFS3.** Ensure that public facilities and services continue to meet the needs of residents and businesses, especially as new development increases demand for those facilities and services.

**Objective CFS4.** Mitigate the risk of impacts before a disaster, protect residents and assets as best as possible during a disaster, and successfully recover from disasters.

**Objective CFS5.** Maintain financial practices that allow the most efficient and effective use of tax dollars.

## STRATEGIES

**Strategy CFS1. Storm Sewer** The City encourages logical, cost-efficient expansion of sanitary sewer to serve

compact development patterns. The City will plan for sewer extensions on a system basis, rather than as a series of individual projects and will require that developers locate and size utilities with enough capacity to serve adjacent future growth.

**Strategy CFS2. Water Supply-** The City will monitor the quality and quantity of water pumped from City wells to ensure the needs of the community are met in terms of health and sustainability. The City encourages programs and development techniques that support water conservation and both groundwater protection and recharge.

**Strategy CFS3. Utility Services and Extensions-** Utilities and municipal services will be provided in accordance with development needs and the comprehensive plan. New utilities and municipal infrastructure will not represent an unreasonable cost to the City - development will pay its fair share. The City generally requires all development that relies on municipal services to be located within Sparta's corporate limits unless a boundary or developer's agreement has been executed. Non-farm development not served by public sanitary sewer and water is discouraged within areas planned for City growth, except as approved through intergovernmental planning or related agreements, consistent with adopted comprehensive plans, and designed to potentially accommodate the long-term retrofitting of public

services into the development. In areas not served by municipal sewer, the City requires adherence to the Wisconsin Sanitary Code and Monroe County Sanitary Code.

**Strategy CFS4. Stormwater Management-** The City requires that during development planning, and then site construction, natural drainage patterns (i.e. existing drainage corridors, streams, floodplains and wetlands) are preserved and protected. Developers will be responsible for erosion control and stormwater quality and quantity control both during and after site preparation and construction activities in accordance with applicable local, county or state regulations. The City encourages the use of stormwater management devices that improve the quality and reduce the quantity of runoff (e.g. rain gardens, infiltration basins, vegetated swales) in the design of stormwater management plans and a general effort to reduce the amount of impervious surfaces within new or existing developments.

**Strategy CFS5. Solid waste and Recycling-** The City annually reviews levels of service provided by the contracted solid waste disposal and recycling services and will meet with them as necessary to address any concerns raised by residents or local businesses. The City encourages participation in recycling and clean sweep programs for the disposal of hazardous materials.





**Policy CFS6. Parks-** The City will work to meet the recreational needs of its residents, and coordinate City recreation activities through its website. The City will create and maintain a five-year Comprehensive Outdoor Recreation Plan to coordinate and prioritize long-term park and recreation improvements, and to maintain eligibility for park acquisition and improvement grant programs. The City encourages the connectivity of local parks and recreational facilities with regional facilities, via bicycle trails or marked routes on existing roads. The City requires all proposed residential subdivision developments to dedicate land, or pay a fee in lieu thereof, for public parks, recreation and open space acquisition and development (in accordance with State Statute).

**Strategy CFS7. Power Plants, Transmission Lines and Telecommunication Facilities-** The City will work with representatives from the Public Service Commission and energy providers to raise awareness of local concerns during the planning and siting of any major transmission lines, facilities, natural gas lines, wind towers or telecommunication towers. If such facilities are proposed, they should be located in an area safely away from existing or planned residential areas and should avoid environmentally sensitive areas. Underground placement and co-location (or corridor sharing) of utilities is encouraged and the City will investigate the costs of burying utility lines as part of street

reconstruction projects to improve the aesthetics of the community.

**Strategy CFS8. Energy Conservation-** The City supports the efforts of energy providers, government agencies and others, to inform residents about energy conservation measures. The use of energy-efficient materials or designs is highly encouraged for new building construction. The City will consider the use of energy efficient alternatives when upgrading public buildings or equipment.

**Strategy CFS9. Renewable Energy Facilities-** The City will work with energy providers and land owners to support appropriate applications of renewable energy and utilization of on-site distributed energy generation (e.g., solar, wind, geothermal, biomass, solid waste) as a means of protecting the City against future fluctuations in energy costs. The City allows the installation of solar and wind energy systems in accordance with WI State Statute 66.0401.

**Strategy CFS10 Schools-** The City collaborates with the Sparta School District and post-secondary institutions, such as Western Technical College, to provide high quality educational facilities and opportunities for City residents, and will actively participate in the planning and siting of any new school facility in the community or the adaptive reuse of decommissioned school properties. The City will collaborate with area schools to maximize the

community's capital investment in school facilities by making those facilities readily available, as feasible, for other uses that support social interaction and health within the community, such as community meetings, neighborhood festivals, youth and adult sports. The City supports community improvement projects that promote Safe Routes to Schools.

**Strategy CFS11. Libraries-** The City collaborates with the Sparta Public Library to maintain and improve access to public library facilities for City residents.

**Strategy CFS12. Special Needs Facilities-** The City works with Monroe County and adjacent communities to maintain and improve access to special needs facilities (e.g. health care, senior care, etc.) for area residents. The City will collaborate with local non-profits and social service agencies to ensure there are adequate resources for all residents and that service is fair and equitable.

**Strategy CFS13. Emergency Services-** The City works through its Police Department, Fire Department, and Sparta Area Ambulance Service to maintain adequate provision of emergency services (i.e. fire, police, EMS) for City residents and businesses, and will review service provision levels with the appropriate departments/agencies annually. The City encourages opportunities for intergovernmental cooperation on emergency services.



# COMMUNITY FACILITIES & SERVICES

**Strategy CFS14. Hazard-** The City encourages disaster preparedness, including resilient zoning and building practices and materials, establishment of disaster response and recovery plans by the City, families and businesses, and maintenance of emergency kits and supplies as recommended by the Federal Emergency Management Agency (FEMA). When forewarning is possible, the City will strive to keep citizens accurately apprised of the situation and possible outcomes. The City will plan for the effective delivery of emergency services and basic human needs in the event of a disaster. The City will work with non-profits, human services agencies, and emergency management agencies to plan for efficient disaster response that meets the needs of all in the community.

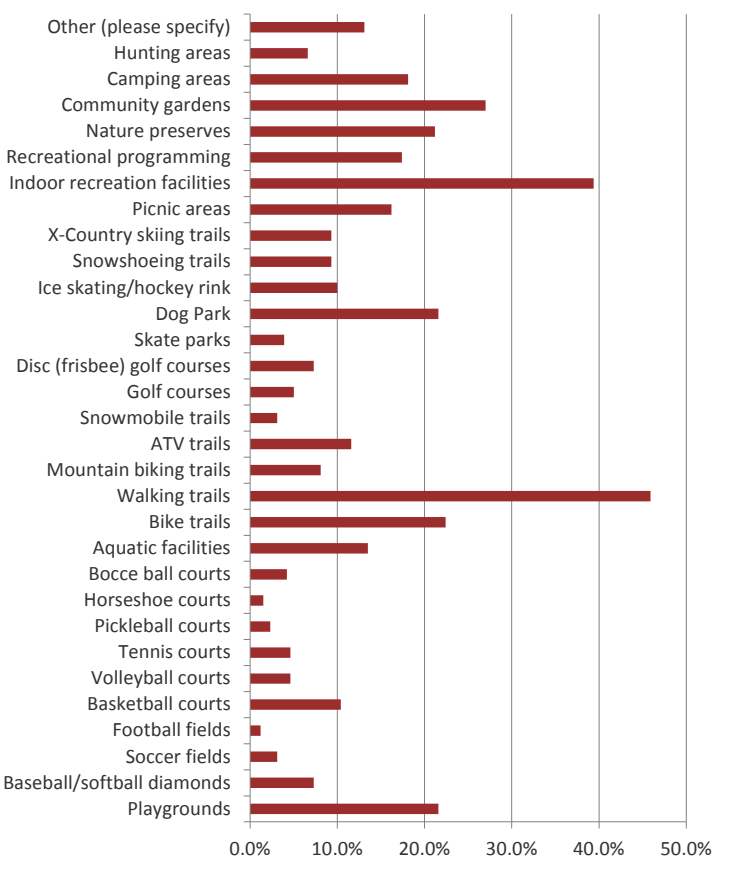
**Strategy CFS15. City Facilities-** The City annually evaluates the condition of the City’s facilities and associated equipment to ensure that it will continue to meet City needs. Upgrades for handicap accessibility will be considered for all City facilities (including parks) whenever changes are made to those facilities. The City will continue to use its Five-Year Capital Improvement Plan to coordinate and prioritize long-term public needs.

**Strategy CF516. City Fees-** The City requires developer agreements or fees to recoup the costs associated with processing, reviewing or inspecting building or land use

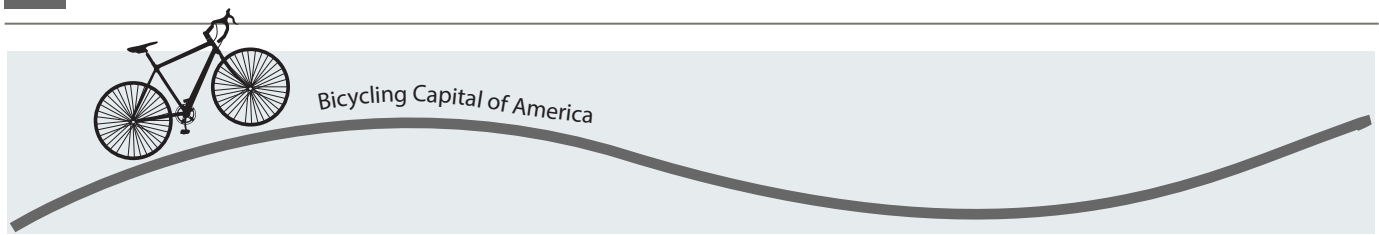
proposals and permits, including pass through fees of consultants hired by the City to perform these services. The City may also assess impact fees to recoup the measurable capital costs necessary to support new developments (in accordance with State Statutes).

**Strategy CFS17. City Finances-** The City will manage the ratio of general obligation debt to overall revenues as appropriate within State requirements.

## Q12 PLEASE INDICATE THE TYPES OF RECREATION AMENITIES THAT YOU WOULD LIKE TO SEE EXPANDED OR IMPROVED IN SPARTA, EITHER BY THE CITY OR OTHER ENTITIES.







## DESIGN STRATEGIES

### **Public & Institutional Developments**

Public & Institutional (PI) areas are intended for churches, schools, cemeteries, art and cultural facilities, local government facilities and other parcels that are owned by a public or quasi-public entity. Park and recreational uses are sometimes a secondary use on these sites.

Decommissioned public properties, such as schools or churches, should be reused or redeveloped in ways compatible with the surrounding neighborhood.

Many public and institutional uses are located in or next to residential areas. The following strategies are intended to mitigate negative impacts on surrounding uses.

**Traffic and Parking:** Parking and driveway access should be designed to minimize the impacts of vehicle headlights, congestion, and aesthetic appearance on the surrounding neighborhood.

Parking lots should be buffered from adjacent residential uses by a landscaping buffer that blocks headlights and the view of parked cars.

**Landscaping:** Generous landscaping should be provided with an emphasis on native plant species. Landscaping should be placed along street frontages, between incompatible land uses, along parking areas, and in islands of larger parking lots. Use trees and low bushes in and around parking areas to partially obscure views of parking while retaining visual connections to maintain personal safety.

**Lighting:** Exterior lights should be full-cut-off fixtures that are directed to the ground to minimize glare and light pollution, and especially to avoid light trespass to nearby residential property. Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key civic features (e.g. church steeples). (See Figure 2.7)

**Stormwater:** Rain gardens, bio-retention basins, permeable pavement and other stormwater management technologies should be utilized to filter pollutants and infiltrate runoff. (See Figure 2.8)

**Service Areas:** Trash and recycling containers, street-level mechanical, rooftop mechanical, outdoor storage, and loading docks should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features. (See Figure 2.7)



# COMMUNITY CHARACTER

## GOAL

Ensure high quality site and building designs within the community to uphold property values, attract new development, and reinforce the character of the city.

## OBJECTIVES

**Objective CC1.** Guide the design of new development such that new development and existing development can coexist in an attractive manner.

**Objective CC2.** Safeguard the City’s architectural, historic, aesthetic, and cultural heritage.

**Objective CC3.** Maintain site and building design guidelines or standards for new development, especially multi-family and commercial developments,

which establishes a small-town, “pedestrian-oriented” environment.

**Objective CC4.** Enhance the aesthetic appearance of the City, especially along access corridors and along community gateways.

## STRATEGIES

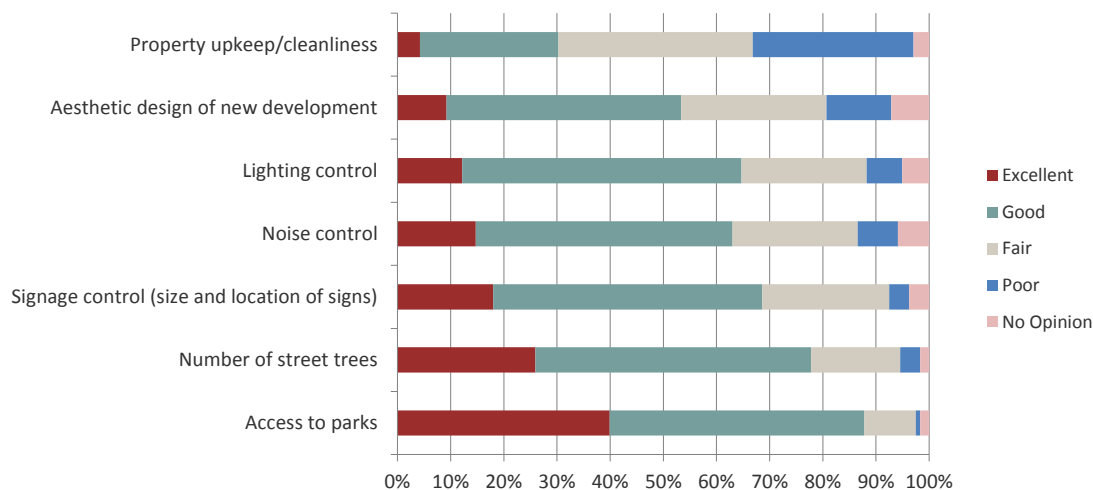
**Strategy CC1. Utilities-** The City desires to bury overhead utilities lines and will evaluate the cost of doing so during street reconstruction projects.

**Strategy CC2. Historic Resources-** The City will preserve and celebrate landmark buildings. Adaptation and reuse of existing structures that have historic architectural character is strongly encouraged, and the City will review and guide adaptations through the design

review process. The City supports community events and programs that celebrate the history and culture of Sparta. The City will ensure that any known cemeteries, human burials or archaeological sites are protected from encroachment by roads or other development activities. Construction activities on a development site shall cease when unidentifiable archaeological artifacts are uncovered during either land preparation or construction. The developer shall notify the City of such discovery.

**Strategy CC3. Context Sensitive Design-** In areas with significant environmentally sensitive resources the City encourages the use of cluster development in and adjacent to the City’s municipal boundary, and conservation subdivision design in rural sections of the Planning

## Q29 HOW DO YOU RATE THE FOLLOWING ASPECTS OF THE CITY OF SPARTA?







Area. Both design practices are alternatives to conventional land division practices, and help to protect the rich natural and agricultural resources of the region. Refer to Figure 2.9 for strategies to assist guiding the design of future cluster or conservation subdivisions.

**Strategy CC4. Single Family Residential-** The City encourages well-designed neighborhoods that reflect aspects of Traditional Neighborhood Design principles. Refer to Figure 2.1 for strategies to assist guiding the design of future single-family residential development.

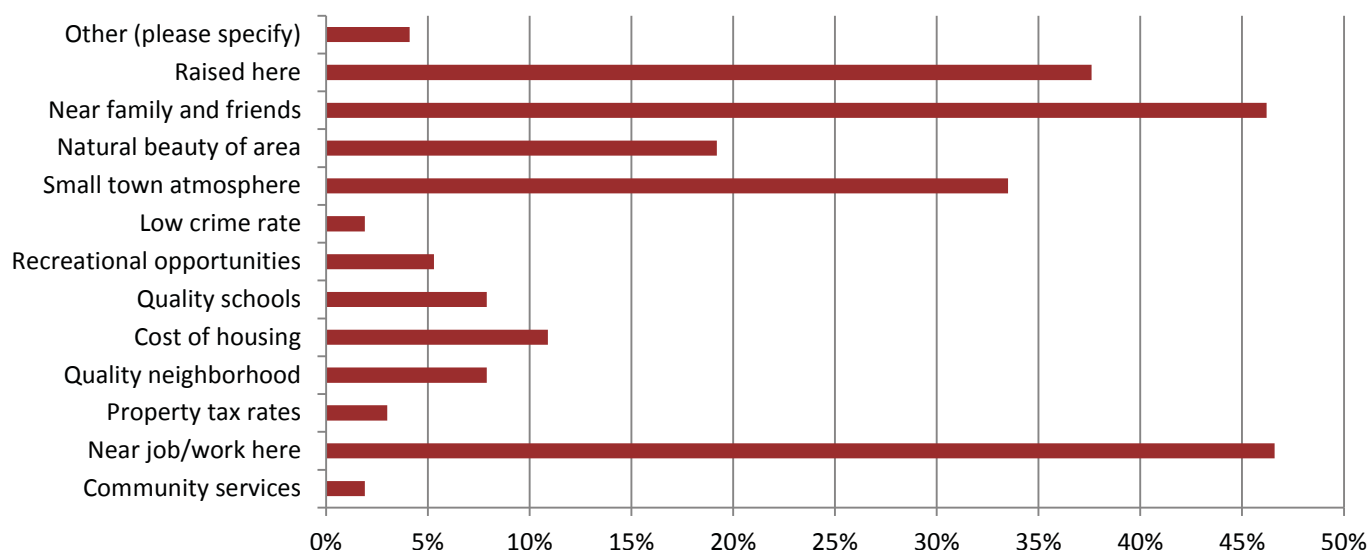
**Strategy CC5. Multi- Family Residential-** The City encourages proposed multi-family housing be designed to blend in with traditional neighborhoods. Refer to Figure 2.2 for strategies to assist guiding the design of future multi-family residential development.

**Strategy CC6. Commerical and Industrial Development-** Commercial and industrial uses provide the City with economic stability and provides goods, services, and jobs for its residents. However, the buildings designed for these uses are often not adaptable for another use after the initial user

leaves. Refer to Figures 2.3-2.8 for strategies to assist guiding the design of future business development.

**Strategy CC7. Public and Institutional Development-** The City encourages proposed public and institutional uses to blend in with existing neighborhoods through proper site and building design. Public and institutional uses should follow many of the same design principals illustrated in Figures 2.3-2.8.

## Q6 WHAT ARE THE MOST IMPORTANT REASONS YOU AND YOUR FAMILY CHOOSE TO LIVE IN THE SPARTA AREA? (SELECT UP TO 3)





# COLLABORATION & PARTNERSHIP

## GOAL

Maintain mutually beneficial relationships and partnerships with neighboring municipalities, Monroe County, State and Federal Agencies, and the schools, colleges and universities serving Sparta residents.

## OBJECTIVES

**Objective CP1** Sparta will think regionally while acting locally.

**Objective CP2.** Reduce costs and improve quality of municipal services through partnerships with neighboring towns and municipalities.

**Objective CP3.** Ensure adequate school facilities by coordinating and communicating growth plans with the Sparta School District.

**Objective CP4.** Communicate clearly with the Town of Angelo, Town of Sparta and Monroe County to establish mutually agreeable development goals and objectives in Sparta's extraterritorial area.

**Objective CP5.** Leverage Western Technical College and University Extension resources to help the City further its planning and economic development interests.

**Objective CP6.** Coordinate tourism promotion with communities along shared regional bicycle trails.

## STRATEGIES

**Strategy CP1.** The City encourages an efficient and compatible land use pattern that minimizes conflicts between land uses across municipal boundaries and preserves natural resources in mutually agreed areas. To the extent possible, the City will coordinate its Comprehensive Plan with Monroe County's, the Town of Angelo's, and Town of Sparta's Comprehensive Plan.

**Strategy CP2.** Where intergovernmental cooperation efforts do not yield mutually agreeable results, the City may utilize its zoning, subdivision, official mapping and extraterritorial zoning and plat review powers where necessary to protect City interests and coordinate development in the Planning Area with the City's Comprehensive Plan.

**Strategy CP3.** Prior to the adoption of the Sparta Comprehensive Plan, and for subsequent updates, the City will request comments from Sparta School District officials, neighboring municipalities, and Monroe County.

**Strategy CP4.** The City will actively participate, review, monitor, and comment on pending plans from neighboring municipalities, Monroe County, and State or Federal agencies on land use or planning activities that would affect Sparta.

**Strategy CP5.** The City will continue to work with neighboring municipalities and Monroe County

to identify opportunities for shared services or other cooperative planning efforts. This may include, for example, shared municipal facilities, sharing recreation facilities and street maintenance equipment from neighboring municipalities.

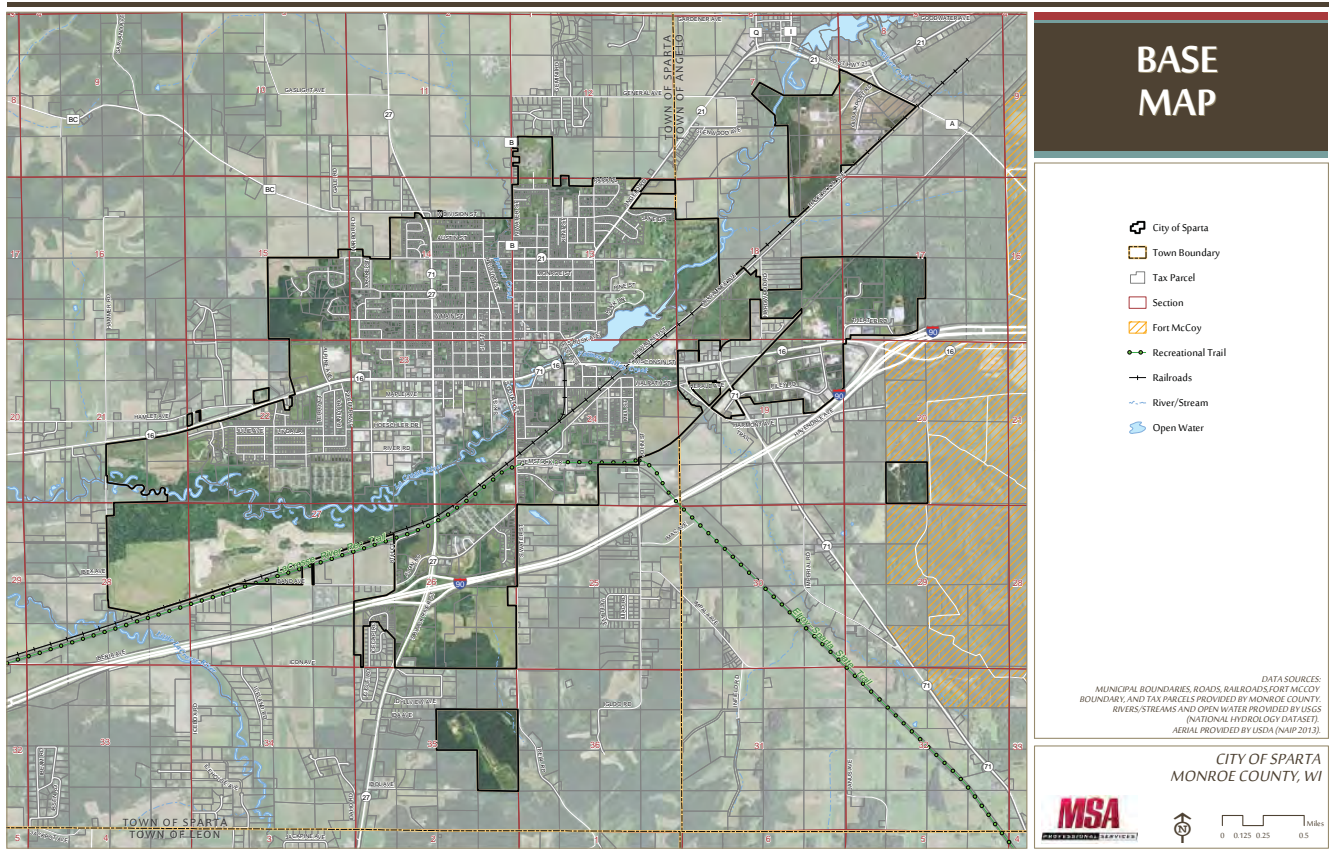
**Strategy CP6.** Maintain Extraterritorial Zoning with the towns of Sparta and Angelo. Coordinate City long-range planning and land use regulations of this plan with the City's Extraterritorial Zoning Ordinance.

**Strategy CP7.** Continue to coordinate with leadership from Fort McCoy to ensure mutually beneficial relationships. For example, long-term use and improvements to Sparta/Fort McCoy Airport and coordinating the housing needs of military personnel.





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# LAND USE

## GOAL

Sparta will have an adequate supply of municipal serviced land to accommodate growth, in residential, commercial and industrial uses, located in appropriate places.

## OBJECTIVES

**Objective LU1.** The supply of land to accommodate new development will be adequate to satisfy local demand and projected needs.

**Objective LU2.** The City’s growth areas will be protected from development incompatible with City growth.

**Objective LU3.** Development will use land, utilities, and community services as efficiently as possible.

**Objective LU4.** Development and redevelopment in existing developed areas and growth areas will establish or enhance neighborhoods.

## STRATEGIES

**Strategy LU1.** The City will work to ensure availability of appropriately zoned land for various types of development, recognizing that an efficient market requires a choice of multiple suitable sites.

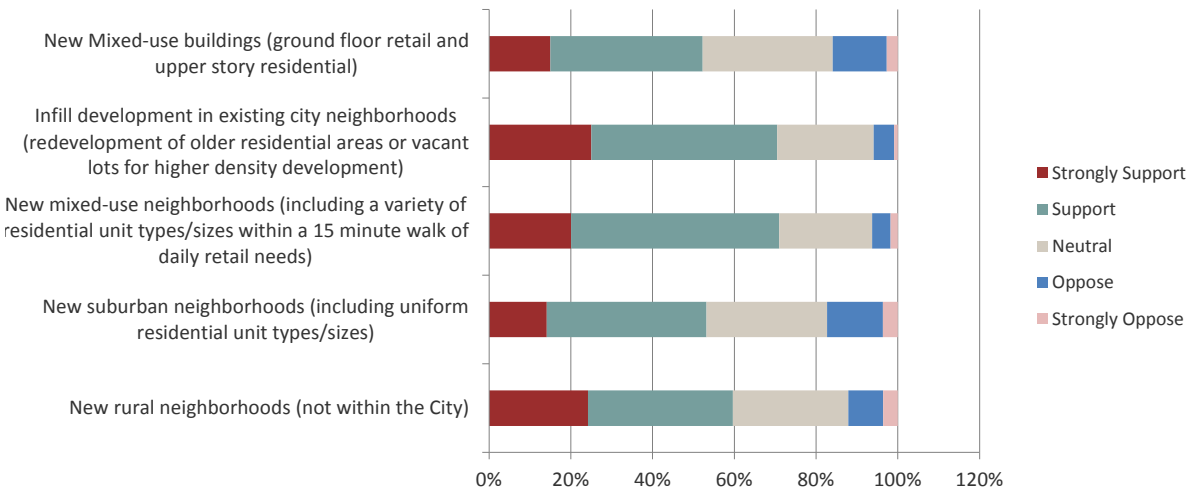
**Strategy LU2.** The City will be proactive in efforts to increase supply for uses as necessary, including comprehensive plan amendments and, if necessary and feasible, the use of financial incentives to specifically encourage

an increase in supply of land, space or units if the market is for some reason not naturally responding to demand.

**Strategy LU3.** Neighborhoods will generally include a mix of residential types and densities. Businesses uses will be strategically located throughout the City so that small scale retail uses are within proximity to all neighborhoods and office and industrial uses are located adjacent to major transportation routes and existing or planned infrastructure.

**Strategy LU4.** The City will collaborate with Monroe County, Town of Angelo, and Town of Sparta to encourage new development within the City’s 1.5-mile extraterritorial plat review

## Q31 PLEASE INDICATE YOUR SUPPORT FOR THE FOLLOWING OPTIONS FOR NEW RESIDENTIAL DEVELOPMENT IN THE REGION







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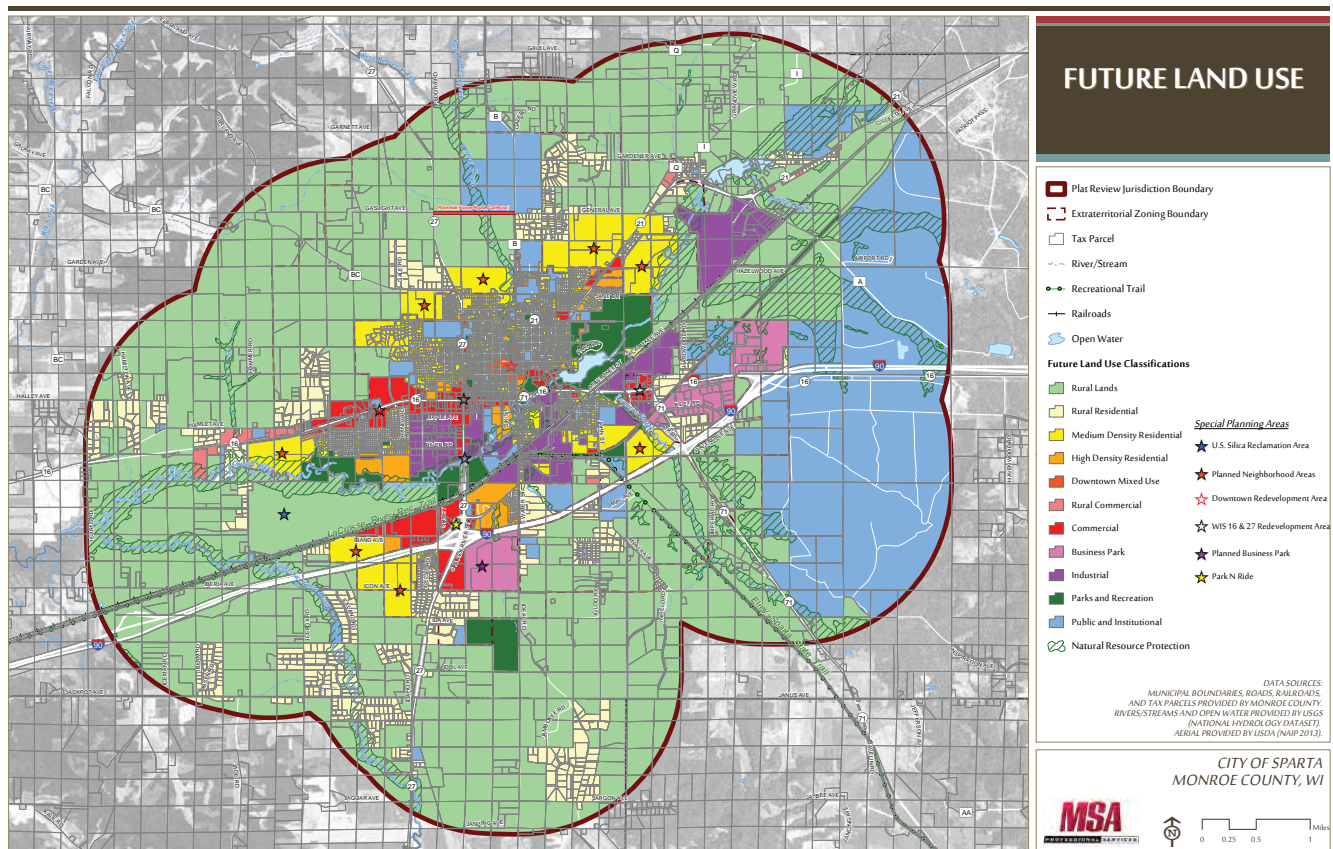
jurisdiction that is compatible with the use, density, and configuration recommendations of this plan. Any development in the 1-1/2 mile plat review planning area should be consistent with the City Subdivision Ordinance.

**Strategy LU5.** Development in growth areas will occur incrementally, outward from the existing urban edge. Leapfrog development is strongly discouraged.

**Strategy LU6.** Infill development, and redevelopment of under utilized sites, where City roads and utilities already exist is a priority for the City and is strongly encouraged.

**Strategy LU7.** Any development with uses more intensive than neighboring residential uses will utilize siting and screening techniques to minimize a negative impact on those uses due to noise, light, traffic, etc.

**Strategy LU8.** The City will utilize the Planned Unit Development Process, as appropriate, to achieve projects that integrate residential and non-residential uses in creative ways not achievable with standard zoning.



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# FUTURE LAND USE

## USING THE FUTURE LAND USE MAP

The Future Land Use Map (previous page) identifies categories of similar use, character and density. These categories, and associated policies, are described in the preceding pages, including explanation of the City’s intent and design and development strategies for each.

This map and the corresponding text are to be consulted whenever development is proposed, especially when a zoning change or land division is requested. Zoning changes and development shall be consistent with the use category shown on the map, future land use table and the corresponding text.

Where uses in this map differ from the current use, it is not the general intent of the City to compel a change in zoning or a change in use. Except in rare instances when the City may actively facilitate redevelopment of a priority site, the City’s use of this map will be only reactive, guiding response to proposals submitted by property owners.

## FUTURE LAND USE TABLE

The Future Land Table (Table 2.1) identifies generally acceptable zoning districts and preferred density and/or conditions associated with each specific land use category depending on whether a property is located in the City, Extraterritorial Zoning Area and or Extraterritorial Plan Review Area (County Zoned).

Areas subject to City zoning districts include those already located within the City of Sparta Municipal Boundary at the time of development review. Areas subject to Extraterritorial Zoning Area (ETZ) districts include areas outside the City but within the ETZ at the time of development review. Areas subject to County zoning districts are not within the City limits, are outside of the Extraterritorial Zoning Area but are still within the plat review area of the City at the time of development review. Zoning of lands in these areas are approved by Monroe County and not the City of Sparta; however, generally acceptable zoning districts are identified in Table 2.1 to facilitate planning of land uses generally considered compatible with this plan.

## AMENDING THE FUTURE LAND USE MAP

It may from time to time be appropriate to consider amendments to the Future Land Use Map. See Chapter 3 for a description of the procedural steps for amending any aspect of this plan. The following criteria should be considered before amending the map.

**Agricultural-** The land does not have a history of productive farming activities or is not viable for long-term agricultural use. The land is too small to be economically used for agricultural purposes, or is inaccessible to the machinery needed to produce and harvest products.

**Compatibility-** The proposed development will not have a substantial adverse effect upon adjacent property or the character of the area, with a particular emphasis on existing residential neighborhoods. A petitioner may indicate approaches that will minimize incompatibilities between uses.

**Natural Resources-** The land does not include important natural features such as wetlands, floodplains, steep slopes, scenic vistas or significant woodlands, which will be adversely affected by the proposed development. The proposed building envelope is not located within the setback of Shoreland and Floodplain zones (raised above regional flood line). The proposed development will not result in undue water, air, light, or noise pollution. Petitioner may indicate approaches that will preserve or enhance the most important and sensitive natural features of the proposed site.

**Emergency Vehicle Access-** The lay of the land will allow for construction of appropriate roads and/or driveways that are suitable for travel or access by emergency vehicles.

**Ability to Provide Services-** Provision of public facilities and services will not place an unreasonable financial burden on the City. Petitioners may demonstrate to the City that the current level of services in the City, or region, including but not limited to school capacity, transportation





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system capacity, emergency services capacity (police, fire, EMS), parks and recreation, library services, and potentially water and/or sewer services, are adequate to serve the proposed use. Petitioners may also demonstrate how they will assist the City with any shortcomings in public services or facilities.

**Public Need** - There is a clear public need for the proposed change or unanticipated circumstances have resulted in a need for the change. The proposed development is likely to have a positive fiscal impact on the City. The City may require that the property owner, or their agent, fund the preparation of a fiscal impact analysis by an independent professional.

**Adherence to Other Portions of this Plan** - The proposed development is consistent with the general vision for the City, and the other goals, objectives, and policies of this plan.

## INTERPRETING BOUNDARIES

Where uncertainty exists as to the boundaries of districts shown on the Future Land Use Map, the following rules will apply.

1. Boundaries indicated as approximately following the center lines of streets, highways, or alleys will be construed to follow such centerlines.
2. Boundaries indicated as approximately following platted lot lines or U.S. Public Land Survey

lines will be construed as following such lot lines.

3. Boundaries indicated as approximately following municipal boundaries will be construed as following such boundaries.

4. Boundaries indicated as following railroad lines will be construed to be midway between the main tracks.

5. Boundaries indicated as following shorelines and floodplains, will be construed to follow such shorelines and floodplains, and in the event of change in the shorelines and floodplains, it will be construed as moving the mapped boundary.

6. Boundaries indicated as following the centerlines of streams, rivers, canals, or other bodies of water will be construed to follow such centerlines.

7. Boundaries indicated as parallel to extension of features indicated in the preceding above will be so construed. The scale of the map will determine distances not specifically indicated on the map.

