
Supplemental Analysis of the Proposed Revision to the Sun Prairie Urban Service Area and Environmental Corridor Boundaries in the Town of Burke

1) Plan Consistency

The future land use designation of the amendment area was changed in November of 2016 and found to be consistent with the City of Sun Prairie's Comprehensive Plan by the City.

Although a more in-depth analysis of *Dane County Land Use and Transportation Plan* goals achievement will be conducted later in the year, the amendment request appears generally consistent with the principles outlined in the *Plan*.

Other applicable plans include the *Dane County Farmland Preservation Plan* and the City of Sun Prairie's *Parks and Open Space Plan*. The amendment area is classified as "Non-Farm Planning Area" and "Future Growth Area" in those plans respectively.

2) Other Agency Comments

a) Madison Area Transportation Planning Board

The amendment is generally consistent with the goals and policies of the draft Regional Transportation Plan 2050. In particular, the amendment will support the policy of encouraging growth in areas of existing development that place jobs, housing, and services closer together under the goal of connected livable neighborhoods and communities. The amendment also supports the policy to manage access to the regional roadway system by the design of the internal street system to make use of the existing O'Keefe Avenue intersection with Reiner Road for the main access to the development once the property to the north of the amendment area is redeveloped. This supports the goal of an efficient and safe transportation system. Reiner Road has sufficient capacity to handle the expected traffic from the amendment area. A minor intersection improvement at Reiner Road and the new access street will be required as the property develops.

While the amendment is generally supportive of RTP goals and policies, the following recommendations are made to strengthen the proposal and its consistency with RTP goals.

Recommendations to the City of Sun Prairie

1. Consider requiring the developer to construct a path that directly connects the buildings planned on the west side of Phase 1 to the existing USH 151 corridor multi-use path. Alternatively, right-of-way for a future path could be reserved along the Phase 1-Phase 2 property line that would directly connect the USH 151 corridor path to the west property boundary. Construction of the path would require an easement or right-of-way dedication from Waste Management, which owns the property to the west. Either of these alternatives would improve bicycle and pedestrian access to the property from the west and south. The connection would become even more important if a planned north-south path southwest of the property is constructed, as identified in the Madison Area Transportation Planning Board's Bicycle Transportation Plan. This path would connect the USH 151 corridor path with the planned Goodman path in the railroad corridor to the south.

The path connection to the west would improve access to the jobs to be created for Madison residents, including the Ridgewood neighborhood (an EJ area) in the N. Thompson Road area. This would support the policy to provide active transportation facility improvements that improve access to jobs and services in areas with under-served populations.

2. Page 15 of the application indicates that a sidewalk will not be constructed on the north side of Capitol Drive extended, the new access street to Reiner Road, in order to avoid additional wetland encroachment. Staff recommends reducing the street cross-section of the new access street to eliminate space for on-street parking on one or both sides rather than omitting the sidewalk from one side. The proposed 34' street width is unnecessary for this stretch of the roadway as on-street parking is not needed there.

The reduced street cross-section would better meet the goal of reducing the environmental impact of the transportation system, while also improving safety for all users by adding the sidewalk on the north side of the street.

3. It is recommended that the city require, as a condition of approval, the dedication of required right-of-way to accommodate the four-lane urban cross section with shared-use path for Reiner Road. The right-of-way needs to be widened on the south end of the amendment area to match that to the north.

b) Wisconsin Historical Society

While no recorded archaeological sites or cemeteries were identified within the proposal area, the Wisconsin Historical Society recommends, at a minimum, survey near the wetlands on the east side of the parcel. Archaeological sites have been encountered in similar positions within a mile of the requested expansion area.

c) Town of Sun Prairie

The Town of Sun Prairie Board met Monday, Jan 9, 2017 to review the City's Urban Service Area expansion to approximately 95 acres, located west of Reiner Road and south Capitol Drive. The Town Board members expressed four reasons they supported the expansion.

1. The area has poor- moderate quality farmland
2. It is a compact development
3. Supported by existing transportation routes
4. Has limited water quality impact

3) Impacts and Effects of Proposal

a) Projected Demand

As noted in the Staff Analysis, Sun Prairie is expected to grow by over 16,000 people by 2040. An estimated 7,600 additional households are projected. Employment is projected to increase by over 2,500 jobs during the same period.

Based on 2010 land uses, Sun Prairie's projected growth would require an additional 260 acres of employment-related land area. This presumes that each land use would maintain a proportionally sized quantity of land in the future and that each land use type would grow on-trend utilizing the same densities and development pattern as the 2010 averages. The proposed amendment would account for twenty percent (around 50 acres) of the projected, required land area.