THE WESTSIDE NEIGHBORHOOD PLAN: LAND USE AND TRANSPORTATION STUDY

THE CITY OF SUN PRAIRIE, WISCONSIN

RTKL ASSOCIATES INC. KENIG, LINDGREN, O'HARA, ABOONA, INC. ECONOMICS RESEARCH ASSOCIATES PAUL METAXATOS

February 4, 2004

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DISCLAIMER

"If there is a conflict between information in this document and information in local State and Federal regulations, the Planning Director will provide council on which documents have priority. Changes to the information in this document should be at the discretion of the City of Sun Prairie."

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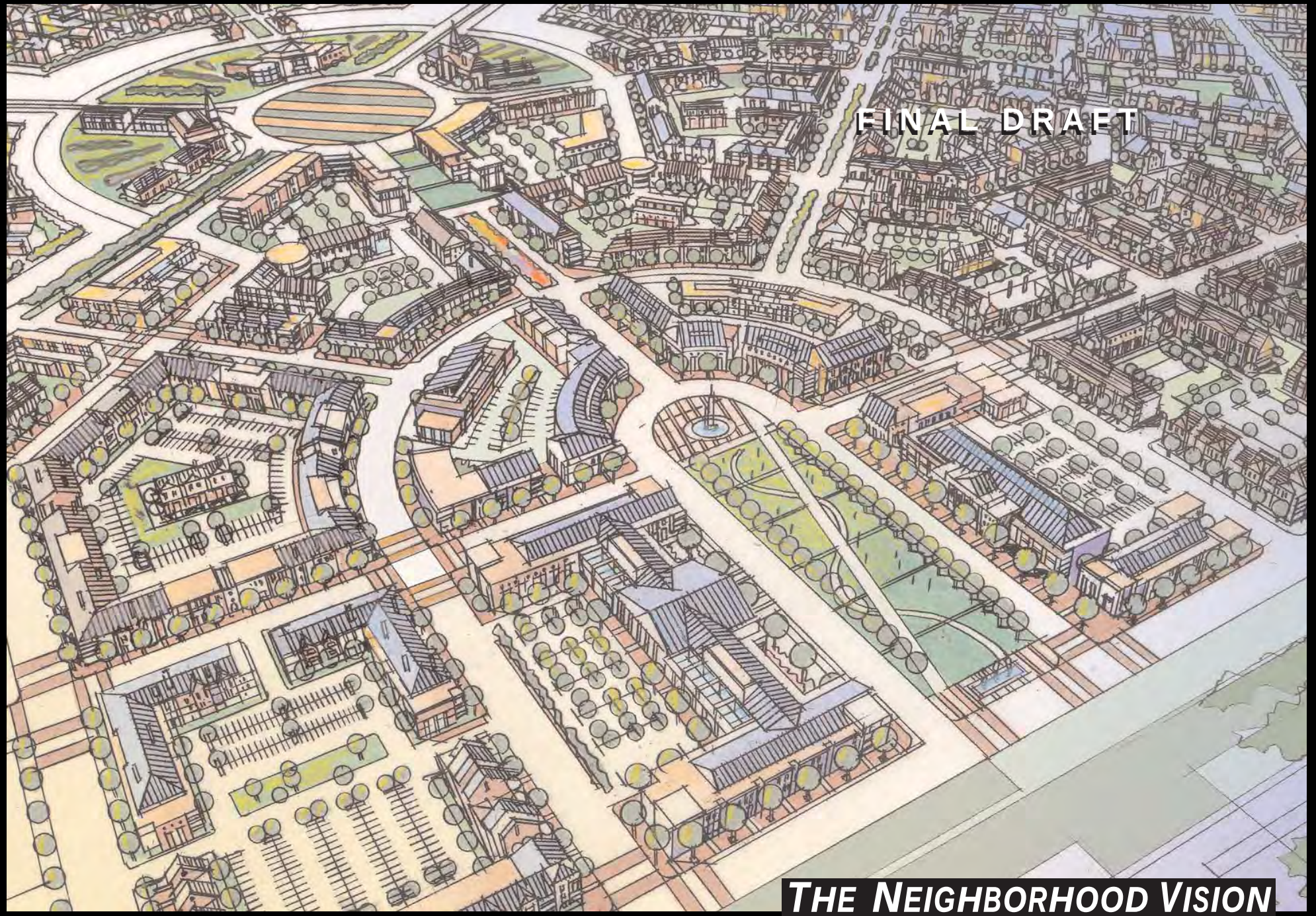


THE NEIGHBORHOOD VISION

THE CITY OF SUN PRAIRIE, WISCONSIN

RTKL ASSOCIATES INC. KENIG, LINDGREN, O'HARA, ABOONA, INC. ECONOMIC RESEARCH ASSOCIATES PAUL METAXATOS

THE NEIGHBORHOOD VISION

I. INTRODUCTION

Assignment and Approach

The initiative for this study headed by RTKL Associates, Inc. centers on the creation of a land use and transportation plan for the Westside Neighborhood of the City of Sun Prairie. Rapid growth being experienced by the community has created tremendous opportunities for both new development and reinvestment in the Westside Neighborhood. The recommended neighborhood and transportation system improvement plans were derived through a consensus-based planning process, which combined land use recommendations, traffic system improvements, and economic development strategies. This process is intended to guide the future development and infrastructure improvements for the community.

This document is divided into three sections which detail the neighborhood vision, the subsequent framework for development, and trace the consensus-based planning process for the Westside Neighborhood Masterplan.

1) The Neighborhood Vision & Implementation Strategy - The first section of the book describes the final envisioned development patterns, street framework, open lands, and other amenities planned for the Westside Neighborhood. The neighborhood framework, the primary public improvements and general land use strategy are illustrated by the Neighborhood Vision. The Neighborhood vision is divided into specific areas defined as a series of districts, and within these districts macro and micro parcels for development.

2) The Planning Process - This section of the book outlines the community based planning initiative and the consensus building process that provided the basis for the Neighborhood Vision. This includes: the definition of the study area, the area analysis, the visual preference surveys conducted, and a summary of the visioning workshops and public meetings. The section describes the conceptual plans that led to the final Neighborhood Vision. Options for envisioned development patterns, street framework, open lands, and other amenities planned for the Westside Neighborhood are documented. The options are revised and consolidated based on community input and continuous interaction with the consultant team.

3) Appendices - The appendices provide all associated data, summary of public comments, and discussions of strategies that led to the final Neighborhood Vision and Framework.

Definitions

Mixed-Use Commercial: Non-residential development including mixed office and small scale service oriented retail.

Retail: Non-residential/office development that provides for the sale of goods or commodities to the public.

Office: Non-residential/retail development including professional, clerical, or business uses.

Mixed Multi-Family: Mixed-density residential buildings (attached single family, townhomes, loft, assisted living, apartments, condo) that are 2 to 3 stories in height.

Mixed-Use Residential: Higher density residential buildings that include some ground level commercial flex space along primary streets.

Flex Space: Ground level of a residential building designed to accommodate change in demands of the market with flexibility of uses including office, retail or residential.

Institution: Non-residential/commercial uses including educational, public service, or cultural uses.

Public: Non-residential/commercial development including municipal uses such as a post office, fire station, police department, etc.

Civic: Non-residential/commercial development such as social and educational activities that include art, music, sports, etc.

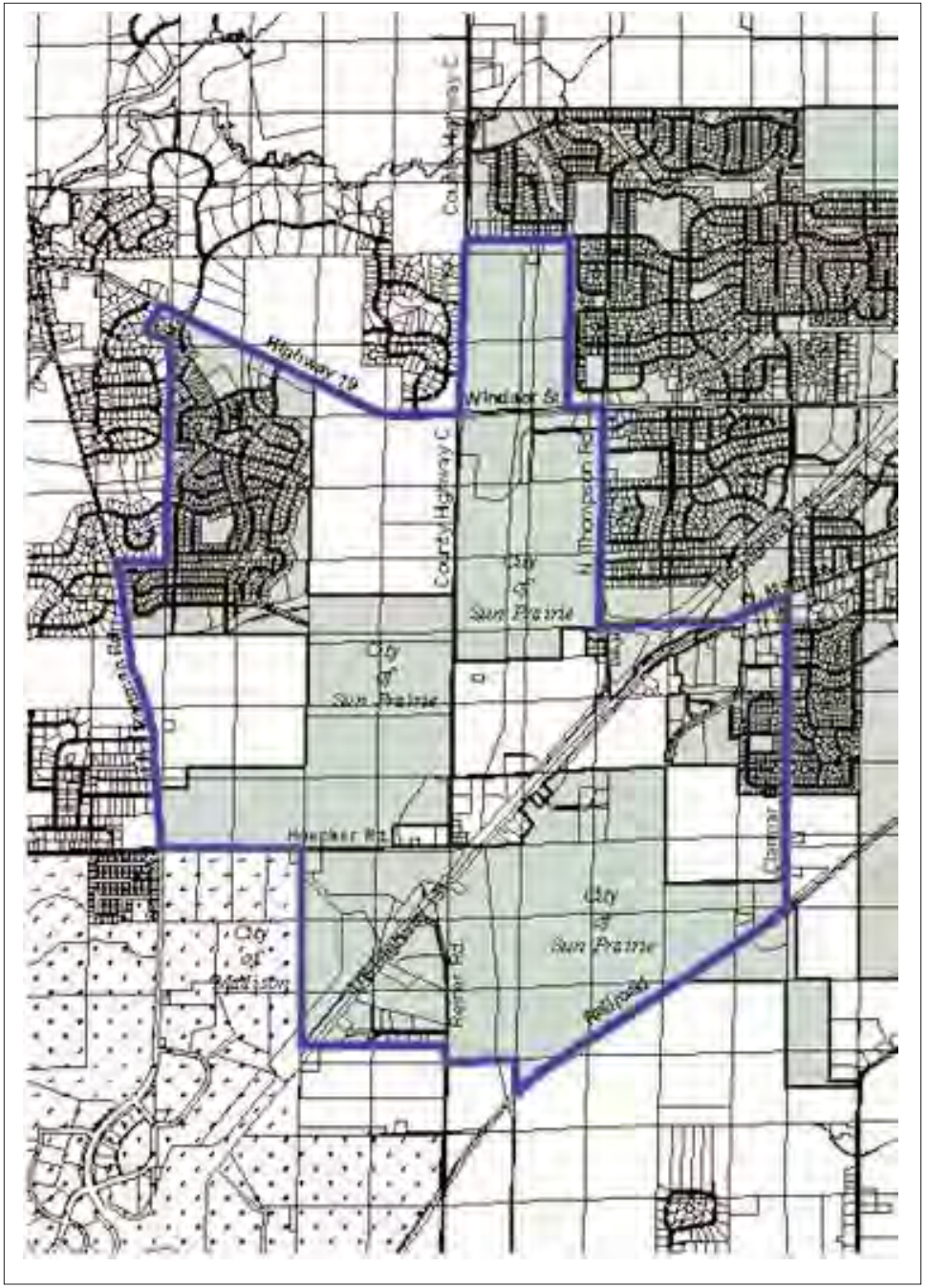
Modern Roundabout: Type of circular intersection that follows the "yield-at-entry" rule in which approaching vehicles must wait for a gap in the circulating flow before entering the circle.

II. THE PLANNING CONTEXT

The City of Sun Prairie is at a point of transitional change. The past decade has brought record-setting growth and a large influx of new thoughts, ideas and expectations for what the City's environs should offer. Its land use mix is teetering on fiscal non-sustainability, and the traditional development patterns around the downtown core have been overshadowed by sprawling patterns generally associated with those of suburban Madison. Presently, the perception of Sun Prairie's place is shifting from that of a small town with its own identity to being one in a series of suburban bedroom communities in the Madison region. This shift has caused concern for both long-time and recent residents as they openly resist a community experience they perceive as being formulaic, repetitive, and predictable; all traits associated with general Madison suburbia.

In an attempt to thwart this shift, a downtown redevelopment plan and several traditional neighborhood developments (TND) have been approved as they place emphasis on a traditional neighborhood pattern celebrating grided streets, innovative housing types, and local access to community services. Moreover, a development moratorium has been placed on the City's largest undeveloped area (the Westside) until these challenges have been more fully addressed by a multi-disciplined consultant team's masterplan recommendations.

Despite their commonalities, the Sun Prairie community has begun to divide around how to achieve market-based success in a community-friendly format. They disagree over the allowable quantity and intensity of new development (particularly large-format regional retail); over how to create a walkable and unique community form; over the type of street network that should be put in place and how it should be funded; over the amount of open space that should be preserved; and over the general philosophical approach towards regulatory control. These divisions have created political tension leading to a perception that the City may be difficult to develop within. Our national consulting experience has shown that such a perception is not healthy for Sun Prairie's sustainability as it does not allow the City to beneficially capitalize on its marketplace potential. Ultimately, it is this market-based energy that creates the type of engaging places the community desires. It is within this challenging context that the Master Plan for the City of Sun Prairie's Westside has been undertaken.

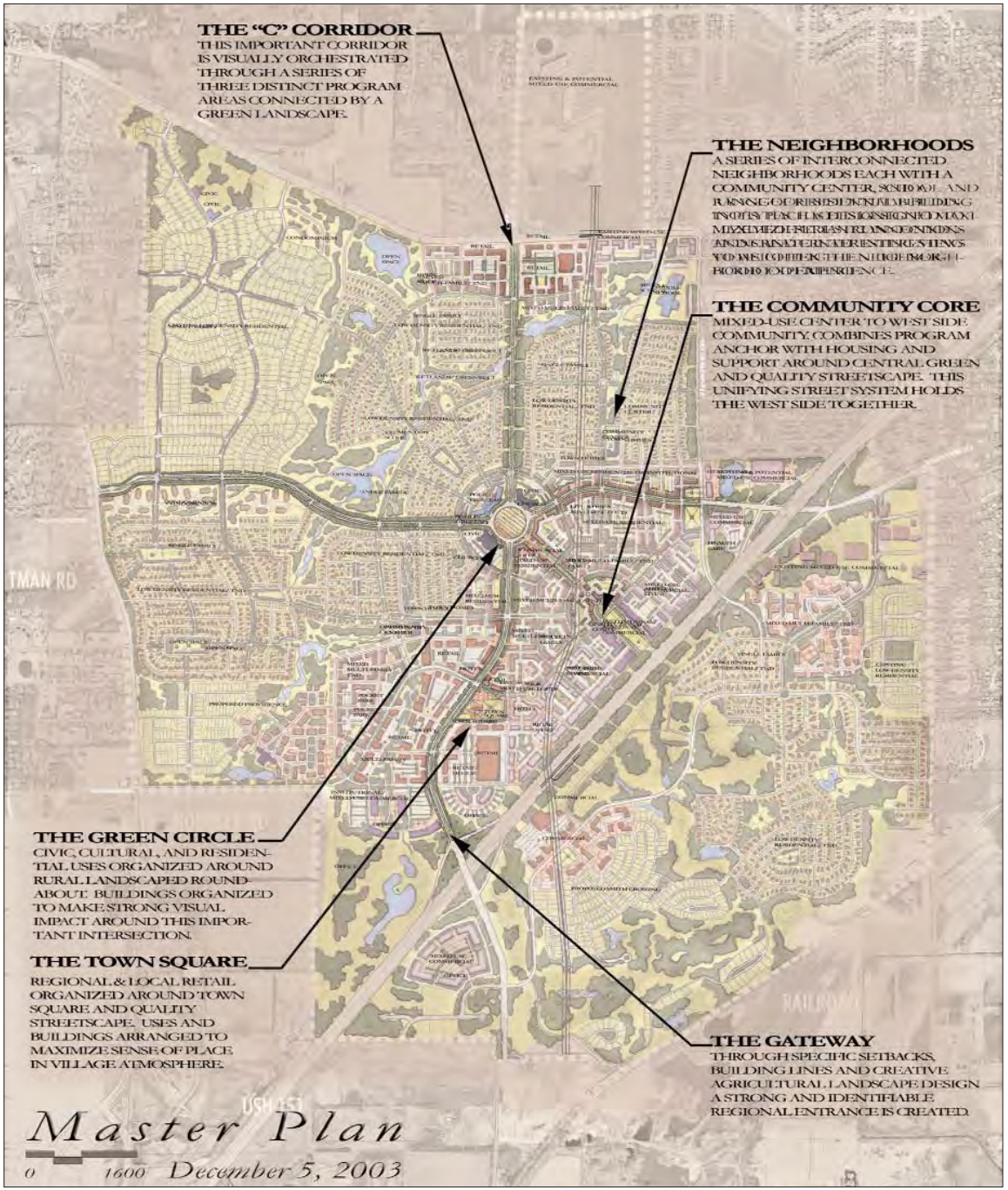


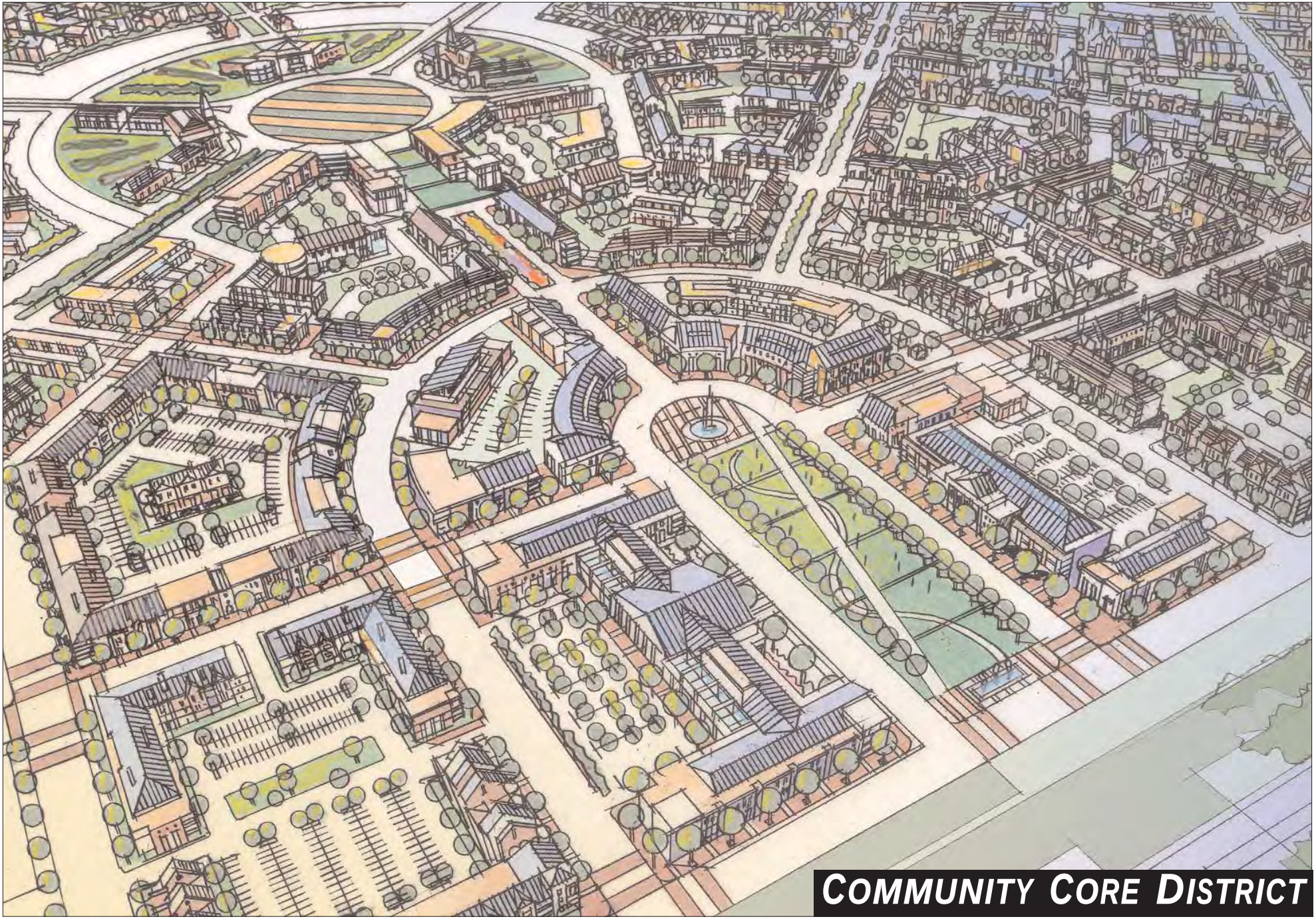
III. THE MASTER PLAN

The West Side Neighborhood Master Plan congregates the full range of market-based land uses with civic and cultural uses in a manner that capitalizes on inherent synergies of use and activity. The physical form it presents transitions from the conventional suburban development patterns on its periphery to a more village-like urban core at its center. This community core is intended to create a dual anchor with Sun Prairie's existing downtown along Main Street. The intended result is a community structure which provides connected activity cores on both sides of the City in order to regain a focus for the existing sprawling patterns. The programming of the existing downtown area should be carefully planned to avoid competition with the Westside core and may be comprised of residential, service retail, community uses, and loft office space. Uses within existing downtown area and the Westside Neighborhood should complement each other.

The plan intends the creation of a series of neighborhoods and districts that coexist within the Westside. This series has been orchestrated to create visual and programmatic interest and has been designed to provide a strong sense of community identity through enhanced gateways, unique neighborhood spaces, inter-connectivity, programmatic synergy, great streetscapes, and overall walk-ability while maintaining a regional and local focus. A radial system of primary streets connects the neighborhoods to the community core and are planned to create a clear sense of street hierarchy. Moreover, a master open space system is envisioned to provide a distinct character for each neighborhood while also linking them together with the community core.

The master plan is defined by a series of events, neighborhoods and districts organized around physical land form, primary thoroughfares, and regional visibility. The following describes each area in terms of its planning intent, primary features, product assumptions, open space framework, and regulatory recommendations.



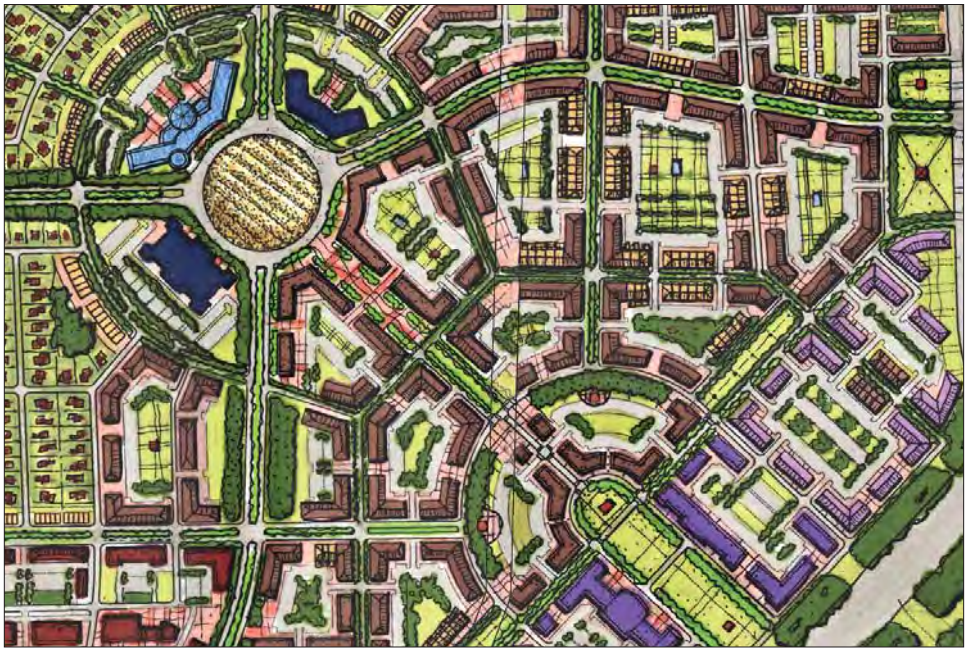

COMMUNITY CORE DISTRICT

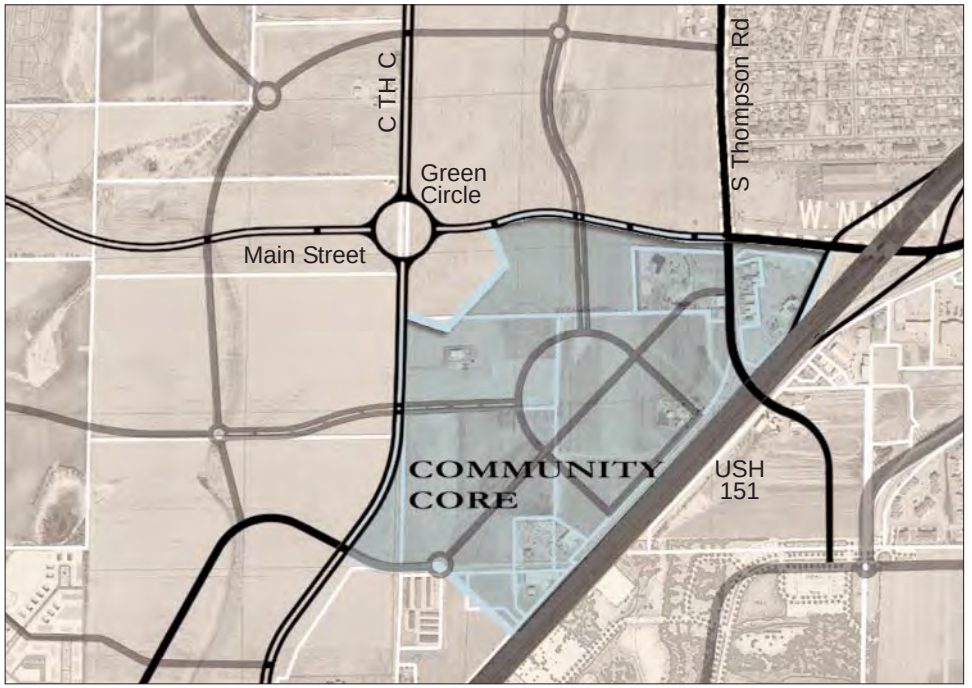
Community Core District

Planning Intent: The Community Core is located within the triangle of land formed by Main Street to the north, County Highway C to the west, and Highway 151 to the south. It offers a more compact, village-like form than other areas of the plan and focuses on the creation of a strong streetscape experience. Its radial street framework emanates from a large central green defined by commercial and/or institutional users and utilizes a grided secondary street framework to promote interconnectivity with its adjacent neighborhoods and districts. The plan provides two formal boulevards connecting the Community Core with prominent neighborhood program features. It is intended that the Community Core combine commercial, institutional, and service retail with the more dense village residential development within the Westside community. All buildings are envisioned to be built on small setbacks (5 to 10 feet). An energy pipeline running from north to south through the Westside Neighborhood is planned to run along streets, parking lots and open spaces.

Primary Features: Due to the importance of Highway 151, Main Street and County Highway C to the overall Westside, the experience the Community Core offers along these corridors has been carefully planned for interest and diversity. Along Main Street, development is intended to form a strong street edge with the great majority of each block face being filled with building facades along a 5-to-10-foot setback. As Main Street enters the West Side property at Thompson Road, a green pocket park is created to form a strong gateway experience. It is intended that development define this pocket park through full block face closure along a 5 foot setback. Along County Highway C, and between the Green Circle and the Town Square District, development is intended to be setback off the street along a 50 foot setback. This is intended to provide a distinctive landscape experience and in contrast to the Green Circle and Town Square Districts. Finally, it maintains a 100' setback from Highway 151 to provide a consistent and formalized highway experience. Buildings along this setback should be designed to promote a strong edge while architecturally emphasizing the gateway to the central green.