## FUTURE LAND USE CATEGORIES

The future land use categories identify areas of similar use, character and density. These classifications are not zoning districts - they do not legally set performance criteria for land uses (i.e. setbacks, height restrictions, etc.); however, they do identify those City of Sparta Zoning Ordinance districts that currently

“fit” within each future land use category. The strategies listed within each category are provided to help landowners and City officials make design decisions during the development process consistent with the intent of the land use category. These strategies may be used to help determine whether to approve a rezoning, which zoning district to apply, and what conditions to set, if any. Some categories also feature design recommendations discussed throughout this chapter.

The identification of future land use categories and associated uses does not comply the City to approve any and all development or rezoning petitions consistent with the future land use category. Other factors will have to be considered, such as the quality of the proposed development, its potential effect on adjacent properties, and ability to provide services to the site, and the phasing of development before an application is approved.

The **thirteen** categories designated on the Future Land Use Map are:

- RL - Rural Lands
- RR - Rural (Low Density) Residential
- RC - Rural Commercial
- MDR - Medium Density Residential
- HDR - High Density Residential
- DMU - Downtown Mixed Use
- C - Commercial
- BP - Business Park
- I - Industrial
- PI - Public and Institutional
- PR - Parks, Recreation & Open Space
- NRP - Natural Resource Protection
- SPA - Special Planning Areas



# FUTURE LAND USE

## LAND USE STRATEGIES

**Rural Lands** - The Rural Lands (RL) category is intended to preserve land and rural character in areas deemed unlikely or infeasible for urban development prior to 2036. Typical uses in these areas include open space, farming, farmsteads, agricultural businesses, forestry, quarries, and limited rural residential on private well and septic systems. Limiting development in these areas serves to reduce urban sprawl and inefficient land development.

**Strategy FLU1.** Development shall be located in order to minimize the fragmentation of productive agricultural land and to minimize any disruption to existing farm operations. New access points on to state highways should be avoided when possible, particularly those intended on serve only one property.

**Strategy FLU2.** The preferred development density is one (1) dwelling unit per twenty (20) acres, or less of contiguous land under single ownership rounded to the nearest whole number.

**Strategy FLU3.** The development of residential subdivisions is strongly discouraged in areas designated as Rural Lands. Proposals for residential subdivisions shall require an amendment to the Future Land Use Map to the Rural Residential land use classifications, or the Medium or High Density Residential classification in cases of annexation.

### **Rural (Low Density) Residential-**

The Rural Residential (RR) category includes non-farm residential development and rural subdivisions on private well and septic systems. The primary intent of RR areas is to allow for some rural non-farm residential development particularly in areas where urban development is unlikely to occur and in areas with non-productive agricultural soils or agricultural uses. Rural residential subdivisions are strongly encouraged to utilize conservation or cluster design strategies (refer to Figure 2.9)

**Strategy FLU4.** Development shall be located in order to minimize the fragmentation of productive agricultural land and to minimize any disruption to existing farm operations. New access points on to state highways should be avoided when possible, particularly those intended to serve only one property.

**Strategy FLU5.** The preferred development density is one (1) dwelling unit per 1.5 acres, or less. Densities may exceed one dwelling unit per 1.5 acres of land if a developer proposes a conservation subdivision or cluster development, if urban services are extended to the development or a community wastewater system is proposed.

**Strategy FLU6.** No businesses shall be permitted except for approved home businesses.

**Rural Commercial-** The Rural Commercial (RC) category includes business and limited industrial uses

on well and septic systems. The primary intent of Rural Commercial areas is to allow for some rural non-farm commercial uses particularly in areas where urban development is unlikely to occur, in areas with non-productive agricultural soils or agricultural uses, and along major transportation corridors.

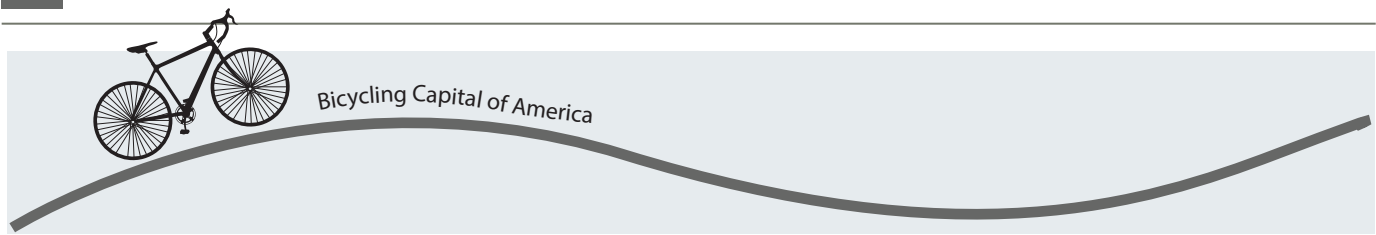
**Strategy FLU7.** Development shall be located in order to minimize the fragmentation of productive agricultural land and to minimize any disruption to existing farm operations. New access points on to state highways should be avoided when possible, particularly those intended on serve only one property.

**Strategy FLU8.** Where businesses are proposed adjacent to existing or planned residential developments care should be taken to reduce potential land use conflicts using the design strategies discussed in this chapter.

**Strategy FLU9.** The preferred minimum lot size is 1.5 acres.

**Medium Density Residential-** The Medium Density Residential (MDR) areas are intended for housing with City utilities at densities that range from two (2) to six (6) units per acre. Neighborhood areas classified as MDR will typically be predominately single-family detached units with the potential for some duplex, four plex, and other lower density attached housing developments.





**Strategy FLU10.** Development projects should incorporate design strategies illustrated and discussed in Figure 2.1.

**High Density Residential-** The High Density Residential (HDR) areas are intended for housing with City utilities at densities that exceed six (6) units per acre. Uses in this category include single-family detached, single-family attached, duplexes/twinhomes, four plex, townhouses, row houses, apartment buildings, and senior housing.

**Strategy FLU11.** Development projects should incorporate design strategies illustrated and discussed in Figures 2.2, 2.7, and 2.8.

**Strategy FLU12.** Though medium and high density housing is the predominant use in most residential neighborhoods, healthy, balanced neighborhoods may also include other uses that support the needs of residents, including:

1. Parks and recreational facilities
2. Small municipal and institutional facilities (e.g. learning center, library, fire station, etc.)
3. Community centers
4. Places of worship
5. Day care centers
6. Small commercial uses that serves neighborhood needs.

**Downtown Mixed Use-** The Downtown Mixed-Use (DMU) area is intended to provide a unique mix of commercial, residential, public and related uses in a pedestrian-friendly environment. It is expected that the downtown area will continue to include a mix of retail and service commercial, office, institutional, higher density residential, public uses and/or park and recreation uses.

**Strategy FLU13.** Uses in the DMU area are expected to be mixed both vertically and horizontally.

**Strategy FLU14.** Development projects should incorporate design strategies illustrated and discussed in Figures 2.3, 2.7, and 2.8.

**Commercial-** Commercial (C) areas are intended for retail, service, and office uses that serve neighborhood, community and regional markets. Examples include large retail and service businesses, offices, clinics and health care facilities, hotels, restaurants and entertainment businesses, storage, and automobile sales and services. The type and size of use will be determined by location and market forces.

**Strategy FLU15.** Development projects should incorporate design strategies illustrated and discussed in Figures 2.4, 2.5, 2.7, and 2.8.

**Business Parks-** Business Park (BP) areas are intended for offices, showrooms, warehousing, storage, and light industrial uses with associated office functions located on land with City utilities. Business park developments are usually designed in a unified manner and feature both public and private landscaping, and common directory signage and/or entry features.

**Strategy FLU16.** Development projects should incorporate design strategies illustrated and discussed in Figures 2.4, 2.6, 2.7, and 2.8.

**Industrial-** Industrial (I) areas are intended for light or heavy manufacturing, warehousing, distribution, wholesale trade, accessory offices, and similar uses. Industrial areas are typically individual sites not part of a larger business park.

**Strategy FLU17.** Development projects should incorporate design strategies illustrated and discussed in Figures 2.4, 2.6, 2.7, and 2.8.

**Public and Institutional-** Public & Institutional (PI) areas are intended for churches, schools, cemeteries, art and cultural facilities, local government facilities and other parcels that are owned by a public or quasi-public entity. Park and recreational uses are sometimes a secondary use on these sites. This designation does imply all lands are open to public use.

**Strategy FLU18.** The City encourages proposed public and institutional



## FUTURE LAND USE

uses to blend in with existing neighborhoods through proper site and building design. Public and institutional uses should follow many of the same design principals illustrated in Figures 2.3-2.8.

**Parks, Recreation and Open Space-** Parks, Recreation, and Open Space (PR) areas are intended for active and passive recreation uses or preservation of natural areas.

**Strategy FLU19.** Areas identified as PR should be preserved for passive and active recreational uses. Some stormwater management or other utility/institutional uses (e.g. water towers, recreational-based building/facilities) maybe located within these areas. This designation does imply all lands are open to public use.

**Natural Resource Protection-** The Natural Resource Protection (NRP) overlay classification identifies sensitive lands that may be subject to development restrictions enforced by County, State, or Federal agencies. Mapped NRP areas include all land that meets one or more of the following conditions:

- Water bodies and wetlands mapped as part of the WDNR Wetland Inventory, or
- 100-Year Floodplains based on FEMA maps

The primary intent of these areas is to retain sensitive natural areas in either public or private ownership for the benefit of maintaining fish and wildlife habitat; to prevent and

control water pollution; to prevent erosion and sedimentation; to prevent property damage caused by flooding; to preserve areas of natural beauty; and to provide areas for outdoor recreation. A majority of the NRP represents areas that are vital to the region's ecosystem and are key ingredients of the rural character and image of the Sparta community, and thus development in areas designated NRP shall be limited.

This classification is intended to function as an overlay district, such that the underlying future land use classification (Rural Lands, Medium-Density Residential, Industrial, etc.) remains in place, but the overlay classification indicates the possibility of additional restrictions on development.

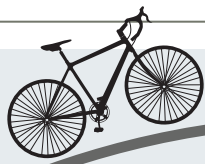
Landowners are advised that land within NRP areas may be restricted from building development, site grading, or vegetation clearing under the City, County, State, or Federal regulations. The City maintains that some sites may be suitable for development with proper site planning. Where building development is permissible additional building setbacks and buffer yards beyond the minimum requirements is encouraged.

Recreational uses, agricultural and silviculture operations are usually permitted in accordance with City, County, State, and Federal laws. Best Management Practices are highly encouraged in these areas.

**Special Planning Areas-** Special Planning Areas (SPA) includes locations identified for either redevelopment or new development where additional sub-area planning should be considered in order to facilitate the vision and goals for these areas. Sub-area planning may take the form of detailed land use plans, zoning code modifications, tax increment finance districts, or other economic development initiatives.

**Planned Neighborhoods (PN)** The City will encourage and support the creation of neighborhood plans for growth areas and for existing neighborhoods experiencing redevelopment pressure, to proactively determine how varied housing types and uses can be appropriately integrated into the neighborhood, and to establish a unique identity for each neighborhood. At the time this plan was developed the Future Land Use Map identifies these large undeveloped PN areas as MDR as this is the predominant development anticipated. These areas should include a carefully planned mixture of predominately single-family residential development combined with two-family and multi-family developments. This allows higher density development to be dispersed throughout the community instead of being concentrated in any one area. A small amount of neighborhood business uses or mixed uses may be





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appropriate; however, incremental commercial strip development is discouraged, as the Downtown and highway corridors should remain the focal point of retail services in the community. Planned Neighborhoods should include opportunities for residents to gather through the development of public open spaces or parks. Sidewalks, bicycle routes and trails should be an integral part of the design of new neighborhoods and the connection to the rest of the community.

#### **US Silica Sand Mine**

A Reclamation Plan was prepared for the 520 acre Silica Sand Mine located on Hammer Road and Iband Avenue near Sparta. This plan identifies reclamation measures to convert the area into Smith Lake, post mining, see Figure 2.10.

#### **Park N Ride**

The City has identified the northwest corner of the WIS 27 and Avon Road intersection for a future park-n-ride facility.

#### **WIS 16 and WIS 27 Corridors**

Many of the properties along WIS 16 and WIS 27 in the City are in need of revitalization. These areas contain many under utilized properties, vacant and blighted buildings, proliferation of signage, and a lack of streetscaping enhancements. These corridors should be targeted for urban renewal projects which may include investments in both public and private property. Example projects may include land acquisition, building demolition, and site grading to ready properties for reinvestment. Although most of the properties are currently used or zoned for business use the City may consider mixed uses or high density residential developments along these corridors.

#### **Downtown**

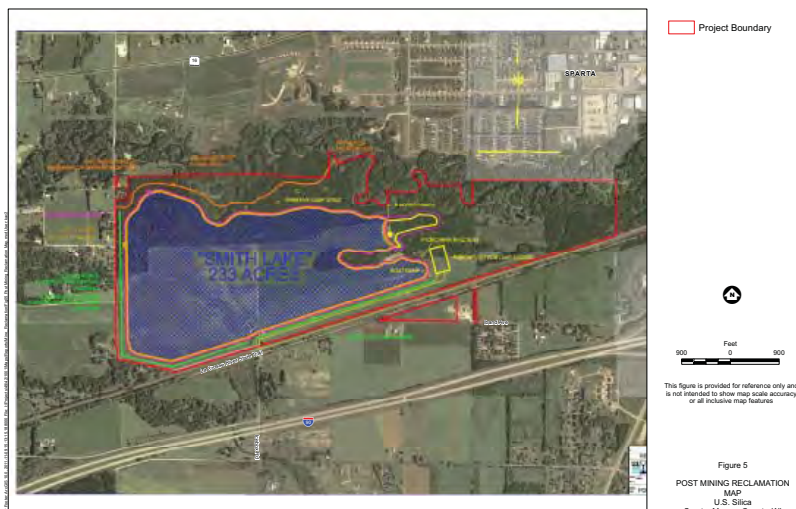
The results of the community survey indicated continued support for redevelopment and reinvestment in the Downtown. Those areas identified on the Future Land Use Map as Downtown Mixed Use should be targeted for continued urban renewal projects which may include investments in both public and private property. Example projects may include land acquisition, building demolition, and site grading to ready properties for reinvestment, along with streetscaping enhancements.

#### **WIS 27 & I-90 Business Park**

The results of the community survey indicated continued support for increasing higher paying job opportunities. The Future Land Use Map identifies a large area east of WIS 27 and south of I-90 as a location for the City's next business park. The size of the area coupled with it's proximity to I-90 makes the location ideal for larger industrial uses, commercial development along WIS 27, and corporate offices. This area should be cohesively planned with larger lots reserved for larger business employers.

The City will encourage and support the creation of more detailed planning efforts for those Special Planning Areas identified on the Future Land Use Map to proactively determine the appropriate mix of land uses, design standards, and streetscaping improvements. These areas should also be targeted for inclusion in future Tax Increment Finance Districts.

Figure 2.10 Post Mining Reclamation Map





**Table 2.1 Future Land Use Matrix of Preferred Density/Conditions and Generally Accepted Zoning Districts**

<b>Land Use Category</b>	<b>Preferred Density and/or Conditions</b>	<b>Generally Acceptable Zoning Districts (City)</b>	<b>Generally Acceptable Zoning Districts (ETZ Area)</b>	<b>Generally Acceptable Zoning Districts (County)</b>
<b>Rural Lands (RL)</b>	One (1) dwelling unit per twenty (20) acres (.05 units/acre), or less of contiguous land under single ownership, rounded to the nearest whole number.	General Agriculture (GA) Exclusive Agriculture (EA) Civic Uses (CU) Public Park and Conservancy (C)	General Agriculture (GA) Exclusive Agriculture (EA)	General Agricultural (GA) Exclusive Agriculture (EA) Agriculture Only (AO) General Forestry (GF) Exclusive Forestry (EF)
<b>Rural (Low Density) Residential (RR)</b>	The preferred gross residential density is one(1) dwelling unit per one and a half acres (.67 units/acre) or less, of contiguous land under single ownership, rounded to the nearest whole number.	Single-Family Residential (R-1) Single Family without public sewer (R-4) Civic Uses (CU) Public Park and Conservancy (C)	Single-Family Residential (R) Suburban Residential (R2)	Urban Residential (R-1) Suburban Residential (R-2) Rural Residential (R-3)
<b>Rural Commercial (RC)</b>	Rural, non farm business uses including veterinarian, clinic, agricultural businesses, blacksmith, nurseries , greenhouses etc.	Rural Business District (B-4)	Commercial (C-2) Manufacturing (M-1)	Business (B) Interstate Business (IB) Industrial (I)
<b>Medium Density Residential (MDR)</b>	Two (2) to Six (6) units per acre. Predominantly single-family detached units with the potential for some duplex, four plex and other lower density attached housing units.	Single-Family Residential (R-1) Two Family Residential (R-2) Zero Lot Line Two Family Residential (R-7) Civic Uses (CU) Public Park and Conservancy (C)	Single-Family Residential (R) Suburban Residential (R2)	Not applicable
<b>High Density Residential (HDR)</b>	Six (6) units or more per acre. This includes single-family detached, duplexes/twin-homes, four plex, townhouses, row homes, apartment buildings and senior housing.	Two Family Residential (R-2) Multi-Family Residential (R-3) Mobile Home/Manufactured Home (R-5) Zero Lot Line Two Family Residential (R-7) Civic Uses (CU) Public Park and Conservancy (C)	Not applicable	Not applicable
<b>Downtown Mixed Use (DMU)</b>	Mix of commercial, residential, public and related pedestrian friendly environments,integrated both vertically and horizontally.	Downtown Business District (B-1) Civic Uses (CU) Public Park and Conservancy (C) Multi-Family Residential (R-3)	Not applicable	Not applicable



<b>Land Use Category</b>	<b>Preferred Density and/or Conditions</b>	<b>Generally Acceptable Zoning Districts (City)</b>	<b>Generally Acceptable Zoning Districts (ETZ Area)</b>	<b>Generally Acceptable Zoning Districts (County)</b>
<b>Commercial (C)</b>	Retail, service businesses, offices, clinics and health care facilities, hotels, restaurants and entertainment sales and services	Highway Business District (B-2) Interchange Business District (B-3)	Commercial (C-2)	Not applicable
<b>Business Park (BP)</b>	Intended for offices, showrooms, warehousing, indoor storage and light industrial uses	Highway Business District (B-2) Interchange Business District (B-3) Manufacturing District without outside storage (M-1) Manufacturing District-Business Park District (M-3)	Not applicable	Not applicable
<b>Industrial (I)</b>	Intended for light or heavy manufacturing, warehousing, distribution, wholesale trade, accessory offices, and similar uses. Industrial areas are typically larger, individual sites not part of a larger business park. Intended for light or heavy manufacturing, warehousing, distribution, wholesale trade, accessory offices, and similar uses.	Manufacturing District without outside storage (M-1) Manufacturing District (M-2) Manufacturing District-Business Park District (M-3) Manufacturing District (M-4) Railroad Operations District (RR)	Not applicable	Not applicable
<b>Public and Institutional (PI)</b>	Intended for churches, schools, cemeteries, art and cultural facilities, government facilities and other parcels that are owned by a public or quasi-public entity.	Permitted in most all zoning districts as a conditional use. Civic Uses (CU) Public Park and Conservancy (C) Airport Special Purpose Overlay District	Not applicable	Not applicable
<b>Parks, Recreation, and Open Space (PR)</b>	Intended for active and passive recreation uses or preservation of natural areas.	Conservancy and Public Parks District (C) Civic Uses (CU)	Conservancy (C-2)	Not applicable
<b>Natural Resource Protection (NRP)</b>	Water bodies and wetlands mapped as part of the WDNR Wetland Inventory, or 100 Year Floodplains on FEMA Maps.	Conservancy and Public Parks District (C) NRP lands may be zoned as described by the underlying land use classification, but are subject to development restrictions defined by City, County, State or Federal rules and regulations.		



# CHAPTER 3

## ■ IMPLEMENTATION

### 55 Chapter 3: Implementation

Chapter 3 outlines how the vision, goals, objectives, and strategies of the plan will be implemented in everyday decisions and annual goal-setting and budgeting and how the plan should be amended when necessary.

### 56 Guiding Decisions

This section identifies roles and responsibilities of City Council, City Planning Commission, Other communities and agencies and City Staff in making daily and annual decisions.

### 58 Adoption, Amendments & Updates

This section identifies procedures of adopting, amending and updating the Comprehensive Plan.

### 60 Plan Consistency & Severability

This section illustrates the need for using the plan consistently and recourse should any provision of the plan become invalid or unconstitutional.

### 61 Action Plan

Identifies the top 10 ideas/priorities for the next 10 years to make Sparta a better place to live, work, shop, play, and stay.



# GUIDING DECISIONS

## GUIDING DAILY DECISIONS

Responsibility for implementing this plan lies primarily with City Council, City Planning Commission, and City Staff.

### **City Council**

City Council sets priorities, controls budgets and tax rates, and often has the final say on key aspects of public and private development projects. The value and legitimacy of this plan is directly related to the degree to which Council members are aware of the plan and expect City actions to be consistent with this plan. Each council member should have a copy of this plan and should be familiar with the major goals and objectives described herein. The City Council should expect and require that staff recommendations and actions both reference and remain consistent with this plan.

### **City Planning Commission**

Land use and development recommendations are a core component of this plan, and the Planning Commission has a major role in guiding those decisions. Planning Commission members must each have a copy of this plan and must be familiar with its content, especially Chapter 2: Future Land Use. It is generally the responsibility of the Planning Commission to determine whether proposed projects are consistent with this plan, and to make decisions and recommendations that are

consistent with this plan. In cases where actions that are inconsistent with this plan are deemed to be in the best interest of the City, the Planning Commission should initiate efforts to amend the plan to better reflect City interests. This will help to reinforce the legitimacy of the plan as an important tool in City functions.

### **Other City Committees & Agencies**

In some cases, particular initiatives and strategy items listed in this plan may be more appropriately carried out by another City committee such as the Park & Recreation Commission, or in cooperation with other units of government, business organizations, or non-profit agencies. In such cases, this plan should serve as a foundation for city related decision making. City staff and officials should take an active lead role in sharing this plan with other organizations, communicating the intent of relevant goals, objectives and strategies.

### **City Staff**

Key City staff have a significant influence on the selection and completion of all kinds of capital and operational projects. It is imperative that individuals in key roles know about, support, and actively work to implement the various strategies and actions in this plan. Specifically, the following people should consult and reference the comprehensive plan during goal-setting and budgeting processes,

during planning for major public projects, and in the review of private development projects:

- Community Development Administrator
- Finance Administrator
- Zoning Administrator & Building Inspector
- Parks & Recreation Director
- Public Works Director

These key staff members are expected to know and track the various goals, objectives, strategies and actions laid out in this plan, and to reference that content as appropriate in communications with residents and elected and appointed officials. All other department directors should also be aware of the plan and the connections between the plan and City projects. The purpose of this extra effort is to strengthen staff recommendations and reinforce the plan as a relevant tool integral to City functions.





## GUIDING ANNUAL DECISIONS

To provide lasting value and influence, this plan must be used and referenced regularly, especially during annual goal-setting, budgeting and capital planning processes. To inform these annual processes, the Community Development Administrator should prepare, with input from other departments, a concise Comprehensive Plan Annual Report with the following information:

- Action items in progress or completed during the prior 12 months (celebrate success!)
- Staff recommendations for action items to pursue during the next 12 months.
- Staff recommendations for any amendments to the adopted plan.

The Comprehensive Plan Annual Report/Working Action Plan should be maintained on an annual basis, starting with the actions in this plan and evolving over time. Completed actions should be celebrated and removed, while those actions not yet carried out should be given new deadlines (if appropriate) and assigned to specific individuals, boards or committees for completion per the new schedule and City Council directive. If the updated action plan is consistent with the goals, objectives, and policies of the comprehensive plan, updating the action plan should not

require an amendment to the plan and can be approved simply by City Council action.

## IMPLEMENTATION TOOLS

Many of the strategies identified in this plan presume the use of existing City ordinances and programs. The City's key implementation tools include:

### ***Operational Tools***

- Annual Budget Process
- Capital Improvement Program

### ***Regulatory Tools***

- Land Use Regulations (including zoning, land division, subdivision, landscaping, and signage regulations)
- Architectural & Site Design Regulations
- Historic Preservation Ordinances
- Building and Housing Codes (including sanitary, mechanical, and electrical codes)
- Erosion and Stormwater Ordinances
- Official Maps

### ***Funding tools***

- Tax Incremental Financing (TIF) Districts
- Grant Programs
- General Fund Revenues
- Fees & Special Assessments
- Fundraising



# ADOPTION, AMENDMENTS & UPDATES

## ADOPTION, AMENDMENTS & UPDATES

The procedures for comprehensive plan adoption or amendment are established by Wisconsin's Comprehensive Planning Law (66.1001, Stats.). This comprehensive plan and any future amendments must be adopted by the City Council in the form of an adoption ordinance approved by a majority vote. Two important steps must occur before the City Council may adopt or amend the plan: the Planning Commission must recommend adoption and the City must hold an official public hearing.

### **Plan Commission Recommendation**

The Planning Commission recommends adoption or amendment by passing a resolution that very briefly summarizes the plan and its various components. The resolution should also reference the reasons for creating the plan and the public involvement process used during the planning process. The resolution must pass by a majority vote of the Planning Commission, and the approved resolution should be included in the adopted plan document.

### **Public Hearing**

Prior to adopting this plan, or plan amendment, the City (either City Council or Planning Commission) must hold at least one public hearing to discuss the proposed plan. At least 30 days prior to the hearing

a Class 1 notice must be published that contains, at minimum, the following:

- The date, time and location of the hearing,
- A summary of the proposed plan or plan amendment,
- The local government staff who may be contacted for additional information,
- Where to inspect and how to obtain a copy of the proposed plan or amendment before the hearing.

The notice should also provide a method for submitting written comments, and those comments should be read or summarized at the public hearing.

### **Draft Distribution and Public Hearing Notifications**

The City is required to provide direct notice of the public hearing to all of the following:

- An operator who has obtained, or made application for, a permit that is described under s. 295.12(3)(d).
- A person who has registered a marketable nonmetallic mineral deposit under s. 295.20.
- Any other property owner or leaseholder who has an interest in property pursuant to

which the person may extract nonmetallic mineral resources, if the property owner or leaseholder requests in writing that the local government unit provide the property owner or leaseholder notice of the hearing.

- Any individuals who request, in writing, notification of the proposed comprehensive plan ordinance or public hearing. Each such individual must be sent a notice of the public hearing and a copy of the ordinance at least 30 days prior to the public hearing. The City may charge a fee equal to the cost of providing such notice and copy.

Finally, the City should send the notice and a copy of the proposed plan, or plan amendment, to the *Plan Distribution List* (see next page). These draft distributions are not required by statute prior to adoption, but are strongly recommended as a matter of courtesy and good planning practice. The City should coordinate directly with the public library to make a hard or electronic copy of the proposed plan, or plan amendment, available for viewing by any interested party.





### ***Plan Adoption***

This plan and any future amendments become official City policy when the City Council passes, by a majority vote of all elected members, an adoption ordinance. The City Council may choose to revise the plan after it has been recommended by the Planning Commission and after the public hearing. It is not a legal requirement to consult with the Planning Commission on such changes prior to adoption, but, depending on the significance of the revision, such consultation may be advisable.

### ***Adopted Plan Distribution***

Following final adoption of this plan, and again following any amendments to the plan, a copy of the plan or amendment must be sent to each of the following

1. Every governmental body that is located in whole or in part within the boundaries of the City, including any school district, sanitary district, or other special district.
2. The clerk of every town, city, village, and county that borders the City.
3. The regional planning commission in which the City is located.
4. The public library that serves the area in which the City is located.

5. The Comprehensive Planning Program at the Department of Administration.

### ***Plan Amendment vs. Plan Update***

From time to time the City may be faced with an opportunity, such as a development proposal, that does not fit the plan but is widely viewed to be appropriate for the City. Should the City wish to approve such an opportunity, it must first amend the plan so that the decision is consistent with the plan. Such amendments should be carefully considered and should not become the standard response to proposals that do not fit the plan. Frequent amendments to meet individual development proposals threatens the integrity of the plan and the planning process and should be avoided.

Any change to the plan text or maps constitutes an amendment to the plan and must follow the adoption/amendment process described in this section. Amendments may be proposed by either the City Council, Planning Commission, City Staff, or city property owners. Amendments may be made at any time using this process; however, in most cases the City should not amend the plan more than once per year. A common and recommended approach is to establish a consistent annual schedule for consideration of amendments. This process can begin with a meeting of the Planning Commission, followed by Planning

Commission recommendation (February), then the 30-day public notice procedures leading to a public hearing and vote on adoption by the City Council (March or April).

Wisconsin's comprehensive planning statute (66.1001) requires that this plan be updated at least once every 10 years. Unlike an amendment, the plan update is a major re-write of the plan document and supporting maps. The purpose of the update is to incorporate new data and ensure that the plan remains relevant to current conditions and decisions. The availability of new Census or mapping data and/or a series of significant changes in the community may justify an update after less than 10 years. Frequent requests for amendments to the plan should signal the need for a comprehensive update.



# PLAN CONSISTANCY AND SEVERABILITY

## PLAN CONSISTANCY

Once formally adopted, the plan becomes a tool for communicating the City's land use policy and for coordinating legislative decisions. Per the requirements of Wisconsin's Comprehensive Planning Law, after January 1, 2010, if a local government unit enacts or amends any of the following ordinances, the ordinance must be consistent with that local governmental unit's comprehensive plan:

1. Official maps
2. Local subdivision regulations
3. General zoning ordinances
4. Shoreland/wetland zoning ordinances

An action will be deemed consistent if:

1. It furthers, or at least does not interfere with, the goals, objectives, and policies of this plan,
2. It is compatible with the proposed future land uses and densities/intensities contained in this plan,
3. It carries out, as applicable, any specific proposals for community facilities, including transportation facilities, other specific public actions, or actions proposed by nonprofit and for-profit organizations that are contained in the plan.

The State of Wisconsin planning legislation requires that the implementation element describe how each of the nine-elements will

be integrated and made consistent with the other elements of the plan. Prior to adoption of the plan, the City reviewed, updated, and completed all elements of this plan together, and no inconsistencies were found.

### ***Inconsistencies with Town of Sparta or Town of Angelo Comprehensive Plans***

The City used the same consultant that completed the Town of Sparta updated comprehensive plan for this plan update. As such, many of the future land use classifications and related policies are similar to those used in the Town of Sparta comprehensive plan; therefore, minimizing inconsistencies in areas where both government bodies have a land use regulatory obligation.

The Town of Angelo does not have its own comprehensive plan. Should the Town develop its own plan the City will work with town leaders to minimize any inconsistencies with the City's plan.

### ***Inconsistencies with the Monroe County Comprehensive Plan***

No known inconsistencies were identified during the planning process. The County chose when it adopted its comprehensive plan in 2010 to incorporate individual community future land use plans and policies, for those that existed, into the overall County land use plan. As required by state statute 66.1001, the City's updated comprehensive plan will be provided to Monroe County so that the County may

update its comprehensive plan to reflect the City's new plan.

## SEVERABILITY

If any provision of this Comprehensive Plan will be found to be invalid or unconstitutional, or if the application of this Comprehensive Plan to any person or circumstances is found to be invalid or unconstitutional, such invalidity or unconstitutionality will not affect the other provisions or applications of this Comprehensive Plan, which can be given effect without the invalid or unconstitutional provision or application. If any requirement or limitation attached to an authorization given under this Comprehensive Plan is found invalid, it shall be presumed that the authorization would not have been granted without the requirement or limitation and, therefore, said authorization shall also be invalid.



# ACTION PLAN

## ACTION PLAN

As part of the planning process the City conducted an online community survey. The initial question of the survey asked individuals to imagine if they could change/fix/bring/do one thing in the community that would have a long lasting impact in making Sparta a better place to live, work, shop, play, and stay.

A list of over 240 ideas were submitted. The survey responses to the question were grouped and sorted by MSA into 28 similar response categories. A second survey was then administered to ask community members to identify their top 10 preferences from the sorted list. A total of 199 individuals responded to the second survey. The responses were then ranked according to number of responses. The top 10 ideas/priorities included:

1. Attract and develop additional retail businesses in the City
2. Reduce the sale and use of illegal drugs in the community
3. Provide more indoor, year round, recreational facilities
4. Clean up/enforce ordinances against junk in yards/unlicensed vehicles, front yard debris, etc.
5. Attract and develop additional large employers with good wages and benefits
6. Remove or restore blighted building in the City

7. Revitalize Downtown (improve building fronts, aesthetics, etc.)
8. Improve internal efforts to market existing community resources so residents are aware of all the resources and programs already available to them.
9. Attract and develop additional family, sit-down restaurants
10. Focus on neighborhood revitalization efforts

This list, along with the full list of ideas on the following page, sets in motion a set of community improvement objectives to achieve and track over the next 10 years. Achievement of these priorities should be a focus of the entire community including the City, local businesses, service clubs, and residents.





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From the following list, please identify up to 10 ideas for making Sparta a better place to live, work, shop, play and stay	Response Percent	Response Count
Attract and develop additional retail businesses in the City	56.1%	111
Reduce the sale and use of illegal drugs in the community	55.1%	109
Provide more indoor, year round, recreational facilities	55.1%	109
Clean up/enforce ordinances against junk in yards/unlicensed vehicles, front yard debris, etc.	48.0%	95
Attract and develop additional large employers with good wages and benefits	47.0%	93
Remove or restore blighted buildings in the City	42.9%	85
Revitalize Downtown. (improve building fronts, aesthetics, etc.)	38.4%	76
Improve internal efforts to market existing community resources so residents are aware of all the resources and programs already available to them	37.9%	75
Attract and develop additional family, sit-down restaurants	35.9%	71
Focus on neighborhood revitalization efforts	35.4%	70
Improve external efforts to market the community as a great place to live, work, shop, play and stay to bring more residents, businesses and tourists to Sparta	32.8%	65
Grow existing businesses	31.8%	63
Improve public use and enjoyment of Perch Lake	31.8%	63
Develop more programs and spaces for youth activities	31.3%	62
Improve sidewalks and walking trails through the City	29.3%	58
Increase community unity, pride, and civic involvement	28.3%	56
Construct a sports complex that would support a variety of recreational tourism	26.8%	53
Improve or add new recreational equipment to existing City parks	26.3%	52
Improve the aesthetics along major city streets and community gateways	25.3%	50
Diversify the types of businesses in the Downtown	24.2%	48
Improve home maintenance assistance programs	23.2%	46
Add more bicycle lanes or routes throughout the community	21.2%	42
Improve public use and enjoyment of the La Crosse River	19.7%	39
Enhance Sparta as the Bicycling Capital of America	17.2%	34
Develop more programs and activities for senior citizens	12.1%	24
Focus on attracting users of the bike trails to Sparta businesses	11.6%	23
Add a park and ride lot near the Interstate	11.1%	22
Develop a new industrial/business park	9.1%	18



# APPENDIX A

## PUBLIC PARTICIPATION PLAN

As required by SS 66.1001, every community must adopt a public participation plan at the beginning of the planning process. The purpose of the plan is to define the procedures for public involvement during every stage of the planning process.

### A-1 Appendix A: Public Participation Plan

Appendix A includes the Public Participation Plan for the update of the comprehensive plan as required by SS 66.1001



# PUBLIC PARTICIPATION PLAN

## City of Sparta Comprehensive Plan Update Public Participation Plan

The City of Sparta last updated its comprehensive land use plan in 2003. State Statute 66.1001 requires municipalities to update their comprehensive plan every 10 years. The City of Sparta has elected to use the City's Planning Commission to work with MSA Professional Services, Inc. to update the City's Comprehensive Plan. The Planning Commission will have the responsibility for developing the draft Comprehensive Plan. The City Council shall have the authority to adopt the Comprehensive Plan.

The City of Sparta has developed guidelines for involving the public as part of the requirements of the Comprehensive Planning Process (Wis. Stat. 66.1001(4)a). The goal of a public participation plan is to foster public participation, including open discussion, communication programs, information services, and public meetings for which advance notice has been provided, in every stage of the preparation of a comprehensive plan.

The City of Sparta will develop its Comprehensive Plan with opportunities for public participation as follows:

- **Project Meetings:** It is anticipated that the project will take seven meetings to complete. Five of the seven meetings will be working sessions with the Planning Commission. The purpose of the working sessions is to review, discuss, and create project material related to the creation of the Draft Comprehensive Plan.
- **Public Notice:** Meeting times will be published and posted in accordance with City procedures and State law. All Planning Commission meetings are open to the public unless otherwise indicated in the posted meeting notice. Public attendees will be provided an opportunity to voice their ideas, opinions, and concerns at each meeting.
- **Project Website:** The City of Sparta maintains its own website ([www.spartawisconsin.org](http://www.spartawisconsin.org)). The website may be used to post draft materials and meeting notices as they become available.
- **Imagine Sparta Visioning Campaign:** Using the an online web survey, the City will invite the public to submit ideas for making Sparta a better place to live, work shop, play and stay. The responses will be used by the Planning Commission as part of the creation of the implementation element of the Comprehensive Plan.

