

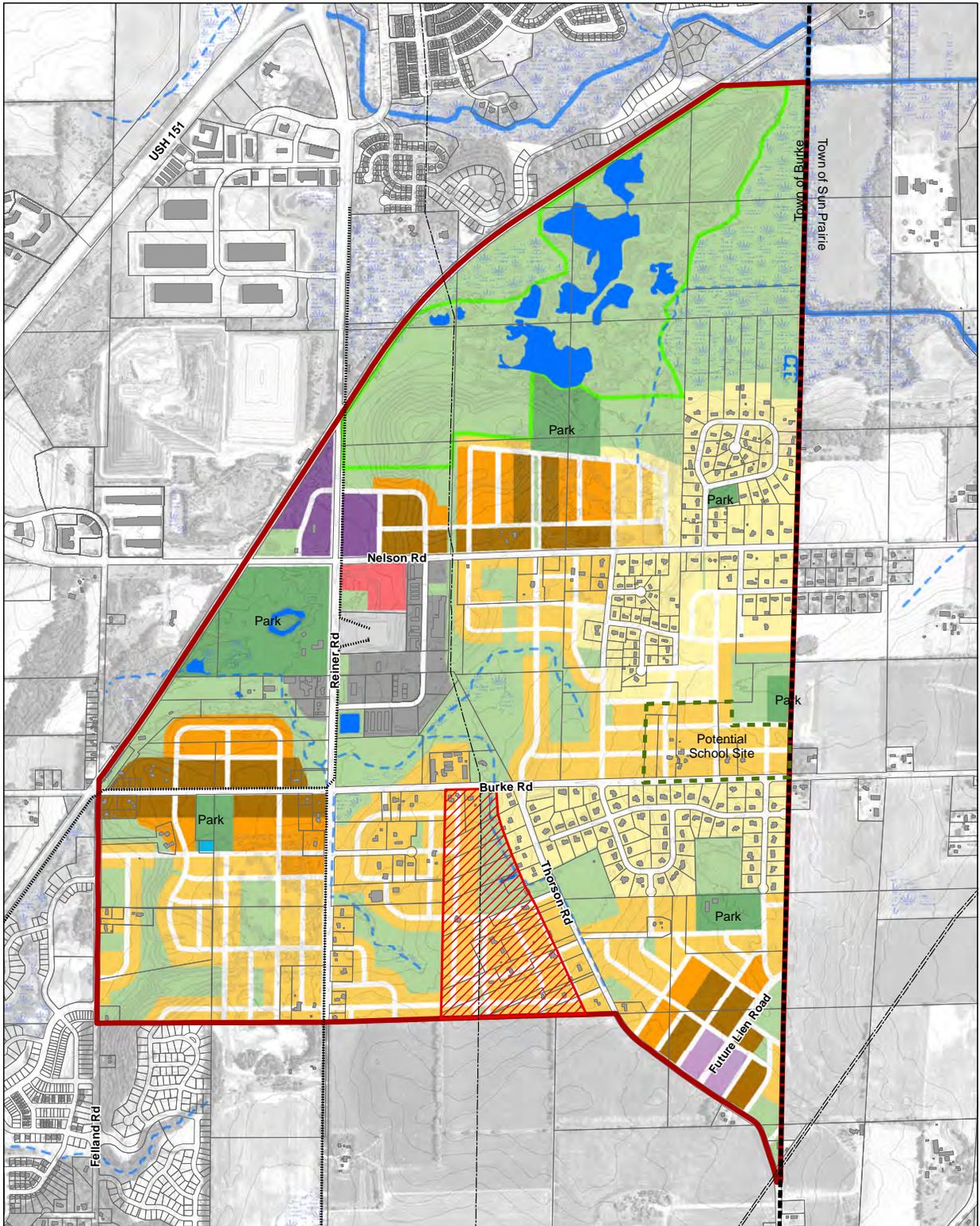
***Draft***

# Reiner Neighborhood Development Plan



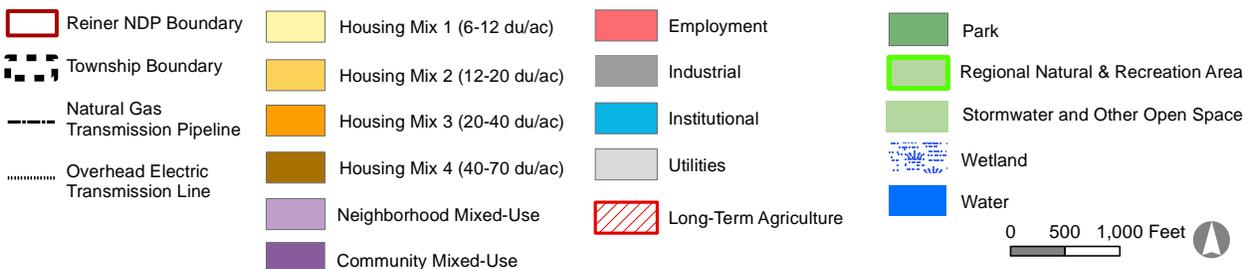
**City of Madison, Wisconsin  
Department of Planning and Community and Economic Development  
Planning Division**

**April 26, 2023**



**Map 6: Land Use and Street Plan**  
**Reiner Neighborhood Development Plan**

**DRAFT**



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# INTRODUCTION

The Reiner Neighborhood Development Plan (NDP) was prepared to guide future growth in an area on the City of Madison's northeast side. The planning area comprises a portion of a near-term Peripheral Planning Area (PPA-B) in the [Comprehensive Plan's](#) Growth Framework, which recommends that a detailed plan for the area be prepared and adopted. Most of the lands within the planning area are currently in the Town of Burke, which will be attached to the City of Madison by 2036 under the [Burke Cooperative Plan](#).

The Plan was prepared through a process that included the participation of neighborhood residents, property owners, local officials, and other affected groups and individuals. Three public meetings were held to present and discuss background information, and recommendations of the draft Plan.

The Plan includes recommendations for land use, parks and open space, transportation, provision of urban services, development phasing, sustainability, and plan implementation. The Plan will serve as a guide for future development and the vision against which future development proposals will be evaluated.

## BACKGROUND INFORMATION AND PLANNING CONTEXT

### Planning Area

The planning area covers approximately 1,476 acres generally bounded by Felland Road and the Wisconsin & Southern railroad to the west and north, the Burke Town line to the east and Thorson Road on the south. The boundaries of the planning area are shown on **Map 1: Planning Area**.

### Municipal Jurisdiction and Property Ownership

The larger property ownerships within the planning area are shown on **Map 2: Municipal Jurisdiction and Property Ownership**.

### Natural Features

The planning area consists of a rolling terrain. A major ridgeline runs through the middle of the planning area dividing it between the Starkweather Creek and Upper Koshkonong Creek watersheds. See **Map 3: Natural Features** and **Map 4: Elevation Model**.

### Existing Land Use

The planning area is currently comprised of agriculture/vacant, commercial, industrial, institutional, open space, and residential uses. Existing land uses are listed in **Table 1** and shown on **Map 5: Existing Land Use**.

A significant portion of the planning area is currently either being farmed or is vacant and open lands. In addition a substantial portion of the planning area consists of woodlands which include vegetation and areas with steep slopes that are less suitable for farming or development.

There is a fair amount of existing development as well in the planning area. There are approximately 245 acres of residential uses containing 216 homes. In addition to the homes in the residential subdivisions such as Oak Ridge Park, Sunnyburke Heights and Conservancy Estates there are homes located

along the existing roads. There are currently three existing park and recreational areas within the planning area. A portion of the Burke Town Hall property is public parkland. Two neighborhood parks are located in the Oak Ridge and Conservancy Estates subdivisions. There is also some commercial and industrial uses along Reiner Road and Maly Road. The mineral extraction land use that makes up approximately 6 percent of the planning area includes the two quarry sites owned by Madison Crushing and Excavating and the Wolf Paving asphalt plant.

**Table 1: Existing Land Use**

Land Use	Acres	% Of Total
Agriculture/Vacant Subdivided Land	393.8	26.7%
Open Land	326.9	22.1%
Residential	244.5	16.6%
Woodlands	192.1	13.0%
Transportation, Communication, and Utilities	102.2	6.9%
Mineral Extraction	92	6.2%
Recreation	41.7	2.8%
Water	41.2	2.8%
Commercial/Employment	23.2	1.6%
Institutional	9.4	0.6%
Industrial	9	0.6%
<b>Total</b>	<b>1,476</b>	<b>100.0%</b>

Source: Dane County

### School District

The planning area is entirely within the Sun Prairie Area School District. Children in the planning area currently attend Creekside Elementary School, Meadow View Elementary School, Patrick Marsh Middle School, Prairie View Middle School and Sun Prairie East High School. The School District owns a site along Felland Road in the Village at Autumn Lake subdivision to the southwest of the planning area. It is expected that an elementary school will be constructed on that site. Elementary-age children from the planning area would potentially attend that school. There are also two future school sites shown south of the planning area in the Northeast Neighborhoods NDP.

See **Map 15: School Districts** for Sun Prairie Area School District boundaries and planned school sites.

### City of Madison-City of Sun Prairie-Village of DeForest-Town of Burke Cooperative Plan

In 2007, the City of Madison, Town of Burke, Village of DeForest, and City of Sun Prairie entered into a [Cooperative Plan](#) that extends to 2036. The Cooperative Plan determines the ultimate absorption of the Town of Burke by these municipalities when it dissolves in 2036. The plan is intended to assure orderly development, eliminate annexation disputes, and plan for the increased provision of public services. Most areas within the Town of Burke can be attached to their respective future municipalities prior to 2036 if the property owners request to do so. There are certain areas that are depicted as “Protected Areas” in the Cooperative Plan that cannot be annexed prior to 2036. There are three such areas within the planning area, the Town’s Municipal Building, Oak Ridge Park, Sunnyburke Heights and Conservancy Estates subdivisions. On October 27, 2036 a final attachment of all remaining lands within the Town of Burke including any Protected Areas will occur and the Town of Burke will be permanently dissolved.

The Cooperative Plan establishes each municipality's powers and duties regarding development review and infrastructure, with the cities and the village having substantial review authority over development occurring on land within their future municipal boundaries.

In addition the Cooperative Plan recommends a Community Separation Agreement Area, a permanent open space area located northeast of the Nelson Road/Reiner Road intersection. The boundaries of the recommended Community Separation Agreement area is illustrated conceptually. Each Municipality, City of Madison, City of Sun Prairie and Town of Burke have the opportunity to comment on all proposed land uses within the permanent open space area prior to consideration by the municipality with development approval authority.

See **Map 13: Madison-Burke-Sun Prairie-DeForest Cooperative Plan.**

### **Dane County Parks and Open Space Plan**

The Dane County Parks and Open Space Plan (2018-2023) identifies a portion of the planning area, northeast of the intersection of Reiner Road and Nelson Road to be in the Koshkonong Creek Natural Resource Area. See **Map 20: Dane County Natural Resource Area of [Dane County Parks and Open Space Plan](#).**

Natural Resource Areas are generally large corridors that contain valuable natural resources recommended for preservation. They typically include features such as steep topography, waterways, wetlands, prairie forests, and agricultural working lands. Preservation of these Natural Resource Areas can be accomplished by purchase of land or easements from willing sellers.

# RECOMMENDED LAND USES

## General Development Concept

Most of the planning area has already been altered through some form of development. This Plan envisions existing development areas stitched together by new development and infrastructure to become more cohesive. Over time, a fuller transportation system is established through a connected street network, the addition of pedestrian and bicycle facilities and eventually transit. Additional residential development provides a wide variety of housing choices. Existing and future commercial uses provide places of employment, goods and services in close proximity to neighborhood residents. Parks and other open spaces are distributed throughout the planning area, providing a place for active and passive recreation. A commitment to sustainability starts with preservation of significant natural features and continues both as the planning area develops and into the future.

**Map 6: Land Use and Street Plan** shows the planned land uses and street network for the area. **Table 2** below summarizes the acreages of recommended land uses.

**Table 2: Recommended Land Use**

Use	Acres	% Of Total
Housing Mix 1	181.1	12.3%
Housing Mix 2	272.5	18.5%
Housing Mix 3	57.2	3.9%
Housing Mix 4	64.7	4.4%
Neighborhood Mixed-Use	6.3	0.4%
Community Mixed-Use	16.8	1.1%
Institutional	0.5	0%
Employment	7.8	0.5%
Industrial	33.3	2.3%
Parks	72.0	4.9%
Other Open Space, Stormwater Management	327.6	22.2%
Regional Natural Recreation Area	199.9	13.5%
Street Rights-of-Way	227.5	15.4%
Utilities	8.8	0.6%
<b>Total</b>	<b>1,476</b>	<b>100%</b>

## Residential Uses

Much of the existing residential development in the planning area is single-family housing in Town subdivisions. This plan recommends a mix of housing types listed below to provide diversity of housing to meet the needs of existing and future residents in various stages of life.

### Housing Mix 1

The predominant housing type in the Housing Mix 1 designation is detached single-family housing on individual lots, but limited areas may be developed with other lower-intensity housing types such as



duplexes or townhouses at appropriate locations.

#### Housing Types

- Single-family detached homes with a wide range of house and lot sizes
- Duplexes
- Four units
- Townhouses

#### Density Ranges

- Individual developments: 6-12 dwelling units or less per net acre
- District average density: 8 dwelling units per net acre

#### Height & Lot Layout

- Buildings up to two stories in height
- Building lots generally provide front, side, and rear yards

Single-family housing developments should include a range of house types and lot sizes, with buildings up to two stories in height. Duplexes, four units, and townhouses provide higher density housing options, and can be appropriate at some limited locations. In general, larger groupings of these housing types should be located closer to Housing Mix 2 or Housing Mix 3 areas, where they will help provide a transition to the higher intensity development found in those areas. Individual duplexes or small groups of townhouses might be interlaced within areas primarily comprised of single-family homes, but careful site and building design is important in order to maintain compatibility and consistency with the character of surrounding development.

#### **Housing Mix 2**

Housing Mix 2 includes smaller-lot single-family development, however there is a greater share of other housing types compatible with single-family homes including duplexes, four units, townhouses and small-scale multifamily buildings.

#### Housing Types

- Single-family detached houses on small lots
- Duplexes
- Four units
- Townhouses
- Small multifamily buildings (generally  $\leq 20$  units in a building)



### Density Range

- Individual developments: 12-20 dwelling units per net acre
- District average: 16 dwelling units per net acre

### Height & Lot Layout

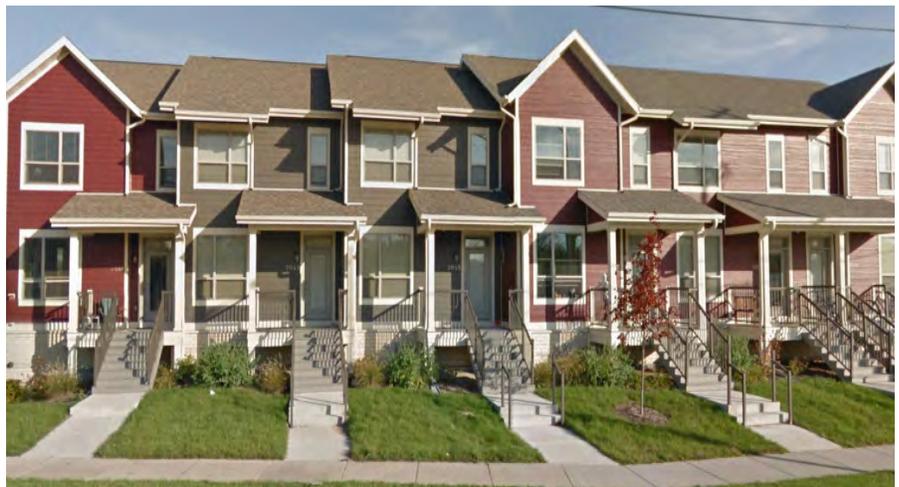
- Buildings one to three stories in height
- Building lots generally provide front, side, and rear yards
- Main entrances to units should face the public street

Higher density development in Housing Mix 2 locations gives residents the opportunity to live within convenient walking and biking distance to mixed-use areas, parks and open space, and other neighborhood amenities and features.