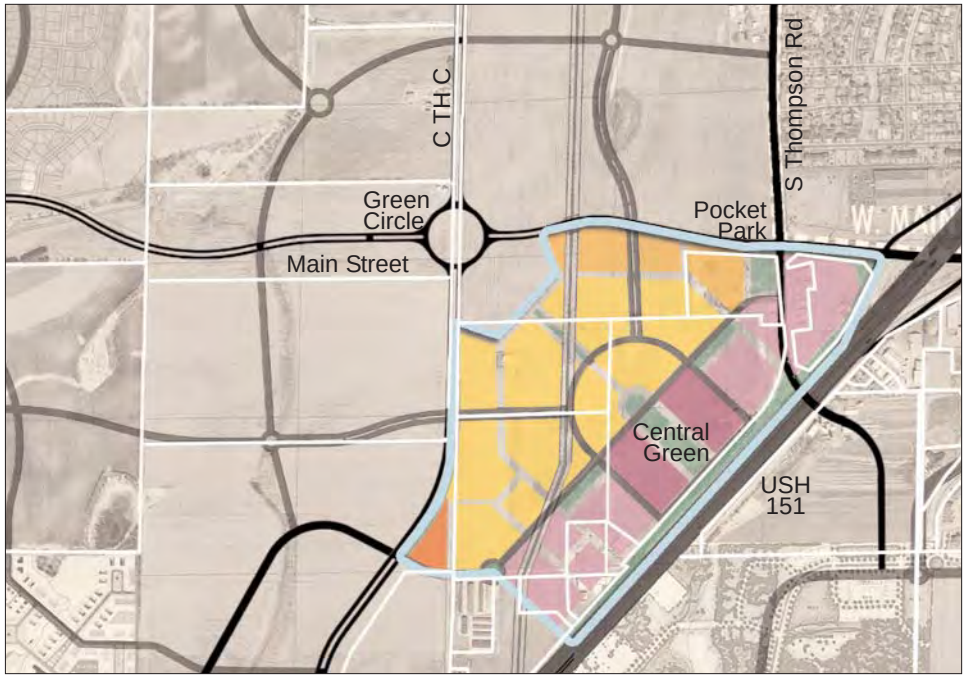
Product Assumptions: It is intended that mid-rise (up to 4 story) mixed-use commercial (retail/office) development face Highway 151. In addition, mid-rise (up to 4 story) mixed-use commercial and/or institutional development is envisioned around the central green. If such development is to include elevated structured parking garages, these garages should utilize liner residential development to allow a more friendly streetscape





experience. The first ring of development around those parcels fronting the central green is intended to be village apartments. These sites should contain up to three-story apartment buildings that provide an animated streetscape through non-residential programming and individual stoop entries. In addition, the parcels fronting Main Street were also envisioned to contain up to three-story residential with a larger proportion of ground-level office, small retail and restaurant space. The sites between these two areas are intended to be village townhomes and patio homes also offering a formal street frontage. Finally, the sites between Thompson Road and Highway 151 is intended to include existing and future mixed-use commercial development. All parking shall be screened from public view through landscaping, parking structures, and behind buildings when possible. All surface parking should follow the City's existing criteria. There is an existing easement that runs north to south through the center of the district that is taken into account.

Open Space Framework: The primary open space features of the Community Core are the Main Street gateway pocket park, the central green, the linear highway landscape zone, and the street sidewalk system. The gateway pocket park is intended to be of a formal landscape design emphasizing strong edge conditions and a central gazebo/band shell feature. The central green is intended to be comprised of a linear grass parkway, strong edge conditions, seating areas, and a zone for seasonal color plantings along a relocated Brooks Drive. The linear highway landscape zone is intended to contain a rhythmic ground-plane planting scheme emphasizing an agricultural and native plant palette in a highly geometric format. The sidewalk system should be designed to emphasize the street hierarchy highlighting the boulevards, Brooks Drive, Main Street, County Highway C, and the Highway frontage. In general, these sidewalks should contain street trees at back of curb (100-gallon minimum, container-grown at installation) at no more than 30' o.c. intervals with base planters for ground cover, pedestrian-scaled street lighting at 90' o.c. intervals, sidewalk benches and bike racks, and textured sidewalks. As the space between the buildings in this zone will define its success, the sidewalks should be visualized as linear open spaces and treated as areas of pedestrian focus and activity. They should be a minimum of 16 feet wide and be coordinated with the design of the development which it will serve.



Community Core District

Gross Acreage	174.10
Institution/Mixed-Commercial	15.00
Mixed-Use Residential	14.00
Mixed Multi-Family	33.40
Townhomes	37.90
Mixed-Use Commercial	35.70
Retail	2.00
Open Space	36.20

Implementation/ Regulatory Recommendations: In total, the Community Core has been planned to accommodate 435 mixed multi-family/TND units, 160 mixed-use residential units with 36,000 sf of flex space, 530 townhomes, 460,000 sf of mixed-use commercial, 21,000 sf retail, and 245,000 sf institutional/ mixed-use commercial. These totals are broken down within the district and allocated to the existing parcels by percentage of land ownership within each land use classification (See Table III.1). In general, the anticipated density/intensity for development in the Community Core is 12 to 14 du/acre for apartment development, up to 14 du/acre for townhome development, and up to .6 FAR for mixed-use commercial/ institutional development. Ground level space along Main Street is required to be built to accommodate potential retail and office use. Ground level retail and office use is also encouraged around the central green and along Brooks Drive. All residential development shall have a streetscape focus by providing direct ground-level unit entries, shared stooped entries and carriage ways.

This document sets the intended direction for land use allocation by plan district. Specific allocation of land use plan entitlement through zoning is the next step within this planning process. To complement this zoning we recommend that specific development guidelines be prepared by district land use category. The refinement and approval of this information will be directed by the Plan Commission and City Council.

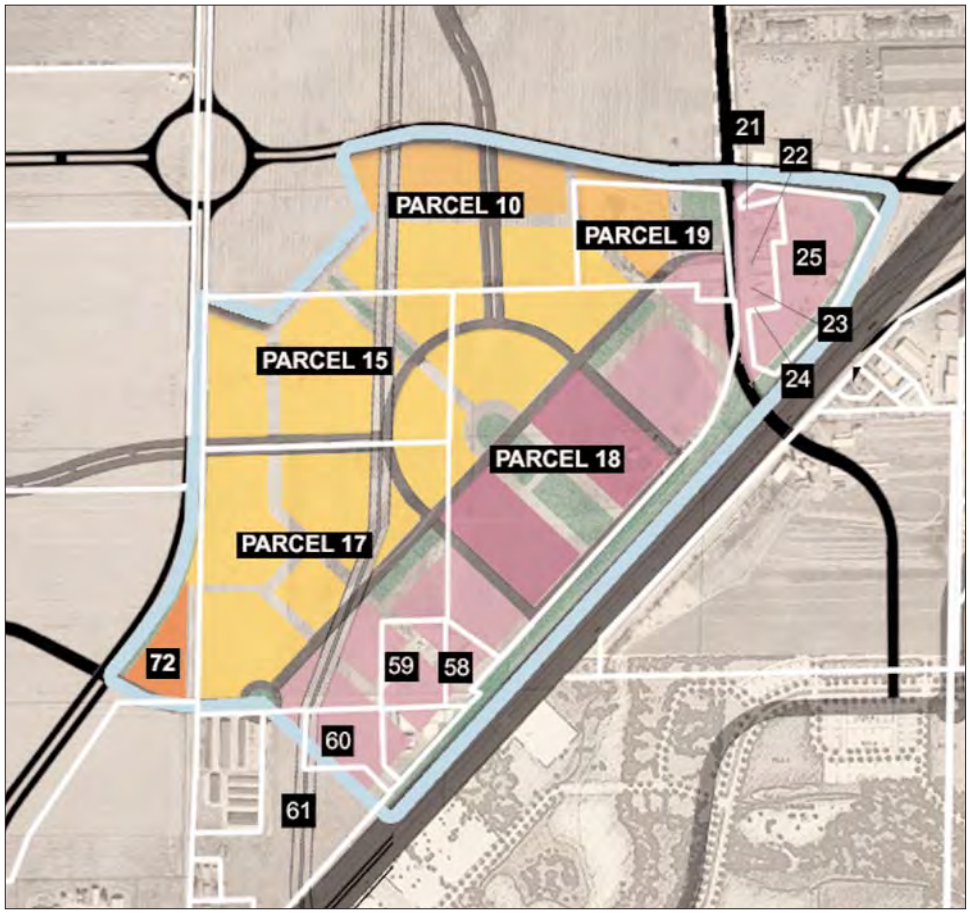
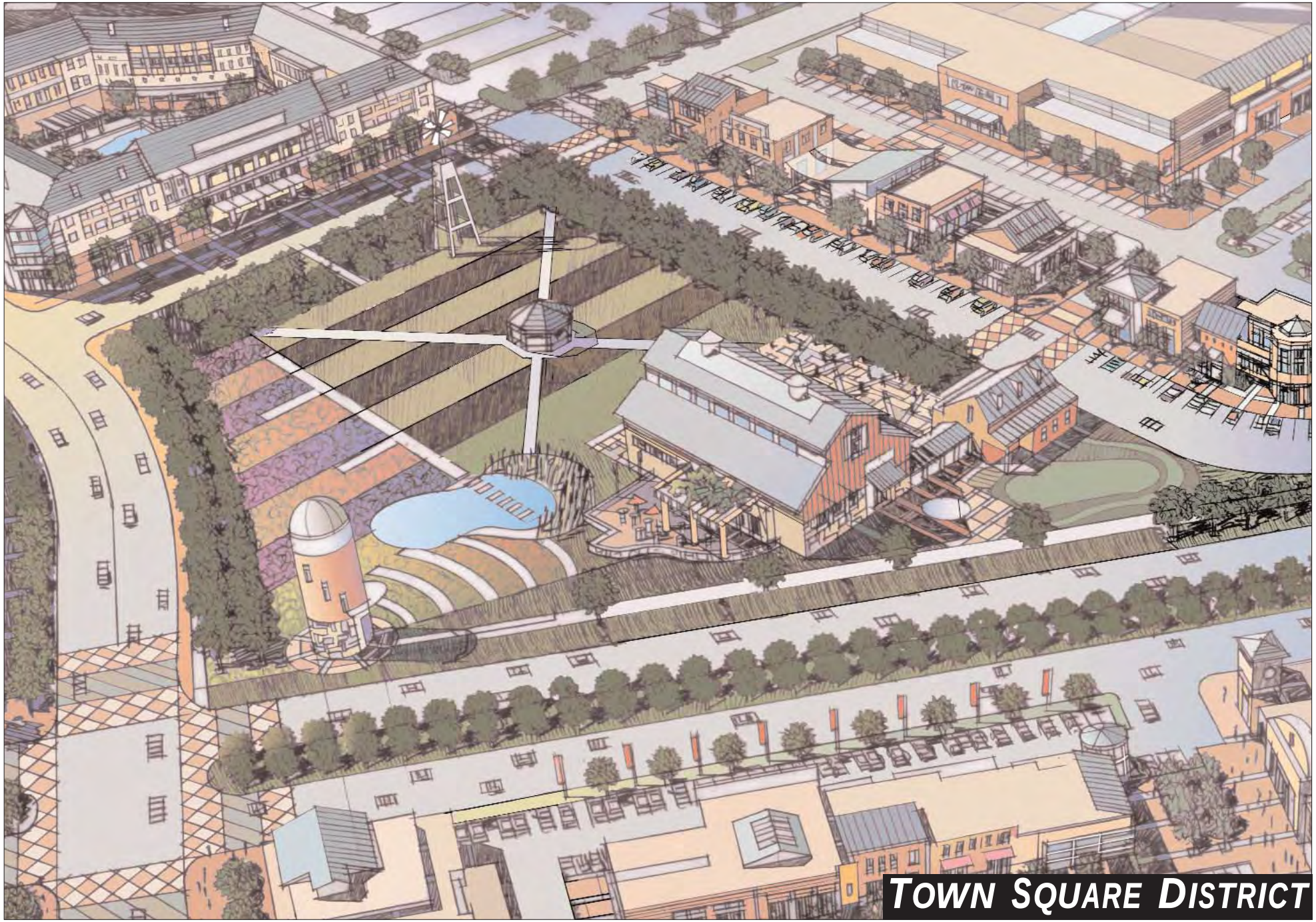


TABLE III.1 Community Core District Regulating Table

(Land Uses within the District are allocated to existing parcels by percentage of land ownership within each land use classification.)

Community Core	Low Den.Resid./ TND	Mixed Multi-Family/ TND	Mixed-Use Residential		Townhomes	Condo	Retail	Mixed-UseCommercial	Institute/Mixed Commercial	Civic/Public	Hotel	Open Space	Total AC
Total AC	0.0	33.4	14.0		37.9	0.0	2.0	35.7	15.0	0.0	0.0	36.2	174.1
Existing Parcels	% Units	% Units	% Units	% Sq.Ft.(non-residential)	% Units	% Units	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Units	% AC	
Parcel 10A	0%	26%	54%	54%	0%	0%	0%	0%	0%	0%	0%	8%	
Parcel 15	0%	9%	0%	0%	45%	0%	0%	0%	0%	0%	0%	7%	
Parcel 17	0%	40%	0%	0%	43%	0%	0%	15%	0%	0%	0%	13%	
Parcel 18	0%	22%	0%	0%	12%	0%	0%	34%	100%	0%	0%	17%	
Parcel 19	0%	3%	46%	46%	0%	0%	0%	3%	0%	0%	0%	6%	
Parcel 21	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	
Parcel 22	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	
Parcel 23	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	
Parcel 24	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	
Parcel 25	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%	0%	2%	
Parcel 58	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	
Parcel 59	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%	0%	
Parcel 60	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%	3%	
Parcel 61	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	
Parcel 72	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	4%	
												40%	
Total	0%	100%	100%	100%	100%	0%	100%	100%	100%	0%	0%	100%	

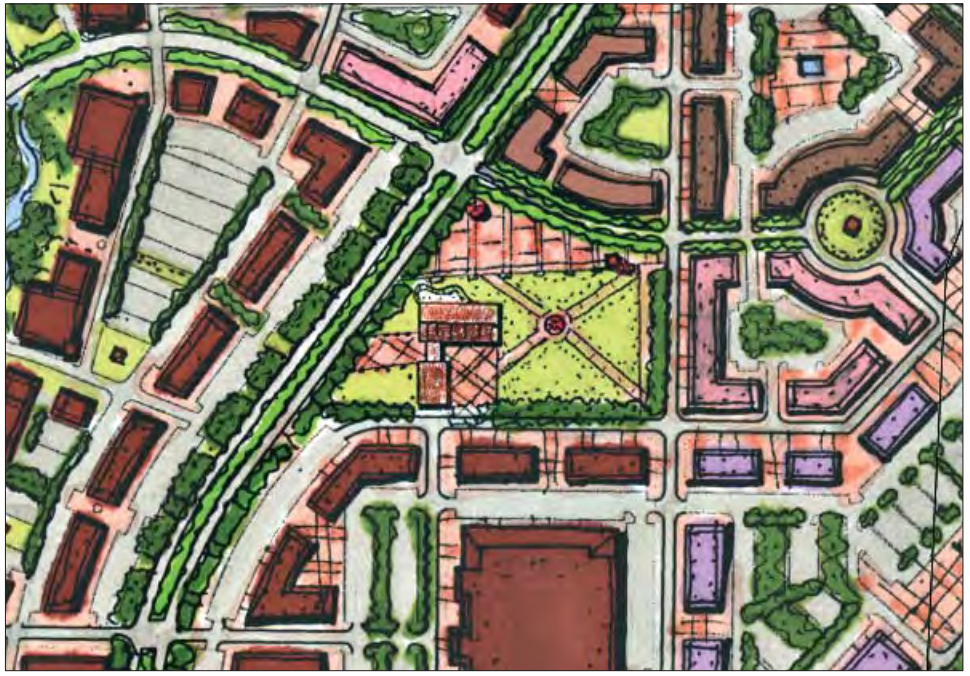


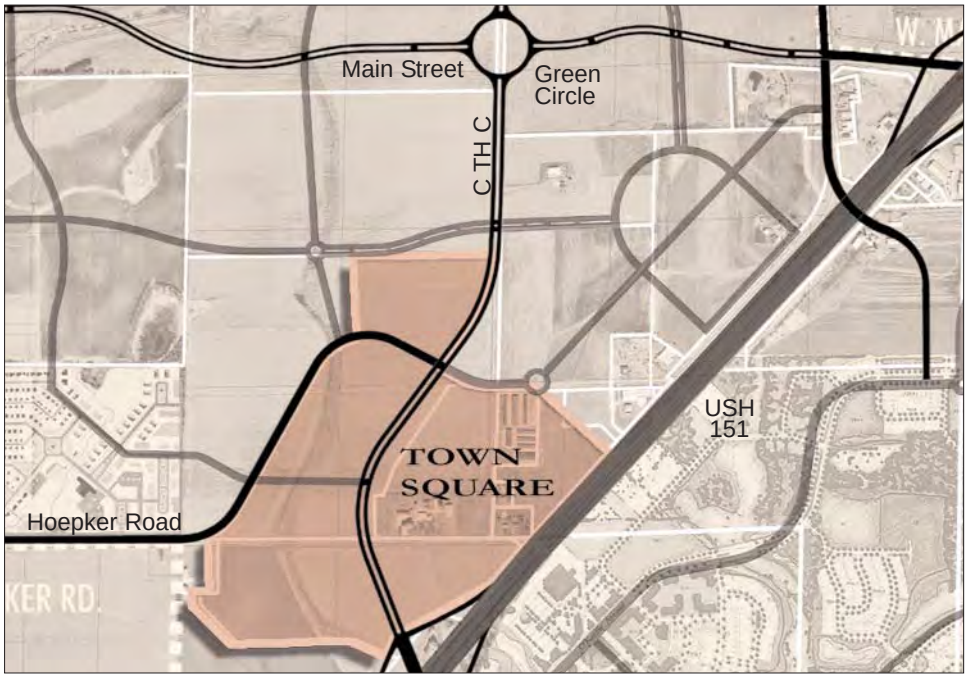
TOWN SQUARE DISTRICT

Town Square District

Planning Intent: The Town Square District encompasses the area around the Hoepker Road and County Highway C intersection. It is intended to be a highly active mixed-use district that combines local and regional retail with restaurant, hotel, office, and residential uses around a central town square and formal street framework. Although much of its regional retail program is conventional in nature, it is intended to combine this program in a manner that is non-conventional and village-like in experience. To accomplish this, parking has been relegated to a secondary position within internal parking courts, parallel parking, and highly landscaped parking courts; a conventional "power center" format of large building blocks with large, uninterrupted front parking fields is not desirable. At the center of this district is a town square that is defined by active buildings and a public park space designed to accommodate the community's special events. This district has been conceived as the southern gateway into the Westside and makes use of the area's agricultural past through the use of architectural and landscape features symbolic of the design traditions of the area's rural architecture. The town square and County Highway C are defined by a collection of such features such as a restaurant building recalling a historic barn, a wind vain or other feature as vertical marker at the Hoepker/C intersection, and ground level planting utilizing an agricultural plant palette.

Primary Features: The Town Square District provides a regional gateway through its use of office buildings with a strong landscape presence adjacent to the highway interchange. This landscape is intended to utilize agricultural and evergreen plant material in a highly geometric pattern reminiscent of the planting rows associated with agricultural fields. As County Highway C moves northward through this gateway, it is flanked on each side by a liner of retail buildings that set on a head-in parking service road. It is intended this road contain head-in parking with street tree islands each four parking spaces. These trees will be coordinated with similar trees along the County right-of-way in order to provide County Highway C with an expanded urban boulevard setting. The Town Square is adjacent to this collection and is intended to be defined by parallel parking roads and interactive buildings in an urban format. These buildings will screen the larger retail uses behind, and are encouraged to be designed for visual interest and compatibility with the region's historic architecture (as found in the downtown area). An existing easement runs

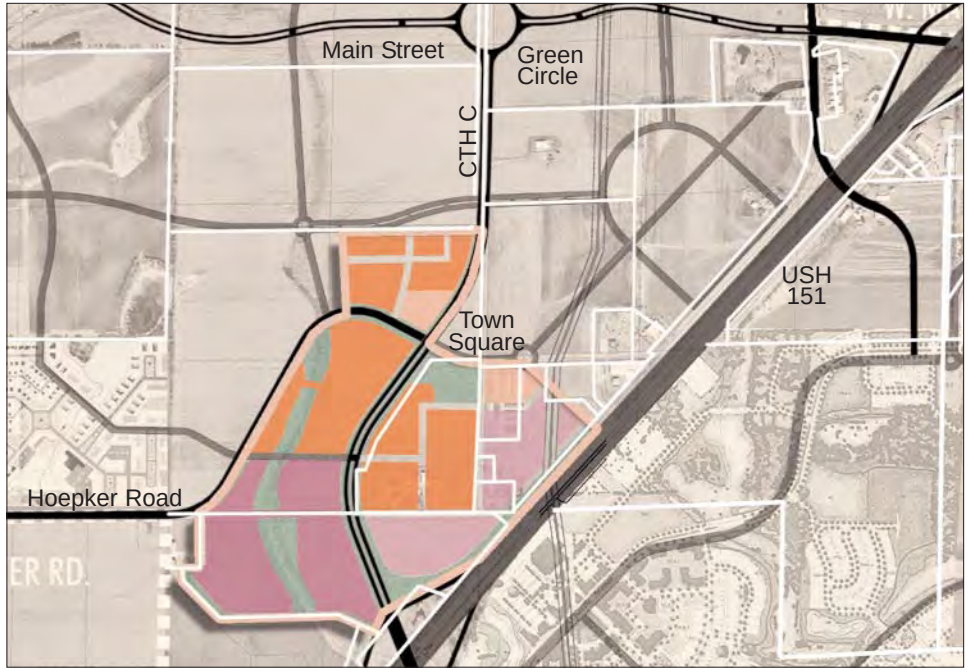




north to south through the eastern corner of the district and is taken into account.

Product Assumptions: It is intended that mid-rise (up to 4 story) mixed-use commercial development front Highway 151. If such development is to include elevated structured parking garages, these garages should utilize liner development to allow a more friendly streetscape experience. The retail development envisions a surface-parked product combining both large format and neighborhood uses. All surface parking should follow the City's existing criteria. Upper level loft office space is encouraged within the buildings fronting the parking service road and town square. As development within this district begins to transition to the community core and adjacent neighborhoods, apartment development in the two-to-three story range is anticipated to facilitate such transition. Sites for two mid-rise hotels (up to 4 stories) have been envisioned; one on the Town Square and the other on the opposite side of County Highway C.

Open Space Framework: The primary open space features within the Town Square District include the gateway highway frontage and the Town Square. The gateway highway frontage varies in depth and is intended to provide a highly textural foreground for the office buildings and related parking. These areas should have direct connections to the retention feature south of County Highway C as well as the highway setback area within the Community Core. The Town Square is conceived as a formal public park combining hard and softscape design with a strong edge condition. This park should have a central gathering feature for special events and design marked by pedestrian interest and programmatic flexibility.



Town Square District

Gross Acreage	147.00
Retail	53.00
Institution/ Mixed Commercial	31.50
Mixed-Use Commercial	22.00
Hotel	8.00
Open Space	32.50

Implementation/ Regulatory Recommendations: In total, the Town Square District is planned to accommodate a maximum of 570,000 sf retail, 400 hotel rooms, 280,000 sf mixed-use commercial, and 420,000 sf institution/ mixed-use commercial. These totals are broken down within the district and allocated to the existing parcels by percentage of land ownership within each land use classification (See Table III.2). In general, the anticipated density/intensity for development in the Town Square District is up to .45 FAR for retail development, and up to .6 FAR for mixed-use commercial/ institutional development. Ground level commercial and retail space is required along the parking service roads and Town Square. All development shall be designed to provide an interconnected pedestrian network of sidewalks and pathways. It is intended that the Town Square District utilize build-to-lines to ensure the physical plan form accepted by the community.

This document sets the intended direction for land use allocation by plan district. Specific allocation of land use plan entitlement through zoning is the next step within this planning process. To complement this zoning we recommend that specific development guidelines be prepared by district land use category. The refinement and approval of this information will be directed by the Plan Commission and City Council.

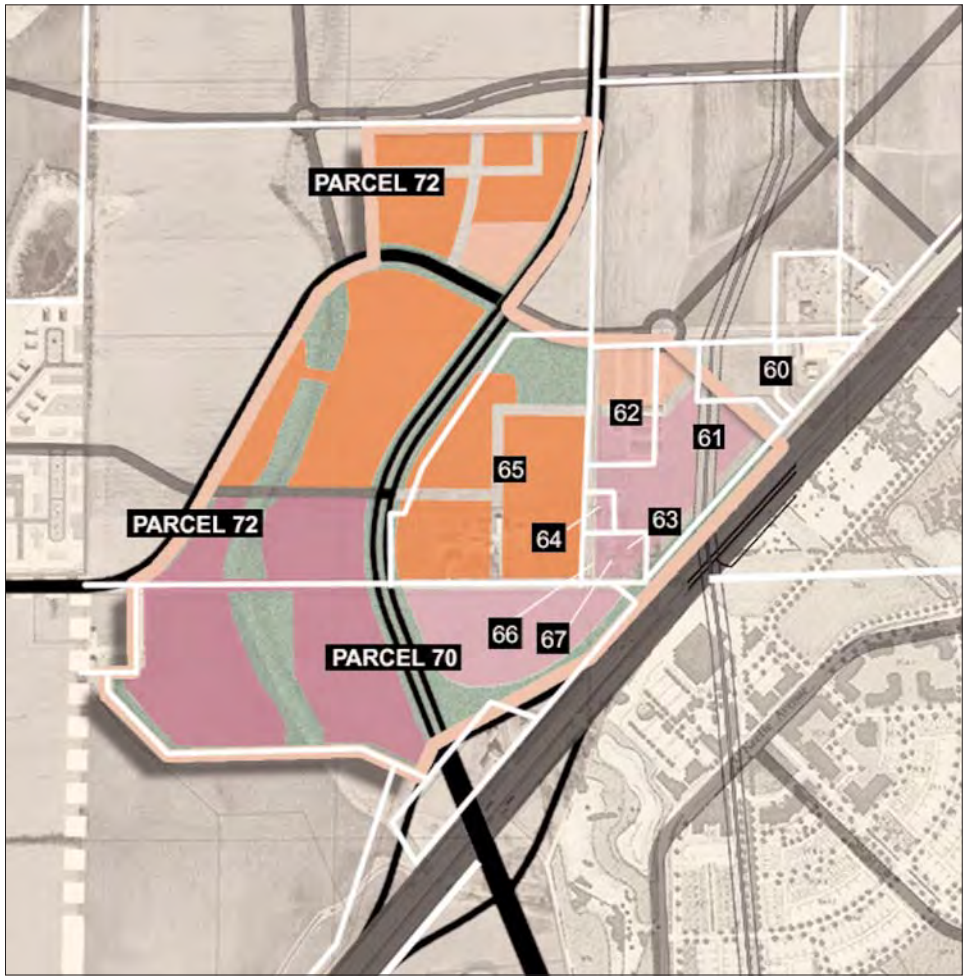


TABLE III.2 Town Square District Regulating Table

(Land Uses within the District are allocated to existing parcels by percentage of land ownership within each land use classification.)