### **Adoption Procedures:**

- The Planning Commission shall, by majority vote, adopt a resolution recommending that the City Council pass an ordinance to adopt the Draft Comprehensive Plan (Wis. Stat. 66.1001(4)b). Prior to taking action on the resolution the Planning Commission shall hold a Public Hearing on the Draft Plan, as stated in Wis. Stat. 66.1001(4)d. The hearing must be preceded by a class 1 notice under ch.985.
- At least 30 days before the public hearing is held the City shall provide written notice to all of the following, as stated in Wis. Stat. 66.1001(4)e:
  - An operator who has obtained, or made application for, a permit that is described under s. 295.12(3)d, within the jurisdiction of the City.
  - A person who has registered a marketable nonmetallic mineral deposit under s. 295.20 within the jurisdiction of the City.





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- Any other property owner or leaseholder who has an interest in property pursuant to which the person may extract nonmetallic mineral resources, if the property owner or leaseholder requests in writing that the City of Sparta provide the property owner or leaseholder notice of the hearing.
  - Any person who has submitted a request to receive notice of any proposed ordinance that affects the allowable use of property owned by the person.
- An electronic (CD) copy of the Draft Plan will be disseminated to neighboring jurisdictions and appropriate governments, as stated in Wis. Stat. 66.1001 (4)b, providing 30 days for written comments. A copy of the Draft Plan will be sent to:
- The Clerk for the following local governmental units shall receive a copy of the plan:
    - Monroe County
    - Town of Angel
    - Town of Sparta
  - Mississippi River Regional Planning Commission
  - The Wisconsin Department of Administration – Division of Intergovernmental Relations
  - Administrator for the Sparta Area School District
  - Sparta Public Library
- Any comments by the above-mentioned governing bodies, property owners, or public, will be read into the minutes during the Public Hearing, evaluated, and incorporated as determined by the Planning Commission into the recommended Comprehensive Plan. A summary of comments and subsequent action will be provided upon request.
- The City Council, by a majority vote, shall enact the ordinance adopting the recommended plan (Wis. Stat. 66.1001(4)c). The adopted plan and adopting ordinance will be copied on to an electronic (CD) and disseminated to the above-mentioned governing bodies, as stated in Wis. Stat. 66.1001(4)b.

*Other public participation activities may be added as deemed necessary by the Planning Commission with approval of the City Council as required.*

Vote: Yes X No \_\_\_\_\_

Adopted this 15<sup>th</sup> day of April, 2015.

Attest:

Ronald J. Datto  
City Mayor

[Signature]  
City Administrator







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# APPENDIX B

## ■ COMMUNITY SURVEY

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### B-1 Appendix B: Survey Results

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Appendix B summarizes the Sparta Community Survey Results which were collected in July and August 2015. A full report is available for review through the Community Development Department.

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*“ If you could do one thing in the community that would have a long-lasting impact in making Sparta a better place to live, work, shop, play and stay. What would you do? ”*

To encourage public involvement in the Comprehensive Plan update, the City of Sparta created an on-line public opinion survey. The survey was conducted during the month of July 2015. Availability of the survey was accomplished through the following initiatives:

- Links to the survey on the City and Community Development websites
- Three advertisements in the Sparta Herald
- Posts on social media
- Email blasts
- Utility bill stuffers

In total, 274 individuals completed the survey. Seventy-one percent (71%) of those who completed the survey lived in the City of Sparta. Only seven percent (7%) of respondents lived outside of Monroe County.

The survey represents a diverse group demographically, though certain groups were under- and over-represented. Survey respondents under the age of 20 made up 1% of responses while this group makes up 27% of the demographic in the City of Sparta according to the 2010 United States Census. Survey respondents age 30-39 were over-represented; this demographic accounted for 30% of survey results but according to the Census, makes up 13% of the City's total population. The figure depicting respondents' answers to their corresponding age group compared to Census data is shown as the response to Question 3 on page 17.



## VISION

**Q1** IMAGINE IF WE AS A COMMUNITY COULD CHANGE/FIX/BRING/DO ONE THING IN THE COMMUNITY THAT WOULD HAVE A LONG-LASTING IMPACT IN MAKING SPARTA A BETTER PLACE TO LIVE, WORK, SHOP, PLAY, AND STAY. WHAT SHOULD WE DO? YOU CAN BE AS SPECIFIC OR AS GENERAL AS YOU LIKE. IDEAS CAN BE SMALL TO BIG, INEXPENSIVE TO EXPENSIVE. HOWEVER, PLEASE LIMIT YOUR RESPONSE TO YOUR TOP IDEA.

MOST COMMON RESPONSES	NUMBER OF REPSONSES
Beautify and clean up main streets/downtown	36
Attract retail and restaurant businesses	28
Crack down on drug use	17
Add bike lanes and bike racks in community	15
Attract higher-paying jobs	12
Invest in existing parks and ensure ADA compliance	11
Create a family recreational center with pool, indoor track, etc.	11
More activities/place for youth to go	10
Stricter enforcement of ordinances	9
Invest in hockey rink facility	7
Assistance with housing rehabilitation	7
Lower residential taxes	6
Invest more funding in police department	6
Invest in drug prevention	5
Improvements around Perch Lake	4
Invest in the school district	4
Support existing local businesses	4
Focus on tourism	4
Help homes and businesses with maintenance	3
Focus on attracting Millennials	3
Expand dog park	3
Create a community garden	3
Create additional parking downtown	3
Improve Community Center	3



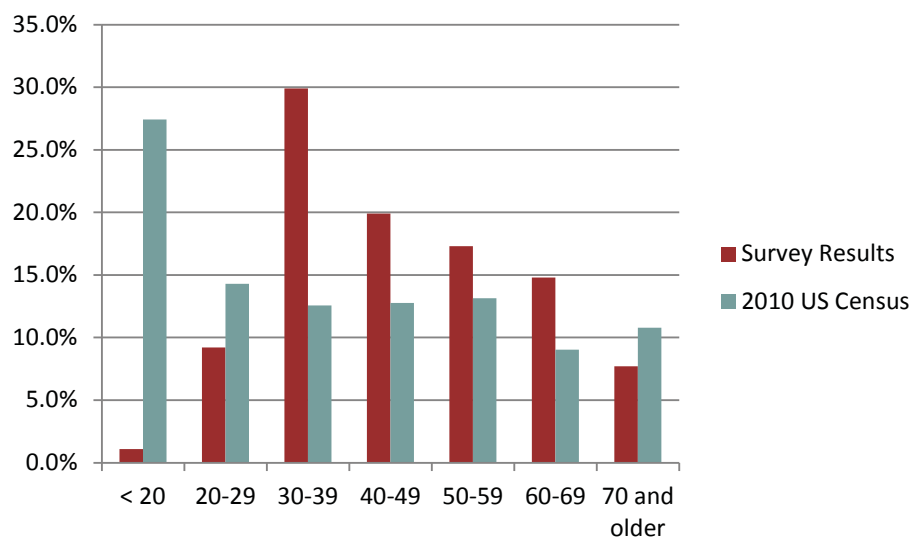


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**Q2** ONCE THE SURVEY CLOSES, RESULTS TO THE QUESTION ABOVE WILL BE SORTED AND GROUPED BY THE CITY. IF YOU WOULD LIKE AN OPPORTUNITY TO RESPOND TO THE TOP IDEAS PLEASE REGISTER YOUR E-MAIL BELOW TO RECEIVE NOTIFICATION OF OUR SECOND FOLLOW-UP SURVEY LATER THIS SUMMER.

(Responses omitted for survey participants' privacy)

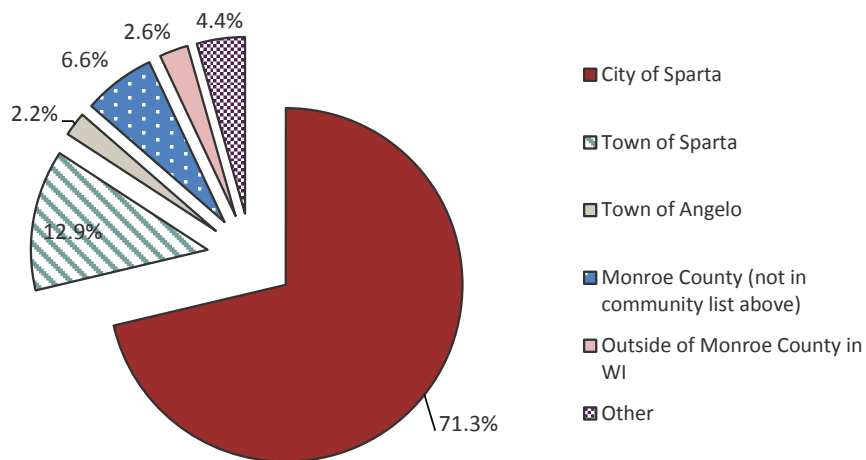
### Q3 WHAT IS YOUR AGE?



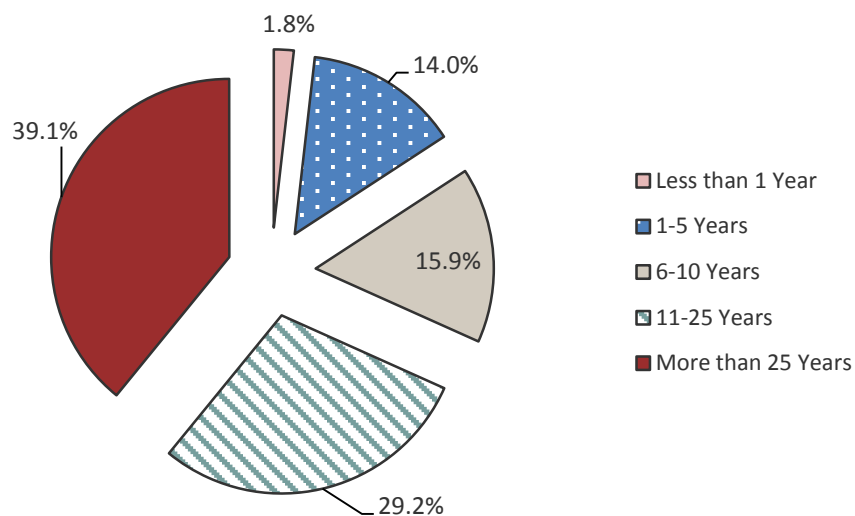


## RESPONDENT PROFILE

### Q4 WHERE DO YOU CURRENTLY LIVE? (CHECK ONE)



### Q5 HOW LONG HAVE YOU LIVED THERE?

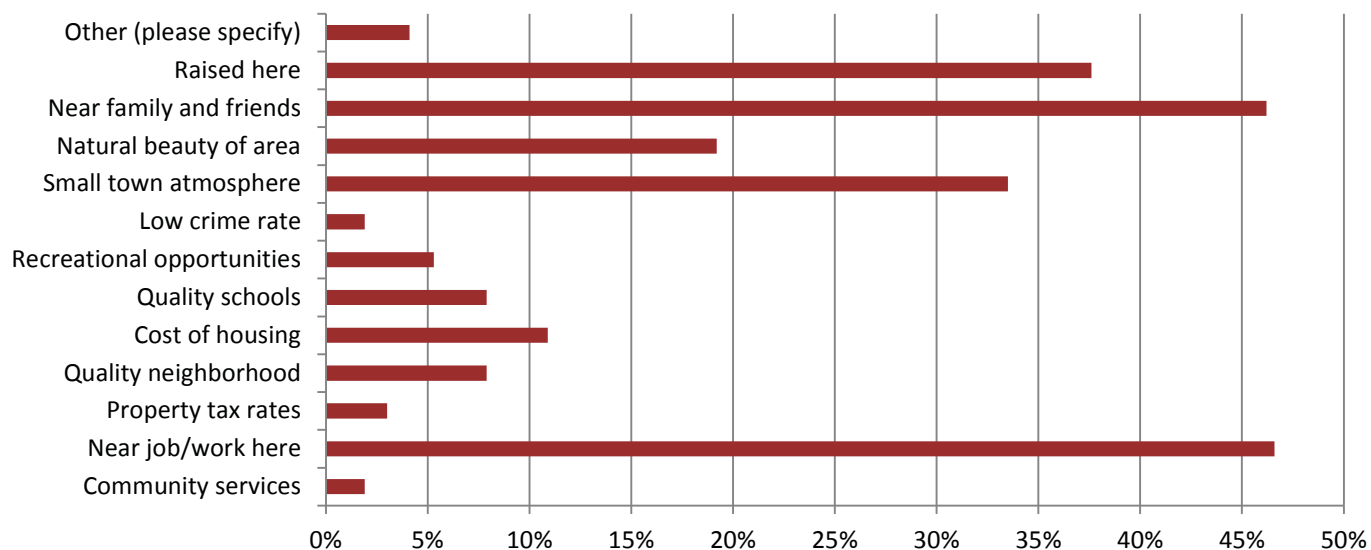




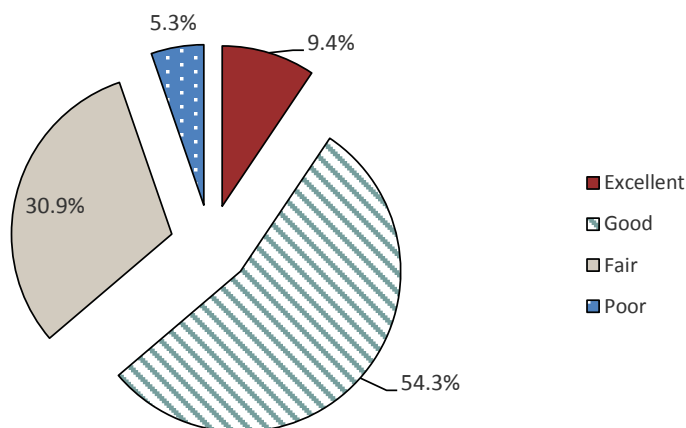


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## Q6 WHAT ARE THE MOST IMPORTANT REASONS YOU AND YOUR FAMILY CHOOSE TO LIVE IN THE SPARTA AREA? (SELECT UP TO 3)



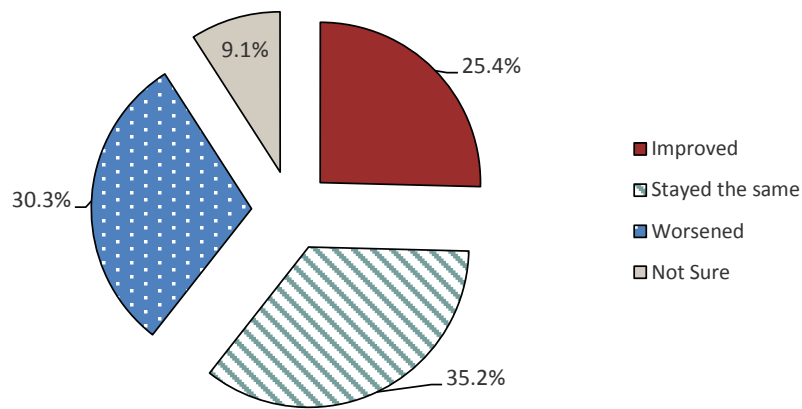
## Q7 OVERALL, HOW WOULD YOU RATE THE QUALITY OF LIFE IN THE SPARTA AREA



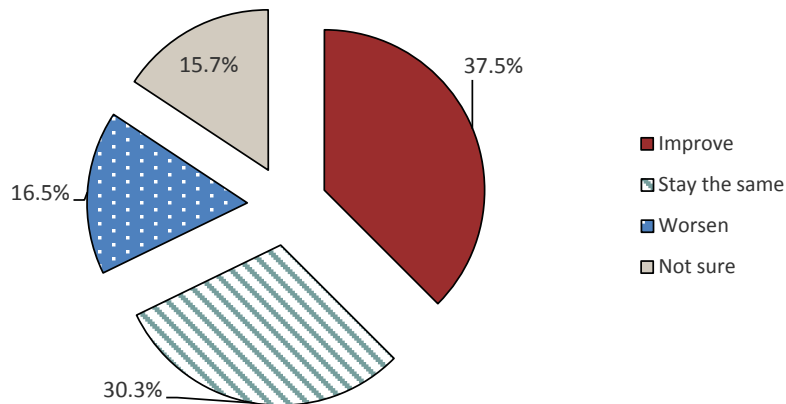


## QUALITY OF LIFE

**Q8** OVER THE PAST 10 YEARS THE QUALITY OF LIFE IN SPARTA HAS \_\_\_\_\_?



**Q9** OVER THE NEXT 10 TO 20 YEARS DO YOU EXPECT THE OVERALL QUALITY OF LIFE IN SPARTA WILL?

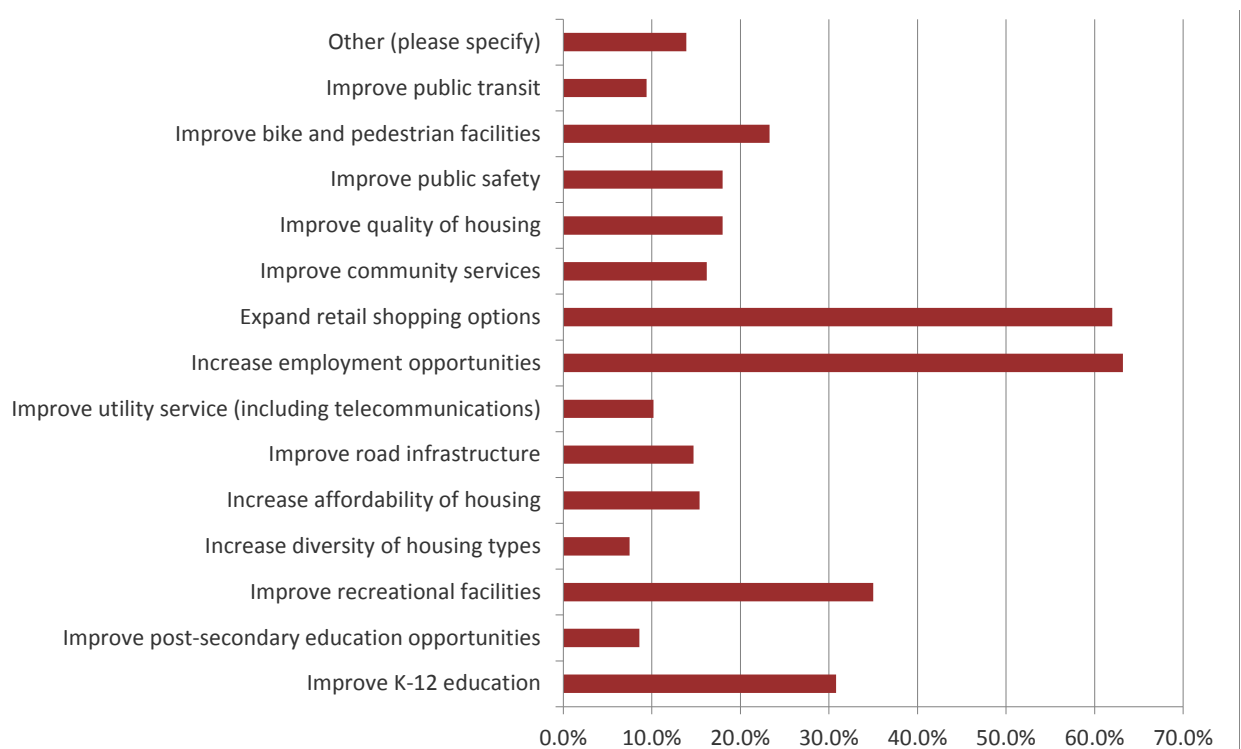






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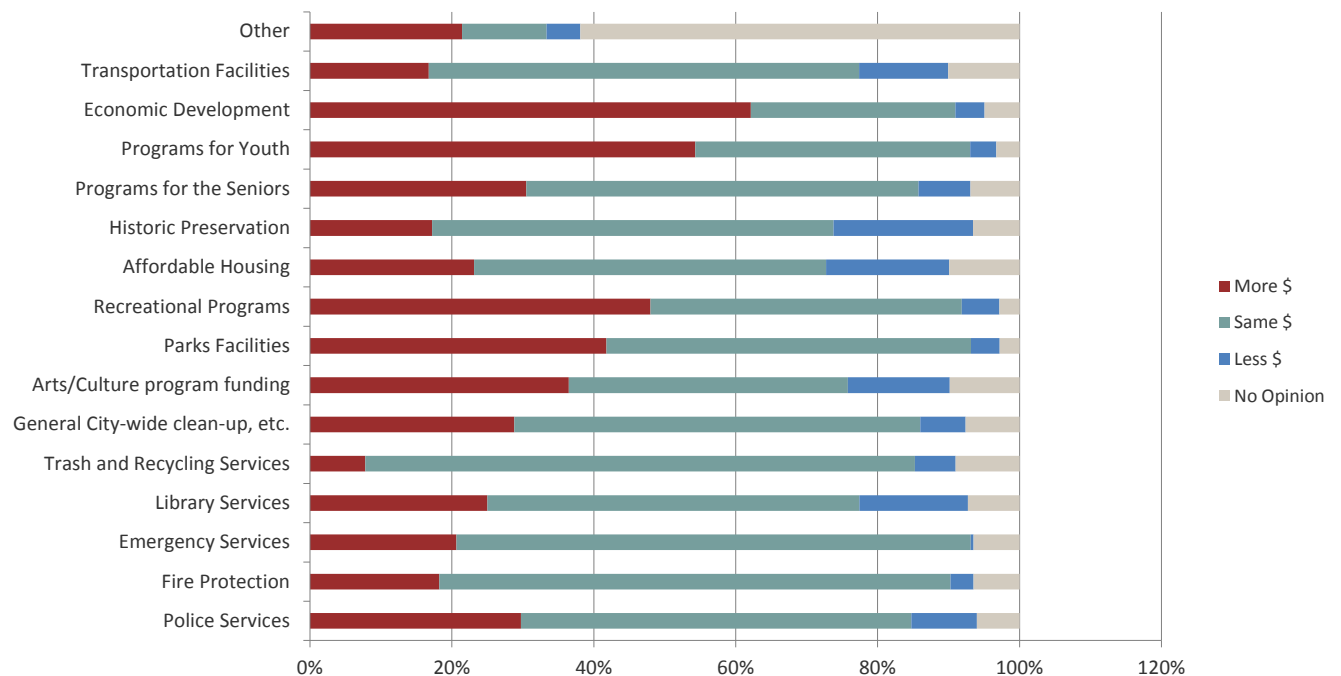
## Q10 PLEASE INDICATE YOUR TOP CHANGES YOU THINK WOULD IMPROVE THE QUALITY OF LIFE IN THE SPARTA AREA. (SELECT UP TO 4)



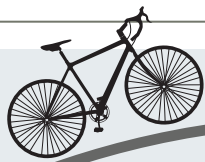


# COMMUNITY FACILITIES AND SERVICES

**Q11** THE CITY SUPPORTS MANY PUBLIC SERVICES WITH A LIMITED BUDGET. HOW WOULD YOU LIKE THE CITY TO PRIORITIZE SPENDING ON THESE SERVICES? PLEASE INDICATE YOUR SPENDING PREFERENCES BASED ON YOUR SATISFACTION WITH THESE PUBLIC SERVICES.

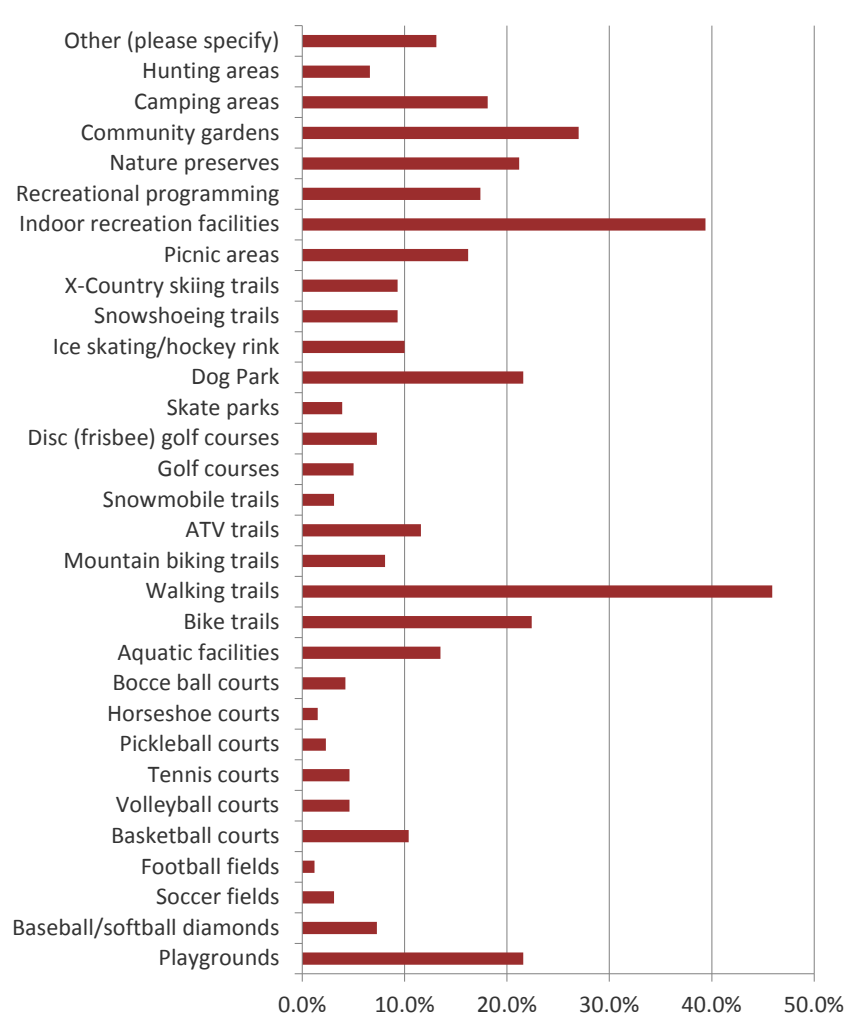






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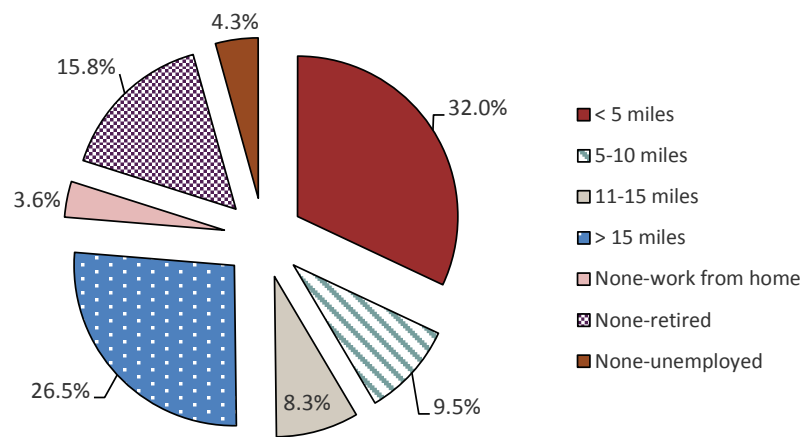
## Q12 PLEASE INDICATE THE TYPES OF RECREATION AMENITIES THAT YOU WOULD LIKE TO SEE EXPANDED OR IMPROVED IN SPARTA, EITHER BY THE CITY OR OTHER ENTITIES. (SELECT UP TO 5)



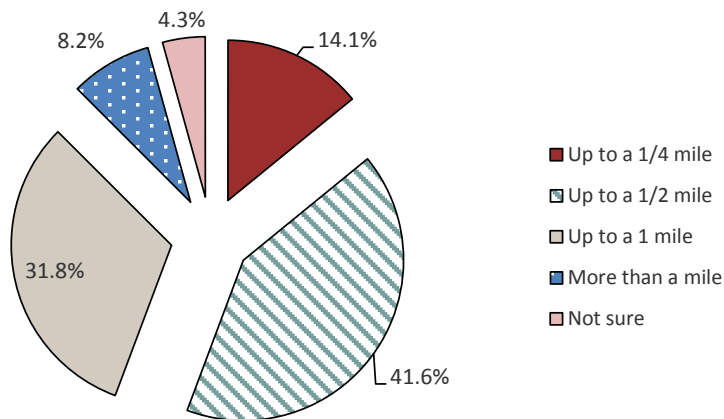


# TRANSPORTATION

## Q13 WHAT IS THE APPROXIMATE DISTANCE OF YOUR COMMUTE TO WORK (ONE WAY)?



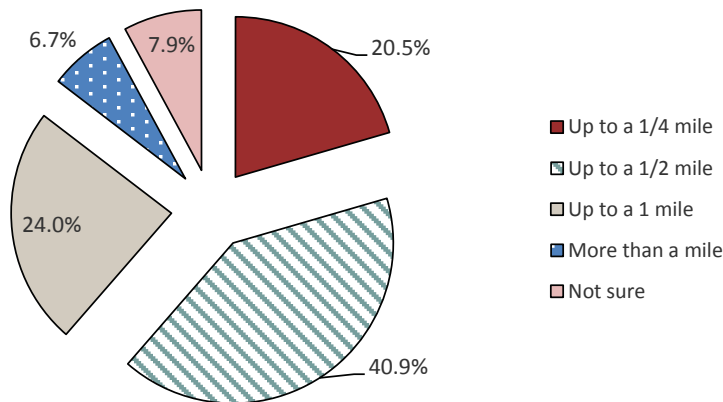
## Q14 ASSUMING A SAFE ROUTE, WHAT DO YOU CONSIDER A REASONABLE DISTANCE TO WALK TO A PARK?



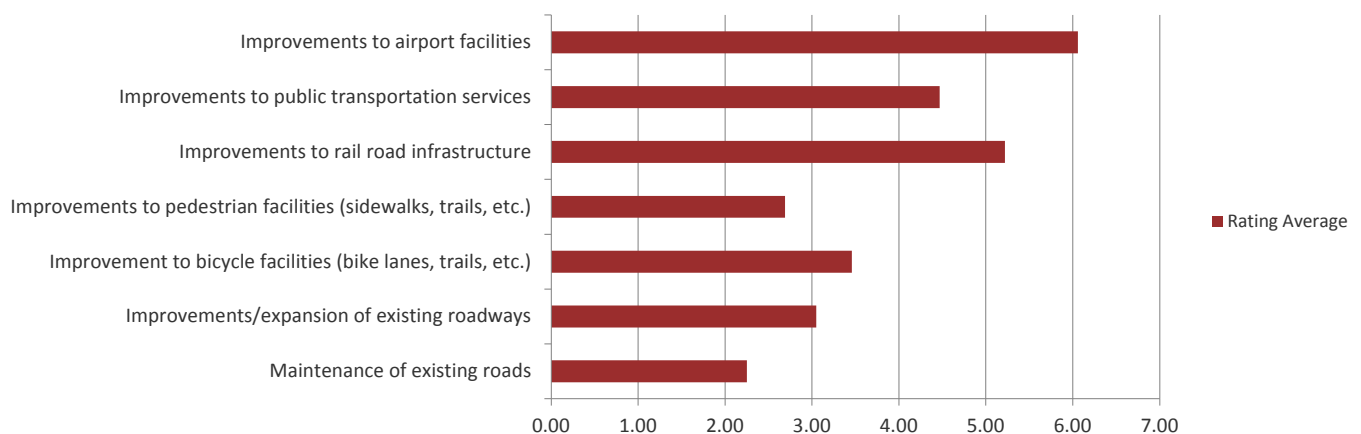




## Q15 ASSUMING A SAFE ROUTE, WHAT DO YOU CONSIDER A REASONABLE DISTANCE TO WALK TO DAILY NEEDS RETAIL BUSINESSES?



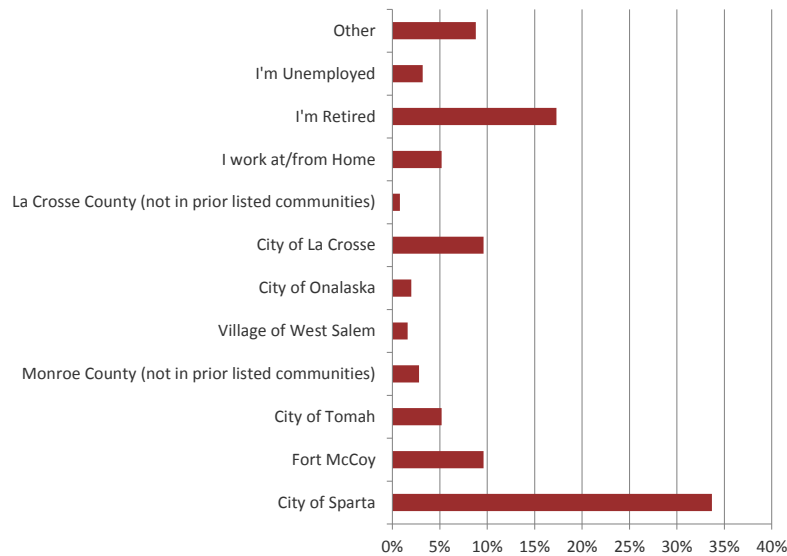
## Q16 PLEASE RANK THE IMPORTANCE OF THE FOLLOWING TRANSPORTATION INVESTMENTS OVER THE NEXT 10 YEARS WITH "1" BEING MOST IMPORTANT?



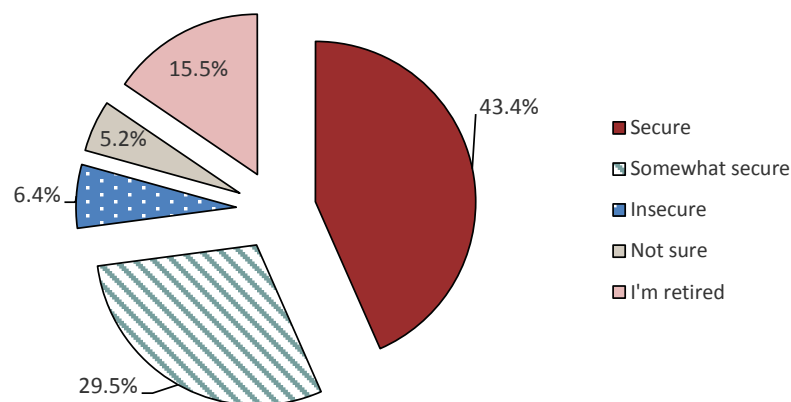


## ECONOMIC DEVELOPMENT

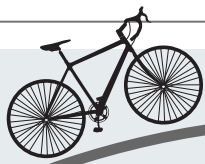
### Q17 WHERE IS YOUR PLACE OF EMPLOYMENT?



### Q18 HOW SECURE DO YOU BELIEVE YOUR EMPLOYMENT OPPORTUNITIES TO BE OVER THE NEXT 3-5 YEARS?

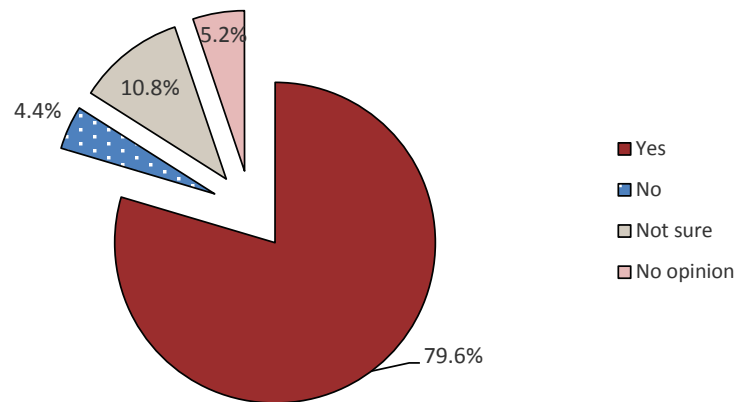




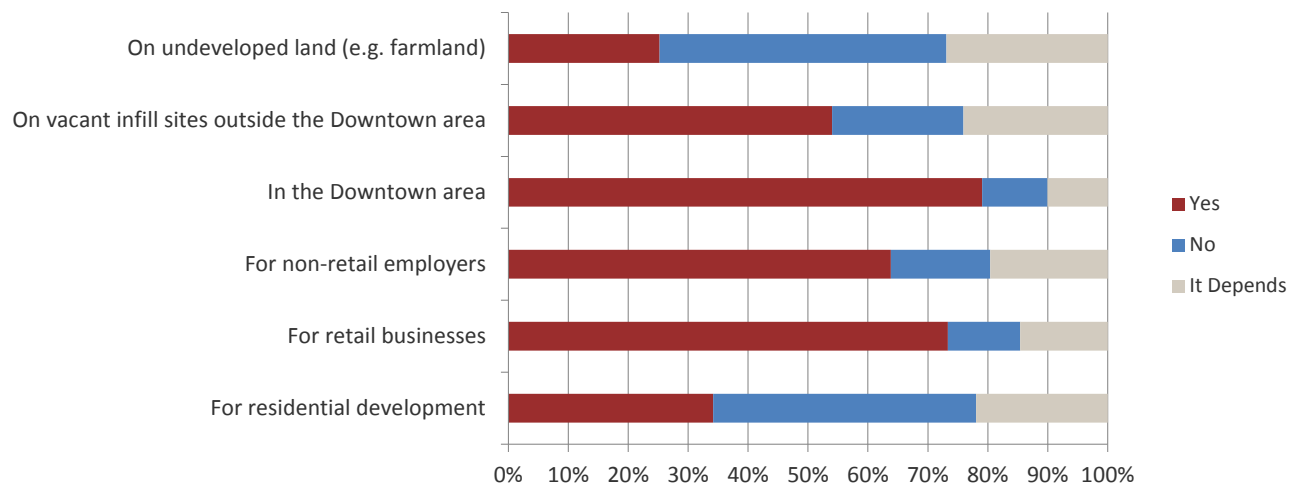


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## Q19 DO YOU BELIEVE THE CITY OF SPARTA SHOULD COMMIT FUNDING TO RETAIN, ATTRACT OR GROW PRIVATE SECTOR BUSINESSES AND JOBS IN SPARTA?



