

Land Use

Introduction

During the planning process many aspects of land use were analyzed with an eye toward developing a future land use plan. Existing land development patterns are considered along with the existence of any brownfield sites¹. Local real estate forces are considered and again will be used in fashioning the future land use plan and supporting goals, objectives, and policies.

Relationships between the City and the surrounding towns also play an important role when determining how land in Prairie du Chien could be developed in the coming years.

Table K-1. Annexations and Detachments: 1991 to 2002

Year	Annexation Ordinances / Parcels	Detachment Ordinances / Parcels
1991	-	-
1992	1/2	-
1993	-	1/1
1994	2/3	-
1995	-	-
1996	3/4	-
1997	-	-
1998	1/2	-
1999	-	-
2000	1/1	-
2001	-	-
2002	-	-

History of Annexation and Detachments

Over the years the boundary of Prairie du Chien has grown incrementally on its periphery. From 1991 to 2002, the City annexed land on eight different occasions and detached land one time in 1993 (Table K-1). Most of the annexations involved a single property and did not substantially increase the City’s population at the time of annexation. The City does not have any existing boundary agreements with the surrounding towns that would limit or guide future annexations.

Existing Land Use

In February 2003, a windshield survey was conducted within the City and in the surrounding area to identify existing land uses. The resulting maps show land use existing on the date of the survey and may or may not correspond to zoning regulations. Supplemental resources such as aerial photography were used to provide additional information.

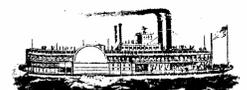
Table K-2 provides a summary of land uses in the City by type and Map K-1 depicts the current land uses. A majority of land within the City is dedicated for infrastructure which includes transportation, utilities, and right-of-way.



Commercial uses account for nearly one-fifth of the City and are largely found along Marquette Road and along Blackhawk Avenue. The City’s downtown business district on Blackhawk Avenue is the original commercial area for the City and the surrounding region. It contained many small retail shops characteristic of Midwestern communities. Over time, many of the retail spaces have given way to professional offices.

For many years, Blackhawk Avenue was the main roadway leading to the bridge crossing the Mississippi

¹ A brownfield is a site consisting of one or more properties that are abandoned or underutilized because of concerns about environmental contamination.



River over to Iowa. In the 1960s, a new bridge was built to the south at its present location and a one-way pair of streets (Iowa and Wisconsin streets) was established in 1975. Some commercial uses now front on these arterials. Over the years, a strip commercial corridor has developed along Marquette Road typical of many communities. Uses include restaurants, motels, gas stations, and highway oriented retail.

For a number of years, a shopping mall on the City's south side housed a Wal-Mart and a large food store (Dick' Supermarket). In recent years, Wal-Mart abandoned this site to build a larger facility on a vacant parcel in the Town of Bridgeport.

Residential uses account for approximately 13 percent of the City. Most of the housing stock consists of single-family units on small lots. The older residential properties are located south of Blackhawk Avenue and west of Marquette Road. Many of these homes are over 100 years old. Newer residential properties radiate east of Marquette Road. Multi-family units are relatively few and are found along some of the major collectors.

Approximately 563 acres in the City are dedicated for park and recreational purposes. The largest block of recreational land is the 300-acre La Riviere Farm Park in the southeast portion of the City. It is largely undeveloped and offers many passive recreational opportunities. The other large park/recreational area is St. Feriole Island.

Some agricultural land is found in the northern and southern portions of the City. This is a transitional use as the parcels are developed for other urban type uses.

The City hosts a significant amount of industrial and warehousing uses. 3M and Design Homes are found on Marquette Road in the northern half of the City. Cabela's, a large format sporting goods store, and associated warehousing facility, is located off of Marquette Road, also on the City's north side. Wood processing facilities are located in the southeast quadrant of the City and abut residential uses on its perimeter.

The vast majority of the surrounding towns are in agricultural uses (Map K-2). Commercial land uses are found in the Town of Bridgeport along Marquette Road (STH 18), most notably Wal-Mart. Large lot residential development is found on both sides of STH 18 leading out of the City. An 18-hole golf course is found along the south side of the highway. The Town of Prairie du Chien hosts sewer residential uses on the City's north side. Residential uses on individual septic systems are common along some of the coulees radiating to the east out of the City.

A significant amount of urban type land is found in the towns of Prairie du Chien and Bridgeport and is made possible by the presence of sanitary sewer the City provides.