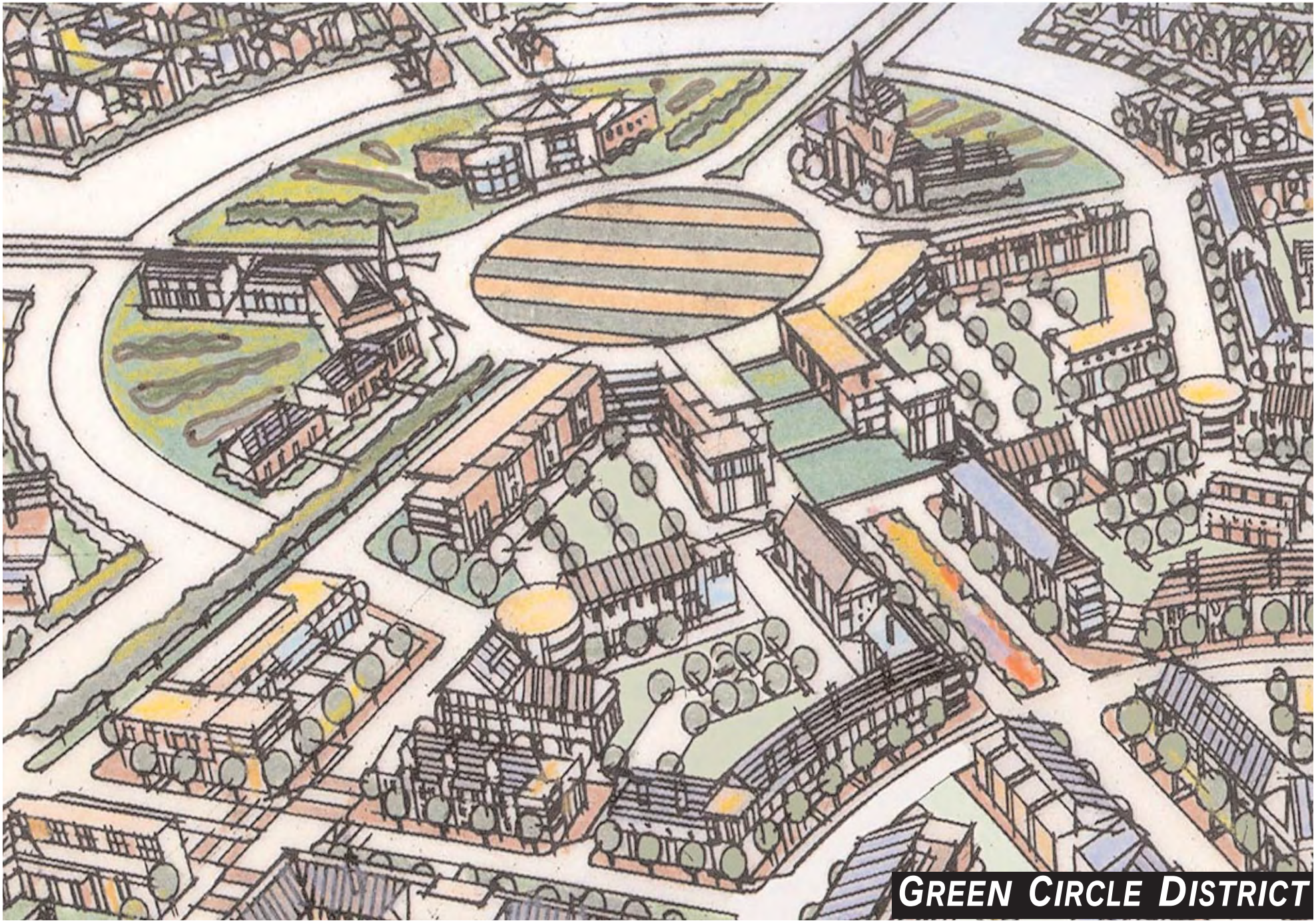
Town Square	Low Den.Resid./ TND	Mixed Multi-Family/ TND	Mixed-Use Residential		Townhomes	Condo	Retail	Mixed-UseCommercial	Institute/Mixed Commercial	Civic/Public	Hotel	Open Space	Total AC
Total AC	0.0	0.0	0.0		0.0	0.0	53.0	22.0	31.5	0.0	8.0	32.5	147.0
Existing Parcels	% Units	% Units	% Units	% Sq.Ft.(non-residential)	% Units	% Units	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Units	% AC	
Parcel 60	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Parcel 61	0%	0%	0%	0%	0%	0%	0%	45%	0%	0%	13%	5%	
Parcel 62	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	38%	0%	
Parcel 63	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	
Parcel 64	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	
Parcel 65	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	0%	8%	
Parcel 66	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	
Parcel 67	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	
Parcel 70	0%	0%	0%	0%	0%	0%	0%	35%	60%	0%	0%	35%	
Parcel 72	0%	0%	0%	0%	0%	0%	60%	0%	40%	0%	50%	31%	
												21%	
Total	0%	0%	0%	0%	0%	0%	100%	100%	100%	0%	100%	100%	

Town Square Character

Formal Entry/ Boulevard Landscape Features

Commercial Uses

Streetscape Character


GREEN CIRCLE DISTRICT

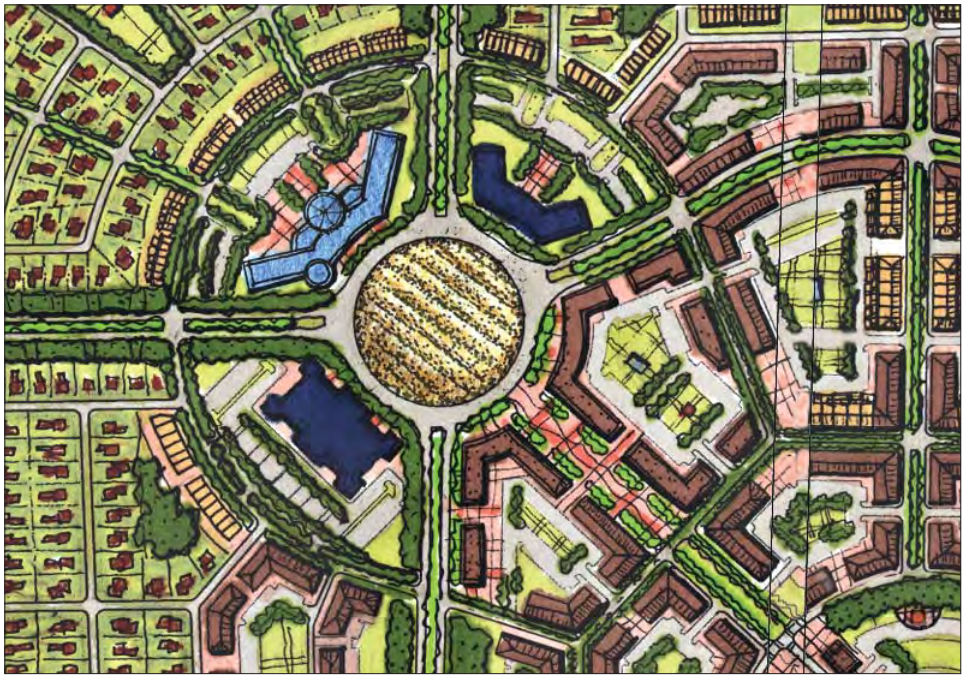
Green Circle District

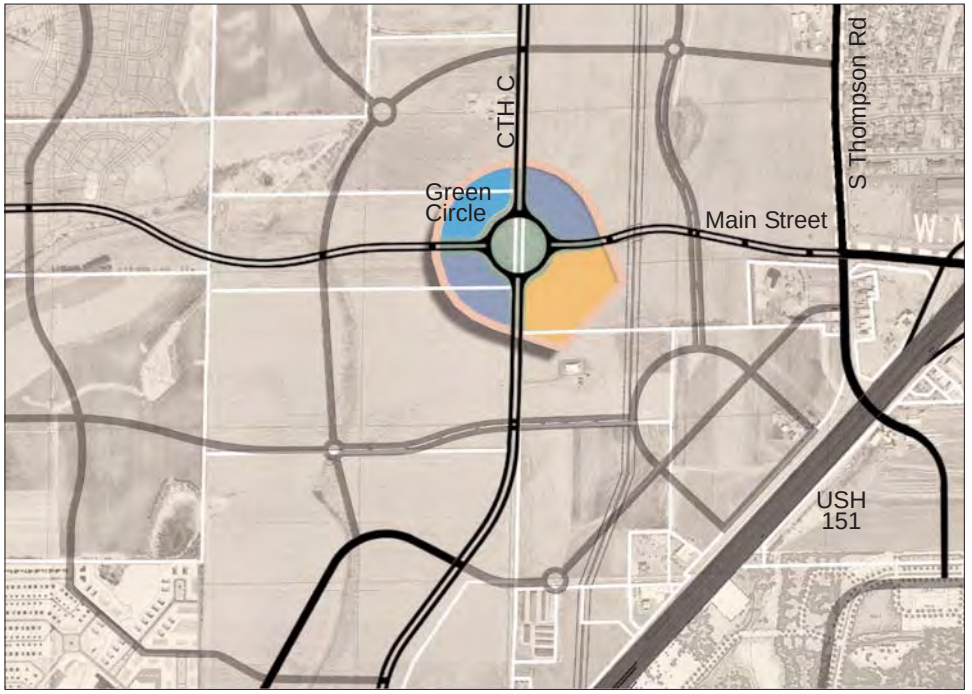
Planning Intent: The Green Circle District is comprised of the area around the Main Street and County Highway C intersection. It is intended to combine sculptural civic, institutional, and mixed-use buildings around a modern roundabout intended to provide a continuous flow of traffic around a circular median. This roundabout is dimensioned to provide a punctuation point along these two important thoroughfares. The design of the landscape and building types is intended to promote a visually interesting series of vistas focusing on unique building designs within a ground plain planted for texture.

Primary Features: The Green Circle is designed as a modern roundabout through which traffic is managed for slow speeds and continuous flow. Due to the lack of access to the adjacent parcels from the roundabout, a ring road has been planned that provides right-in, right-out access to the four quadrants of the intersection.

Product Assumptions: The buildings around the roundabout are intended to have a low coverage ratio on their respective sites and be marked by their high design qualities. They are intended to use regional stone products and other indigenous materials marked by their high quality. All surface parking should follow the City's existing criteria. Main Street follows an existing water easement.

Open Space Framework: The primary open spaces in the Green Circle district are the circular median and the sidewalk around the roundabout. The circular median is intended to be planted in a manner which promotes long vistas over a rich diversity of material texture. The sidewalk around the roundabout should be between 10' and 15' bordered by street trees on 30' o.c. intervals at the back of curb.





Green Circle District

Gross Acreage	38.30
Civic/ Public	21.90
Mixed-Use Condominium	12.40
Open Space	4.10

Implementation/ Regulatory Recommendations: In total, the Green Circle District has been planned to accommodate a maximum of 210 condominium units, and 230,000 sf of cultural/institutional uses. These totals are broken down within the district and allocated to the existing parcels by percentage of land ownership within each land use classification (See Table III.3). In general, the anticipated density/intensity for development in the Green Circle District is 19 du/acre for condominium development, and up to .4 FAR for commercial/institutional and cultural/institutional development.

This document sets the intended direction for land use allocation by plan district. Specific allocation of land use plan entitlement through zoning is the next step within this planning process. To complement this zoning we recommend that specific development guidelines be prepared by district land use category. The refinement and approval of this information will be directed by the Plan Commission and City Council.

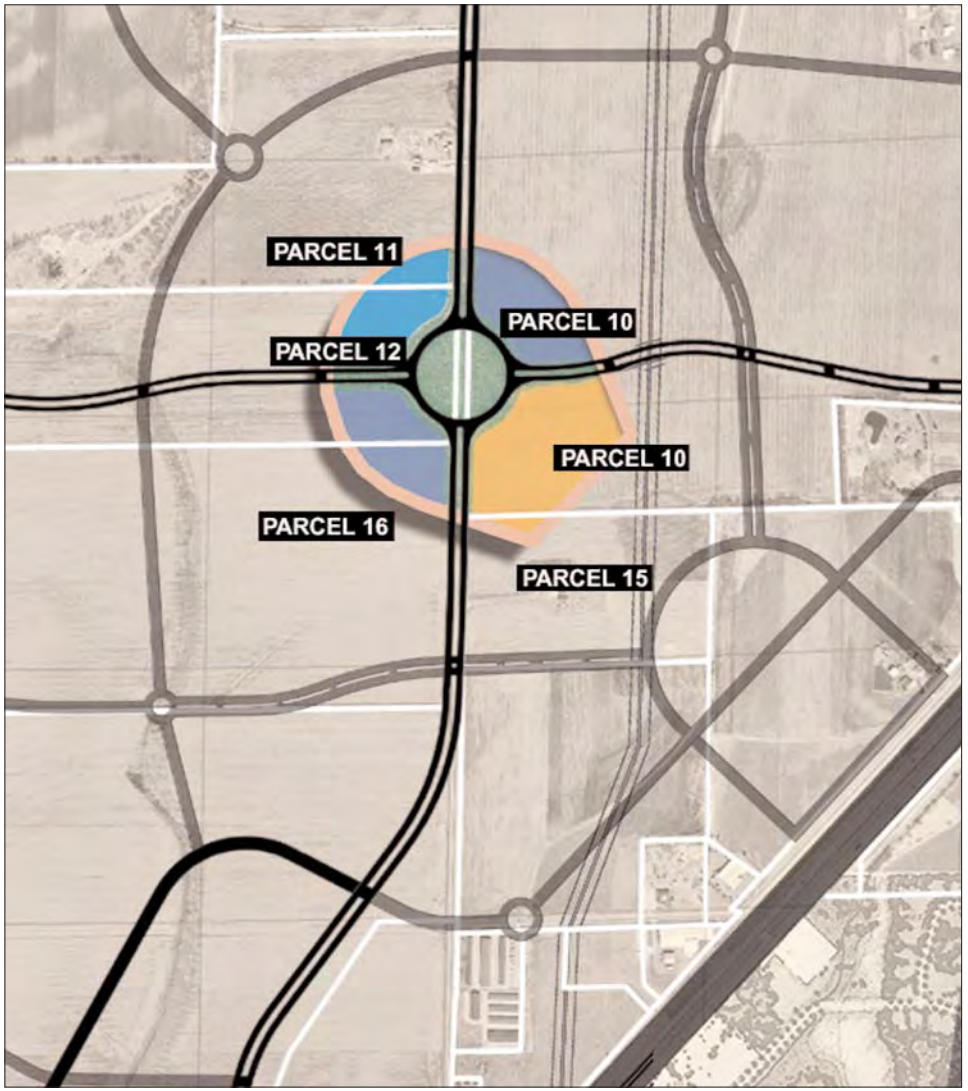
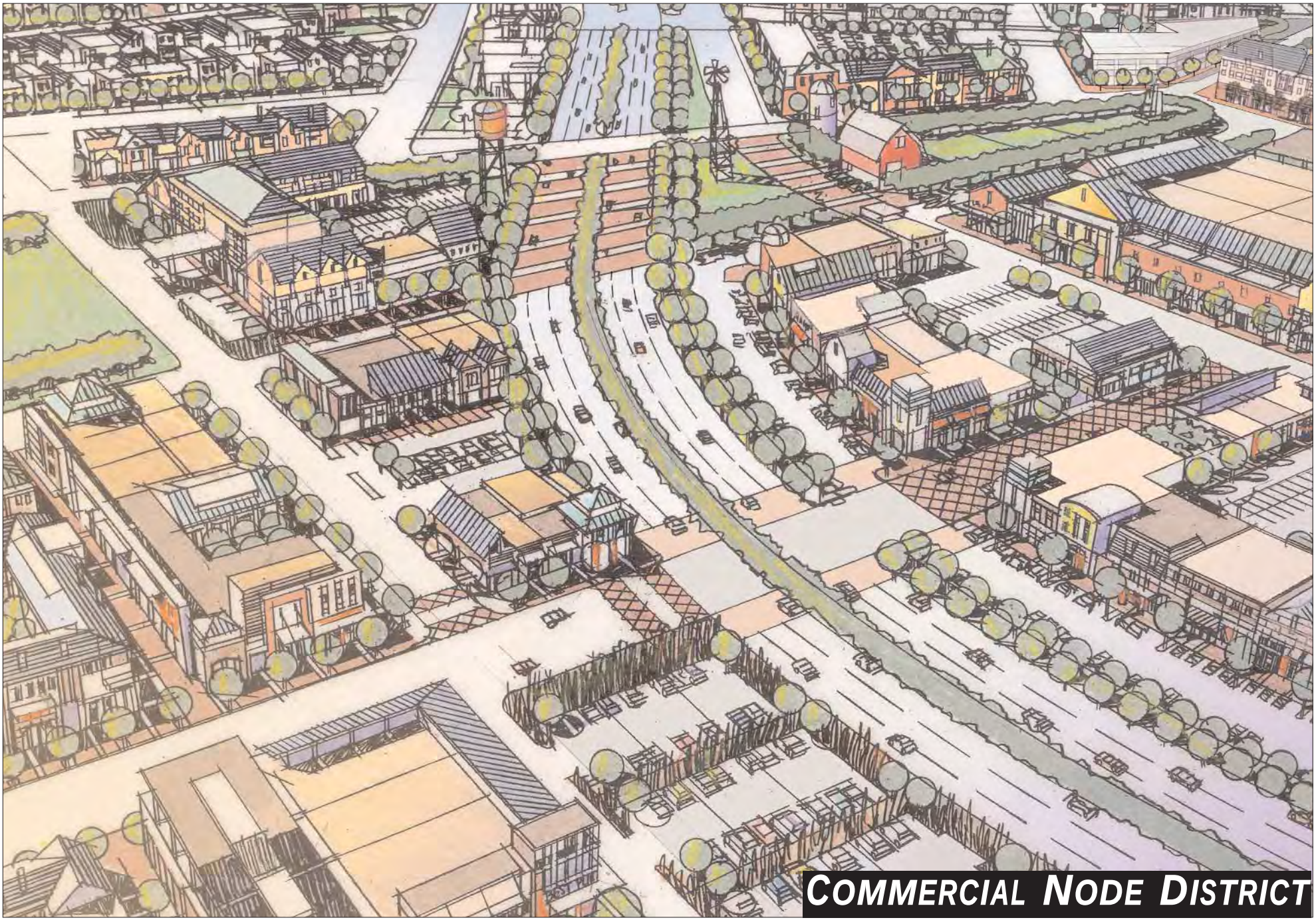


TABLE III.3 Green Circle District Regulating Table

(Land Uses within the District are allocated to existing parcels by percentage of land ownership within each land use classification.)

Green Circle	Low Den.Resid./ TND	Mixed Multi-Family/ TND	Mixed-Use Residential		Townhomes	Condo	Retail	Mixed-UseCommercial	Institute/Mixed Commercial	Civic/Public	Hotel	Open Space	Total AC
Total AC	0.0	0.0	0.0		0.0	12.4	0.0	0.0	0.0	21.9	0.0	4.1	38.3
Existing Parcels	% Units	% Units	% Units	% Sq.Ft.(non-residential)	% Units	% Units	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Units	% AC	
Parcel 10A	0%	0%	0%	0%	0%	92%	0%	0%	0%	32%	0%	40%	
Parcel 11	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	
Parcel 12	0%	0%	0%	0%	0%	0%	0%	0%	0%	41%	0%	50%	
Parcel 15	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	
Parcel 16	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	10%	
Total	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	100%	



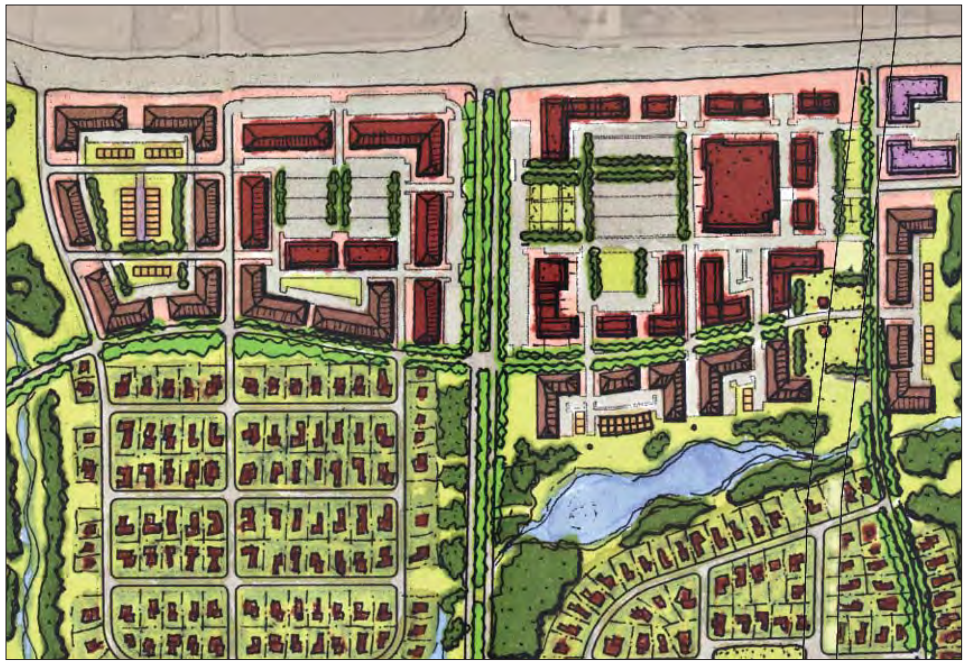
COMMERCIAL NODE DISTRICT

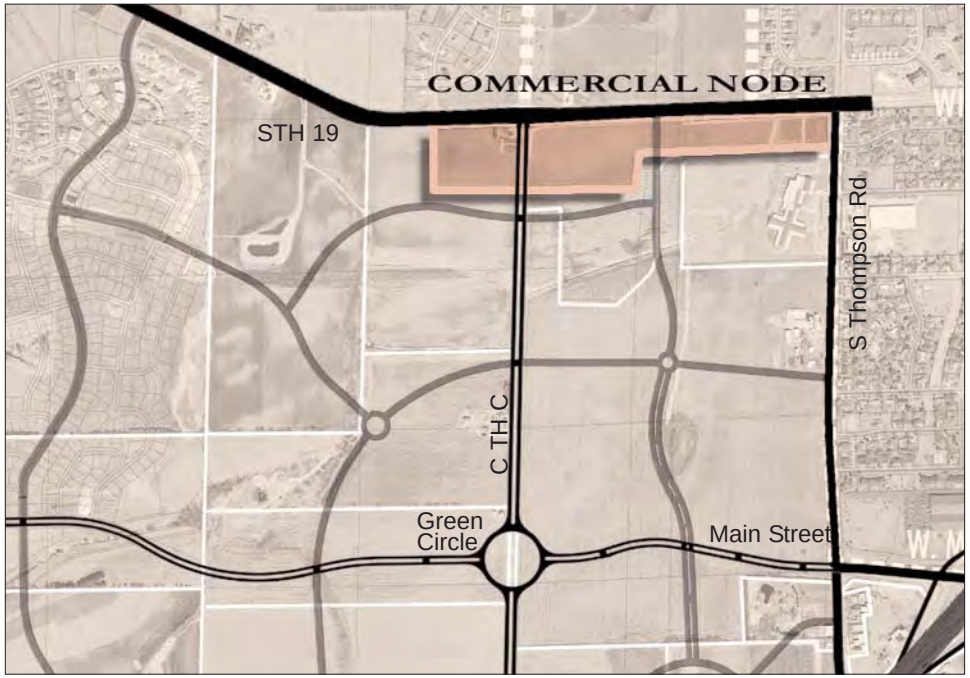
Commercial Node District

Planning Intent: The Commercial Node District is comprised of the area directly south of the Highway 19 and County Highway C intersection. It is intended to be a highly active commercial district that combines local and regional retail with restaurant and office uses. Although much of its regional retail program is conventional in nature, it is intended to combine this program in a manner that is non-conventional and village-like in experience. In order to accomplish this, parking is relegated to a secondary position within internal parking courts, parallel parking, and highly landscaped parking fields; a conventional "power center" format of large building blocks with large, uninterrupted front parking fields is not desirable. At the east end of this district is a neighborhood square that is defined as a public park space designed to accommodate the neighborhood's special events. This district has been conceived as the northern gateway into the Westside Neighborhood and makes use of the area's agrarian history through the use of architectural and landscape features based on the design traditions of the area's rural architecture.

Primary Features: The Commercial Node District provides a northern gateway through its use of a strong landscape presence along the Highway 19 and Country Road C intersection. This landscape is intended to utilize agricultural and evergreen plant material in a highly geometric pattern reminiscent of the planting rows associated with agricultural fields. As County Highway C moves south through this gateway, it is flanked on each side by a line of retail buildings that set on a parking service road. It is intended this road contain head-in parking with street tree leave-outs each four parking spaces. These trees are to be coordinated with similar trees along the County right-of-way in order to provide County Highway C with an expanded urban boulevard setting.

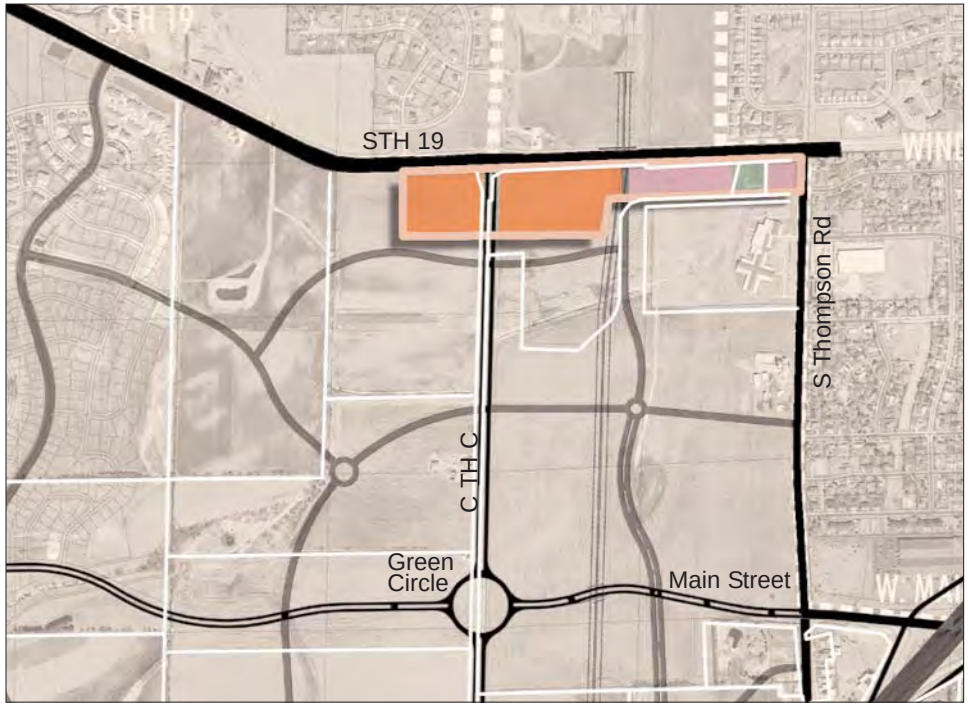
Product Assumptions: The retail development has been envisioned as surface-parked product combining both large format and neighborhood uses. All surface parking should follow the City's existing criteria. As development within this district begins to transition to the adjacent neighborhoods, apartment development in the two-to-three story range is anticipated to facilitate such transition.





Open Space Framework: The Commercial Node District serves as the Westside Neighborhood's northern most gateway. The primary open space features within the Commercial Node District include a linear parkway landscape zone and a street sidewalk system along County Highway C and Highway 19. Landscape planting within the frontage along Highway 19 is intended to provide a highly formal textural foreground for the commercial buildings and related parking, combining hard and softscape design with a strong edge condition. The linear parkway and streets include strong edge conditions, seating areas, and zones for seasonal color plantings at the intersection of Country Road C and Highway 19.

The linear highway landscape zone is intended to contain a rhythmic ground-plane planting scheme emphasizing an agricultural and native plant palette in a highly geometric format. The sidewalk system should be designed to emphasize the street hierarchy highlighting entries, County Highway C, and the Highway frontage. In general, these sidewalks should contain street trees at back of curb (100-gallon minimum, container-grown at installation) at no more than 30' o.c. intervals with base planters for ground cover, pedestrian-scaled street lighting at 90' o.c. intervals, sidewalk benches and bike racks, and textured sidewalks. As the space between the buildings in this zone will define its success, the sidewalks should be visualized as linear open spaces and treated as areas of pedestrian focus and activity. They should be a minimum of 12 feet wide and be coordinated with the design of the development which it will serve.



Commercial Node District

Gross Acreage	40.00
Retail	23.00
Mixed-Use Commercial	11.00
Open Space	6.08

Implementation/ Regulatory Recommendations: In total, the Commercial Node District has been planned to accommodate a maximum of 240,000 sf of retail use, and 110,000 sf of mixed-use commercial uses. These totals are broken down within the district and allocated to the existing parcels by percentage of land ownership within each land use classification (See Table III.4). In general, the anticipated density/intensity for development in the Commercial Node District is up to .4 FAR for mixed-use commercial/ retail development.

This document sets the intended direction for land use allocation by plan district. Specific allocation of land use plan entitlement through zoning is the next step within this planning process. To complement this zoning we recommend that specific development guidelines be prepared by district land use category. The refinement and approval of this information will be directed by the Plan Commission and City Council.

TABLE III.4 Commercial Node District Regulating Table

(Land Uses within the District are allocated to existing parcels by percentage of land ownership within each land use classification.)

Commercial Node	Low Den.Resid./ TND	Mixed Multi-Family/ TND	Mixed-Use Residential		Townhomes	Condo	Retail	Mixed-UseCommercial	Institute/Mixed Commercial	Civic/Public	Hotel	Open Space	Total AC
Total AC	0.0	0.0	0.0		0.0	0.0	23.0	11.0	0.0	0.0	0.0	6.0	40.0
Existing Parcels	% Units	% Units	% Units	% Sq.Ft.(non-residential)	% Units	% Units	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Units	% AC	
Parcel 5	0%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	33%	
Parcel 6	0%	0%	0%	0%	0%	0%	74%	0%	0%	0%	0%	50%	
Parcel 7	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	17%	
Total	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	100%	

Outdoor Seating Opportunities

Grocery

NEIGHBORHOOD DISTRICTS

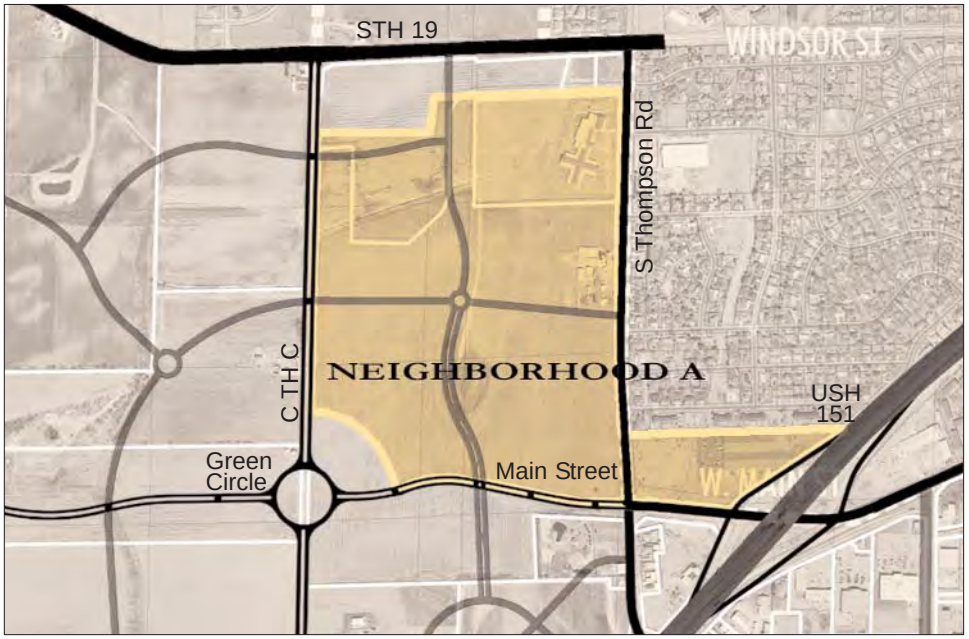
Neighborhood Districts:

Neighborhood A (NE)

Planning Intent: The Neighborhood A District is comprised of the area located east of the County Highway C, west of Thompson, and north of Main Street. It is intended to be a mainly residential community that includes an office and mixed-use blocks along Main Street. Neighborhood squares and a Civic Center are defined as a public spaces designed to accommodate the neighborhood's special events and are surrounded primarily by higher density village uses such as townhomes, multi-family, and mixed-use development. Single family development is characterized by parkway homes located along greenways and pedestrian friendly connections for medium sized single family homes to the greenways, parks and civic center.