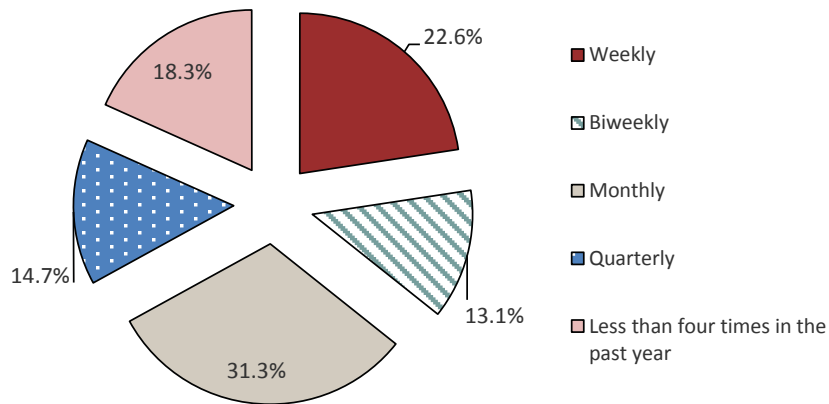
## Q20 SHOULD THE CITY OFFER FINANCIAL INCENTIVES TO ENCOURAGE PRIVATE SECTOR DEVELOPMENT AND INVESTMENT?



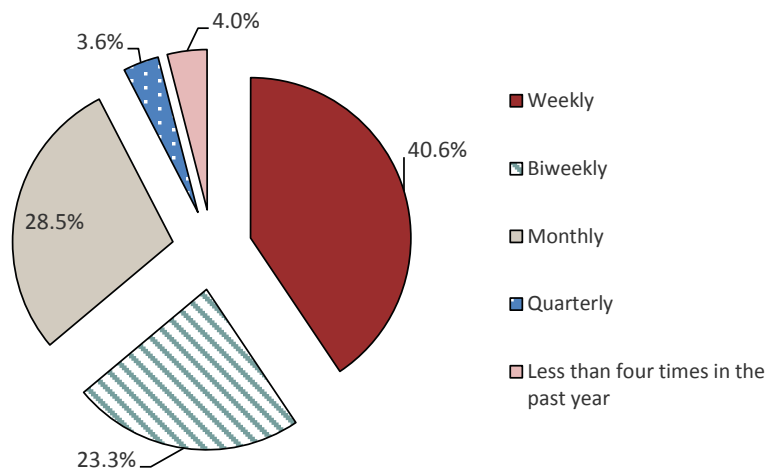


## RETAIL SERVICES

**Q21** ON AVERAGE DURING THE PAST YEAR, HOW OFTEN DID YOU VISIT BUSINESSES IN DOWNTOWN SPARTA?



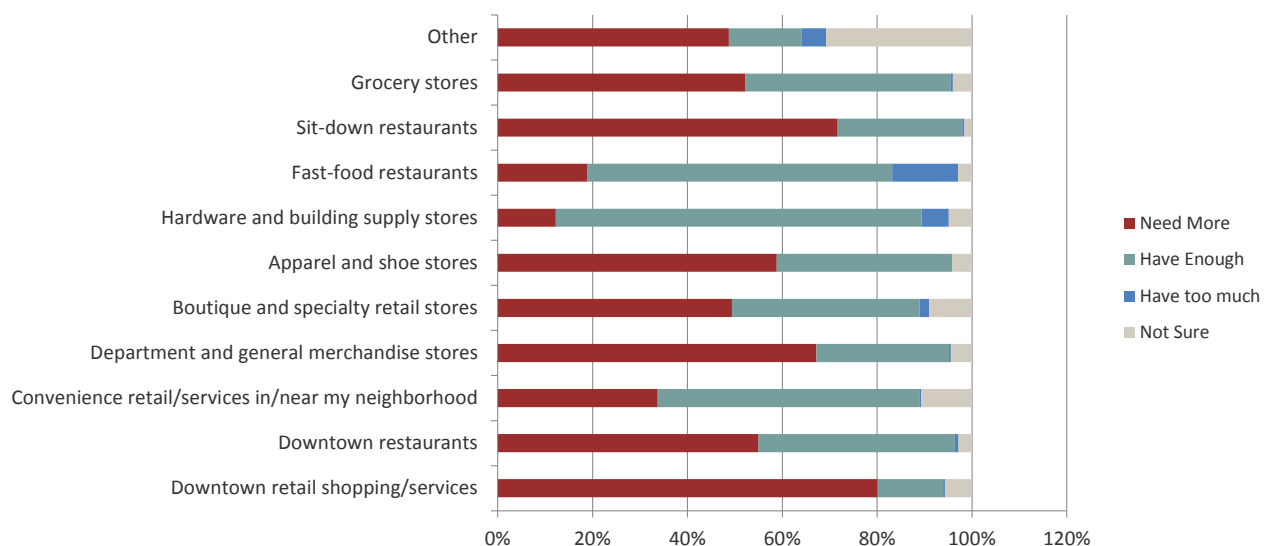
**Q22** ON AVERAGE DURING THE PAST YEAR, HOW OFTEN DID YOU LEAVE THE SPARTA AREA TO INTENTIONALLY SHOP OR VISIT SPECIFIC STORES OR RESTAURANTS?



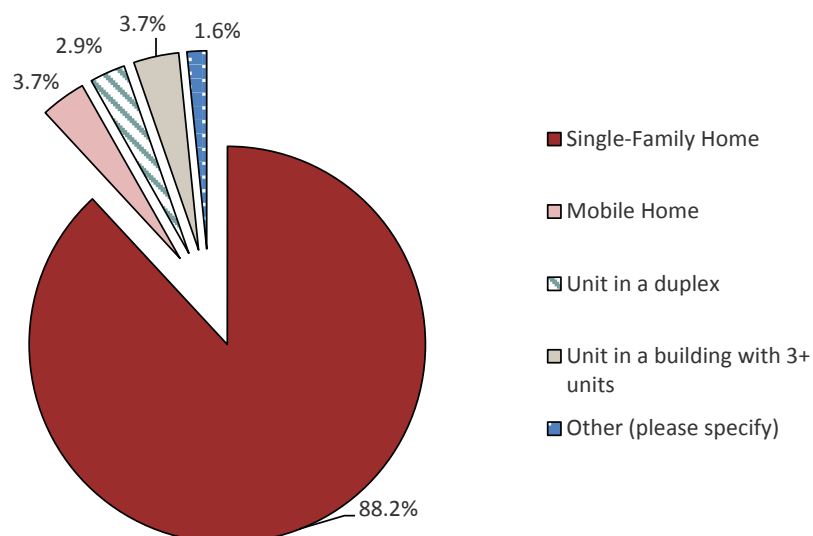


# HOUSING

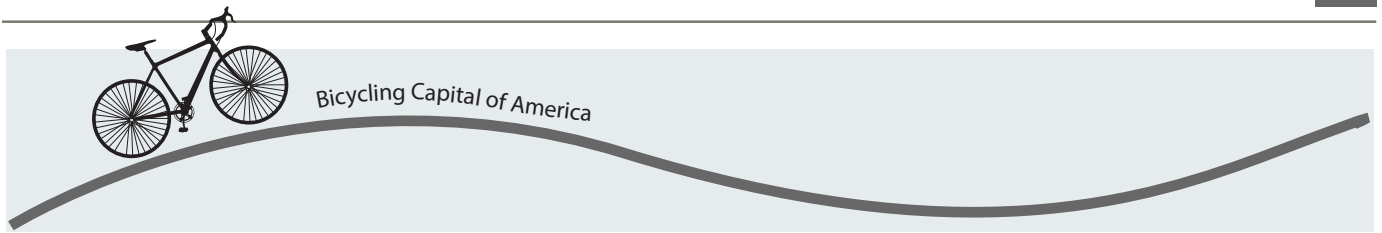
## Q23 PLEASE SHARE YOUR OPINIONS ABOUT THE SUPPLY OF VARIOUS RETAIL AND SERVICE BUSINESSES IN THE SPARTA AREA.



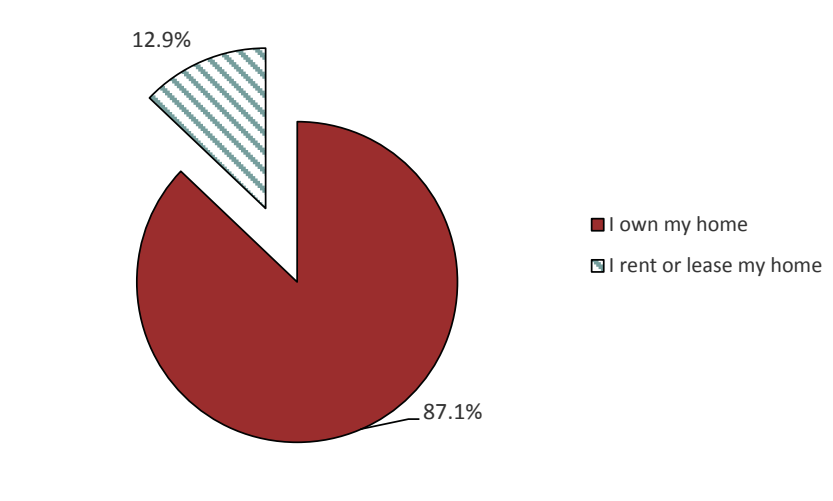
## Q24 WHAT TYPE OF DWELLING DO YOU LIVE IN?



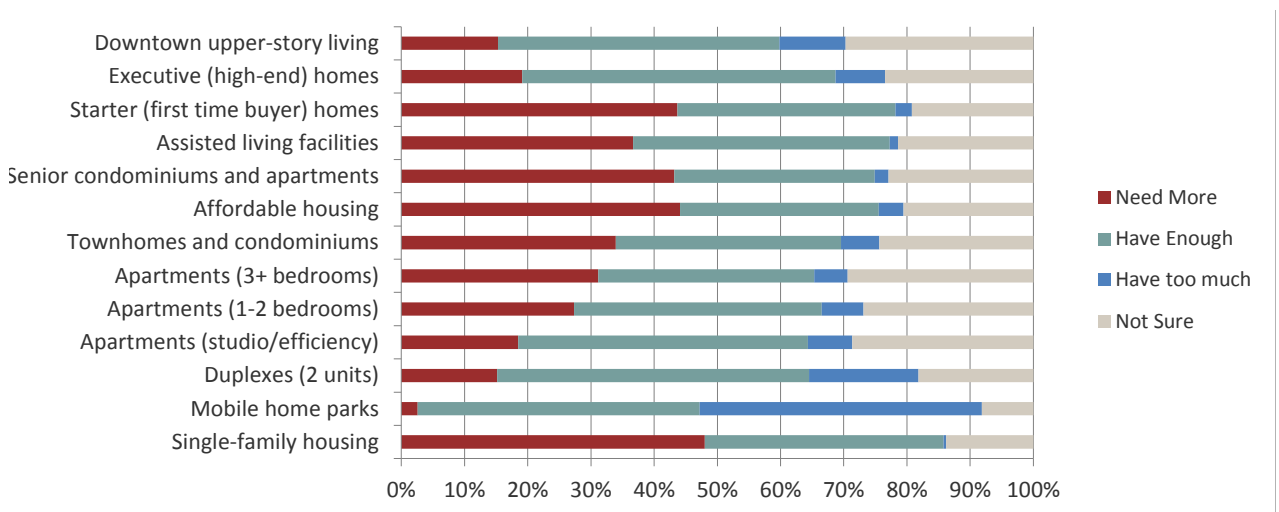




## Q25 DO YOU RENT OR OWN YOUR DWELLING?



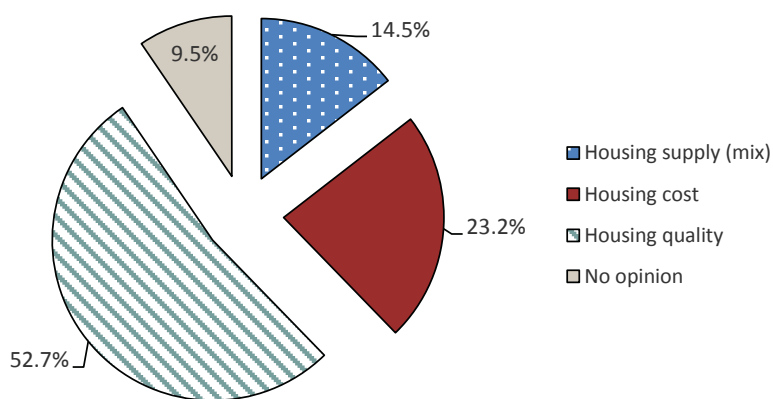
## Q26 PLEASE SHARE YOUR OPINIONS ABOUT THE SUPPLY OF VARIOUS HOUSING TYPES IN THE SPARTA AREA.



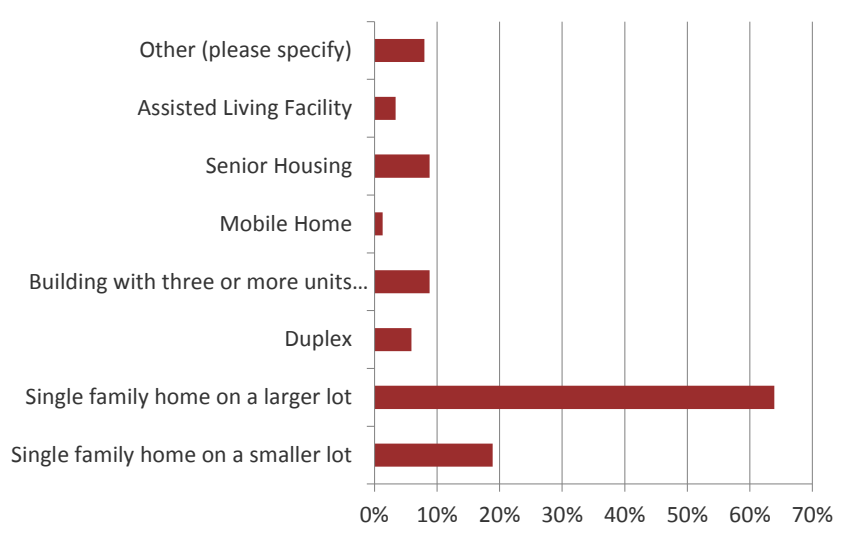




## Q27 WHICH OF THE FOLLOWING ASPECTS OF HOUSING IS MOST IMPORTANT TO IMPROVE IN THE SPARTA AREA?



## Q28 IF YOU WERE TO MOVE (WITHIN OR OUTSIDE OF SPARTA) IN THE NEXT 10 YEARS, WHAT TYPE OF HOUSING WOULD YOU BE LIKELY TO SEEK? (CHECK ALL THAT APPLY)

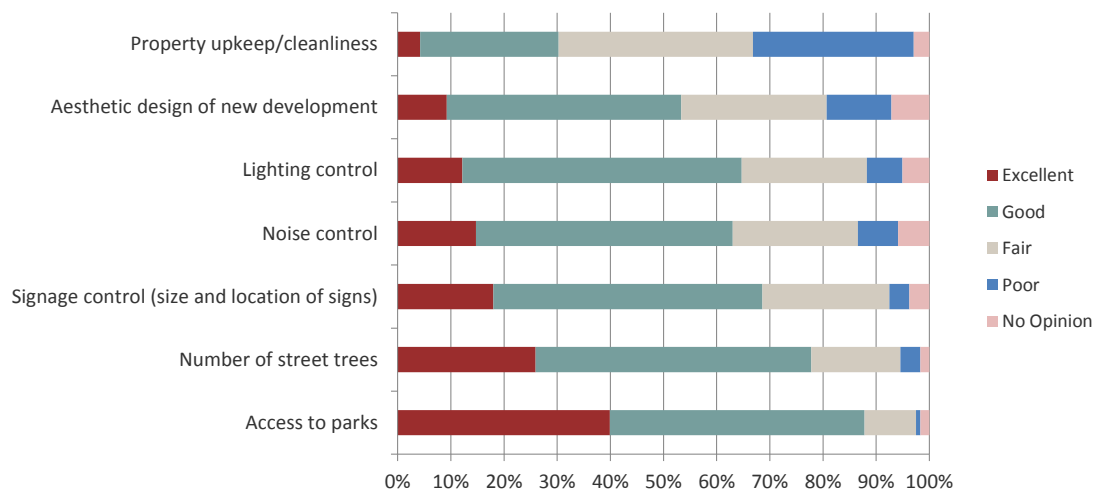




# LAND USE AND DEVELOPMENT

**Q29**  
SPARTA?

HOW DO YOU RATE THE FOLLOWING ASPECTS OF THE CITY OF

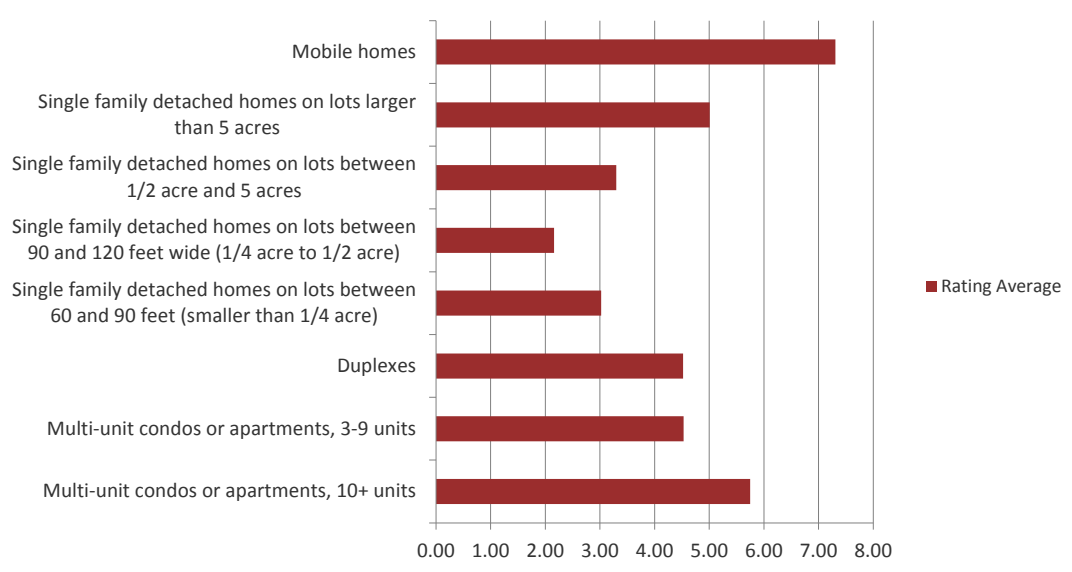






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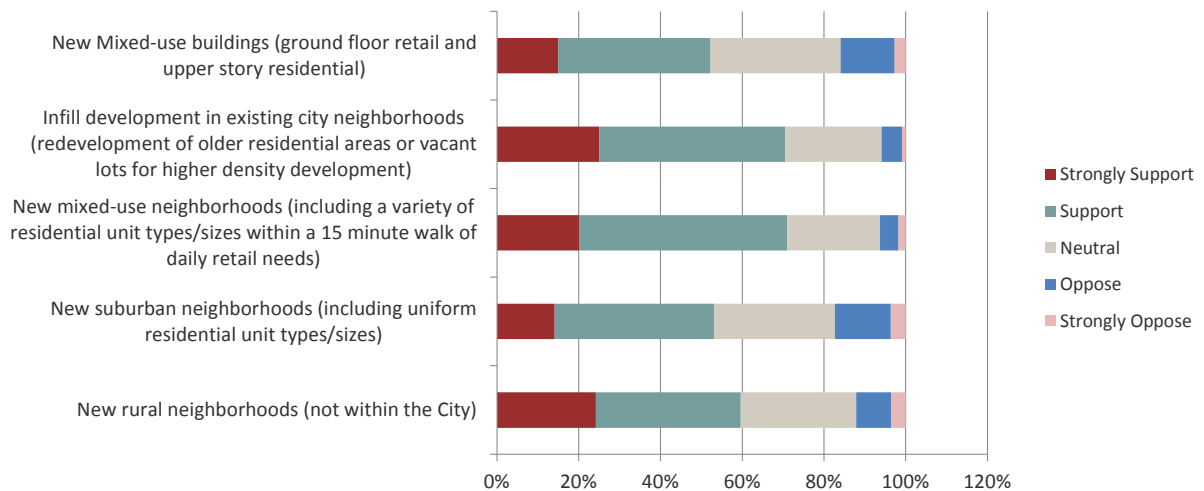
**Q30** NEW DEVELOPMENT TO ACCOMMODATE FUTURE RESIDENTIAL GROWTH IN THE REGION WILL INCLUDE A VARIETY OF UNIT TYPES AND LOT SIZES. PLEASE RANK THE FOLLOWING TYPES OF RESIDENTIAL DEVELOPMENT. THE DEVELOPMENT TYPE THAT YOU THINK SHOULD BE MOST COMMON AMONG NEW DEVELOPMENT IN SPARTA SHOULD BE RANKED FIRST, AND THE TYPE THAT YOU THINK SHOULD BE LEAST COMMON AMONG NEW DEVELOPMENT IN SPARTA SHOULD BE RANKED LAST





# LAND USE AND DEVELOPMENT

**Q31** PLEASE INDICATE YOUR SUPPORT FOR THE FOLLOWING OPTIONS FOR NEW RESIDENTIAL DEVELOPMENT IN THE REGION.



**Q32** ARE THERE ANY IMPROVEMENTS YOU WOULD LIKE TO SEE IN SPARTA'S FUTURE THAT WERE NOT COVERED IN THIS SURVEY?







# APPENDIX C

## COMMUNITY INDICATORS REPORT

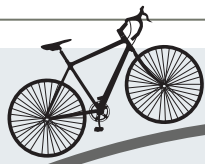
### C-1 Appendix C: Community Indicators Report

The Community Indicators Report is a summary of current conditions and recent trends in the City of Sparta based on the best available data. The purpose of those indicators is to enable informed choices about the future of the City. This report is included as an appendix to the Comprehensive Plan so that it may be easily updated from time to time and new data becomes available.

- C-3 Demographics
- C-5 Housing
- C-9 Mobility & Transportation
- C-15 Economic Prosperity
- C-21 Agriculture & Natural Resources
- C-26 Community Facilities & Services
- C-32 Community Character
- C-34 Collaborations & Partnership
- C-36 Land Use

**Note:** This report is a summary of current conditions and recent trends in the City of Sparta, based on the best available data. The purpose of these indicators is to enable informed choices about the future of the City.





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## ABOUT THE DATA

These indicators utilize a mixture of local, county, state, and federal data sources. The U.S. Census has historically been a key source of data for many community indicators. Much of the information previously collected by the decennial U.S. Census is now collected only by the American Community Survey (ACS). The ACS is an ongoing survey that collects sample data every year and reports estimates of population and housing characteristics. For communities smaller than 20,000 people, the best available estimates

are reported as rolling averages over 5-year periods – they indicate average conditions over the reporting period rather than a snapshot of a single point of time. Because the ACS estimates are based on a sample of the population, they include some error. The margin of error is reported for each estimate, and is an indication of how reliable the estimate is. As a general rule, the ACS data is quite reliable at the State level, generally reliable at the County level, and less reliable at the municipal level. The margin of error makes the data much more difficult

to interpret. To simplify tables in this plan, the reliability of each value is indicated simply by the formatting of the text. For each ACS estimate, the margin of error is divided by the estimate. If the error is 10% or less than the estimate, the value in the table is **bolded** and underlined. In graphs, the ACS data exceeding this 10% error threshold will be denoted at the bottom of the graph.

The second important note when using ACS estimates is that they cannot be compared to decennial census data because they are measured in different ways. While some of the tables in this report show both decennial census data and ACS data, caution should be used when trying to draw conclusions about trends by comparing the two sets of numbers.

	Village of Malibu		Chevrolet County		
	No.	Per	No.	Per	
1980	124	2.2	79,364	3.0	← Census data
1990	<b><u>130</u></b>	<b><u>3.4</u></b>	<b><u>200,621</u></b>	<b><u>6.0</u></b>	
2000	143	10	143,432	7.0	
Avg. 2005-2009	378		<b><u>253,053</u></b>		← ACS data
	↑		↑		
	error exceeds 10%		error less than 10%		



# DEMOGRAPHICS

## POPULATION

From 2000 to 2010, the City of Sparta grew by 10%. This growth rate surpassed the growth rate for the Town of Angelo (2%) and the State as a whole (6%) during the same period. The growth rate was similar to the County (9%) but less than the Town of Sparta (14%). As of 2010, the City of Sparta accounted for 21% of the total County population, with just over 9,500 people, or roughly 1,205 people per square mile.

Based on Wisconsin Department of Administration (WIDOA) data, the City's 2035 population is projected to be 11,670, which is an increase of nearly 23%. This is comparable to the growth projected for the Town of Sparta (26%) and the County (21%), while exceeding the Town of Angelo's projected growth of 11% and the State's 14%.

## AGE

In 2010, the median age in the City was 38.2, which is lower than the median age for the Town of Sparta

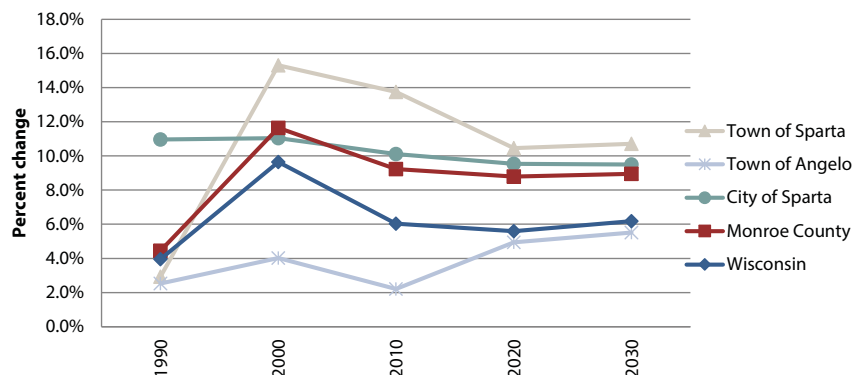
(44.3), Town of Angelo (42.5) and Monroe County (39.1). Based on this data (shown in the table below), the City of Sparta has a lower ratio of persons between the ages of 35-64 (37%) as compared to the Town of Sparta (45%), Town of Angelo (46%) and Monroe County (41%). However, looking just at the "senior citizen" age cohort (i.e. 65 and Over), the City of Sparta only has approximately the same proportion (15%) as compared to the Towns of Sparta (15%) and Angelo (13%) and the County (14%).

### Population Trends & Projections

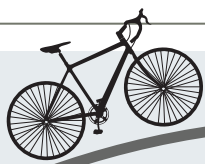
Source 2010 Census; Wisconsin Dept. of Admin.

	Town of Sparta	Town of Angelo	City of Sparta	Monroe County	Wisconsin
1980	2,317	1,189	6,934	35,074	4,705,642
1990	2,385	1,219	7,788	36,633	4,891,769
2000	2,750	1,268	8,648	40,899	5,363,675
2010	3,128	1,296	9,522	44,673	5,686,986
2015	3,245	1,315	9,870	46,110	5,783,015
2020	3,455	1,360	10,430	48,600	6,005,080
2025	3,650	1,400	10,970	50,975	6,203,850
2030	3,825	1,435	11,420	52,950	6,375,910
2035	3,930	1,435	11,670	53,970	6,476,270

### Population Percentage Change by Decade







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## Population Trends & Projections

Source 2010 Census; Wisconsin Dept. of Admin.

	Town of Sparta		Town of Angelo		City of Sparta		Monroe County	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Male	1602	51.2%	678	52.3%	4,644	48.8%	22,648	50.7%
Female	1526	48.8%	618	47.7%	4,878	51.2%	22,025	49.3%
Under 10	362	11.6%	173	13.3%	1,404	14.7%	6,466	14.5%
10-19 years	453	14.5%	177	13.7%	1,208	12.7%	6,244	14.0%
20-34 years	412	13.2%	179	13.8%	1,988	20.9%	7,549	16.9%
35-54 years	932	29.8%	409	31.6%	2,454	25.8%	12,407	27.8%
55-64 years	488	15.6%	184	14.2%	1,077	11.3%	5,784	12.9%
65-74 years	279	8.9%	111	8.6%	649	6.8%	3,311	7.4%
75-84 years	148	4.7%	47	3.6%	468	4.9%	2,036	4.6%
85 & Over	54	1.7%	16	1.2%	274	2.9%	876	2.0%
17 & Under	745	23.8%	318	24.5%	5,801	60.9%	11,670	26.1%
65 & Over	481	15.4%	174	13.4%	1,391	14.6%	6,223	13.9%
Totals	3,128	100%	1,296	100%	9,522	100%	44,673	100%

Note: According to the WIDOA, predictions of the population are based on the primary assumption that past demographic and economic patterns, on a large scale, will hold true into the future. Population projections are not a statement of what will happen, but an inference of what might happen, If past patterns and probable future trends hold true.



# HOUSING

## HOUSEHOLD COUNTS

From 2000-2010, the City of Sparta showed an 11% increase in the number of households. This was less than the increases in the Town of Sparta (22%) and Monroe County (13%), but higher than the Town of Angelo (7%) during the same period.

The City's "persons per household" dropped from 2.44 in 1990 to 2.39 in 2010, which is a reduction of 2.1%.

During this same period, the Town of Sparta's "persons per household" declined by 5.7% to 2.77 and Monroe County declined by 7.8% to 2.57. This trend is consistent with national trends over the past several decades and can be attributed to smaller family sizes, increases in life expectancy, and increases in single parent households.

As shown, the City of Sparta may see an increase of 1,195 households

between 2010 to 2035. This equates to an addition of 1,144 housing units, using a 3% average vacancy rate, an increase of 27.3%.

## OCCUPANCY & HOUSING STOCK

The housing stock in the City of Sparta is typical of a smaller Midwest city, with a majority being single family homes (57%), followed by multi-family housing (23%), a small percentage of mobile homes/trailers (12%) and duplex units (9%).

As of 2010, approximately 56% of City residents live in owner-occupied housing with a vacancy rate of 1.7%, as compared to 1.6% in the year 2000. There appears to be a trend away from owner-occupied to renter-occupied housing units; since 2000 there has been an 18% decrease in owner-occupied units and a 26% increase in renter-occupied units.

The graph on the right provides several insights to the City of Sparta's housing stock, as listed below.

Roughly 42% of residential structures in the City of Sparta were built prior to 1970. These older homes are prone to needing more maintenance and are likely to have components known to be unsafe due to structure/product make-up (e.g. lead pipes, lead paint and asbestos).

Between 1970-2009, the City of Sparta saw a significant increase in home construction. However, since 2010 there has been limited new home construction within the

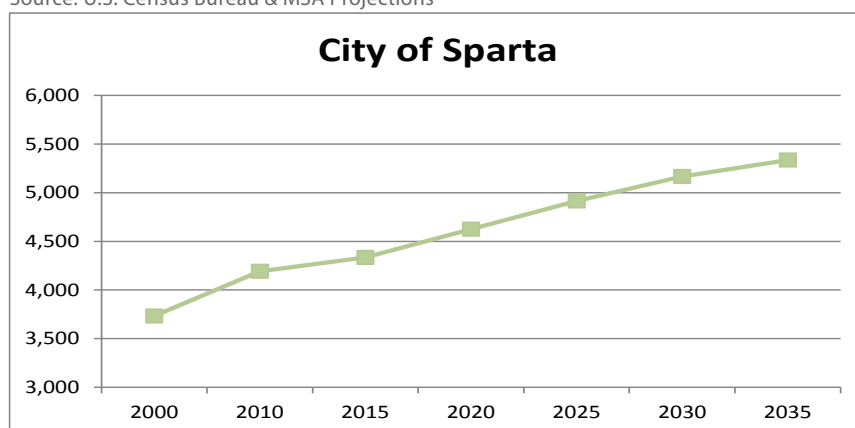
### Housing Unit Trends & Projections

Source: U.S. Census Bureau & MSA Projections

	Town Of Sparta	Town of Angelo	City Of Sparta	Monroe County
1980	n/a	n/a	2,839	12,741
1990	n/a	n/a	3,266	14,135
2000	967	517	3,733	16,672
2010	1,178	557	4,192	19,204
2015	1,228	570	4,367	19,921
2020	1,314	592	4,638	21,103
2025	1,395	613	4,903	22,245
2030	1,470	631	5,129	23,223
2035	1,518	634	5,268	23,789

### Housing Units Projections 2000-2035

Source: U.S. Census Bureau & MSA Projections





## Household Trends & Projections

Source : U.S. Census & WI Dept. of Admin.

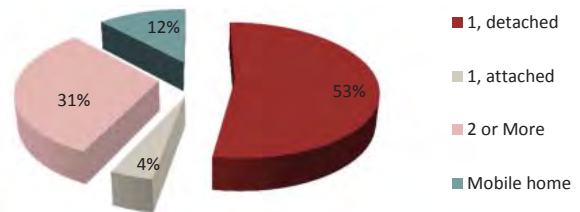
	Town of Sparta		Town of Angelo		City of Sparta		Monroe County		Wisconsin	
	Number	Persons Per	Number	Persons Per	Number	Persons Per	Number	Persons Per	Number	Persons Per
1980	n/a	n/a	n/a	n/a	n/a	n/a	11,894	2.95	1,652,261	2.85
1990	811	2.94	n/a	n/a	3,192	2.44	13,144	2.79	2,055,774	2.38
2000	925	2.97	465	2.73	3,583	2.41	15,399	2.66	2,084,544	2.57
2010	1,128	2.77	497	2.61	3,986	2.39	17,376	2.57	2,279,768	2.49
2015	1,192	2.72	514	2.56	4,208	2.35	18,266	2.52	2,371,815	2.44
2020	1,281	2.70	537	2.53	4,490	2.32	19,443	2.50	2,491,982	2.41
2025	1,367	2.67	559	2.50	4,771	2.30	20,609	2.47	2,600,538	2.39
2030	1,446	2.65	580	2.47	5,017	2.28	21,638	2.45	2,697,884	2.36
2035	1,501	2.62	588	2.44	5,181	2.25	22,303	2.42	2,764,498	2.34

City. A major contributor to the lack of home construction is the Great Recession, which has impacted the entire nation since the late 2000s.

## Unit Type, 2009-2013 Average

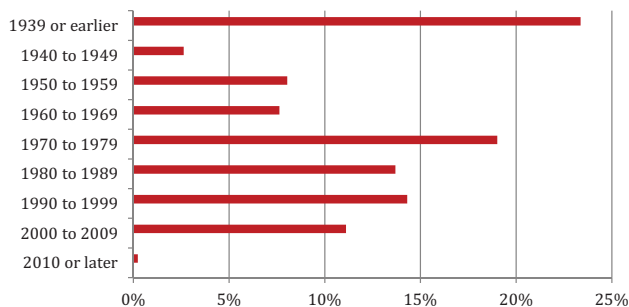
Source : American Community Survey

### Unit Type (2009-2013 Avg.)



## Year Structure Built, 2009-2013 Average

Source : American Community Survey



## Unit Occupancy

Source: U.S. Census Bureau & American Community Survey

	2000		2010		Avg. 2009-2013	
	Number	Percent	Number	Percent	Number	Percent
Owner Occupied	2,247	60%	2,327	56%	<b>2,148</b>	<b>49%</b>
Renter Occupied	1,336	36%	1,659	40%	1,954	45%
Vacant	150	4%	206	5%	238	5%
Homeowner Vacancy Rate		1.6%		1.7%		0.0%
Rental Vacancy Rate		4.3%		5.3%		3.4%
TOTAL	3,733		4,192		4,340	



# HOUSING

## AFFORDABILITY & VALUE

Affordable housing opportunities are often provided through the sale of older housing units. Housing is generally considered “affordable” when the owner or renter’s monthly housing costs do not exceed 30% of their gross monthly income. Based on the rolling average between 2009-2013, roughly 34.0% of City homeowners and approximately 42.9% of renters exceeded the “affordable” threshold. While these numbers are important indicators of affordability, it is also important to note that some residents may consciously choose to devote more than 30% of their income to household and lifestyle expenses.

The median value of a home in the City is assumed to be around \$106,200 (based on the rolling average 2009-2013), which is approximately 42% higher than in 2000 (\$74,600).

### Selected Monthly Owner Costs, Average 2009-2013

Source: U.S. Census Bureau & American Community Survey

	Percent
Less than 20 percent	44.6%
20.0 to 24.9 percent	12.2%
25.0 to 29.9 percent	9.2%
30.0 to 34.9 percent	6.3%
35 percent or more	26.8%
Not computed	0.8%

### Gross Rent as Percentage of Income, Average 2009-2013

Source: U.S. Census Bureau & American Community Survey

	Percent
Less than 15 percent	12.5%
15.0 to 19.9 percent	16.9%
20.0 to 24.9 percent	14.8%
25.0 to 29.9 percent	12.7%
30.0 to 34.9 percent	6.6%
35 percent or more	31.3%
Not Computed	5.1%

### Gross Rent

Source: U.S. Census Bureau & American Community Survey

	2000	Avg. 2009- 2013
Less than \$200	7.0%	0.0%
\$200 to \$499	55.6%	19.7%
\$500 to \$749	28.4%	34.7%
\$750 to \$999	6.0%	30.3%
\$1,000 to \$1,499	0.4%	10.3%
\$1,500 or more	0.0%	1.9%
No Cash Rent	2.7%	3.2%
Median Rent	\$444	\$724

### Value (For Homes with Mortgages)

Source: U.S. Census Bureau & American Community Survey

	2000	Avg. 2009 - 2013
Less than \$50,000	14.3%	18.3%
\$50,000 to \$99,999	68.0%	27.4%
\$100,000 to \$149,999	12.6%	33.5%
\$150,000 to \$199,999	3.7%	12.3%
\$200,000 to \$299,999	1.0%	8.0%
\$300,000 to \$499,999	0.0%	0.6%
\$500,000 or more	0.4%	0.0%
Median Value	\$74,600	<b>\$106,200</b>





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## HOUSING PROGRAMS

### City of Sparta C.D.B.G Loan Program:

The City of Sparta's residential housing rehabilitation program offering loans to maintain and improve residential property owned by low and moderate income residents (80% or lower of the Median County Income levels). The program is administered by the Community Development Office in City Hall.