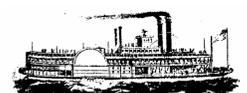


Table K-2. Existing Land Use: 2003

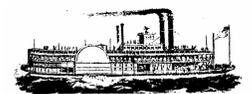
Land Use	Types of Uses	Acres	Percent of Total
Residential		532.0	13.4
Single-family	Detached single-family homes	482.3	12.2
Two-family	Duplex units	8.5	0.2
Multi-family	3 or more dwelling units in one building	21.2	0.5
Mobile home	Mobile homes on a single lot or a mobile home park	15.3	0.4
Group quarters	Group homes, nursing homes	4.7	0.1
Commercial / Industrial		771.6	19.4
Retail	Shopping malls and individual stores such as restaurants, gas stations, convenience stores, grocery stores, furniture and electronics stores	80.2	2.0
Professional service/office	Financial services, personal services, health offices, real estate offices	18.3	0.5
Mixed use	Any combination of residential and commercial uses on the same site	1.0	0.1
Industrial	Manufacturing and processing of materials	319.4	8.0
Warehouse and storage	Warehouses, mini-storage facilities, open storage, distribution centers	112.1	2.8
Governmental services	Municipal buildings, libraries, community centers, schools, post offices	176.4	4.4
Institutional services	Hospitals, churches, group homes, nursing homes	48.0	1.2
Lodging	Hotels, motels, cottages,	16.2	0.4
Infrastructure		787.3	19.7
Utility	Electrical substations, cell tower sites, water towers and wells, sewage treatment facilities, solid waste and recycling facilities	5.8	0.1
Transportation	Airports, parking lots	203.8	5.1
Right-of-way	Right-of-way for roads and railroads	577.7	14.5
Park and recreation	Public and private parks, golf courses, arboretums, and zoos	563.1	14.1
Agriculture and woodlands	Open areas, forested and shrub areas, and agricultural land	487.7	12.3
Water	Open bodies of water including lakes, ponds, streams, and rivers	439.6	11.0
Quarry	Active and inactive quarry sites and associated facilities	40.7	1.0
Vacant	Undeveloped land	358.8	9.0
Total		3,980.9	100

Note: The percents may not total 100, due to rounding

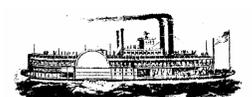
This data is based on a windshield survey conducted during February, 2003, and on other support materials



Insert land use map K-1



Insert extraterritorial land use map K-2



Land Supply and Demand

The City has a fair amount of land available within its boundaries for development and redevelopment. As noted in Table K-2, 9.0 percent of the land within city limits is vacant, with the largest concentration of vacant land being found along the riverfront and in the southern part of the City. Vacant parcels suitable for infill development are also scattered throughout the City.

Conversations with a local real estate professional provided a snapshot of the local real estate trends. In April 2004, there were approximately 80 single-family homes for sale with an average cost in the \$80,000 range. Very few vacant lots are currently on the market within the City, and cost for these was in the \$30,000 to \$40,000 range. The average amount of time that homes are on the market in Prairie du Chien is approximately 2 months, although this will vary throughout the year.

Waste Disposal and Contaminated Sites

Identification of brownfield sites is an important consideration in forming an appropriate land use plan, in fostering economic development, and in ensuring a clean and healthy environment. Cleanup and redevelopment of brownfield sites makes common sense by returning abandoned or under-utilized properties to the tax rolls and to productive use. Redevelopment of brownfield sites also makes optimal use of existing infrastructure.

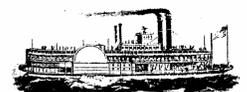
To identify brownfield sites, a number of sources were used as described more fully in the following sections:

- ◆ Bureau of Remediation and Redevelopment Tracking System (BRRTS)
- ◆ Registry of Waste Disposal Sites in Wisconsin
- ◆ Superfund Sites
- ◆ Local knowledge

As an initial step to identify brownfield sites, the BRRTS database was searched to identify contaminated sites. It should be noted that not all contaminated sites are brownfields. This database however, is a good starting point for identifying such sites. The Wisconsin Department of Natural Resources maintains BRRTS (Bureau of Remediation and Redevelopment Tracking System) that catalogs all known contaminated sites in the state. Types of contaminated sites on BRRTS include leaking underground storage tank (LUST) sites, Environmental Repair Program (ERP) sites, and emergency response spill sites.

This database, while valuable, is not complete, nor up-to-date. It is, however, the single best available source. Sites identified may be in various stages of remediation. Remediation efforts for spills (quite often associated with trucking accidents) are typically initiated immediately. Remediation efforts on larger sites typically occur over years. As listed in Table K-3, there are a number of sites in Prairie du Chien that have been contaminated. None of the sites identified are considered brownfields.

In addition, the DNR maintains a listing of all known waste disposal sites in the state. These may include landfills or areas where solid or hazardous waste was disposed of on private property. As such, this list includes sites that meet current environmental standards and those that do not. A search of this database revealed three sites in Prairie du Chien (Table K-4). None of



these waste disposal sites are considered brownfields in need of development or redevelopment. Finally, there are no Superfund sites within the City.