Dwelling unit types in Housing Mix 2 areas should be varied. Large areas of one housing unit type should be avoided and there should be a mix of owner-occupied and rental dwelling units. Detached single-family, duplexes, and four units should generally be developed on relatively small lots consistent with the higher average density recommended for the category. Townhouses may be more predominant than in Housing Mix 1 and could be developed along an entire block face, or mixed with multi-unit buildings or detached housing.

### Housing Mix 3

Housing types within Housing Mix 3 areas should consist of a mix of owner-occupied and rental townhouses, condominiums, and apartment buildings. Buildings will likely be larger and taller than in Housing Mix 2 areas but should retain a neighborhood scale.



### Housing Types

- Duplexes
- Four units
- Townhouses
- Multifamily buildings

### Density Range

- Individual development: 20-40 dwelling units per net acre
- District average: 30 dwelling units per net acre

### Height & Lot Layout

- Buildings generally two to four stories in height
- Limited side yards when buildings are located along standard streets
- Buildings may include front plazas or be grouped around courtyards to create defined common space
- Ground floor units in multifamily buildings that front a public street should have direct entrances to the unit accessible from the sidewalk. Other ground-level units are encouraged to have direct unit access from courtyards, private streets/drives, etc.

Housing Mix 3 is used to designate medium intensity residential development at locations close to mixed-use areas, transit corridors, parks, and other neighborhood amenities. Concentrating medium intensity housing development near these amenities will provide easy access for more residents, reduce driving, increase pedestrian and bicycle activity for short trips, and help support the development of neighborhood-serving businesses. The larger scale of buildings should help define, but not dominate, open spaces such as parks.

Multifamily residential buildings may be larger and closer together compared to those buildings in Housing Mix 2. Single-family detached housing should not occur in Housing Mix 3 areas since the intent of the district is to encourage higher-intensity uses. Parking should be provided behind or beneath buildings, minimizing its visual impact on the neighborhood. Buildings can vary between two and five stories tall, depending on the context and size and scale of surrounding developments. Multi-unit developments should include a mix of unit sizes, including larger two and three-bedroom units suitable for families with children.

Buildings should be oriented to and front on adjacent streets and be designed to help define and enhance the public realm along the street edge. On a few larger, deeper properties where it is not possible or practical to add public streets, a multi-building complex of multifamily residential may have a limited number of buildings that are not located directly on a public street. The design of these complexes should incorporate interior access drives and walkways that establish direct connections across the site in order to prevent isolated islands of development. Courtyards and other defined open spaces are potential methods of organizing buildings within Housing Mix 3 areas.

### **Housing Mix 4**

Housing Mix 4 areas may include limited townhouse development at higher intensities than other housing mix types, most structures consist of multifamily residential buildings. The district should feature a mix of owner-occupants and renters.



### Housing Types

- Townhouses at relatively high densities
- Multifamily residential

### Density Range

- Individual developments: up to 70 dwelling units per net acre
- District average: 40 dwelling units per net acre

### Height & Lot Layout

- Buildings generally three to five stories in height
- Larger building forms
- Limited side yards when buildings are located along standard streets
- Buildings may include front plazas or be grouped around central courtyards to create defined space
- Limited on-site open space. May include more formal entry plazas, patios, roof gardens, and balconies
- Ground floor units in multifamily buildings that front a public street should have direct entrances to the unit accessible from the sidewalk. Other ground-level units are encouraged to have direct unit access from courtyards, private streets/drives, etc.

Locating Housing Mix 4 near mixed-use areas will help support the development of neighborhood-oriented businesses that will create an engaging focal point for neighborhood activity and convenience shopping. Apartment and condominium buildings will be the predominant housing type in this district, and will include buildings that are generally two to five stories in height with relatively high lot coverage. Development should include a mix of unit sizes, including larger two and three bedroom units suitable for families with children.

While high intensity development is encouraged as part of Housing Mix 4 areas, individual developments at or near the 70 dwelling unit per acre density are recommended only as part of well-designed projects that are coordinated with the development of mixed-use areas. These neighborhood-oriented retail and service uses support and provide amenities to a larger population in neighboring residential buildings.

### **Estimated Amount of Future Residential Development**

If all of the lands in the planning area recommended for residential and mixed-use development were built out at the densities in **Table 3**, there would be approximately 10,184 units. This is a general estimate for planning purposes, and the number of future dwelling units depends on the amount of land

developed with residential use and the actual density of individual projects. **See Table 3.**

**Table 3: Estimated Dwelling Units**

Use	Existing Units	Acres Undeveloped	Assumed Density (units/acre)	Additional Units	Total Units
Housing Mix 1	216	26.4	8	211	427
Housing Mix 2	0	272.5	16	4,360	4,360
Housing Mix 3	0	57.2	30	1,716	1,716
Housing Mix 4	0	64.7	40	2,588	2,588
Neighborhood Mixed-Use	0	6.3	40	252	252
Community Mixed-Use	0	16.8	50	840	840
<b>Total</b>	<b>216</b>	<b>443.9</b>		<b>9,968</b>	<b>10,184</b>

### Neighborhood Mixed-Use

Neighborhood Mixed-Use is recommended at the intersection of Thorson Road and future Lien Road.

Recommended uses can include residential uses, as well as retail, restaurant, service, institutional, and civic uses primarily serving nearby residents. These areas should be developed and designed using transit-oriented development standards.

Nonresidential uses in this district typically focus on serving nearby residents. Uses such as cafes, specialty retail (e.g. bicycle shop, clothing store), restaurants, and similar uses are recommended. Large commercial uses, such as a big box store, are not recommended in this district. The district is intended to be pedestrian friendly and should include pedestrian connections to nearby land uses.

It is recommended that relatively high-density residential uses be developed within these areas. Residential dwellings could be part of exclusively residential buildings or located within mixed-use buildings with ground floor retail, service, or office uses and upper floor residential uses. The following housing types are recommended (consistent with Housing Mix 4 building forms).

#### Housing Types

- Townhouses at relatively high densities
- Multi-unit apartment buildings
- Larger building forms
- Limited side yards when buildings are located along standard streets
- Buildings may include front plazas or be grouped around central courtyards to create defined space
- Limited on-site open space. May include more formal entry plazas, patios, roof gardens, and balconies

#### Net Density & Height Ranges

- Individual developments: up to 70 dwelling units per net acre
- District average: 40 dwelling units per net acre
- Buildings 2 to 4 stories in height

## Community Mixed-Use

Community Mixed-Use comprising approximately 17 acres is recommended at the intersection of Reiner Road and Nelson Road. The District is planned to be a high-density mix of residential, commercial, service, office, institutional, urban open space and civic uses in a compact, highly defined urban form.

Community Mixed-Use areas are generally located at major intersections and along transit corridors. The District is intended to serve residents and visitors from the surrounding area and the community as a whole.

Mixed-use, multi-story buildings are envisioned in this District. These buildings should front on and be placed close to streets to create a compact development pattern that is attractive to pedestrians and creates a sense of place. High quality architectural design, building materials, landscaping and other urban amenities such as plazas and squares, decorative furniture, fountains and lighting will be required in this District. The District is planned to be the primary activity center for the entire planning area. The Community Mixed-Use District should be developed using transit-oriented development standards.

### Recommended Uses

Recommended commercial uses in this District include retail, service, financial, lodging, and entertainment. Development in this District should be compact and urban in character. This District is intended to be a focal point for the entire planning area, providing a wider range of goods, services and activities than are recommended in the Neighborhood Mixed-Use District. Mid-size retail buildings such as a grocery store, may be allowed, provided they are part of an integrated urban development project that is highly connected with other non-residential and residential uses. Such buildings should be lined with retail, service, office and residential uses in order to create a more attractive and pedestrian friendly environment.

The Metro Market grocery store in the Grandview Commons Neighborhood is one example of how a mid-size grocery store might be designed as part of a mixed-use development. Large surface parking lots are not recommended in this District.

It is recommended that relatively high-density residential uses be developed within the District. Residential uses would add vibrancy to the District, especially in the evenings and on weekends when some non-residential uses are not in operation. Residential dwellings could be part of exclusively residential buildings or located within mixed-use buildings with ground floor retail, service, or office uses and upper floor residential uses.

### Housing Types

- Same as Housing Mix 4 housing types

### Net Density & Height Ranges

- Individual developments:  $\leq 130$  dwelling units per net acre
- District average: upto 90 dwelling units per net acre
- Buildings 2 to 6 stories in height

**Figure 1** shows a conceptual development concept for the Community Mixed-use District.

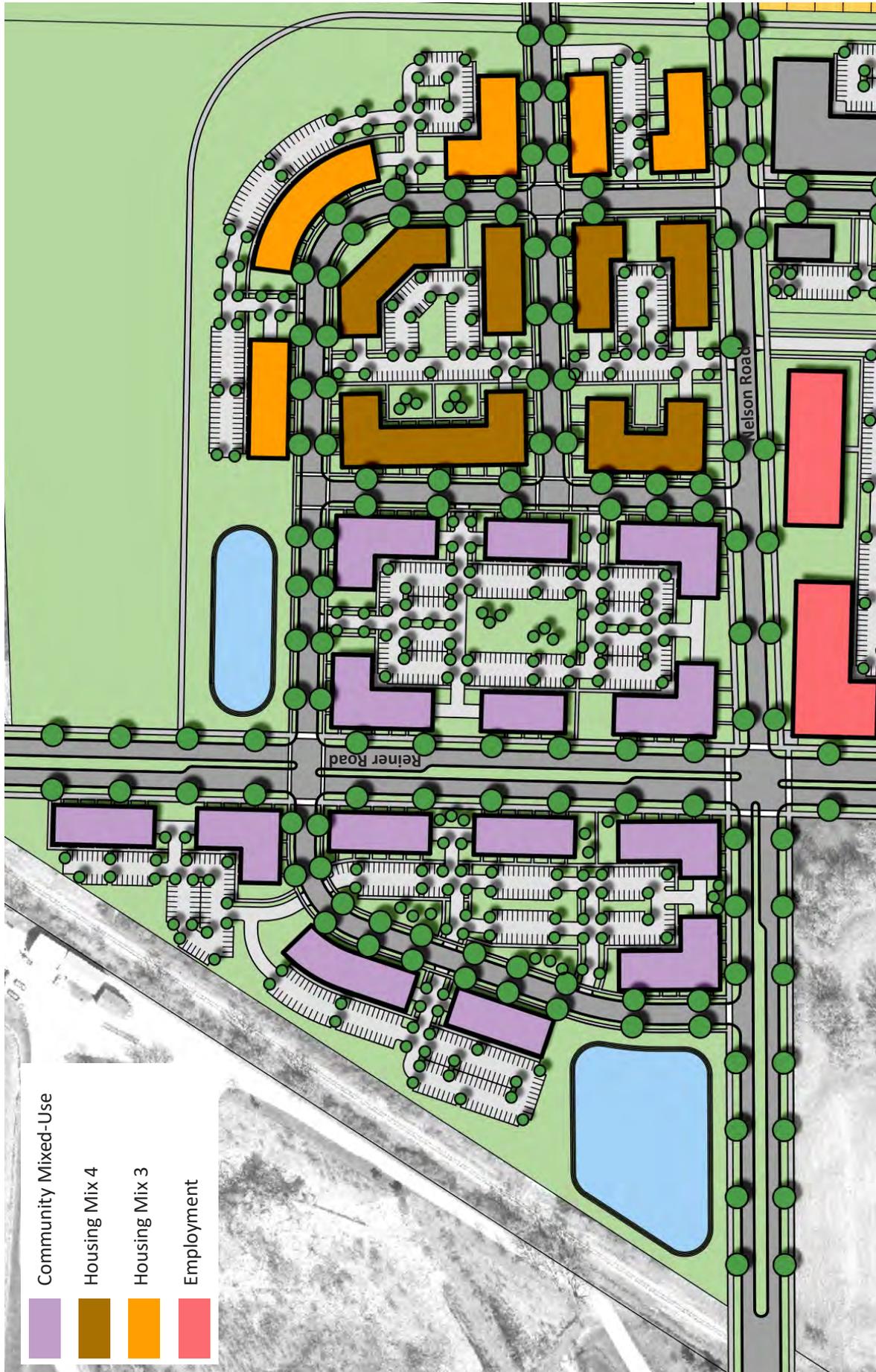


Figure 1: Community Mixed-Use Development Concept

## Employment

An Employment District comprising approximately 8 acres is recommended for the southeast corner of Nelson Road and Reiner Road. See **Figure 2** for a conceptual design for the employment district.

Recommended uses includes business, professional and corporate offices, and research and development. Service and restaurant uses that generally serve the surrounding area and/or are associated with a larger office use may be integrated as ground-floor uses in Employment areas. Employment areas should be comprised of compact, pedestrian-friendly multi-story development to encourage transit use and make surrounding areas more accessible by pedestrians and bicyclists.

Given the visibility of this area along Nelson Road and Reiner Road, high-quality design of buildings and landscaping is recommended to create an attractive appearance. Adequate site landscaping must be provided on all sides, and parking areas should not dominate a development. Buildings should front adjoining public streets and have public entrances accessible from the street to encourage walking and transit use.

### Height Ranges

- Buildings two to four stories in height

## Industrial

Industrial uses are recommended for the area along Maly Road comprising approximately 29 acres as well as a smaller area of 4.3 acres immediately south of the Burke Town Hall property. This area is already developed with commercial and light industrial uses such as Maly Ceramic Tiles, E & E Self Storage, Burke Truck & Equipment, and Midwest Veterinary Supply.

Recommended uses may include light manufacturing, production, processing, wholesale, storage, distribution, offices, construction and contractor shops, flex space, and limited retail and service uses that primarily serve the industrial uses. Development in this district should be designed with adequate landscaping and screening to ensure compatibility with adjoining uses.

See **Figure 2** for a conceptual design for the Industrial District.

## Civic and Institutional Uses

The only civic/institutional use in the planning area is the Burke Station Cemetery. While no further civic or institutional uses are planned, they may be added as needed, provided they fit within the surrounding context.

The planning area is entirely within the Sun Prairie Area School District. There are no existing schools within the planning area. Based on future residential development, School District officials indicated there would be a need for a potential middle school within the planning area. This potential school would be in addition to an elementary school planned along Felland Road in the Village at Autumn Lake neighborhood. In addition the Northeast NDP just south of the planning area had recommended an elementary/middle school site along Lien Road, and an elementary school along the east side of Felland Road across from the Bridle Downs subdivision. See **Map 15: School Districts**.