**Public Housing:** Public housing programs provide publicly-owned and publicly-operated housing for low-income families and single persons who are age 62 or older, have a disability, or are displaced by government action or disaster. Local housing authorities set income limits, and rent may not exceed 30% of income. Contact the Sparta Housing Authority for information.

**Section 8 Housing Subsidies:** The federal Department of Housing and Urban Development (HUD) contracts, either directly or through a local housing authority, with owners of new, existing or rehabilitated housing units. HUD pays the difference between rent charged on the private market and the tenant's contribution, which is based on income. The participating owners may be public or private. Apartments, houses and rented mobile homes may be eligible. Another type of Section 8 program provides a rent subsidy certificate to a qualified applicant who then finds a landlord who is willing to

participate. Sometimes it is possible to obtain a subsidy for the tenant's current dwelling. Contact the Sparta Housing Authority for details.

**Rural Rent Assistance:** In rural areas, the Rural and Economic Development office administers a rent assistance program similar to the Section 8 program. The rural program uses the same income guidelines to establish eligibility. The rent charged to the tenant is generally limited to 30% of the tenant's income. Priority is given to tenants in program-sponsored projects who are paying the highest percentage of their income toward rent. Contact the local Rural and Economic Development office for details.

**Rural & Economic Development Loans:** Rural and Economic Development "Section 502" loans are available to rehabilitate homes that fail to meet minimum standards for "decent, safe and sanitary" housing, and to make homes accessible to persons with disabilities. Contact the local Rural and Economic Development office, which is generally located at the county seat.

**Home Improvement Loan Program:** The Wisconsin Housing and Economic Development Authority (WHEDA) administers the Home Improvement Loan Program (HILP) and the Home Energy Loan Program (HELP). These programs are designed to enable homeowners with low or moderate incomes to

repair and improve their homes. The program makes FHA-insured home improvement loans available at an interest rate below the market rate. A third program, the Home Energy Incentive Program, is used with HILP for energy conservation projects. To apply for a loan, visit a participating lending institution, or call 800-334-6873.

### Low-Income Energy Assistance Program:

The Low-Income Energy Assistance Program provides energy assistance for low-income renters and homeowners. Eligibility is limited to households that have an income not greater than 150% of the poverty level, and that show an "energy burden". This means the household must directly pay a fuel provider or pay rent that includes heat. Applications usually must be made through the county Energy Assistance Office. Payments are made based on a multi-tier schedule depending on income, household size, and fuel type. One payment at the appropriate benefit rate is made for the entire heating season.

**Weatherization Programs:** In most counties, free weatherization is available for qualified low-income customers through gas and electric utilities. Contractors are hired to install insulation, as well as to caulk and weather strip. Call the local utility for further information.



# MOBILITY & TRANSPORTATION

## HOUSING PROGRAMS COMMUTING

In general, the City of Sparta's workforce (16 years or older) is primarily working within Monroe County (81%) which is similar to the Town of Angelo (80%) and higher than the Town of Sparta (71%). Below are a couple notable differences between these geographies.

- Approximately 19% of the City's workforce commutes outside of the county, which is similar to workforces within the Town of Angelo (18%) and the County (19%), but lower than the Town of Sparta (29%).
- Approximately 26% of the City's workforce commutes 25 or more minutes to work, which is lower than the Town of Angelo's (30%), the Town of Sparta's (40%) and the County's workforce (29%), according to 2009-2013 ACS estimates.

Commuting in the City of Sparta is mostly done by car, with 76.7% of commuters traveling in a single occupant vehicle. This number is similar to the State as whole (80.2%). One difference in commuting methods is by those carpooling to work with 15.8% of the City of Sparta's workforce carpooling compared to 10.3% in Monroe County and 8.8% in the State as whole.

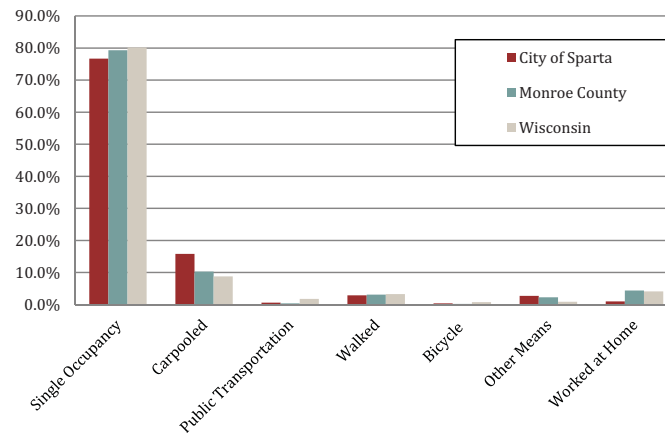
## Percentage of Residents Commuting

Source: American Community Survey

	Town of Sparta	Town of Angelo	City of Sparta	Monroe County
Within Monroe County	<b>70.9%</b>	<b>80.2%</b>	<b>81.1%</b>	<b>80.5%</b>
Outside of County, Within State	28.8%	17.5%	18.6%	<b>18.8%</b>
Outside of State	0.3%	2.4%	0.3%	0.7%

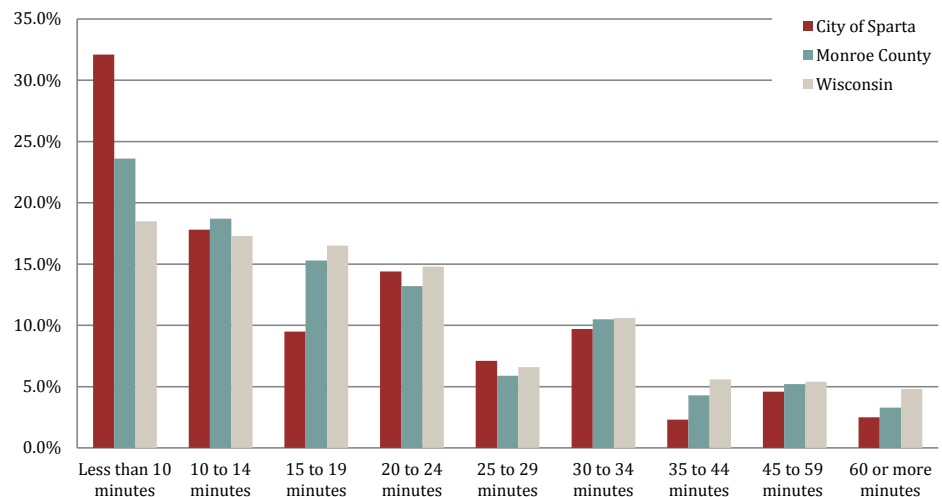
## Commuting Methods to Work

Source: American Community Survey



## Commuting Time to Work, Average 2009-2013

Source: American Community Survey







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## MAJOR MODES OF TRAVEL

**Aviation Service:** The City of Sparta operates a municipal airport in cooperation with the U.S. Army's nearby Fort McCoy (outside the City of Sparta). Of the 100 airports comprising the State Airport System, Sparta Municipal Airport is one of four that have military aircraft currently based there. Based on the Wisconsin State Airport System Plan 2012 Update, the airport is classified as a Medium General Aviation Airport and is projected to remain as such through 2020. The airport has two runways with edge lighting. The principal runway is 4,697 feet long and the crosswind runway is 4,292 feet long. Airport services include: fuel availability, tie-downs and flight instructions. The airport has a control tower related to its military use.

The airport facility has two major advantages that make it somewhat unique within Wisconsin. First, the airport is on a military reservation, meaning it is free of existing and likely future residential development

conflicts. Second, the airport facility, for the size of the community, has an unusually long principal runway and includes a substantial crosswind runway. Based on projections contained in the Wisconsin State Airport System Plan 2012 Update there are approximately 14,200 annual operations at the airport.

Since there are no commercial carriers that use this facility, the nearest airports with commercial passenger service are La Crosse Municipal Airport (25 miles away) or Dane County Regional Airport (115 miles).

**Railroad Service:** Canadian Pacific Systems Company operates the only freight railroad through the City of Sparta. Amtrak uses this railroad line, providing passenger service between Minneapolis and Chicago. The nearest depot is in the City of Tomah (18 miles east) and La Crosse (24 miles west).

**Water Transit:** There is no waterborne freight movement based in the City of Sparta. The nearest port is located in Prairie du Chien (77 miles

southwest of Sparta, which has access to the Mississippi River. Local navigable waters are used only for recreational purposes.

**Truck Routes:** Designated truck routes that run through the City of Sparta include WI-27, WI-16 and I-90.

**Road Classifications:** All federal, state, county, and local roads are classified into categories under the "Roadway Functional Classification System" based upon the type of service they provide (see map on the next page for road classifications in the Plan Area). In general, roadways with a higher functional classification should be designed with limited access and higher speed traffic.

**Roadway Improvement Projects:** Wisconsin's Six Year Highway Improvement Program identifies projects by county and project limits. This list provides projects to be completed during 2015 and 2020. The City of Sparta will be impacted by nine different projects over this time frame.

### Planned Road Improvements

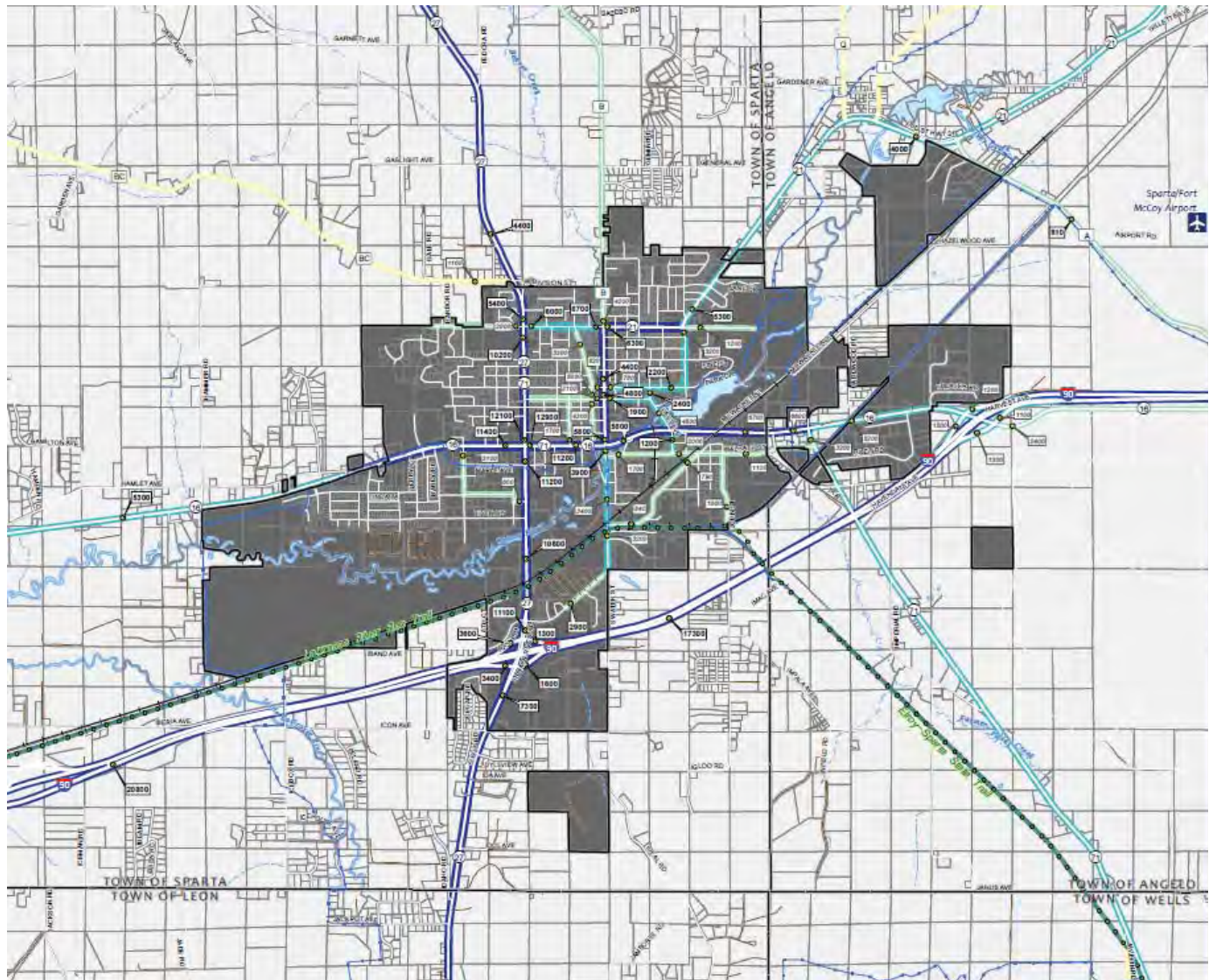
Source: Wisconsin Department of Transportation

Hwy	County	Project Title/Limits	Miles	Year	Project Description
16	Monroe	IH 90-STH 16 / City of Sparta	0.58	2016	Reconstruct roadway w/ additional lanes including turning lanes. Expand or replace bridges as needed.
71	Monroe	Melrose-Sparta	2.06	2016	Improve curves.
27	Jackson	Sparta - Black River Falls	8.42	2016	Construction and resurfacing.
90	La Crosse	La Crosse - Sparta	0.35	2016	Reconstruct rest area roadside facilities.
Local Street	Monroe	City of Sparta, E Main Street	0.10	2016	Replace Beaver Creek Bridge.
B	Monroe	Sparta - Cataract	2.80	2016	Pavement replacement from Meadow View Ln to Fernwood Ave.
27	Monroe	Cashton - Sparta	0.65	2016	Reconstruct STH 33 intersection.
27	Monroe	IH 90 - STH 16 / City of Sparta	1.10	2015	Right of Way operations on River Road to STH 16.
71	Monroe	Melrose - Sparta	2.06	2015	Utility operations - Excel and Centurylink.

In 2015 the WisDOT completed an Access Management Plan for WIS 27 from I-90 to WIS 71 West. The plan provides strategies for maintaining safe access along WIS 27.

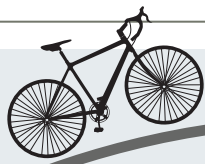


## TRANSPORTATION MAP



DATA SOURCES:  
 MUNICIPAL BOUNDARIES, ROADS, RAILROADS, AND TAX PARCELS  
 PROVIDED BY MONROE COUNTY.  
 RIVERS/STREAMS AND OPEN WATER PROVIDED BY USGS  
 (NATIONAL HYDROLOGY DATASET).  
 TRAFFIC COUNTS PROVIDED BY WISDOT.  
 FUNCTIONAL ROAD CLASSIFICATIONS DERIVED FROM  
 WISDOT BUREAU OF PLANNING AND ADMINISTRATION MAPS  
 (MONROE COUNTY 12/15/2011 AND CITY OF SPARTA 7/17/2007).





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## BIKE, PEDESTRIAN & TRANSIT

### Sidewalks, Trails, & Routes:

Pedestrians and bicyclists use the City's existing bike trail system which is approximately 6,000 feet long. The bike facilities begin at Howard Huff Park with a marked bicycle lane on Water Street and extends north across the bridge over the La Crosse River. At this point pedestrians and bicyclists leave the street and enter a paved trail. The other end of the trail is in the heart of the central business district.

In 2009 the City adopted a Bicycle and Pedestrian Plan and a Safe Routes to School Plan. See C-13 for existing and planned sidewalk

locations from the bike plan.

Sparta is known as the bicycling capital of the world and was the first City in Wisconsin to convert old rail lines to bike trails between Sparta and Elroy.

The Elroy-Sparta State Trail extends from Sparta to Elroy to the southeast. The trail is known as the "three tunnel trail" as its route passes through tunnels originally designed for railroad traffic of the Chicago & North Western Railroad companies. See trail map on C-14.

The La Crosse River State Trail extends 21.5 miles between Sparta and Onalaska, connecting the Great River State Trail and the Elroy-Sparta

State Trail. The trail is crushed limestone and offers walking/hiking, biking, snowmobiling, and camping opportunities. See trail map on C-14

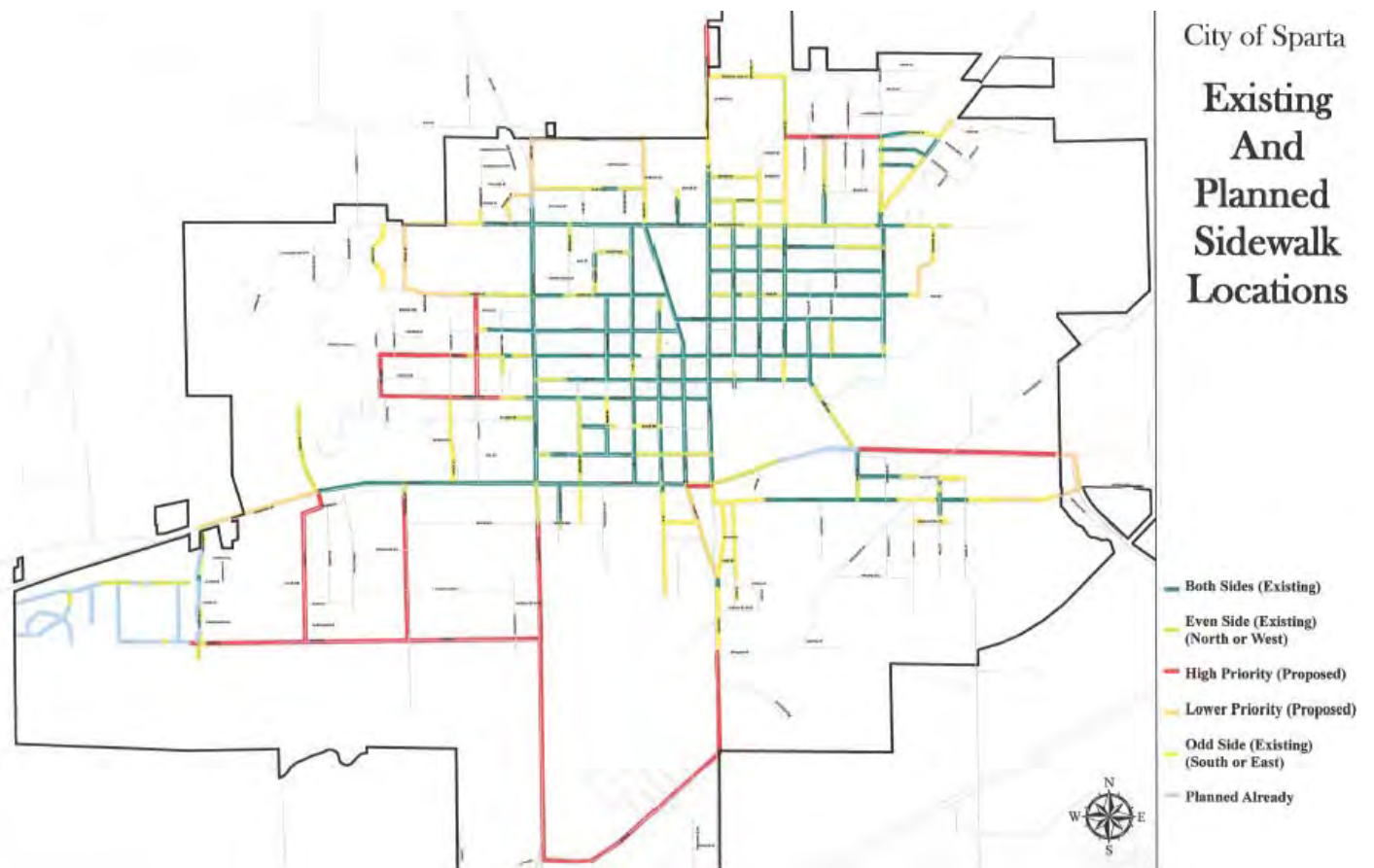
**Transit Service:** There are no public transit services provided within the City of Sparta. Intercity bus travel is available through Greyhound Bus lines in Tomah and La Crosse. From Tomah, passengers can reach Minneapolis/St. Paul, MN or Chicago, IL. Fort McCoy does operate a shuttle bus for base personnel, which has routes through Sparta as well as other communities. There are two local taxi cab services: Sparta Cab Company and Family Cabs.



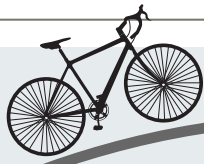


# MOBILITY & TRANSPORTATION

## EXISTING AND PLANNED SIDEWALKS





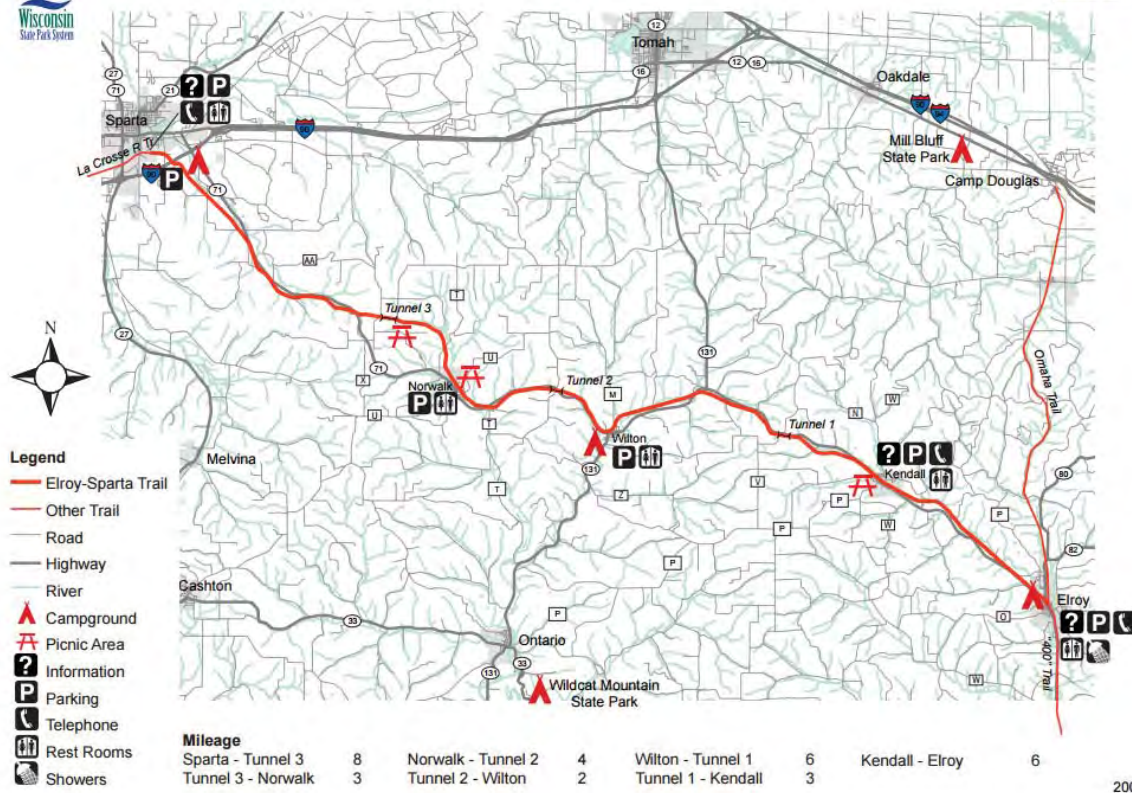


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## STATE TRAILS MAPS



### Elroy-Sparta State Trail



### La Crosse River State Trail





# ECONOMIC PROSPERITY

## EDUCATION AND INCOME

Education attainment can provide valuable insight into the existing labor force, including availability of skilled and professional workers and demand for training opportunities. In the year 2000, approximately 81% of City of Sparta residents 25 years or older have at least a high school diploma, which is the same as Monroe County (also 81%), but lower than the State as a whole (85%). Looking at higher education, only 3.0% of residents obtained a graduate/professional degree, which is similar to the County (3.4%). More recent data from the

American Community Survey (2009-2013), suggests that City residents have kept pace with the County in terms of all education levels but fall behind State levels in bachelor's and graduate degrees.

In 2000, City of Sparta's median family and household income levels were lower than the County and State's income level. More recent data from the American Community Survey (ACS) most recent rolling average (2009-2013), suggests that the City of Sparta has still been outpaced by the County and the State in these two income indicators. The ACS data also suggests the number of people below the poverty level has

increased for all geographies from 2000 to the present with the City of Sparta increasing from 11.3% to 15.1%. This is a significant increase and it is above the County (14.4%) and State as whole (13.0%).

Note: The Census Bureau uses a set of income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level".

### Educational Attainment:

Source: U.S. Census Bureau, American Community Survey

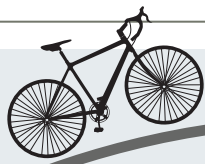
		2000	Avg. 2009-2013
City of Sparta	HS Grad	37.7%	39.2%
	Some College	20.5%	21.0%
	Associate Degree	7.1%	9.0%
	Bachelor's Degree	12.8%	12.6%
	Graduate/Prof. Degree	3.0%	5.9%
	High School Grad or Higher	81.1%	<b>87.7%</b>
Monroe County	HS Grad	41.1%	<b>39.7%</b>
	Some College	19.3%	<b>21.6%</b>
	Associate Degree	7.5%	<b>9.5%</b>
	Bachelor's Degree	9.7%	<b>12.2%</b>
	Graduate/Prof. Degree	3.4%	5.2%
	High School Grad or Higher	81.1%	<b>88.2%</b>
Wisconsin	HS Grad	34.6%	<b>32.8%</b>
	Some College	20.6%	<b>21.2%</b>
	Associate Degree	7.5%	<b>9.6%</b>
	Bachelor's Degree	15.3%	<b>17.7%</b>
	Graduate/Prof. Degree	7.2%	<b>9.1%</b>
	High School Grad or Higher	85.1%	<b>90.4%</b>

### Income Trends

Source: U.S. Census Bureau, American Community Survey

		2000	Avg. 2009-2013
City of Sparta	Per Capita	\$18,238	<b>\$21,791</b>
	Median Family	\$42,182	\$55,042
	Median Household	\$33,397	\$45,417
	<i>Below Poverty</i>	11.3%	15.1%
County	Per Capita	\$17,056	<b>\$23,456</b>
	Median Family	\$43,835	<b>\$61,851</b>
	Median Household	\$37,170	<b>\$49,774</b>
	<i>Below Poverty</i>	12.0%	<b>14.4%</b>
Wisconsin	Per Capita	\$21,271	<b>\$27,523</b>
	Median Family	\$52,911	<b>\$66,534</b>
	Median Household	\$43,791	<b>\$52,413</b>
	<i>Below Poverty</i>	8.7%	<b>13.0%</b>





Bicycling Capital of America

## EXISTING LABOR FORCE

Based on the tables and graphs on the right the following can be inferred regarding the City's existing labor force:

- The economy is starting to recover from the Great Recession, which has impacted the nation since the late 2000s. Currently the County and the State as a whole have reduced their unemployment rates to 6.3% and 7.8%, respectively. Based on the American Community Survey (avg 2009-2013), the City of Sparta unemployment rate (8.8%) is higher than that of the County and State.
- A majority (75.0%) of workers in the City of Sparta earn a private wage and salary, slightly higher than Monroe County at 69.8%. The County has more government workers as compared to the City (21.4% and 17.6%, respectively).
- Occupations in City of Sparta are split fairly evenly between "Management, Professional & Related", "Service", "Prod., Trans., & Mat. Moving" and "Sales and Office". "Management" is less than the County, however "Service", "Prod." and "Sales" are all slightly higher in the City than the County.
- The largest occupations by industries in the City of Sparta are "Educational, Health & Social

Services", "Manufacturing", "Retail Trade", and "Arts, Entertainment". This is the same as the largest occupations in the County and State.

Note: A community's labor force includes all people over the age of 16 classified as employed or unemployed as well as members of the U.S. Armed Forces. Those not included in the labor force statistics include students, homemakers, retired workers, seasonal workers not currently looking for work, institutionalized people, and those doing only incidental unpaid family work.

### Employment Status

Source: U.S. Census Bureau, Wi Workforce and Labor Market Information System

	City of Sparta	Monroe County	Wisconsin
In Labor Force (2000)	4,567	18,188	2,598,898
Unemployment Rate	4.6%	5.0%	4.3%
In Labor Force (2010)	4,913	24,623	3,084,557
Unemployment Rate	5.1%	7.3%	8.5%
In Labor Force (avg. 2009-2013)	<b>5,156</b>	<b>22,975</b>	<b>3,082,381</b>
Unemployment Rate	8.8%	6.3%	<b>7.8%</b>

### Class of Worker

Source: American Community Survey

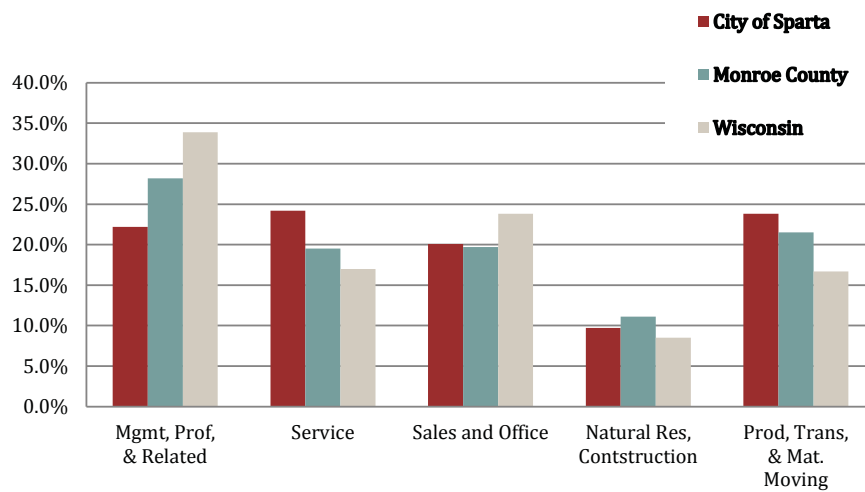
	City of Sparta	Monroe County	Wisconsin
Private Wage & Salary	<b>75.0%</b>	<b>69.8%</b>	<b>81.9%</b>
Government Worker	17.6%	<b>21.4%</b>	<b>12.6%</b>
Self-employed & Not-for-Profit Worker	7.5%	8.5%	<b>5.3%</b>
Unpaid family Worker	0.0%	0.3%	0.2%



# ECONOMIC PROSPERITY

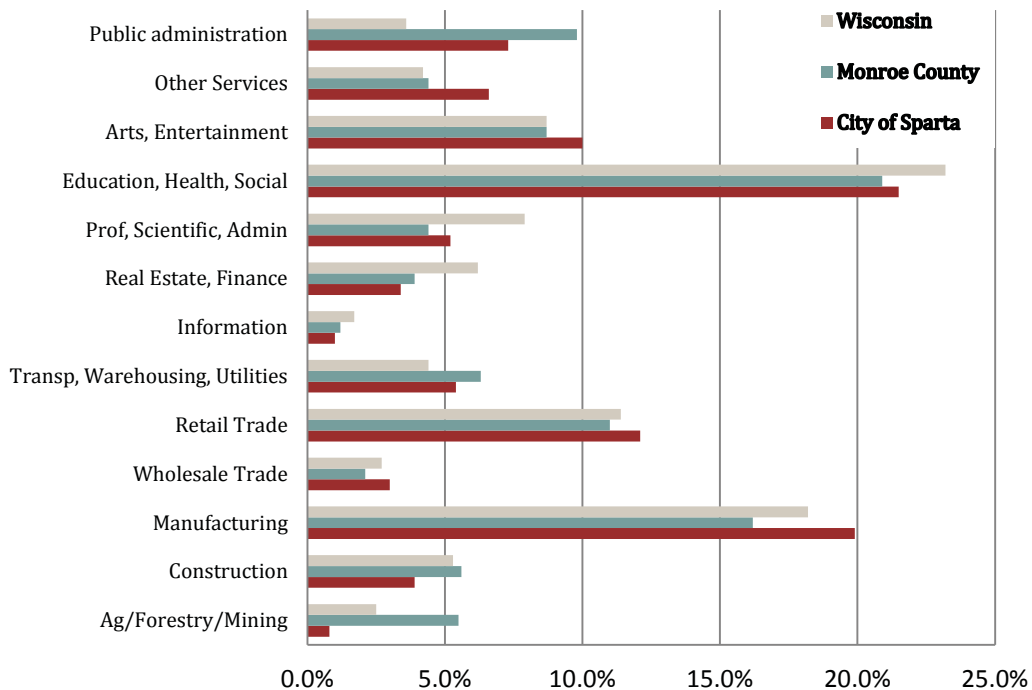
## Employment by Occupation, 2009-2013 Average

Source: American Community Survey



## Employment by Industry, 2009-2013 Average

Source: American Community Survey







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## LABOR PROJECTIONS

Sparta Based on Wisconsin's Department of Workforce Development the fastest growing industries in the Western Region (includes Buffalo, Crawford, Jackson, Juneau, Monroe, Trempealeau, and Vernon Counties) are "Administrative and Support and Waste Management and Remediation

Services". The "Healthcare" industry in general is growing rapidly, both regionally and statewide due in part to the aging population.

employees. Other major employers are Tomah VA Medical Center and school districts, including the Sparta Area School District.

## MAJOR EMPLOYERS

As of 2014, the largest employer in the County is Fort McCoy and Walmart, with 1,000 or more

### Major Employers & Manufacturers in Monroe County 2014

Source: Worknet; Wisconsin's Workforce and Labor Market System

Establishment	Service or Product	Number of Employees
Fort McCoy	National Security	1,000 or More
Northern Engraving Corp	Metal Coating, Engraving and Allied Services to Manufacturers	1,000 or More
Toro Co	Farm Machinery & Equipment Manufacturing	1,000 or More
Walmart	General Retail and Distribution Center	1,000 or More
Cardinal Glass Industries Inc.	Glass Product Manufacturing made of Purchase Glass	250-499
Century Foods Intl LLC	Dry, Condensed, & Evap. Dairy Products Mfg.	250-499
County of Monroe	Executive & Legislative Offices, combined	250-499
Coveris	Unlaminated Plastics Film and Sheet	250-499
Knights of Columbus	Civic and Social Organizations	250-499
Morrow Memorial Home/Maycrest	Nursing Care Facilities	250-499
Tomah Memorial Hospital	General Medical and Surgical Hospital	250-499
Sparta Area School District	Elementary & Secondary Schools	500-999
Tomah Public School District	Elementary & Secondary Schools	500-999
Tomah VA Medical Center	Psychiatric & Substance Abuse Hospitals	500-999

### Fastest Growing Industries in the Western Region

Source: Wisconsin Welfare Department

Industry	Base Year (2010)	Projection Year (2020)	Percent Change
Administrative and Support and Waste Management and Remediation Services	4337	5468	26%
Professional, Scientific, and Technical Services	2772	3477	25%
Accommodation and Food Services	11432	13975	22%
Transportation and Warehousing	7882	9486	20%
Health Care and Social Assistance, including State and Local Government	21611	25954	20%
Finance and Insurance	4798	5489	14%
Real Estate and Rental and Leasing	983	1122	14%
Management of Companies and Enterprises	1683	1905	13%
Arts, Entertainment, and Recreation	1271	1,409	11%
Wholesale Trade	5083	5519	9%



# ECONOMIC PROSPERITY

## ECONOMIC DEVELOPMENT PROGRAMS

### City of Sparta Economic Development

**Loan Fund:** This loan fund utilizes the money that the City received from several Community Development Black Grants through the Wisconsin Department of Commerce. This program serves the City of Sparta with help for new business start-ups, business expansion and business retention to create/retain jobs for low to moderate income individuals (funded by CDBG-ED program).

### City of Sparta Downtown Facade

**Program:** This program is administered by the CDBG office and the Economic Development and Block Grant Commission (EDBG). The purpose of the loan program is to provide low interest loans to property owners for exterior improvements to downtown commercial buildings (funded by CDBG-ED program).

### City of Sparta Tax Increment Financing

**(TIF):** The City of Sparta has four active TIF districts. TIF provides funds to promote development opportunities and expand the future tax base.

### Monroe County Revolving Loan Fund:

This fund is designed to promote economic development by providing a source of long term, fixed rate, low interested financing for new and existing business projects that are located in Monroe County.

### CMV Growth Development Revolving

**Loan Fund:** This fund seeks to foster growth in economic based activities

that affect growth or decline in the Tri-County area of Crawford, Monroe and Vernon counties. The fund targets manufacturers, tourism and select service industries to create jobs.