Table K-3. Contaminated Sites; Prairie du Chien: 2003

Activity Type	Open	Closed
Spills	43	25
LUST	3	15
ERP	6	2
VPLE	1	0

Source: Wisconsin DNR BRRTS database

Table K-4. Waste Disposal Sites; Prairie du Chien: 2003

Location (Sec / Township / Range)	Address
SW S25 07N 07W	Prairie du Chien
S24 07N 07W	Prairie Sand & Gravel Inc
SE NE S12 07N 07W	Prairie Sand & Gravel (Demo)

Source: Wisconsin DNR

Opportunities for Redevelopment

Within Prairie du Chien there are opportunities for redevelopment, infill and development of vacant land, especially in the southeast part of the City. Some infill development is anticipated to occur among the existing commercial areas along Marquette Road. The downtown area also provides an opportunity for redevelopment and rehabilitation of older and underused properties. There is an existing concentration of vacant properties along the riverfront, along with surrounding residential properties. This area also provides an opportunity for redevelopment of higher density housing and tourism related uses.

A number of businesses and residences will be removed to accommodate the roundabouts which are planned along Marquette Road at Iowa Street, Wisconsin Avenue, and Washington Street. There will be opportunities for infill and redevelopment in these areas.

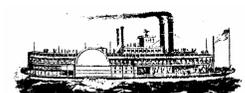
Development Factors

There are a number of physical conditions that limit or restrict land development within and around the City as depicted on Map K-3 and as described in this section. The western boundary of the City is formed by the Mississippi River, and development in some of the western areas is limited by the 100-year floodplain and especially in the floodway which prohibits most types of urban development. A significant portion of land to the north is within the floodplain and floods on a fairly regular interval. To the east of the City, steep slopes are a limiting factor by making building construction more difficult and more visible if done inappropriately.

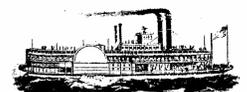
In addition to the natural constraints, there are several man-made features that have the potential to constrain how and where development occurs. The Prairie du Chien airport, for example, limits the type of development that may occur in the immediate area. Although use of the airport is relatively low, it is anticipated that use will continue to increase and the size of aircraft (and noise) will increase in the coming years. Noise sensitive land uses should not be located at the ends of the airport runway.

The railroad also generates a significant amount of noise and further limits where noise sensitive uses can or should be located. The rail line through the City also divides the City in half. A limited number of railroad crossings tend to channel traffic in certain areas.

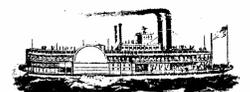
The Wisconsin Department of Transportation has improved a significant segment of Marquette Road from LaPointe Street to South Town Lane and proposes to realign US



18 onto South Main Street/LaPointe Street as a reliever to Marquette Road. A secondary impact of the alignment of US 18 is the attractiveness of another area for commercial development. Already, several businesses have relocated to LaPointe Street.



Map K-3 development factors



Land Use Conflicts

Conflicts often develop over time when certain land uses are located inappropriately or where adequate buffering is not provided between conflicting land uses. Sometimes industrial land uses have characteristics associated with them that can potentially be viewed as a nuisance by surrounding residents including noise, dust, odors, and truck traffic. The City is not immune to these types of conflicts. Although the conflicts discussed below are some of the more prominent examples, there are other smaller individual parcels that have developed inappropriately, or contrary to the City's master plan.

In recent years, St. Feriole Island has become primarily a recreational area, with parkland, open areas, trails, and historic buildings. The Port of Prairie du Chien, however is an industrial use at the northern end of the island. Trucks carrying sand and gravel, and other materials to and from barges are required to travel through the City creating conflict, as well as the conflicts with recreational uses. The port operator has developed plans to dredge a channel and relocate this port to the mainland where it will have closer access to the highway, railroad tracks, and industrial area in the northern part of the City.

In the southeastern portion of the City, there is an industrial area that is largely surrounded by residential land uses. Offsite impacts include noise and dust and, to a lesser degree, truck traffic.

A quarry is located along the City's eastern boundary. Although it is immediately adjacent to agricultural land and a City stormwater facility, there are some residential uses nearby. The quarry's location, among the bluffs east of the City, creates an aesthetic conflict, along with the noise, dust, and truck traffic associated with quarry operations.

The Prairie du Chien Municipal Airport is the source of another potential land use conflict. Although currently not a problem because the airport is surrounded primarily by agricultural and commercial uses, the City will need to consider the noise and other nuisances associated with the airport when planning for the surrounding land uses.