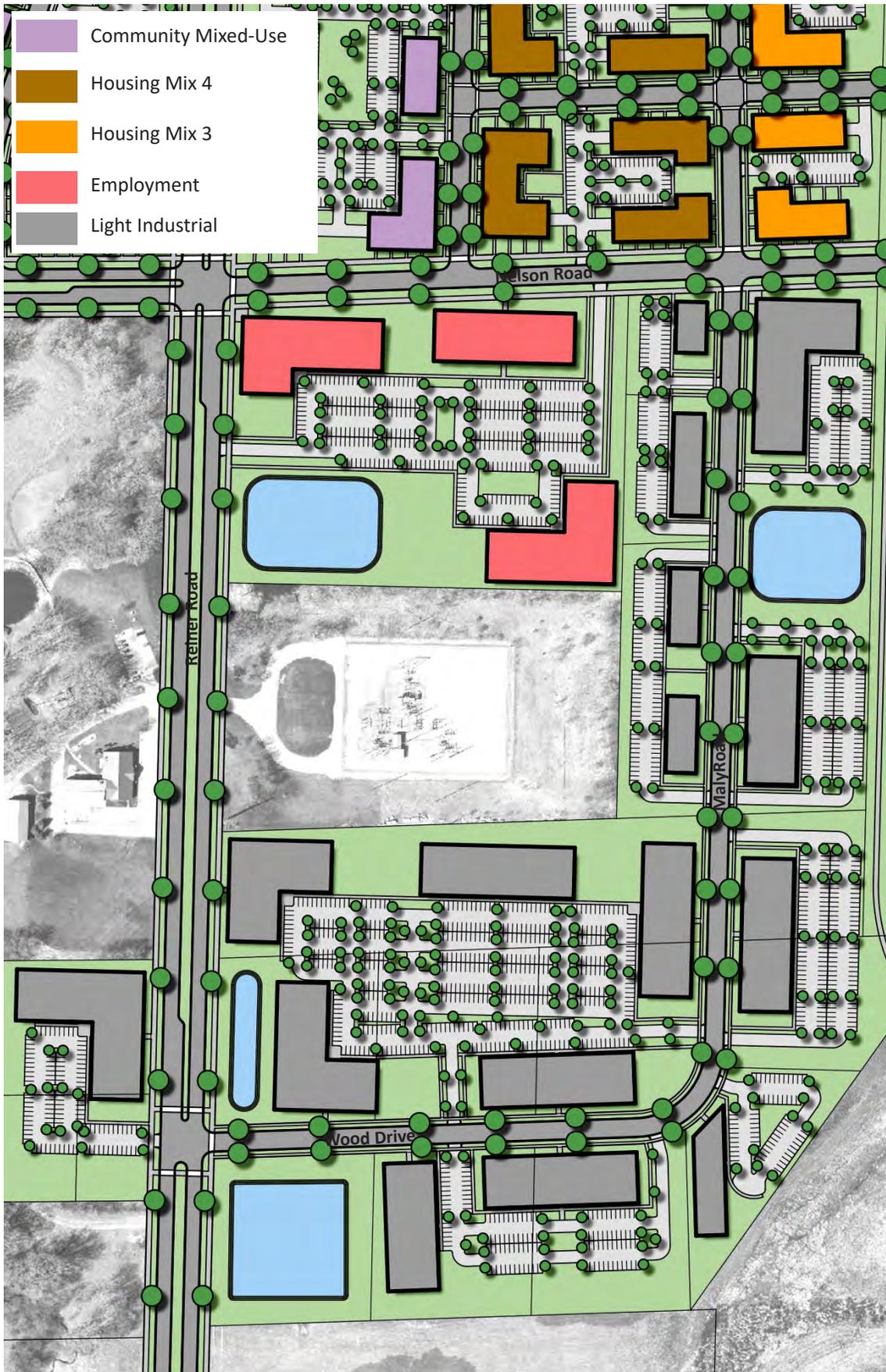


Figure 2: Employment and Light Industrial Development Concept

## **Parks**

Parks are recommended at strategic locations within the planning area to serve current and future residents. See **Map 7: Parks, Open Space and Greenway Plan**. The park distribution generally reflects the distribution of the projected residential populations when the neighborhood is fully developed. Residential developers are required to dedicate land or pay a fee in lieu of dedication to accommodate the recreational need of a development's residents. As individual properties develop and park land is dedicated, the Parks Division will proceed with a detailed park development plan for each park. Specific amenities, programming and desired features will be determined through that process.

There are currently three existing park and recreational areas within the planning area. A portion of the Burke Town Hall property located to the southwest of the intersection of Nelson and Reiner Road is public parkland. This park provides several recreational opportunities like fishing, mushroom gathering and hiking. A neighborhood park is located east of Thorson Road in the Conservancy Estates subdivision. This park is currently not publicly accessible, there is no public access off of Thorson Road and no right of way access through this subdivision, it exist almost like a private park for the lots that share a rear lot line with the park. The third park is a mini park, the Oak Ridge Park that is located off of Broken Bow Road in the Oak Ridge Park subdivision.

Four new parks are recommended within the planning area. One park is recommended south of Burke Road and west of Reiner Road, which would expand the current Town of Burke owned open space adjacent to the Burke Station Cemetery. The second park is recommended on the eastern edge of the planning area between Nelson Road and Burke Road. This park is adjacent to a potential school site within the planning area. A third park is recommended north of Nelson Road just south of the gravel pit ponds. This park is proposed to serve as a gateway entrance to the larger open space/recreational area north of the proposed park. A fourth park is recommended south of Burke Road and east of Thorson Road. This park is recommended as the existing park in the Conservancy Estates subdivision is not accessible to the rest of the neighborhood and to serve the future residential development recommended south of this area. Since the existing Conservancy Estates Park is not publicly accessible it is recommended as Other Open Space/Stormwater Management in the Plan instead of Public Park Land that the City of Madison Parks own and maintain, the neighborhood however, can keep it as a private park and could own and maintain it.

## **Regional Natural and Recreation Area**

An approximately 200 acre area located north of Nelson Road is recommended as a Regional Natural and Recreation Area. This site owned by Madison Crushing and Excavating, was formerly used for extraction and includes several gravel pit ponds. Adjacent to this area to the east is the City of Sun Prairie's Wastewater Treatment Plant and approximately 360 acres of open space. To the north of this area, there is approximately 172 acres of wetlands, parks and open space in Smith's Crossing subdivision in Sun Prairie.

The Regional Natural and Recreation Area is located within Dane County's Upper Koshkonong Creek Natural Resource Area. According to the Koshkonong Creek Targeted Water Assessment Report prepared by Wisconsin DNR, the water quality of these ponds is poor due to the higher level of phosphorus and other unknown pollutants. Even though there was no clear assessment of the habitat condition, mining activities on the site might have had negative impacts; therefore, conservation of the current wildlife as well as enhancing water quality is highly recommended to prevent further damage.

The Plan recommends recreational opportunities such as shore fishing and trails for hiking and moun-

tain biking, snowshoeing, cross-country skiing, bird watching. A north-south boulevard street provides access to this area from Nelson Road and there is primary access to the site from Reiner Road. See **Map 7: Parks, Open Space and Greenway Plan**. It is recommended that planned developments adjacent to the Regional Natural Recreation Area be designed with adequate buffer and screening to provide visual separation between the proposed developments and the recreational area.

With a location between Madison and Sun Prairie and just off USH 151 and Reiner Road, this resource has the potential to serve many area residents. To implement this future Regional Natural and Recreation Area, the Plan recommends investigating acquisition opportunities by Dane County or considering a joint collaboration between the local units of government as well as non-profit organizations.

### **Other Open Space/Stormwater Management**

Approximately 328 acres is recommended for Other Open Space and Stormwater Management. This category includes areas that cannot be developed, such as low-lying areas with ponds, wetlands, floodplains, hydric soils and areas with steeper slopes. The Land Use and Street Plan also sets aside areas for stormwater management, which is required as part of future development. It is assumed approximately fifteen percent of the developable area be set aside for stormwater management.

The planning area is located within the Starkweather Creek Watershed study area. With this Watershed Study, Engineers reviewed the existing stormwater system to determine flood risks and recommended improvements to the stormwater management system. Detailed stormwater modeling results of existing conditions from this watershed study were used to identify areas for stormwater management. See **Map 12: Watershed Study Flood Risk** that indicates the anticipated flooding that would result from a 100 year storm given the existing topography, amounts of impervious surface, and existing stormwater infrastructure such as culverts.

In addition, as development starts to occur in this area, all stormwater runoff within the developments will need to meet the City's Stormwater requirements included in Chapter 37 of the Municipal Ordinance.

### **Long-Term Agriculture**

An alternate land use designation is recommended at the location west of Thorson Road and south of Burke Road. Some portions of this land include existing agricultural use and environmental features that might make the area less economically competitive for future development. While the lands within this area could eventually transition to urban development as recommended in the Land Use and Street Plan, this area could remain in long-term agricultural use.

# SUSTAINABILITY

Madison has a long-standing commitment to protecting the natural environment, and the City must continue to lead in this realm as new neighborhoods develop. The [Comprehensive Plan \(2018\)](#) commits Madison to being a leader in stewardship of our land, air, and water resources, and identifies several strategies and actions related to sustainability. This section focuses on specific strategies, policies, and actions to accomplish the City's sustainability objectives. Recommendations in this section are specific to the planning area; general citywide strategies are not included in this discussion. While some recommendations in this section can be achieved or directed by the City, many of these actions will require cooperation from future developers, builders, residents, businesses, and users of the neighborhood.

In the general planning of this area, Comprehensive Plan Land Use and Transportation Strategy 6, which states that Madison should facilitate compact growth to reduce the development of farmland, is particularly important. Related actions pertinent to this Plan recommend the City continue to update plans to increase allowable development intensity and create density minimums and steer peripheral growth towards mapped priority areas, with a focus on land already served by utilities. This Plan also aims to advance the following strategies from the Green and Resilient chapter of the Comprehensive Plan:

1. Protect Madison's water supply and infrastructure to provide safe, clean drinking water.
2. Improve lake and stream water quality.
3. Increase the use and accessibility of energy efficiency upgrades and renewable energy.
4. Acquire parkland and upgrade park facilities to accommodate more diverse activities and gatherings.
5. Improve and preserve urban biodiversity through an interconnected greenway and habitat system.
6. Develop a healthy and diverse urban tree canopy.
10. Support sustainable farming and gardening practices that protect the ecosystem and public health.

## Transportation and Land Use

This Plan seeks to increase trips via walking, bicycling, or transit by persons living in the NDP area through the use of transit-oriented and mixed-use development, traditional neighborhood development, transit access, walkable environments, bike facilities, or other transportation-demand management practices. Primary benefits of these recommendations include decreased consumption of fossil fuels, decreased production air pollution, and health benefits for residents.

### Recommendations:

- Encourage compact, mixed-use development, with environmentally-conscious designs.
- Implement the future transit network as recommended in the Plan. See **Map 10**.
- Implement the bicycle network as recommended in the Plan. See **Map 9**. Include at least one bicycle crossing of the railroad on north side of planning area and establish a bike connection toward East Towne.
- Both residential and office buildings are encouraged to host shared vehicles to allow residents to reduce or eliminate car ownership.
- Employer-based Transportation Demand Management (TDM) measures and other incentives to help enhance the desirability of non-single-occupancy vehicle-based transportation modes should be considered as part of an overall TDM program or strategy for the planning area.

## **Energy Generation, Consumption, and Efficiency**

This Plan seeks to establish neighborhoods with reduced household consumption of fossil fuel-generated electricity and heat. Progress towards attaining these goals will be through the use of energy efficient construction, alternative energy sources, distributed on-site energy production, and conservation education and outreach. Further, all City agencies will work to identify ways of providing services to the planning area in the most energy-efficient methods possible and seek partnerships with other entities for service delivery energy savings. Primary benefits of these efforts will include decreased consumption of fossil fuels and decreased emissions of air pollution and greenhouse gases.

### **Recommendations:**

- Use energy efficient designs, sustainable building materials, and energy-efficient appliances and fixtures in public buildings and encourage these in private construction.
- Implement district-wide distributed alternative energy generation such as wind or photovoltaic.
- Implement renewable energy programs (incentives/funding options include Focus on Energy, MadiSun, and others).
- Reduce or eliminate dependence on fossil fuels for heating by using heat pumps, geothermal heating, solar thermal, passive house designs and other methods.
- Explore the feasibility of a geothermal system under planned new parks, open space, or alleys and other public and semi-public spaces for adjoining properties. Sewer pipes can also be used for heat sources.
- Integrate renewable energy into building design (such as rooftop solar panels or solar-ready design that does not conflict with any green roof designs).
- Ensure new residential developments are EV ready by making sure infrastructure is in place to easily add EV charging and is available for use.
- Builders and homeowners are encouraged to engage with the ENERGY STAR and Focus on Energy programs, which provide numerous discounts and rebates on products and projects that reduce consumption and systems that produce renewable energy.
- Use efficient city vehicles, routes, and route tracking.
- Co-locate community facilities.
- Require buildings/projects seeking City funding assistance to describe how they will exceed energy efficiency and sustainability requirements in existing building codes.

## **Water Resources**

The planning and future development of this NDP area can address and support water resources through two primary methods: water use reduction and stormwater management and infiltration. By reducing per capita water use through the use of low-flow appliances and fixtures, rain barrels, and low-impact irrigation systems, impacts on the groundwater supply and surface water features such as springs and streams can be minimized. Additionally, these methods can result in decreased need for additional wells and water distribution infrastructure, decreased energy consumption by the Water Utility, and benefits to end users through reduced Water Utility bills. Unregulated runoff from urban sources contributes to pollution in local lakes and streams, and poor management can cause a variety of flooding issues. Infiltrating a greater stormwater volume on or adjacent to points of generation through the use of rain gardens, green roofs, porous sidewalks and drives, or other on-site stormwater management practices can help address these issues. Achieving infiltration and stormwater management goals will require cooperation by several parties, including developers, builders, property owners, property managers, homeowners associations, and City Engineering staff. Primary benefits of these

water use reduction and stormwater management and infiltration strategies include minimized impacts to the groundwater system and surface water features, a reduction of the amount of infrastructure needed for stormwater conveyance, and reduced erosion.

Recommendations:

- Implement recommendations included in the City’s Starkweather Creek Watershed study to reduce flooding and create a more resilient stormwater management system.
- Integrate stormwater management into site design through features like permeable paving, raingardens, and low impact, native, and xeriscape plantings.
- Integrate stormwater management as a feature of buildings through features like green roofs, blue roofs, rain barrels, and cisterns.
- Robust leaf waste management and responsible salt application.
- Builders and homeowners are encouraged to use EPA WaterSense fixtures in homes and engage with Project Home/Water Utility conservation programs.

**Land Resources**

In order to ensure residents of the planning area will experience the benefits of a livable and healthy environment, a model open space system that preserves our significant natural features and offers resident amenities will be pursued. Primary benefits of this commitment to land resources include improved urban biodiversity, interconnected greenway and habitat systems, a healthy and diverse urban tree canopy, parkland and park facilities that accommodate diverse uses, and local community food production.

Recommendations:

- Maximize the planting of canopy trees, native landscaping and pollinator habitats.
- Builders are encouraged to maximize the use of terrace plantings, rain gardens, living walls, and green roofs.
- Ensure district-wide greenway connectivity.
- Work with partners to continue to support community gardens and associated infrastructure.
- Encourage pre-development sustainable interim agriculture.

# TRANSPORTATION

This Plan recognizes that, given the existing development pattern in the planning area and the location on the edge of the city, the use of individual automobiles will continue to be a major mode of transportation. However, recommended investments to improve streets to make them more pedestrian and bicycle friendly, adding key off-street pedestrian and bicycle facilities, and future expansion of transit will increase transportation alternatives for neighborhood residents and employees. The recommended development patterns (see the Recommended Land Uses section on Page 2), will further increase the use of non-automobile transportation modes. The sections below describe the planned investments in streets, pedestrian and bicycle facilities, and transit.

## Arterial and Collector Streets

### Reiner Road

Reiner Road is the only north-south arterial street within the planning area that continues northward beyond the planning area. As adjacent development starts to occur, Reiner Road will be upgraded with an urban cross-section with sidewalk, terrace, curb and gutter. The expansion of the right-of-way and pavement section will have to be coordinated with the overhead electric transmission line and existing development along the roadway. It is likely that the road will be expanded away from the transmission line, given the cost of relocating the line's support poles.

The Reiner Road right-of-way is currently about 66 feet as it runs through the planning area. The northern segment of Reiner Road in the City of Sun Prairie has a right-of-way of 140 feet.

### Nelson Road

Nelson Road is an east-west arterial road that continues eastward beyond the planning area. Nelson Road west of the planning area has direct access to US Highway 151 and carries high traffic volumes.