### Wisconsin Economic Development

**Corporation:** As the state's lead economic development organization, the Wisconsin Economic Development Corporation (WEDC) nurtures business growth and job creation in Wisconsin by providing resources, technical support, and financial assistance to companies, partners and the communities they serve. The WEDC administers a variety of economic and community development programs for private businesses and municipalities. Visit [www.inwisconsin.com](http://www.inwisconsin.com) to learn more.

### Community Development Block Grant - Public Facilities for Economic Development (CDBG-PFED) Program:

The CDBG-PFED is a federally funded program administered by the Wisconsin Department of Administration (WIDOA). This grant is designed to assist communities that want to expand or upgrade their infrastructure to accommodate businesses that will create new jobs.

### Community Development Block Grant - Economic Development (CDBG-ED) Program:

The CDBG-ED is a federally funded program administered by the Wisconsin Department of Administration (WIDOA). It is designed to assist businesses that will invest private funds and create jobs as they expand or relocate to Wisconsin. WIDOA awards funds to a local unit of government as a grant, which then loans the funds to a business that commits

to create jobs for low- and moderate-income residents. When the business repays the loan, the community retains the funds to start a revolving loan fund.

### Community Development Zones:

This is a special designated areas in the State. Once created they exist for twenty years with a potential for extending the zone for another five years. The zones range from small rural areas to large metropolitan areas. A certified employer in a zone can earn a tax credit against a Wisconsin income tax liability for job creation and for environmental remediation.

### Rural Economic Development (RED) Early Planning Grant Program:

The RED grant is a program designed to assist rural business with twenty-five employees or less. Grants may only be used for professional services such as preparation of a feasibility study, market study, or business plan.

### WI Development Fund (WDF) Programs:

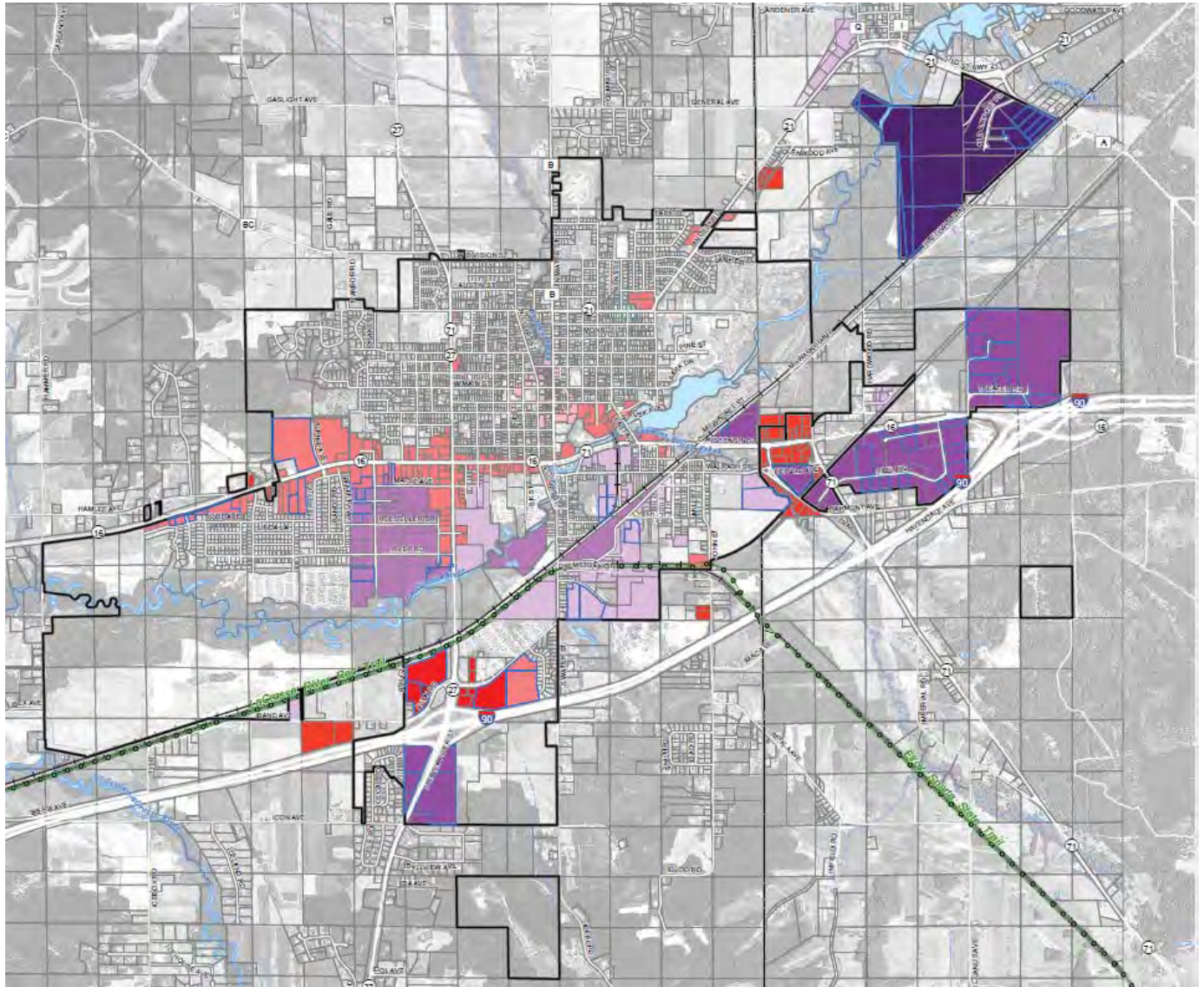
There are two WDF programs. The Technology Development Fund helps finance products research and development, and commercialization. The Major Economic Development Program provides financial assistance for business startups or expansions that can create or retain a significant number of jobs and to leverage private capital investment.

### Transportation Facilities Economic Assistance and Development Program:

This funds transportation facilities improvements (e.g. road, rail, harbor and airport) that are part of an economic development project.



## ECONOMIC PROSPERITY MAP



DATA SOURCES:  
 MUNICIPAL BOUNDARIES, ROADS, RAILROADS, ZONING,  
 AND TAX PARCELS PROVIDED BY MONROE COUNTY.  
 RIVERS/STREAMS AND OPEN WATER PROVIDED BY USGS  
 (NATIONAL HYDROLOGY DATASET).  
 AERIAL PROVIDED BY USDA (NAIP 2013).



# AGRICULTURAL & NATURAL RESOURCES

## NATURAL RESOURCES

### Physiography

The City of Sparta is located in the Western Coulee and Ridges ecological landscape. This area is characterized by its highly eroded, unglaciated topography with steep sided valleys and ridges, high gradient headwater streams, and large rivers with extensive, complex floodplains and terraces.

### Vegetation

Presettlement vegetation consists primarily of oak savannahs characterized by open grasslands with scattered bur, black, white and Hill's oaks. Isolated oak forests on the steep valley slopes were also quite common. Frequent wildfires kept intolerant trees and shrubs from gaining a foothold, thus sustaining largely savannah environment.

Since European settlement, wildland fires have been controlled resulting in a change in vegetation and many of the prairies have been converted to agricultural uses. Many of the areas not used for agricultural purposes have developed into closed forest ecosystems. Over the years many of the oak forests have been harvested, causing maple-basswood forests to become more dominate.

### Soils

Although continental glaciers at one time covered much of Wisconsin, the southwestern portion of the state was largely unaffected. This area is known as the driftless region,

or the coulee region. The City of Sparta and much of the western two-thirds of Monroe County are in the driftless area. This area consists mainly of a broad bedrock plateau that is mantled with loess, residuum of bedrock, or both. The thickness of these deposits over the bedrock varies widely from 0-40 feet. Alluvial deposits are found in the valley bottoms. Clay deposits and sand deposits also resulted from glaciation and are found in the region. Areas of steep slopes within the City are shown on the Development Limitations Map (refer to C-25).

### Metallic and Non-Metallic Resources

There are no metallic mineral mining operations within the City.

Achievements in new technology for extracting natural gas through the process of "fracking" have created a demand for sand byproducts, called frac sand or silica, used in the extraction process. Western Wisconsin, including Monroe County, contains an abundance of the sandstone formations valued for natural gas extraction in other states (mostly in North Dakota and Montana).

In 2011, the City of Sparta approved an annexation petition of approximately 550 acres of open land to the southwest portion of the City, between the La Crosse River and the Canadian Pacific Railway. The land is owned by U.S. Silica Holdings, the second largest

domestic producer of commercial silica, a specialized mineral that is a critical input into oil and gas shale production and various industrial and specialty products. The Company built a new frac sand facility located on the CP's rail line in Sparta that will produce high quality Northern White sand for use in shale basins across the United States and Canada. The facility produces and ships three different grades of dry sand and became fully operational in 2013, with 40-70 employees. U.S. Silica's operation in Sparta will last for approximately 20 years. After that, they will restore the land leaving a 233-acre recreational lake.

### Agricultural Land and Open Space

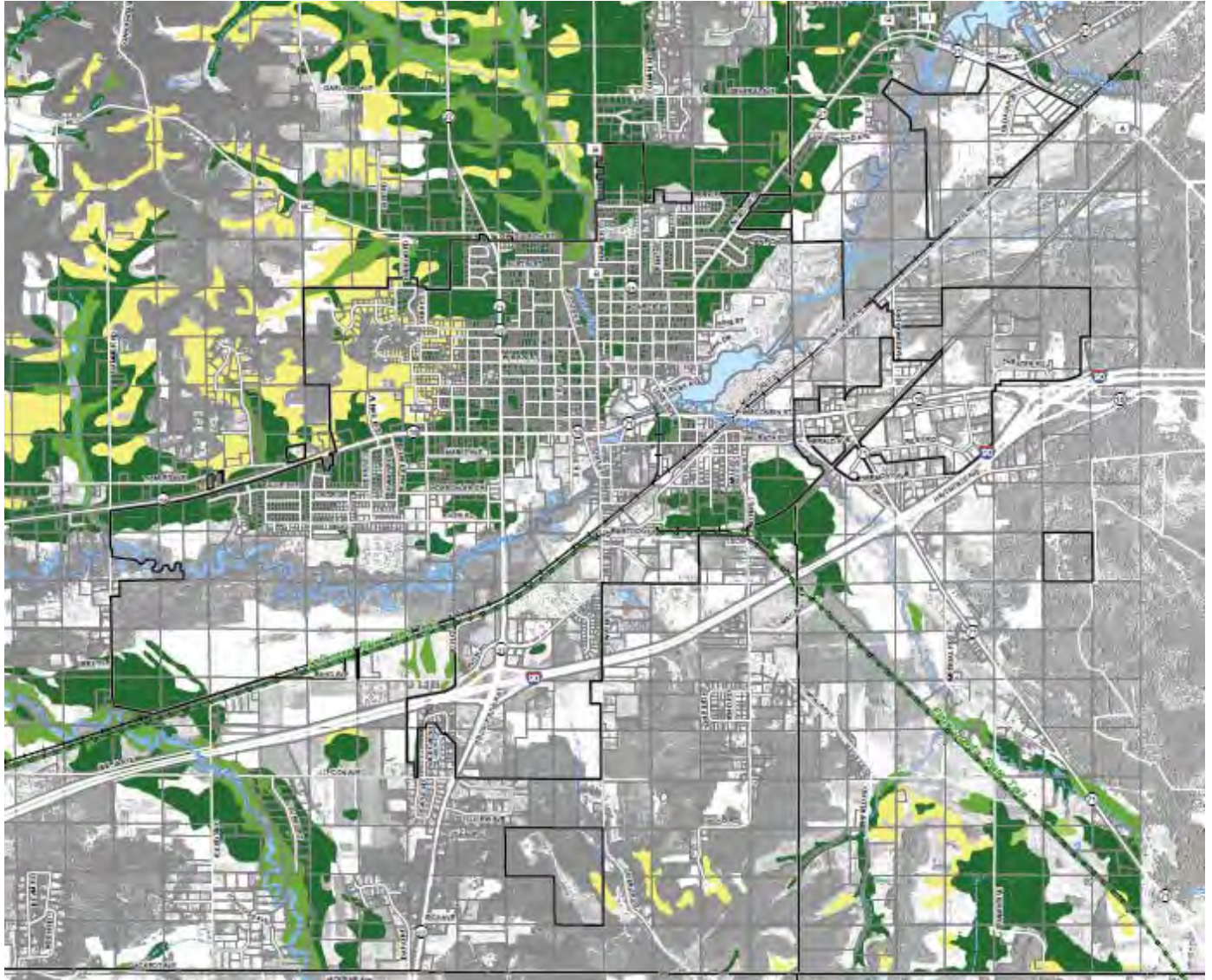
There is approximately 1,744 acres of agricultural and open space/pastures in the planning area. This is approximately 34% of the land area. A map of prime farmland areas within the planning area is shown on the next page. "Prime farmland" designates land that has the best combination of physical and chemical soil characteristics for producing food, feed, forage, fiber, and oilseed crops according to the Natural Resource Conservation Service.











### Rare Species

The Wisconsin Department of Natural Resources monitors a Wisconsin Natural Heritage Database, which provides generalized information about endangered and threatened species by occurrence by County and Town, Range and Section.



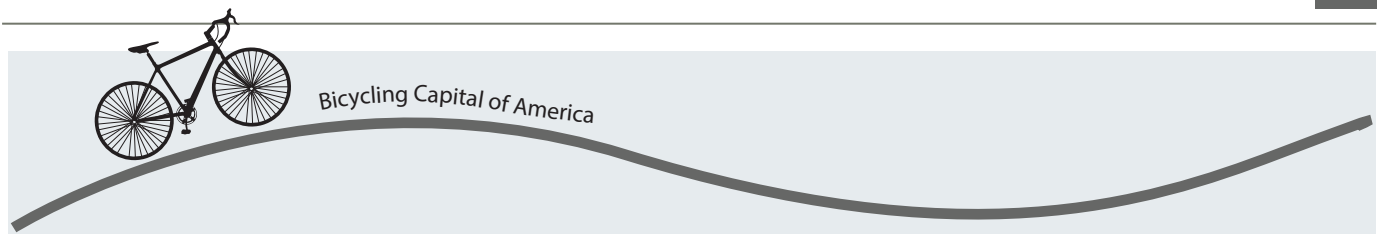
## PRIME AGRICULTURAL LAND MAP



- |  |   |
|--|---|
|  City of Sparta     | USDA-NRCS Soils   |
|  Tax Parcel         |  All areas are prime farmland            |
|  Open Water         |  Prime farmland if drained               |
|  River/Stream       |  Prime farmland if drained and protected |
|  Recreational Trail |  Farmland of statewide importance        |
|  Railroads          |   |

DATA SOURCES:  
 MUNICIPAL BOUNDARIES, ROADS, RAILROADS, AND TAX PARCELS  
 PROVIDED BY MONROE COUNTY.  
 RIVERS/STREAMS AND OPEN WATER PROVIDED BY USGS  
 (NATIONAL HYDROLOGY DATASET).  
 FARMLAND CLASSIFICATIONS DERIVED FROM USDA-NRCS SOILS.  
 AFRIAL PROVIDED BY USDA (NAIP 2013)





The table to the right identifies those that have been found within City of Sparta area (i.e. T17R4W).

### Drainage Basin & Watershed

The City of Sparta is located in the Mississippi River Basin. Each major basin is further subdivided into Water Management Units. The City is in the Bad Axe - La Crosse WMU. Each WMU is further subdivided into one or more of Wisconsin's 334 watersheds. A majority of the City is in the Little La Crosse River watershed, the northeast portion of the City is in the Upper La Crosse River Watershed.

### Surface Water

There are three principal streams and rivers in the area: La Crosse River, Little La Crosse River and Beaver Creek.

The La Crosse River starts in western Monroe County and flows to the west through Fort McCoy. In the Town of Angelo the river has been dammed to create the Angelo Pond, which is designated as impaired water due to high mercury concentrations. Downstream of Angelo Pond, the La Crosse River is considered a Class III trout water. Further downstream, Perch Lake is a 33-acre impoundment of the La Crosse River. The City of Sparta owns the dam, which was installed in 1865, and leases it for hydroelectric generation. The lake is considered a "drainage lake" and has 2.4 miles of shoreline with a maximum depth of 10 feet. In 1983 and again in 2002, Perch Lake was dredged. As a part

### Endangered & Threatened Species

Source: Wisconsin Department of Natural Resources

Common Name	Scientific Name	Protection Status
Dry-mesic Prairie	<i>Dry-mesic prairie</i>	NA
Gophersnake	<i>Pituophis catenifer</i>	SC/P
Karner Blue	<i>Karner Blue</i>	NA
Prairie False-dandelion	<i>Nothocalais cuspidata</i>	SC
Prairie Fame-flower	<i>Phemeranthus reguospemus</i>	SC
Prairie Parsley	<i>Polytaenia nuttallii</i>	THR
Sand Barrens	<i>Sand barrens</i>	NA

Protection Status: Special Concern (SC), Fully Protected (SC/P), Natural Area (NA), & Threatened (THR)

of the 2002 dredging, a sediment trap was constructed immediately upstream of Perch Lake along the La Crosse River.

The Little La Crosse River, also known as Leon Creek, drains the southern end of the Town of Sparta. It is nearly 18 miles in length and is spring-fed. It joins the La Crosse River between Sparta and Rockland.

Beaver Creek and its tributaries flows from north to south, and empties into the La Crosse River.

### Ground Water

Most of the ground water in the area is found in the sandstone aquifers which varies in thickness from less than 50 feet to well over 400 feet. Where the sandstone is more than 50 feet thick, it can yield large, reliable quantities of water. Because sandstone is less permeable than sand and gravel formations, wells in the area tend to be significantly deeper than wells to the west, ranging between 200 and 400 feet deep.

Ground water quality in the region is generally quite good. Typically constituents are calcium, magnesium and bicarbonate ions. These ions are derived mainly from solution of dolomite and limestone and chemical decomposition of certain minerals in the igneous and metamorphic rock formations. With increasing depth, ground water tends to become rather hard and contain higher concentration of iron. Hardness is caused by concentrations of calcium and magnesium. The majority of wells have hard water, and in isolated areas there is high concentrations of iron in the ground water.

### Wetlands

Most of the wetlands that are in the area are associated with river stream corridors with relatively flat gradients, and are typically small and are associated with springs and seeps. In total, there is approximately 435 acres of wetland-type soils (8.6% of the City). These lands are generally not conducive for intensive development



## *AGRICULTURAL & NATURAL RESOURCES*

due to erosive character, high compressibility and instability, low bearing capacity, and high shrink-swell potential of wetland soils.

### **Floodplains**

Floods are the nations most common natural disaster and therefore require sound land use plans to minimize their effects. Benefits of floodplain management are the reduction and filtration of

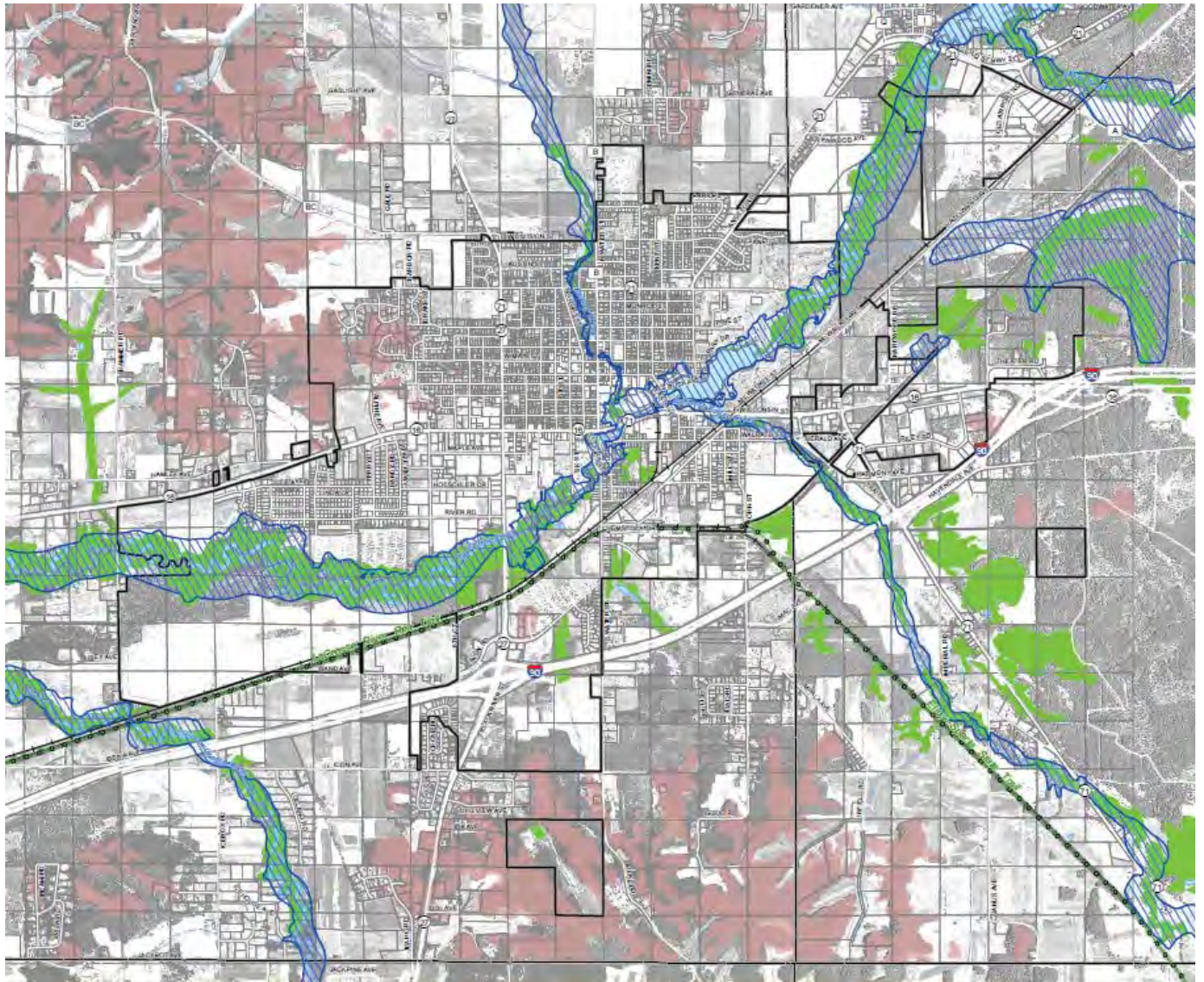
sediments into area surface water, storage of floodwaters during regional storms, habitat for fish and wildlife, and reductions in direct and indirect costs due to floods.










Federal Emergency Management Agency (FEMA) designated 100- and 500-year floodplains within the planning area. The Development Limitations Map (next page) displays the 100-year floodplain in

the planning area. Within the City of Sparta there is approximately 601 acres of floodplain (11.8% of the City) located extensively along the major riverbeds.



## DEVELOPMENT LIMITATIONS MAP



-  City of Sparta
-  Tax Parcel
-  River/Stream
-  Recreational Trail
-  Railroads
-  Open Water
-  Wetland
-  100 Year Flood Hazard
-  Average Slope Grade Greater than 20%

DATA SOURCES:  
 MUNICIPAL BOUNDARIES, ROADS, RAILROADS, FLOODPLAINS,  
 WETLANDS AND TAX PARCELS PROVIDED BY MONROE COUNTY.  
 RIVERS/STREAMS AND OPEN WATER PROVIDED BY USGS  
 (NATIONAL HYDROLOGY DATASET).  
 SLOPES DERIVED FROM SSURGO SOILS.  
 AERIAL PROVIDED BY USDA (NAIP 2013).



# COMMUNITY FACILITIES & SERVICES

## GENERAL FACILITIES

### Health Care Facilities

Franciscan Skemp Health Care operates 14-bed hospital in the City of Sparta, and is a part of the Mayo Health System. It is a community hospital providing a range of medical services; however, patients needing services not provided by the local hospital are usually transferred to one of the La Crosse hospitals.

There are three medical clinics in Sparta: Gundersen Lutheran Clinic, Family Practice Clinic, and St. Clare Health Care Mission.

The closest VA hospital is the Veterans Affairs Hospital in Tomah.

### Police & Emergency Facilities

Police service is provided by the Sparta Police Department. The Monroe County 911 Center answers emergency calls for police, ambulance, and the fire department.

Ambulance and emergency medical services are provided by Sparta Area Ambulance Serve, Ltd. They provide coverage 24 hours a day. Equipment include three fully equipped ambulances each with an advance life support system.

The City receives fire protection from the Sparta Area Fire District. This is a fifty-five member volunteer department serving eight towns and the City in Monroe County. The City fire department operates out of a station at 202 East Oak Street.

### Childcare Facilities in Sparta, 2015

Source: Wisconsin Department of Health and Family Services

Facility	Class	Capacity	Age Served
Childfirst Sparta	Group	76	1 month to 14 years
Donna's Family Child Care Service	Family	8	2 weeks to 13 years
Doodle Bugs	Family	8	4 weeks to 13 years
Great Beginnings Ltd	Group	44	2 years to 13 years
Hugs And Smiles Daycare	Family	8	6 weeks to 13 years
Jean's Loving Care	Family	8	6 weeks to 13 year
Kidcare On Camelot	Family	8	0 weeks to 13 years
Layla Bugs	Family	6	6 weeks to 12 years
Lisa's Little Ones	Family	8	6 weeks to 13 years
Little Cutie Patooties' Childcare	Family	8	6 weeks to 12 years
Mary's Little Lambs	Family	8	2 weeks to 13 years
Pam's Precious Moments Day Care	Family	8	6 weeks to 13 years
Perry's Playhouse	Family	8	4 weeks to 13 years
Sparta Head Start Center	Group	19	3 years to 7 years
Tiny Tots Daycare	Family	8	1 month to 13 years
Victoria's Day Care	Family	8	6 weeks to 13 years
Young At Heart Child Care Center	Group	31	6 weeks to 13 years

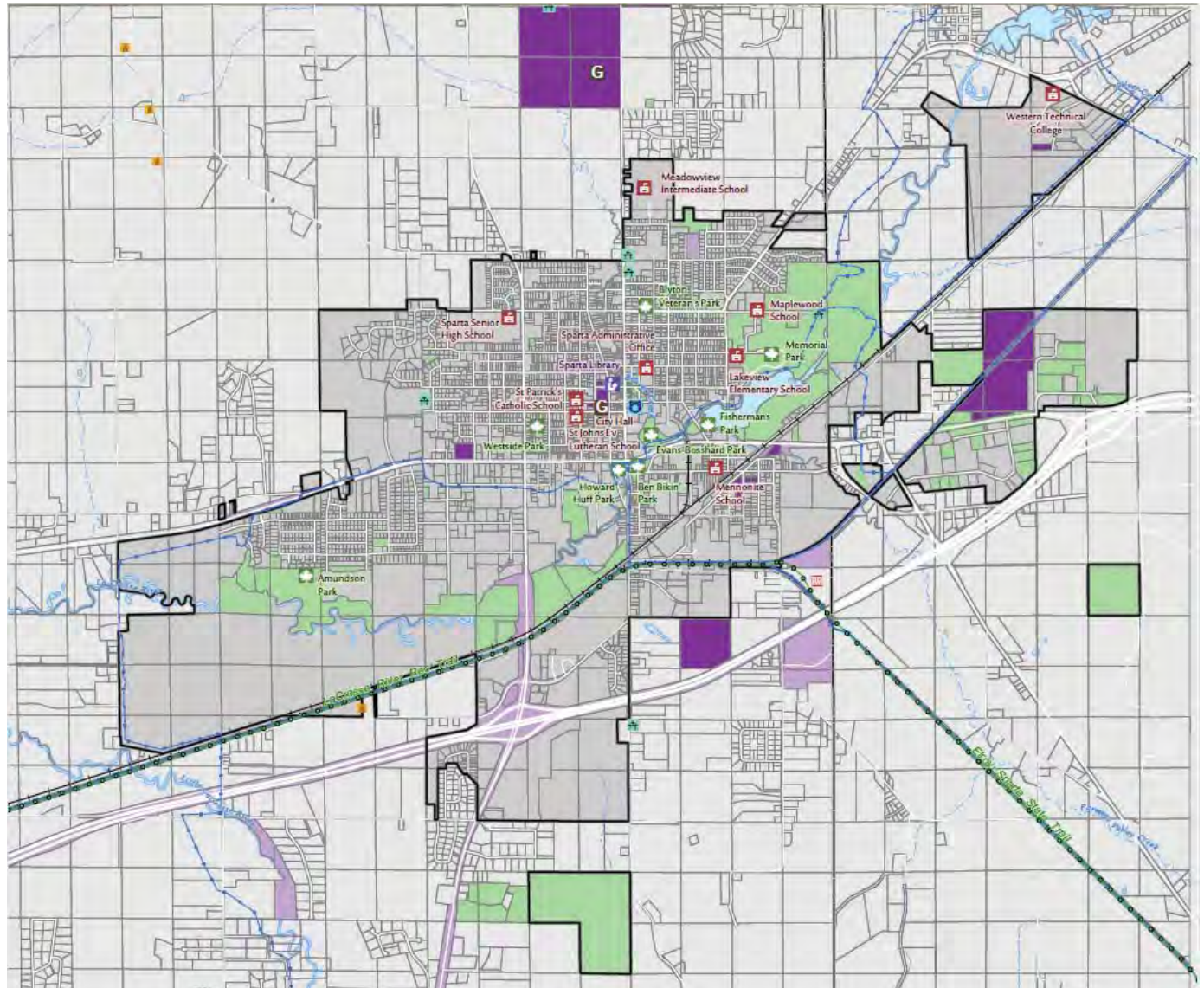
### Park Facilities in Sparta, 2015

Source: Wisconsin Department of Health and Family Services

Name	Size (Acres)	Facility Description
Amundson Park	100+	Shelter, playground equipment, hiking/biking trails, dog park
Beaver Creek Parkway	3	Hiking/biking trail
Ben Bikin' Park	3	Shelter, hiking/biking trail
Blyton Park	4	Picnic tables, playground equipment, non-regulation size ball field
Evans-Bosshard Park	6	Exercise stations, shelters, picnic tables, grills, playground equipment, band shell, canoe launch
Fisherman's Park	2	Shelter, playground equipment, picnic tables, grills, fishing pier, canoe launch
Howard Huff Park	4	Playground equipment, open grass area for picnics and ball games
Memorial Park	60	Swimming pool, lighted baseball field, lighted softball fields, concession stand, basketball hoops, horseshoe pits, sand volleyball courts, outdoor hockey rink, indoor hockey rink, skating rink, playground equipment, picnic shelters, picnic tables, grills, boat launch ramp.
Tom Gomez Park	2	Shelter, picnic tables, playground equipment, ball diamond
West Side Park	3	Playground equipment, seasonal skating rink, ball diamond, picnic tables, grills



## COMMUNITY FACILITIES MAP



City of Sparta	Government Facility	Government Land
Tax Parcel	School	County
River/Stream	Library	State
Recreational Trail	Park	Town
Snow Mobile Trail	Police/Fire Department	City
Railroads	Tower	
Open Water	Cemetery	
	Substation	

DATA SOURCES:  
 MUNICIPAL BOUNDARIES, ROADS, RAILROADS,  
 SCHOOLS, TOWERS, CEMETERIES AND TAX  
 PARCELS PROVIDED BY MONROE COUNTY.  
 PARKS, LIBRARY AND POLICE/FIRE DEPARTMENT  
 FROM CITY OF SPARTA.  
 RIVERS/STREAMS AND OPEN WATER PROVIDED BY USGS  
 (NATIONAL HYDROLOGY DATASET).  
 AERIAL PROVIDED BY USDA (NAIP 2013).



# COMMUNITY FACILITIES & SERVICES

Equipment includes six engines, three brush trucks, three tankers, four equipment vehicles, one 100 foot platform truck and a rescue squad. The Department responds to an average of 125 calls per service year within the City.

## Cemeteries

There are four cemeteries located within the City of Sparta, refer to the map on the next page. There are two cemeteries located nearby in the Town of Sparta.

## Library Facilities

The City is served by the Sparta Free Library, and is located at 124 W. Main Street in the City of Sparta. It is part of the Winding Rivers Library System, which includes six other counties (Buffalo, Jackson, Juneau, La Crosse, Trempealeau and Vernon). As of 2012, there were just under 9,500 registered borrowers. The library building was originally a Carnegie Library built in 1902, and was expanded in 1982. Its collections consists of over approximately 102,000 items, including books, audiotapes, CDs, videos and magazines. Additionally there is fourteen public use computer terminals.

## Other Government Facilities

- City Hall, located at 201 W Oak Street
- Dept. of Corrections is located on 820 Industrial Drive, #6.

## Public School Facilities

The City is served by the Sparta Area School District, which operates five elementary schools, one intermediate school, two middle schools, and one high school (listed below). Additionally, the district also operates a Charter Prekindergarten, Innovations STEM Academy, Alternative School (SAILS) and High Point. Administrative offices are located at 201 E. Franklin Street, a former Middle School.

### Elementary Schools (K-5)

- Cataract, Lakeview, Lawrence-Lawson, Maplewood and Southside
- Intermediate School (4-8)
- Meadowview Intermediate School

### Middle School (6-8)

- Sparta Middle School and Meadowview Middle School

### High School (9-12)

- Sparta High School

The School District's enrollment has seen a significant decline since a peak of 2,878 in 1997 to a low of 2,586 in 2009; however, from that low there has been a 5.1% increase to 2,718 in 2014. The current breakdown of students is 15% in prekindergarten/kindergarten, 37% in 1st-5th grades, and 48% in 6th-12th grades.

## Higher Education Facilities

There is one higher education facility located in the City of Sparta and three others located nearby:

- Western Wisconsin Technical (Sparta, WI)
- Globe University - La Crosse
- University of Wisconsin - La Crosse
- Viterbo University (La Crosse, WI)

## Child Care Facilities

There are 17 state licensed childcare facilities within the City. See table to the right.

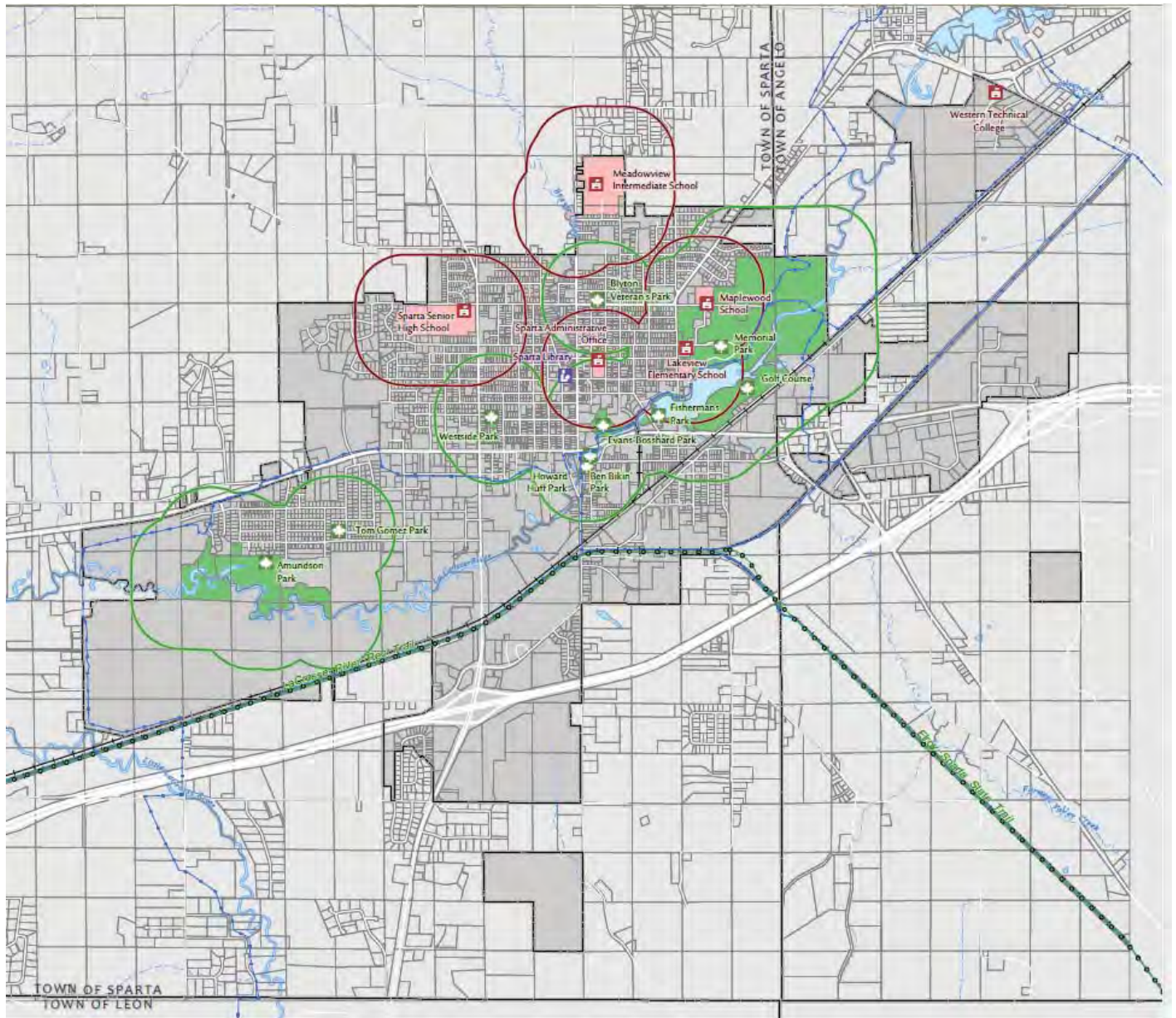
## PARKS & RECREATION

Currently the City of Sparta has ten parks and a 150-acre golf course (see map on the following page). These parks are listed and summarized in the table at the bottom of the page. City residents also have easy access to two DNR bike trails (i.e. La Crosse River State Trail and the Elroy-Sparta State Trail).