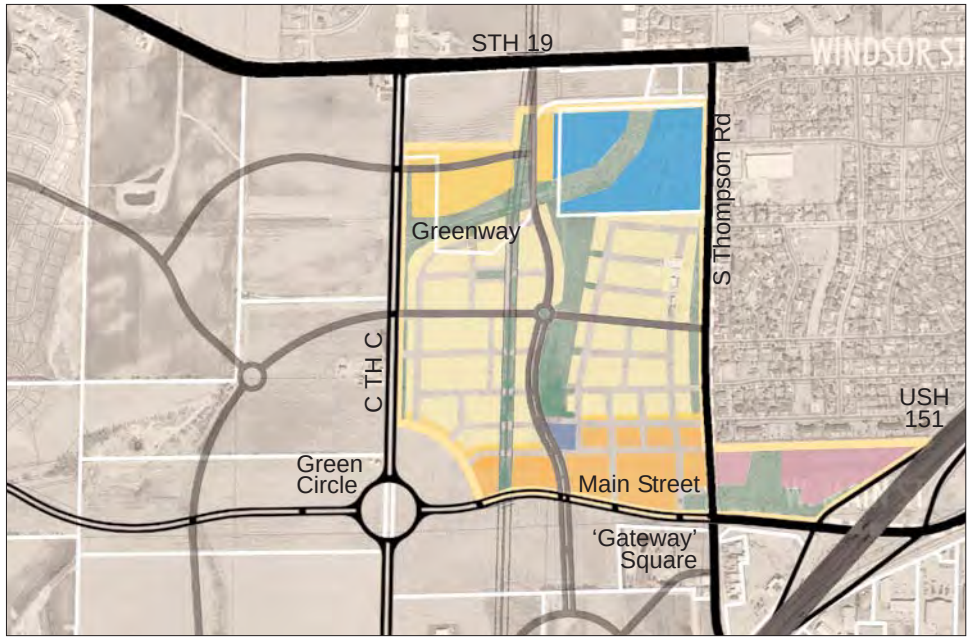
Primary Features: The Neighborhood A District along with the Community Core District provide a central gateway to the Westside Neighborhood through the use of mixed-use buildings, an urban park/neighborhood square, and with a strong landscape presence adjacent to the interchange of Main Street and Highway 151. The interchange landscape is intended to utilize agricultural and evergreen plant material in a highly geometric pattern reminiscent of the planting rows associated with agricultural fields. A 'gateway' neighborhood square located on the north west corner of Main Street and S. Thompson Road, is intended to be defined by parallel parking roads and interactive buildings in an urban format. The buildings along the 'gateway' neighborhood square are encouraged to be designed for visual interest and compatibility with the region's historic architecture (as found in the downtown area). A greenway that wraps through the center of the Neighborhood A District connects to the communities civic area at its terminus. There is an existing easement that runs north to south through the center of the district that is taken into account as open space.

Product Assumptions: It is intended that mid-rise (up to 3 story) mixed-use development (residential, retail, office, and institutional uses) face Main Street. Those parcels fronting the Commercial Node District, the neighborhood civic center and Main Street are intended to contain up to four-story mixed-use buildings that provide residential above an animated streetscape with a larger proportion of ground-level office, small retail and restaurant space. The parcels facing the neighborhood square along Main Street may also be developed in the same fashion or alternately may



become primarily an institutional development. If such development is to include elevated structured parking garages, these garages should utilize linear residential development to allow a more friendly streetscape experience. All surface parking should follow the City's existing criteria. Townhomes are located primarily along boulevards, civic centers, and adjacent to multi-family and mixed-use development. In addition, mid-rise (up to 4 story) mixed-use commercial (retail & office) development is envisioned at the Main Street and US Highway 151 intersection. Single family development is envisioned to be mainly parkway homes along greenways, tighter lots along boulevards, civic spaces, and neighborhood parks, and a variety of medium density residential types in between.

Open Space Framework: The primary open space features within the Neighborhood A District includes a neighborhood greenway that connects most of the neighborhood districts together and terminates with the neighborhood civic center. The neighborhood civic center should have a central gathering structure for special events, and have a design marked by pedestrian interest and programmatic flexibility. The neighborhood greenway serves as an ecological drainage and infiltration basin and provides open space features with trails, passive recreation opportunities, and pedestrian friendly connections to other parks and community centers. The neighborhood square located on the north west corner of Main Street and S. Thompson Road is conceived as a formal public 'gateway' park combining hard and softscape design with a strong edge condition. The neighborhood square would be a focus for mixed-use development that could include retail, office, and institutional uses. The neighborhood sidewalk system should be designed to emphasize the street hierarchy highlighting the boulevard, Thompson Road, Main Street, and Country Road C. In general these streets should contain street trees at back of curb (100-gallon minimum, container grown at installation) at no more than 30' o.c. intervals with base planters for ground cover, pedestrian scaled street lighting at 90' o.c. intervals, sidewalk benches and bike racks, and textured sidewalks.



Neighborhood A District

Gross Acreage	200.00
Low Density Residential	82.00
Mixed-Use Residential	23.00
Mixed Multi-Family	8.50
Townhomes	5.60
Mixed-Use Commercial	12.00
Civic/ Public	23.70
Open Space	45.20

Implementation/ Regulatory Recommendations: In total, the Neighborhood A District has been planned to accommodate a maximum of 315 single family homes, 70 townhomes, 100 mixed multi-family/TND units, 255 mixed-use residential units with 14,000 sf of flex space and 46,000 sf of flex space that may include institutional uses, 300,000sf civic use including the Middle School in Parcel 9, and 156,000 sf existing/potential mixed-use commercial in Parcel 10B. These totals are broken down within the district and allocated to the existing parcels by percentage of land ownership within each land use classification (See Table III.5 A). In general, the anticipated density/intensity for development in Neighborhood A is 3.5-4 du/acre for single family development, 12-14 du/acre for apartment development, up to 14 du/acre for townhome development, and up to .6 FAR for mixed-use commercial development.

This document sets the intended direction for land use allocation by plan district. Specific allocation of land use plan entitlement through zoning is the next step within this planning process. To complement this zoning we recommend that specific development guidelines be prepared by district land use category. A detailed design for the Open Space Framework that connects the Neighborhood Districts together should be a part of the Implementation phase. The refinement and approval of this information will be directed by the Plan Commission and City Council.

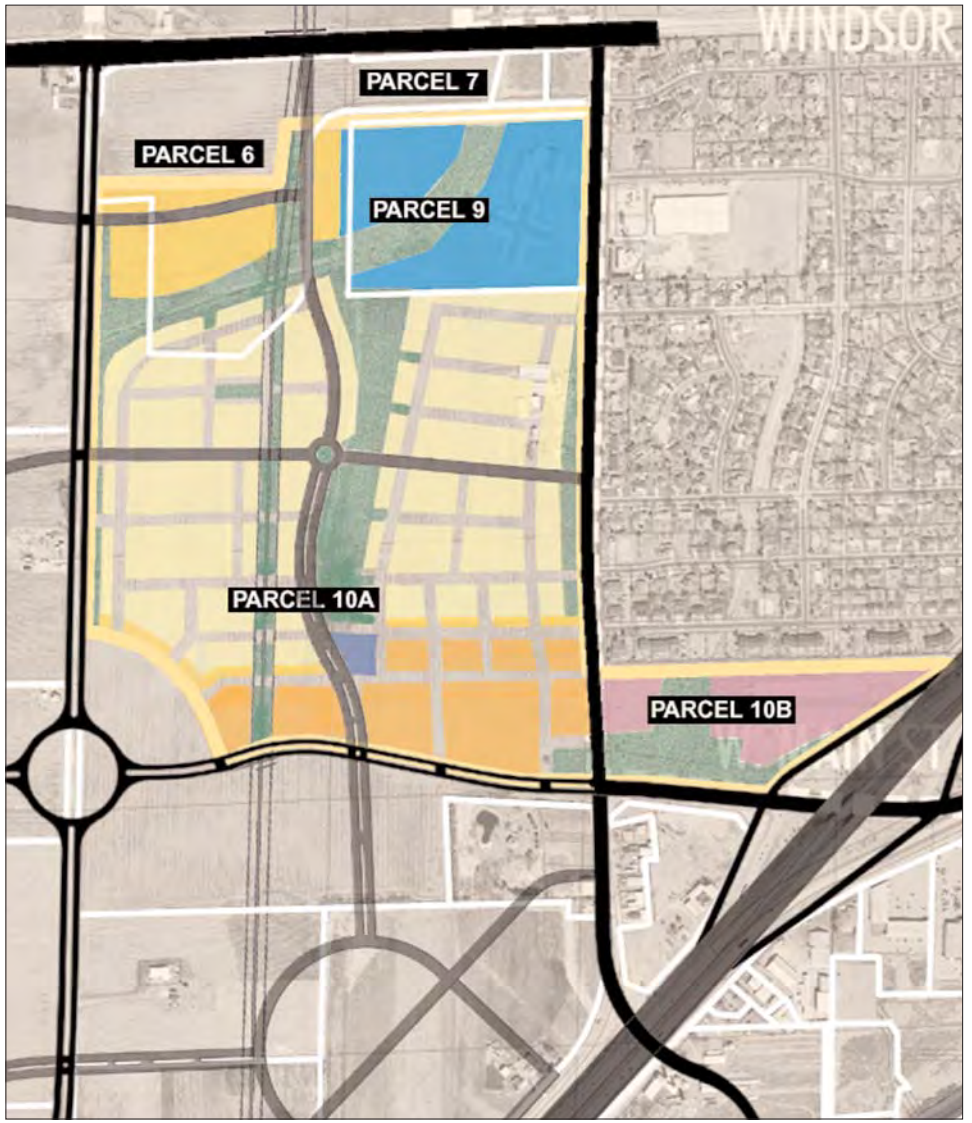


TABLE III.5 A-Neighborhood District Regulating Table

(Land Uses within the District are allocated to existing parcels by percentage of land ownership within each land use classification.)

A-Neighborhood	Low Den.Resid./ TND	Mixed Multi-Family/ TND		Mixed-Use Residential	Townhomes	Condo	Retail	Mixed-UseCommercial	Institute/Mixed Commercial	Civic/Public	Hotel	Open Space	Total AC
Total AC	82.0	8.5		23.0	5.6	0.0	0.0	12.0	0.0	23.7	0.0	45.2	200.0
Existing Parcels	% Units	% Units	% Units	% Sq.Ft.(non-residential)	% Units	% Units	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Units	% AC	
Parcel 6	3%	47%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	
Parcel 9	0%	0%	0%	0%	0%	0%	0%	0%	0%	94%	0%	11%	
Parcel 10A	97%	53%	100%	100%	100%	0%	0%	0%	0%	6%	0%	59%	
Parcel 10B	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	15%	
Total	100%	100%	100%	100%	100%	0%	0%	100%	0%	100%	0%	100%	

Low Density Residential

Townhomes

Access to Neighborhood Parks

Civic/ Cultural Center- Playful Fountains/ Swimming Pools

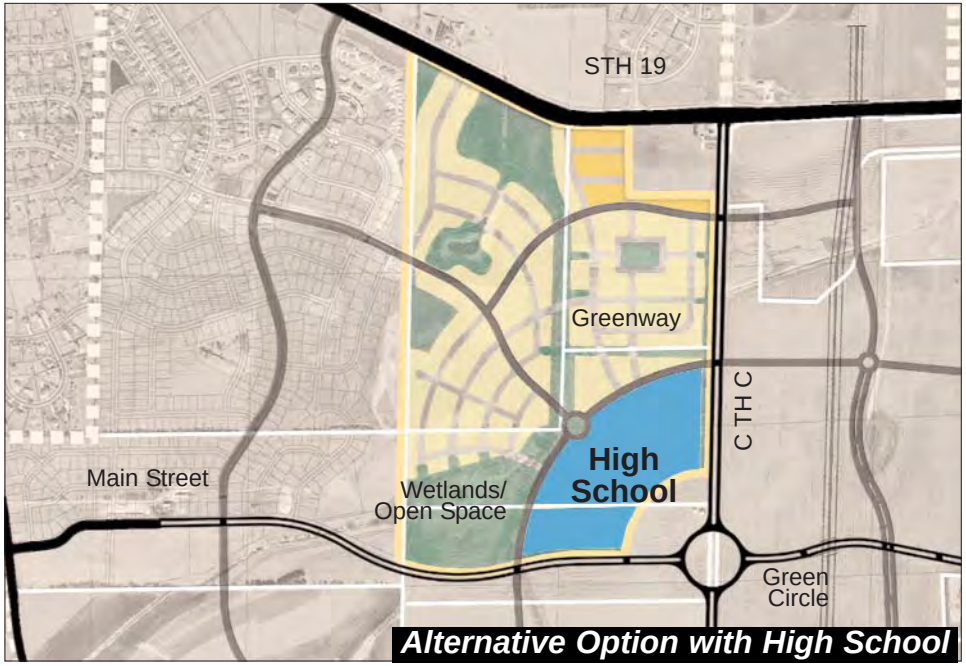
Neighborhood B(NW)

Planning Intent: The Neighborhood B District is comprised of the area located west of the County Highway C, south of Highway 19, and north of Main Street. It is intended to be a single family residential community that includes a transitional multi-family block to the Commercial Node District. The neighborhood greenway runs through the heart of the community and accommodates the neighborhood's special events. The greenway park is primarily fronted by estate homes and accommodates small and medium sized single family homes through pedestrian friendly connections. A transitional connection to the Green Circle District is created through a high school that is connected back to the neighborhood through the greenway park. An alternative to the high school would be single family and a civic/ cultural center situated as a part of the Green Circle District.

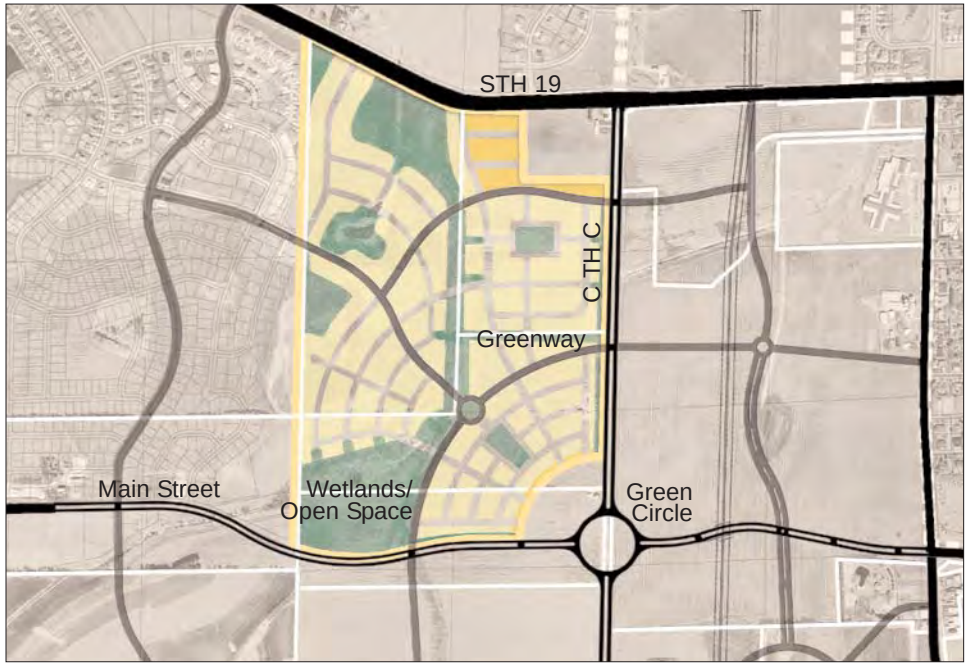
Primary Features: The Neighborhood B District establishes a strong presence with the high school or civic buildings looking out onto the Green Circle. The greenway park that wraps through the center of the Neighborhood B District defines smaller communities with in the neighborhood and connects them through pedestrian friendly trails and activity nodes. The streetscape framework provides easy access to Country Road C, Main Street, and to amenities within the Commercial Node District.

Product Assumptions: The four story multi-family parcel fronting the Commercial Node District creates a partial buffer to single family homes. Single family development is envisioned to be estate homes along the greenway park, tighter lots along boulevards, small neighborhood parks, and facing the Commercial Node District, and a variety of medium density residential types in between. All surface parking should follow the City's existing criteria.

Open Space Framework: The primary open space features within the Neighborhood B District includes a neighborhood greenway park that connects most of the neighborhood districts together, and one isolated neighborhood park. The neighborhood greenway serves as an ecological drainage and infiltration basin and provides open space activity nodes linked by hike and bike trails, passive recreation opportunities, and pedestrian friendly connections to other parks and community centers. The isolated neighborhood park is defined by a central wetland water feature. A neighborhood plaza for special events connects the multi-family buildings from the retail within the Commercial Node and has a design marked by pedestrian interest.



Alternative Option with High School



Parkway Homes along the Greenway Park

Neighborhood B District

Gross Acreage	213.10
Low Density Residential	133.80
Mixed Multi-Family	7.00
Town homes	2.80
Open Space	69.60

Implementation/ Regulatory Recommendations: In total, the Neighborhood B District has been planned to accommodate a maximum of 485 single family homes, 40 town home units, 84 multi-family units, and 450,000 sf for an optional high school (civic use). These totals are broken down within the district and allocated to the existing parcels by percentage of land ownership within each land use classification (See Table III.5 B). In general, the anticipated density/intensity for development in Neighborhood A is 3.5-4 du/acre for single family development, 12 du/acre for apartment development. All development shall be designed to provide an interconnected pedestrian network comprised of sidewalks and pathways. It is intended that the District utilize build-to-lines to ensure the physical plan form accepted by the community.

This document sets the intended direction for land use allocation by plan district. Specific allocation of land use plan entitlement through zoning is the next step within this planning process. To complement this zoning we recommend that specific development guidelines be prepared by district land use category. A detailed design for the Open Space Framework that connects the Neighborhood Districts together should be a part of the Implementation phase. The refinement and approval of this information will be directed by the Plan Commission and City Council.

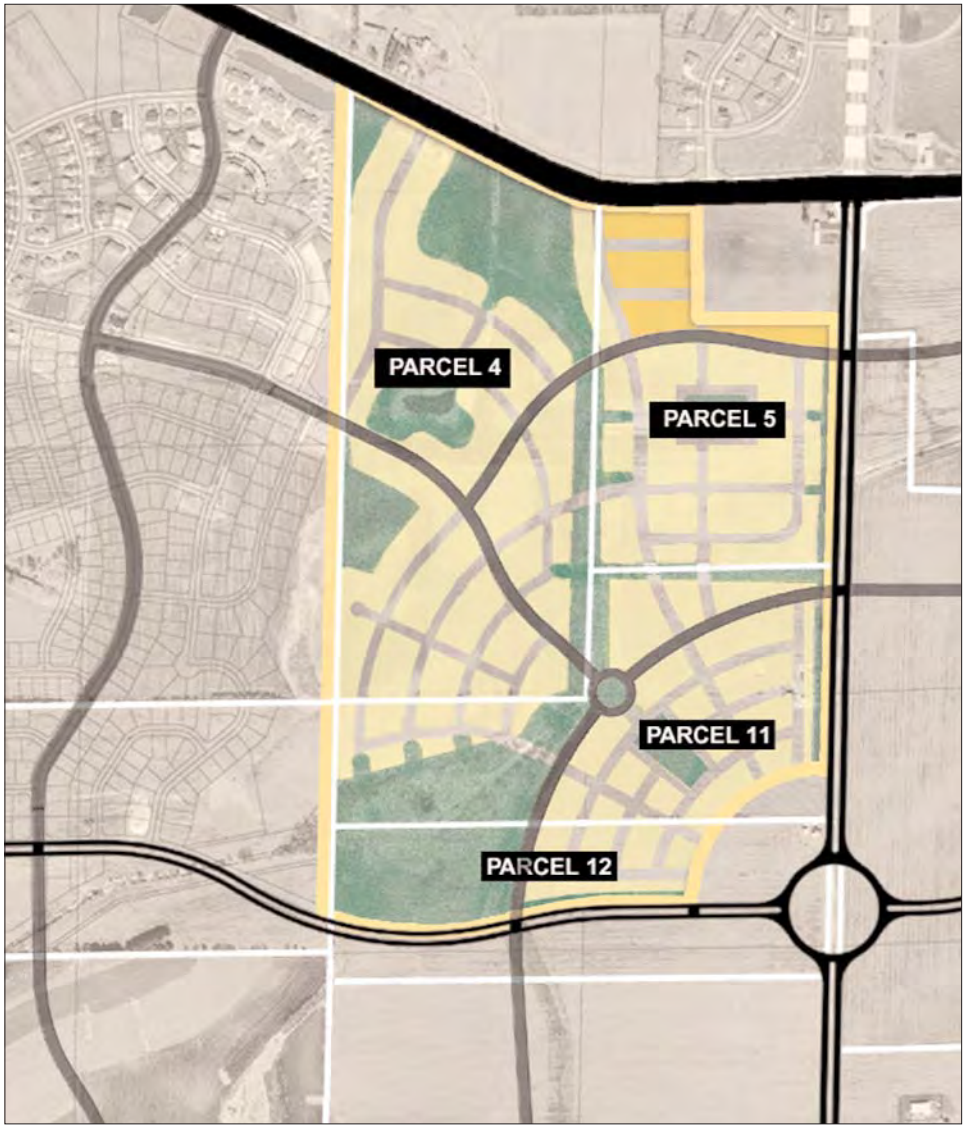


TABLE III.5 B-Neighborhood District Regulating Table

(Land Uses within the District are allocated to existing parcels by percentage of land ownership within each land use classification.)

B-Neighborhood	Low Den.Resid./ TND	Mixed Multi-Family/ TND	Mixed-Use Residential		Townhomes	Condo	Retail	Mixed-UseCommercial	Institute/Mixed Commercial	Civic/Public	Hotel	Open Space	Total AC
Total AC	133.8	7.0	0.0		2.8	0.0	0.0	0.0	0.0	0.0	0.0	69.6	213.1
Existing Parcels	% Units	% Units	% Units	% Sq.Ft.(non-residential)	% Units	% Units	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Units	% AC	
Parcel 4	43%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	
Parcel 5	23%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	
Parcel 11	28%	0%	0%	0%	65%	0%	0%	0%	0%	0%	0%	29%	
Parcel 12	6%	0%	0%	0%	35%	0%	0%	0%	0%	0%	0%	19%	
Total	100%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	

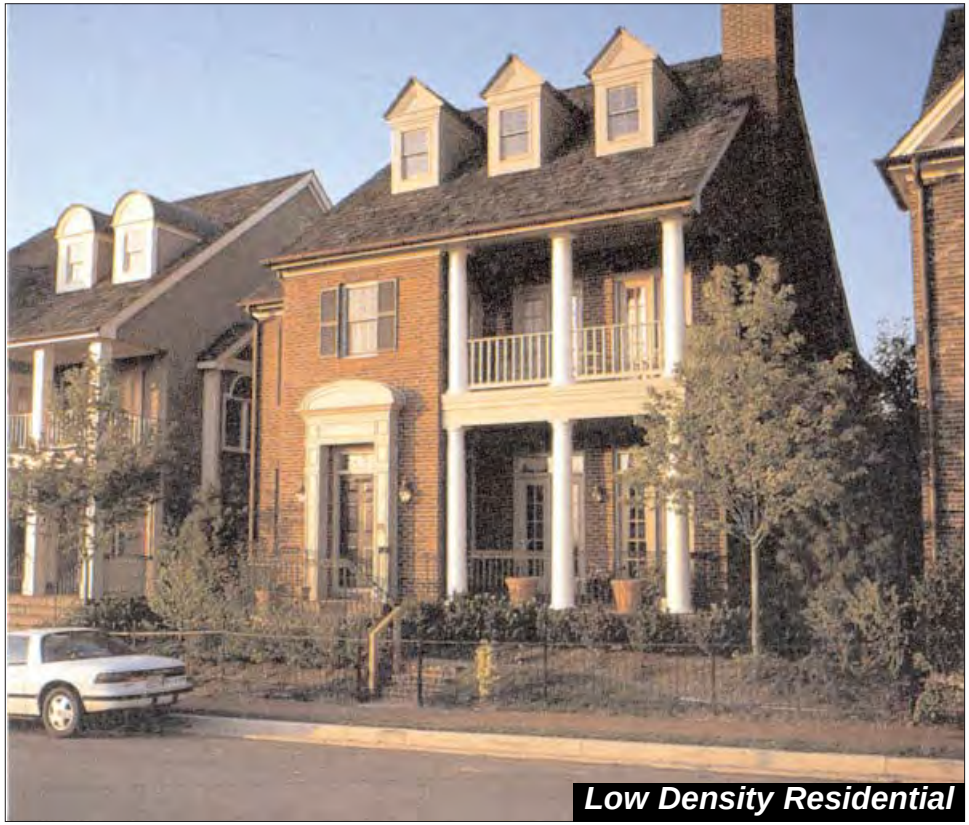
Neighborhood C (SW)

Planning Intent: The Neighborhood C District is comprised of the area located west of the County Highway C, south of Main Street, and northwest of Hoepker Road. It is intended to be a single family residential community that includes transitional multi-family and townhouse units between the single family and retail in the Town Square District and along County Highway C. The neighborhood greenway runs through the community connecting to a neighborhood park and to the civic/cultural center within the Town Square District.

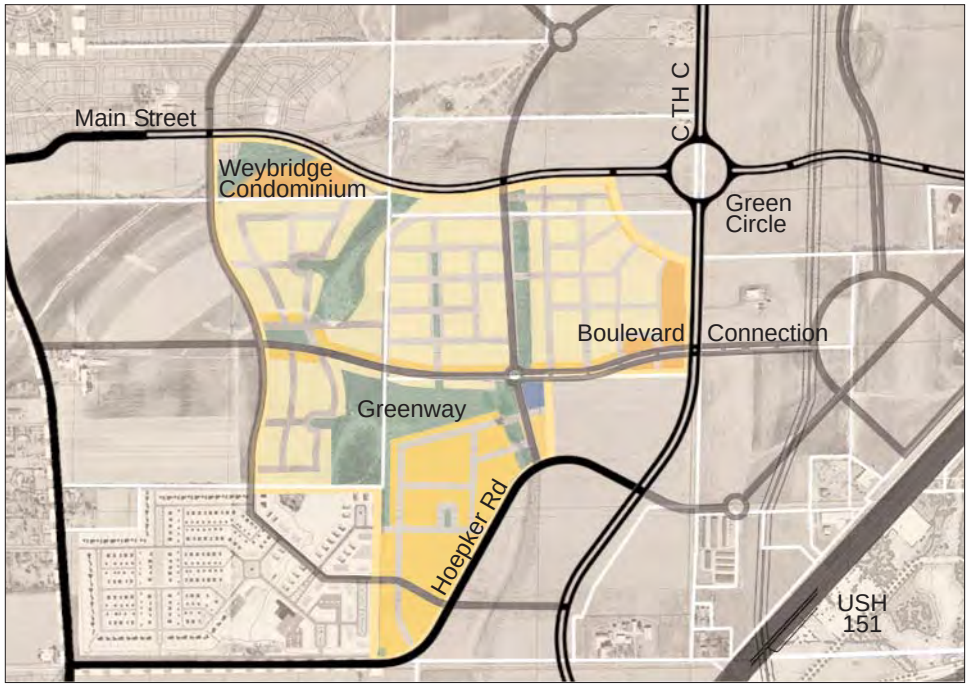
Primary Features: The Neighborhood C District establishes a strong east west connection from the neighborhood to the Town Square and Community Core Districts along a boulevard fronted by townhomes, multi-family, civic/park space, and retail. The greenway park that wraps through the neighborhood defining smaller communities and connecting them through pedestrian friendly trails and activity nodes.