### Lien Road

The Northeast NDP recommends extending Lien Road east to connect with Thorson Road from its current terminus at Felland Road and function as an arterial roadway. It is recommended that Lien Road be extended further east to connect with Bailey Road. Lien Road provides a connection to the East Towne retail area and the East Washington Avenue corridor further to the west.

### Burke Road

Burke Road is currently a collector street running east-west through the planning area. It is recommended that Burke Road remain a collector street. The Burke Road right-of-way currently varies from 65 to 80 feet as it runs through the planning area.

### Thorson Road

Thorson Road is currently a collector street running north-south through the planning area that terminates at Burke Road. Thorson Road is recommended to extend north to Nelson Road.

The planned improvements to the arterial and collector streets in the planning area will be informed by the [City's Complete Green Streets Guide](#). The City's Complete Green Street Guide provides a template for determining how the arterial and collector streets will be configured over time. This guide intends

to plan, design, build and operate streets in a way that better reflects our community values and increases safety and equity. The [Complete Green Streets Guide](#) is intended to inform all projects, while recognizing that each project is unique and that tradeoffs can often impact final design decisions.

Planned future improvements to arterial and collector streets are discussed below. See **Map 8: Transportation Plan - Roadways** for the planned street network.

**Table 4: Recommended Improvements**

Street	Recommended Right-of-Way	Complete Green Streets Type	Likely Features	On-Street Parking
Reiner (Higher Density)	120'	Boulevard	Protected bike facilities, median, terraces, typically two travel lanes each direction	Yes
Reiner (Lower Density)	120'	Boulevard	Protected bike facilities, median, terraces, typically two travel lanes each direction	No
Lien Extension	94'	Mixed-Use Connector	Bike lanes, terraces, one travel lane in each direction	Yes
Nelson (East of Reiner)	80'	Community Connector	Bike lanes, one travel lane in each direction, terraces, medians or center turn lane	No
Nelson (West of Reiner)	120'	Boulevard	Protected bike facilities, median, terraces, typically two travel lanes each direction	No
Burke (Higher Density)	74'	Community Connector	Bike lanes, terraces, one travel lane in each direction	Yes (One side)
Burke (Lower Density)	66'	Community Connector	Bike lanes, terraces, one travel lane in each direction	No
Thorson	66'	Community Connector	Bike lanes, terraces, one travel lane in each direction	No

**On-Street Parking on Arterials and Collectors**

On-street parking is recommended along segments of Reiner Road, Burke Road and Future Lien Road that are recommended for mixed-use development and higher density residential land uses.

On-street parking is recommended adjacent to these land uses as it offers the following benefits:

- It can serve as a shared parking space for multiple uses rather than each building or use providing individual parking areas.
- Second, it can increase safety as it can provide a sense of enclosure or friction along a street which can make drivers slow down and drive more cautiously.
- Third, on-street parking promotes development that is oriented to the street, making these spaces more attractive for walking and biking as a form of travel.

## Local Streets

The proposed street layout illustrated in the Land Use and Street Plan expresses a desire to create a highly connected development pattern within the neighborhood. The recommended street layout is designed to accommodate factors such as topography, property ownership, and solar orientation, while providing curves and bends that will help slow traffic and provide an engaging streetscape.

The typical right-of-way width for local streets in a new residential subdivision falls within a 54 foot to 60 foot range with a pavement width between 26 or 28 feet from curb face to curb face. These dimensions can vary depending on the location and the type of development along the street. Local streets within the planning area will be designed under the guidelines for Neighborhood Yield Street in the [Complete Green Streets](#) framework. Local streets that have multifamily developments or are adjacent to parks may have wider right of way and wider pavement and will be designed under the guidelines for Neighborhood Street in the Complete Green Streets framework. Grades of proposed new local streets should generally be less than 10%, per City guidelines.

## Pedestrian and Bicycle Facilities

**Map 9: Transportation Plan: Pedestrian/Bicycle Facilities** illustrates the current and planned pedestrian and bicycle facilities in the planning area.

All new planned streets should include sidewalks on both sides of the streets, consistent with existing City policy. Generally, sidewalks will be added to existing streets as part of long-term street reconstruction projects.

This plan also recommends an off-street shared-use path network to ensure connectivity in the planning area. Five off-street shared-use paths are recommended: Milwaukee Road Path, East-West Greenway Path, East-West Path, Town Center Path and North Pipeline Path.

The proposed *Milwaukee Road Path* is recommended to run adjacent to the Wisconsin & Southern railroad tracks that forms the western and northern boundaries of the planning area. The *North Pipeline Path* is recommended to run adjacent to the natural gas pipeline that travels north-south within the planning area. It will then connect to the Railroad Path and continue further north towards Sun Prairie. The proposed *East-West Greenway Path* is recommended to travel through the greenway area between Nelson Road and Burke Road. The *East-West Path* is located along the southern limits of the planning area. The *Town Center Path* which was recommended in the Northeast NDP, is recommended to continue through the planning area between Reiner Road and Felland Road and then cross the railroad tracks to connect west to the Nelson NDP area.

Two railroad crossings are recommended in the planning area. One crossing was recommended in the Nelson NDP to connect this neighborhood to the west. The second crossing is recommended east of

the natural gas pipeline to connect the Milwaukee Road Path to the planned shared-use paths in Sun Prairie's Smith's Crossing subdivision.

### **Metro Transit**

Under the Metro Transit Network Redesign, Metro Transit's Route A1 runs along High Crossing Boulevard and USH 151 to the Sun Prairie Park & Ride lot located at the corner of Reiner Road and O'Keefe Avenue. In addition two new routes, Route W and Route S is planned to begin service to the Sun Prairie area. Route W will provide service every 30 minutes on weekdays on a clockwise loop starting at the Sun Prairie Park and Ride via Reiner Road. Route S will provide service every hour on a counterclockwise loop starting at the Sun Prairie Park and Ride lot via O'Keefe Avenue.

Metro Transit service within the planning area is not anticipated until substantial additional development has occurred. Any future transit routes within the neighborhood would come through an extension of current routes in the general area, or through the creation of new routes. Routes would most likely travel along Reiner Road with a longer term possibility for the Nelson Road, Burke Road, and Lien Road corridors. See **Map 10: Future Transit**.

## UTILITIES AND DEVELOPMENT PHASING

**Map 11: Utilities, Service Areas, and Phasing** shows the existing utilities, estimated locations for future utilities, the Capital Area Regional Planning Commission's Urban Service Areas (USA), and the general, anticipated phasing of extension of urban services.

### Sanitary Sewer Service

City of Madison sanitary sewer interceptors will be extended as future development occurs in the planning area. Phasing Area A is primarily located in the Starkweather Creek watershed and will be served by the City's Felland Road Impact Fee Sewer Interceptor located in the Village of Autumn Lake subdivision. This City interceptor connects to Madison Metropolitan Sewerage District's (MMSD's) Lien Road extension of the MMSD Northeast Interceptor sewer which is located at Railroad underpass of Interstate Highway 90&94.

Most of Phasing Area B is located in the Koshkonong Creek watershed and will be served by the City's proposed Gaston Road Impact Fee sewer Interceptor which will connect to the MMSD Far East Interceptor. The Sanitary sewer to this portion of the planning area is not expected for many years, and therefore the location of future sewers has yet not been determined. See **Map 11: Utilities, Service Areas, and Phasing**.

### Public Water Service

The Madison Water Utility will provide public water service to the planning area. The planning area is located close to the Felland Road Reservoir Pipeline Zone 3, which will serve this area. A new well will be added to enhance the capacity of the existing reservoir and facility on Felland Road. Over time, larger water mains will be extended along the primary roads, with smaller water distribution mains constructed along local streets within the planning area. Estimated locations for future water main extensions are shown on **Map 11**.

### Central Urban Service Area (CUSA)

Currently the planning area is not within the Central Urban Service Area (CUSA). In order for the City of Madison to provide sanitary service in the planning area, the lands to be served must first be added to the CUSA. Prior to urban development or to extend public sanitary sewer to serve existing developments that currently do not have it, the City will need to submit an application(s) to the Capital Area Regional Planning Commission requesting all or portions of the lands within Phasing Areas A and B be added to the Central Urban Service Area.

## PLAN IMPLEMENTATION

### Town of Burke Attachments

All Town of Burke land within the planning area is subject to the Town of Burke, Village of DeForest, City of Sun Prairie and City of Madison Cooperative Plan, and will come into Madison in October 2036. Town lands may be attached to the City of Madison if requested by the property owner and approved by the City. Any development, as defined in the Cooperative Plan, should occur only after land is attached to the City and the relevant zoning and subdivision approvals have been secured. Development within the City requires tying in to the City's municipal water and sanitary sewer service.

## **Zoning Map Amendments**

The Dane County Zoning Ordinance applies to lands in the Town of Burke. Most of the lands within the planning area are zoned Agricultural District, and the remaining lands are zoned for residential and for commercial uses. When the Town of Burke properties attach to the City of Madison, a zoning district will be assigned from the City's Zoning Districts.

It is recommended that future zoning of land within the planning area conform to the land use recommendations within this Plan. Land should only be rezoned to another zoning district in conjunction with consideration of a specific subdivision or a specific development proposal sufficiently detailed to ensure that development within the district will be consistent with this Plan.

## **Land Subdivision Regulations**

Rural land within this NDP area will need to be subdivided into smaller parcels before it can be developed with urban uses. Many of the recommendations in this Plan can be implemented through the review and approval of subdivision plats and application of the City of Madison's land subdivision regulations as land is proposed for development. Requests for approval of a land division are nearly always considered in conjunction with a request to rezone undeveloped property to allow urban development (see "Zoning Map Amendments" above).

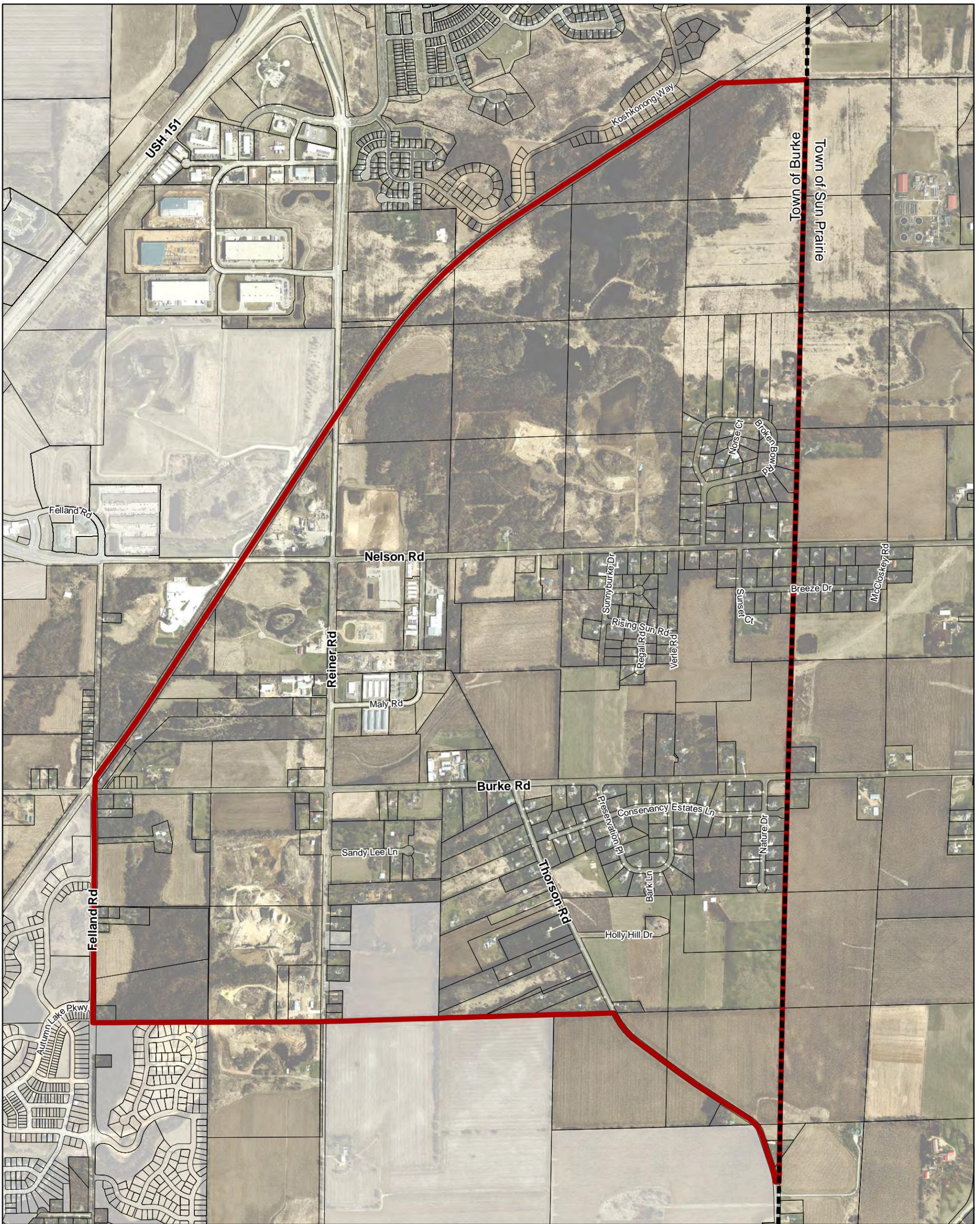
Future subdivisions in the planning area should conform to the recommendations in this Plan, particularly regarding street connectivity, shared-use paths, parks, and stormwater management facilities. Future subdivisions should provide building lots that facilitate development of the types of land uses recommended in the Plan. Proposed high intensity development may also be required to provide information showing how lots may be developed with building designs that maintain the street orientation and pedestrian-friendly street character specified in this Plan.

Local streets within proposed subdivisions should either generally conform to the pattern of local streets shown in this Plan or reflect the objectives illustrated in this Plan. Some of these objectives include the provision of connecting streets through the neighborhood, provision of multiple routes to neighborhood destinations, the orientation of streets to visual features in the neighborhood, breaking up existing large blocks, and the streets' function as part of the stormwater management drainage system.

## **Official Map**

The City of Madison Official Map is used to reserve rights-of-way and other sites for specified future public uses until such time as they are acquired through dedication or other means. It is recommended that the City of Madison Official Map be revised to include the proposed alignment and right-of-way widths of the planned extension of Thorson Road and Lien Road recommended in the Plan.

In addition, it is recommended that the future extension of Nelson Road to CTH T and Lien Road to Bailey Road, further east of the planning area, should be considered for official mapping.