The map (right) displays the neighborhoods in the City that are within a quarter-mile of a school or City Park.



## PARKS AND RECREATION MAP



- |  |                    |
|--|--------------------|
| City of Sparta                         | Recreational Trail |
| Towns                                  | Snowmobile Trail   |
| Tax Parcel                             | Railroads          |
| Park Land                              | Open Water         |
| School Land                            | School             |
| Park Service Area (0.25 mile buffer)   | Library            |
| School Service Area (0.25 mile buffer) | Park               |
| River/Stream                           |                    |

**DATA SOURCES:**  
 MUNICIPAL BOUNDARIES, ROADS, RAILROADS,  
 SCHOOLS, AND TAX PARCELS PROVIDED BY MONROE COUNTY.  
 PARKS PROVIDED BY THE CITY OF SPARTA.  
 RIVERS/STREAMS AND OPEN WATER PROVIDED BY USGS  
 (NATIONAL HYDROLOGY DATASET).



# COMMUNITY FACILITIES & SERVICES

## UTILITIES & SERVICES

### Stormwater Management

The City maintains a system of drainage ditches and storm sewers to convey stormwater away from the City streets and structures. The City also has a storm water permit process which requires developers to apply for a permit when disturbing over one acre of land and before connecting to the City's storm sewer. The permitting process requires developers to manage the storm runoff in a way that there is no net increase in storm runoff after development (i.e. construct stormwater detention ponds).

### Waste Water & Sanitary Sewer System

The City of Sparta has an activated sludge wastewater treatment plant. The initial facility was constructed in 1939, and the last major renovation occurred in 2001. The plant has a design capacity of 2,200,000 gallons per day (GPD) for average daily flows - there is ample capacity to accommodate continued residential, commercial and industrial expansions in the City. The facility treated 472,861 million gallons of wastewater during 2014, up from 436,923 in 2013.

### Solid Waste & Recycling Facilities

The City has a contract with Modern Disposal Systems (located in Sparta) for collection of solid waste and recyclables, which are collected weekly. The current contract runs for three years, up to and including May 15, 2018. The contract can

be automatically renewed for additional one-year periods, unless either party sends a notice of intention to terminate. During the first and third weeks of the month, large household items and large metal items can also be placed at the curb for collection.

City Street Crews collect leaves continually during the fall and recycle them into mulch. Twice a year, yard and garden waste are collected by the City - specific times are advertised in the local paper.

### Water Supply

The City of Sparta provides water services to its residential, commercial, industrial, and public customers through the Sparta Water Department.

### Telecommunications Facilities

CenturyTel provides telephone and fiber optics services to City residents and Charter Communications provides cable TV service.

### Gas & Power

Xcel Energy provides electrical power to customers in the City. There is one electrical substation in the City. It is located near the Perch Lake dam, southeast of the intersection of East Avenue, Oak Street and Tyler Street. WE Energies provides natural gas to the City.

### Five Year CIP

The City maintains a five-year capital improvement plan (CIP) to assist with short-term budgeting and completion of street and utility projects. The 2015-2020 CIP is summarized in the table on the right.



As of 5/5/2015

## CITY OF SPARTA

Street Budget of \$500k or more

## 5-YEAR (+) PLAN--STREET AND UTILITY PROJECTS

Project	FY	Water Priority	Sewer Priority	Street Priority	Project Limits	Water Main (lf)	Water Costs (\$000)	Sewer Main (lf)	Sewer Costs (\$000)	St. Sewer Main	St. Sewer Costs	Street Length (lf)	Street Cost (\$000)	Total Levy Cost	Total Cost	Comments
Bridge Work	15				Main/Milwaukee St	engineering							\$16.2	\$16.2	\$16.2	80/20 split 81,000 total
Lincoln	15	High	Medium	Medium	North - May	500	\$35.0	500	\$22.5	0	\$0.0	500	\$100.0	\$50.0	\$107.5	
May	15	High	High	Medium	Merrill - Lincoln	350	\$24.5	350	\$15.8	0	\$0.0	350	\$70.0	\$70.0	\$110.3	
Merrywood	15	High	High	Medium	Lincoln - dead end	200	\$14.0	200	\$9.0	0	\$0.0	200	\$40.0	\$40.0	\$63.0	
S. Water	15	Medium	Medium	Medium	Hemstock - Avon	1200	\$84.0	1200	\$54.0	0	\$0.0	1200	\$240.0	\$240.0	\$378.0	
N. Water	15				Morse-SummerHill	0	\$0.0	1365	\$61.4	100	\$5.0	150	\$75.0	\$80.0	\$141.4	
Merrill	15				Sunny - North	670	\$46.9	670	\$30.2			500	\$100.0	\$50.0	\$127.1	
							<b>\$204.4</b>		<b>\$192.9</b>		<b>\$5.0</b>		<b>\$641.2</b>	<b>\$546.2</b>	<b>\$943.5</b>	
Central	16	High	Medium	Medium	Black River - Grace	1200	\$81.6	1200	\$45.6	100	\$5.5	1200	\$192.0	\$197.5	\$324.7	Need 1/2 block sewer, special asmts
Bridge Work	16				Milwaukee St	R/W							\$5.0	\$5.0	\$5.0	Right of Way
							<b>\$81.6</b>		<b>\$45.6</b>		<b>\$5.5</b>		<b>\$197.0</b>	<b>\$202.5</b>	<b>\$329.7</b>	
Bridge Work	17				Main St	Replace							\$165.0	\$165.0	\$165.0	80/20 split 825,000 total
STH 27	17	Low	Medium	Medium	STH 16 - River	450	\$30.6	700	\$26.6	2700	\$148.0	2700	\$106.2	\$254.2	\$311.4	* state funding
Roberts Rd	17				Averill - River							515	\$103.0	\$103.0	\$103.0	* state funding??
S. Court	17	Medium	High	Low	Jefferson-Wisc	1150	\$78.2	1150	\$43.7	350	\$19.3	1150	\$187.0	\$206.3	\$328.2	Include 1/2 block Hill Sewer
							<b>\$108.8</b>		<b>\$70.3</b>		<b>\$167.3</b>		<b>\$561.2</b>	<b>\$728.5</b>	<b>\$907.6</b>	
Chester	18		High		Oak-Montgomery	2300	\$161.0	2070	\$93.2	830	\$41.5	2300	\$460.0	\$501.5	\$755.7	
Bridge Work	18				Milwaukee St	Replace							\$83.4	\$83.4	\$83.4	80/20 split 417,000 total
S.K	18	High	Medium		Blake-Oak	360	\$25.2	630	\$28.4	0	\$0.0	630	\$126.0	\$126.0	\$179.6	Blake done 97, Jeff done 05
Wisconsin	18	High	Medium	Medium	STH 16-Douglas	420	\$29.4	420	\$18.9	100	\$5.0	380	\$76.0	\$81.0	\$129.3	Next to highway. Assessments
S Water	18		Medium		Walrath-Hemstock	1275	\$89.3	1275	\$57.4	320	\$16.0	1275	\$255.0	<b>\$271.0</b>	\$417.7	Part of Old S Water
Merrill	18	needed	???		May-Montgomery	500	\$35.0	500	\$22.5	500	\$25.0	500	\$100.0	\$125.0	\$182.5	Is this area needed
							<b>\$339.9</b>		<b>\$220.4</b>		<b>\$87.5</b>		<b>\$1,100.4</b>	<b>\$1,187.9</b>	<b>\$1,748.2</b>	
John	19	Medium	Medium	Low	Wolcott-City limit	2600	\$182.0	2340	\$105.3	1460	\$73.0	2600	\$520.0	\$593.0	\$880.3	
Douglas	19			High	Milwaukee - Prairie	need		need		400	\$22.0	780	\$124.8	\$146.8	\$146.8	R/W will be needed; assume some storm
Wolcott	19			High	East - Milwaukee	need		need		100	\$5.5	960	\$153.6	\$159.1	\$159.1	
S. Myrtle	19		Med?	High	Main-Jefferson	need		need		0		580	\$92.8		\$105.3	
							<b>\$182.0</b>		<b>\$105.3</b>		<b>\$100.5</b>		<b>\$891.2</b>	<b>\$898.9</b>	<b>\$1,291.5</b>	
Garfield			Medium		Court - dead end											
Harris			Medium		Court - dead end											
Franklin			Medium		Spring - Tyler											
Monroe			Medium		Water - Chester											
Jefferson			Medium		STH 27 - Faith											
Main			Medium		STH 27 - Thayer											
Myrtle			Medium		Oak - North											
K			Medium		Central - North											
Sarah			Medium		Main - Pine											
Montgomery			Medium		Water - Rusk											
Teena					Rusk-Habbegar											
Montgomery					Blk - West	Per Randy	S.	road	bad							
estimated	cost	based	on 2014	bids												
water	\$70															
sanitary	\$45															
street	\$200															
storm	\$50															
N Water - we need to replace c&g and gravel back to grade then Mo County will install new pavement, We will start at Morse St which is 150' south of county project																
I will find out if we should repave that stretch or if county will																
gravel & curb/gutter \$45,000 total est 1350' - total street cost @\$200 LF																
Grove to Summerhill aprox 1350' of gravel & C/Gutter																
May have to charge sanitation for some of N Water Street surface costs to even out budget																



# COMMUNITY CHARACTER

## HISTORICAL OVERVIEW

The Sauk and Fox Indians were the first known inhabitants of the region until they were forced to give up their territory in southwestern Wisconsin. Soon thereafter, the Winnebago also ceded their territory east of the Mississippi River. Due to this history, Monroe County has many burial mounds. Also given the abundance of caves in the driftless area, there are many pictographs and petroglyphs in the region.

The fledging community that would eventually become Sparta grew at the intersection of the military road that connected Prairie du Chien to Lake St. Croix and another route that connected Portage City and La Crosse. Following the Government Land Office survey of 1848-50, settlers slowly moved into the area. With the coming of the railroad in the 1850s, the population of Sparta grew from 382 persons in 1855 to 1,284 in 1860. With improved access and a growing population, agricultural production increased as well.

The discovery of artesian waters, which were high in mineral content,

led to a tourist boom from the 1860s into the 1880s. "Saratoga of the West", as Sparta was known, boasted two large hotels and became a resort for many tourists from around the United States. In 1873, the Chicago & Northwestern railway built a line through Sparta and onward to La Crosse.

Throughout Sparta's history, agriculture was the economic backbone of the area. Farmers grew a wide range of crops, including hops, tobacco, wheat and other cash crops. A large number of farmers transitioned into dairy making the Sparta area an important area for cheese and butter production.

In 1885, Sparta became the home of the Wisconsin State School for Dependent Children. This institution played an important economic role in Sparta's history until it closed in 1976. Prior to World War I, the Army established Camp Robinson (Camp McCoy). With the close of World War II, activity at the base dropped off dramatically and in 1947 it was placed on inactive status and by 1953, Camp McCoy was completely deactivated. After that it was used as a summer training post for the Army Reserve and Wisconsin

National Guard units. In 1974, Camp McCoy was renamed Fort McCoy. In recent years, activity at Fort McCoy has steadily increased. From its humble beginning, this facility has had a long-lasting economic impact on the region's economy.

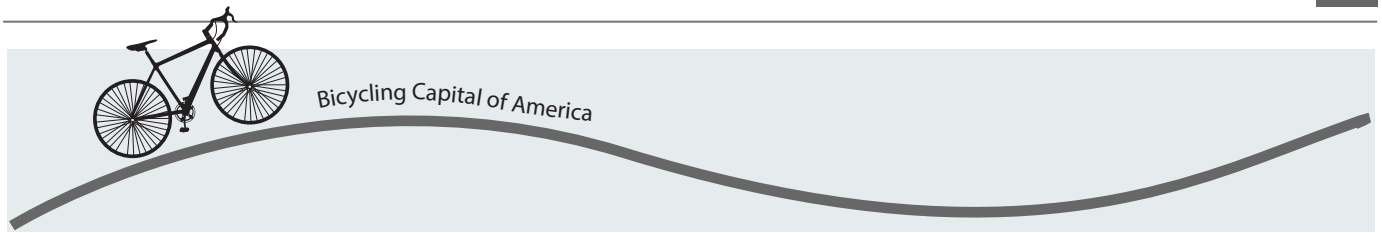


**Camp McCoy becomes  
Fort McCoy**



**Gate to Camp McCoy  
in 1940**





## HISTORICAL RESOURCES

### Wisconsin Historical Markers

Wisconsin Historical Markers identify, commemorate and honor the important people, places, and events that have contributed to the state's heritage. The Wisconsin Historical Society's Division of Historic Preservation administers the Historical Markers Program.

There are nine registered historical markers in Monroe County, including four in the City of Sparta and one in both the Town and City of Sparta (i.e. Elroy-Sparta State

Trail). The four in the City are:

- U.S. Post Office
- Masonic Lodge
- Monroe County Courthouse
- Sparta Free Library

### State & National Register of Historic Places

The National Register is the official national list of historic properties in America worthy of preservation, maintained by the National Park Service. The State register is Wisconsin's official listing of state properties determined to be significant to Wisconsin's heritage and is maintained by the Wisconsin

Historical Society Division of Historic Preservation. Both listings include sites, buildings, structures, objects and districts that are significant in national, state or local history.

There are twenty State records within the City of Sparta. Six of the twenty registered within Wisconsin are also listed on the national registry and are shown in the table below.

### State & National Register of Historical Places

Source: Wisconsin Historical Society

Name	Address
St. John's Episcopal Church	400 N. Water Street
Sparta Masonic Temple	200 W. Main Street
Sparta Free Library	Court and Main Streets
Water Street Commercial Historic District	Roughly bounded by K, Main, Bridge and Spring Streets and Jefferson Avenue
Monroe County Courthouse	418 W. Main Street
William G. and Anne Williams House	220 E. Franklin Street



# COLLABORATION & PARTNERSHIP

## EXISTING AREAS OF COLLABORATION

### Fort McCoy

In 2012, Monroe County and Fort McCoy began the process to develop a joint land use study (JLUS) to identify the instances where growth of the military installation, the civilian communities, or both could be in conflict with each other. The JLUS area focuses on Ft. McCoy and the towns bordering it. The report indicates that there are few, if any, existing conflicts between Ft. McCoy and the surrounding towns, but that over time, this may become jeopardized if additional development occurs around the military base. The JLUS outlines various land use tools which can be used to maintain compatible land uses around the military base.

## POTENTIAL AREAS OF COLLABORATION

**Voluntary Assistance:** Your community, or another, could voluntarily agree to provide a service to your neighbors because doing so makes economic sense and improves service levels.

**Trading Services:** Your community and another could agree to exchange services. You could exchange the use of different pieces of equipment, equipment for labor, or labor for labor.

**Renting Equipment:** Your community could rent equipment to, or from, neighboring communities and other governmental units. Renting equipment can make sense for both communities – the community renting gets the use of

equipment without having to buy it, and the community renting out the equipment earns income from the equipment rather than having it sit idle.

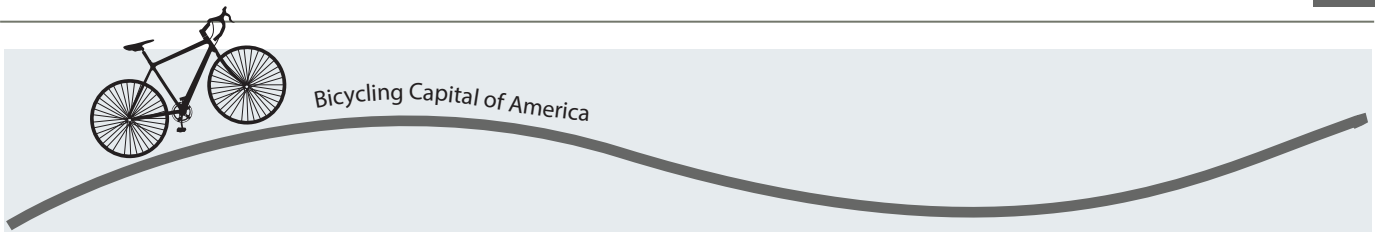
**Contracting:** Your community could contract with another community or jurisdiction to provide a service.

**Sharing Municipal Staff:** Your community could share staff with neighboring communities and other jurisdictions – both municipal employees and independently contracted professionals. You could share a building inspector, assessor, planner, engineer, zoning administrator, clerk, etc.

**Consolidating Services:** Your community could agree with one or more other communities or

Party	Existing Cooperation Efforts
Towns of Sparta & Angelo	Extraterritorial Zoning
US Dept of the Army	Joint military and civilian use of the Fort McCoy Army Airfield
Surrounding Towns	Erv's Sparta Area Fire Protection District
Rolling Hills	Water supply agreement
County Farm	Water supply agreement





governmental units to provide a service together.

**Joint Use of a Facility:** Your community could use a public facility along with other jurisdictions. The facility could be jointly owned or one jurisdiction could rent space from another.

**Special Purpose Districts:** Special purpose districts are created to provide a particular service, unlike municipalities that provide many different types of services. Like municipalities, special purpose districts are separate and legally independent entities.

**Joint Purchase and Ownership of Equipment:** Your community could agree with other jurisdictions to jointly purchase and own equipment

such as pothole patching machines, mowers, rollers, snowplows, street sweepers, etc.

**Cooperative Purchasing:** Cooperative purchasing, or procurement, is where jurisdictions purchase supplies and equipment together to gain more favorable prices.

**Intergovernmental Agreements:** These can be proactive or reactive. There are three types of intergovernmental agreements that can be formed including general agreements, cooperative boundary agreements, and stipulations and orders.

Source: WIDOA Intergovernmental Cooperation Element Guide

Local Unit of Government	Potential Cooperation Efforts
Town of Sparta & Angelo	Amends to Extraterritorial Zoning Ordinance and Map



# LAND USE

## EXISTING & PROJECTED LAND USE

The City of Sparta includes approximately 5,081 acres, 7.9 square miles. The majority of City is currently comprised either as agriculture/open space (34% of the City), residential (21%), roads (12%) or institutional (11%). Developed lands (i.e. park, residential, commercial, golf course, manufacturing, institutional, utility, and roads) makeup 63% of

the City. As discussed prior, there are several limitations to building development (i.e. steep slopes, wetlands, and floodplain) and 233 acres which are being used for US Silica's mining operation; both reduce the potential for future development. In total there is approximately 1,447 acres of land with development limitations, which accounts for 28% of the City. Therefore, roughly 413 acres remain developable. As shown

on the Existing Land Use Map there are currently approximately 41 acres of vacant lots. These lots range between 0.2 and 1.3 acres in size.

Using the projected population and household sizes, it is expected that the City of Sparta will need an additional 192 acres of residential land, 75 acres of commercial land, and 53 acres of manufacturing land in the next 20 years. Given the

### Existing Land Uses

Source: MSA Mapping

	Acres	%
Agriculture	582.0	11.5%
Open Space	1,162.4	22.9%
Park	138.2	2.7%
Residential	1,060.8	20.9%
Commercial	413.1	8.1%
Golf Course	166.9	3.3%
Manufacturing	290.6	5.7%
Institutional	531.2	10.5%
County	25.3	0.5%
State	5.0	0.1%
Utility	17.8	0.4%
Roads	602.4	11.9%
Vacant	40.8	0.8%
Open Water	44.6	0.9%
<b>TOTAL</b>	<b>5,080.9</b>	<b>100.0%</b>

### Development Limitation

Source: MSA Mapping

	Acres	%
Developed	3,220.9	63%
Development Limitations	1,446.8	28%
Developable	413.3	8%
<b>Total</b>	<b>5,080.9</b>	<b>---</b>

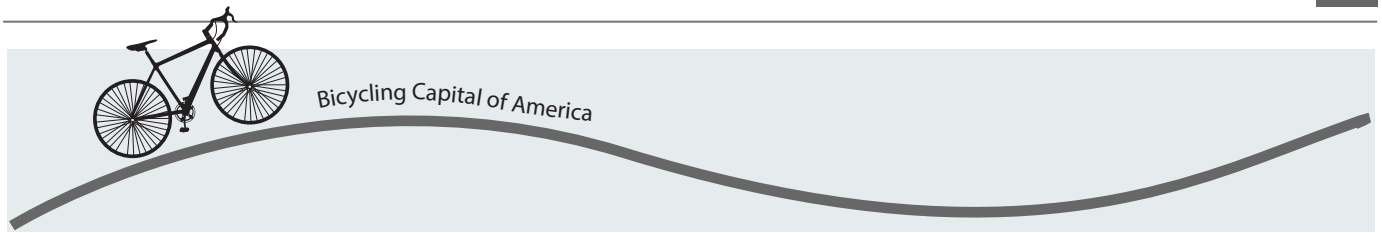
### Contaminated Sites

Source: Bureau of Remediation and Redevelopment

Activity #	Name	Address	Status
02-42-230761	Sparta Manufacturing Company	445 Holtan Street	Open - ERP
06-42-549264	Sparta Manufacturing Company	445 Holtan Street	Open - VPLE
02-42-000331	Northern Engraving Corporation	803 S Black River Street	Open - ERP
02-42-551921	Bandbox Cleaners & Laundry	122 E Oak Street	Open - ERP
02-42-554532	CMC Property 32B	Milwaukee Street S of Walrath Street	Open - ERP
02-42-551428	CMC Property 33B	Milwaukee Street S of Walrath Street	Open - ERP
02-42-551429	CMC Property 31B	Milwaukee Street S of Walrath Street	Open - ERP

\*Environmental Remediation Program (ERP), Voluntary Party Liability Exemption (VPLE)





## Projected Land Use Needs, 2010-2030

Source: MSAProjections

Projected Land Demand *	2010	2015	2020	2025	2030	2035	20 Yr Change
Population	9,522	9,870	10,430	10,970	11,420	11,670	1,550
Household Size	2.39	2.35	2.32	2.30	2.28	2.25	-0.07
Housing Units	4,192	4,334	4,625	4,914	5,168	5,336	833
Residential (acres)	1,061	1,094	1,160	1,227	1,285	1,324	192
Commercial (acres)	413	426	452	478	500	516	75
Manufacturing (acres)	291	300	318	336	352	363	53
Undeveloped Land (acres)	413	359	248	137	40	-25	-318.8

\* Based on minimum residential lot size of 0.23 acres (City Zoning Code)

City has an estimated 413 acres of developable land, it would appear there is enough supply to meet the 20-year projected residential, commercial and manufacturing land area needs. However, it should be noted that most of these undeveloped areas are not for sale and others may have natural limitations to building development.

Note: Residential use projections were calculated by multiplying the change in projected households by the average households per acre, as of year 2010. Projections for commercial and industrial acreage assume that these land uses will grow at a similar rate to the current proportion of commercial or industrial land to residential land (i.e. maintaining status quo). Actual land needs may differ based on market conditions and the land use policies of the City.

## REDEVELOPMENT OPPORTUNITIES

Redevelopment opportunities are buildings or parcels that have fallen into disrepair and are no

longer contributing positively to the social or economic life of the City. Redevelopment is typically synonymous with commercial or industrial infill development.

### Contaminated Sites

The Bureau of Remediation and Redevelopment within the Wisconsin Department of Natural Resources oversees the investigation and cleanup of environmental contamination and the redevelopment of contaminated properties. The Remediation and Redevelopment Tracking System (BRRTS) provide access to information on incidents ("Activities") that contaminated soil or groundwater. These activities include spills, leaks, other cleanups and sites where no action was needed. Based on the BRRTS database, there are six "Open" sites within the City. Open sites are those in need of clean up or where cleanup is underway.

## ZONING

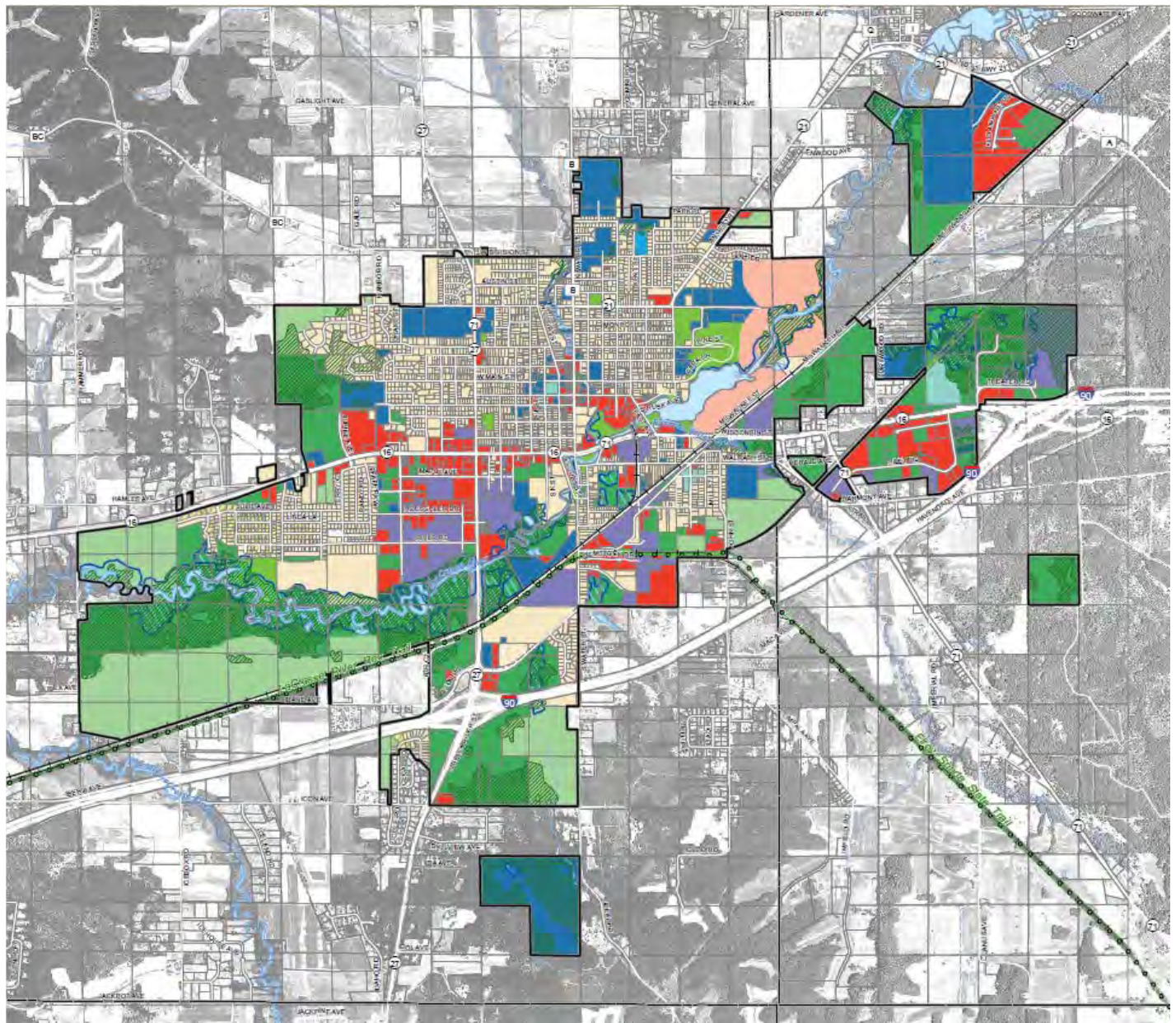
The City of Sparta's Zoning Ordinance is found in Chapter 17

of its ordinance. Any requests for zoning amendments are submitted to the Zoning Administrator for review by the Plan Commission. After recommendation by the Plan Commission, the Common Council is authorized to amend the Zoning Ordinance text and map.

The Towns of Sparta and Angelo and the City of Sparta enacted extraterritorial zoning in 1970 for the unincorporated areas adjacent to the City of Sparta (generally the land within one-mile of the city boundary). The boundary has not been amended since its enactment. Land development and building activity within the extraterritorial zoning area are subject to the City's zoning ordinances (Chapter 17.32, Municipal Code). Within the extraterritorial zoning area any request for zoning amendments is reviewed by a separate committee consisting of three members of the applicable town and three members of the City of Sparta. Zoning amendments within the extraterritorial area may not be approved by the City Council without committee recommendation.

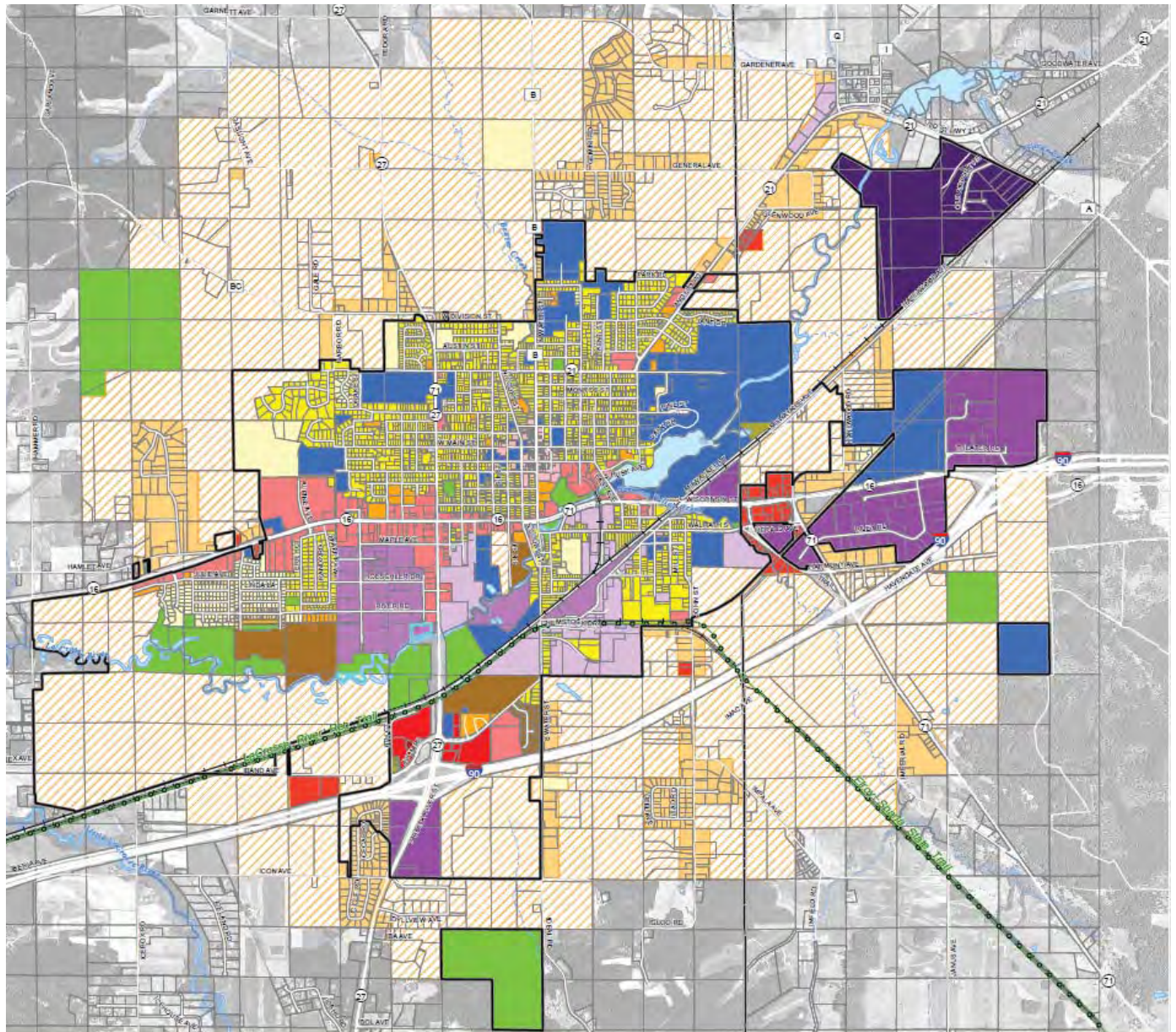


## EXISTING LAND USE MAP





## UNOFFICIAL ZONING MAP



City of Sparta	GA	City Zoning	M-2
Tax Parcel	AG	B-1	M-3
River/Stream	M1	B-2	M-4
Recreational Trail	M2	B-3	R-1
Railroads	R	B-4	R-2
Open Water	R2	C	R-3
Extraterritorial Zoning	RR & BT	CU	R-4
C2	GA	R-5	
CV	M-1	R-6	

DATA SOURCES:  
MUNICIPAL BOUNDARIES, ROADS, RAILROADS, ZONING,  
AND TAX PARCELS PROVIDED BY MONROE COUNTY.  
RIVERS/STREAMS AND OPEN WATER PROVIDED BY USGS  
(NATIONAL HYDROLOGY DATASET).  
AERIAL PROVIDED BY USDA (NAIP 2013).







# APPENDIX D

## MAPS

Base Map

Transportation Facilities

Economic Prosperity

Productive Agricultural Areas

Community & Public Facilities

Parks Service Areas

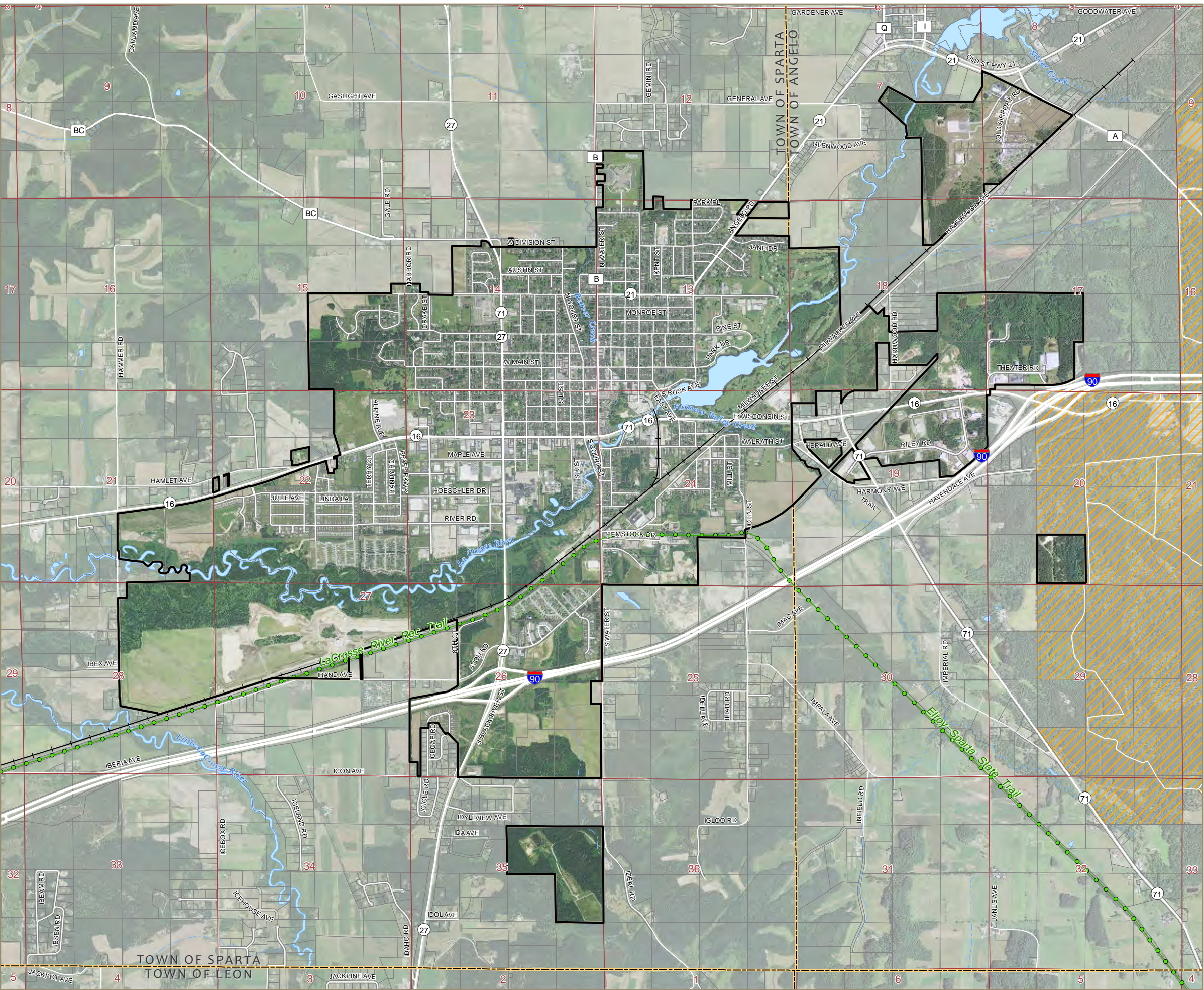
Development Limitations

Existing Land Use










Unofficial Zoning and Plat Review Area

Future Land Use





# BASE MAP

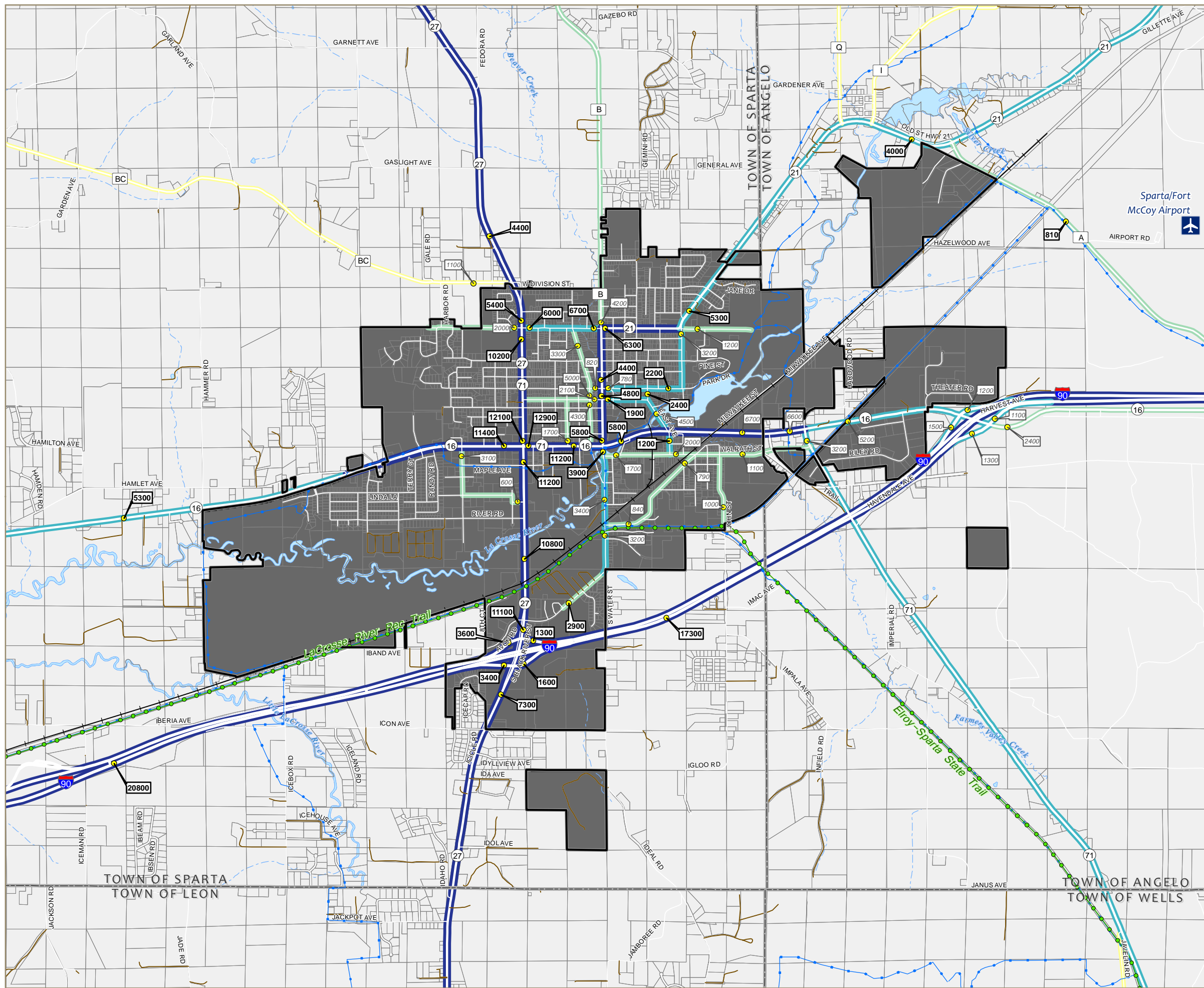
-  City of Sparta
-  Town Boundary
-  Tax Parcel
-  Section
-  Fort McCoy
-  Recreational Trail
-  Railroads
-  River/Stream
-  Open Water

DATA SOURCES:  
MUNICIPAL BOUNDARIES, ROADS, RAILROADS, FORT MCCOY  
BOUNDARY, AND TAX PARCELS PROVIDED BY MONROE COUNTY.  
RIVERS/STREAMS AND OPEN WATER PROVIDED BY USGS  
(NATIONAL HYDROLOGY DATASET).  
AERIAL PROVIDED BY USDA (NAIP 2013).