Product Assumptions: The townhome and four story multi-family units front County Highway C and the Town Square District along Hoepker Road to create a partial buffer for single family homes. Townhomes front along the neighborhood park and the civic center of the Town Square District. The greenway park is primarily fronted by estate homes and accommodates small and medium sized single family homes through pedestrian friendly connections. All surface parking should follow the City's existing criteria.

Open Space Framework: The primary open space features within the Neighborhood B District includes a neighborhood greenway park that connects most of the neighborhood districts together. The neighborhood greenway serves as an ecological drainage and infiltration basin and provides open space activity nodes linked by hike and bike trails, passive recreation opportunities, and pedestrian friendly connections to other parks and community centers. The sidewalk system should be designed to emphasize the street hierarchy highlighting the boulevard, Hoepker Road, Main Street, and Country Road C. In general these streets should contain street trees at back of curb (100-gallon minimum, container grown at installation) at no more than 30' o.c. intervals with base planters for ground cover, pedestrian scaled street lighting at 90' o.c. intervals, sidewalk benches and bike racks, and textured sidewalks.



Low Density Residential



Neighborhood C District

Gross Acreage	221.50
Low Density Residential	124.10
Mixed-Use Residential	6.00
Townhomes	19.60
Mixed Multi-Family	30.50
Condominium	6.00
Civic	2.00
Open Space	33.40

Implementation/ Regulatory Recommendations: In total, the Neighborhood C District has been planned to accommodate a maximum of 480 single family homes, 30 condominium units, 425 mixed multi-family/TND units, 64 mixed-use residential units with 15,000sf of flex space, 274 townhomes, and 21,000 sf of civic space. These totals are broken down within the district and allocated to the existing parcels by percentage of land ownership within each land use classification (See Table III.5 C). In general, the anticipated density/intensity for development in Neighborhood C is 3.5-4 du/acre for single family development, 14 du/acre for townhomes, and 14 du/acre for apartment development. All development shall be designed to provide an interconnected pedestrian network comprised of sidewalks and pathways. It is intended that the District utilize build-to-lines to ensure the physical plan form accepted by the community.

This document sets the intended direction for land use allocation by plan district. Specific allocation of land use plan entitlement through zoning is the next step within this planning process. To complement this zoning we recommend that specific development guidelines be prepared by district land use category. A detailed design for the Open Space Framework that connects the Neighborhood Districts together should be a part of the Implementation phase. The refinement and approval of this information will be directed by the Plan Commission and City Council.

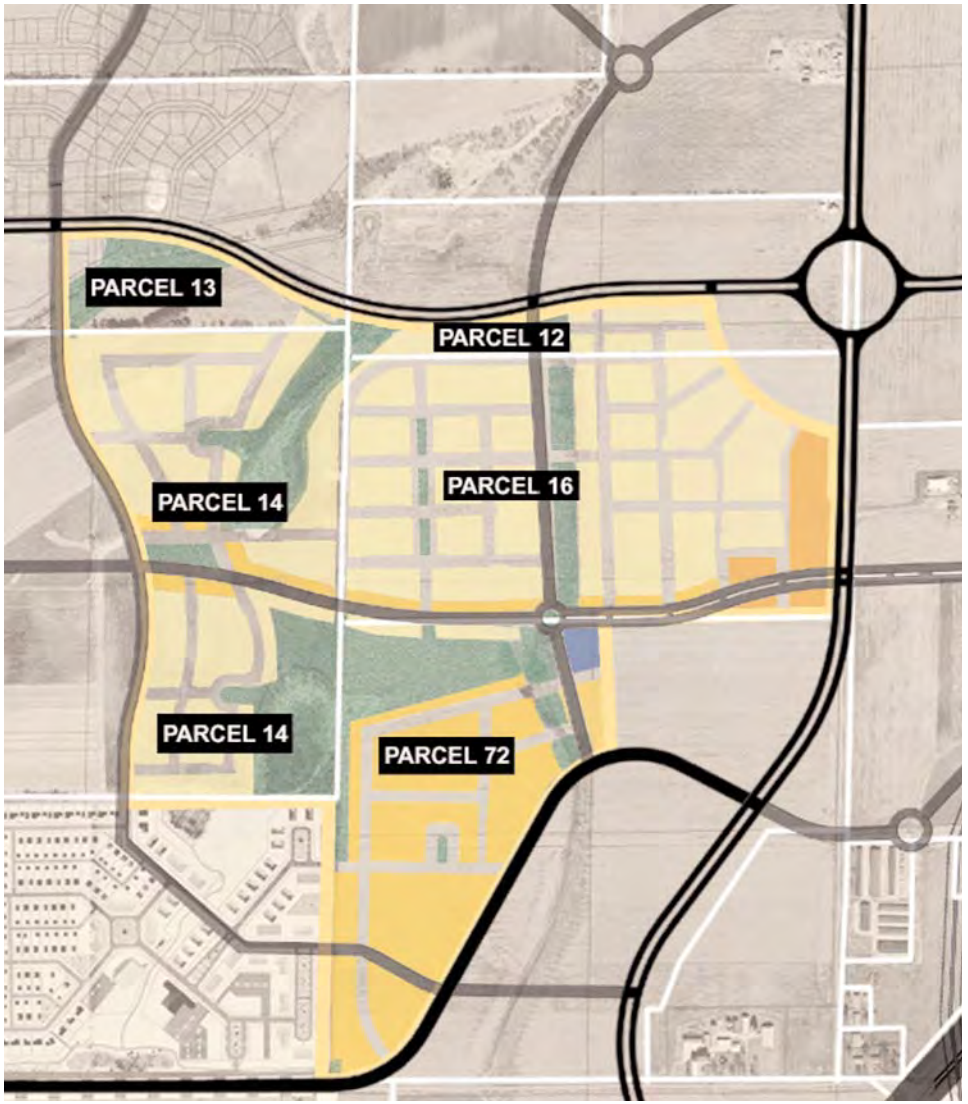


TABLE III.5 C-Neighborhood District Regulating Table

(Land Uses within the District are allocated to existing parcels by percentage of land ownership within each land use classification.)

C-Neighborhood	Low Den.Resid./ TND	Mixed Multi-Family/ TND	Mixed-Use Residential		Townhomes	Condo	Retail	Mixed-UseCommercial	Institute/Mixed Commercial	Civic/Public	Hotel	Open Space	Total AC
Total AC	124.1	30.5	6.0		19.6	6.0	0.0	0.0	0.0	2.0	0.0	33.4	221.5
Existing Parcels	% Units	% Units	% Units	% Sq.Ft.(non-residential)	% Units	% Units	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Units	% AC	
Parcel 12	6%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	10%	
Parcel 13	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
Parcel 14	43%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	42%	
Parcel 16	48%	0%	100%	100%	27%	0%	0%	0%	0%	0%	0%	21%	
Parcel 72	4%	100%	0%	0%	54%	0%	0%	0%	0%	100%	0%	27%	
Total	100%	100%	100%	100%	100%	100%	0%	0%	0%	100%	0%	100%	

Townhomes facing Civic and Retail Centers

Multi-Family

Medium Density Residential Homes

Neighborhood Park Activities

Neighborhood D (north of Providence)

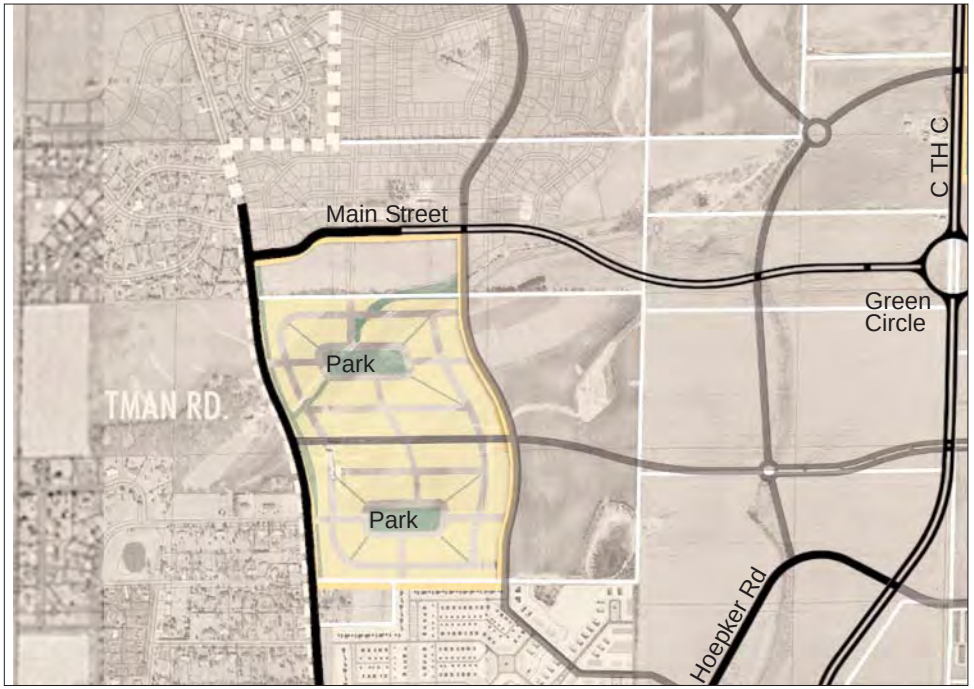
Planning Intent: The Neighborhood D District is comprised of the area located west of the County Highway C, runs east of Rattman Road, and south of Main Street. It is intended to be a single family residential community that includes a proposed transitional condominium and multi-family block along Main Street. The neighborhood is distinguish by community parks that also accommodate special events.

Primary Features: The Neighborhood B District establishes a strong landscape presence through two parks that define the neighborhood. The street framework provides direct links and easy access back to Main Street, and to amenities within the Town Square and Community Core Districts.

Product Assumptions: The condominium and multi-family parcels fronting Main Street create a partial buffer to single family homes. Single family development is envisioned to be higher density homes facing the parks, and a variety of residential types in between. Estate homes front the Westside Neighborhood greenway along the northeast corner of the district. Townhomes run along the eastern edge of Neighborhood D and front the Neighborhood C community park. All surface parking should follow the City's existing criteria.

Open Space Framework: The primary open space features within the Neighborhood D District includes a two parks that define smaller communities within the neighborhood. Access to the Westside Neighborhood Greenway Park is provided to the northeast of the district. The neighborhood greenway serves as an ecological drainage and infiltration basin and provides open space activity nodes linked by hike and bike trails, passive recreation opportunities, and pedestrian friendly connections to other parks and community centers.

Low Density Residential



Community Park

Neighborhood D District

Gross Acreage	119.00
Low Density Residential	91.00
Mixed Multi-Family	7.00
Townhomes	1.00
Condominium	7.50
Open Space	12.50

Implementation/ Regulatory Recommendations: In total, the Neighborhood D District has been planned to accommodate a maximum of 318 single family homes, 14 townhomes, 36 condominium units, and 112 multi-family units. These totals are broken down within the district and allocated to the existing parcels by percentage of land ownership within each land use classification (See Table III.5 D). In general, the anticipated density/intensity for development in Neighborhood D is 3.5-4 du/acre for single family development, 14 du/acre for townhomes, 14-16 du/acre for apartment development, and 5 du/acre for condominiums. All development shall be designed to provide an interconnected pedestrian network comprised of sidewalks and pathways.

This document sets the intended direction for land use allocation by plan district. Specific allocation of land use plan entitlement through zoning is the next step within this planning process. To complement this zoning we recommend that specific development guidelines be prepared by district land use category. A detailed design for the Open Space Framework that connects the Neighborhood Districts together should be a part of the Implementation phase. The refinement and approval of this information will be directed by the Plan Commission and City Council.

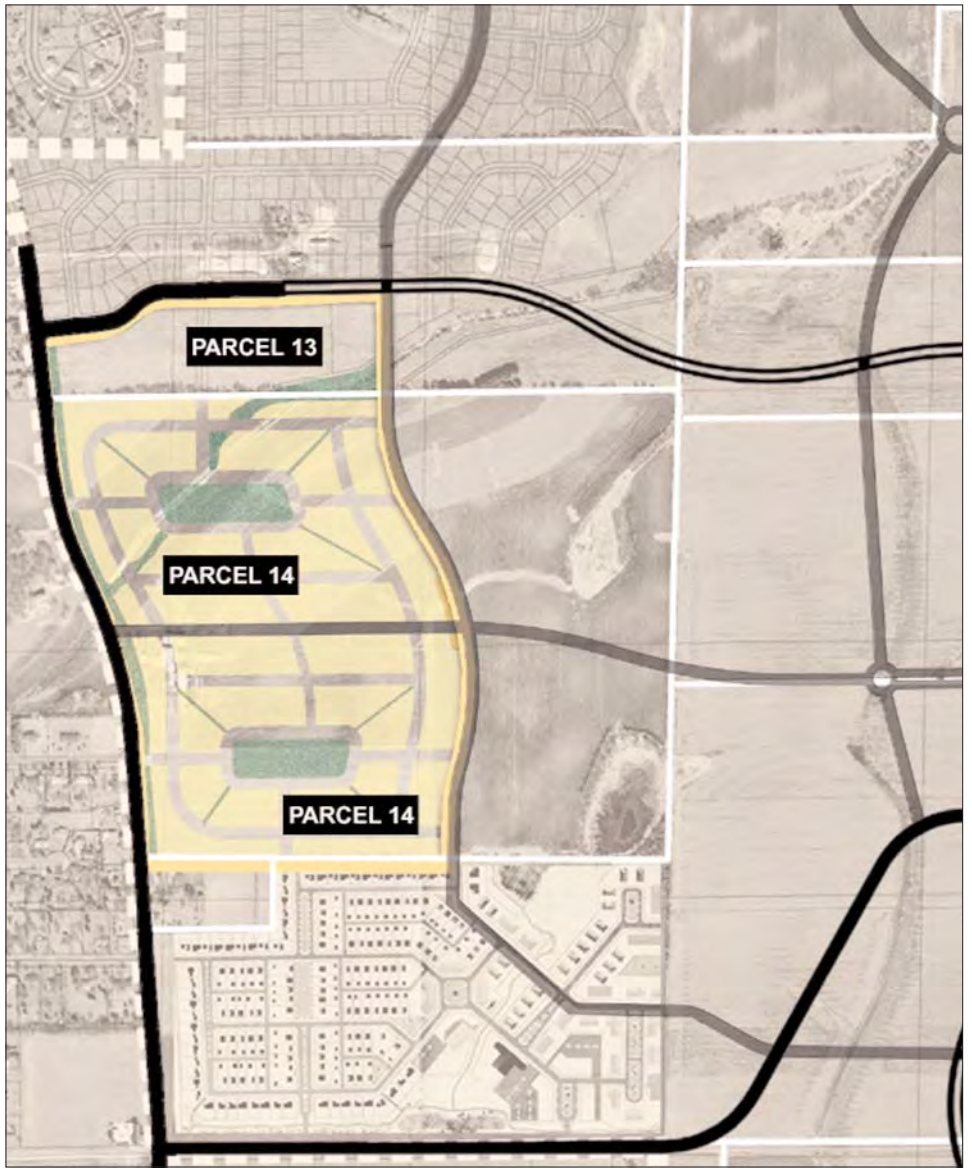


TABLE III.5 D-Neighborhood District Regulating Table

(Land Uses within the District are allocated to existing parcels by percentage of land ownership within each land use classification.)

D-Neighborhood	Low Den.Resid./ TND	Mixed Multi-Family/ TND	Mixed-Use Residential		Townhomes	Condo	Retail	Mixed-UseCommercial	Institute/Mixed Commercial	Civic/Public	Hotel	Open Space	Total AC
Total AC	91.0	7.0	0.0		1.0	7.5	0.0	0.0	0.0	0.0	0.0	12.5	119.0
Existing Parcels	% Units	% Units	% Units	% Sq.Ft.(non-residential)	% Units	% Units	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Units	% AC	
Parcel 13	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%	36%	
Parcel 14	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	64%	
Total	100%	100%	0%	0%	100%	100%	0%	0%	0%	0%	0%	100%	

Neighborhood E (part of Smith's Crossing)

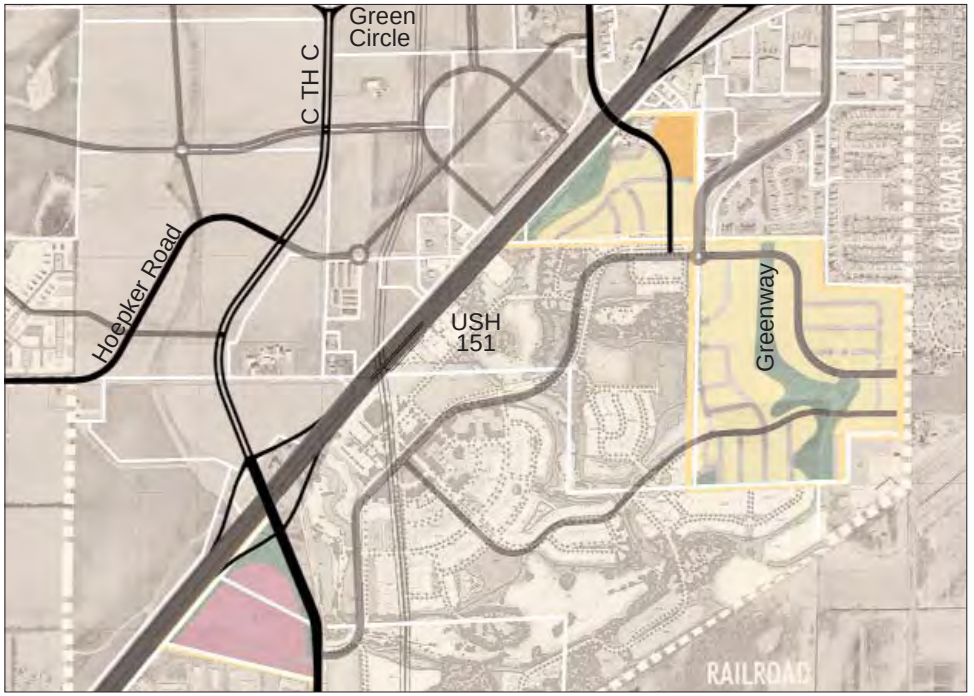
Planning Intent: The Neighborhood E District is comprised of two separate areas located southeast of Highway 151 and would be connected to the Smith's Crossing community. One is a commercial site located at the Highway 151 interchange with County Highway C and the other is a mainly single family residential site at the proposed interchange of Highway 151 with Thompson Road.

Primary Features: The Neighborhood E District should be establishes as a part of the Smith's Crossing community. A greenway park wraps through the area and connects the neighborhoods through pedestrian friendly trails and activity nodes.

Product Assumptions: Wetlands and some commercial uses buffer the medium density single family homes from Highway 151 at Thompson Road. The commercial area at the County Highway C takes advantage of frontage along Highway 151. All surface parking should follow the City's existing criteria. O'Keeffe Avenue is extended to provide continuous access between Country Road C and Main Street.

Open Space Framework: The primary open space features within the Neighborhood E District includes a neighborhood wetland park that buffers the neighborhood from the highway. The neighborhood also connects to the Smith's Crossing greenway park that serves as an ecological drainage and infiltration basin and provides open space activity nodes linked by hike and bike trails, passive recreation opportunities, and pedestrian friendly connections to other parks and community centers. The commercial area serves as gateway to the community and provides a landscape highway frontage that varies in depth and is intended to provide a highly textural foreground for the commercial buildings and related parking.

Low Density Residential



Neighborhood E District

Gross Acreage	191.00
Low Density Residential	119.30
Mixed-Use Residential	5.00
Mixed-Use Commercial	24.00
Open Space	42.70

Implementation/ Regulatory Recommendations: In total, the Neighborhood E District has been planned to accommodate a maximum of 415 single family homes, 45 mixed-use residential units with 13,000 sf of flex space, and 310,000 sf of mixed-use commercial. These totals are broken down within the district and allocated to the existing parcels by percentage of land ownership within each land use classification (See Table III.5 E). In general, the anticipated density/intensity for development in Neighborhood E is 3.5-4 du/acre for single family development, 10 du/acre for multi-family development. All development shall be designed to provide an interconnected pedestrian network comprised of sidewalks and pathways. It is intended that the District utilize build-to-lines to ensure the physical plan form accepted by the community.

This document sets the intended direction for land use allocation by plan district. Specific allocation of land use plan entitlement through zoning is the next step within this planning process. To complement this zoning we recommend that specific development guidelines be prepared by district land use category. A detailed design for the Open Space Framework that connects the Neighborhood Districts together should be a part of the Implementation phase. The refinement and approval of this information will be directed by the Plan Commission and City Council.

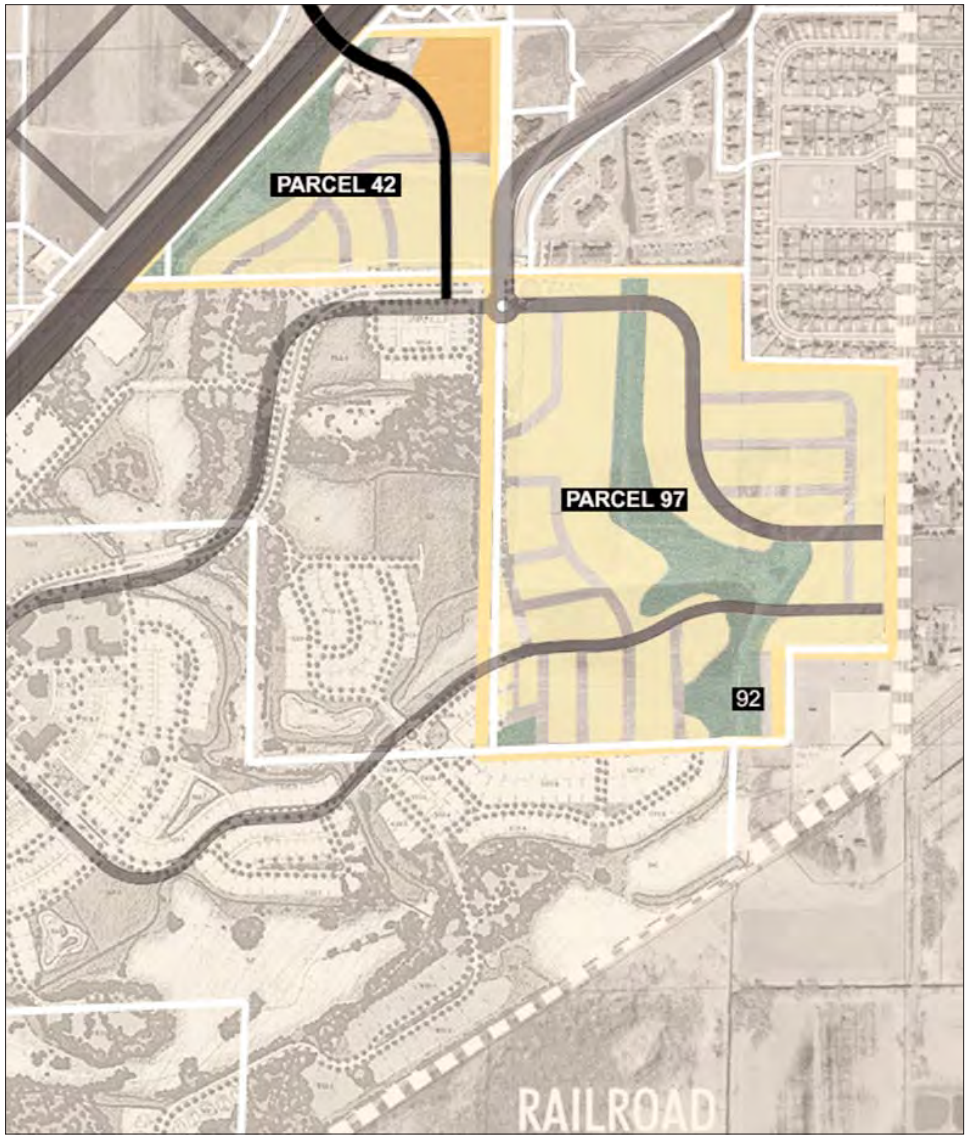
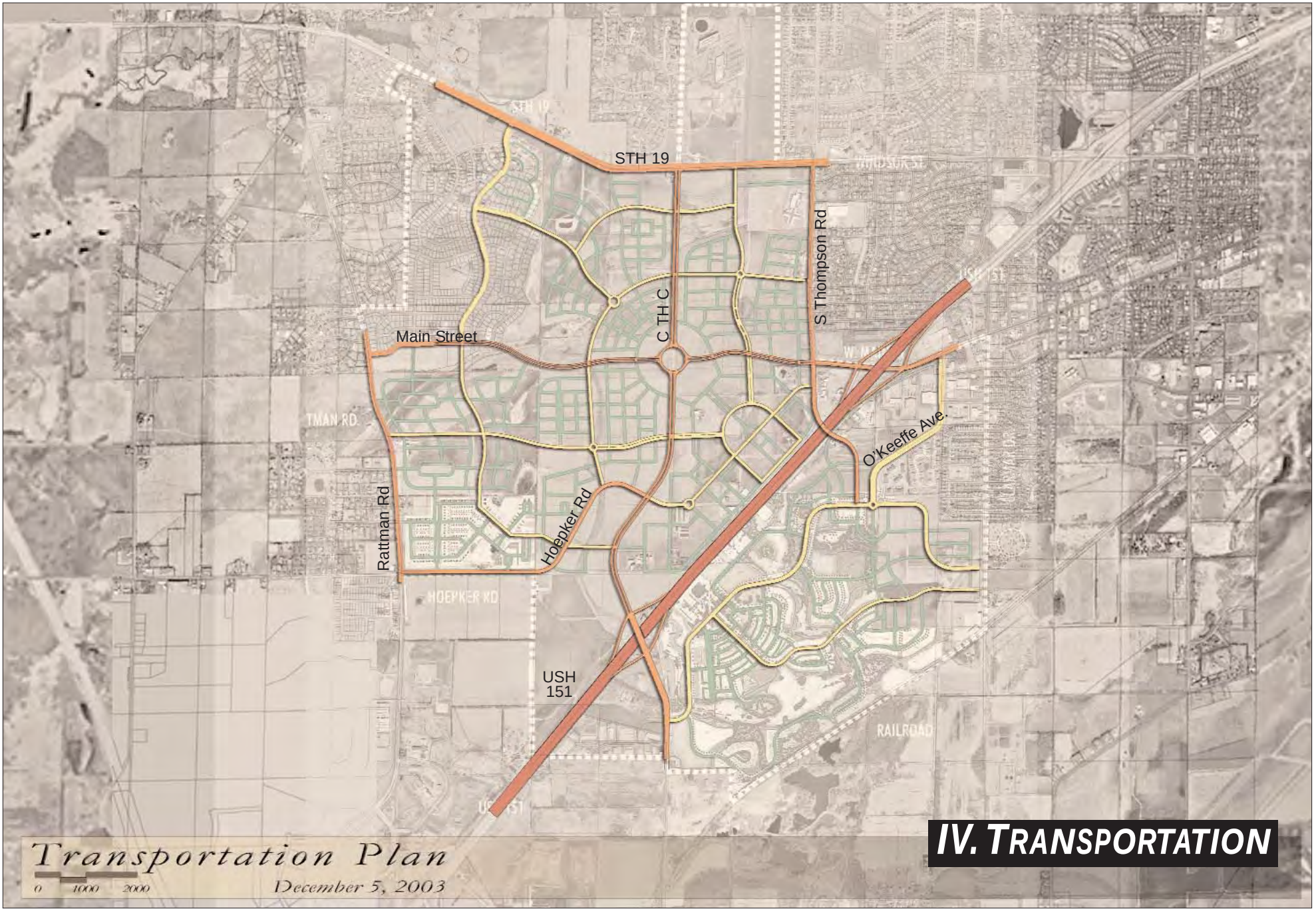


TABLE III.5 E-Neighborhood District Regulating Table

(Land Uses within the District are allocated to existing parcels by percentage of land ownership within each land use classification.)

E-Neighb*(next to Smith's Crossing)*	Low Den.Resid./ TND	Mixed Multi-Family/ TND	Mixed-Use Residential		Townhomes	Condo	Retail	Mixed-UseCommercial	Institute/Mixed Commercial	Civic/Public	Hotel	Open Space	Total AC
Total AC	119.3	0.0	5.0		0.0	0.0	0.0	24.0	0.0	0.0	0.0	42.7	191.0
Existing Parcels	% Units	% Units	% Units	% Sq.Ft.(non-residential)	% Units	% Units	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Units	% AC	
Parcel 76	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	5%	
Parcel 77	0%	0%	0%	0%	0%	0%	0%	75%	0%	0%	0%	14%	
Parcel 42	22%	0%	100%	100%	0%	0%	0%	0%	0%	0%	0%	26%	
Parcel 92	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	
Parcel 97	77%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	52%	
Total	100%	0%	100%	100%	0%	0%	0%	100%	0%	0%	0%	100%	



IV. TRANSPORTATION

IV. TRANSPORTATION

OVERVIEW

The Westside Neighborhood (Study Area) is generally bounded by State Trunk Highway 19 (STH 19) to the north; Thompson Road to the east; U.S. Highway 151 (USH 151) to the south; and Rattman Road to the west. The Study Area is generally split into two parcels by County Trunk Highway 'C' (CTH 'C'), which runs north-south through the development.