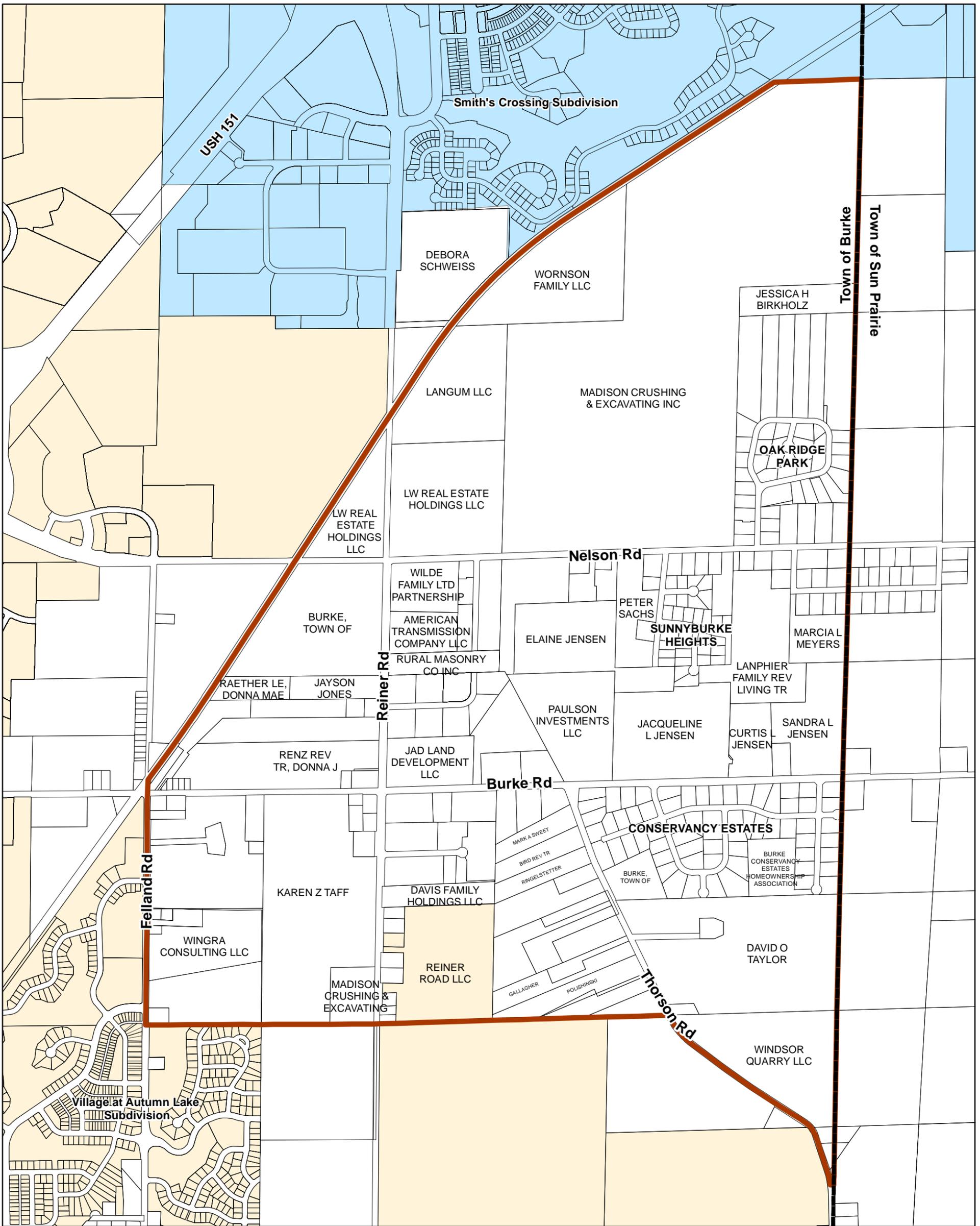
# Map 1: Planning Area

## Reiner Neighborhood Development Plan

**DRAFT**

-  Reiner NDP Boundary
-  City of Madison Boundary
-  Township Boundary





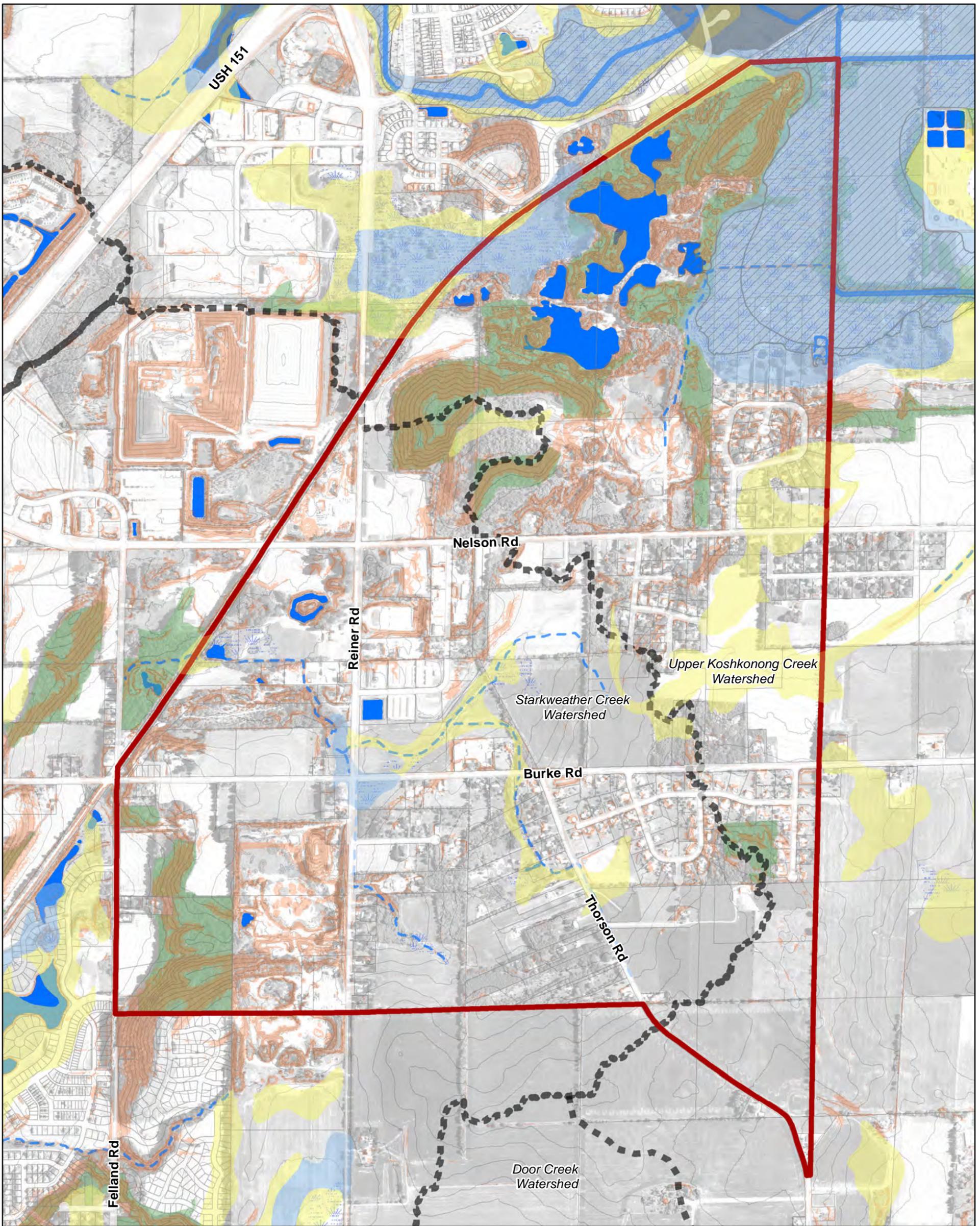
# Map 2: Municipal Jurisdiction & Property Ownership

## Reiner Neighborhood Development Plan

**DRAFT**

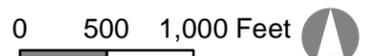
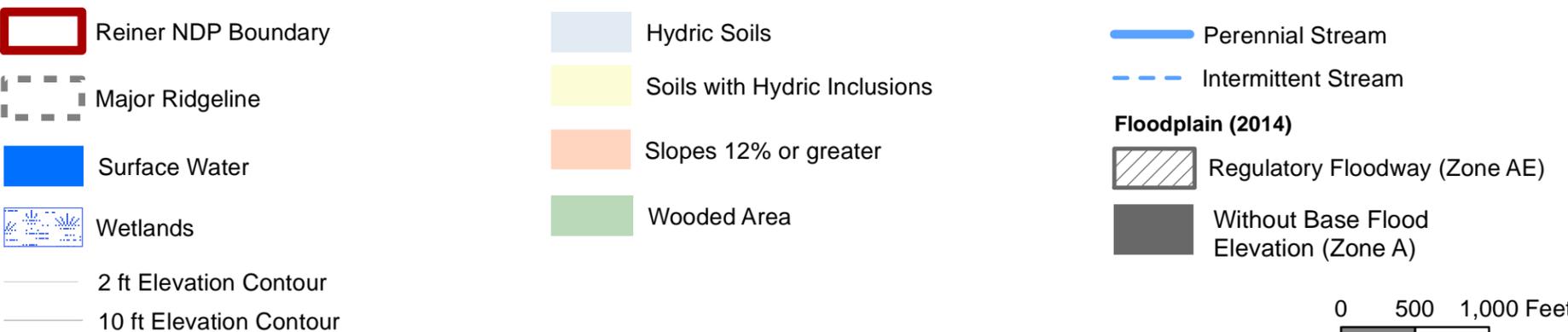
-  Reiner NDP Boundary
-  City of Madison
-  City of Sun Prairie
-  Township Boundary

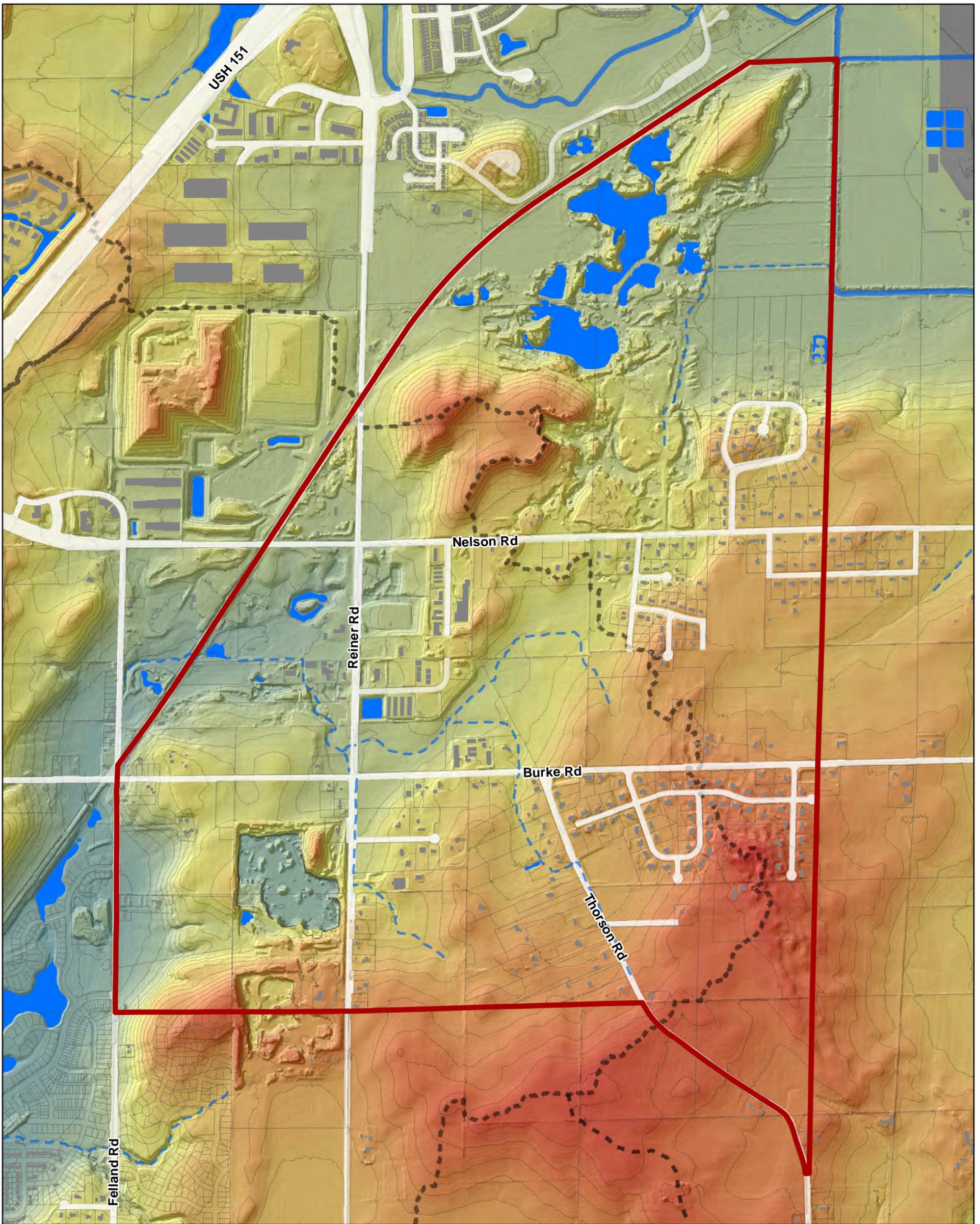




**Map 3: Natural Features**  
**Reiner Neighborhood Development Plan**

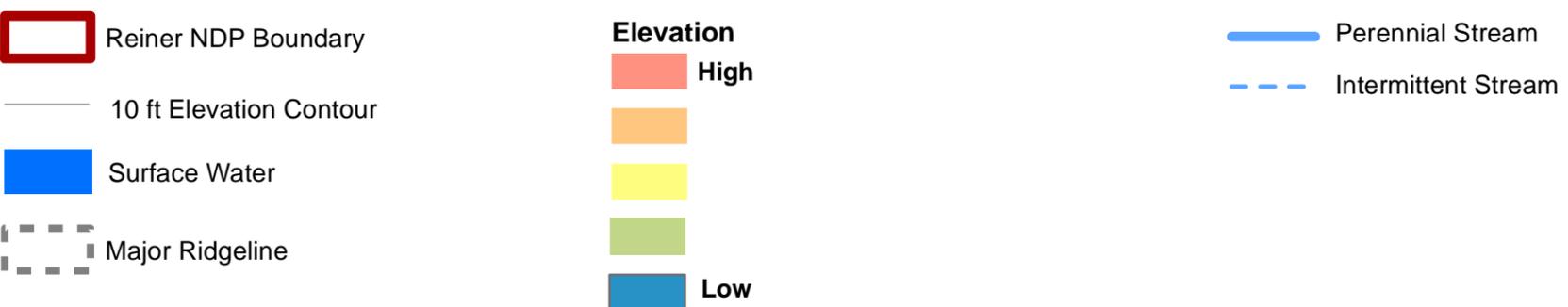
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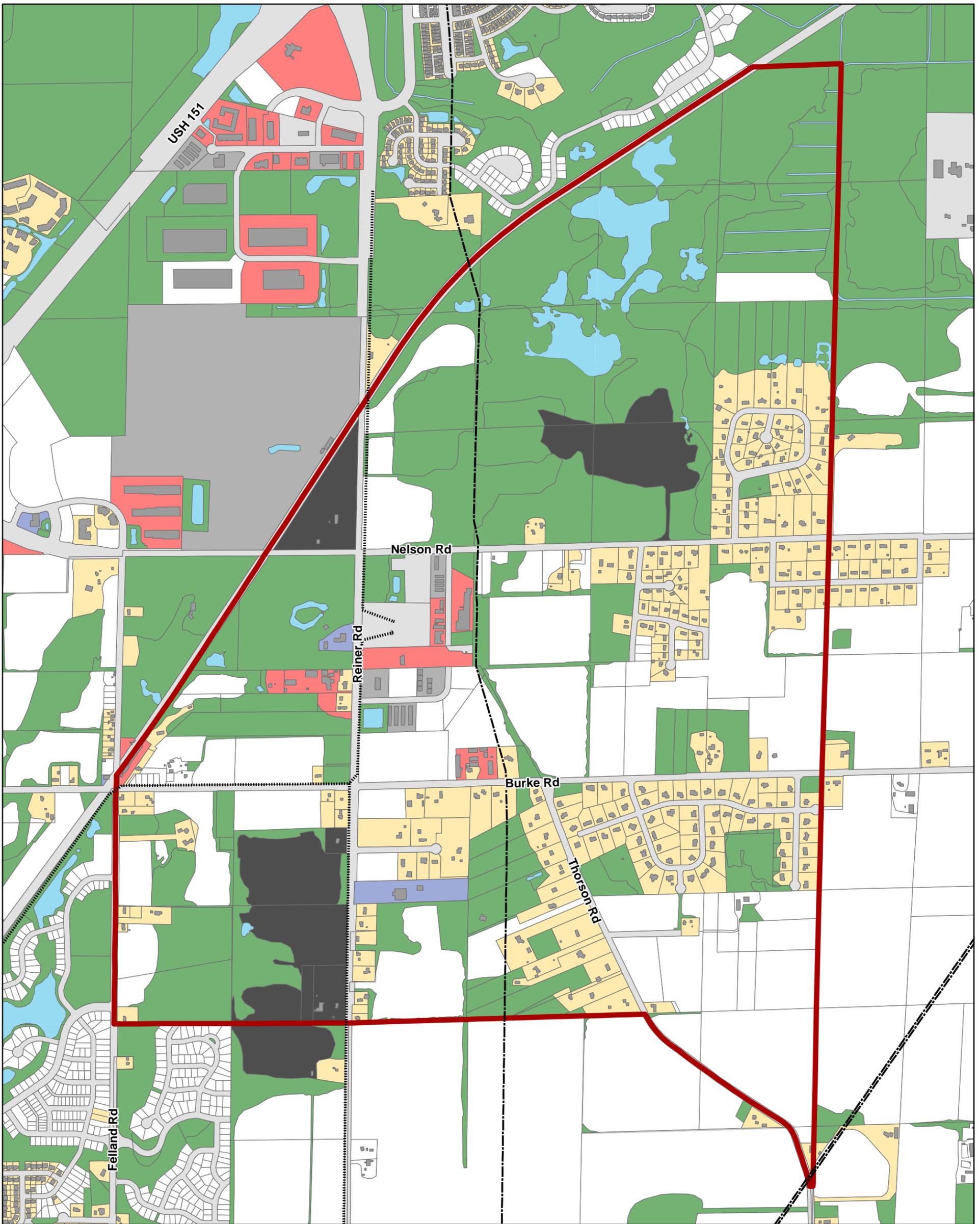