CITY OF SPARTA  
MONROE COUNTY, WI







# TRANSPORTATION FACILITIES

- City of Sparta
- Tax Parcel
- Open Water
- River/Stream
- Private Road
- Railroads
- Recreational Trail
- Snowmobile Trail
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Sparta/Fort McCoy Airport
- Traffic Count Site

Annual Average Daily Traffic Count

100 2014

100 2011

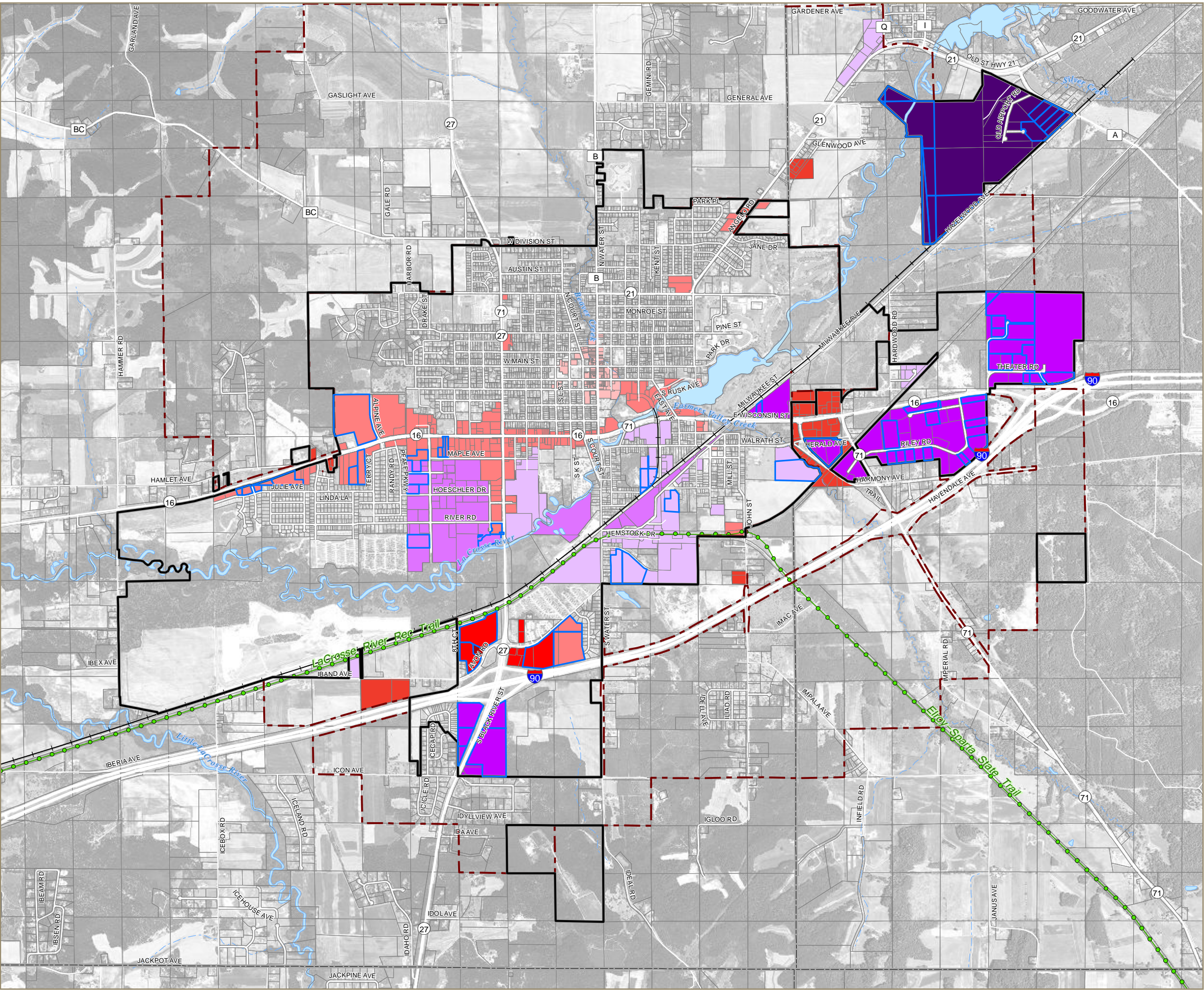
DATA SOURCES:  
MUNICIPAL BOUNDARIES, ROADS, RAILROADS, AND TAX PARCELS PROVIDED BY MONROE COUNTY.  
RIVERS/STREAMS AND OPEN WATER PROVIDED BY USGS (NATIONAL HYDROLOGY DATASET).  
TRAFFIC COUNTS PROVIDED BY WISDOT.  
FUNCTIONAL ROAD CLASSIFICATIONS DERIVED FROM WISDOT BUREAU OF PLANNING AND ADMINISTRATION MAPS (MONROE COUNTY 12/15/2011 AND CITY OF SPARTA 7/17/2007).

CITY OF SPARTA  
MONROE COUNTY, WI


**MSA**  
PROFESSIONAL SERVICES


0 0.15 0.3 0.6 Miles








# ECONOMIC PROSPERITY


-  City of Sparta


 Tax Parcel

 Extraterritorial Zoning Boundary


 River/Stream


 Recreational Trail


 Railroads


 Open Water


Extraterritorial Zoning


 C2


 M1
- City Zoning


 B-1


 B-2


 B-3

 B-4


 M-1

 M-2

 M-3

 M-4

Undeveloped Land,  
Zoned Commercial or  
Manufacturing

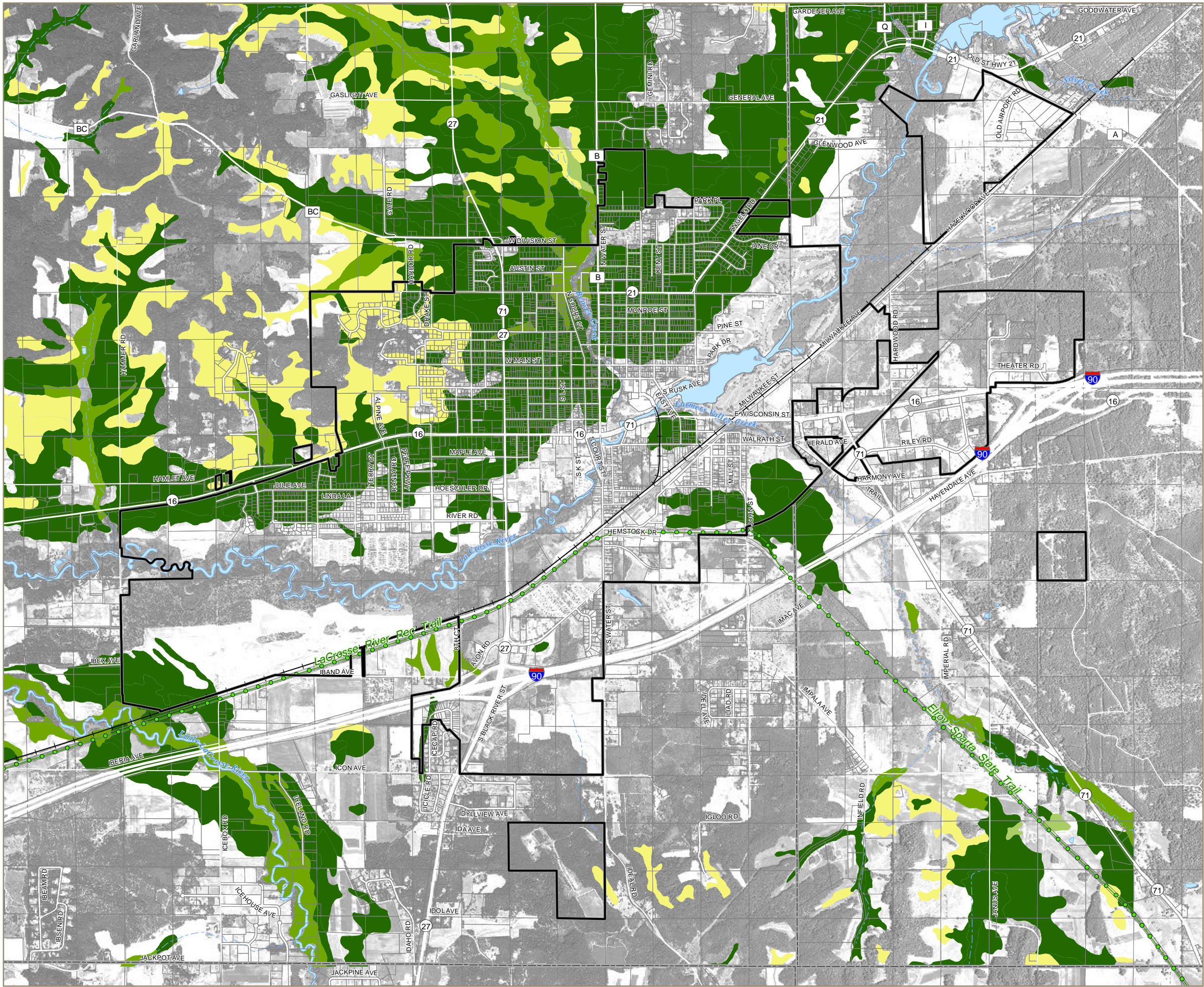


DATA SOURCES:  
MUNICIPAL BOUNDARIES, ROADS, RAILROADS, ZONING,  
AND TAX PARCELS PROVIDED BY MONROE COUNTY.  
RIVERS/STREAMS AND OPEN WATER PROVIDED BY USGS  
(NATIONAL HYDROLOGY DATASET).  
AERIAL PROVIDED BY USDA (NAIP 2013).

CITY OF SPARTA  
MONROE COUNTY, WI







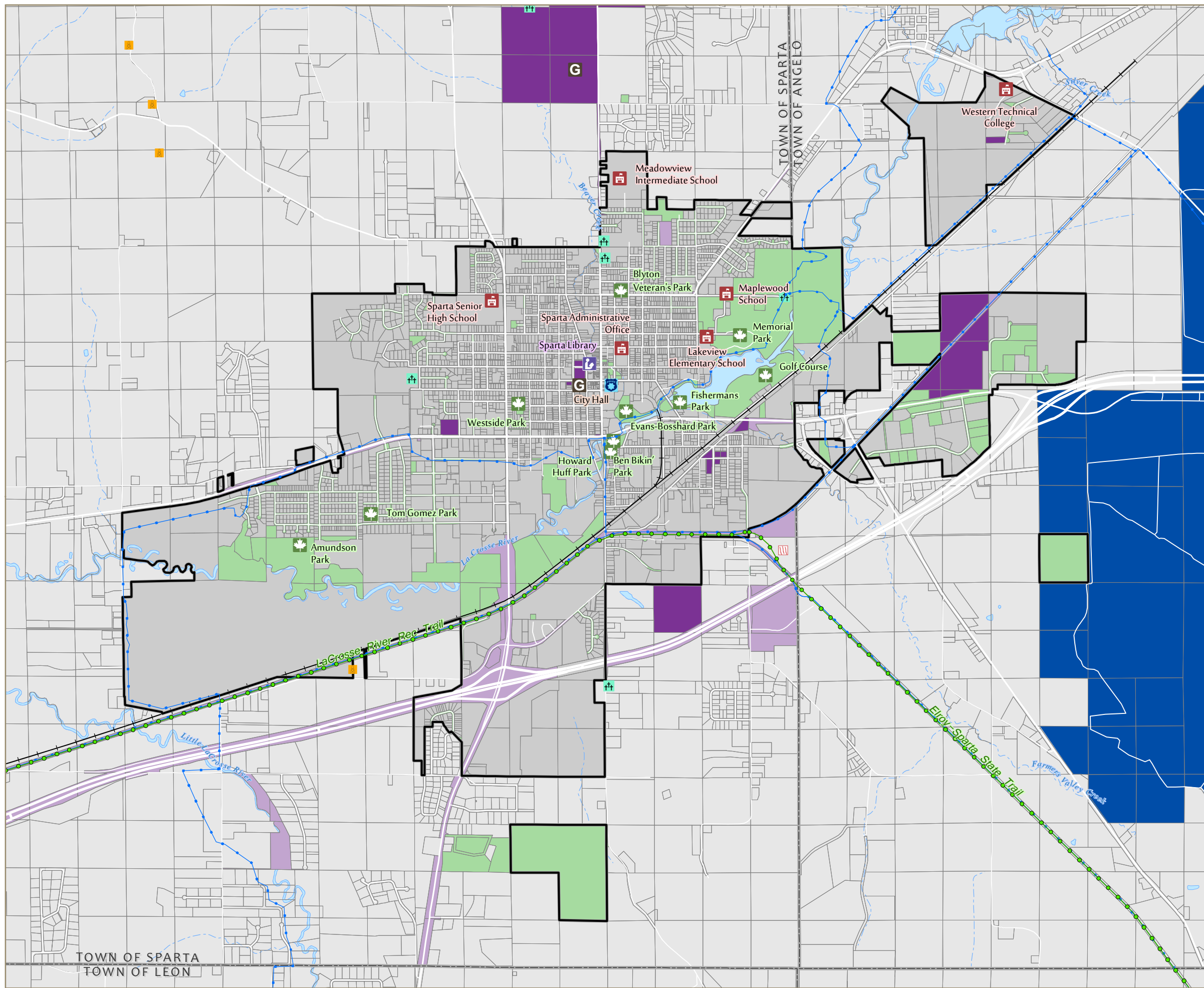
# PRODUCTIVE AGRICULTURAL AREAS

- City of Sparta
- Tax Parcel
- Open Water
- River/Stream
- Recreational Trail
- Railroads
- USDA-NRCS Soils
  - All areas are prime farmland
  - Prime farmland if drained
  - Prime farmland if drained and protected
  - Farmland of statewide importance

DATA SOURCES:  
MUNICIPAL BOUNDARIES, ROADS, RAILROADS, AND TAX PARCELS  
PROVIDED BY MONROE COUNTY.  
RIVERS/STREAMS AND OPEN WATER PROVIDED BY USGS  
(NATIONAL HYDROLOGY DATASET).  
FARMLAND CLASSIFICATIONS DERIVED FROM USDA-NRCS SOILS.  
AERIAL PROVIDED BY USDA (NAIP 2013).

CITY OF SPARTA  
MONROE COUNTY, WI





# COMMUNITY AND PUBLIC FACILITIES

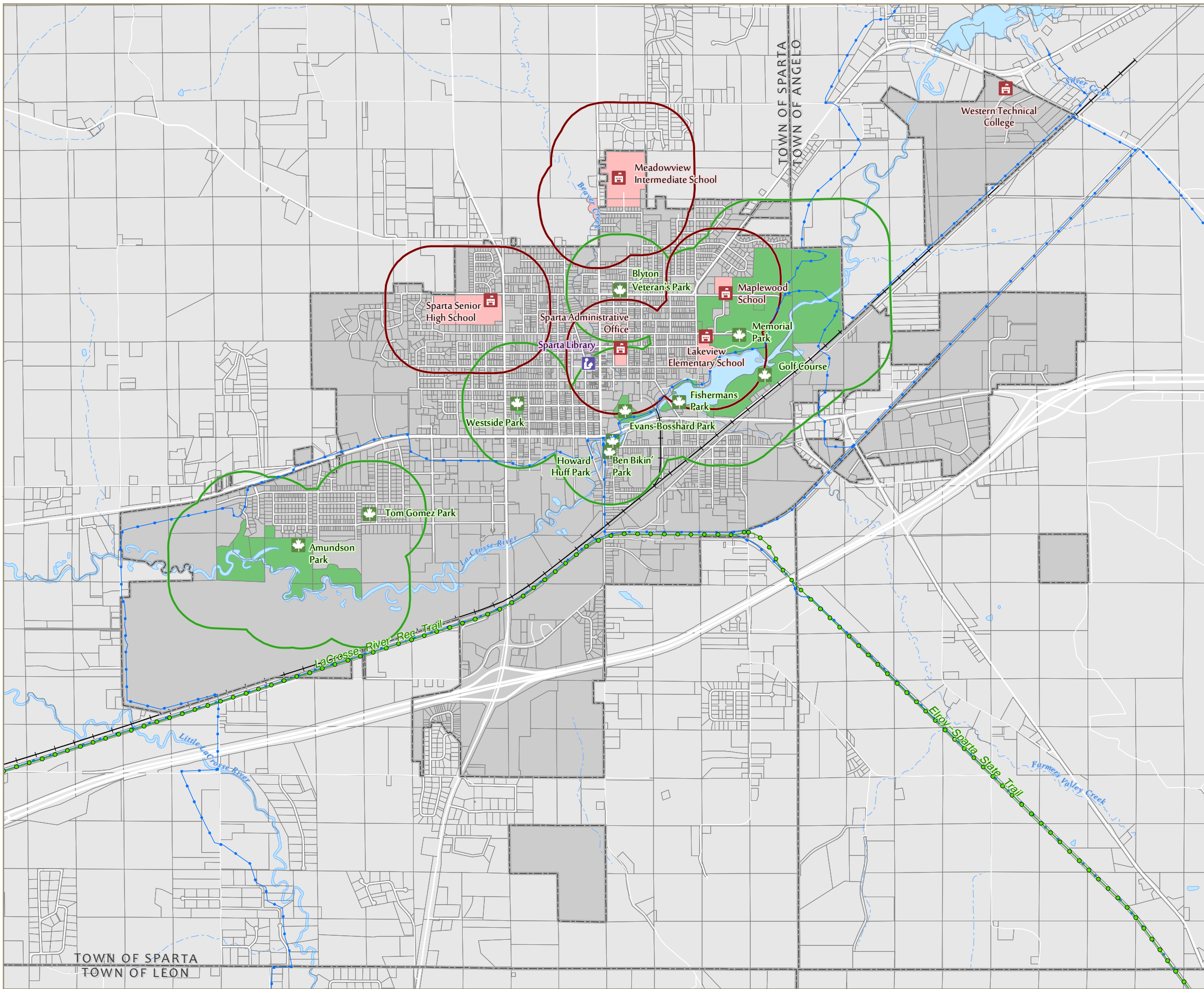
- City of Sparta
- Towns
- Tax Parcel
- River/Stream
- Recreational Trail
- Snow Mobile Trail
- Railroads
- Open Water
- Government Facility
- School
- Library
- Park
- Police/Fire Department
- Tower
- Cemetery
- Substation
- Government Land
  - Federal
  - County
  - State
  - Town
  - City

DATA SOURCES:  
MUNICIPAL BOUNDARIES, ROADS, RAILROADS,  
SCHOOLS, TOWERS, CEMETERIES AND TAX  
PARCELS PROVIDED BY MONROE COUNTY.  
PARKS, LIBRARY AND POLICE/FIRE DEPARTMENT  
FROM CITY OF SPARTA.  
RIVERS/STREAMS AND OPEN WATER PROVIDED BY USGS  
(NATIONAL HYDROLOGY DATASET).  
AERIAL PROVIDED BY USDA (NAIP 2013).

CITY OF SPARTA  
MONROE COUNTY, WI







# PARK SERVICE AREAS

City of Sparta

Towns

Tax Parcel

Park Land

School Land

Park Service Area (0.25 mile buffer)

School Service Area (0.25 mile buffer)

River/Stream

Recreational Trail

Snowmobile Trail

Railroads

Open Water

School

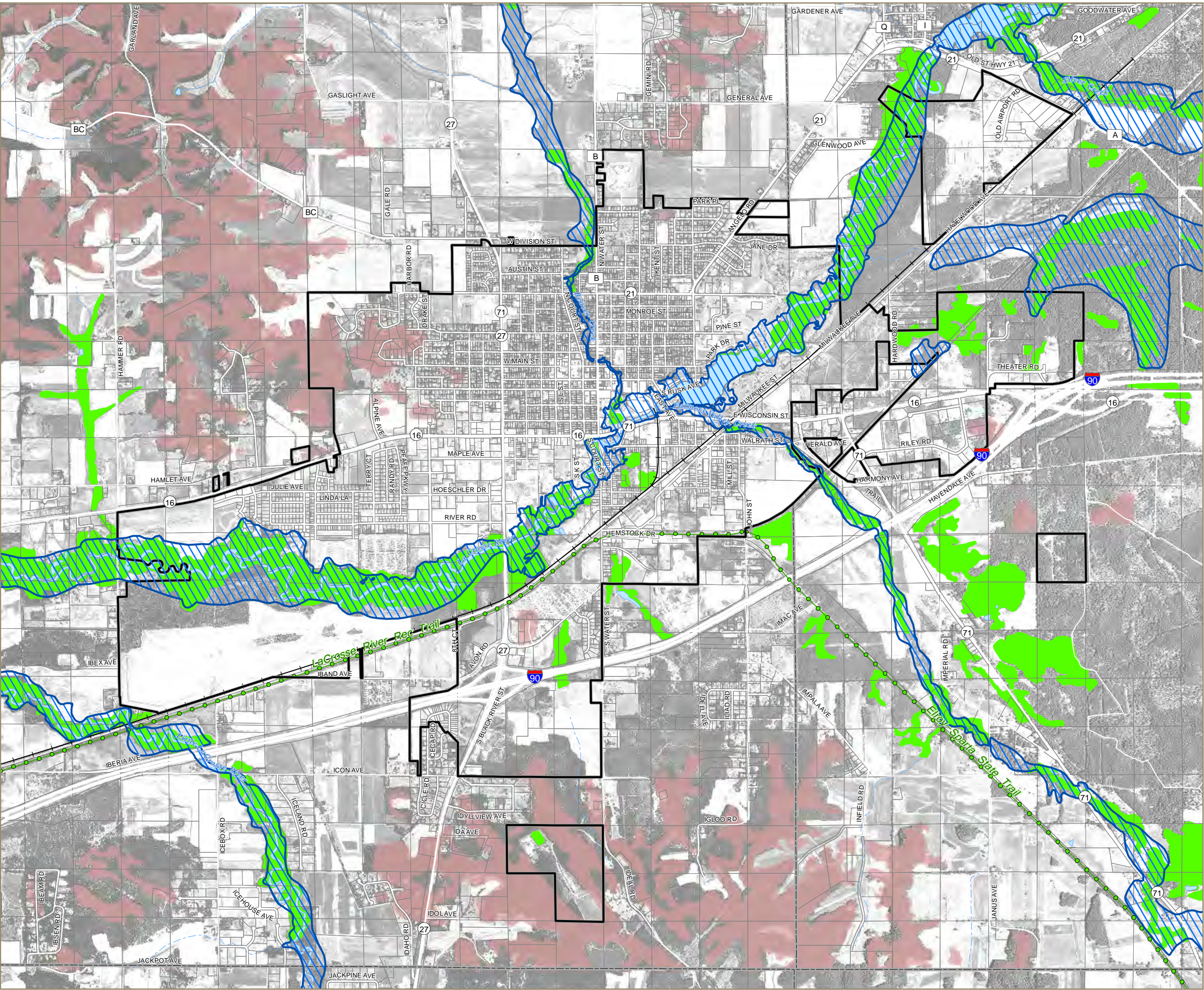
Library

Park

DATA SOURCES:  
MUNICIPAL BOUNDARIES, ROADS, RAILROADS,  
SCHOOLS, AND TAX PARCELS PROVIDED BY MONROE COUNTY.  
PARKS PROVIDED BY THE CITY OF SPARTA.  
RIVERS/STREAMS AND OPEN WATER PROVIDED BY USGS  
(NATIONAL HYDROLOGY DATASET).

CITY OF SPARTA  
MONROE COUNTY, WI





# DEVELOPMENT LIMITATIONS

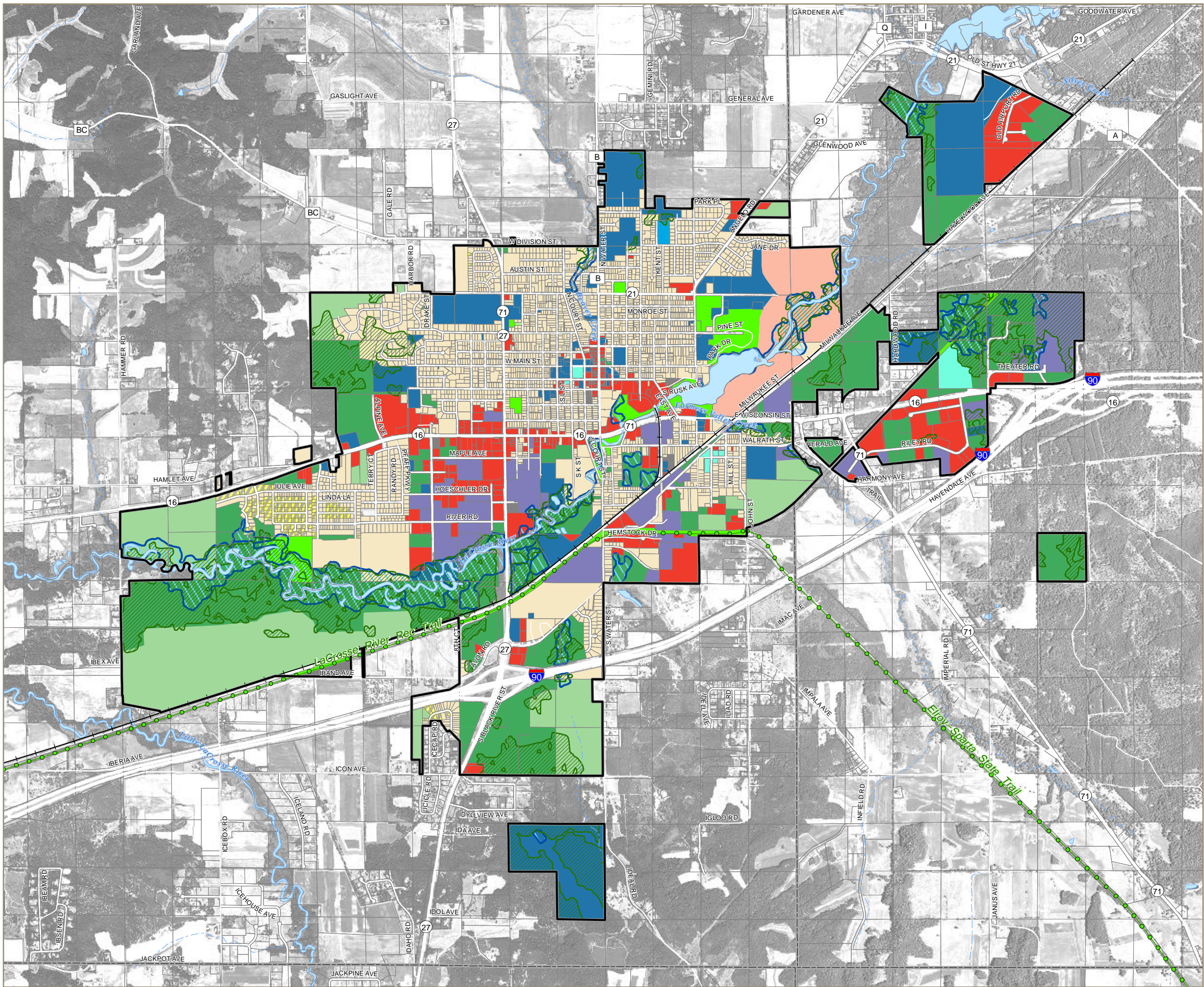
- City of Sparta
- Tax Parcel
- River/Stream
- Recreational Trail
- Railroads
- Open Water
- Wetland
- 100 Year Flood Hazard
- Average Slope Grade Greater than 20%

DATA SOURCES:  
MUNICIPAL BOUNDARIES, ROADS, RAILROADS, FLOODPLAINS,  
WETLANDS AND TAX PARCELS PROVIDED BY MONROE COUNTY.  
RIVERS/STREAMS AND OPEN WATER PROVIDED BY USGS  
(NATIONAL HYDROLOGY DATASET).  
SLOPES DERIVED FROM SSURGO SOILS.  
AERIAL PROVIDED BY USDA (NAIP 2013).

CITY OF SPARTA  
MONROE COUNTY, WI







# EXISTING LAND USE

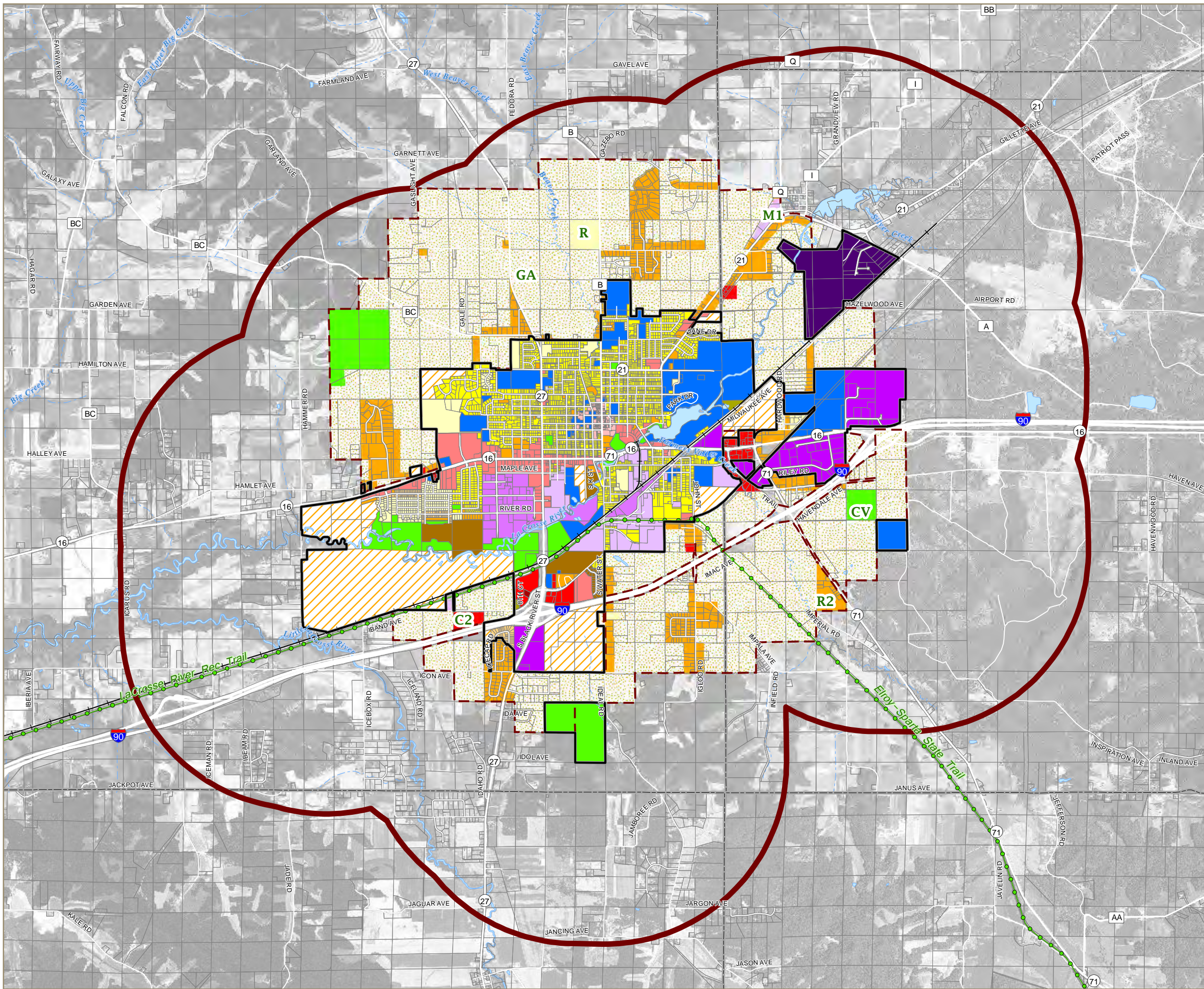
- City of Sparta
- Tax Parcel
- Forested Area
- Wetlands
- Open Water
- River/Stream
- Recreational Trail
- Railroads
- Agriculture
- Open Space
- Park
- Residential
- Commercial
- Golf Course
- Manufacturing
- Institutional
- County
- State
- Utility
- Vacant

DATA SOURCES:  
MUNICIPAL BOUNDARIES, ROADS, RAILROADS, AND TAX PARCELS  
PROVIDED BY MONROE COUNTY.  
RIVERS/STREAMS AND OPEN WATER PROVIDED BY USGS  
(NATIONAL HYDROLOGY DATASET).  
AERIAL PROVIDED BY USDA (NAIP 2013).

CITY OF SPARTA  
MONROE COUNTY, WI







# UNOFFICIAL ZONING AND PLAT REVIEW BOUNDARIES

-  City of Sparta

 Plat Review Jurisdiction Boundary

 Extraterritorial Zoning Boundary

 Tax Parcel

 River/Stream

 Recreational Trail

 Railroads

 Open Water
- ### City Zoning

 B-1

 B-2

 B-3

 B-4

 C

 CU

 GA

 M-1

 M-2

 M-3

 M-4

 R-1

 R-2

 R-3

 R-4

 R-5

 R-6
- ### Extraterritorial Zoning Districts

 R, Residential

 R2, Suburban Residential

 C2, Commercial

 M1, Manufacturing

 GA, General Agriculture

 CV, Conservancy

DATA SOURCES:  
MUNICIPAL BOUNDARIES, ROADS, RAILROADS, ZONING,  
AND TAX PARCELS PROVIDED BY MONROE COUNTY.  
RIVERS/STREAMS AND OPEN WATER PROVIDED BY USGS  
(NATIONAL HYDROLOGY DATASET).  
AERIAL PROVIDED BY USDA (NAIP 2013).

CITY OF SPARTA  
MONROE COUNTY, WI