Primary regional travel to and from the site, as well as the surrounding area, is provided via USH 151, a four-lane, limited access roadway. Access to USH 151, in the vicinity of the site, consists of interchanges with American Parkway, Main Street, and STH 19. The roadway also has at-grade intersections with Reiner Road and CTH 'C'.

Other regional roadways include STH 19 and Hoepker Road as east-west corridors, while CTH 'C' and Reiner Road serve as north-south corridors. These roadways generally consist of rural, two-lane cross-sections.

The Study Area is situated as primarily an undeveloped group of independently owned parcels comprising approximately 1,200 acres located immediately west of the City of Sun Prairie. To the west of the Study Area is rapidly developing area, which lies within the corporate limits of the City of Madison and the Township of Burke. Currently, with a few exceptions, a system of relatively low volume, rural roadways serve the Study Area. However, new demands for development, coupled with the fact that several roadways serve as a convenient "backdoor" to Madison, necessitate a more strategic transportation plan for the area.

Demand for housing and related services is moving eastward toward Sun Prairie with no comprehensive transportation plan for this area. Additionally, a plan to create a new interchange along USH 151 at CTH 'C' and Reiner Road will improve the interconnection of supporting roadways and have a significant subregional impact. The absence of a comprehensive transportation plan for the Study Area is a major impediment to control development. Transportation facilities will suffer as small to mid-size developments complete piecemeal roadway improvements without recognition of regional impacts.

ASSIGNMENT AND APPROACH

Kenig Lindgren O'Hara Aboona, Inc. (KLOA) was engaged as part of team headed by RTKL Associates to evaluate existing conditions; assist in the development of the land use plan and roadway network; manage the development and output of a travel demand forecast model; evaluate the traffic impacts of the new land use plan; develop guidelines for Study Area roadways; and access locations; and identify a general magnitude of costs for related roadway improvements. The work was completed in conjunction with the other Team member and in particular Paul Metaxatos, Ph.D., who developed the transportation model of the Study Area.

The project team would like to express its sincere thanks to other area planning agencies such as The Wisconsin Department of Transportation, Dane County, the City of Sun Prairie, and especially the Madison Area Metropolitan Planning Organization (MPO) for their assistance and comments during the development of this study (not to be construed as an endorsement).

SUMMARY CONCLUSIONS

Based on the results of the model, as well as the Team's evaluation, the following conclusions relate to the existing and proposed roadway network:

• The land use plan is very compatible with the future planned roadway and transportation network. The densities and land uses can be accommodated by the planned system of arterials and collector roadways.

• The planned USH 151 / CTH 'C' interchange will provide more efficient traffic movements to and from the Study Area, as well as for regional access to area residents.

• Land uses and related traffic volumes on CTH 'C' from the USH 151 interchange to Hoepker Road are projected to be the heaviest in the Study Area. This link will eventually require a six-lane cross section. At Hoepker Road, traffic will be dispersed over various roadways, reducing traffic impacts.

• One signalized access drive should be provided on CTH 'C' between USH 151 and Hoepker Road as another point of access for commercial developments. This will relieve congestion at other downstream intersections, specifically CTH 'C' with Hoepker Road.

• Full access drives to arterials in the vicinity of the neighborhood should be limited to a minimum of 1320 feet (¼ mile) spacing. Spacing of limited access drives can be less than ¼ mile. Signalized intersections should also be limited to a minimum of ¼ mile spacing to provide efficient traffic progression and interconnectivity between traffic signals.

• The Thompson Road overpass will carry substantial traffic volumes. This is important in reducing traffic along Main Street at the busy interchange area, and also for trips traveling south through the Study Area. Geometric improvements will be needed at the Thompson Road / Brooks Drive intersection.

• A free-flow westbound-to-northbound right-turn lane will be needed at the Main Street / Thompson Road intersection to accommodate higher volume turning movements in a short space from the interchange.

• Hoepker Road and STH 19 will function as important east-west arterials connecting Sun Prairie to the northern Madison area. Rattman Road will function as an important north-south arterial due to its interconnection with USH 151 (as American Parkway).

EVALUATION OF THE EXISTING ROADWAY NETWORK

A traffic analysis of existing conditions was prepared in January 2003, which consisted of an extensive field review of the Study Area and surrounding roadway network. Additionally, traffic counts were conducted at major intersections in the Study Area to identify existing traffic operations. This condition report would serve as a precursor to identify potential deficiencies that roadways may experience with the addition of development. Additionally, discussions with local, county, and state officials were conducted to obtain design plans and feasibility studies pertaining to the Study Area. The following cites documents and reports taken into consideration for the roadway network within the Study Area:

• USH 151 and CTH 'C' Traffic Analysis Report, prepared by HNTB July 1995

• A technical memorandum pertaining to the Brooks Drive Traffic Analysis Update, prepared by the Wisconsin Department of Transportation (WisDOT) in October 2002

• Design plans for WisDOT Project 1112-07-74 (USH 151 / CTH 'C' Interchange)

• City of Sun Prairie Master Plan 2020 describing regional needs for the Study Area

Traffic counts at twelve major intersections surrounding the Study Area were conducted to analyze existing traffic conditions. These intersections were counted during the weekday morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak hours. Table 1 illustrates the existing peak hour traffic approach volumes at the impacted intersections. The following summarizes results from a field review of the Study Area and traffic counts at major intersections:

• Primary trips to and from destinations outside the Study Area utilize the USH 151 corridor for regional access. This is reinforced by the high volumes of traffic that utilize Thompson Road / Brooks Drive for travel to and from the Main Street interchange and CTH 'C' to access USH 151.

• The intersections of Hoepker Road and Rattman Road show high southbound exiting movements in the morning and northbound approaching movements in the evening. This is due to access to USH 151 via the interchange at American Parkway.

• Other roadway corridors for travel include CTH 'C' and Reiner Road as a north-south corridor between Sun Prairie and the eastern Madison area. STH 19 and Hoepker Road serve as important east-west corridors between Sun Prairie and the northern Madison area. Traffic tendencies at counted intersections suggest that these roadways are important paths for commuters to and from Sun Prairie and the Madison area.

From the traffic counts, intersections were analyzed per standards utilizing ***Highway Capacity Manual*** (HCM) software to determine the average

Table 1
EXISTING WEEKDAY PEAK HOUR INTERSECTION APPROACH VOLUMES

Intersection	North Approach	East Approach	South Approach	West Approach
Weekday Morning Peak Hour				
USH 151 / Reiner Road	2,010	90	960	---
USH 151 / CTH 'C'	2,015	---	1,010	195
Hoepker Road / Rattman Road	290	305	55	300
Hoepker Road / CTH 'C'	215	335	---	105
Main Street / Rattman Road	25	5	55	---
Main Street / Thompson Road	480	320	55	---
Main Street / O'Keeffe Drive	5	675	460	585
Main Street / Clarmar Drive	15	670	110	415
STH 19 / Westmount Drive	---	620	155	440
STH 19 / CTH 'C'	365	720	105	530
STH 19 / Thompson Road	385	645	265	545
CTH 'C' / St. Albert the Great Drive	285	55	50	---
Weekday Evening Peak Hour				
USH 151 / Reiner Road	995	80	2,355	---
USH 151 / CTH 'C'	970	---	2,435	115
Hoepker Road / Rattman Road	100	115	500	240
Hoepker Road / CTH 'C'	150	180	---	265
Main Street / Rattman Road	45	5	15	---
Main Street / Thompson Road	330	465	190	---
Main Street / O'Keeffe Drive	5	655	535	1,065
Main Street / Clarmar Drive	15	695	110	850
STH 19 / Westmount Drive	---	655	80	690
STH 19 / CTH 'C'	285	630	320	735
STH 19 / Thompson Road	175	565	295	915
CTH 'C' / St. Albert the Great Drive	95	35	260	---

Table 2
EXISTING INTERSECTION LEVEL OF SERVICE AND DELAY

Intersection	Morning Peak Hour LOS	Morning Peak Hour Delay	Evening Peak Hour LOS	Evening Peak Hour Delay
USH 151 / Reiner Road [1]	B	14.2	F	52.1
USH 151 / CTH 'C' [1]	F	53.1	C	22.8
Hoepker Road / Rattman Road [1]	B	14.2	C	17.1
Hoepker Road / CTH 'C' [1]	B	10.2	A	9.6
Main Street / Rattman Road [1]	A	8.8	A	8.8
Main Street / Thompson Road [1]	B	11.5	B	12.9
Main Street / O'Keeffe Drive [2]	B	11.4	B	11.0
Main Street / Clarmar Drive [1]	C	17.4	D	28.3
STH 19 / Westmount Drive [1]	B	14.5	C	17.6
STH 19 / CTH 'C' [2]	B	13.0	B	15.7
STH 19 / Thompson Road [2]	B	19.5	B	18.1
CTH 'C' / St. Albert the Great Drive [1]	B	10.1	A	9.9

1 Unsignalized Intersection
2 Signalized Intersection
LOS – Level of Service
Delay – Measured in Seconds

amount of delay a vehicle on the minor approach of an intersection will experience before exiting the intersection. The amount of delay corresponds to a level of service (LOS) grade of 'A' through 'F'. An intersection operating at an LOS 'A' experiences minimal vehicular delay while intersections at an LOS 'F' signifies undesirable delays and vehicle queues. Table 2 illustrates the existing morning and evening peak hour levels of service at the subject intersections.

The results indicated that the current level of service (LOS) is satisfactory for all intersections except for the intersections of CTH 'C' and Reiner Road with USH 151. This is a busy intersection with an offset geometric configuration. Turning movements from CTH 'C' during the morning and evening peak hours operate at LOS 'F' while movements from Reiner Road operate at LOS 'F' during the evening peak hour. This is due to the high volumes of traffic that currently travel on USH 151 creating few gaps in the traffic stream for turning movements to occur from minor roadways. This is an unsatisfactory condition and will not improve as traffic volumes increase. (Note: future improvements and the new interchange will correct this deficiency).

TRANSPORTATION ELEMENTS AND RECOMMENDATIONS

Transportation and land use are inextricably linked. To that end, the land use and transportation plan was developed to respect the value of privately owned parcels, while at the same time create customary development characteristics. The benefits are a coordinated and symbiotic set of land uses that rely on each other, and are designed to efficiently utilize infrastructure and resources. Additionally, they provide the visitor and resident a sense of comfort in both design and travel.

In order to create a community plan that allows for optimum regional and internal travel, the plan was subjected to an analysis employing the use of a travel demand forecast model. TRANPLAN software was used to integrate with the MPO's regional modeling network. This process and cooperation with the MPO planning process ensured an evaluation that considered forecasted (Year 2020) trips through and around the study area. As a result, certain improvements will be needed. These are generally identified as follows:

Planned Regional Improvements

The location of the Study Area is situated well within the adjacent roadway network with many regional roadways traversing through and around the study area. However, due to density and type of land uses projected to inhabit the study area, improvements to the roadway network in the vicinity of the site will need to be addressed to accommodate site traffic to and from the study area.

Several proposed and planned improvements are scheduled for construction in the vicinity of the study area:

- USH 151 will be widened to provide six through lanes for travel from American Parkway to Main Street.
- The intersections of USH 151 with CTH 'C' and Reiner Road will be realigned and upgraded to a full interchange.
- Hoepker Road will be realigned to intersect CTH 'C' one-half mile north of the proposed interchange

Major Local Improvements (as part of the plan)

The proposed neighborhood plan utilizes CTH 'C' and the extension of Main Street to Rattman Road to essentially split the site into four quadrants. The resulting quadrants and "sectioned" arterials will serve the area well for traffic entering and exiting the site, by providing multiple through lanes of traffic and limited access points to the roadways. This will focus and channelize neighborhood traffic to a few access points, as well as provide adequate design measures to these intersections. The design of the Study Area also discourages cut through traffic and encourages neighborhoods to be quieter and more "self-contained".

At the intersection of CTH 'C' and Main Street, a traffic circle will be installed as traffic control. The implementation of a traffic circle will provide more efficient, and quite possibly more ecologically sound, traffic flow of vehicles on all approaches. This is due to the fact that traffic on all approaches to a traffic circle is continually flowing, as opposed to starts and stops at a signalized intersection. Thus, delays are reduced and queues are shortened by the continual flow of traffic that a traffic circle permits. In addition, accident frequencies are greatly reduced at intersections with traffic circles than signalized intersections as concluded by national studies.

Thompson Road should be extended south of its current terminus to connect with the extended O'Keeffe Drive extension. This will involve the construction of a grade-separated overpass at USH 151. By providing another point of access between the Study Area and the Smith's Crossing development, the traffic load will be reduced on Main Street and CTH 'C'.

RECOMMENDATIONS

The 2020 traffic projections for the proposed Study Area and adjacent roadways, as identified through the model, indicate that the CTH 'C' corridor will experience significant increases in traffic due to its interchange with USH 151. Other area roadways will experience significant growth as well. Because of this, the following recommendations are made:

- Due to the retail core located just north of the interchange, consideration should be given to preserve right-of-way on CTH 'C' from the interchange to Hoepker Road to accommodate a possible six through lanes of traffic.

A minimum 130 to 140 feet of right-of-way should be preserved for links between intersections.

NOTE: These improvements can be staged in 5-year increments. The first five years, assuming full buildout of the connected core, will require four through lanes.

• CTH 'C' should consist of four through lanes with a 30-foot median from Hoepker Road to STH 19. A minimum 100 to 110 feet of right-of-way should be preserved for links between intersections.

• Main Street, Hoepker Road, and STH 19 should be widened to four through lanes to accommodate neighborhood and regional traffic using these roadways. A minimum 100 feet of right-of-way should be preserved for links between intersections.

• Thompson Road should continue its current cross-section of four through lanes south of Main Street to O'Keeffe Boulevard with a minimum 100 feet right-of-way preserved.

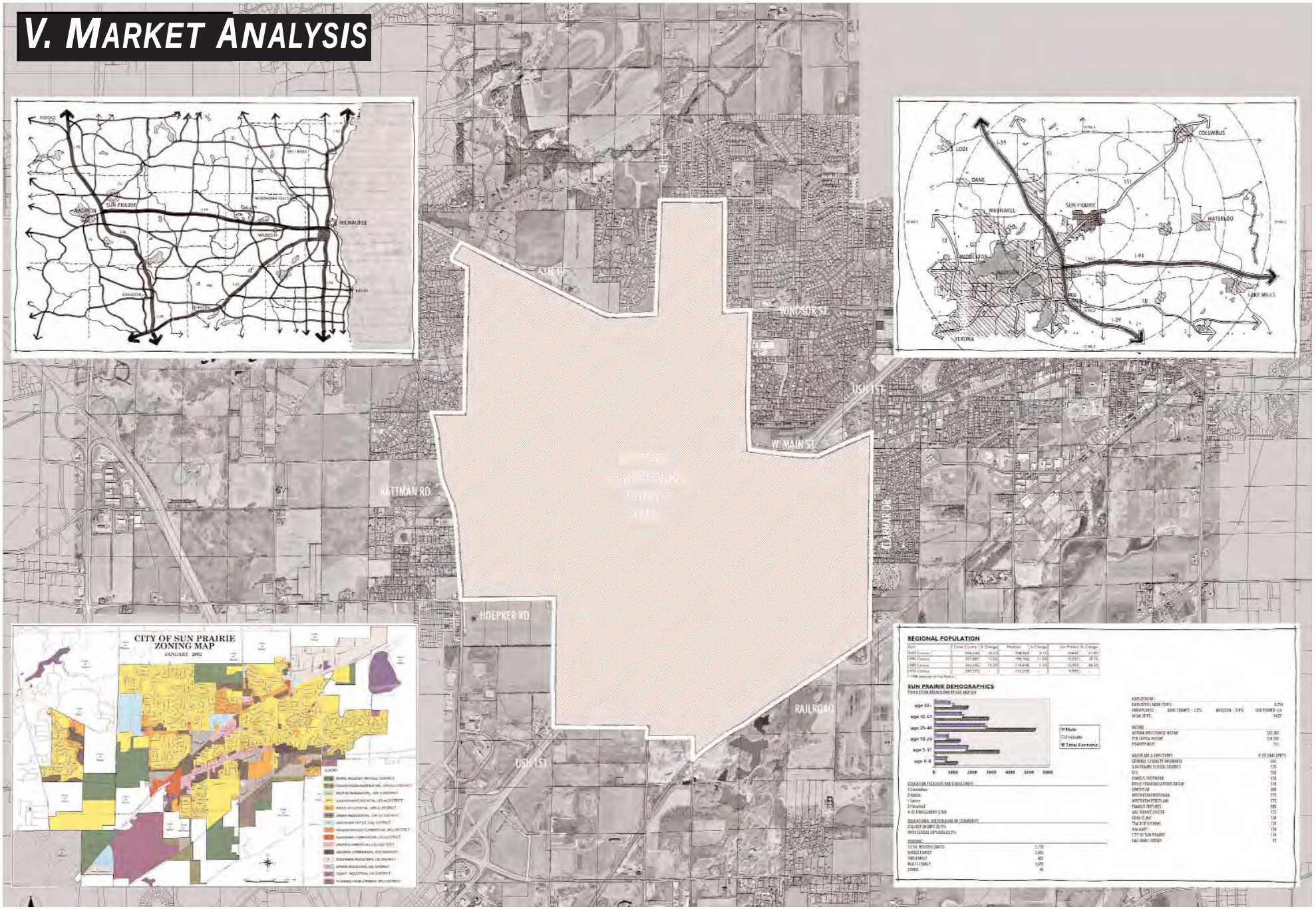
• All collectors that intersect the arterials within the development should consist of a three-lane cross-section to accommodate exclusive turning lanes at major intersections. A minimum 66 feet of right-of-way should be preserved for links between intersections.

• All other local streets should consist of two through lanes with design features to discourage cut-through traffic on local streets (i.e. lower speed limit, on street parallel parking, traffic calming). A minimum 66 feet of right-of-way should be preserved.

Access to arterials in and surrounding the neighborhood (CTH 'C', Main Street, STH 19, Hoepker Road, Thompson Road, and Rattman Road) should be limited to allow adequate traffic flow through the area. Full access intersections along these roadways should be limited to approximately ¼ mile spacing with signalized intersections also spaced at approximately ¼ mile intervals. To provide flexibility into commercial sites and neighborhoods, limited access should be spaced at approximately one-eighth mile (660 feet) intervals.

To accommodate the projected traffic volumes on the adjacent roadway network, several intersections surrounding the Study Area should be controlled with traffic signalization when warrants are met. These include the intersections of Hoepker Road with CTH 'C' and Rattman Road as well as the intersections of Main Street with Thompson Road and Rattman Road and Reiner Road with O'Keeffe Drive. Also, the interchange ramps of CTH C and USH 151 will require traffic signals as traffic control. Other intersections not listed above may also warrant signals.

V. MARKET ANALYSIS



GENERAL LIMITING CONDITIONS

Every reasonable effort has been made to ensure that the data contained in this study reflect the most accurate and timely information possible, and they are believed to be reliable. This study is based on estimates, assumptions and other information developed by Economics Research Associates from its independent research effort, general knowledge of the industry, and consultations with the client and the client's representatives. No responsibility is assumed for inaccuracies in reporting by the client, the clients agent, and representatives or any other data source used in preparing or presenting this study.

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This study is qualified in its entirety by, and should be considered in light of, these limitations, conditions and considerations.

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INTRODUCTION

ERA Assignment

Economics Research Associates (ERA) was engaged by City of Sun Prairie as a subcontractor to RTKL Associates a to assess the fiscal impacts of the Westside development plan as presented in design form by RTKL. This analysis focuses on the major capital projects of the plan as well as operational impacts that will affect the City's budget.

Analysis Approach

In our analysis, ERA examined the existing budgets for the City of Sun Prairie as well as related organizations such as the Sun Prairie Area School District, Sun Prairie Water and Light Utility, and others. Discussions with City staff addressed revenue and expense estimates and their relation to current and projected population. ERA utilized the economic and demographic factors of the plan to estimate future budgets. Additionally, ERA examined current rules and regulations concerning developer impact fees, Wisconsin State funding of local governments and school districts, and other elements that affect the fiscal health of the community. It should be noted that these rules consistently change and therefore future estimates may vary notably from the projections herein.

This analysis was undertaken to insure a well-balanced fiscal approach to growth in Sun Prairie, and to identify areas that require addressing before they create budgetary issues.

Summary Conclusions

Based on following analysis, ERA offers these summary fiscal factors related to the Westside plan.

• Sun Prairie's General Fund will increase faster than State ERP allowances, and State Shared Revenue has been decreasing, so the City will be less able to rely on State funds.

• The net revenue to the State of Wisconsin increases rapidly upon development of the Westside area through income and sales tax programs, while State aid back to Sun Prairie is limited by the current formulas.

• Capital Costs will likely not be covered wholly by the current or proposed impact fee schedule. This is a valuable financing tool, but it cannot nor should not completely pay for the necessary improvements.

• Generally the development will result in increasing operating budget revenues, due largely to increases in local tax base, particularly in commercial (office / retail) land uses. This indicates that there is room for new general obligation bond issues without significantly affecting the current mil rate.

• Fee schedules related for storm water runoff and traffic generation alleviate previous fiscal concerns over specific land uses, such as big-box retail. These uses should be judged on planning and community vision issues.

• Future increases in tax rates, if necessary, will be principally due to factors other than west side development, such as increasing levels of service, particularly in emergency services and schools, made possible by a larger supporting service base.

PLAN ABSORPTION

Market Phasing

In an initial phase of our assignment, ERA performed a market analysis of Sun Prairie, which is used to estimate the approximate build out time for the Westside development. The development period is divided into three phases (short term, mid term, and build out) and estimated absorption rates for both residential and commercial components are calculated. Generally, the short-term covers the next five years, mid-term the next decade, and build-out is estimated to occur in 15 to 20 years, depending on the phasing of infrastructure development and overall economic trends. The absorption estimates are in turn used to calculate the number of new residents, K-12 students, employees, average vehicle trips, and other factors. The table below highlights the three time periods for the Westside plan.

Table 1. Market Phasing Absorption

Land Use	Measure	Short Term	Mid Term	Long Term	Total Build Out
Single-Family	Unit	1,050	1,050	690	2,790
Multi-Family*	Unit	300	300	2,403	3,003
Townhomes	Unit	421	421	167	1,008
Condominiums	Unit	179	179	71	430
Subtotal - Residential		1,950	1,950	3,331	7,231
Retail	SF†	313,909	470,864	63,757	848,530
Office	SF	196,047	196,047	1,623,173	2,015,266
Mixed-Use *	SF	115,044	160,590	216,823	492,457
Medical	SF	75,000	124,003	0	199,003
Civic	SF	0	658,326	658,326	1,316,652
Hotel	Room	88	88	225	400

*Note : the residential component of mixed-use is included in multi-family figures

† SF is equivalent to one Square Foot

Source: Economics Research Associates, RTKL Associates

ERA utilizes estimates of the average number of residents, students, workers, and vehicle trips per unit or square foot using current industry standards. The following table shows these estimations.

Table 2. Demographic Factors of Development

Land Use	Measure	Residents	K-12 Students	Jobs	Avg. Daily Trips
Single-Family	Unit	3.06	0.67	0.00	9.57
Multi-Family *	Unit	1.98	0.10	0.00	5.86
Townhomes	Unit	2.16	0.67	0.00	5.86
Condominiums	Unit	2.16	0.10	0.00	5.86
Retail	SF	0.00	0.00	1.08	42.92
Office	SF	0.00	0.00	2.41	11.01
Mixed-Use *	SF	0.00	0.00	1.74	25.84
Medical	SF	0.00	0.00	2.14	16.78
Civic	SF	0.00	0.00	1.04	25.00
Hotel	Room	0.00	0.00	0.42	8.92

* Note : the residential component of mixed-use is included in multi-family figures

Source: Economics Research Associates, KLOA, Sun Prairie Area School District

The values from the above table were then applied to the corresponding projections for the Westside development to determine total values in each phase. The following table highlights these projections.

Table 3. Summary of Demographics Related To Plan

	Short Term	Mid Term	Build Out
New Residents	5,103	10,206	17,588
K-12 Students	1,033	2,066	2,888
Jobs	1,792	3,670	8,589
Average Vehicle Trips	50,009	102,333	163,877

Source: Economics Research Associates

The absorption estimates and projections from the above tables were used to determine the likely municipal budgets for the short term, mid term and build out phases of the Westside development.

Fiscal Elements of Plan

Many fiscal elements of the City's budget are affected either directly or generally by the development of the Westside plan. It is these elements upon which ERA concentrates in this analysis. Examples include:

• ***Real Estate Tax Revenues*** - The City will collect more property tax revenues due to the increase in real and personal property value in the new development.

• ***Public Safety*** - Along with the new development will be an increase in population. The City will need to provide more public safety services to serve this increase. These costs are primarily associated with the new facility planned.

• ***Infrastructure Installation / Maintenance*** - Another element directly related to this project is the cost to install and finance, as well as maintain new infrastructure obligated to serve the area. Based on the development time frames and departmental capital planning projects, the infrastructure phasing has been estimated.

• ***Parks*** - City parks are another fiscal element affected by the Westside development. Park land regulations will generate revenues from development fees; however, the new park land will also generate expenses for the parks and public works departments who will be responsible for maintaining the park land. In this assignment, ERA allocated the parks planned by RTKL into the short, mid, and build-out time frames.

• ***Schools*** - School additions are directly related to the number of school children in the district. In Sun Prairie there are non-development factors in the school budgets, but they remain largely tied to the development plan.

• ***Utilities*** - Utility capacity in relation to lights, water, sewer, etc. are directly related to the plan as well. In Sun Prairie, the independent Water and Light District handles a large portion of these issues, as discussed later.

The following table presents the estimated phasing of selected public infrastructure in relation to the development of the Westside neighborhood plan, as determined by a review of existing and ongoing facility plans.

Table 4. Summary of Infrastructure Related To Plan

Public Projects		Short Term	Mid Term	Long Term	Total Build Out
Major Roads	LF	6,740	8,100	6,560	21,400
Collector Roads	LF	5,407	8,180	20,274	33,861
Local Roads	LF	23,968	36,518	51,361	111,848
Linear Greenways*	LF	45,800	60,467	28,067	134,333
Park / Green Space*	SF	904,875	120,000	563,125	1,588,000
Public Safety	LS	EMS/Fire/ Police			
Elementary Schools	LS	Wyndham		Smith's Crssg	
Middle School	LS	2 Additions	New or Convert Old HS		
High School	LS		1 or 2 New HS		
Electric Utility	LS	CO Station/ feeder	Reiner Station		
Water Utility	LS	Conct's	Well/ Storage	Conct's	
Wastewater Utility	LS	Conct's	Plant Expansion	Conct's	
Administration	LS		City Hall Addition		
Public Works	LS	Storage Fac.	Garage Reloc.		

*Note includes storm water retention areas and roadway right of ways

Source: RTKL, KLOA, Selected Sun Prairie Department Reports

Fiscal Elements - not related to Plan

Other fiscal elements both on the revenue and expense side will continue to be an issue for the City regardless of the development of the Westside.

State Funding

The Westside development will not directly affect the amount of state shared revenue and expenditure restraint program (ERP) revenue received by the City. State shared revenue has been distributed based on a continuously changing formula, and will generally increase by 1% annually under current rules regardless of Westside development. Additionally, Sun Prairie qualifies for the additional ERP revenue if the general budget does not exceed a certain inflation percentage of the previous year's budget plus an allocation for development up to 2%. The City, similar to most Wisconsin municipalities, adjusts its general and special funds to qualify for this aid in as many years as possible. It is expected that the City will continue to reach the cap due to Westside and other development.

Volunteer vs. Paid Fire Department

Regardless of the character of west side development, the status of the volunteer fire department may change to a paid department, which will have a much larger impact on the budget than any incremental increase in service calls or even the development of a new facility. Conversion to a paid staff is estimated to cost an additional $1.6 to $3.1 million annually for salaries / benefits. The lower figure relates to potential savings from possibly combining EMS and Fire services.

Intergovernmental Grants

Several intergovernmental grants (i.e. police, recycling, and EMS) are other elements not related to the project plan. These are more dependent on funding patterns at other levels of government. For example, the police grant will be discontinued after next year, and the recycling and EMS grants are relatively constant grants received yearly regardless of use. The City generally receives $50,000 in recycling aid, but this may change with state level budget changes. The EMS grant, usually between $3,000 and $4,000 annually, is a grant that the City uses to purchase small equipment and for additional staff training. These funding sources are not tied to utilization levels in the City.