**Map 4: Elevation Model**  
**Reiner Neighborhood Development Plan**

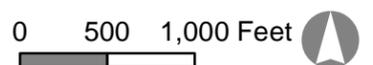
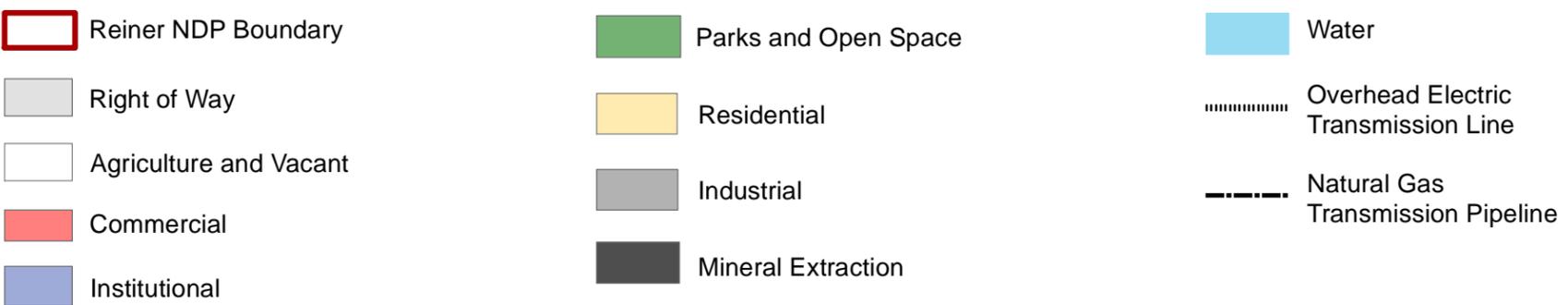
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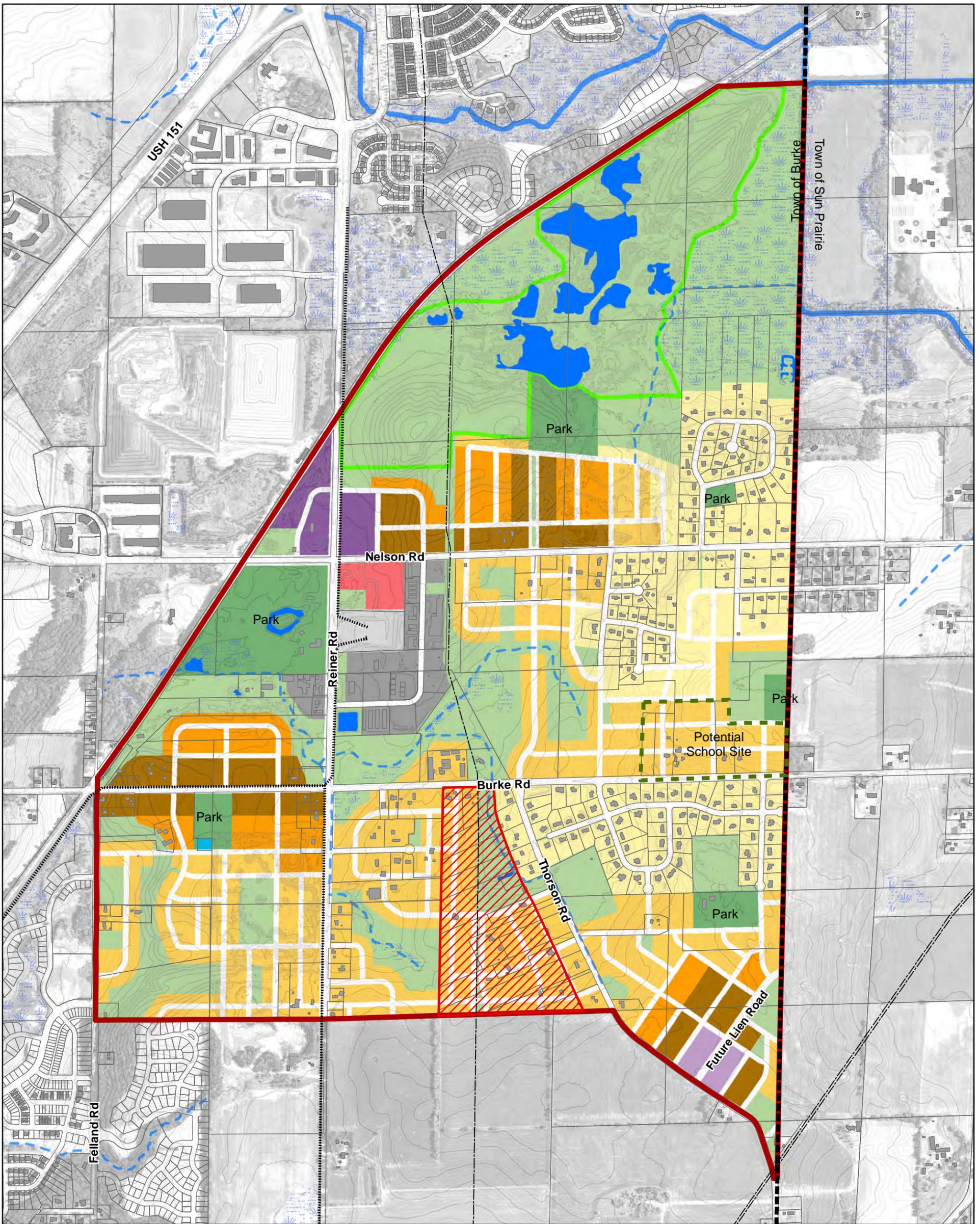




**Map 5: Existing Land Use**  
**Reiner Neighborhood Development Plan**

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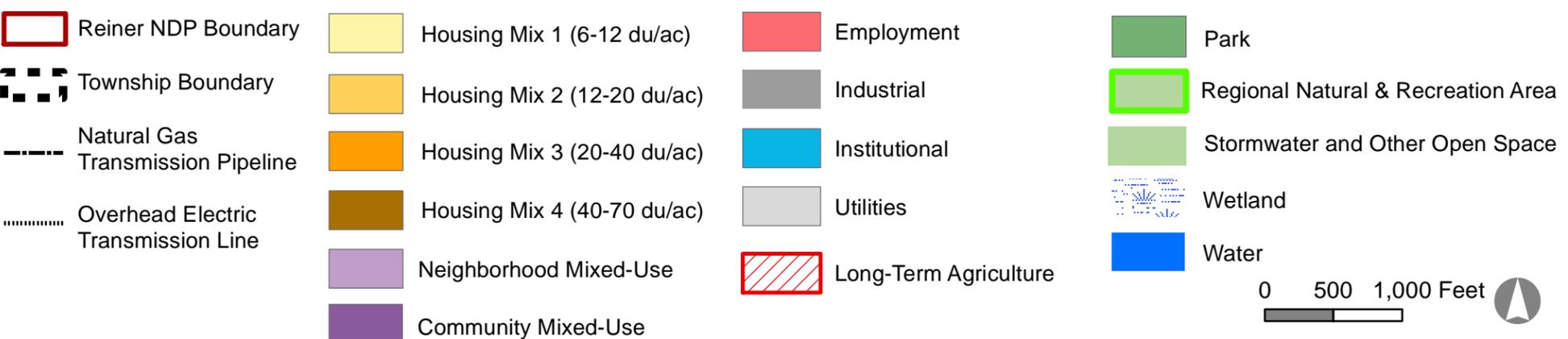


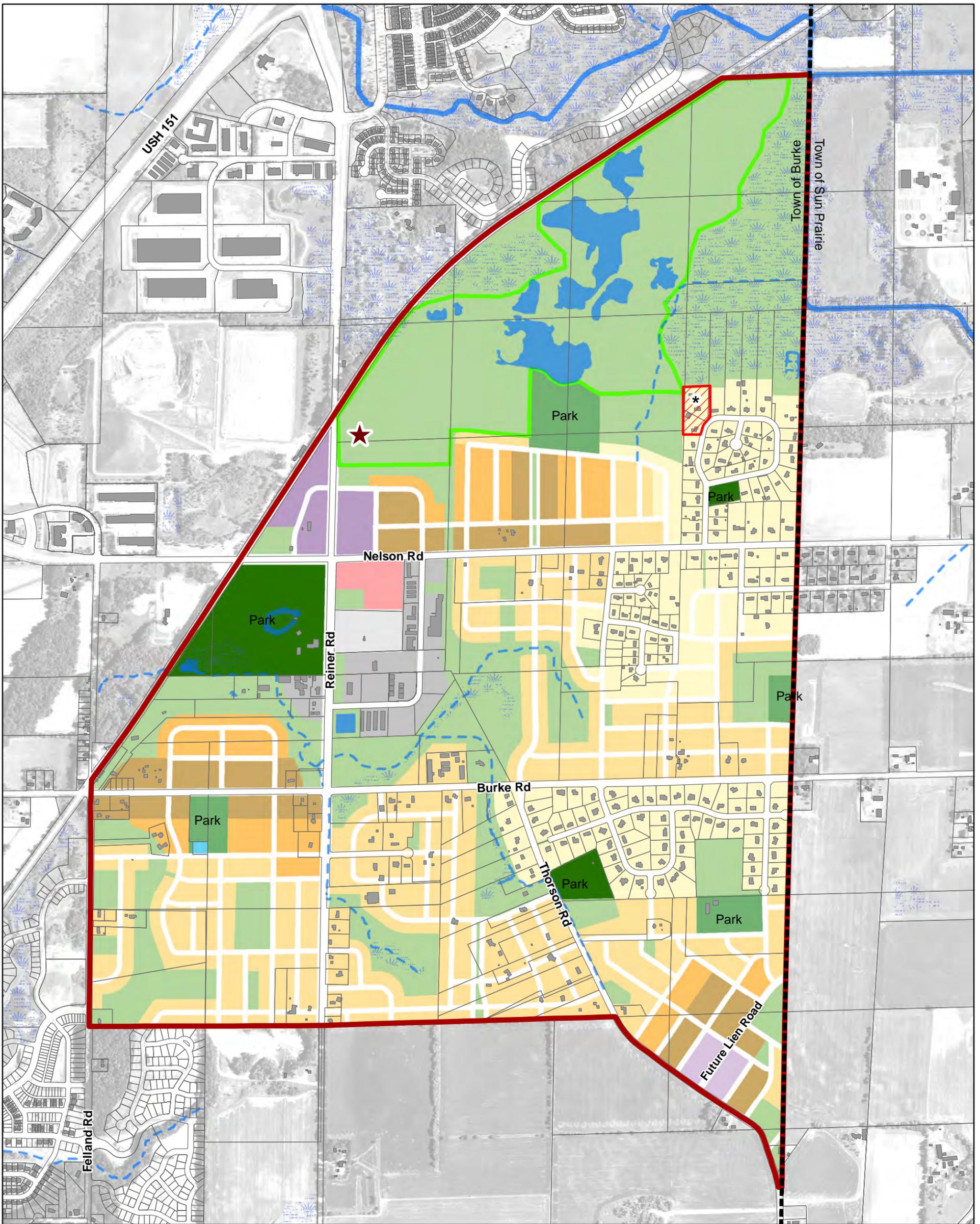


## Map 6: Land Use and Street Plan

### Reiner Neighborhood Development Plan

**DRAFT**





# Map 7: Parks, Open Space and Greenway Plan

## Reiner Neighborhood Development Plan

**DRAFT**

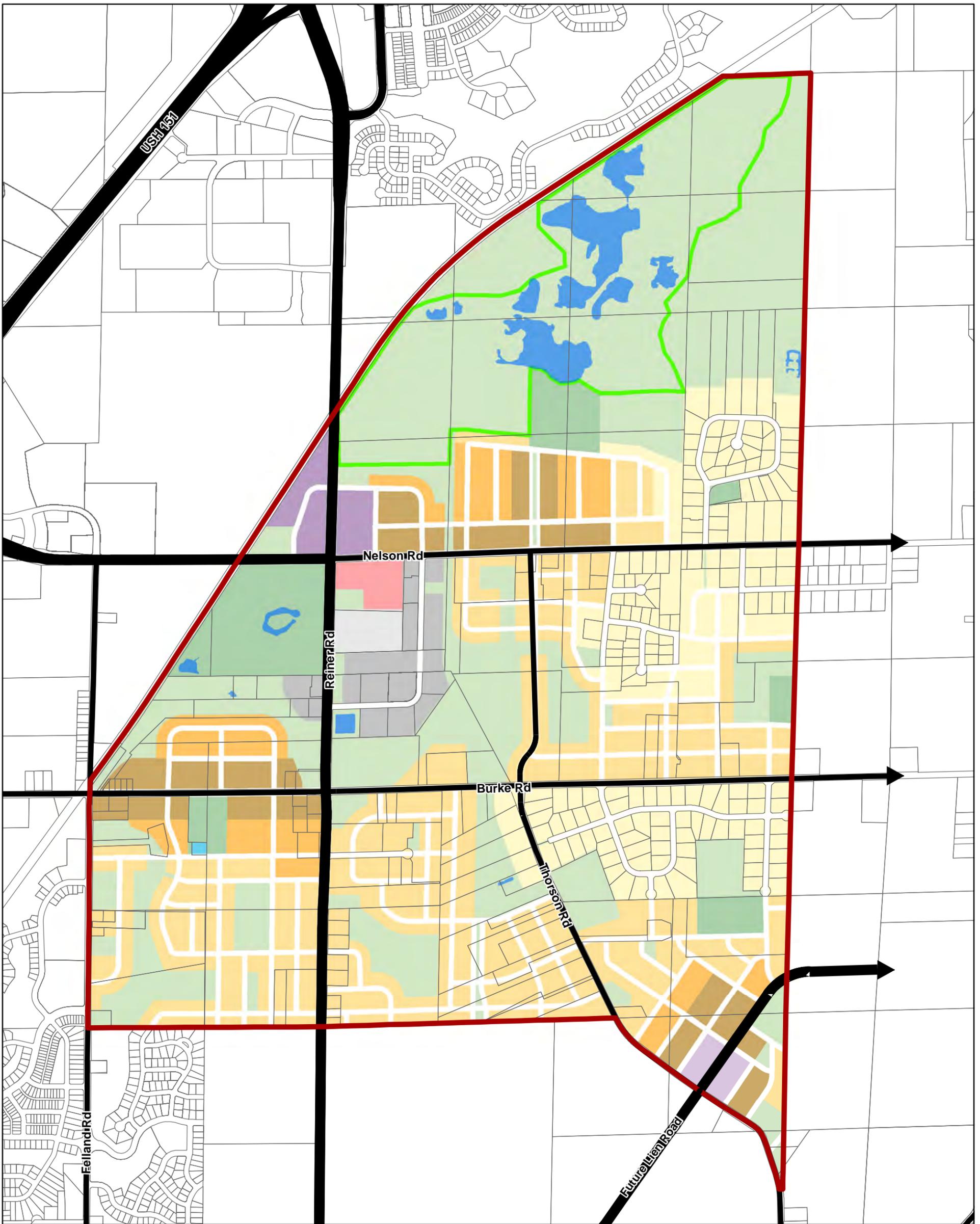
- Reiner NDP Boundary
- Township Boundary
- Wetland
- Water
- Existing Park
- Proposed Park
- Regional Natural & Recreation Area
- Stormwater and Other Open Space

\* An easement could be purchased from willing sellers to provide better access to the larger park and open space area to the west for residents instead of accessing from Nelson Road.