Conclusion

While some fiscal impacts are related to the Westside project, other fiscal impacts affecting the City's revenues and expenditures change with time and cannot be considered a constant factor in the operations of the Westside plan. It is important to note that as the plan elements change, the impacts may or may not change if they are dependent on some outside factor. Therefore, the plan should strive to be well - balanced and organized.

OPERATIONAL FISCAL IMPACTS

Budget Overview

This analysis concentrates on local fiscal impacts, which fall into the general, special revenue, and enterprise funds for the City, as well as the independent school budget. The following sections briefly describe these funds and their major line items. ERA calculated only the major line-items for the Westside budget scenarios since they are most significant to the budget balance. There are several minor line items, each consisting of a few thousand dollars, which ERA accounts for by adding a lump sum figure to the total and/or assumes constant funding levels.

General Fund

The general fund comprises most of the budget's revenues and expenditures, but it does not consistently include the same elements. As noted before, State ERP aid is based on the percentage growth in the general budget, so this past year, the City rolled several departments into the general since they would not qualify for ERP anyway. These funds may be slowly weaned from the general fund in subsequent years and placed in special funds to keep the budget within boundaries set by the aid requirements. In this way, revenue-generating programs are transferred between the general and special funds in order to collect the largest possible share of state aid.

Special Funds

While many special funds are now in the general fund, there are still funds outside this budget. In 2003, special funds included the Park Improvement Fund, Revolving Loan Fund, Business Improvement Fund, Special Revenue Fund, Library Trust Fund, and the Community Development Authority. These funds are typically funded, at least in part, by program revenues.

Enterprise Funds

Enterprise funds are also part of the City's fiscal picture. The Westside development will generate revenue in these funds mainly from permit fees. Funds include Water Pollution Control, and Stormwater Utility, (which are part of the City) and the semi-autonomous Water & Light Commission. Payment in Lieu of Tax (PILOT) revenue received from the Water and Light Commission is recorded in the general fund, but the Commission keeps a separate budget.

Sun Prairie Area School District

The Sun Prairie Area School District (SPASD) is a separate organization from the City of Sun Prairie. It keeps its own budget and has a separate board. However, the schools are closely linked to the health of the City since they both rely heavily on the property tax for funding and provide services to the same resident population. This analysis would be remiss without addressing this element.

General Fund Revenues

The following table delineates major categories for the 2003 Sun Prairie municipal budget, including several special funds that were recently added back into the general budget like parks and library aid. As shown in the table, the 2003 general fund municipal budget totaled $15.3 million. It is important to note that property tax is a major source of revenue in the City's budget, accounting for 63.2% of total revenue. This revenue source is key as it is development driven. This is particularly important in relation to the Westside development, as this new growth will generate additional increases in property tax revenues.

PROPERTY TAX LEVY

Property taxes are a large source of local revenue and account for over half of the City's revenues and nearly half of the SPASD's revenue (discussed later). The table on the following page highlights the current assessed values for residential and commercial land uses. (ERA compiled the assessment database into categories matching the land use categories in the plan. Due to categorization factors, the totals are 1.2% less than the total tax base of $1,394,602,400.)

It is interesting to note that in Sun Prairie, residential property is assessed at a higher value per square foot than commercial, although it is also important to note that furniture, equipment, and other personal property associated with commercial uses is taxed. Regardless, the assessor's office may wish to reexamine the valuation techniques (income vs. comparable sales) to address any potential disconnects between assessed and real market value. In Wisconsin, property is to be assessed at 100% fair-market value.

Table 5. 2003 Sun Prairie Municipal General Budget

Revenues		
General Fund Property Tax Levy	9,636,921	63.1%
Intergovernmental Payments	2,884,608	18.9%
Local Revenues		
Taxes (excluding levy)	758,000	5.0%
Special Assessments	6,500	0.0%
Licenses & Permits	569,747	3.7%
Fines & Forfeitures	100,000	0.7%
Charges for Services	887,950	5.8%
Intergov't Charges	50,000	0.3%
Interest & Miscellaneous	211,001	1.4%
Other Sources	165,000	1.1%
Subtotal Local Revenues	2,748,198	18.0%
Total Sources	**15,316,245**	**100.0%**
Uses of Funds		
General Government	2,910,460	19.1%
Public Safety	5,785,726	37.9%
Public Works	2,832,375	18.6%
Culture, Recreation & Education	2,752,747	18.0%
Planning & Development	591,431	3.9%
Subtotal	14,872,739	97.4%
Contingency / Fund Bal	262,988	1.7%
Transfers	134,000	0.9%
Total Budget	**15,269,727**	**100.0%**

Source: City of Sun Prairie

Table 6. Sun Prairie Real Estate Assessments 2003

Land Use	Parcels	Land Assessment	Improvement Assessment	Total Assessment	Land (Ac)	Building (SF)	Land PSF	Impr. PSF	Assessment Per Parcel	FAR	SF / Parcel
Single Family	4,799	$187,806,800	$624,803,300	$812,610,100	1,509.5	7,715,965	$2.86	$80.98	$169,329	0.117	1,608
Apartment	239	$27,187,400	$114,883,700	$142,071,100	209.1	2,683,191	$2.98	$42.82	$594,440	0.295	11,227
Townhouse	579	$18,931,500	$71,872,600	$90,804,100	156.7	1,063,291	$2.77	$67.59	$156,829	0.156	1,836
Condo	607	$10,350,900	$60,803,900	$71,154,800	0.0	793,893	N/A	$76.59	$117,224	N/A	1,308
Land - Residential	995	$21,747,800	$1,040,200	$22,788,000	303.2	0	$1.65	N/A	$22,903	N/A	0
Industrial/Flex	93	$9,185,700	$50,444,000	$59,629,700	193.4	1,761,722	$1.09	$28.63	$641,180	0.209	18,943
Office	59	$7,194,000	$58,820,700	$66,014,700	200.7	765,814	$0.82	$76.81	$1,118,893	0.088	12,980
Retail	88	$11,199,900	$29,813,800	$41,013,700	121.6	775,814	$2.11	$38.43	$466,065	0.146	8,816
Civic	10	$1,014,200	$7,520,200	$8,534,400	16.1	176,855	$1.44	$42.52	$853,440	0.252	17,686
Hotel	3	$346,200	$3,257,700	$3,603,900	6.5	59,361	$1.22	$54.88	$1,201,300	0.209	19,787
CBD	41	$1,724,700	$7,081,800	$8,806,500	11.9	220,778	$3.33	$32.08	$214,793	0.426	5,385
Land - Commercial	208	$11,304,400	$172,700	$11,477,100	286.2	0	$0.91	N/A	$55,178	N/A	0
Subtotal Selected Land Use	7,721	$307,993,500	$1,030,514,600	$1,338,508,100	3,015.0	16,016,683	$2.35	$64.34	$173,359	0.122	2,074
Swamp / Waste		$360,600		$360,600							
Agricultural		$432,000		$432,000							
Other		$220,000	$382,100	$602,100							
Machinery / Tools			$10,500,200	$10,500,200							
Furniture Fixtures Equipment			$23,184,800	$23,184,800							
Other Personal Property			$1,809,800	$1,809,800							
Buildings on Leased Land			$1,898,500	$1,898,500							
Total Tax Base		$309,006,100	$1,068,290,000	$1,377,296,100							

PSF - (Assessment) Per Square Foot; FAR - Floor Area Ratio

Source: ERA Compilation of Sun Prairie Assessment Database (The summation is 1.2% less than the total tax base due to categorization factors.)

For our analysis, ERA translated these assessments to match the land planning categories designated by RTKL Associates, as follows.

Table 7. Sun Prairie Assessment Summary

Land Use	Unit	Assessment
Single Family	Dwelling Unit	$169,329
Multi-Family	Dwelling Unit	$70,367
Townhome	Dwelling Unit	$156,829
Condominiums	Dwelling Unit	$117,224
Hotel	Room	$15,206
Retail	Square Foot	$63.40
Office	Square Foot	$103.38
Mixed-Use (commercial)	Square Foot	$71.54
Medical	Square Foot	$40.59
Civic/Institute/School	Square Foot	$72.81

Source: Sun Prairie City Assessor, RTKL Associates, Economics Research Associates

Property tax is collected for each levying jurisdiction by applying a mill rate per $1,000 of assessed value. So, without a tax rate increase, the Westside development will generate higher property tax revenues for the City and schools due to increased assessed values. The mill rate for the City is currently 9.06142 and is 10.0058 for the SPASD. Portions of property tax are also levied for Dane County, Madison Area Technical College (MATC), and the state. The table below lists the mill rate for each of these levies.

Table 8. Real Estate Tax Rates

Levy	Mill Rate
Sun Prairie	9.06142
SPASD	10.0058
Dane County	2.9413
MATC	1.3936
Wisconsin	0.1994

Source: City of Sun Prairie

Intergovernmental Revenues

The Sun Prairie budget is linked with several other levels of government through transfer programs.

Table 9. 2003 Intergovernmental Payments

Revenue Type	Amount
State Shared Revenue	1,110,393
State Expenditure Restraint Program (ERP)	0
State Aid Computers	156,467
Police Grants	144,000
State Aid 2% Dues	45,000
State Aid Road Allotment	1,055,018
State Aid Connect St	64,010
State Aid Recycling	50,000
State Aid EMS	3,500
County Aid Library	256,220
Total	2,844,608

In fact, the second largest revenue source to the City of Sun Prairie is revenue from the State of Wisconsin. There are two primary components: shared revenue and the expenditure restraint payment (ERP).

• In 2003, the City received $1.1 million in shared revenue. The formula for shared revenue is changing, and the City's share is dropping to $0.87 million in 2004. For the purpose of this study and based on conversations with City staff, shared revenue is assumed to remain at 2004 levels, regardless of development on the Westside.

• ERP funding aids communities that restrain spending growth. General budgets cannot increase more inflation plus 60% of the annual rate of growth in local equalized value. The growth projected in the Westside will top the 2% cap in most years. A community's share of the statewide pool (currently about $58 million) is the ratio of its' adjusted tax levy (tax rate less five mills multiplied by tax base) to the total adjusted tax levy for qualifying communities. Currently, Sun Prairie is just under 0.3% of the state total. This could grow to almost 0.4% if no other growth occurs in the state. However, it is likely that the ratio will stay the same or even decrease if the current tax levy freeze under consideration is passed. The City lost the ERP funding in 2003, but will again receive it in 2004. Based on the current formula and funding levels, it would grow from $163,000 in the short term to $223,000 at build out.

State road allotment aid is almost as significant as shared revenue program. The formula is based on $1,825 per road mile in the City or a share (about 20.5%) of associated costs, whichever is greater. Associated costs include maintenance, construction, and other items (vehicles, debt, police, lighting) as administered in a separate account. If the lane mile formula is used, aid is limited to 85% of the 3-year total cost average. This effectively limits aid to between 20.5% and 85% of highway costs. Additionally, year-over-year limitations are set between 95% and 115% of prior year aid. Given the current expense levels in Sun Prairie, the reimbursement will be more than the $1,825 per mile, but less than the statewide average of $3,766 per mile.

The library receives aid from Dane County each year to account for non-residents who are using the facility. The aid received is generally 25% (plus or minus one percent) of the library's general budget. This aid will fluctuate with the library's budget, but the Westside development will not affect the amount received and was therefore the ratio was considered to be constant for the Westside scenario budgets.

Police grants are also in this revenue category, however, the primary COPS grant will be discontinued and is therefore removed in our future budget calculations.

According to conversations with City staff, smaller line items such as recycling and Emergency Medial Service (EMS) aid are generally consistent each year. The Westside will not affect these items.

Taxes (Excluding Levy)

The table below highlights other tax revenue in the 2003 budget. Total tax collected in 2003 was $758,000, with a large majority of this revenue from the utility Payment in lieu of tax (PILOT). Other taxes include the public accommodation tax and interest on taxes. To calculate the accommodation tax for the Westside, ERA estimated the amount of tax collected per hotel room and applied this figure to the projected number of hotel rooms in each scenario. (This is 30% of the total hotel tax.) The PILOT is collected based on the assessed value of the Sun Prairie Light and Water District utilities "plant". ERA utilized the cost of the additional "plant" from the District's Capital improvement plan to service the Westside to determine this tax.

Table 10. 2003 Taxes (Excluding Levy)

Revenue Type	Amount
Public Accommodation Tax	15,000
PILOT Municipal Utilities	680,000
PILOT Others	38,000
Interest on Taxes	25,000
Total	758,000

Licenses and Permits

Licenses and Permits are some of the most complex revenue sources. Many relate to the operations of the City through provision of a service, and are ongoing year after year. In 2003, the Cable TV Franchise generated the largest revenue ($223,045) in this category. It is an ongoing revenue source as the City collects 5% of Cable TV total revenues. For the Westside development the revenues are estimated per household, assuming subscription rates remain relatively constant.

In contrast to these ongoing revenue sources, several of the permits listed below (as well as other special fund revenue sources) are only collected in relationship to new development. For these, ERA estimates the total amount related to the Westside development, and then backs out an annual average based on our absorption estimates. While the city records these as operational revenues, they have similarities to capital revenues.

Table 11. 2003 Licenses & Permits

Revenue Type	Amount
Liq / Malt Bev	13,000
Operators	7,000
Elect Cont	3,500
Cigarette	1,400
CATV Franchise	223,045
Producer Fund	10,116
Director's Fee	25,000
Rent Subsidy TCI	6,686
Dog License	2,500
Building Permits	105,000
Occupancy Permits	3,500
Plumbing Permits	52,000
Electrical Permits	52,000
HVAC Permits	32,500
Street Openings	2,000
Zoning / Plat Approvals	20,500
Other License	2,500
Other Permits	7,500
Total	**569,747**

Fines, Forfeitures & Penalties

In 2003, this category is estimated to generate $100,000 in revenues. These revenues were generated mostly from traffic violations. ERA used average vehicle trips to determine the approximate revenue generated in each Westside development scenario.

Table 12. 2003 Fines & Forfeitures

Revenue Type	Amount
Court Penalties / Costs	92,500
Parking Violations	7,500
Total	100,000

Public Charges for Services

Public charges for services, like license and permits, are complex revenue sources. These are based on a utilization of a service by either city or other area residents. To qualify for the State aid ERP revenue, several of these revenue funds were not part of the general fund in past budgets, but rather each had their own special fund. They are now part of the general fund, but may become special funds in the future.

In 2003, ambulance fees, recycling fees, and swimming pool fees generated the most revenue. In our model, ERA utilizes correlation to development projections to estimate these revenues. For example, ambulance fees are generated based on use of service, so ERA estimated the number of calls the Westside will generate to calculate related revenues.

Conversely, recycling fees are charged to each residential dwelling with four or less units, and swimming pool fees are collected based on a per use basis. The swimming pool is currently set up as a break-even facility so that revenue and expenses will be balanced. Conversations with City staff indicate that the new development in the City will not affect the pool's budget. This is due to the additions of pools in surrounding areas and

privately-owned pools that are capturing residents who previously used this facility. While there will be population growth associated with the Westside development, this revenue source is assumed to remain constant due to the various swimming pool options available.

Summer and winter recreation programs, however, are more likely to experience an increased demand for services with the Westside population growth. For these, ERA estimated this revenue on a per capita basis. Table 13 below shows the 2003 approved budget figures for the public charges for services.

Table 13. 2003 Charges for Services

Revenue Type	Amount
Clerk Fees	28,000
Pay Station Commission	50
Police Dept Fees	20,000
D.A.R.E.	12,000
Ambulance Fees	250,000
Misc Engineering	500
Misc Public Works	5,000
Sewer Insp	10,000
Recycling Fee	248,000
Animal Pound	1,000
Eng Review Fees	5,000
Misc Park Fees	8,000
Swimming Pool Fee	223,400
Summer Recreation	65,000
Winter Recreation	12,000
Total	887,950

Other Revenues

The intergovernmental charge is mainly an appropriation received from the Waste Water Treatment Plant. Interest and miscellaneous revenues are generated from interest on temporary investments, sale of materials and equipment and other various revenues. These revenue sources are not directly affected by new growth. To estimate future revenues, ERA assumed the ratio of other revenues to the total budget would remain relatively constant.

Table 14. 2003 Other Revenues

Revenue Type	Amount
Intergov't Charges	50,000
Interest & Miscellaneous	211,001
Other Sources	165,000
Total	426,001

General Fund Expenditures

General Government

The City of Sun Prairie operates under the Mayor-Council form of government The General Government expenses include all the departments associated with this type of government. General Government expenditures in 2003 were approximately $2.9 million and accounted for 19.6% of the City's total.

The General Government, like the library, will be affected by overall population growth, but not necessarily only by growth in the Westside. A higher population will affect the General Government since more residents will require more services from the City. In turn the City will have to hire additional staff to meet this need. Staffing is, by far, the largest element of general government costs. Maintenance and supplies line items should experience little change. The City has recently taken steps that have created capacity in some positions including:

• Attorney - hired a full-time attorney, plus a support position, instead of retaining outside council

• Finance - reorganized in 2001 to include 3 full-time and one shared support position

• Assessor - addition of an appraiser position in 2003 to cover the increasing property tax base, and increased support hours.

Based on conversations with City staff, it is unlikely that additional department heads will be required, and there will not be the need for additional elected positions. Staff areas where little or no change is expected include:

• Administration - currently 2 full-time and 2 part-time positions. A personnel "contingency" is included here to cover potential staffing needs of other departments.

• Building Maintenance - currently 2 full-time staff cover the existing City Hall. Even after expansion, additional positions are likely not warranted, although additional materials and supplies will be justified as the facility expands and ages.

Future general government expenses will be largely due to the addition of support or assistant positions in the existing departments, to insure the department heads remain efficient. Key growth elements identified in the budget include:

• City Clerk - currently 3 employees - a 4th will likely be required soon since this department interacts most with the increasing public.

• Information Technology - currently 3 full-time positions. A 4th position was added in 2003, along with ongoing equipment purchases, as the City continues to automate. However, these increases are related to broader changes in technology than Westside growth.

Given these factors, it appears that two full-time positions will be warranted in the near to mid-term, plus two full-time-equivalent support positions, possibly shared between departments. ERA has included this expense increase in the budget. From an administration standpoint, continued growth will likely not affect general government expenses, although there will be continued increases in specific service departments, described below.

Public Safety

Public Safety includes the Police Department, Emergency Medical Services (EMS), Fire Department, and Building Inspection. The approved public safety budget was approximately $5.8 million in 2003, or 38.9% of total expenditures. The Police Department had the highest expenditure amount of $4.4 million.

Table 15. 2003 Public Safety Expenses

Expenditure Type	Amount
Building Inspector	369,702
Police	4,432,671
School Patrol	64,019
EMS / Emergency Mgmt	689,570
Fire	229,764
Total	5,785,726

ERA's cost model is based on an average cost to respond to an emergency call. These departments will all experience an increase in calls for service as the population increases. Figures from a report performed by DMG-Maximus estimate that calls for Fire service per 1,000 population (currently 7.8) is expected to increase by approximately 8.1% per year. Similarly, the EMS department will experience an increase of 1.0% in calls for service per 1,000 population (now 47.9). The report estimates that calls for Police service will increase annually. ERA performed a simple regression on historical population / call ratios to estimate future calls. Based on these factors, ERA estimates increase in expenses based historic

call relation to resident population, increased based on our absorption estimates.

However, as noted before, the conversion to a paid Fire staff will have far more impact on the budget than any incremental increase estimated via number of calls. Since this is not a known outcome, we did not include it in our analysis here.

Public Works

Public Works includes the departments of Public Works, Refuse / Recycling, and Engineering. The approved budget in 2003 was $2.8 million or 19.0% of the total. The Public Works Department, responsible for street cleaning and maintenance, snow and ice removal from City streets, and maintenance of City vehicles and equipment, accounted for the majority of these expenditures with $1.6 million of the total.

Table 16. 2003 Public Works Expenses

Revenue Type	Amount
Public Works	1,609,953
Refuse/Recycling	796,564
Engineering	425,858
Total	2,832,375

Public Works and engineering expenses related to the Westside were calculated based on the miles of roadway in operation. While vehicle trips affect the wear and tear, weather is also a significant factor in pavement wear and, regardless of utilization, roads still must be cleared of snow and cleaned seasonally. Sun Prairie public works staff estimate that it costs $10,000 to $20,000 annually per mile of street to maintain Sun Prairie's roadways, but maintenance would begin after 5 years when wear begins to show. To be conservative, ERA included these costs as roads are constructed at $15,000 per mile.

Refuse and Recycling expenses are calculated on a per resident basis. Growth in population due to the Westside development will increase these expenditures.

Culture, Recreation, Education

Culture, recreation and education includes Cable Access Television, Library, Museum, Senior Citizen Program, Youth & Family, Parks and Recreation, and Family Aquatic Center expenditures. Approved expenditures for this department comprised 18.5% of the City's total expenses.

Table 17. 2003 Culture, Recreation & Education Expense

Revenue Type	Amount
CATV	267,845
Library	1,167,932
Museum	27,731
Senior Citizen Program	136,762
Youth & Family	18,775
Parks and Recreation	870,302
Family Aquatic Center	263,400
Total	2,752,747

The library accounted for the majority of expenses for this department at $1.1 million, which is partially funded through County aid, but primarily utilizes general funds. Costs include wages and operations This budget is in addition to the special library fund (discussed below), which also covers operations but is funded through user fees. In the short and mid term, the library will continue to operate under the same budget even with an expanding population. The library, however, is subject to review every five years to reassess capacity issues. In the future as the general population of the City grows, the library will most likely need to expand, if not its facility, its offerings and staff requirements.

Parks and Recreation also has a special fund, similar to the library, although the distinction is that the general fund portion is for operations, and the special fund for capital improvements. ERA estimated operations costs to increase in correlation with the park acres added in each phase.

CATV expenses are figured on a per household basis to align the expenses with revenues. According to staff, the CATV public access programming expenditures are driven by the amount of revenues available, and should keep pace with any growth.

The operating expenses for the Family Aquatic Center should remain relatively constant as well, given that there is little or no expected increase in use. (As the facility ages, however, capital costs will likely be incurred and would be funded through a special fund.)

In addition to these items there are smaller elements that will not be affected by the Westside since they address a specific program and/or are largely run by volunteers. These include the Historical Library and Museum, public support for senior activities at the Colonial Club, and the Youth and Families Commission, which partners with the SPASD.

Conservation & Development

Planning and economic development, which also could be considered in the context of general government (above) is combined with forestry in the conservation and development line item. In 2003, the planning budget was more than double from the previous year. This is largely due to the Westside Neighborhood Plan currently underway, which is a one-time investment. This increase will not be factored in to the Westside budgets.

Table 18. 2003 Conservation & Development Expense

Revenue Type	Amount
Planning & Economic Development	536,129
Forestry	55,302
Total	591,431

Transfers and Contingency

Expenditures for this category in 2003 totaled $396,988. These expenditures are generally related to growth, but not specifically to the Westside Plan. Therefore, ERA assumed that the ratio of transfers and contingency will remain a constant share of the general budget.

Table 19. 2003 Transfers & Contingency

Revenue Type	Amount
Transfers	134,000
Allocation to Fund Balance	100,488
Contingency Funding	162,500
Total	396,988

Summary

ERA utilized the base budget amounts, with projections derived from phased population and land use increases on the Westside to estimate the total Sun Prairie budget. As shown, given current assessment and spending practices, Westside development as planned should result in an overall increase in the net operating revenues for the City of Sun Prairie.

Table 20. General Fund With Changes Related to Westside

General Fund Revenues	2003 Budget	Short Term	Mid Term	Build Out
Taxes (excluding levy)	758,000	790,000	835,000	857,000
Special Assessments	6,500	7,000	7,000	7,000
Licenses & Permits	569,747	489,000	491,000	498,000
Fines & Forfeitures	100,000	134,000	169,000	211,000
Charges for Services	887,950	1,066,000	1,247,000	1,438,000
Intergov't Charges	50,000	51,000	53,000	55,000
Interest & Miscellaneous	211,001	217,000	224,000	231,000
Other Sources	165,000	170,000	175,000	180,000
Local Revenues	**2,748,198**	**2,924,000**	**3,201,000**	**3,477,000**
Intergovernmental Payments	2,884,608	2,729,000	2,609,000	2,560,000
General Fund Property Tax Levy	9,636,921	13,115,000	16,560,000	21,582,000
Total General Fund Revenue	**15,269,727**	**18,768,000**	**22,370,000**	**27,619,000**
General Fund Expenditures				
General Government	2,910,460	2,985,000	3,060,000	3,060,000
Public Safety	5,785,726	7,818,000	9,887,000	13,055,000
Public Works	2,832,375	3,202,000	3,582,000	3,926,000
Culture Recreation & Education	2,752,747	3,074,000	3,352,000	3,779,000
Conservation & Development	591,431	330,000	360,000	392,000
Transfers & Contingency	396,988	408,000	420,000	432,000
Total General Fund Expenditures	**15,269,727**	**17,817,000**	**20,661,000**	**24,644,000**
Subtotal Net General Fund	**0**	**951,000**	**1,709,000**	**2,975,000**

Source: City of Sun Prairie, Economics Research Associates

Special Funds

Park Improvement Fund

The park improvement fund is a capital fund utilized to acquire and build new parks, plant street trees, and enhance existing facilities related to growth. Since this fund does not cover operations, it is covered in the following section. (Park operations formerly were a special fund, but were transferred to the general budget in 2002.)

Library Trust Fund

The $40,000 annual library trust fund consists of on-site revenues such as fines and other charges. These revenues are largely used to fund materials, supplies, and equipment replacements and maintenance. They each should grow with use of the library, which correlates to regional population growth.

Tourism Commission

A portion of the local 4% tax on lodging funds the general fund. However, 70% of these revenues, currently about $30,000 fund the tourism commission which is charged with promoting visitation and events in Sun Prairie. ERA assumed that the expenditures would be kept in line with revenues.

Other Special Funds - Not Westside Related

In addition to the park and library funds, which are related to Westside development, there are several small special funds that are not related to the Westside Plan:

- $80,000 economic development revolving loan fund was originally funded by the state in 1992, and continues through interest payments
- $57,000 business improvement district (BID) fund supporting the downtown activities and events, funded by $17,000 in downtown business fees and a $2,000 general fund payment
- $300,000 taxi fund financed through state and federal grants.
- $750 community garden fund, financed through user fees.

Enterprise Funds

The following discussion describes other funds that affect the City's overall budget, some tangentially.

Water & Light Utility

Sun Prairie Water & Light Commission is a semi-private company with a board appointed by the City, but not directly managed by the City Council. It sells electric, water, and fiber optic Internet services to residents and business. It is largely funded through user fees. Electricity and water services were profitable in 2003 ($1.12 million and $334,000 respectively). Fiber optics is running a slight deficit of $51,100. The Commission pays a PILOT to the City's general fund instead of property tax based on the value of its equipment, as discussed above.

An August 2002 engineering study estimated future infrastructure needs based on a city population of 28,547, slightly less than the Westside build-out scenario estimate of over 30,000. The Study recommended 5 to 7 new wells, additional of 3.0 to 4.3 million gallons of storage capacity, and expansion of several existing 4" lines to 8" lines during road reconstruction, and addition of 10" to 12" lines into expansion areas. ERA understands that these improvements would be financed through revenue bonds backed by user fees.

Water Pollution Control

The City also has a contract with the Water & Light Commission to provide billing services for the wastewater functions. However, these services are not accounted for separately as water and power supply are. The 2003 wastewater budget revenues are $2,012,300. The largest source of revenue is metered customer revenue, which totals $1,565,300. Total operating expenses totaled $1,984,870 with the largest expense, operation and maintenance, totaling $1,069,087. These revenues and expenses are estimated to increase in relation to the water utilization at each phase.

Stormwater Utility

The stormwater utility is a new fund to cover the increasing run-off related to development. The approved 2003 budget for the stormwater utility totaled $900,088, which has both operating and capital items included. Annual fees are assessed to residents and businesses based on $60 annually per equivalent runoff unit (ERU), which is 3,648 impervious SF. Additionally, development fees are assessed based on water detention for a 25-year flood. The development fees are discussed in more detail in the context of capital improvements.

Sun Prairie Area School District

The Sun Prairie Area School District (SPASD) is a completely separate entity from the City of Sun Prairie. It is funded in a similar manner, however, receiving the majority of its revenue from property taxes (discussed previously) and state's shared revenue plan, roughly 46% and 47% respectively. The mill rate has been declining over the years due to a rising tax base. The State's formula is currently arranged so that a change in the tax base adjusts the portion of state aid distributed. (i.e. an increase in the tax base will reduce the portion of state aid to the City so that the fund amount remains equal.) This is not true for all school districts, since the aid formula has several tiers and several complicated details. For this assessment, ERA examined the primary components of the program.

Currently, Wisconsin spends almost $9 billion in aid to schools, which is 55% of all school funding and almost 40% of the whole state budget. There are three primary funding programs:

1. Unrestricted general grants - mostly "equalization aid"

2. Categorical aids for specific program costs - 27 programs are currently funded through formulas or grant applications

3. State school levy tax credit - paid to municipalities instead of school districts. Sun Prairie does not collect these funds

The largest component of the state funds is the unrestricted, or equalization aid. The formula currently has five input factors including the number of members (students), qualifying operating and capital costs, equalized value of the tax base, state guarantee levels, and overall state funding levels. Only two of these factors are directly related to development, the number of students and the equalized tax base. It is important to note that the SPASD includes half of the East Towne Mall area and other portions of the City of Madison in its jurisdiction. Therefore, the growth in these areas will increase the student population as well as the tax base that supports the schools. This means that development on the west side will have less of an impact on the schools than on the City, because it is a smaller portion of the overall supporting tax base and service area. We only assess the marginal impact from the west side area here.

The goal of the formula is equalization of tax base, not rate. Therefore, the districts that spend more per student should have a higher tax rate than those that spend less. There are three state guarantee levels that are adjusted annually to meet total funding allocation, which is set by available revenues (i.e. state sales and income taxes).

For purposes of this analysis, ERA assumed that state guarantees and overall funding would remain constant because there is no solid basis for adjustment. In the following model, we also assumed that the average qualifying cost per student would remain constant. Currently, the qualifying cost is about 90% of the total average cost ($9,037) since Federal funds and other revenues are deducted.

As shown, the state funding formula works to increase aid as enrollment increases, keeping the revenue per student relatively constant.

Table 21. SPASD Fiscal Impacts

	Current	Short Term	Mid Term	Buildout
Assessment ($000)*	$2,123,392	$2,502,967	$2,879,042	$3,422,994
Members (Students)*	4,993	6,026	7,059	7,881
Assessment/Member	$425,274	$415,345	$407,827	$434,340
Shared Cost For Aid	$40,866,452	$49,323,204	$57,779,956	$64,503,270
Shared Cost/Member	$8,185	$8,185	$8,185	$8,185
State Aid / Member				
Level 1 ($1,000)	$780	$785	$789	$775
Level 2 ($6,230)	$3,458	$3,522	$3,571	$3,399
Level 3 ($7,230+)	-$195	-$168	-$148	-$219
Total State Aid	$20,183,000	$24,943,000	$29,736,000	$31,161,000
RE Tax @ Current Rate	$22,145,000	$26,104,000	$30,026,000	$35,699,000
Tax/State Funding	$42,328,000	$51,047,000	$59,762,000	$66,860,000
Per Member	$8,477	$8,471	$8,466	$8,484

* does not include increases in students or tax base outside of Westside study area

Source: Sun Prairie Area School District, ERA

The above model assumes a constant cost per pupil and shows how the State's formulas keep aid in line with enrollment.

Other Revenue Considerations

As indicated, state aid is a significant portion of both the City's and SPASD budgets. Therefore, ERA profiles noteworthy statewide revenue sources since they indirectly area a source of revenue for the City and schools. Proceeds from these taxes are not directly received by the City and SPASD. Instead, these taxes first go to the state, and are then redistributed based on state formulas. Arguably, revenues related to development on the Westside do not pose a net affect to the State, since such development would likely occur somewhere else close-by if not in Sun Prairie. However, this analysis is intended to show any significant shift in the balance of payments between Sun Prairie and the state for this development area. Since the largest state aid line items for the City are largely unaffected by development, they are not included in this analysis.

Income Taxes

Personal income taxes are the largest line item in the state's general budget. These revenues reached almost $6 billion in 1999/00, dropping slightly to $5.2 billion in 2000/01. These taxes are generated in the City are collected by the state. For this analysis, we estimated the income taxes from jobs accommodated in the Westside study area, based on average wages by job in Dane County.

Sales / Use Tax

The sales and use tax is the second largest revenue source for the state, totaling over $3.6 billion. Currently the state levies 5% sales tax on retail sales, which we applied to the estimated sales in the west side, assuming average performance. As this shows, the state will be receiving more revenue from the developed Westside than they will be expending, given current formulaic assumptions. This is not surprising since state formulas are specifically targeted to redistribute resources to struggling communities from growing areas.

Table 22. Westside Area Annual Marginal State Payments

	Short	Mid	Build Out
New Revenue From State			
New ERP	$163,000	$188,000	$249,000
Road Assistance	$27,000	$56,000	$98,000
SPASD	$4,760,000	$9,553,000	$10,978,000
New Revenue to State			
Sales	$4,850,000	$12,048,000	$14,296,000
Income	$2,966,000	$20,050,000	$33,342,000
Balance of Payments	$2,908,000	$8,545,000	$20,100,000

Source: ERA

CAPITAL IMPACT ASSESSMENT

Major Capital Projects Planned

Several major capital projects and infrastructure investments are planned in correspondence with the Westside development, as indicated below.

Table 23. Summary of Infrastructure Related To Plan

Public Projects		Short Term	Mid Term	Long Term	Total Build Out
Major Roads	LF	6,740	8,100	6,560	21,400
Collector Roads	LF	5,407	8,180	20,274	33,861
Local Roads	LF	23,968	36,518	51,361	111,848
Linear Greenways*	LF	45,800	60,467	28,067	134,333
Park / Green Space*	SF	904,875	120,000	563,125	1,588,000
Public Safety	LS	EMS/Fire/ Police			
Elementary Schools	LS	Wyndham		Smith's Crossing	
Middle School	LS	2 Additions	New or Convert Old HS		
High School	LS		1 or 2 New HS		
Electric Utility	LS	CO Station/ feeder	Reiner Station		
Water Utility	LS	Conct's	Well/ Storage	Conct's	
Wastewater Utility	LS	Conct's	Plant Expansion	Conct's	
Administration	LS		City Hall Addition		
Public Works	LS	Storage Fac.	Garage Reloc.		

*Note includes stormwater retention areas and roadway right of ways

Source: RTKL, KLOA, Selected Sun Prairie Department Reports

To estimate the fiscal impact of these projects, ERA utilizes cost estimates from RTKL and Burke Engineering distributed amongst the different planning areas, as well as selected reports for individual Sun Prairie departments.

Table 24. Selected Infrastructure Costs Related To Plan

Capital Costs	Short Term	Mid Term	Long Term	Total Build Out
Major Roads (Local Share)*	$12,554,842	$5,324,274	$5,026,982	$22,906,098
Collector/ Local Roads †	$0	$0	$0	$0
Parks /Green Space*	$3,076,200	$1,514,000	$2,096,800	$6,687,000
Safety Facility	$4,200,000			$4,200,000
Elementary School	$11,000,000		$11,000,000	$22,000,000
Middle School	$6,000,000	$15,400,000		$21,400,000
High School		$66,000,000		$66,000,000
Electric Utility	$1,881,500	$1,876,100		$3,757,600
Water Utility	$681,300	$2,007,800	$721,600	$3,410,700
Wastewater Utility	$155,000	$15,157,500	$160,500	$15,473,000
Administration		$1,625,000		$1,625,000
Public Works	$600,000	$1,500,000		$2,100,000
All Public Improvements	$40,148,870	$110,404,684	$19,005,895	$169,559,448

*Note includes stormwater retention and facilities

† Internal site improvements paid by developer

Source: RTKL, KLOA, Selected Sun Prairie Department Reports

To pay for these improvements, ERA examined the current and potentially new funding sources as indicated here. One key source is a developer impact fee.

Impact Fee Process

Impact fees are defined by the Wisconsin statutes as "cash contributions of land or interest in land or any other items of value that are imposed on a developer by a political subdivision." A political subdivision, (city, village, town or county) may enact an ordinance that imposes impact fees on developers to pay for capital improvements that are necessary to service a new development. The political subdivision must follow procedures and standards relating to impact fee legislation as set forth in the state statutes.

The political subdivision must hold a public hearing on the proposed ordinance that would impose an impact fee on the developer. The jurisdiction must also perform a needs assessment study to estimate the amount of the impact fee to be imposed upon the developer. (The analysis by RTKL, ERA, and KLOA contain much of the information required for a needs assessment study.) The needs assessment study must include:

- An inventory of existing public facilities.
- A summary of the new public facilities, improvements, or expansions of current public facilities that would be necessary for the new development.
- A detailed estimate of the capital costs of providing new public facilities, improvements, or expansions of current public facilities.

The cost of an impact fee may vary depending on the geographic zone within the political subdivision.

- An ordinance may describe geographic zones within a political subdivision in which an impact fees in one zone differs from an impact fee in another zone in the same political subdivision. The needs assessment study must justify the differences in the impact fees in each zone.

The statutes specify several standards that impact fees must follow.

- The fee must be related only to the improvements that are necessary for the new development.
- The fee must be in an amount that does not exceed the proportionate share required to serve the new development.
- The fee should be based on actual or estimated capital costs related to the improvement as performed in the needs assessment study.
- Impact fees will be reduced if other capital costs are imposed by the political subdivision to pay for public facilities (highways, special assessments, etc) within the development.
- They will also be reduced if federal or state money is received to pay for any such public facility that would otherwise be paid for with impact fees.
- Impact fees may not be used to pay for repairs of existing public facilities.
- The form of payment by the developer to the political subdivision must be decided upon before the building permit or any other permission is granted for the development to begin.

The amount of an impact fee may be reduced or exempted if the development is to provide low-cost housing. This reduced or exempted amount may not be applied to any other project in the land development where low-cost housing is provided or to any other development in the political subdivision.

Revenues from impact fees are to be placed in an account separate from other revenues incurred by the political subdivision. Impact fee revenues and interest earned on the impact fee account is to be used only for the costs of the intended development. Impact fees that are collected by the political subdivision, but not used within a reasonable period must be refunded to the current owner of the property.

The political subdivision must develop a policy by which a developer may "contest the amount, collection, or use of the impact fee to the governing body of the political subdivision."

Roadway Development Capital Plan

It has been the tradition in Sun Prairie for developers to absorb the cost for roads contained on site, as well as contribute to major roadways adjacent to their sites. This is expected to continue to the greatest extent possible, and therefore, ERA assumes all local and collector roads are funded this way. Ongoing maintenance and replacement are figured in operational budget.

However, the Highway 151 interchange at County C, the catalyst for the Westside plan, is a major project set to be built in the short term phase of the development. Main Street, County C, Hoepker, Rattman, Thompson, and Highway 19 are major roads running through or adjacent to the project area that are planned to receive significant improvements as well. These improvements are too costly for the immediately adjacent land owners to fund completely and so should be paid through a broader funding strategy, such as the developer impact fee described above.

Since roadway costs are vehicle driven, ERA utilizes the total trip generation and individual land-use trip generation to allocate costs between on-site development and regional demand. With this methodology, any new proposed development could be assessed a fee based on trips, to help recover a fair portion of the roadway costs. The State, Federal, Madison, Burke, and / or County contributions to the roadway projects are assumed to account for trips with origins and destinations outside of Sun Prairie city limits. Arterial roadways on municipal boarders like Rattman are assumed to be split 50% / 50% between localities. ERA assumes the State will pay for 75% of any improvements to State Route 19. The City's portion of the interchange project, currently estimated at $6.1 million, may be largely eliminated due to reduced land acquisition costs. ERA creates an impact fee schedule with and without this element. As shown, the Westside Plan area is estimated to account for 52.5% of the average vehicle trips attributable to City of Sun Prairie upon build out. Therefore, it is reasonable to expect the development to pay for 52.5% of the City's portion of the improvements. The remainder could be paid through a bond, financed through a special assessment outside of the area to avoid double charging the new residents.

Table 25. Allocation of Vehicle Trips and Costs

Area	AVT	Share Total	Fee With C / 151	Fee W/O C / 151
Westside Plan Area	163,877	52.5%	$12,026,882	$8,719,058
Existing Sun Prairie	148,239	47.5%	$10,879,216	$7,887,041
Total Sun Prairie	312,117	100.0%	$22,906,098	$16,606,098

Source: KLOA, ERA

Using this distribution, the impact fee for any given development can be calculated based on the intended land uses as follows.

Table 26. Recommended Roadway Impact Fee Schedule

Land Use	Unit	AVT	Fee With C / 151	Fee W/O C / 151
Single-Family	Unit	9.57	$702	$509
*Multi-Family	Unit	5.86	$430	$312
Townhomes	Unit	5.86	$430	$312
Condominiums	Unit	5.86	$430	$312
Retail	000 SF	42.92	$3,150	$2,284
Office	000 SF	11.01	$808	$586
Mixed-Use (Office / Retail)	000 SF	25.84	$1,896	$1,375
Medical (Flex/R&D)	000 SF	16.78	$1,231	$893
Civic/Institute/School	000 SF	25.00	$1,835	$1,330
Hotel	Room	8.92	$655	$475

Parks / Green Space Capital Plan

There is currently $1.54 million in the Park Improvement Fund designated for these uses as development occurs, although these funds are primarily designated for other areas within the City. Annual revenues and expenses in the Park Improvement Fund are slightly more than $300,000 this year. One-time permit fees comprise the largest revenues for this fund.

Table 27. 2003 Park Improvement Fund

Revenue Type	Amount
Softball Player Fees	2,100
Building Permit Fees	65,000
Developer Permit Fees	157,154
Interest Income	30,000
Dog Park Fees	5,500
Park Scholarship	400
Donations / Misc	10,100
Street Trees	41,000
Total Revenues	311,254
Expenditure Type	
Park Development	294,000
Arbor Day Trees	3,100
Street Trees	35,000
Total Expenditures	332,100

Source: City of Sun Prairie

Park development expenses are estimated based on the green space estimates in the RTKL plan. Revenues are based on the current Park Fund Permit Fee schedule. ERA assumed that land would be dedicated or purchased at the equivalent of the fee in lieu schedule, as indicated below.

Table 28. Park Fund Permit Fees

Permit Type	Amount Application
Park Fee	$217.74 Per DU
Park Land (Fee in Lieu)	$959.66 Per DU
Street Trees	$229.91 Per Bldg

Source: City of Sun Prairie

The development on the west side is expected to create about $2.7 million in these revenues, which should be insufficient alone to cover the parks and street trees development, which are estimated at $6.7 million. Since many of the areas are also utilized for storm water management, a portion of the storm water fees (discussed below) would need to be allocated to pay for these green space improvements.

Storm Water Capital Plan

The storm water function is the responsibility of the City, and is assessed separate fees, which have recently been implemented. ERA obtained the current permit fee schedule from the City's finance department. It should be noted that the storm water fees are adjusted annually based on the Construction Cost Index. The following table highlights these figures.

Table 29. Storm Water Development Fees

Fee	Amount
Storm Water Management Fee	$8,529 Per Acre Foot
Storm Water (Fee in Lieu)	$12,959 Per Acre Foot
Erosion Control Fee	
Residential	$0.15*1.25 Per SF Ground Coverage
Commercial	$0.15*1.60 Per SF Ground Coverage

Source: City of Sun Prairie

The fee in lieu of land dedication is to account for acquisition and preparation of off-site water detention areas when on-site detention is not feasible. The fees are based on storage capacity of a 25-year event. The Westside plan area is expected to produce $3.5 million in these revenues, which will help offset the gap in green space development costs, since several areas are wetlands or stormwater detention areas. With these two funds, there is only a $500,000 gap between the $6.7 million in green space costs and $6.2 million in estimated new developer fees. Given the preliminary nature of these cost and revenue estimates, the current funding strategy appears sufficient to cover the plan.

Waste Water Capital Plan

Selected wastewater developer fee calculations were obtained from the City's finance department and are shown in table 29. The interceptor fees are adjusted on an annual basis.

Table 30. Selected Waste Water Developer Fees

Fee	Amount
Sewer Connection Fees	$1,000 Avg. /DU
	$5,000 Per Comm Bldg
Sanitary Sewer Interceptor Fee	
Westside Interceptor I	$432 Per Acre
Westside Interceptor II	$1,178 Per Acre
Far Westside Interceptor	$3,089 Per Acre

Source: City of Sun Prairie

The development in the Westside is expected to produce about $3.0 million in interceptor reimbursement fees, plus $2.7 million in connection fees. The interceptor reimbursement fees are to pay for the current $2.8 million debt. The connection fees are sufficient to pay for the connecting trunks, but far less than the $15 million to construct a new treatment facility. Since the new treatment facility will serve more than the Westside, a utility revenue bond for the remainder would be most appropriate. Assuming 4% for 15 years, a $9.7 million bond would cost approximately $872,000 annually. This equates to $15 to $20 in additional water bill charges for a typical single-family user.

General Government Capital Plan

These are items that will service the Westside as well as the existing city residents. Elements include:

- The second Fire / EMS / Police station in the plan.
- Expanding of City Hall
- Expansion of the Library

While the public safety facility is undoubtedly related to the west side development, discussions with the emergency staff revealed that there is no clear way to allocate utilization, and thereby costs, between the new development and remaining city. For the other items, there is an insufficient correlation to these projects and the Westside plan. Therefore, it would be most appropriate to address these needs with a general obligation bond funded through the current tax levy. As indicated previously, the estimated future net general operating revenues provide an opportunity to fund bonds without notable changes in the current mil rate.

The capital costs for the elements that would be covered by general obligation bond or similar sources are summarized here. These are the remaining capital costs after developer impact fees, as well as state and other aid. Assuming a conservative bond interest rate and term of 15 years, the annual payment to cover these bonds would be approximately $2 million. All of these bonds would not be issued simultaneously. However, this analysis shows that the annual payment is less than the projected incremental increase in the general fund at build out. This implies that these costs could potentially be covered without raising taxes, particularly since many of these items are not funded until later years, after the tax base has increased. It should be reiterated, however, that there are other factors that could result in a tax increase, but these are not specifically related to development on the west side.

Table 31. Bond Factors for General Capital Items

Item	Amount*	Payment †
Roadways	$14,500	$1,304
Parks	$500	$45
Safety	$4,000	$360
Administration	$1,600	$144
Public Works	$2,100	$189
Total	$22,700	$2,042

* Amount after accounting for developer impact fees and other sources – millions

† Annual Assuming 4% annual interest rate and 15 year term – millions

Source: ERA, City of Sun Prairie

Utility Capital Improvement Plan

The Sun Prairie Water and Light Commission is a separate entity from the City of Sun Prairie and is responsible for funding all of the related capital improvements. Currently the utility relies heavily on user fees and revenue bonds, and this is expected to continue.

Sun Prairie Area School District Capital Plan

SPASD is considering necessary future development options. This will undoubtedly include increased debt payments for new buildings. There are currently two elementary schools planned, one in Wyndham Hills and one in Smiths Crossing. These should be adequate to service the new students in the Westside Plan area. (There is also a private school planned in Providence.) In the near term, it is expected that the middle schools will each require additional capacity, and eventually the high school will reach capacity. A high school task force is currently examining several options, as outlined in the following table. As shown, there is an expected increase in costs, which is only partially covered through state aid. The remainder will require an increase in the mill rate. SPASD estimated an increase of between $1.00 and $1.85 per $1,000 in value, assuming no increase in state aid.

Table 32. SPASD High School Expansion Options

Option/ Scenario	A / 1	A / 3	C / 1	C / 3
High School	New HS 2,200 Stud. 90 Ac Site	Expand Existing HS 2,200 Stud.	Renovate HS 1,100 Stud. New HS 1,100 Stud.	2 New HS 1,100 Stud. Each
Middle School	Convert HS Into MS 750 Stud.	New MS 750 Stud.	New MS 750 Stud.	Convert HS Into MS 750 Stud.
Cost Range (Million)	$77.4– $80.1	$76.8– $77.8	$86.5– $96.3	$93.6– $109.4
Millage Increase	$1.01– $1.36	$1.00– $1.33	$1.13– $1.64	$1.22–$1.85

Source: Sun Prairie Area School District Task Force

Selected Background Tables

Residents	Per	Short	Mid	Long	Total
Single-Family	Unit	3,213	3,213	2,111	8,537
*Multi-Family	Unit	594	594	4,757	5,945
Townhomes	Unit	908	908	360	2,177
Condominiums	Unit	388	388	154	929
Subtotal		5,103	5,103	7,382	17,588
Retail	SF				
Office	SF				
Mixed-Use (Office / Retail)	SF				
Medical (Flex/R&D)	SF				
Civic/Institute/School	SF				
Hotel	Room				
Total		5,103	5,103	7,382	17,588

* Includes Multi-family in mixed-use areas

Students		Short	Mid	Long	Total
Single-Family	Unit	704	704	462	1,869
*Multi-Family	Unit	30	30	240	300
Townhomes	Unit	282	282	112	675
Condominiums	Unit	18	18	7	43
Total		1,033	1,033	821	2,888
Retail	SF				
Office	SF				
Mixed-Use (Office / Retail)	SF				
Medical (Flex/R&D)	SF				
Civic/Institute/School	SF				
Hotel	Room				
Total		1,033	1,033	821	2,888

* Includes Multi-family in mixed-use areas

Wages		Short	Mid	Long	Total
Single-Family	Unit				
*Multi-Family	Unit				
Townhomes	Unit				
Condominiums	Unit				
Total		0	0	0	0
Retail	SF	7,119,385	10,679,077	1,446,003	19,244,465
Office	SF	18,455,357	18,455,357	152,801,519	189,712,232
Mixed-Use (Office / Retail)	SF	6,028,676	8,415,400	11,362,213	25,806,289
Medical (Flex/R&D)	SF	5,572,093	9,212,750	0	14,784,843
Civic/Institute/ School	SF	11,005,130	5,973,814	8,816,136	25,795,080
Hotel	Room	447,401	447,401	1,150,460	2,045,262
Total		48,628,042	53,183,798	175,576,331	277,388,171

* Includes Multi-family in mixed-use areas

Jobs		Short	Mid	Long	Total
Single-Family	Unit				
*Multi-Family	Unit				
Townhomes	Unit				
Condominiums	Unit				
Total		0	0	0	0
Retail	SF	339	508	69	916
Office	SF	472	472	3,911	4,856
Mixed-Use (Office / Retail)	SF	201	280	378	859
Medical (Flex/R&D)	SF	160	265	0	425
Civic/Institute/School	SF	583	316	467	1,366
Hotel	Room	36	36	94	167
Total		1,792	1,879	4,919	8,589

* Includes Multi-family in mixed-use areas

Average Vehicle Trips		Short	Mid	Long	Total
Single Family	Unit	10,049	10,049	6,603	26,700
*Multi-Family	Unit	1,758	1,758	14,079	17,595
Townhomes	Unit	2,465	2,465	978	5,907
Condominiums	Unit	1,051	1,051	417	2,520
Total		15,323	15,323	22,077	52,722
Retail	SF	13,473	20,209	2,736	36,419
Office	SF	2,158	2,158	17,871	22,188
Mixed-Use (Office / Retail)	SF	2,973	4,150	5,603	12,725
Medical (Flex/R&D)	SF	1,259	2,081	0	3,339
Civic/Institute/School	SF	14,043	7,623	11,250	32,916
Hotel	Room	781	781	2,007	3,568
Total		50,009	52,324	61,544	163,877

* Includes Multi-family in mixed-use areas

Land Use - Acres		Short	Mid	Long	Total
Single Family	Acres	248	248	163	658
*Multi-Family	Acres	14	14	109	136
Townhomes	Acres	32	32	13	76
Condominiums	Acres	23	23	9	55
Total	Acres	316	316	293	925
Retail	Acres	29	43	6	78
Office	Acres	26	26	217	270
Mixed-Use (Office / Retail)	Acres	8	12	16	35
Medical (Flex/R&D)	Acres	6	11	0	17
Civic/Institute/School	Acres	57	31	46	134
Hotel	Acres	1	1	3	6
Total	Acres	467	463	590	1,520

* Includes Multi-family in mixed-use areas

SqFt Conversion		Short	Mid	Long	Total
Single-Family	SF	1,688,219	1,688,219	1,109,401	4,485,839
*Multi-Family	SF	398,691	398,691	3,192,851	3,990,233
Townhomes	SF	772,372	772,372	306,374	1,851,117
Condominiums	SF	234,657	234,657	93,081	562,395
Subtotal		3,093,939	3,093,939	4,701,707	10,889,585
Retail	SF	313,909	470,864	63,757	848,530
Office	SF	196,047	196,047	1,623,173	2,015,266
Mixed-Use (Office / Retail)	SF	115,044	160,590	216,823	492,457
Medical (Flex/R&D)	SF	75,000	124,003	0	199,003
Civic/Institute/School	SF	561,732	304,920	450,000	1,316,652
Hotel	SF	21,916	21,916	56,355	100,187
Total		1,283,648	1,278,339	2,410,109	4,972,096

* Includes Multi-family in mixed-use areas

Water Use		Short	Mid	Long	Total
Single Family	GPD	191,100	191,100	125,580	507,780
*Multi-Family	GPD	54,600	54,600	437,255	546,455
Townhomes	GPD	76,546	76,546	30,363	183,456
Condominiums	GPD	32,654	32,654	12,953	78,260
Total	GPD	354,900	354,900	606,151	1,315,951
Retail	GPD	5,590	8,385	1,135	15,111
Office	GPD	2,371	2,371	19,633	24,376
Mixed-Use (Office / Retail)	GPD	1,452	2,027	2,737	6,217
Medical (Flex/R&D)	GPD	17,804	29,437	0	47,242
Civic/Institute/School	GPD	11,593	6,293	9,287	27,174
Hotel	GPD	13,738	2,342	0	16,079
Total	GPD	407,449	405,756	638,944	1,452,150

* Includes Multi-family in mixed-use areas

Land Use – Parcels		Short	Mid	Long	Total
Single Family	Parcel	1,050	1,050	690	2,790
*Multi-Family	Parcel	36	36	284	355
Townhomes	Parcel	421	421	167	1,008
Condominiums	Parcel	179	179	71	430
Total		1,686	1,686	1,212	4,583
Retail	Parcel	36	53	7	96
Office	Parcel	15	15	125	155
Mixed-Use (Office / Retail)	Parcel	9	13	17	40
Medical (Flex/R&D)	Parcel	4	7	0	11
Civic/Institute/School	Parcel	32	17	25	74
Hotel	Parcel	1	1	3	5
Total		97	106	178	381

* Includes Multi-family in mixed-use areas

Baseline Average Vehicle Trips

Land Use	Current Units	AVT Each	Current AVT
Single-Family	4,799	9.57	45,926
Multi-Family *	2,019	5.86	11,831
Townhomes	579	5.86	3,393
Condominiums	607	5.86	3,557
Hotel	237	8.92	2,114
	Total SF	**AVT/1000**	**Current AVT**
Retail	775,814	42.92	33,298
Office	765,814	11.01	8,432
Mixed-Use (retail/office/commercial)	220,778	25.84	5,705
Medical	1,761,722	16.78	29,562
Civic/Institute/School	176,855	25.00	4,421
Total All Land Uses			**148,239**

*Includes residential units in mixed-use

AVT - Average Vehicle Trips

Source: City of Sun Prairie Assessor, US Census, KLOA, ERA

Major Roadway Construction Cost Estimate

Roadway	To	From	Length (LF)	Cost Per LF	Cost	% Share of Traffic Sgnl's	Signal Cost Allocation	Total Cost	Sun Prairie Share	Local Cost Share
RATTMAN ROAD	MAIN ST	HOEPKER RD	5,000	$352	$1,760,900	100%	$200,000	$1,960,900	50%	$980,450
HOEPKER RD	RATTMAN RD	PROVIDENCE PL	2,640	$493	$1,301,784	50%	$100,000	$1,401,784	50%	$700,892
MAIN ST	THOMPSON	CTY HWY C	2,600	$810	$2,104,700	50%	$100,000	$2,204,700	100%	$2,204,700
MAIN ST	CTY HWY C	WEYBRIDGE PL	2,600	$687	$1,786,304	50%	$100,000	$1,886,304	100%	$1,886,304
CTY HWY C	STATE HWY 19	MAIN ST	3,960	$687	$2,720,678	0%	$0	$2,720,678	100%	$2,720,678
THOMPSON RD	MAIN ST	LIMIT OF PLAN	3,100	$687	$2,129,824	50%	$100,000	$2,229,824	100%	$2,229,824
CTY HWY C	MAIN ST	N OF HOEPKER	1,500	$810	$1,214,250	0%	$0	$1,214,250	100%	$1,214,250
INTERCHANGE AND VICINITY COSTS					$6,100,000	100%	$200,000	$6,300,000	100%	$6,300,000
CTY HWY C & USH 151 INTERCHANGE SIGNALS (CITY SHARE)						300%	$600,000	$600,000	100%	$600,000
SUBTOTAL			**21,400**		**$19,118,440**	**700%**	**$1,400,000**	**$20,518,440**		**$18,837,098**
ROW ENHANCEMENTS								$4,069,000	100%	$4,069,000
GRAND TOTAL								**$24,587,440**		**$22,906,098**

***Seven Traffic Signals at $200,000 each**

Source: Burke Engineering, RTKL, ERA