★ Access to the Regional Natural & Recreation Area

0 500 1,000 Feet



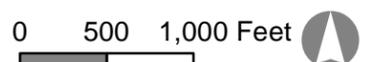


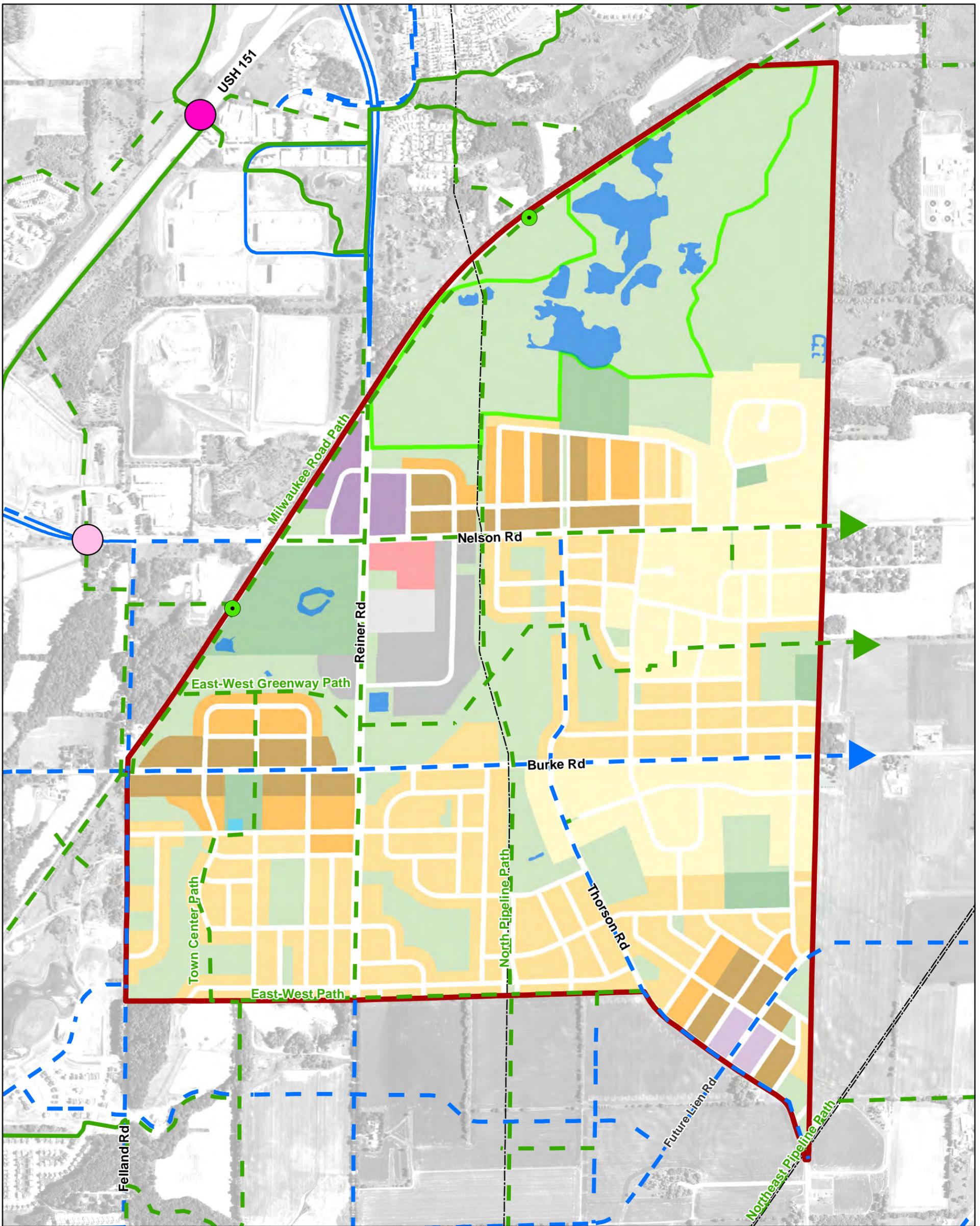
# Map 8: Transportation Plan: Roadways

## Reiner Neighborhood Development Plan

**DRAFT**

- Reiner NDP Boundary
- Arterial Street
- Collector Street





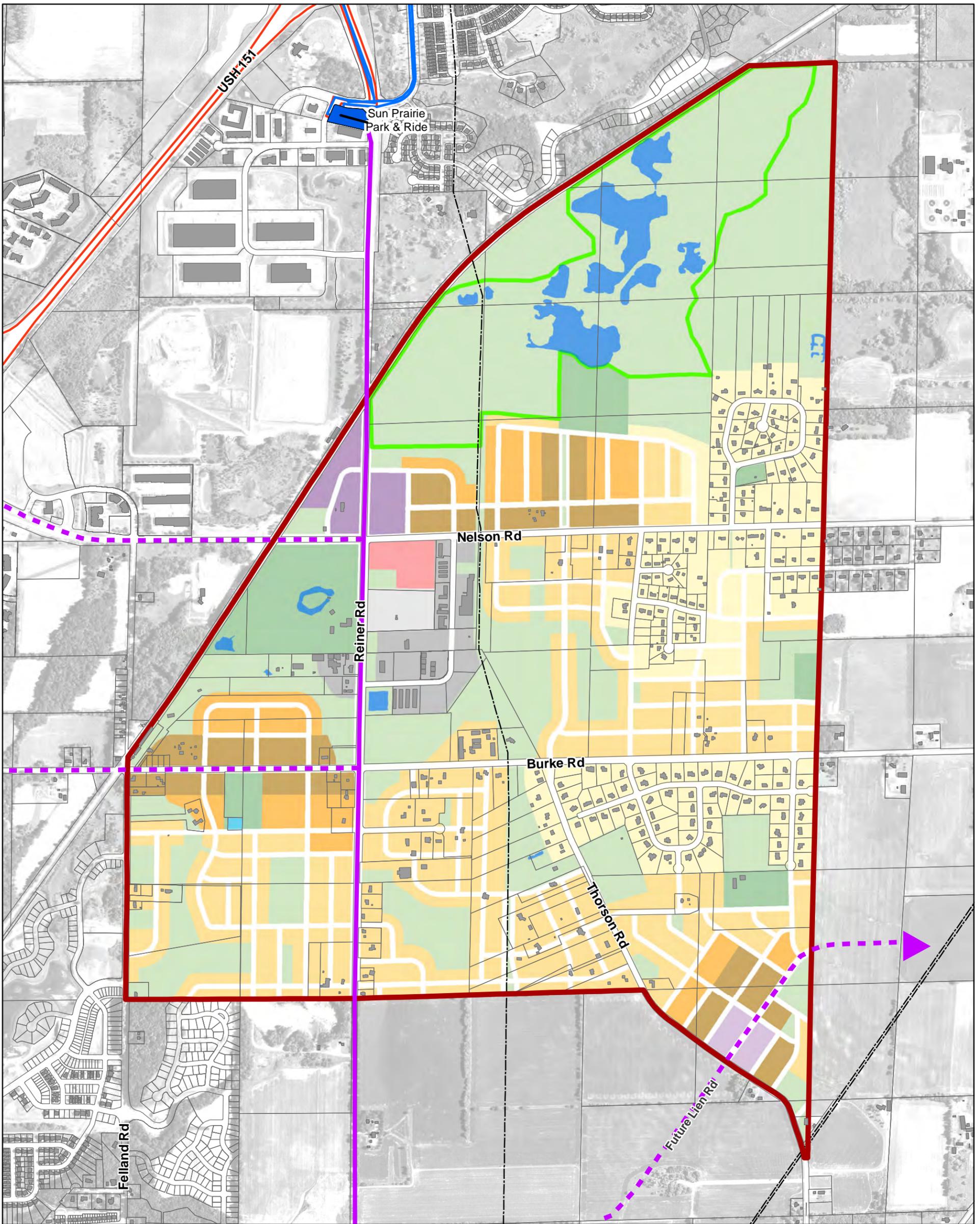
# Map 9: Transportation Plan: Pedestrian/Bicycle Facilities

## Reiner Neighborhood Development Plan

**DRAFT**

- Reiner NDP Boundary
- Proposed Railroad Crossings
- Natural Gas Transmission Pipeline
- Existing Shared-Use Path
- Existing Overpass/Underpass
- Proposed Shared-Use Path
- Planned Overpass/Underpass
- Existing On-Street Bicycle Facility
- Proposed On-Street Bicycle Facility





# Map 10: Transportation Plan: Future Transit

## Reiner Neighborhood Development Plan

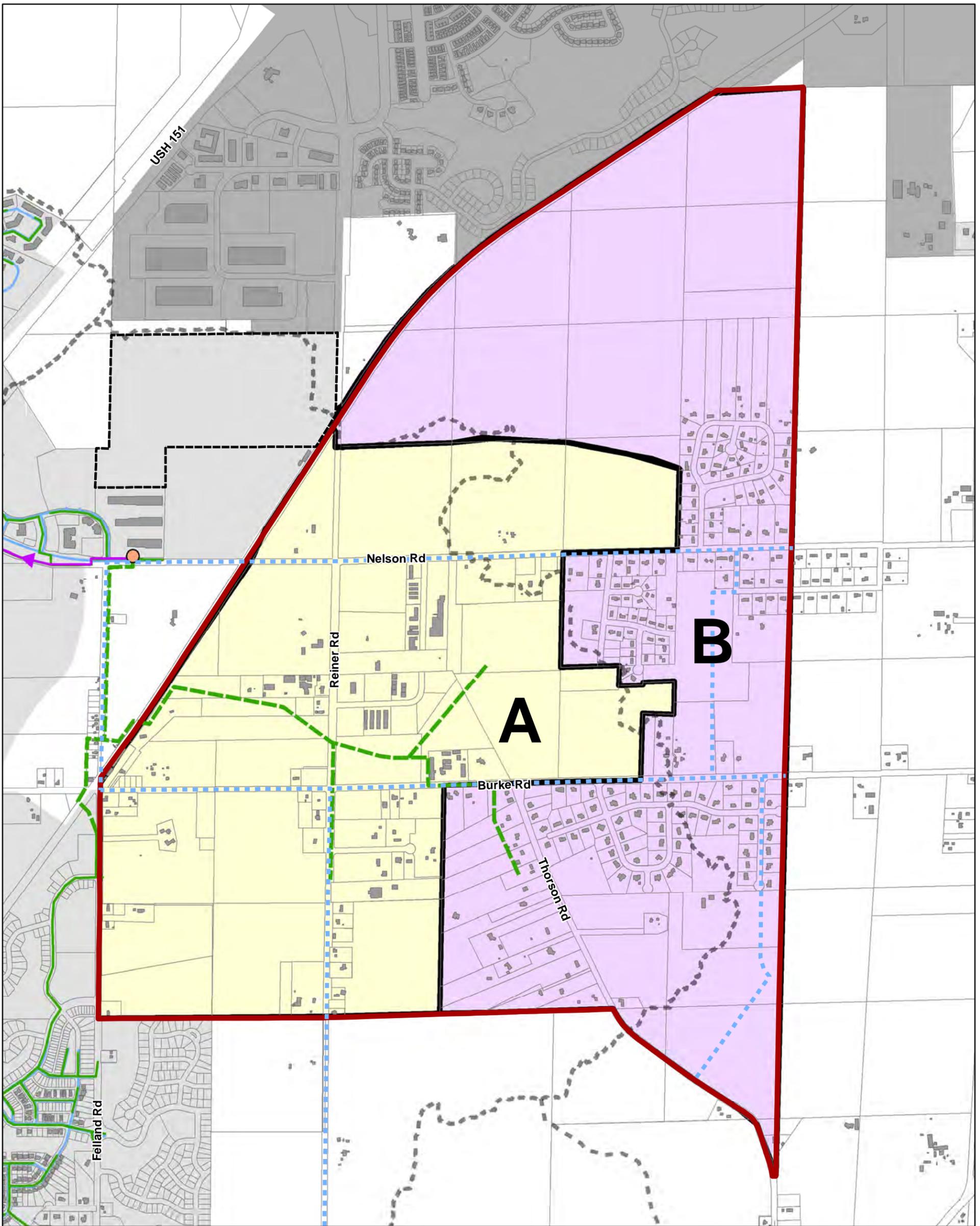
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- Reiner NDP Boundary
- Sun Prairie Park & Ride
- Future Transit Route
- Longer Term Possible Route

### Metro Routes

- Route A1
- Route W & S



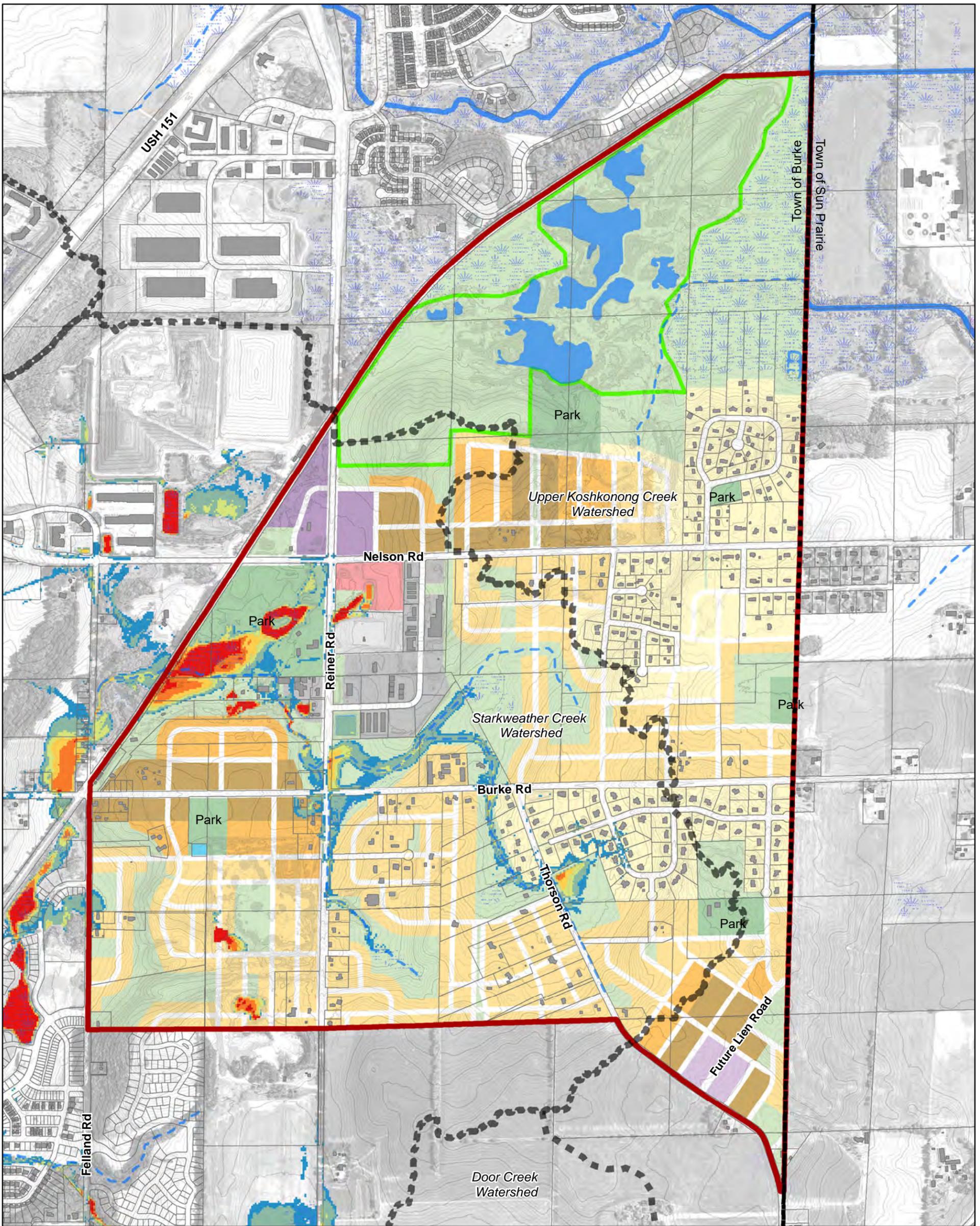


**Map 11: Utilities, Service Areas & Phasing**  
 Reiner Neighborhood Development Plan

**DRAFT**

- |                                |                                  |                    |
|--------------------------------|----------------------------------|--------------------|
| Reiner NDP Boundary            | Water Main                       | Watershed Boundary |
| Central Urban Service Area     | Future Water Main                | Phasing Area A     |
| Sun Prairie Urban Service Area | Sanitary Forcemain               | Phasing Area B     |
| Limited Service Area           | Sanitary Main                    |                    |
| Sanitary Lift Station          | Future City Sanitary Interceptor |                    |





# Map 12: Watershed Study Flood Risk

## Reiner Neighborhood Development Plan

**DRAFT**

Reiner NDP Boundary

Park

Stormwater and Other Open Space

Wetland

Watershed Boundaries

### 1% Annual Flood - Max Water Depth (Feet)

0.5 to 1

1 to 2

2 to 3

3 to 4

4 to 5

5 +

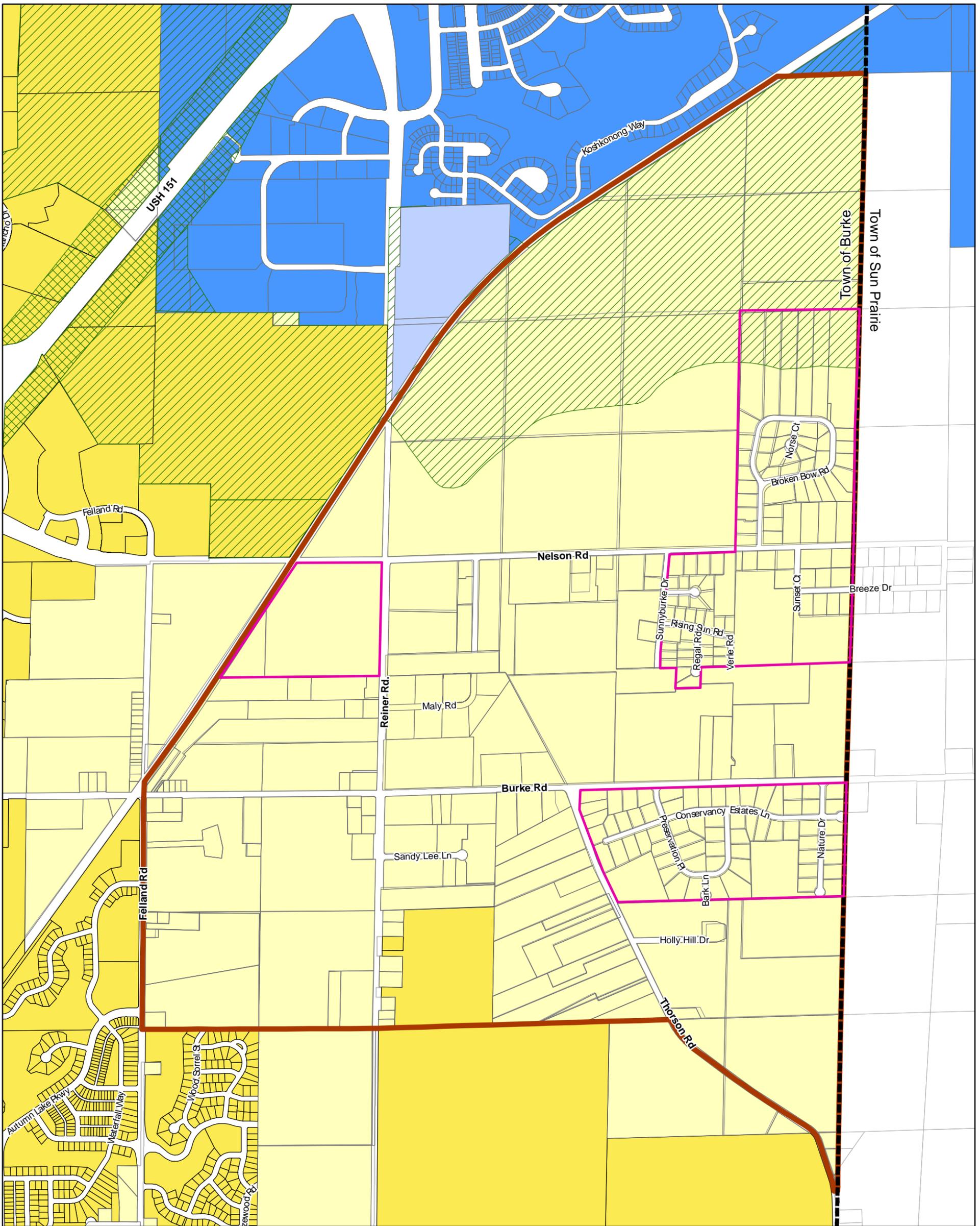
Perennial Stream

Intermittent Stream

Note: This map exists to help you quickly get information about general flood risks. This map doesn't identify all areas that may flood or predict future flooding. Do not use this map to make official flood risk determinations for insurance, lending, or other purposes. This is not an official FEMA federal Flood Insurance Rate Map or the state or local equivalent. The City of Madison assumes no liability for any errors, omissions, or inaccuracies. The City also assumes not liability for any decisions or actions a user might take based on this map.

0 500 1,000 Feet





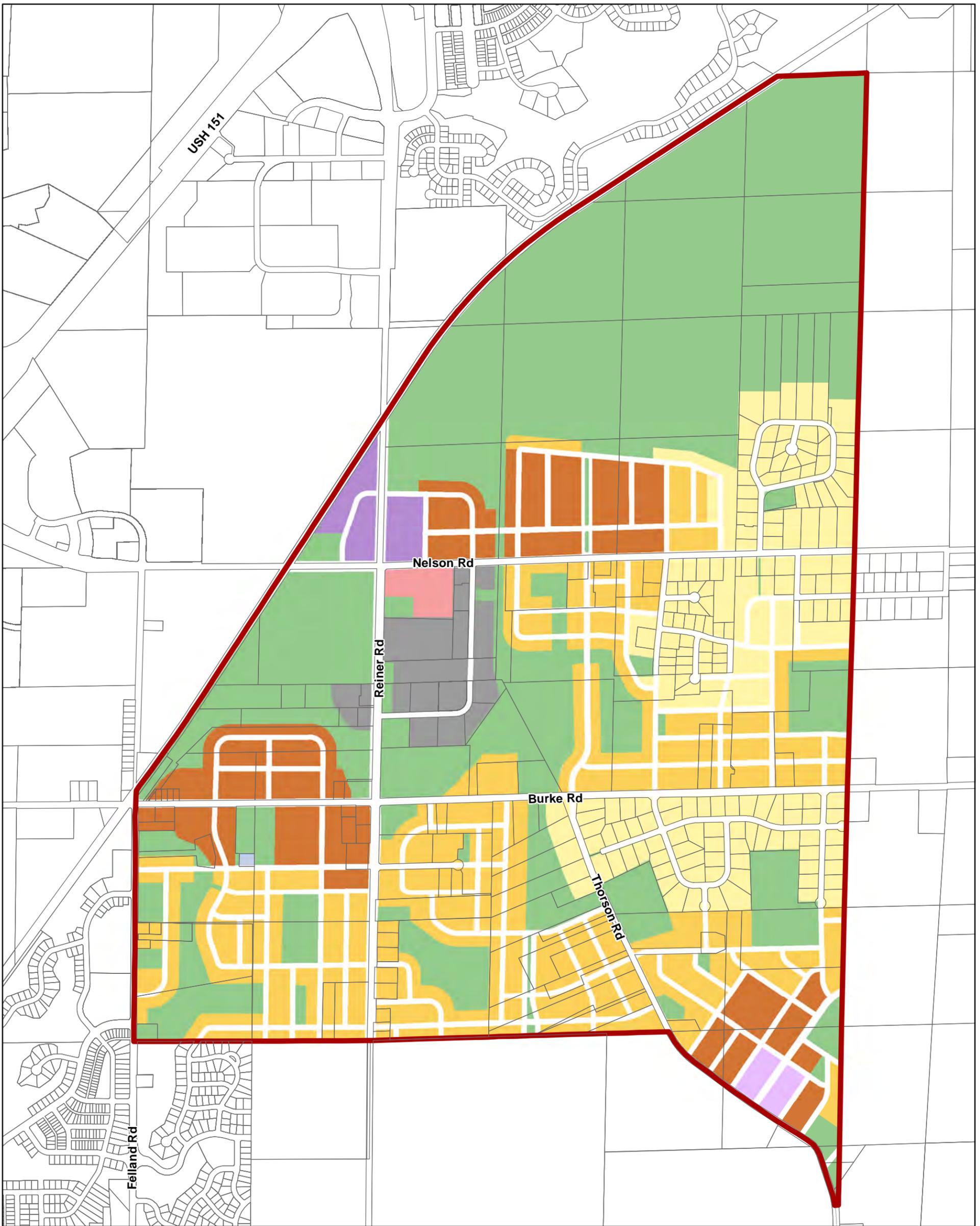
# Map 13: Madison-Burke-Sun Prairie-DeForest Cooperative Plan

## Reiner Neighborhood Development Plan

**DRAFT**

- Reiner NDP Boundary
- Township Boundary
- City of Madison
- Town of Burke Parcels attaching to the City of Madison (Final Attachment: 2036)
- City of Sun Prairie
- Town of Burke Parcels Attaching to the City of Sun Prairie (Final Attachment: 2036)
- Protected Areas
- Sun Prairie - Madison Community Separation Agreement Area
- Sun Prairie - Madison USH 151 Landscape Buffer Zone Agreement Area



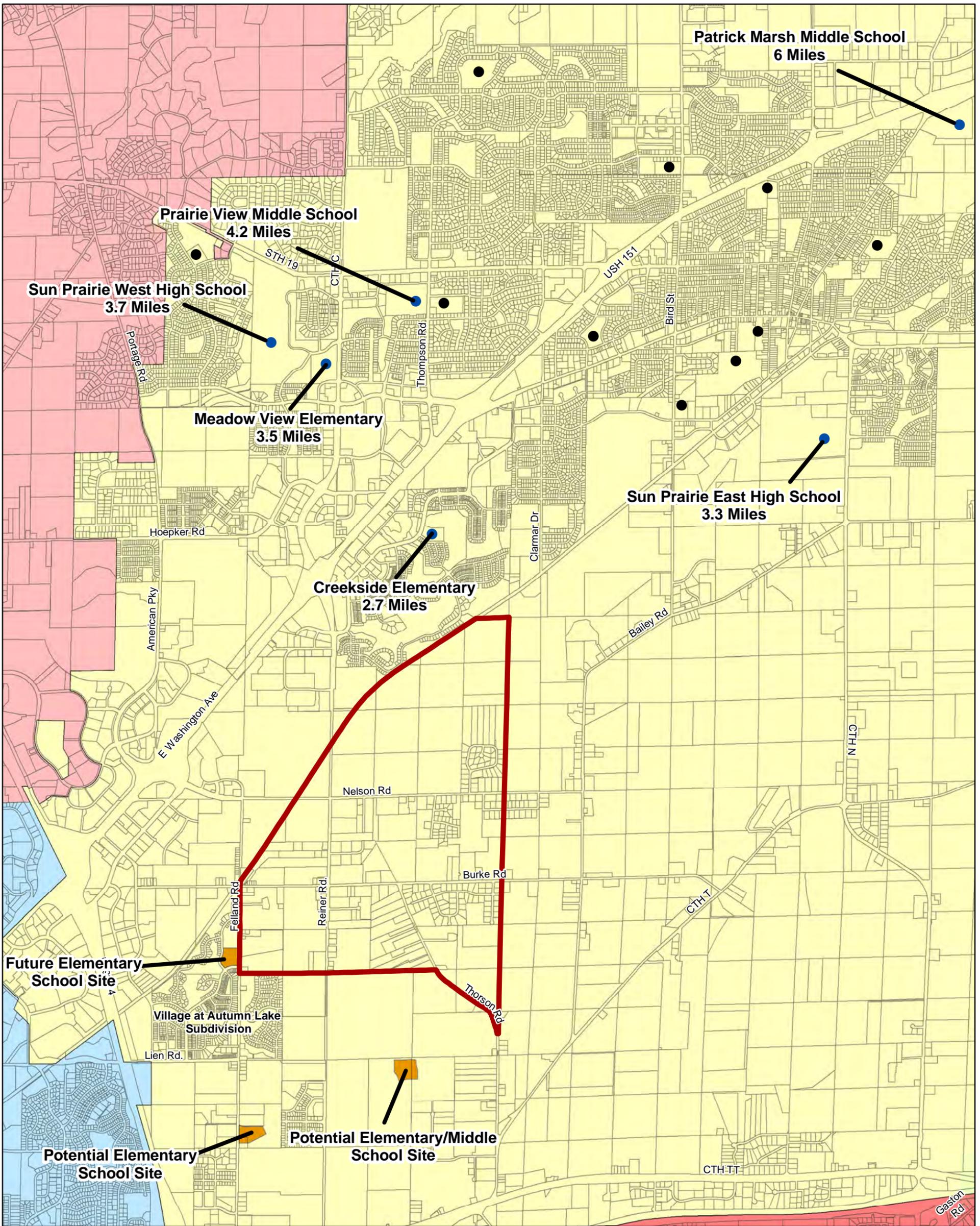


**Map 14: Comprehensive Plan Generalized Future Land Use Changes**  
**Reiner Neighborhood Development Plan**

**DRAFT**

- |                              |                              |
|------------------------------|------------------------------|
| Reiner NDP Boundary          | Low Residential (LR)         |
| Community Mixed Use (CMU)    | Low-Medium Residential (LMR) |
| Neighborhood Mixed Use (NMU) | Medium Residential (MR)      |
| Employment (E)               | Parks and Open Space (P)     |
| Institutional (SI)           |                              |
| Industrial (I)               |                              |





**Map 15: School Districts**  
 Reiner Neighborhood Development Plan

**DRAFT**

- Reiner NDP Boundary
- Planned School Sites
- Sun Prairie Area School District
- Sun Prairie Area School District Schools
- DeForest Area School District
- Schools serving the Planning Area
- Madison Metropolitan School District
- Monona Grove School District

Note: Distance to the schools is measured from the middle of the Planning Area

0 1,250 2,500 Feet

